OVG Manchester:

Appendix 12.1 – Transport Assessment and Transport Assessment Addendum

BUROHAPPOLD ENGINEERING

OVG Manchester

Transport Assessment

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Executive Summary

This report provides an assessment of the transport impacts of events held at the proposed new multi-use indoor arena at the Etihad Campus in Manchester. The arena would have a total capacity for up to 23,500 people, but this maximum would only be reached for a small number of events and the majority of events would have a capacity of between 16,000 – 20,000 people. The arena is targeted to open in 2023.

The site of the proposed arena is located on previously developed land at the Etihad Campus used for surface car parking. The land has been identified for future development within Manchester's Unitary Development Plan (1995) and subsequent Manchester Core Strategy (2012) policies which identifies the site as "*an opportunity for a leisure, recreation and entertainment visitor attraction of national significance*."

The draft 2019 Eastlands Regeneration Framework (ERF), together with prior versions of the document and existing policy recognise the significant added value role that national sports, leisure and entertainment visitor destination proposal within this Zone could play in relation to the regeneration and local employment potential of the Etihad Campus and to the wider priorities for East Manchester.

As a precursor to the application proposals, three Etihad Campus-Wide strategies have been prepared by City Football Group (CFG) in order to support the future comprehensive planning and development of the area.

Firstly, the *Campus Strategic Sustainability Framework* has been produced by Hillbreak, reflecting the ambition by the Campus to champion a new model of progressive and sustainable growth. This strategic vision document outlines the over-arching direction for the development and stewardship of the Campus, and the key principles for embedding sustainability into every aspect of it, including in relation to transport and movement.

In addition, a Transport Assessment has been developed by Arup on behalf of CFG, in consultation with TfGM and MCC and other key stakeholders.

The Strategic Vision includes measures to minimise the transport impacts of movement generated by the Campus in operation; maximise the sustainability of the Campus in support of policy objectives and action against climate change and describes how improvements in technology can support sustainable travel. The Campus Wide Transport Assessment consider in more detail the transport implications associated with the future development and regeneration of the wider Etihad Campus and Eastlands area, which will come forward in line with the longstanding planning policy and regeneration ambitions for the area.

The proposed development will help to accelerate the pace at which measures to support sustainable transport and travel are delivered and the pace at which benefits to local people and visitors alike are fully realised.

Against this context, this document (i.e. the Transport Assessment for the proposed arena) has been prepared with due consideration of the wider Campus Strategy Transport Assessment to ensure that the arena development proposals are appropriately aligned with the longer-term strategy for the wider Campus.

In addition, this Transport Assessment has very much been prepared in recognition of the feedback that has been received from the local communities living in areas close to the Etihad Campus where the effects of traffic and volume of people movements are most acutely experienced during major events.

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In this regard, the aim of the Transport Assessment and accompanying Travel Plan is very much to explain in a transparent manner what the likely impacts of the proposed arena will be and to assess how the proposals can be successfully accommodated at Etihad Campus taking into account the merits of this location from the point of view of sustainable transport and travel. Importantly, it identifies a range of additional measures which will not only mitigate the effects of the proposed arena, but which will also build upon the wide range of transport initiatives and innovations currently in operation at the Etihad Campus to deliver further enhancements to the way in which the Etihad Campus currently operates on event days and to provide enhanced connections back to the city centre.

The site is highly accessible by sustainable means, being well served by a range of public transport modes which includes Metrolink and multiple bus routes in close proximity to the site, additional shuttle buses available on major events and local rail at Ashburys Station. In addition, to the west, Manchester Piccadilly station is approximately a 25 to 30-minute walk from the Site (or an 8-minute journey time via direct Metrolink services). There are also a number of park and ride locations with direct connectivity to the site via public transport and the site is well served by walking and cycling routes, which connect to adjoining community areas, public transport nodes and the city centre.

Once the arena is operational, there will be a reduction in existing surface car parking provided on the Etihad Campus – from approximately 4,200 to 3,700 (the site itself currently accommodates up to 500 surface car parking spaces). This is wholly consistent with analysis of average car parking take up on match days which averaged 3,000 during the successful 2018/19 season and peaked at just over 3,500. The proposed reduction is also consistent with the objectives of the sustainable transport and travel behaviour strategies for the Campus and arena and with national and local sustainability policies.

The car parking that is available at the Etihad Campus, and its management thereof, will be considered in relation to the operational requirements as a whole and therefore availability will depend upon the number of events taking place at any one time. A maximum amount of up to 3,000 car parking spaces would be made available for the arena when only an arena event is taking place. Up to 500 spaces would be made available when and arena event runs in parallel with an event at the Etihad Stadium.

Car parking for arena visitors will primarily be made on a pre-booked basis only (to avoid the inevitable complications and delays of paying on the day) and only shortly before any event (due to the inherent flexibility in the football calendar (at relatively short notice due to TV scheduling). Electronic messaging from point of sale will promote other sustainable travel options, which will help to encourage people to travel by sustainable modes.

In order to mitigate additional informal car parking, and ensure that impacts on local communities are properly controlled, and, based on the recommendations set out in the Arup Etihad Campus Transport Assessment, there is a firm commitment to deliver physical amendments to the resident parking scheme surrounding the Etihad Campus, such that it is able to operate on all days and across an expanded geographic area

The proposal is to expand into areas as indicated in Appendix K and the resident car parking scheme will operate seven days a week, at hours which will include evening event times, to ensure that residents are protected in terms of amenity. There is a commitment, independently of the Council or residents, to underwrite both the initial cost of provision and the cost of ongoing operations.

The proposals have been presented in principle to the relevant authorities, but will be subject to receiving the necessary approvals following further consultation with local residents, businesses and other stakeholders during the formal planning application process. In addition, the applicant intends to undertake discussions with authorities and collaborate on required consultation during construction, sufficient to allow the improvements to be operational prior to the Arena opening.

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The proposed amendments to the resident parking scheme will also be supported by messaging and communication to ticketholders promoting the desired transport methods and highlighting the restrictions for parking in the area.

Access arrangements to the arena for pedestrians, cyclists and vehicles have been optimised in order to manage peak periods and ensure the fastest possible dissipation of traffic from the local area. Reconfigured site access junctions will improve access for all modes and will provide sufficient safe space for entry and egress of pedestrians visiting the new arena, from a crowd flow and security point of view, whilst allowing the site to operate as it currently does for a football match. Secure access and egress points for vehicles to associated car parking will be provided at two points depending on whether arriving from the north or the south. The operational aspects of these access arrangements have been fully tested in the most robust, worst case scenario and would not pose a risk of queueing back onto the highway (Alan Turing Way).

The arena would be operational all year round. It is expected to hold from circa 120 events upon opening and look to increase the number of annual events thereafter. There may be occasions where more than one event is held per day (matinee and evening events) although these would generally be expected to be lower capacity events. It is anticipated that there could be 10-15 arena events per year that will coincide with matches at the Etihad Stadium. Of those events, only about a third would take place during weekday evenings which is considered to represent the worst case scenario for cars arriving (i.e. coinciding with the typical background rush hour peaks).

Events at the proposed development would be scheduled where possible to ensure that they do not coincide with events at the Etihad Stadium.

Where coincident events do take place, and in view of reduced car parking availability art the Etihad Campus (and within the local areas as a consequence of the extended CPZ), there will be a comprehensive and targeted communication strategy to encourage attendees to use sustainable transport modes to access the Etihad Campus including:

- advising that there is a match and an event on the same day and promoting a range of travel demand management options (i.e. 're-route', 're-mode' and 're-time' journeys);
- encouraging visitors to re-route', 're-mode' and 're-time' journeys (e.g. encourage early arrivals including the use of possible incentive offers);
- advising that, unless pre-booked, no parking is available on-site or in the vicinity of the Etihad Campus and that there is a resident parking scheme in operation;
- pre-booked parking will not be released until shortly before event date – prior to release, visitors will be encouraged to book alternative sustainable travel arrangements in advance.

In addition, work will take place with other Campus organisations, as part of an operational plan to minimise overlap between arrival and departure of events. There will be an opportunity to adjust stage times at the Arena to achieve this and a strategy to advise attendees of these changes in advance to influence arrival times.

A 'special event operational plan', will be introduced when appropriate, to deliver enhanced levels of public transport capacity between the City Centre and the Etihad Campus. This would be delivered in collaboration with TfGM to ensure that every possible Metrolink service was operated by a double-unit with the frequency and the duration of shuttle-bus services arranged with operators to capture any remaining expected demand;

When appropriate, frequent demand-led bus-based park and ride/shuttle buses will be arranged to the City Centre and potentially to other public transport interchanges such as Central Park Metrolink stop (providing connectivity to the Oldham line and Park and Ride facility at Hollinwood) and Queens Road Metrolink stop (providing connectivity to the Bury line and further Park and Ride facilities);

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OVG will also work with partners, including TfGM, to encourage integrated ticket packages that include sustainable and public transport travel.

The proposed arena includes ancillary commercial uses (in the form of food and beverage and retail units). The quality of the offer proposed is such that it is expected that it will support staggered access and egress of people (i.e. people arriving early of staying on somewhat to enjoy the facilities and the occasion). This will help to smooth out people flows and the potential for congestion.

In addition to the Resident Parking Zone proposals, a wider package of transport mitigation measures are also proposed to support the development of the arena. These measures are aimed at promoting sustainable travel and reducing the car mode share of visitors.

1. It is recognised that different types of event attract different spectator demographics and each event has the potential to affect the local community in different ways. A community liaison group will be set up to provide input into an Operations Plan to cover all events occurring at the Campus. The plan will be a live document that is monitored and reviewed on a rolling basis with the community liaison and all relevant stakeholders.

2. Improvements are proposed to existing walking route(s) between the City Centre (Great Ancoats Street) and the Etihad Campus) as outlined below:

- Ashton New Road Route
  - Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes, give information about walking distances and incentivise active travel
  - Locally reconfigure pavement / lane relationship at current pavement 'pinch point' adjacent to the existing railway bridge
  - Reinforce walking route markings and declutter the area where the route crosses Metrolink tracks
  - Install signage at Great Ancoats Street to better signal walking and cycling routes between the city centre and the Etihad Campus
  - Trim back low branches on trees along route to improve visibility below tree canopies. Actively support future maintenance in conjunction with relevant stakeholders
  - The above should be read in conjunction with the operational measures which include proposals for additional stewarding and management for certain events.
- City Link Route
  - Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes, give information about walking distances and incentivise active travel
  - Install signage at Ashton New Road to better signal walking and cycling routes between the city centre and the Etihad Campus
  - Install localised fencing, as necessary, to close off hiding places adjacent to bridge abutments
  - Local repairs, as necessary, to existing side fences
  - Re-paint existing side fences
  - Art / Lighting improvements where route passes beneath railway bridges.
  - Remove scrub / vegetation beneath existing trees to improve sightlines and attractiveness of route. Actively support future maintenance in conjunction with relevant stakeholders.
  - Groundcover / wildflower planting beneath trees to improve ecology and attractiveness of route
  - In consultation with TfGM, agree and implement a scheme of modifications to the existing Metrolink barriers on edge of City Square in order to visually open up City Link entrance from Campus
- Ashton Canal Towpath Route

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- Install cycle wheeling channel to side of existing steps between Joe Mercer Way and towpath in order to facilitate cycle accessibility
- Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes, give information about walking distances and incentivise active travel
- Install signage at Great Ancoats Street to better signal walking and cycling routes between the city centre and the Etihad Campus
- Cut back scrub / vegetation at strategic points to improve sightlines and attractiveness of route. Actively support future maintenance in conjunction with relevant stakeholders
- Art / Lighting improvements where route passes beneath bridges.

3. In accordance with the overall Campus strategy, install 240 covered cycle spaces to supplement the existing spaces at the Campus. In line with the Campus strategy, these cycle parking facilities are expected to be installed in locations where cycle routes enter the Campus.
4. A range of supporting operational interventions have been identified which reflect best practice and will include the use of innovative technological and digital platforms. These will proactively promote advanced planning and direct intervention in travel behaviour for visitors and play a significant role in supporting and amplifying the benefits to be gained from the physical measures described above. They would be targeted at event attendees, starting from the point of ticket-purchase to influence travel behaviour towards specific modes depending upon the specific event and the individual needs and circumstances of the visitor. This would include the provision of live transport information within the arena, which alongside the arena's potential pre and post event catering offer will encourage a more staggered egress. Where practical, this live travel information will also include the use of intelligent parking solutions where visitors are parked according to their direction of travel, in order to minimise congestion on entry and exit.

From an operational point of view:

- Use of walking and cycling routes between the City Centre and the Etihad Campus will be facilitated through stewarding and management along the route. The need for and extent of stewarding and management will typically be evaluated on an event by event basis and will also be informed by experience obtained during an initial 3 month period, where stewarding will be in place for all events.
- Promotion and advice on park and ride options that are available locally and across Greater Manchester and are operating during the event hours.
- Work with TfGM to plan and promote enhanced Metrolink services on event days (subject to demand) before and after events, in the same way as currently operates on Stadium Event days.
- Shuttle bus services will be provided between the Etihad Campus and the City Centre. Working in consultation with TfGM, the intention is to provide shuttle-bus services between the Etihad Campus and the City Centre, in the same way as currently operates on Stadium Event days.
- Marshal and manage dedicated coach, taxi/private hire and private car pick up and drop off facilities, to ensure that these operations can be managed effectively and efficiently without adverse effects on other modes. Marshalling would be provided, as appropriate, to ensure that these are well used and well managed.

5. In addition, an Arena Travel Plan will be prepared which will proactively promote advanced planning and direct intervention in travel behaviour for visitors and play a significant role in supporting and amplifying the benefits to be gained from the physical interventions.

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6. Technology will play a key part in influencing sustainable travel behaviour and demand management. The venue's information portfolios will be used for messaging visitors about their travel options, promoting public transport and providing real-time information about Metrolink, rail, bus and shuttle bus services. They will advertise incentives for visitors to arrive early and stay after events to reduce peak impacts on the movement networks.
7. Messaging on these themes will be extended across the Campus and its perimeter and plug-into existing Variable Message Signage (VMS) controlled by TfGM. The Applicant will provide funding towards further VMS to extend the network to strategic locations around the Campus.

A multi-modal capacity assessment has been carried out, covering a full capacity event at the arena using a worst-case car mode share based on values that are recorded at the Etihad Campus currently. Notwithstanding, it is felt that the implementation of the parking scheme and other sustainable transport mitigation measures can deliver a reduced car mode share for visitors to the arena. It is suggested that the car mode share for arena visitors could be some 12-15% lower on opening than that which is currently recorded at the Etihad Stadium. This is seen as an initial change, but a further downward shift could also occur as improvements are made to public transport, walking and cycling infrastructure across the city and the downward trend in car ownership and use. Evidence of the impact of how the implementation of sustainable travel planning measures and constraints of parking have been identified with reference to other existing UK stadia.

Based on the assessment outlined in this report, it is concluded that the proposals accord fully with prevailing transport policy guidance and that the development proposals are appropriate for the location.

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1 Introduction

1.1.1 This Transport Assessment (TA) has been prepared by BuroHappold on behalf of OVG Manchester Limited (OVG), 'the Applicant', in support of a planning application for a new multi-use indoor arena ('OVG Manchester') at the Etihad Campus in Manchester.

1.1.2 The planning application will be submitted to Manchester City Council (MCC) who are the local planning and highway authority.

1.2 Site Location

1.2.1 The Site is approximately 4.46 ha. It is bound by Sportcity Way to the north, Alan Turing Way to the east, Ashton Canal to the south, and Joe Mercer Way to the west, in the ward of Ancoats and Beswick, Manchester. The Site is located immediately north of the Etihad Stadium, Manchester City Football Club's ground, on the Etihad Campus.

1.2.1 The Site location is shown at a strategic level on Figure 1.1.

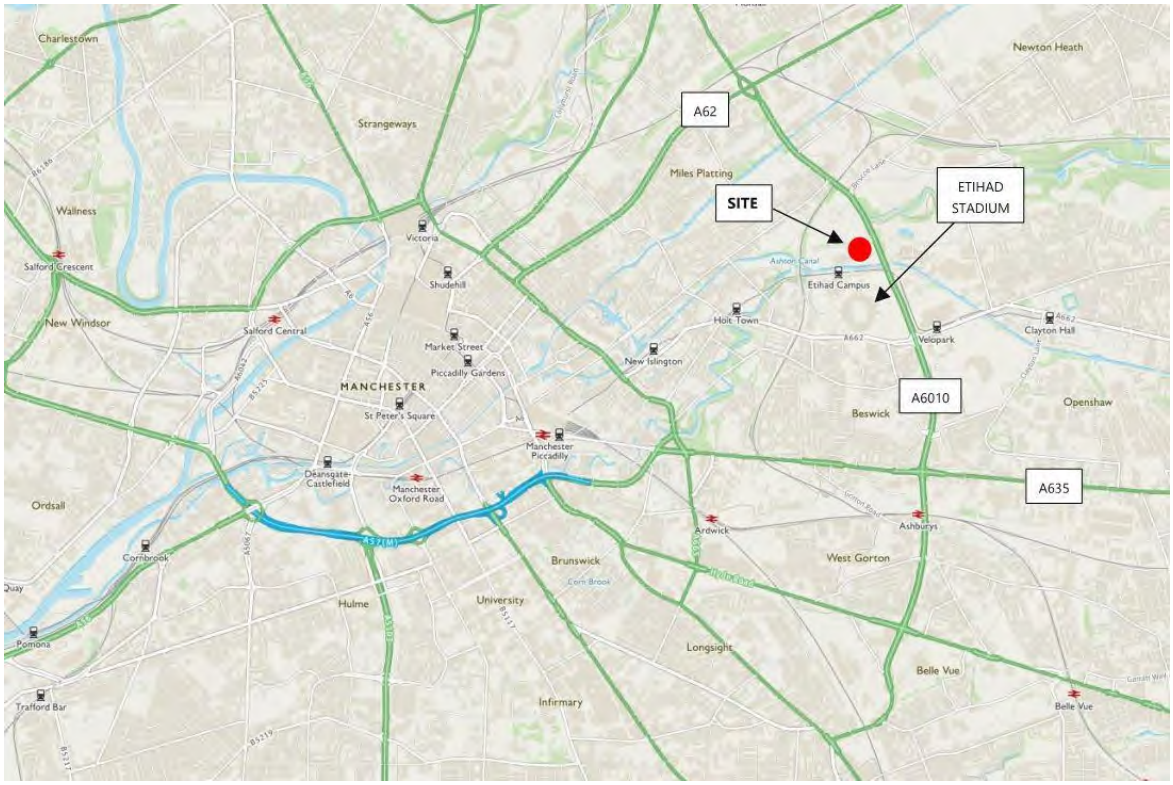


Figure 1.1 Site Location – Strategic Level

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1.3 Development Proposals

1.3.1 The Proposed Development includes the construction of a new indoor arena of up to 68,608 sq. m. Gross External floor Area (GEA) with a total capacity for up to 23,500 people, but this capacity would only be reached on a small number of occasions per year. The majority of events at the arena would have a capacity of between 16,000 – 20,000 people. The arena would be flexible to accommodate events of different nature and scale, which could include music, sport, performances, awards and other live entertainment. Events could be held during the day and evening, throughout the year.

1.3.2 The proposed development would also accommodate supporting uses and functions. This would include food and beverage units and retail units.

1.3.3 The targeted opening year is 2023 with construction expected to start in the third quarter of 2020.

1.4 Planning Application Description

1.4.1 The planning application for the Proposed Development is for a new multi-use indoor arena, together with supporting retail and leisure facilities, back-of-house and support functions, public realm, cycle parking (as an addition to the wider Campus cycle provision), access and associated works.

1.4.2 The planning application boundary is shown on Figure 1.2.

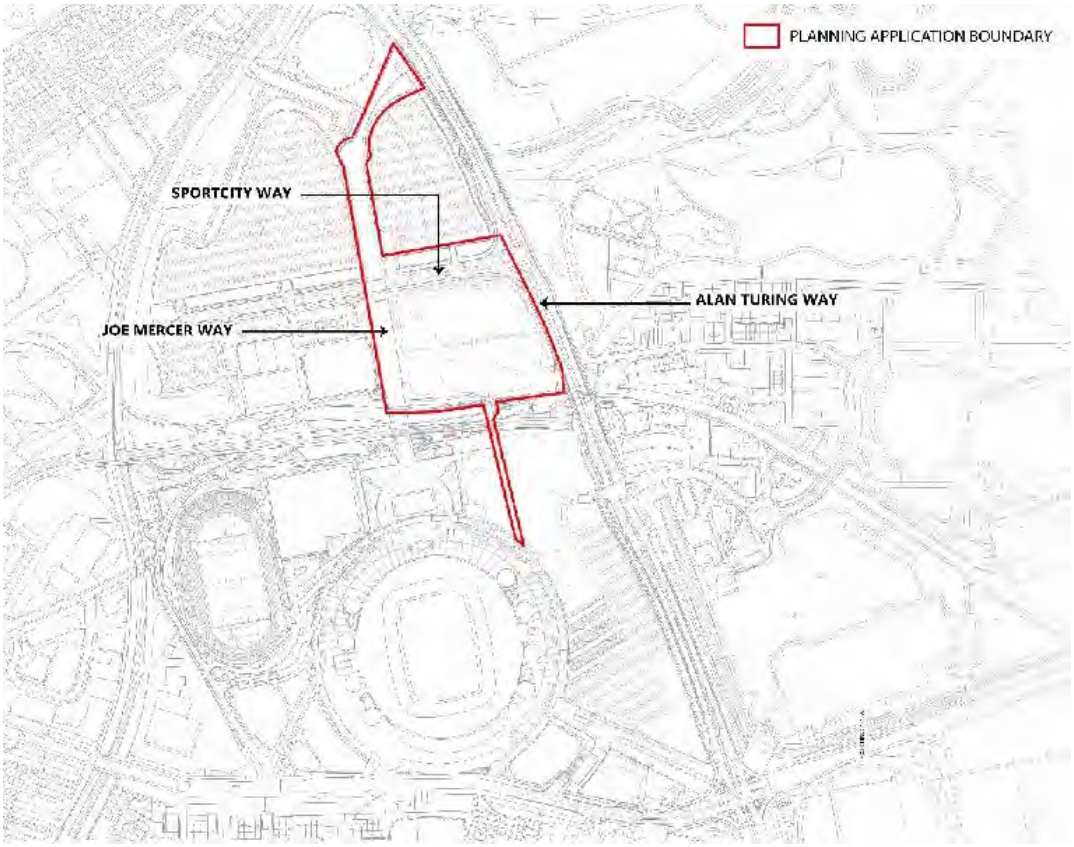


Figure 1.2 Planning Application Boundary

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1.5 Planning History

1.5.1 In April 2010 planning permission was granted for *"remediation works including the removal of underground structures, processing and treatment of excavated material and site works including installation of water attenuation tanks, archaeological works, new boundary fencing and demolition of the existing visitors centre"* (Ref: 092380/FO/2010/N2).

1.5.2 In 2007 planning permission was granted on part of the Site for the construction of a temporary Olympic Standard BMX track, ramp and associated parking for the use of British Cycling as a training facility ahead of the Beijing Olympics (ref: 085031/FO/2007/N2). A subsequent time extension was granted (Ref: 088566/FO/2008/N2) for the temporary BMX track, ramp and associated parking to 31 December 2010.

1.5.3 These temporary BMX facilities were removed when the purpose-built BMX Centre was opened in July 2011 at the National Cycling Centre located to the east of Alan Turing Way.

1.6 Pre-Application Consultation

1.6.1 The scope of this TA has been discussed with MCC Highways (MCC) and Transport for Greater Manchester (TfGM) during the pre-application period and included agreements on the transport assessment scope and trip generation methodology. Table 1.1 shows the consultation periods with MCC and TfGM.

Table 1.1 Consultation Periods with MCC and TfGM

Date	Consultation/ Workshop
27/09/2019	Introduction to Etihad Transport Issues and TA Scoping Meeting
08/10/2019	Parking and Highways
29/10/2019	General discussion about Etihad Transport Approach
13/11/2019	Walking and Cycling
26/11/2019	Buses, Metrolink, Park and Ride, Trains
10/12/2019	Taxis, Pick-up, drop-off
10/02/2020	TA Scoping Meeting (Wider Impact Assessment)
24/02/2020	Traffic Impact Analysis Review with MCC Highways Development Control
27/02/2020	TA Scoping Meeting (Wider Impact Assessment)

1.7 Transport Assessment Scope

1.7.1 The scope of the TA reflects the output of the pre-application consultation process with MCC and TfGM and has been prepared in accordance with relevant policy and current best practice guidance.

1.7.2 The sections of this TA are structured as follows:

- **Policy Context** – the relevant National, Regional and Local Policy will be reviewed;
- **Etihad Campus Transport Initiatives** – provides a summary of the measures that are being developed by the City Football Group to support future development of the Campus and mitigation of its transport impacts.

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- **Existing Conditions** – the baseline transport conditions with regard to the pedestrian and cycle networks, public transport facilities and the highway network are described. Accident analysis has also been undertaken within the vicinity of the Site.;
- **Development Proposals** - including land use quantum and mix for the proposed development; access proposals for all modes; cycle and vehicle parking; waste storage and provision; servicing and deliveries;
- **Trip Generation** – multi-modal trip generation assessment including walking, cycling, public transport, vehicular and servicing;
- **Transport Impacts** - an assessment of the impacts of the proposed development on all modes of transport;
- **Mitigation Measures** - the proposed measures to mitigate the anticipated transport impacts of the development are provided; and
- **Summary and Conclusions.**

1.7.3 The TA should be read in conjunction with the following reports, which support the planning application for the proposed arena:

- Sustainability Statement;
- Arena Travel Plan;
- Transport Chapter to the Environmental Impact Assessment;
- Outline Construction Logistics Plan;
- Operating Schedule and Event Management Plan;
- People Movement Strategy and Design for Inclusive Access – referred to Design & Access Statement;
- Waste Management Plan.

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2 Policy Context

2.1 Policy and Guidance

2.1.1 The following policy documents have been reviewed as part of this TA. These policy and guidance documents can be categorised at the national, regional and local level, and outline the planning policy framework for the Proposed Development. The relevant policies to this development are outlined below and will be referred to throughout this TA:

- National Planning Policy Framework (NPPF) (MHCLG 2019);
- Transport for the North Strategic Transport Plan (TfN 2019);
- Greater Manchester's Plan for Homes, Jobs and the Environment: Greater Manchester Spatial Framework– Revised Draft (GMCA 2019);
- Greater Manchester's Transport Strategy 2040: Draft Delivery Plan 2020-2025 (GMCA 2019);
- Manchester City Council's Core Strategy (2012);
- Eastlands Regeneration Framework (2019);
- Manchester City Council's Unitary Development Plan – Saved Policies (MCC 1995);
- Manchester City Council's Supplementary Planning Guidance (SPG) Guide to Development in Manchester (MCC 2007); and
- Manchester City Council's Design for Access 2 (MCC 2003).

2.1.2 A summary of the relevant aspects of these policies to the proposed development are provided in the following sections.

2.2 National Policy

National Planning Policy Framework (MHCLG, 2019)

2.2.1 The National Planning Policy Framework (NPPF) was published by Ministry of Housing, Communities & Local Government (MHCLG) in June 2019.

2.2.2 Section 9 of the NPPF (para. 102 to 111) sets out the approach for promoting sustainable transport. It requires that all development generating significant amounts of movement should be supported by a transport assessment so that the impacts of the proposal on the transport network and environment can be adequately addressed (para. 111). It also suggests that transport should be considered at the earliest stages of development proposals (para. 102) so that:

- *'Opportunities to connect to existing or proposed transport infrastructure and to promote sustainable patterns of movement are realised; and*
- *Patterns of movement, streets, parking and other transport related components are integral elements of the design process and contribute to the creation of quality places.*'

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2.2.3 When considering development proposals, the NPPF recommends that applications ensure that:

- *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in term of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.2.4 Paragraph 109 states that development 'should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.'

2.2.5 Paragraph 110 states that applications for development should:

- *'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.3 Regional Policy

Transport for the North's Strategic Transport Plan (TfN 2019)

2.3.1 Transport for the North (TfN) became England's first Sub-national Transport Body in April 2018. As a partnership, TfN encompasses 20 local transport authorities in northern England, together with Network Rail and Highways England, to plan and prioritise long-term infrastructure investment in the North.

2.3.2 TfN's role is to add strategic value by ensuring that funding and strategy decisions about transport in the North are informed by local knowledge and requirements. TfN published its Strategic Transport Plan in 2019 setting out proposals for the northern transport network through to 2050.

2.3.3 The TfN's core vision is to have 'a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all.' Supporting this vision are the four pan-Northern transport objectives, of which are:

- Transforming economic performance;
- Increasing efficiency, reliability, integration, and resilience in the transport system;
- Improving inclusivity, health, and access to opportunities for all; and

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- Promoting and enhancing the built, historic and natural environment.

Greater Manchester's Plan for Homes, Jobs and the Environment: Greater Manchester Spatial Framework – (GMCA 2019)

2.3.4 The Greater Manchester Combined Authority (GMCA) was established in 2011. It is formed of 10 local authorities, including Manchester City Council (MCC). It is an administrative body that sets out region-wide strategies, policies and objectives for housing, employment and industry and the environment.

2.3.5 Transport for Greater Manchester (TfGM) is the executive body of the GMCA.

2.3.6 Greater Manchester's GMSF sets out our GMCA's ambition to bring forward brownfield land, reduce the net loss of Green Belt and provide stronger protection for important environmental assets. It supports wider strategies around clean air, walking and cycling and underpins their ambition to be a carbon neutral city-region by 2038.

2.3.7 The final Plan is expected to be adopted late 2020/early 2021.

2.3.8 Policy GM-Strat 1 highlights a need for a strong focus on growth in the Core Growth Area (CGA). The CGA covers Manchester's city centre, the Quays and extends eastwards to include the Etihad Campus and westwards through Trafford Park. The policies seek to protect the economic role of the CGA with new development supporting major growth in jobs. Additionally, emphasis is placed on the importance of infrastructure relative to the growth of the CGA, in line with the Transport Strategy 2040.

Greater Manchester Transport Strategy 2040: Draft Delivery Plan 2020-2025 (GMCA 2019)

2.3.9 The Greater Manchester Transport Strategy (GMTS) sets out the long-term transport strategy to 2040.

2.3.10 The transport vision aims to deliver *"World class connections that support long-term sustainable economic growth and access to opportunities for all"* and to improve the transport system "*to support a reduction in car use to no more than 50% of daily trips, with the remaining 50% made by public transport, walking and cycling*."

2.3.11 Integration is at the heart of the strategy with an ambition to create a high quality network for Greater Manchester that enables people to move efficiently and effortlessly between different modes of transport. Integrated land use and transport planning are recognised as key tools in realising this ambition.

2.3.12 Policy 4 of GMTS sets out TfGM's approach to spatial planning, who seek to continue to work in collaboration with planning authorities and developers to;

- Reduce the need to travel by car, and the distance travelled;
- Maximise accessibility to new developments by sustainable modes;
- Maximise the best use of existing infrastructure, ensure that development close to public transport node are high density;
- Developments are designed in a way that encourages and facilitates active travel.

2.3.13 Policy 17 explores the concept of streets as places, providing for sustainable modes, reducing congestion and balancing the needs of motorised traffic with cyclists, pedestrians, residents, shoppers and local businesses. It builds upon the 'Link and Place' concept that has been introduced in London and Birmingham.

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2.4 Local Policy

Manchester City Council's Core Strategy (MCC 2012)

2.4.1 MCC's Core Strategy, which was adopted in 2012, outlines MCC's vision for development in and covers the period to 2027. The Core Strategy forms part of Manchester's Local Development Framework and sets out the planning policies that will be used to deliver that vision.

2.4.2 In the context of Transport, the core development principles seek to maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

2.4.3 Strategic Objective 5 of the Core Strategy is Transport and the relevant transport policies are discussed below.

Policy T1 Sustainable Transport

2.4.4 In line with the GMTS ambitions, Policy T1 seeks the delivery of a *"sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking*".

2.4.5 The policy sets out a hierarchy, in order of priority, to take account of the needs of road users as follows;

- *"Pedestrians and disabled people;*
- *Cyclists, public transport;*
- *Commercial access;*
- *General off-peak traffic;*
- *General peak time traffic."*

Policy T2: Accessible Areas of Opportunity and Need

2.4.6 Policy T2 seeks to ensure that a good level of access is established to/from new developments and other parts of the City and that new development is easily accessible by walking, cycling and public transport.

2.4.7 Policy T2 also refers to the parking guidance in Appendix B, stating that new development should provide appropriate car parking facilities in accordance with this guidance.

2.4.8 The parking standards applicable to the proposed development are summarised below in Table 2.1.

Table 2.1 MCC Parking Standards

Land use	Car Parking	Cycle Parking	Disabled Car Parking Spaces	
			Up 200 spaces	Over 200 spaces
Stadia	1 space per 15 seats	1 space per 20 seats minimum of 2 spaces	3 bays or 6% of total capacity	4 bays plus 4% of total capacity

Policy T3: Strategic Integration

2.4.9 Policy T3 requires development to, where possible, contribute to the creation of a sustainable transport network that is both economically viable and environmentally friendly. It also states that any proposals that show any form of prejudice in the implementation of strategic transport schemes will be refused.

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2.4.10 Strategic Objective 2 of the Core Strategy relates to the Economy and City Centre and specially identifies Eastlands as a strategic employment location. ~The relevant policy is discussed below.

Policy EC 7: Eastlands Strategic Employment Location

2.4.11 Policy EC 7 states that land around the City of Manchester Stadium is a focus for development and provides an opportunity "*for a leisure, recreation and entertainment visitor attraction of national significance.*"

2.4.12 It also states that the area is *"very accessible via public transport and sustainable transport modes"* and that this will be further improved with the proposed Metrolink line through Eastlands.

2.4.13 Proposals at Eastlands will be expected to show how development of the area will:

- Consider the wider design and layout objectives, taking advantage of important frontages such as Alan Turing Way and Ashton New Road;
- Ensuring the site is accessible to the East/North Manchester communities by a choice of sustainable and public transport provision; and
- Take advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure.

Eastlands Regeneration Framework

2.4.14 The Eastlands Regeneration Framework (ERF) was originally endorsed in 2011 which shaped and guided investment and development in East Manchester. It was updated in 2017 and a further draft for consultation of the document was published in 2019.

2.4.15 For clarification, the ERF sets out environmental, social, design and economic objectives which are relevant to the attainment of the regeneration of the East Manchester area which is supported by existing planning policy. It is not a planning policy document and it is not a site allocations document. As such this document has the status of a "Local Development Document" but not a "Development Plan Document" and should not be considered or viewed as planning policy, and does not set out a series of tests to be passed.

2.4.16 The role of the ERFs has been to seek to guide the content of planning applications so that they have in mind the objectives for East Manchester. Throughout the various iterations of the ERF, and through the thirty-year journey of transformation of East Manchester, the Etihad Campus has consistently been a major economic driver in its own right within a city region and national context. Successive Regeneration Frameworks have identified the Etihad Campus as a place to drive forward the development of a globally competitive sport, leisure and recreation offer. Over the last ten years' significant new investment has been made to deliver new facilities that benefit the community with new local leisure and educational developments being part of an integrated approach to the transformation of the area.

2.4.17 The fully endorsed 2017 ERF and draft 2019 ERF have been prepared principally to guide the next phases of identified projects and development activity in and around the Etihad Campus as well as the westward expansion of activity along the Ashton Canal Corridor, joining up with the eastward expansion of the City Centre taking place in Ancoats and New Islington.

2.4.18 The 2019 Draft ERF was presented to the Council's Executive Committee in March 2019 for consultation. Following consultation, in July 2019 the Executive Committee resolved to delegate authority to the Strategic Director – Growth & Development, in consultation with the Leader of the Council and the

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Executive Member for Housing & Regeneration, to approve once certain matters have been addressed, including the requirement for the Draft ERF to reference the recently announced Carbon Reduction targets. At the time of writing, the revised version to address these issues has not been published.

2.4.19 The 2019 Draft ERF outlines a well-developed vision for East Manchester to continue to accelerate and deepen the East Manchester regeneration journey and support inclusive growth through a number of strategic ambitions for East Manchester, including to:

- Bring sport, education and commerce together;
- Expand a world-class sports destination;
- Become a destination for leisure and recreation facilities;
- Capitalise on the regeneration investment made;
- Support Manchester's Green City initiatives;
- Create a distinctive sense of place; and,
- Deliver improved social and economic outcomes.

2.4.20 The draft 2019 ERF, together with prior versions of the document and existing policy recognise the significant added value role that national sports, leisure and entertainment visitor destination proposal within this Zone could play in relation to the regeneration and local employment potential of the Etihad Campus and to the wider priorities for East Manchester. It also recognises the need to implement a controlled parking scheme (coverage to be agreed with MCC following consultation with local residents and Councillors) in order to protect and enhance amenity in the surrounding area to the Etihad Campus.

Manchester City Council's Unitary Development Plan – Saved Policies (MCC 1995)

2.4.21 MCC's 1995 Unitary Development Plan (UDP) was superseded by the Core Strategy in 2012, however, a number of saved policies still have material weight in the determination of planning permissions.

2.4.22 Policy DC22.1 (Footpath Protection) ensures the protection of existing pedestrian footpaths, stating that developments resulting in unacceptable inconvenience to pedestrian movement will not, normally, be permitted.

Supplementary Planning Guidance (SPG) Guide to Development in Manchester (MCC 2007)

2.4.23 MCC's SPG Guide to Development in Manchester adopted in 2007 provides guidance for developers including parking/servicing guidelines, design and travel plans.

2.4.24 The guidance emphasises that priority is to be given to pedestrians, disabled people and cyclists above the needs of the car, and that this should be taken into consideration in the location and design of any parking facilities. A Travel Plan will be required where appropriate to encourage and support walking, cycling and public transport use. It also provides detailed guidance on how the need for car parking can be accommodated in the context of ensuring that priority is still given to the non-car user.

Design for Access 2 (MCC 2003)

2.4.25 MCC's Design for Access 2 provides best practice guidance for inclusive design and gives references for more

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detailed technical standards to be taken into account at the earliest possible stage in the design process. It includes guidance on public realm design, road infrastructure and parking layouts.

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3 Etihad Campus Transport Framework For Delivery

3.1.1 This section provides a summary of the measures that are being developed by the City Football Group to support future development of the Campus and mitigation of its transport impacts.

3.2 Etihad Campus Strategic Vision

3.2.1 A Strategic Vision for Movement and Transport has been developed by the City Football Group to support the future development of the Etihad Campus, in consultation with TfGM and MCC and other key stakeholders. This sets out how the movement framework for the Campus will evolve over the next 20 years.

3.2.2 The Strategic Vision builds on existing policies, strategies and plans and sets out the Campus' prioritisation of the things that will make a positive impact for staff, visitors, the local community and the environment.

3.2.3 The Vision encompasses a series of movement and transport objectives within themes that focus on enhancing the day-to-day life for the Campus and the community. These include measures to minimise the transport impacts of movement generated by the Campus in operation; maximise the sustainability of the Campus in support of policy objectives and action against climate change, and explores how improvements in technology can support sustainable travel.

3.3 Etihad Campus - Movement and Transport Strategy Transport Assessment

3.3.1 Consultants 'Arup' have been commissioned by City Football Group to prepare a transport assessment of the future proposed development of the Etihad Campus. This document provides an overall framework for the proposed development of the OVG Arena and all future on-Campus development.

3.3.2 The assessment demonstrates that the future development of the Etihad Campus as a whole, including the arena, is underpinned by a wider strategy to mitigate the transport impacts of movement generated by the Campus.

3.4 Etihad Campus Strategic Sustainability Framework

3.4.1 The Etihad Stadium and City Football Academy have already been catalysts for the transformation of Eastlands. As the Etihad Campus embarks on the next key phase of its transformation to a world-class destination amidst increasing public awareness of the climate and biodiversity crisis, it recognises the opportunity for it to play its full part in exemplifying sustainable development.

3.4.2 The Etihad Campus aspires to be a pioneer for the whole of Manchester in pursuing its twin objective of realising locally-inclusive, globally-competitive economic growth, whilst simultaneously transforming to a net zero-carbon campus. Four key themes underpin the delivery of this vision, as shown in Table 3.1.

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Table 3.1 Key Sustainability Themes

Climate & Nature Positive	Vibrant & Inclusive	Healthy & Active	Open & Connected
The Etihad Campus is a beacon of Manchester's rapid transition to a zero-carbon city, rich with wildlife and green infrastructure.	The Etihad Campus works for everyone and provides unrivalled education, training and employment opportunities for local residents.	The Etihad Campus is a world-class destination for sport, performance and leisure that inspires healthy lifestyles and workplaces.	The Etihad Campus is fully integrated into the fabric of the City, with excellent transport connections that support sustainable travel.

3.4.3 The Etihad Campus Strategic Sustainability Framework provides an overarching vision for different partners and future plot developments to harmonise around in articulating and delivering the Etihad Campus sustainability ambitions. OVG and the new arena will play its part in delivering this vision.

3.5 Etihad Campus Movement and Transport Strategy – Transport Assessment

3.5.1 A Movement and Transport Strategy has been produced for the wider Etihad Campus and provides a framework for the future development of the Campus, by Arup. Arup have provided the following summary of this to inform the arena TA, as follows.

3.5.2 This document (i.e. the Transport Assessment for the proposed arena) has been prepared with due consideration of the wider Campus Strategy Transport Assessment to ensure that the arena development proposals are aligned with the longer-term strategy for the wider Campus.

3.5.3 The Campus Strategy Transport Assessment includes recommendations on appropriate transport mitigation to be considered by the new developments being considered for the Campus, including the arena, in support of the delivery of the wider Campus Strategy. These recommendations are described under the headings below.

Walking and Cycling

The Campus Strategy Transport Assessment recommends that:

"…in order to support the relatively high number of walking trips from the City Centre on a more frequent basis and considering the potential range of event types and audience demographics that may wish to attend events at the Arena, it is considered that enhancements to the walking route(s) between the City Centre and the Etihad Campus should be provided. Based on the surveys undertaken it is considered that key existing routes used by football supporters include Pollard Street, Ashton New Road and the canal towpath. However, there may be other routes that are not currently well-used but could be with appropriate improvements.

Improvements to routes between the Etihad Campus and the City Centre (as defined by Great Ancoats Street) should seek (where appropriate) to link into the funded schemes that are being delivered within the City Centre. These include the new crossings of Great Ancoats Street, and the new link between Victoria and Piccadilly that is being provided as part of the Mayor's Challenge Fund.

Consideration would need to be given to potential effects of large volumes of pedestrians using routes through residential areas on a more frequent basis. Interventions should therefore be focussed on the existing main routes used to access the Stadium, which are more appropriate for high volume pedestrian flows."

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In terms of promoting cycle use, the Campus Strategy Transport Assessment also recommends that the Arena development should make:

"Contribution to the additional cycle parking that will be provided across the Etihad Campus to accommodate increased usage and encourage staff and visitors to cycle;"

Public Transport

The Campus Strategy Transport Assessment recognises that the public transport infrastructure serving the Etihad Campus:

"…is only fully utilised for a few hours on the limited number of days per year on which there is a match or other major event. The proposed future development of the Campus would therefore seek to maximise use of this previous investment in transport infrastructure on a more frequent basis."

In order to support the additional demand for public transport generated by an arena, the Campus Strategy Transport Assessment recommends that enhanced public transport provision be provided using this existing infrastructure. This could be delivered by TfGM working alongside the Etihad Campus and Arena operator to:

"…plan and operate an enhanced Metrolink service on event days (subject to demand) before and after events.

…support Metrolink as the primary mode of public transport, (through) *the use of shuttle-bus services between the Etihad Campus and the City Centre, as operated after Stadium events and on events elsewhere in the city, such as the Parklife festival;"*

Parking and Access

The Campus Strategy Transport Assessment sets out an overall strategy for on-site parking for the future development of the Etihad Campus. It states that:

"The overall parking strategy for the future development of the Etihad Campus is not to increase the supply of parking on the site and to mitigate the risk of undesirable off-site parking on-street through amendments to the residents parking scheme such that it operates every day and not just on Stadium event-days."

The Campus Strategy Transport Assessment recognises that future development may result in some changes to existing car parking on the site. It recommends that:

"As further uses are developed on the Etihad Campus, this may result in the loss of parking spaces (where these uses are constructed on existing car parks). In order to ensure that this does not reduce the retained parking provision below an acceptable operational level, it is proposed that any spaces lost to development could be reprovided if demand at that time required it."

The Campus Strategy Transport Assessment recognises that future developments, such as the arena, may seek to amend the existing access and egress arrangement of the Campus. It recommends that:

"As new developments are delivered within the Campus, alterations to the site access and egress arrangements may be proposed. These alterations may seek to improve the flow of vehicles into and out of the Campus or to improve the safe movement of people to, from and within the site.

Whilst it is not currently envisaged that any new access points would be formed, some of these alterations may require permanent changes to infrastructure. Other alterations may only require temporary traffic management changes within the existing infrastructure on site. Any such changes would be agreed with MCC as the local highway authority through the planning process as required."

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In terms of off-site parking, the Campus Strategy Transport Assessment recognises that additional development on the site may require changes to the existing Resident Parking Scheme. It recommends that:

"The proposed (arena) *development is anticipated to increase the frequency of events at the Etihad Campus and may also require parking charges to be implemented on days other than matchdays. The parking strategy for the Etihad Campus and the surrounding area should therefore reflect the increase in the frequency of events and attempt to mitigate any adverse impacts arising from this.*

As such, it is anticipated that, once the arena is operational, the Resident Parking Scheme would need to change to operate seven days a week, bringing it in line with other resident parking schemes that are operated across the city. The other schemes typically operate on all days and allow only permit holders to park within designated times (e.g. 08:00-18:00).

Given the anticipated demand for parking during the evening generated by the arena it is considered that any restrictions would need to apply until after events have commenced. It may therefore be appropriate for the restrictions to apply between 12:00 and 22:00 or similar to ensure that the amenity of residents is protected during this time.

In addition to the expanded resident parking scheme area committed to as part of the Stadium expansion, additional demand generated by coincident events at the tadium and the arena may require a change to the geographical coverage of the scheme. It is therefore recommended that the geographical extent of the scheme is reviewed, and additional areas are considered for inclusion."

Event Planning, Management and Partnerships

The Campus Strategy Transport Assessment recognises the importance of the established procedures and processes that are in place to successfully plan, manage and operate activities at multiple venues within the Etihad Campus. It recommends that:

"As the Etihad Campus develops with additional uses and venues, the co-ordinated planning, management and operation of events and activities at the Etihad Campus will take on even greater importance and the relative balance between the Stadium and other uses may change.

The Etihad Campus must continue to operate as a collective destination rather than as a number of individual components or uses. This will require continued close co-ordination and co-operation between a range of stakeholders including the football club, MCC, TfGM and operators of new developments as they come forward."

In recognition of the additional transport demands that would be placed on the transport networks serving the Etihad Campus during co-incident events at the Stadium and the proposed arena, the Campus Strategy Transport Assessment recommends that a 'Special Event Operational Plan' is developed. It recommends that:

"The special event operational plan would seek to minimise additional vehicle movements within the immediate area. Working with stakeholders, additional public transport capacity could be required at least on a temporary basis as part of the special event operational plan.

Event attendees would be contacted, informed that the area surrounding the Etihad Campus would be busier than usual and attempts to directly influence or change their behaviour towards sustainable transport modes would be made. The Etihad Campus would also work alongside TfGM to implement Travel Demand Management measures to encourage attendees to 're-route', 're-mode' and 're-time' their journeys in order to reduce the impact on the network. This advice and information would also be aimed at other network users (i.e. those not attending events at the Etihad Campus).

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This could be supported by the provision of additional stewarding at (and on key routes to) the Etihad Campus to promote and provide information on alternative travel modes."

Transport Interventions Recommendations

The Campus Strategy Transport Assessment recommends the following Transport Interventions as part of normal arena operations:

- *Enhancements to the walking route(s) between the City Centre and the Etihad Campus. Additional stewarding and management along the route would be evaluated on an event-by-event basis;*
- *TfGM working alongside the Etihad Campus to plan and operate an enhanced Metrolink service on event days (subject to demand) before and after events;*
- *To support Metrolink as the primary mode of public transport, the use of shuttle-bus services between the Etihad Campus and the City Centre, as operated after Stadium events and on events elsewhere in the city, such as the Parklife festival;*
- *Dedicated coach, taxi/private hire and private car pick up and drop off facilities provided for the Arena to ensure that these operations can be managed effectively and efficiently without adverse effects on other modes. Marshalling would be provided to ensure that these are well used and well managed;*
- *Contribution to the additional cycle parking that will be provided across the Etihad Campus to accommodate increased usage and encourage staff and visitors to cycle;*
- *Campus car park access and egress improvements to assist with relief of congestion before and after events. This may include the use of intelligent parking solutions to park visitors according to their direction of travel to minimise congestion on entry and exit;*
- *Amendments to the residents parking scheme such that it operates on all days and potentially across an expanded geographic area; and*
- *A range of supporting interventions across the areas of technology, digital, incentivisation, advanced planning and direct intervention in travel behaviour for visitors to support the physical measures described above. These would be targeted at event attendees, starting from the point of ticket-purchase to influence travel behaviour towards specific modes depending upon the specific event and the individual needs and circumstances of the visitor.*

The Campus Strategy Transport Assessment recommends the following Transport Interventions as part of a special event operations plan on days when arena events coincide with stadium events:

- A comprehensive and targeted communication strategy to encourage attendees to use sustainable transport modes to access the Etihad Campus including:
    - advising that there is a match and an event on the same day and promoting a range of travel demand management options (i.e. 're-route', 're-mode' and 're-time' journeys);
    - incentivisation offers to re-route', 're-mode' and 're-time' journeys (e.g. encourage early arrivals including the use of potential incentive offers);
    - advising that, unless pre-booked, no parking is available on-site or in the vicinity of the Etihad Campus and that there is a residents parking scheme in operation;

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  - pre-booked parking (which will be limited to 500 spaces for coincident events) will not be released until shortly before event date – with encouragement to book alternative travel arrangements in advance instead such as public transport well in advance; and
  - promotion and advice on park and ride options that are available locally and across Greater Manchester;

- Co-ordinated planning and event management between Campus organisations as part of an operational plan to minimise overlap between arrival and departure of events. There will be an opportunity to adjust stage times at the Arena to achieve this and a strategy to advise attendees of these changes in advance to influence arrival times;
- A 'special event operational plan' to deliver enhanced levels of public transport capacity between the City Centre and the Etihad Campus. This would be delivered in collaboration with TfGM to ensure that every possible Metrolink service was operated by a double-unit with the frequency and the duration of shuttle-bus services arranged with operators to capture any remaining expected demand;
- Additional levels of management and stewarding along the existing walking route(s) between the City Centre and the Etihad Campus;
- Frequent demand-led bus-based park and ride/shuttle buses operating to the City Centre and potentially to other public transport interchanges such as Central Park Metrolink stop (providing connectivity to the Oldham line and Park and Ride facility at Hollinwood) and Queens Road Metrolink stop (providing connectivity to the Bury line and further Park and Ride facilities);
- Amendments to the residents parking scheme such that it operates on all days and across an expanded geographic area; and
- Working with TfGM to develop and promote integrated ticket packages that include sustainable and public transport travel.

Integration of the Campus Strategy Transport Assessment

The Campus Strategy Transport Assessment concludes that:

"…the future development of the Etihad Campus is supported by a wider strategy to manage the movement of people and goods to, from and through the area. If delivered and managed effectively, this would support the sustainable future development of the Etihad Campus in line with a range of Greater Manchester and MCC strategies and policies including the Eastlands Regeneration Framework, the Greater Manchester Transport Strategy 2040 and the MCC Core Strategy."

The Campus Strategy Transport Assessment describes how subsequent planning applications, such as the arena, should develop the wider strategy for inclusion in their development-specific transport assessments. It recommends that:

"As individual developments come forward, transport assessments will be prepared on the behalf of the operators of these developments by the associated design teams. These transport assessments will identify specific interventions associated with each development and would demonstrate that these interventions satisfactorily mitigate any potential transport impacts during its construction and operation. The transport assessments for each development will be prepared in consultation with key stakeholders including MCC and TfGM to support any associated planning applications."

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4 Baseline Conditions

4.1 Site Description

4.1.1 The Site is approximately 4.46 ha. It is bound by Sportcity Way to the north, Alan Turing Way to the east, Ashton Canal to the south, and Joe Mercer Way to the west, in the ward of Ancoats and Beswick, Manchester. The Site is located immediately north of the Etihad Stadium, Manchester City Football Club's ground, on the Etihad Campus.

4.1.2 The Site is currently cleared land earmarked for development. It has temporary use as car parking for the Campus. It is estimated to have capacity for up to 500 car parking spaces. The perimeter of the Site is populated with informal, dense shrubbery and trees and secured with a tall mesh fence. There are no existing buildings on the Site.

4.2 Walking Accessibility

4.2.1 There is an extensive provision of pedestrian footways within and around the Site, as illustrated on Figure 4.1.



Figure 4.1 Pedestrian Infrastructure Surrounding the Site

4.2.2 The Site can be accessed on foot via multiple locations and they are summarised in Table 4.1, along with their approximate widths. Most of these locations are footways along both sides of the carriageway and are of good quality and well-lit.

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Table 4.1 Pedestrian Access Points to the Site

Direction	Location	Approximate Width
To / from the north-west	Alan Turing Way / Sportcity Way	2.5m
To / from the south-east	Alan Turing Way / Gibbon Street	2.5m
To / from the south-west	Joe Mercer Way	20m

4.2.3 In addition, it should be noted that pedestrian facilities in the form of shared pedestrian/cycle routes are provided along the Ashton Canal and Citylink, which runs to the south of Ashton Canal. These shared routes connect to Joe Mercer Way, which crosses the Ashton Canal to the south of the Site and connects to the Etihad Stadium to the south and Sportcity Way to the north.

4.2.4 There are signal controlled pedestrian crossing facilities located at the Alan Turing Way/ Sportcity Way and the Alan Turing Way/ Gibbon Street signal junctions, situated approximately 60m north-east and 130m south-east of the Site respectively. There are also signal controlled pedestrian crossings at the Alan Turing Way/ Ashton New Road signal junction situated approximately 550m to the south of the Site. Figure 4.2 illustrates the location of the pedestrian crossing facilities at these junctions.

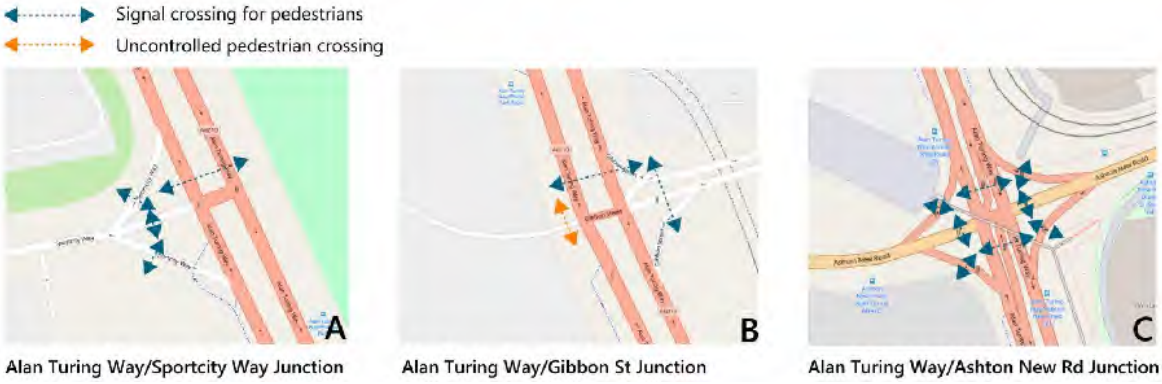


Figure 4.2 Pedestrian Crossing Facilities on Alan Turing Way

4.2.5 The Site is approximately 200m walk from the Etihad Campus Metrolink station.

4.2.6 To the west, Manchester Piccadilly station is approximately a 25 to 30-minute walk from the Site (or an 8-minute journey time via Metrolink services).

4.2.7 The bus stops on Alan Turing Way are within a 5-minute walk of the Site. Additional bus stops are provided on Ashton New Road, which can be accessed within a 10-minute walk from the Site.

4.2.8 Figure 4.3 shows the walking accessibility for the Site in 5 to 25-minute walk catchments. This has been derived within GIS using Open Source mapping and applying an average walking speed of 1.33 metres per second, to account for a range of walking speeds of people attending events at arenas.

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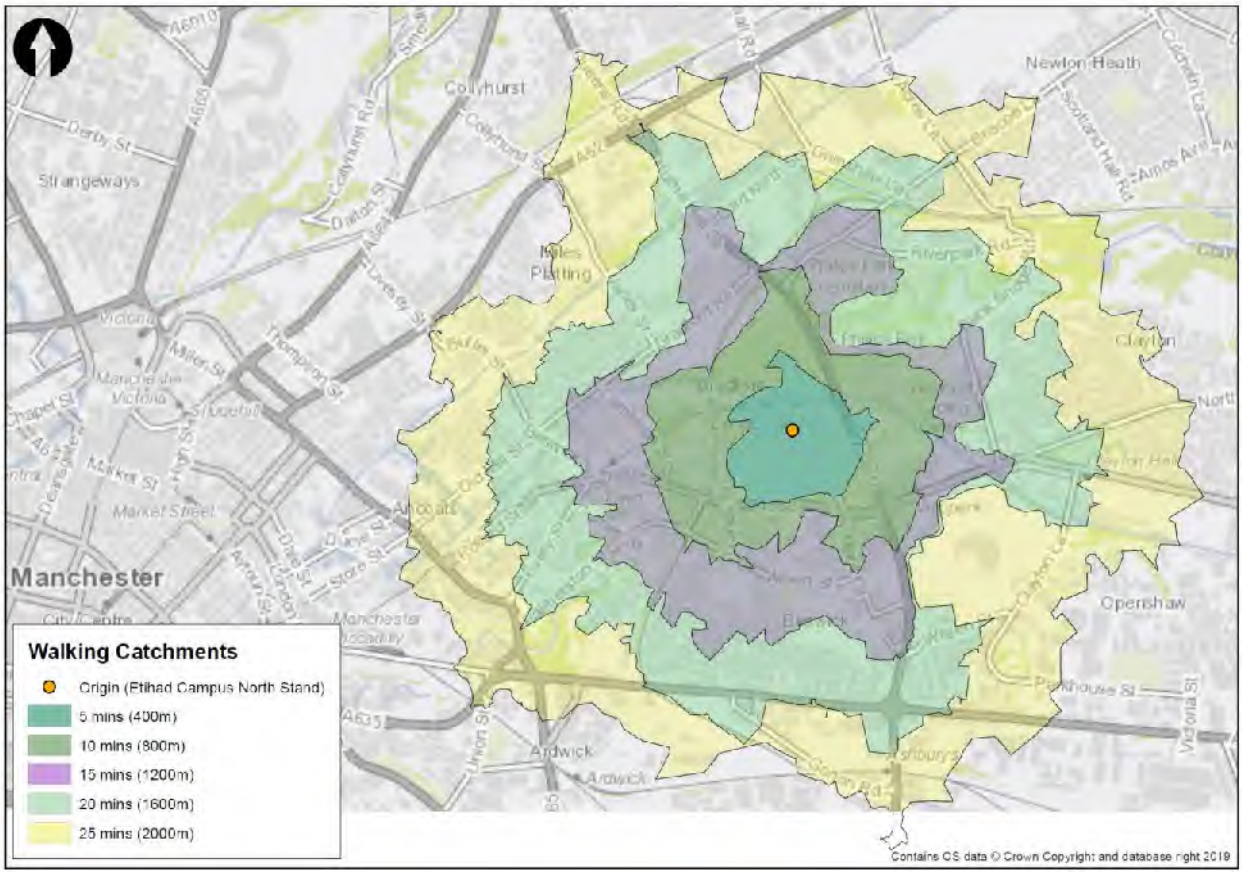


Figure 4.3 Walking Accessibility (Source Arup)

4.3 Cycle Accessibility

Cycle Infrastructure

4.3.1 Figure 4.4 shows the cycle infrastructure in the vicinity of the Site.

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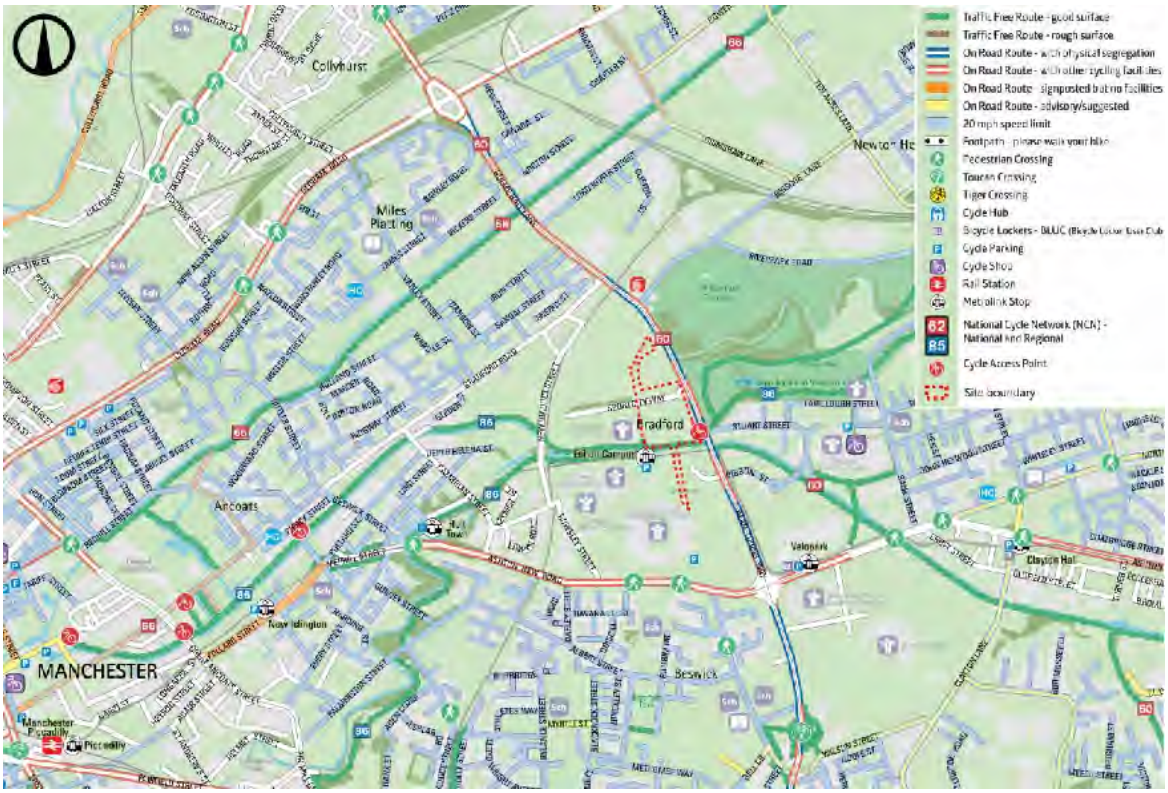


Figure 4.4 Cycle Infrastructure in the Vicinity of the Site

4.3.2 In the vicinity of the Site, Alan Turing Way forms part of the National Cycle Network (NCN) Route 60 and NCN Route 86 runs along the northern side of Ashton Canal.

4.3.3 Figure 4.4 shows that many roads in the vicinity of the Site have a low speed limit of 20mph, which provide a better quality of route for cyclists.

4.3.4 In terms of cycle parking facilities, Etihad Campus currently provides 272 cycle spaces, primarily in the form of Sheffield Stands, which are located on the outer ring of the service road around the Etihad Stadium. Covered cycle parking spaces are located in the car park to the south-east of Etihad Campus, in close proximity to the Alan Turing Way/ Ashton New Road junction. An additional 12 cycle spaces are provided in the form of six Sheffield Stands outside the Etihad Campus Tennis and Football Centre entrance.

4.3.5 The closest cycle parking facilities to the Site are currently at the Etihad Campus Metrolink tram station where five cycle Sheffield Stands (10 cycle parking spaces) are provided at the entrance to Etihad Campus Metrolink tram station, which is within 200 metres (less than 5 minutes' walk) of the Site. There is also cycle parking available at Velopark station, which is approximately 850 metres (less than 11 minutes' walk) of the Site. There are five cycle Sheffield Stands (10 cycle parking spaces) provided at this station and three lockers, which can be used through the 'Bike Lockers User Club' (BLUC) scheme, which is operated by TfGM to encourage people to use their bicycle when to travelling to train/tram stations across Greater Manchester.

4.3.6 Figure 4.5 illustrates the cycling accessibility for the Site within 10, 20, and 30-minute cycle ride, produced in GIS.

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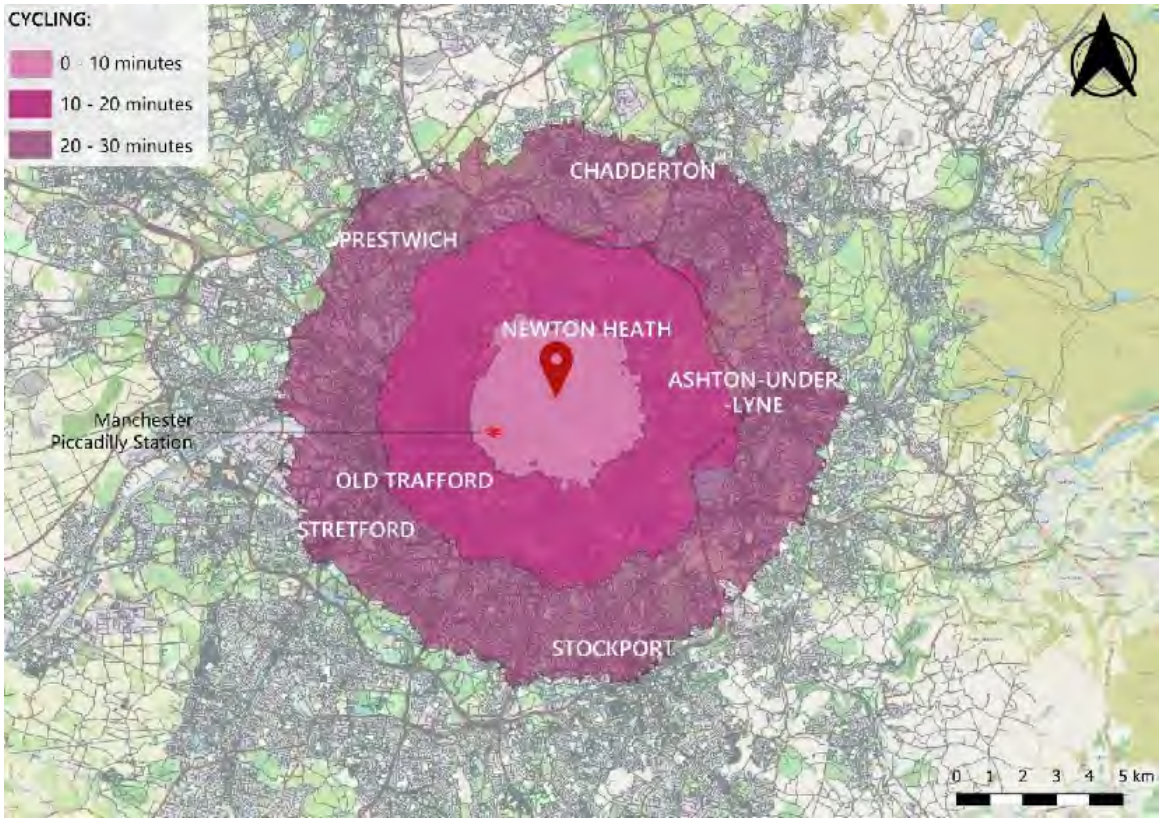


Figure 4.5 Cycling Accessibility

4.3.7 Manchester city centre is within a 10-minute cycle, with other areas in Greater Manchester such as Ashton-Under-Lyne and Stockport within a 10 to 20-minute cycle and 20 to 30-minute cycle respectively.

4.3.8 Ashburys, Ardwick and Manchester Piccadilly railway stations are within a 10-minute cycle of the Site. Manchester Victoria railway station is within a 15-minute cycle of the Site.

4.3.9 The Manchester Bee Network is a new plan by the Greater Manchester Combined Authority's (GMCA) to create a City-region-wide cycling and walking network to connect every community in Greater Manchester.

4.3.10 Figure 4.6 shows the Manchester Bee Network routes and proposals that are currently planned in the areas surrounding the Site. In the vicinity of the Site, it shows the A6010 Alan Turing Way, A662 Ashton New Road and Ashton Canal routes forming part of this Bee Network. Specific improvements have also been identified to the east, south and west of the Site as part of the Manchester Bee Network programme. These include:

- Improved crossing facilities at the junction of Bradford Road / Cambrian Street to better link to the communities to the west of the Etihad Campus such as Miles Platting;
- Improved pedestrian facilities at the junction of Fairclough Street / Bank Street to better link to the communities to the east of the Etihad Campus such as Clayton;
- Improved connectivity on Albert Street as it crosses the railway line to better link to the communities to the south of the Etihad Campus such as Beswick; and

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- Improved crossing facilities at the junction of Alan Turing Way / Grey Mare Lane / Bank Street to better link to the communities to the south-east of the Etihad Campus such as Openshaw.

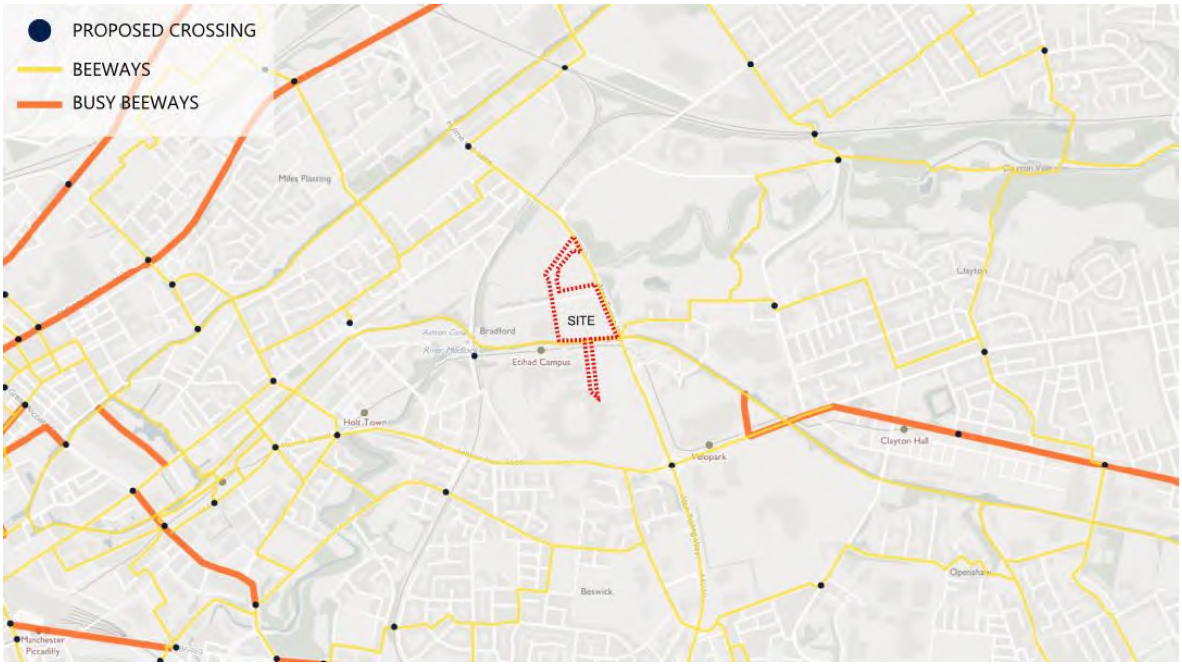


Figure 4.6 Proposed Bee Network (Source TfGM website)

4.4 Public Transport Accessibility

Bus

4.4.1 Greater Manchester has an extensive network of buses managed by TfGM and operated by companies including First Greater Manchester, Stagecoach Manchester and Arriva North West.

4.4.2 There are a number of bus routes within a 10-minute walk of the Site.

4.4.3 The main bus route corridors in the vicinity of the Site are the Alan Turing Way, Ashton New Road and Bradford Road corridors. There is also a radial bus service corridor on Alan Turing Way. Bus stops along corridors are shown on Figure 4.7.

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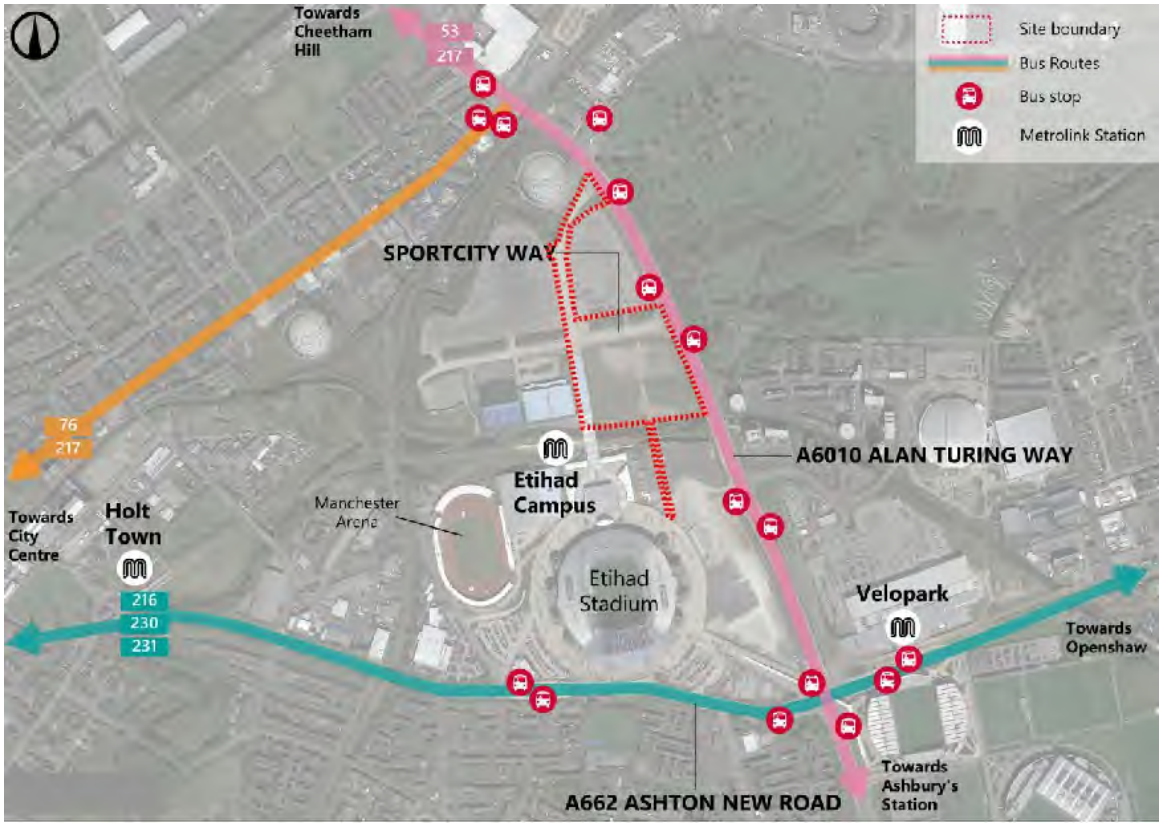


Figure 4.7 Local Bus Stops and Bus Routes

4.4.4 Table 4.2 summarises the frequency of buses on each bus route per hour per direction. It shows that during the weekday network peaks, there are up to 20 buses per hour per direction surrounding the Site. It also shows what services are available during arena event times.

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Table 4.2 Local Bus Routes and Frequencies

Bus Service	Route	Peak Frequency (buses per hour per direction)							
		Weekday				Weekend			
		AM Network Peak (08:00 – 09:00)	PM Network Peak (17:00 – 18:00)	Arena Arrivals Peak (19:00 – 20:00)	Arena Departure Peak (22:00 – 23:00)	Arena Arrivals Peak (12:00-13:00)		Arena Departure Peak (16:00-17:00)	
						Saturday	Sunday	Saturday	Sunday
53	Cheetham Hill - Gorton - Rusholme - Old Trafford - Salford Quays - Pendleton	1	1	3	1	2	1	2	1
76	Oldham - Limeside - Failsworth - Newton Heath	7	3	2	2	5	4	4	2
216	Manchester - Clayton - Droylsden - Ashton - Stalybridge	6	6	4	3	6	4	6	3
217	Ashton - Hartshead - Droylsden - Clayton - Manchester	2	1	1	1	1	1	1	1
230	Ashton - Droylsden - Clayton - Manchester	1	2	1	1	2	1	2	1
231	Ashton - Hartshead - Droylsden - Clayton - Manchester	3	2	1	-	2	1	2	1
Total		**20**	**15**	**12**	**8**	**18**	**12**	**17**	**9**

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Manchester Metrolink

4.4.5 The Metrolink and heavy rail network in the vicinity of the Site is illustrated on Figure 4.8.

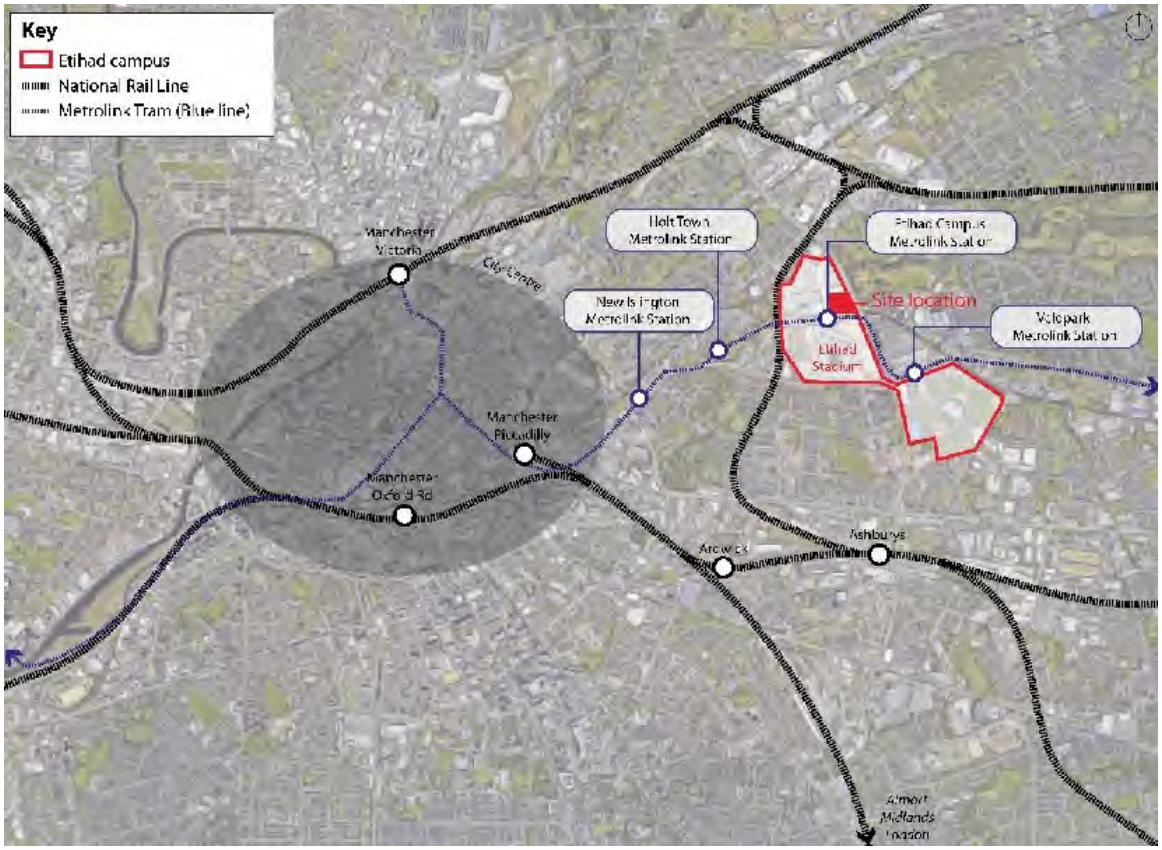


Figure 4.8 Local Metrolink and Heavy Rail Network

4.4.6 The nearest Metrolink stop serving the Site is Etihad Campus, on the Metrolink Ashton-Under-Lyne line (Eccles to Ashton-Under-Lyne) with services running every six minutes during weekdays and weekends covering network peak periods and during times of events at the proposed arena and Etihad Stadium. It provides a direct westbound link to Manchester Piccadilly station (8-minute journey time) and to Manchester City centre (10-minute journey time) and eastbound to Ashton-Under-Lyne station (24-minute journey time). It also provides an interchange with all other Metrolink lines at Piccadilly, Piccadilly Gardens, St Peter's Square and Deansgate Castlefield.

4.4.7 There are additional Metrolink stops to the east and west of the Campus – Holt Town and VeloPark that serve other parts of the Campus more conveniently that the main Campus stop.

4.4.8 The Metrolink trams and stops are accessible for all and each stop has access ramps or lifts, tactile paving, high visibility handrails, disabled boarding points and help points.

4.4.9 Three Park and Ride facilities are also located on the line that serves the Site at Ashton Moss (200 spaces), Ashton West (195 spaces), Ladywell (450 spaces). In addition there are a total of over 2,300 further Park and Ride spaces located across the remainder of the Metrolink Network.

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4.4.10 To determine current passenger demand on the Metrolink, surveys were undertaken at all the stations from Manchester Piccadilly to Ashton-Under-Lyne. These surveys were undertaken on match days and non-match days as followed:

- Wednesday 27 February 2019 – matchday;
- Saturday 20 April 2019 – matchday;
- Thursday 7 November 2019 – non-match day; and
- Saturday 9 November 2019 – non-match day.

4.4.11 Figure 4.9 shows the Metrolink usage levels at the Etihad Campus Metrolink station for a weekday matchday, which has been taken to be the worst-case scenario (as agreed with TfGM and discussed in more detail in Section 5). Further detail on the remaining survey periods, including the raw survey data are included in Appendix A.

4.4.12 Figure 4.9 shows that the peak Metrolink demand at the Etihad Campus Metrolink station on a weekday matchday reaches 1,806-person trips at 19:00 to 19:30, which coincides with the arrivals at the Etihad Stadium. Similarly, there is a peak of 2,348 person trips at 22:00 to 22:30, which coincides with the departures from the Etihad Stadium.

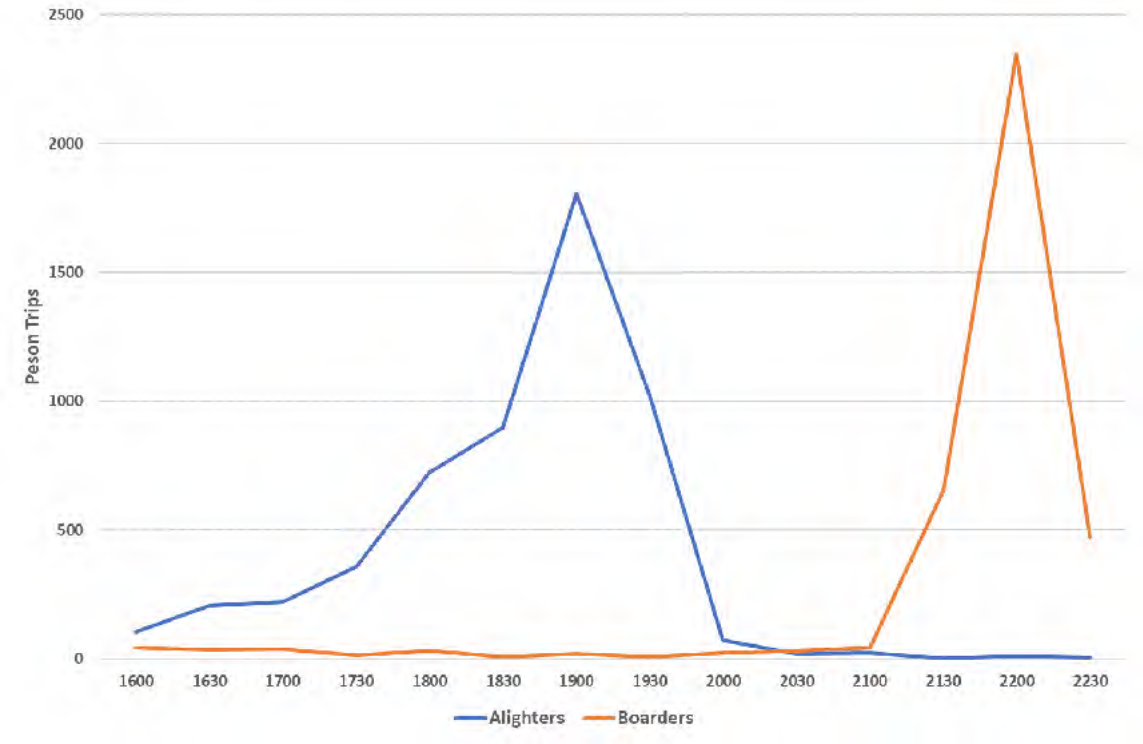


Figure 4.9 Metrolink Usage Levels at Etihad Campus Station - Weekday Matchday

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4.4.13 Figure 4.10 shows the Metrolink demand for a weekday matchday to/from Holt Town (HT series line in the graph) and Velopark (V series line in the graph), which are located either side of the Etihad Campus (EC in the graph) stop on the Metrolink.

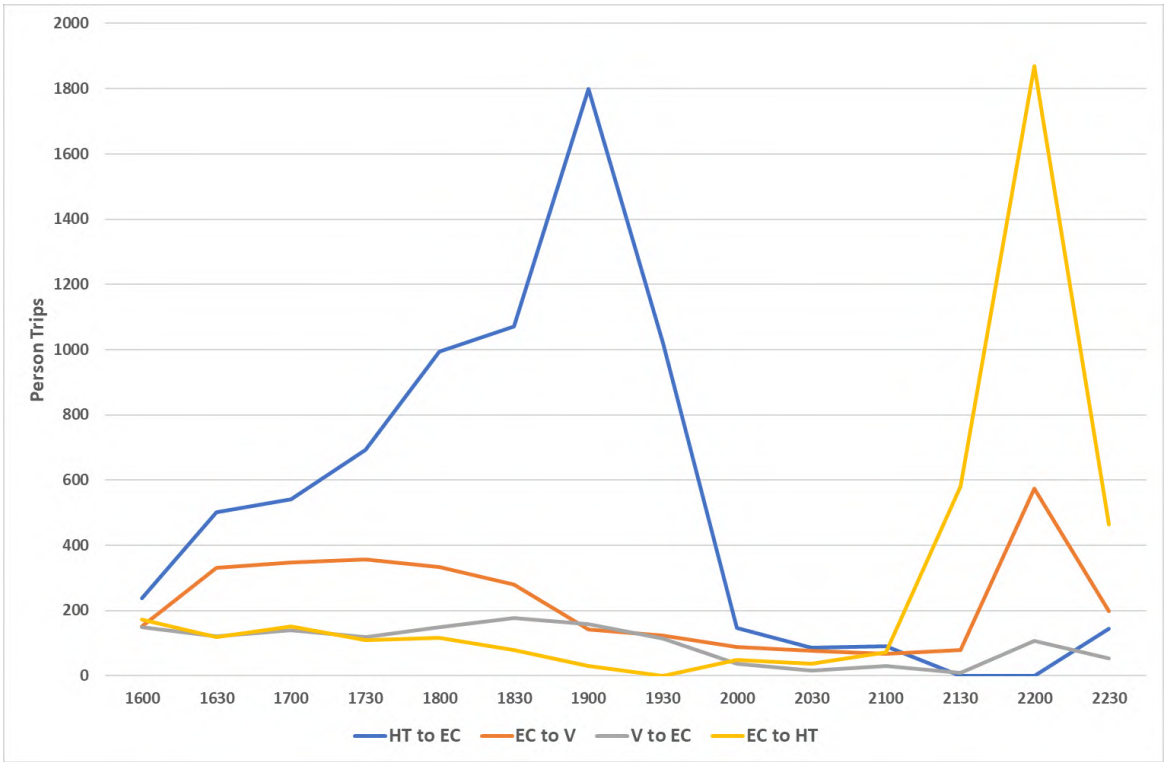


Figure 4.10 Metrolink Occupancy Levels at Etihad Campus/ Holt Town/ Velopark Stations - Weekday Match Day

4.4.14 Figure 4.10 shows that the majority of Metrolink trips to Etihad Campus stop on a weekday matchday are to/from the west via Holt Town and Manchester city centre.

National Rail

4.4.15 Ashburys is the nearest mainline railway station serving the Site, which is approximately 1.8 kilometres (24 minutes) walking distance or a 6-minute cycle ride from the Site of the Proposed Development. The station is served by Northern and provides services to destinations such as Manchester Piccadilly, Hadfield, New Mills Central and Rose Hill Marple.

4.4.16 Table 4.3 provides the train services and frequencies from Ashburys rail station.

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Table 4.3 Ashburys Train Services and Frequencies

Destination	Line	Peak Frequency (trains per hour per direction)							
		Weekday				Weekend			
		AM Network Peak (08:00 – 09:00)	PM Network Peak (17:00 – 18:00)	Arena Arrivals Peak (19:00 – 20:00)	Arena Departure Peak (22:00 – 23:00)	Arena Arrivals Peak (12:00-13:00)		Arena Departure Peak (16:00-17:00)	
						Saturday	Sunday	Saturday	Sunday
Hadfield	Northern	2	3	2	2	2	2	2	2
Rose Hill Marple	Northern	2	2	2	-	2	-	2	-
New Mills Central	Northern	1	2	1	1	1	2	2	2
Manchester Piccadilly	Northern	7	4	3	3	4	2	5	3

4.4.17 Ashburys rail station does not currently have step-free access however, Manchester Piccadilly station provides accessible facilities for the disabled and/or mobility impaired, which is 8-minutes journey time via Metrolink from Etihad Campus station.

Manchester Piccadilly station is 25 to 30 minutes walking distance or a 10-minute cycle ride and provides intercity and cross-country services as well as regional and local services across Northern England. The station is currently served by six train operators summarised in

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4.4.18 Table 4.4

Table 4.4 Manchester Piccadilly Train Services and Frequencies

Destination	Line	Peak Frequency (trains per hour per direction)							
		Weekday				Weekend			
		AM Network Peak (08:00 – 09:00)	PM Network Peak (17:00 – 18:00)	Arena Arrivals Peak (19:00 – 20:00)	Arena Departure Peak (22:00 – 23:00)	Arena Arrivals Peak (12:00-13:00)		Arena Departure Peak (16:00-17:00)	
						Saturday	Sunday	Saturday	Sunday
Hadfield	Northern	2	3	2	2	2	2	2	2
Glossop	Northern	2	3	2	2	2	2	2	2
Marple	Northern	2	3	2	1	2	2	2	2
Rose Hill Marple	Northern	2	2	2	-	2	-	2	-
New Mills Central	Northern	4	5	4	2	4	2	4	2
Sheffield	Northern	3	3	3	2	3	3	3	2
Hazel Grove	Northern	3	3	3	1	3	1	3	1
Buxton	Northern	2	2	2	1	2	1	2	1
Crewe	Northern	5	5	3	2	4	4	4	3
Stoke-on-Trent	Northern	5	5	4	2	5	3	5	4
Chester	Northern	5	5	4	3	4	3	4	2
Liverpool Lime Street	Northern	5	6	3	4	4	5	4	4

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Destination	Line	Peak Frequency (trains per hour per direction)							
		Weekday				Weekend			
		AM Network Peak (08:00 – 09:00)	PM Network Peak (17:00 – 18:00)	Arena Arrivals Peak (19:00 – 20:00)	Arena Departure Peak (22:00 – 23:00)	Arena Arrivals Peak (12:00-13:00)		Arena Departure Peak (16:00-17:00)	
						Saturday	Sunday	Saturday	Sunday
Preston	Northern	5	5	5	4	5	1	5	2
Manchester Airport	Northern	7	8	9	6	9	5	9	6
Blackpool North	Northern	3	2	2	4	2	1	3	2
Llandudno	Transport for Wales	1	2	-	1	2	1	2	-
Bournemouth	CrossCountry	2	2	2	1	2	2	1	2
Bristol Temple Meads	CrossCountry	2	2	2	2	2	1	2	2
Norwich	East Midlands Train	2	2	1	1	1	2	1	2
Newcastle	TransPennine Express	5	2	3	2	4	5	3	4
Middlesborough	TransPennine Express	4	2	3	-	3	5	3	4
Hull	TransPennine Express	3	3	3	1	2	1	3	1
Cleethorpes	TransPennine Express	1	1	1	1	1	3	1	2
London Euston	Avanti West Coast Trains	3	3	3	2	3	3	3	3

4.4.19 Manchester Victoria station is approximately 3.6 kilometres from the Site (45 minutes walking distance or a 15-minute cycle ride) and provides TransPennine Express and Northern services to various destinations as Manchester Piccadilly railway station.

Public Transport Improvements

High Speed 2

4.4.20 High Speed 2 (HS2) is intended to link London and Birmingham to Manchester, the East Midlands and Leeds and would stop at Manchester Piccadilly. As part of this, it is proposed to redevelop Manchester Piccadilly and improve access to it. These proposals are identified as part of the Piccadilly Strategic Regeneration Framework Area.

4.4.21 The Manchester branch of HS2 forms part of Phase 2b of the project, which is due to open in 2033. HS2 will deliver high-frequency services from Manchester Piccadilly to destinations including Birmingham Interchange, Birmingham and London Euston and would significantly increase rail capacity and accessibility to and from Manchester.

Northern Powerhouse Rail

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4.4.22 Northern Powerhouse Rail (NPR) is intended to improve rail accessibility and capacity in the north of England particularly between Liverpool, Manchester and Leeds. The works would include upgrades to Manchester Piccadilly station to allow a greater frequency of trains to run between the major cities in the north of England. A preferred concept on each of the proposed routes will be identified by the end of 2020.

4.5 Highway Network Accessibility

4.5.1 Figure 4.11 shows the local highway network surrounding the Site.



Figure 4.11 Local Highway Network

4.5.2 Sportcity Way provides the main access to the Site, which connects to the Alan Turing Way in the form of a three-arm signal junction at the north-eastern corner of the Site. Sportcity Way is a single carriageway road approximately 12 metres wide with two lanes in each direction. It currently provides access to a number of car parks associated with the Etihad Campus.

4.5.3 The existing layout of the Sportcity Way/Alan Turing Way signal junction is shown on Figure 4.12.

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Figure 4.12 Sportcity Way/Alan Turing Way Existing Signal Junction Layout

4.5.4 Figure 4.12 shows that the southern arm of the Alan Turing Way has two approach lanes, with a left turn slip lane providing access onto Sportcity Way and to the Site. The northern arm of the junction has three approach lanes; two ahead lanes and a right turn lane providing access onto Sportcity Way and the Site. Sportcity Way has four approach lanes, with two left turn lanes and two right turn lanes. The junction has signalised pedestrian crossings across the Alan Turning Way northern approach and Sportcity Way.

4.5.5 Alan Turing Way (A6010) is a dual carriageway with two lanes in each direction subject to a 30mph speed limit. It provides the primary north-south connection to the wider highway network, including the A62 to the north and the A57 to the south.

4.5.6 Approximately 260 metres north of the Alan Turing Way/Sportcity Way signal junction there is another access point to Etihad Campus, known as 'Gate 1', but vehicle access is currently restricted by bollards and is not used. The access road leading from this point connects to Sportcity Way to the south on an internal route within the Campus parking areas.

4.5.7 Around 320 metres north of the Alan Turing Way/Sportcity Way signal junction is a signalised junction between Alan Turing Way and Briscoe Lane. Briscoe Lane is located east of Alan Turing Way and is a single carriageway road with one lane per each direction and a posted speed limit of 20mph. Around 150 metres north of the Alan Turing Way/Briscoe Lane signal junction is a signalised junction between Alan Turing Way and Bradford Road. Bradford Road is located west of Alan Turing Way and is a single carriageway road with one lane per each direction and a posted speed limit of 30mph.

4.5.8 Approximately 1,250 metres north of the Alan Turing Way/Sports City Way junction is a large signalised gyratory junction between the southern arm of Hulme Hall Lane (A6010), the northern arm of Queens Road (A6010) and the east and west arms of Oldham Road (A62). Hulme Hall Lane has two lanes per direction and a posted speed limit of 30mph; Oldham Road also has two lanes per direction and a posted speed limit of 30mph. Queens Road has one lane per direction and a posted speed limit of 30mph. Oldham Road connects Manchester city centre to the west and to the M60 to the east.

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4.5.9 Approximately 700m metres south of the Alan Turing Way/Sportcity Way signal junction, Alan Turing Way connects to Ashton New Road (A662) in the form of a four-arm signal junction. Ashton New Road is a single carriageway road with one lane in each direction and is subject to a 30mph speed limit.

4.5.10 Approximately 550 metres west of the Alan Turing Way/ Ashton New Road signal junction is Rowsley Street, which provides the main entrance to the Etihad Stadium. Rowsley Road joins Ashton New Road in the form of a priority junction with a right turn ghost island arrangement. Approximately 20m north of the junction between Rowsley Street and Ashton New Road is a priority junction with the principal access road to the Etihad Stadium. This access is gated, manned by security and leads to car parking adjacent to the Etihad Stadium.

4.5.11 The away team coach access is also located on Ashton New Road, approximately 320 metres west of the Alan Turing Way/ Ashton New Road signal junction. This access is gated and only accessible for away team coaches during match days.

4.5.12 Around 850 metres south of the Alan Turing Way/ Ashton New Road junction is a signalised junction between Alan Turing Way (north arm), the east and west arms of Ashton Old Road (A635) and the south arm of Pottery Lane (A6010). Alan Turing Way is a dual carriageway road with two lanes per direction and a posted speed limit of 30mph; Ashton Old Road is a single carriageway highway with two lanes per direction and a posted speed limit of 30mph; Pottery Lane is a dual carriageway road with two lanes per direction and a posted speed limit of 30mph. Ashton Old Road connects Manchester city centre to the west and to the M60 to the east.

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4.6 Parking

On Campus

4.6.1 Figure 4.13 shows the location of the existing car parks at the Etihad Campus.

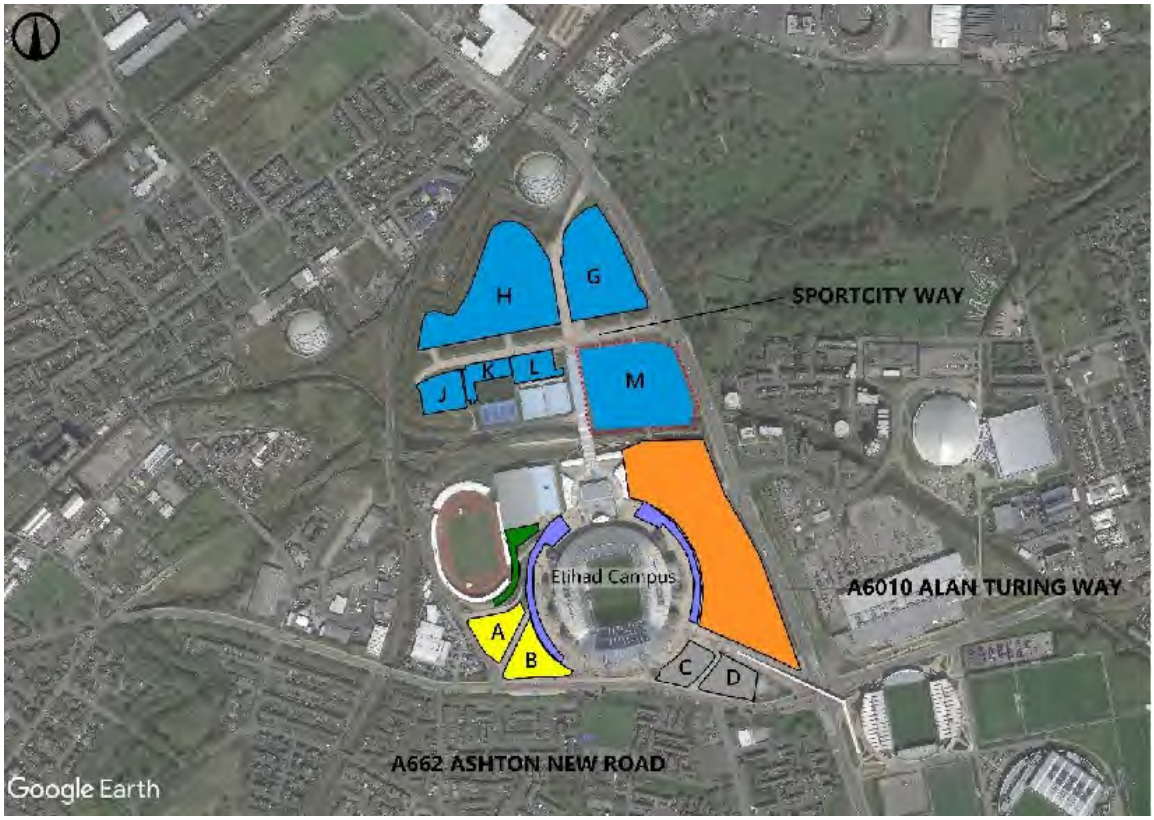


Figure 4.13 Location of Existing Car Parks at Etihad Campus

4.6.2 In terms of the location of the parking areas identified on the parking plan, access to the A and B car parks located south of the Ashton Canal is via the Ashton New Road/Rowsley Street priority junction. Similarly, access to the C and D car parks is via Ashton New Road. The car parks north of the Ashton Canal, including the Site (Area M), are accessed via the Alan Turing Way/Sportcity Way junction.

4.6.3 There is currently capacity for approximately 4,200 on-site parking spaces within the Etihad Campus (excluding those spaces dedicated to the Manchester Tennis and Football Centre and the Manchester Regional Arena). This capacity is split across a number of car parks within the Etihad Campus, as shown on the plan. Approximately 2,600 of these spaces are located in areas adjacent to Sportcity Way (marked as G, H, J, K and M on the plan. Approximately 300 spaces are located in areas to the south of the stadium (marked as A, B and C on the plan. The remaining 1,300 space capacity is spread across cleared sites, earmarked for future development (area shown in orange on the plan).

4.6.4 Once the arena is operational, there would be a reduction in the number of spaces available bringing the total capacity to up to 3,700 spaces on Campus, in accordance with the Campus strategy.

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On-Street

4.6.5 The existing Resident Parking Scheme around the Etihad Campus are shown on Figure 4.14.

4.6.6 On Etihad Campus event days, parking in these zones is restricted to permit holders only. This is enforced two hours before the start of the event, until its end. The zones are only operational during the Etihad Stadium event days.

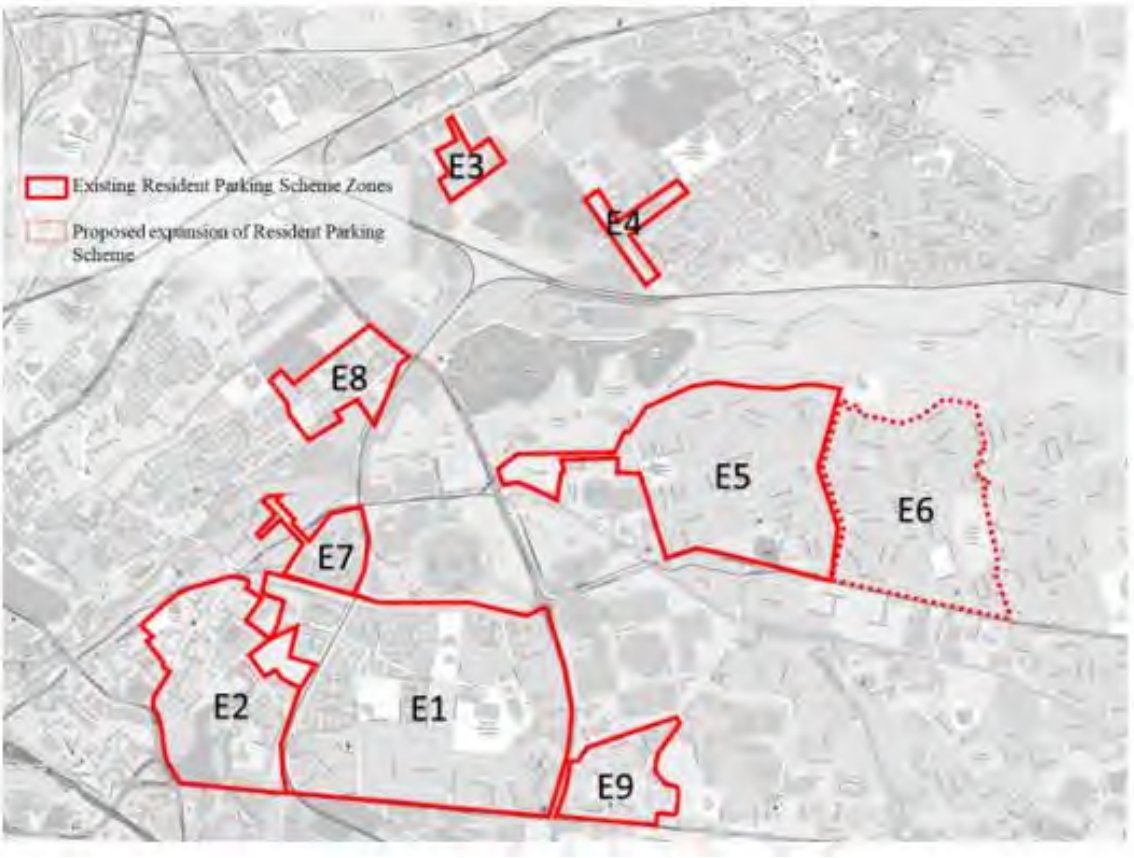


Figure 4.14 Residents Parking Scheme Zones Around the Etihad (source: Arup)

Park and Ride

4.6.7 Figure 4.15 shows Park and Ride facilities that are located across the Metrolink network, providing a total of over 2,300 spaces.

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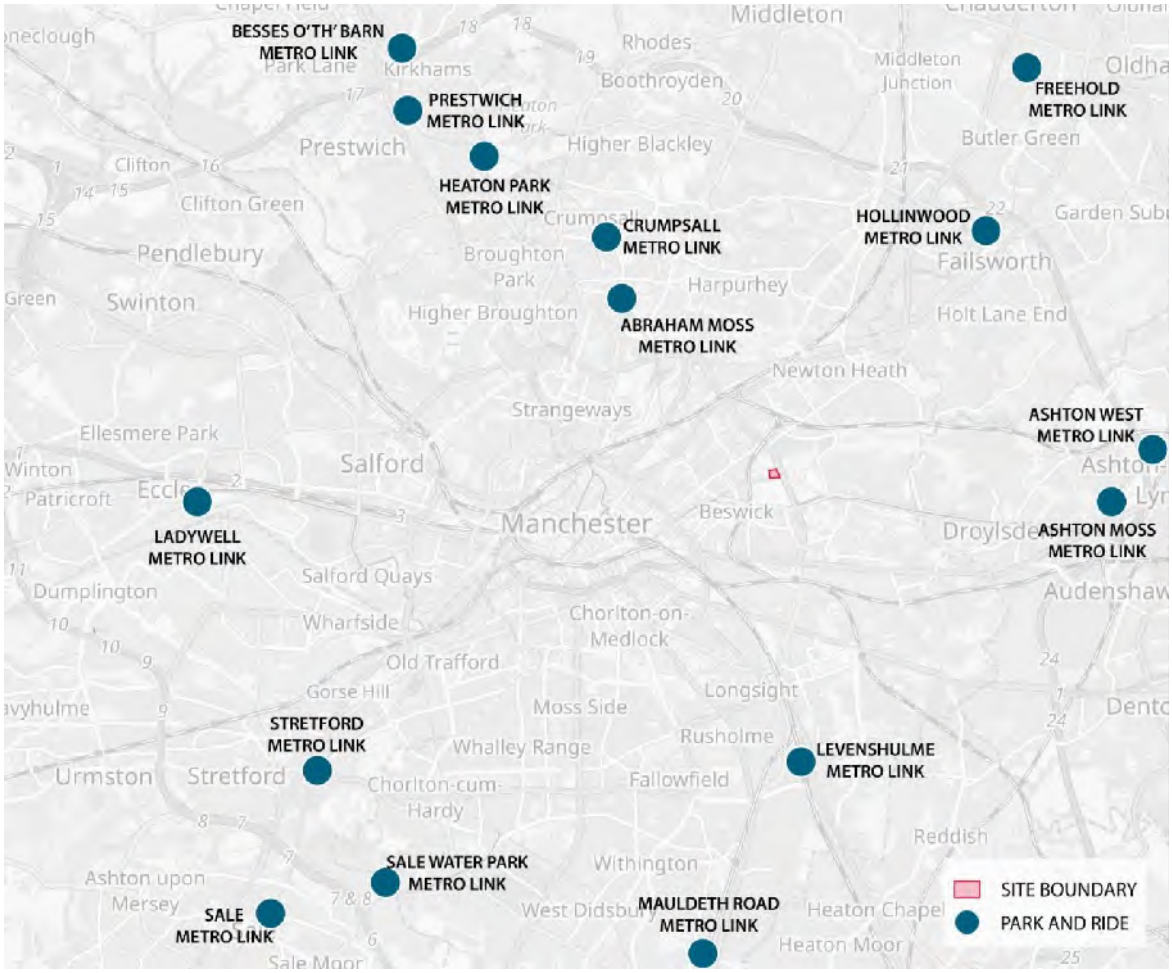


Figure 4.15 Park and Ride Facilities

4.6.8 Parking surveys were undertaken at the Ashton Moss and Ashton West Park & Ride facilities to determine occupancy and residual capacity levels at these car parks. These surveys were undertaken on dates covering matchdays and non- match days on weekdays and weekends as follows:

- Wednesday 27 February 2019 – matchday;
- Saturday 20 April 2019 – matchday;
- Thursday 7 November 2019 – Non-match day; and
- Saturday 9 November 2019 – Non-match day.

4.6.9 Figure 4.16 shows the parking demand in the Ashton Moss Park & Ride facility for a weekday matchday and non-match day, against the total available capacity.

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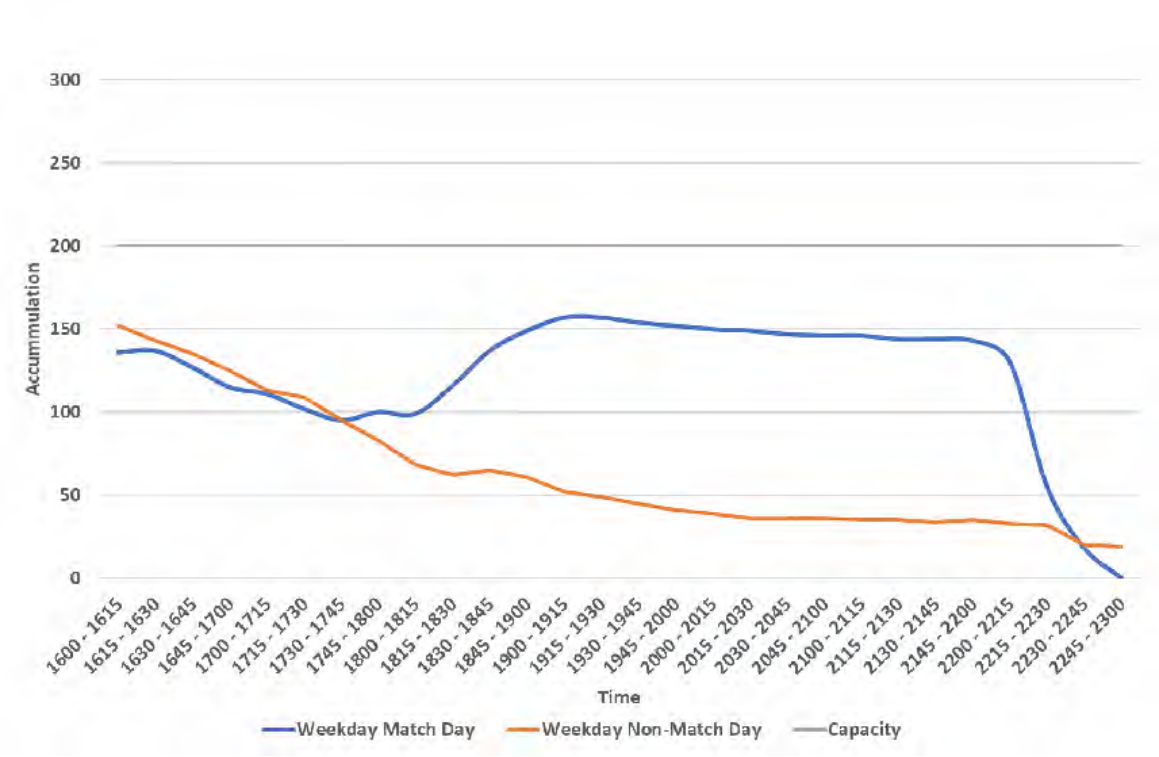


Figure 4.16 Parking Demand on Weekday Match Day and Non-Match Day – Ashton Moss Park & Ride

4.6.10 Figure 4.16 shows that the peak parking demand for a weekday matchday reaches 157 at 19:00 to 19:30 hours, which is lower than the total available parking capacity of 200 spaces. It shows that there is some spare capacity at this Park & Ride facility on a weekday matchday.

4.6.11 Figure 4.17 shows the parking demand at the Ashton West Park & Ride facility for a weekday matchday and non-match day, against the total available parking capacity.

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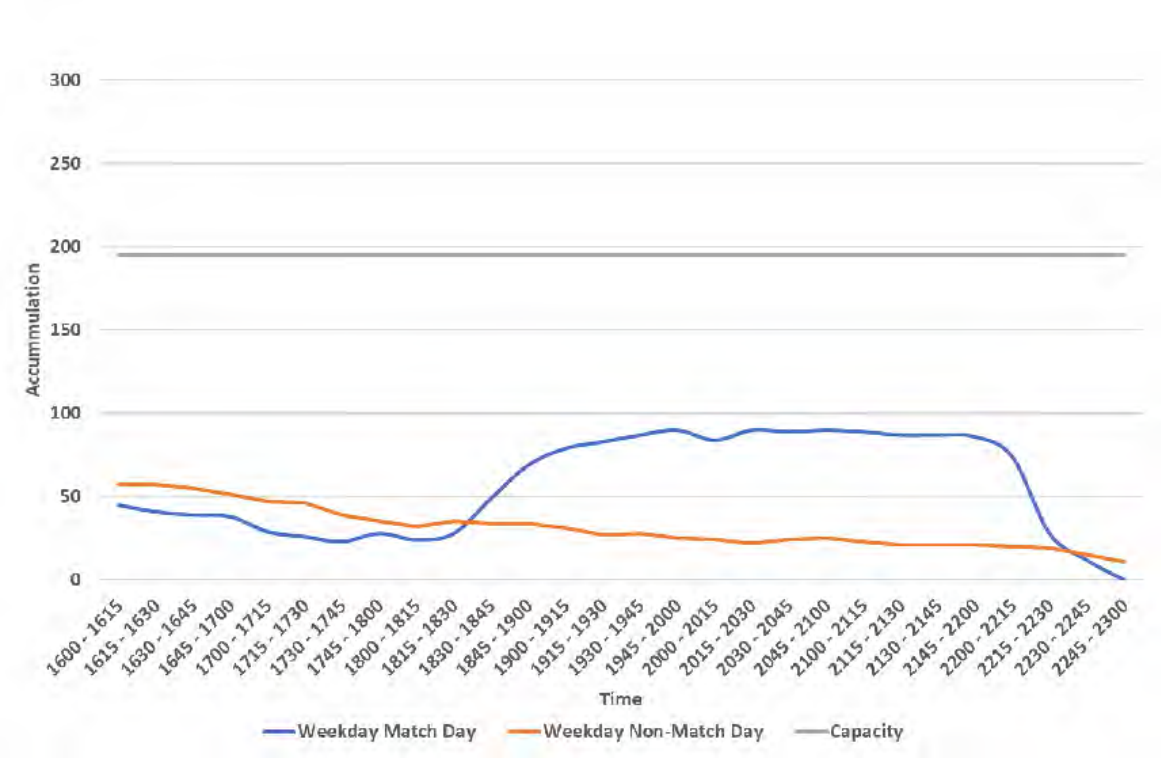


Figure 4.17 Parking Demand on a Weekday Match Day and Non-Match Day – Ashton West Park & Ride

4.6.12 Figure 4.17 shows that that the peak parking demand on a weekday matchday at Ashton West Park & Ride facility reaches 90 spaces at 19:45 to 20:00 and 20:45 to 21:00; this is lower than the total available parking capacity of 195 spaces and shows there are 105 spaces free at this Park & Ride facility on a weekday matchday. It also shows that on a weekday non-match day, this parking is lightly used in comparison to a weekday matchday.

4.6.13 The Park & Ride parking survey data is included in Appendix B.

Taxis

4.6.14 There is a taxi rank located at the southern end of Rowsley Street, which is 60m in length and provides space for up to 10 taxis. Observations suggest that private pick-up/drop-offs additionally take place on Ashton New Road and on the corner of Briscoe Lane.

4.7 Base Traffic Flows

4.7.1 Classified Turning Counts (CTC) were undertaken at each of the junctions shown on Figure 4.18. These junctions (that is the 'Study Area') were agreed to be assessed as part of the TA Scoping discussions with TfGM/MCC and are:

- A – Oldham Road (A62)/Hulme Hall Lane (A6010);
- B – Hulme Hall Lane (A6010)/Bradford Road/Alan Turing Way (A6010)/Briscoe Lane;
- C – Alan Turing Way (A6010)/Sportcity Way;

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- D – Ashton New Road (A662)/Rowsley Street;
- E – Alan Turing Way (A6010)/Ashton New Road (A662); and
- F – Alan Turing Way (A6010)/Ashton Old Road (A635).

4.7.2 Surveys were undertaken on the following dates covering matchdays and non-match days on weekdays and weekends:

- Wednesday 27 February 2019 – matchday;
- Saturday 20 April 2019 – matchday;
- Thursday 7 November 2019 – Non-match day; and
- Saturday 9 November 2019 – Non-match day.

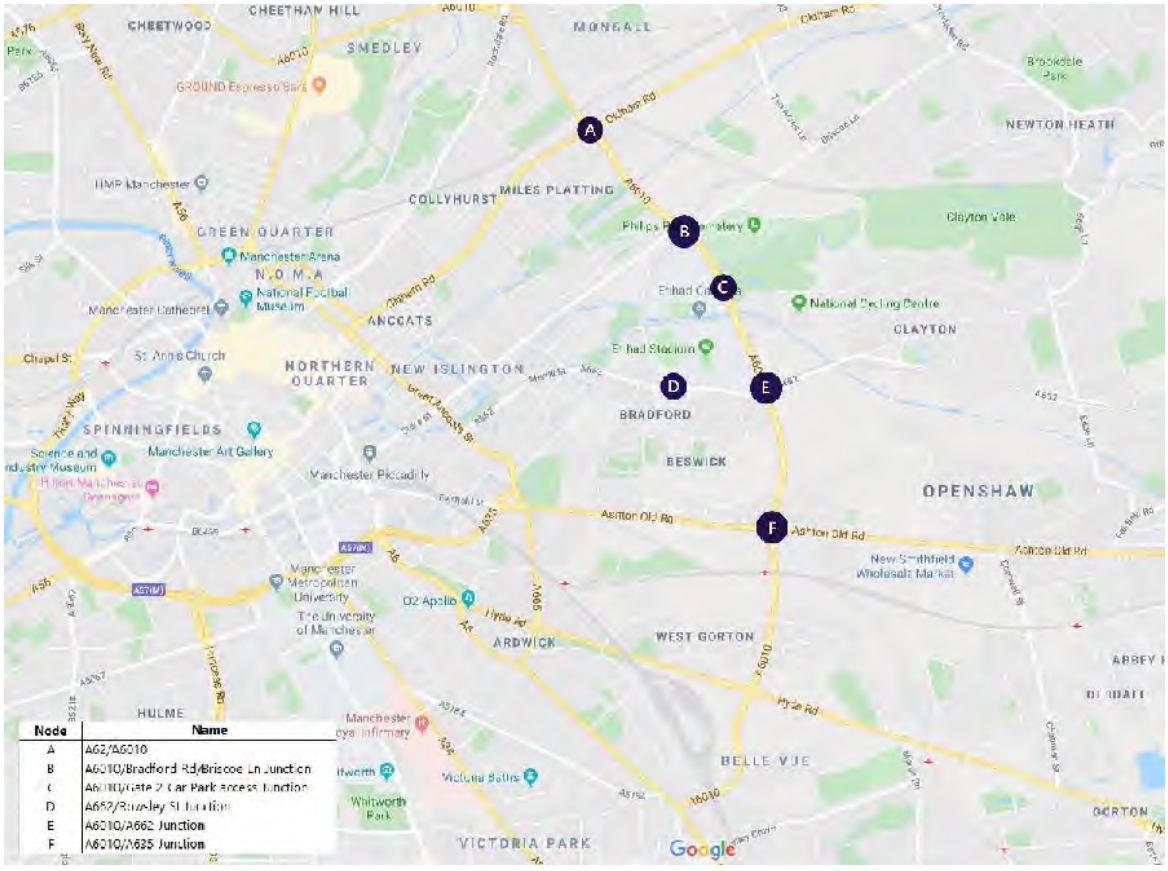


Figure 4.18 Classified Turning Count Survey Locations

4.7.3 These classified turning counts captured the following:

- Scenario 1: Weekday PM (Highway) Peak Hour (17:00 – 18:00);
- Scenario 2: Weekday evening (matchday peak arrivals) (19:00 – 20:00);
- Scenario 3: Weekday evening (matchday peak departures) (22:00 – 23:00);

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- Scenario 4: Saturday (matchday peak arrivals) (12:00 – 13:00); and
- Scenario 5: Saturday (matchday peak arrivals) (16:00 – 17:00).

4.7.4 Each scenario is classified further as:

- A: Football matchday;
- B: Non-football matchday.

4.7.5 The CTC surveys recorded queue lengths and saturation flows, where appropriate. The survey data has been used to calibrate the baseline capacity analysis for the junctions included in the agreed study area.

4.7.6 LINSIG has been used to assess these junctions, which is a nationally recognised modelling tool used for assessing traffic signal junctions.

4.7.7 Table 4.5 shows the LINSIG baseline modelling results for each junction and assessment scenario.

Table 4.5 2019 Baseline LINSIG Modelling Results (Maximum Degree of Saturation)

Junction Name	Assessment Scenarios									
	1A	1B	2A	2B	3A	3B	4A	4B	5A	5B
Oldham Road (A62)/Hulme Hall Lane (A6010)	73.2%	76.0%	65.7%	53.7%	72.4%	26.9%	55.2%	58.1%	49.2%	58.7%
Hulme Hall Lane (A6010)/Bradford Rd	97.5%	96.3%	55.3%	44.9%	51.2%	21.7%	49.2%	54.6%	42.9%	54.2%
Alan Turing Way (A6010)/Briscoe Ln	89.0%	83.8%	62.5%	44.3%	49.7%	18.3%	44.3%	45.1%	36.7%	55.3%
Alan Turing Way (A6010)/Gate 2 Car Park Access	61.3%	57.6%	71.7%	40.5%	41.8%	16.6%	55.1%	44.2%	37.1%	45.6%
Alan Turing Way (A6010)/Ashton New Road (A662)	94.8%	86.8%	81.6%	66.2%	57.3%	29.8%	63.6%	64.1%	62.5%	62.1%
Alan Turing Way (A6010)/Ashton Old Road (A635)	96.7%	93.2%	97.2%	63.8%	61.3%	40.0%	62.9%	72.9%	57.2%	66.7%

4.7.8 As would be expected, the modelling results presented in Table 4.5, show that the Weekday PM Peak Hour (1700-1800) represents the worst-case scenario in terms of junction capacity. The maximum Degree of Saturation (DoS) on a football match day is shown to be 97.5% at the Hulme Hall Lane (A6010)/Bradford Road signal junction. A maximum DoS of 94.8% and 96.7% occurs at the Alan Turing Way (A6010)/Ashton New Road (A662) signal junction and the Alan Turing Way (A6010)/Ashton Old Road (A635) signal junction respectively during the Weekday PM Peak Hour (17:00-18:00). However, it is noted that the remaining approaches at these junctions are operating with a DoS below 85%.

4.7.9 The junctions are shown to operate satisfactorily in all other assessment scenarios with a DoS below 85%, with the exception of the Alan Turing Way (A6010)/Ashton Old Road (A635) junction during the weekday evening matchday arrivals peak hour (19:00-20:00), where a maximum DoS of 97.2% was observed. However, it is noted

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that the remaining approaches at this junction during this scenario are operating with a DoS below 85%.

4.7.10 These baseline assessments accord with the survey observations made on-street in 2019 and therefore, give a reasonable representation of the baseline situation.

4.7.11 Appendix C contains the baseline traffic data and LINSIG outputs.

4.7.12 The Ashton New Road (A662)/Rowsley Street priority junction to the south of Etihad Campus has been assessed using PICADY.

4.7.13 Table 4.6 shows the PICADY baseline modelling results for each assessment scenario.

Table 4.6 2019 Baseline PICADY Modelling Results (Ratio of Flow to Capacity)

Ashton New Road (A662)/Rowsley St	Assessment Scenarios									
	1A	1B	2A	2B	3A	3B	4A	4B	5A	5B
Stream B-C*	0.18	0.22	0.14	0.03	0.17	0.02	0.09	0.05	0.15	0.03
Stream B-A*	0.26	0.11	0.33	0.03	0.32	0.03	0.17	0.05	0.20	0.04
Stream C-B*	0.17	0.08	0.17	0.06	0.07	0.01	0.07	0.04	0.10	0.02

**where A – Ashton New Road (West), B – Rowsley Street and C – Ashton New Road (East).*

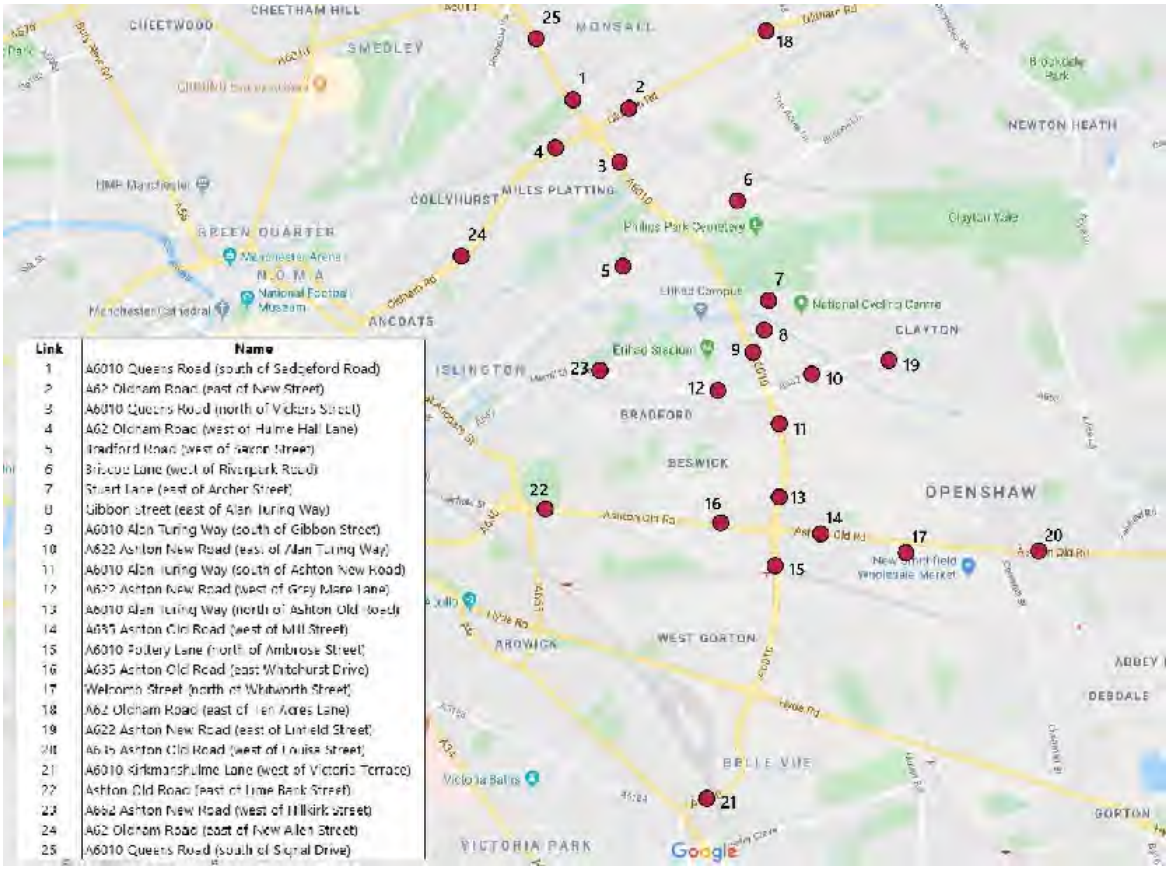
4.7.14 The Ratio of Flow to Capacity (RFC) for each assessment scenario is shown to be well below 85% on all approaches. Appendix C contains the baseline traffic data for this junction together with the PICADY outputs.

4.7.15 The baseline assessment for this priority junction gives a reasonable representation of the baseline situation compared to the survey observations made on-street in 2019.

4.7.16 In addition to the classified turning counts, Automatic Traffic Counts (ATC) were undertaken on match and non-match days to inform the Environmental Assessment on the roads shown on Figure 4.19 on the following dates:

- Tuesday 29 October 2019;
- Saturday 2 November 2019 to Saturday 9 November 2019; and
- Tuesday 26 November 2019.

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Link	Name
1	A6010 Queens Road (south of Sedgeford Road)
2	A62 Oldham Road (east of New Street)
3	A6010 Queens Road (north of Vickers Street)
4	A62 Oldham Road (west of Hulme Hall Lane)
5	Bradford Road (west of Gibbon Street)
6	Bridge Lane (west of Riverpark Road)
7	Stuart Lane (east of Archer Street)
8	Gibbon Street (east of Alan Turing Way)
9	A6010 Alan Turing Way (south of Gibbon Street)
10	A622 Ashton New Road (east of Alan Turing Way)
11	A6010 Alan Turing Way (south of Ashton New Road)
12	A622 Ashton New Road (west of Grey Mare Lane)
13	A6010 Alan Turing Way (north of Ashton Old Road)
14	A635 Ashton Old Road (west of Mill Street)
15	A6010 Pottery Lane (north of Ambrose Street)
16	A635 Ashton Old Road (east Whitchurst Drive)
17	Welcome Street (north of Whitworth Street)
18	A62 Oldham Road (east of Ten Acres Lane)
19	A622 Ashton New Road (east of Linfield Street)
20	A635 Ashton Old Road (west of Louisa Street)
21	A6010 Kirkmanshulme Lane (west of Victoria Terrace)
22	Ashton Old Road (east of Lime Rank Street)
23	A662 Ashton New Road (West of Hilkirk street)
24	A62 Oldham Road (east of New Allen Street)
25	A6010 Queens Road (south of Signal Drive)

Figure 4.19 ATC Survey Locations

4.8 Traffic Growth

4.8.1 The anticipated year of opening for the proposed development is 2023.

4.8.2 In terms of traffic growth, local growth factors have been extracted from the Trip End Model Presentation Program (TEMPRO) database. The Site falls within the "Manchester" area of the Geographic selection in TEMPRO. The following growth rates have been extracted:

- 2019 to 2023 1.05/1.0529 (Weekday PM Peak/Weekday Off-peak); and
- 2019 to 2023 1.0547 (Saturday).

4.8.3 This methodology has been agreed with TfGM/ MCC as part of the TA Scoping discussions and is considered to be robust.

4.9 Collision Data Analysis

4.9.1 Road traffic collision statistics have been obtained from TfGM for the most recent five-year period to March 2019. It is noted that this is the most up to date traffic collision information available at the time of writing this report.

4.9.2 The study area includes the following roads:

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- Alan Turing Way (A6010);
- Ashton New Road (A662);
- Bradford Road; and
- Old Mill Street.

4.9.3 The full collision report can be found in Appendix D.

4.9.4 Collision statistics are reviewed in terms of numbers and severity to ascertain whether there are particular trends or patterns at a particular junction or section of road. If there is a trend or statistically high collision record that would require accident remedial works, then this could be considered as a 'significant'.

4.9.5 All collisions recorded within the study area during the five-year period are summarised in Table 4.7.

Table 4.7 Collision Data Summary for the Five-year period (May 2014 to March 2019)

Severity	May-Dec 2014	Jan-Dec 2015	Jan-Dec 2016	Jan-Dec 2017	Jan-Dec 2018	Jan-Mar 2019	Total
Fatal	0	0	0	0	0	0	0
Serious	4	2	1	4	2	1	14
Slight	9	8	13	7	14	1	52
Total	**12**	**10**	**14**	**11**	**16**	**2**	**66**

4.9.6 Table 4.7 shows that 66 collisions were recorded in the five-year period up to the end of March 2019 and that the majority of the collisions (52) in the study are resulted in slight injury, with 14 collisions resulting in serious and no fatal injuries.

4.9.7 Pedestrians, cyclists and motorcyclists were involved in 14%, 14%, and 7% of the collisions respectively, while 34% of collisions occurred in dark conditions and 19% for rain and 3% for both rain and wind and windy conditions.

4.9.8 The data was analysed further by identifying clusters of collisions within the study area. This was done to ascertain whether there were any underlying patterns, trends or factors that may have contributed to the collision. Four key collision clusters were identified as shown in Figure 4.20.

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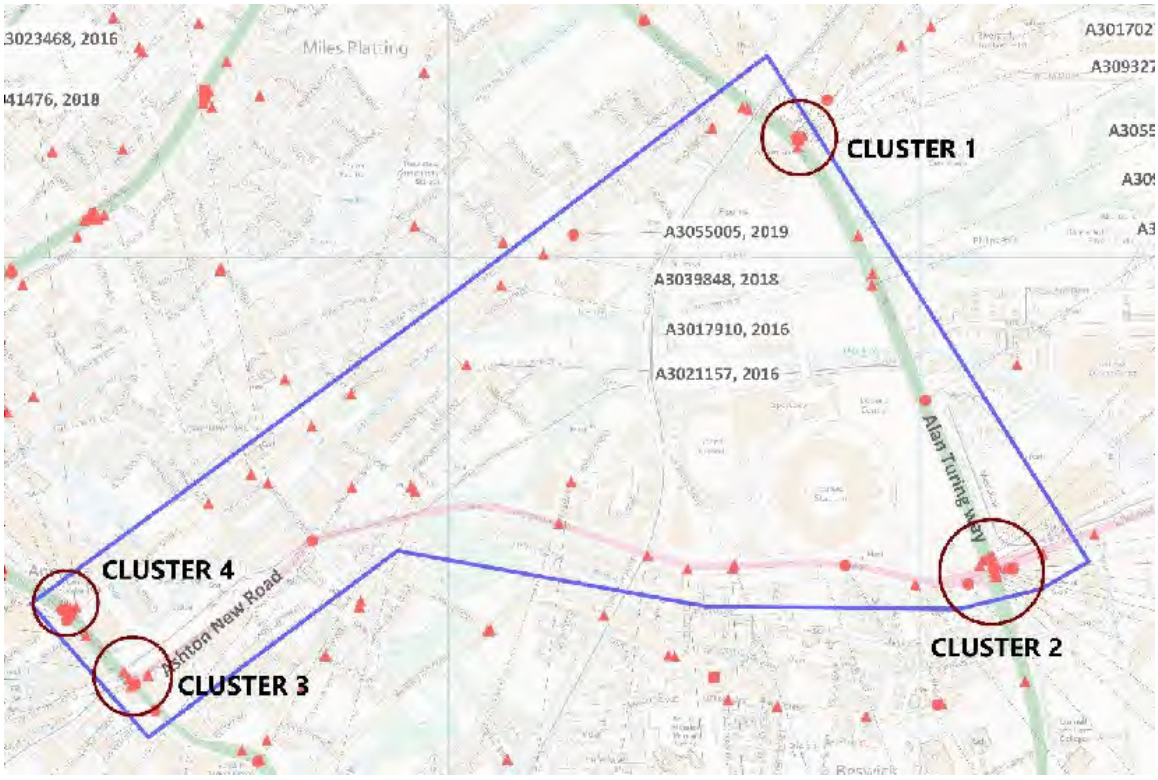


Figure 4.20 Location of Collision Clusters

Cluster 1 – Alan Turing Way/Briscoe Lane Junction

4.9.9 There were a total of seven collisions at this location over the study period; six slight injury and one serious. The serious collision mainly involved failing to look properly when turning. Additionally, typical causes in this area also include failing to judge other vehicles' path or speed and failing to look properly when changing lanes.

Cluster 2 –Alan Turing Way/ Ashton New Road

4.9.10 Twelve collisions had occurred over a five-year period of which comprises of nine slight and three serious collisions. The collisions are mainly due to failure in judgment of other vehicles' path or speed and failure of looking properly when manoeuvring or changing lanes. Moreover, pedestrians running into vehicles' path have also been identified to be contributory to the number of collisions around the junction.

Cluster 3 –Ashton New Road/ Great Ancoats Street Junction

4.9.11 A total of five collisions has been identified over the study period, involving four slight and one serious collision, primarily involving a pedestrian believed to be under influence colliding with a vehicle while crossing the junction. The typical causes in this area include failing to look properly when changing lanes or turning, failing to judge other vehicles' path or speed, and sudden braking.

Cluster 4 –Great Ancoats Street/Old Mill Street/Store Street Junction

4.9.12 There were a total of nine collisions over a five-year period, six slight and three serious injury. Typical causes involve pedestrians crossing in front of a passing vehicle, failing to judge other vehicles' path or speed, failing

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to look properly when manoeuvring, turning or changing lanes, and sudden braking.

4.9.13 The clusters of collisions identified have been shown to have no prevalent cause, with a variety of contributing factors.

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5 Development Proposals

5.1 Introduction

5.1.1 The Proposed Development would include the construction of a new indoor multi-use arena, utilising the majority of what is an existing brownfield site, which has been identified as a development opportunity in successive versions of the Eastlands Regeneration Framework as well as within Manchester's Core Strategy. It would comprise up to 68,608 sq. m. GEA of new floorspace within a building height of up to 40m.

5.1.2 These maximums could deliver a total capacity of up to 23,500 people; however, it should be noted that the maximum capacity that is ultimately possible would only be reached for a small number of events and would only be possible when a centre stage configuration is used. Most events would operate at 16,000 to 20,000 capacity. The maximum quantum and scale parameters that are identified, and the maximum capacity (not to exceed 23,500), will be utilised as the most robust scenario basis for assessment from a potential transport impact perspective.

5.1.3 Within these parameters, the layout would be flexible to accommodate events of different nature and scale, which could include music, sport, performances, awards and other live entertainment. Events could be held during the day and evening, throughout the year.

5.1.4 The proposed development would also accommodate supporting uses and functions. This would include food and beverage units and retail units. It is proposed that circulation spaces may have retail concessions and pop-ups to support events. There are opportunities for the arena's amenity offer to be used outside of arena events, to support activity levels and the wider amenity offer of the Etihad Campus, for example on stadium matchdays.

5.1.5 The Proposed Development would also include a full suite of spaces and functions to support the effective operation of the arena, including for artists, security, venue operation and logistics.

5.1.6 The targeted opening year is 2023, with construction beginning in the third quarter of 2020 subject to planning permission and proposed completion in the third quarter of 2023. The Architect's proposed site layouts are included in Appendix E.

5.2 Events Types and Scales

Arena

5.2.1 The arena would be operational all year round. It is expected to hold from circa 120 events upon opening and look to increase the number of annual events thereafter. There may be occasions where more than one event is held per day (matinee and evening events) although these would generally be expected to be lower capacity events. The ancillary commercial uses (food and beverage and retail units) could be open on non-event days. It is anticipated that there could be 10-15 arena events per year that will coincide with matches at the Etihad Stadium. Events at the proposed development would be scheduled where possible to ensure that they do not coincide with events at the Etihad Stadium.

5.2.2 The maximum arena capacity would be 23,500 in a 'standing scenario', of which 11,500 would be seated tickets. The average arena capacities over a range of event types is shown in Table 5.1.

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Table 5.1 Typical Event Capacities and Frequencies for Anticipated Scenarios

Arena Capacity Range* (people)	Anticipated No. of Events per Year (circa 120 Event/Year Scenario)	Potential Growth scenario (up to 180 Event/Year Scenario)
16,726 – 18,263	48	72
13,844 – 20,455	36	54
16,266 – 17,833	22	32
10,943 – 20,457	12	18
15,809 – 23,500	2	4
-	**120**	**180**

**The capacity ranges are based on various internal configurations considering different types of arena event*

5.2.3 Table 5.1 shows that the majority of events are expected to be less than a 20,000 capacity, with occasional events potentially reaching the maximum arena capacity of 23,500. Matinee events are typically expected to be half the maximum capacity of the arena.

5.2.4 The timing of the events will vary between matinees and evening events. Table 5.2 shows a typical schedule for matinee and evening events at the arena.

Table 5.2 Indicative Schedule for Matinee and Evening Arena Events

Activity	Matinee Event (Monday – Sunday)	Evening Event (Monday – Sunday)
Production vehicles arrive on site	04:00	04:00
Event load in commences	06:00	06:00
Early doors to concourses/ Premium entrance open	11:30	17:30
Main doors open	12:30	18:30
Support act commences	13:30	19:30
Main act commences	15:00	20:45
Event finishes	16:30	22:30
Egress complete	17:00	23:15
Load out complete/ last truck off site	03:00	03:00

5.2.5 On occasions where a matinee and evening event occur on the same day, there would be a gap of at least two hours between the matinee event finishing and the main doors opening for the evening event to allow enough time to clear the seating bowl and reset the stage.

Supporting Retail and Food and Beverage Offers

5.2.6 The opening hours for the supporting retail and food and beverage offers, including bars, retail concessions and pop-up retail spaces have not been confirmed as yet but are likely to be during the day and evening.

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Staff

5.2.7 It is anticipated that up to 770 'arena staff' will be required on site for full capacity events, and these will be a mixture of full-time, part-time, temporary and contract staff covering all aspects of the arena operation. Table 5.3 and Table 5.4 show the arrival and departure profiles respectively of arena staff during event days.

Table 5.3 Indicative Staff Arrival profile

Staff Type	Time Period						
	06:00 – 10:00	10:00 – 12:00	12:00 – 14:00	15:00	16:00	17:00	Total
Stewards/ Security	10	10	20	50	150	130	370
Cleaners	6	8	10	10	-	-	34
F&B	25	25	25	75	90	100	340
Other (Facilities, Tech, Ops, etc.)	10	10	5	-	-	-	25
Total	51	53	60	135	240	230	769

Table 5.4 Indicative Staff Departure Profile

Staff type	Time Period						
	20:00 – 22:00	22:30	23:00	00:00	01:00	02:00 – 03:00	Total
Stewards/ Security	20	40	270	20	10	10	370
Cleaners	-	-	34	-	-	-	34
F&B	75	75	90	60	40	-	340
Other (Facilities, Tech, Ops, etc.)	-	-	15	5	-	5	25
Total	95	115	409	85	50	15	769

5.2.8 On non-event days at the arena, it is expected that there will be up to 70 staff on-site.

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5.3 Access

Pedestrian Access

5.3.1 The pedestrian access for the proposed arena is via Joe Mercer Way pedestrian corridor through the Campus, and linking with Alan Turing Way to the east of the Site. The access strategy will utilise the existing routes towards the Etihad Stadium, Citylink and Ashton Canal.

Vehicular Access

5.3.2 Vehicular access from the public highway will be via the existing Site access junctions on Alan Turing Way to the north-east side of the arena.

5.3.3 However, it is proposed to reconfigure the site access junctions in order to improve access to the Etihad Campus for all modes, and to facilitate the arena development. The main objective for highway modifications is to provide sufficient safe space for entry and egress of pedestrians visiting the new arena, from a crowd flow and security point of view, whilst allowing the site to operate as it does currently for a football match. Sportcity Way is the only vehicle access currently in use for all car parks to the north of the Etihad Campus. Pedestrian access from these car parks to the Etihad Stadium is then via Joe Mercer Way.

5.3.4 Currently, the football club successfully manage the crossing of pedestrians and vehicles at the Sportcity Way/Joe Mercer Way interface by alternating vehicle and pedestrian flow with a team of marshals. The football club wish to retain this operational ability for match days once the arena is completed. However, the crowd flow analysis of the new arena shows that the same arrangement would not be possible for arena events, an unobstructed crowd flow is required across Sportcity Way to prevent overcrowding on the southern Sportcity Way footway and queues forming back into the arena. It is therefore proposed to close Sportcity Way to traffic at the junction with Joe Mercer Way before and after an arena event. The crowd analysis also shows that a wider footway is required on the southern half of Sportcity Way to accommodate pedestrian egress after an arena event.

5.3.5 It is proposed for car parking for the arena to be on a pre-booked basis, to manage demand and the number of vehicles arriving at the Site. At this time, there are no pay-on-the-day arrangements proposed. If arriving from the north vehicles will be directed to enter the site via the existing Alan Turing Way junction at Gate 2. If arriving from the south vehicles will be directed to enter the Site at Gate 1. This is to reduce the number of vehicles using Sportcity Way and spread the arrivals between the two access points. Arena arrival routes are shown on drawing *BRA-BHE-XX-XX-DR-C-0295*.

5.3.6 The existing inflow of vehicles to car parks G, H, J and K was observed on a matchday (Saturday 21 Sept 2019) to establish the time taken for each vehicle to present their season ticket or pay on the day and enter the car parks. Each vehicle typically took between 3 and 10 seconds to stop, pay or present ticket and move off again. Season ticket holders familiar with the entry arrangements being the fastest. A very small proportion of vehicles took between 20 and 30 seconds with occupants struggling to locate tickets or money once stopped. Two lanes were provided at the pay gate. No significant queues were observed and the pay line kept pace with the traffic arriving from the junction with Alan Turing Way.

5.3.7 An arena inflow rate has been established from these observations. The arena will have fewer regular visitors meaning more users will be unfamiliar with the car park arrangements than for a football match. Entry rates are therefore based on the slowest typical times observed at 10 seconds per vehicle. 1 in 10 vehicles are then assumed to be unprepared for the ticket check or need additional assistance, so need additional time at the

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ticket check point. 30 seconds is allocated to these vehicles. This equates to an average inflow rate of 5 cars per minute per entry lane, or 300 vehicles per hour per lane.

5.3.8 A total of four lanes are provided for ticket checks on arrival, two at Gate 1 for those arriving from the south and two on Sportcity Way for those arriving from the north. The combined capacity of the four lanes is 1,200 vehicles per hour based on the inflow rate above. This is in excess of the worst-case visitor arrival profile of 1070 cars. A minimum 75m queueing length is available between the ticket check lines and the public highway, providing queuing space for 30 cars to the south and 32 to the north. The ingress arrangements are therefore considered robust and pose minimal risk of queuing back onto the public highway.

5.3.9 Egress is arranged such that Gate 1 is used for vehicles wanting to travel north from car park H. Gate 2 is used for all vehicles leaving car park G and those wanting to travel south from car park H. Arena egress routes are shown on drawing *BRA-BHE-XX-XX-DR-C-0296*. It is proposed for egress routes to marked out and segregated with cones. This is to reduce confusion for car park users and remove the need for different routes to merge or cross, which may lead to delay. Car park H vehicles wanting to depart south are provided with a dedicated route through car pack G, and then presented with a dedicated southbound lane at the Sportcity Way junction onto Alan Turing Way.

5.3.10 Traffic modelling has been completed for junctions in proximity to the site, as summarised in section 6 and Appendix C. The junction capacity available to vehicles departing the car parks depends on the proportion of green-light time allocated to each junction arm, which varies deepening on the time of day and prevailing network traffic conditions. The lowest capacity allocated to car park departure routes, so the worst-case scenario for departing vehicles, is a weekday matinee departure between 16:00 and 17:00. Available junction flow capacities during this time are presented on drawing *BRA-BHE-XX-XX-DR-C-0296*. The time taken for full car parks to empty based on these flows is 41 minutes, assuming an even split of vehicles travelling north and south away from the Campus. The longest time needing is for southbound traffic from car park H.

5.3.11 Other vehicular access routes to and from the arena are proposed as follows:

- Arena service yard traffic
    - Access for all service vehicles is from the north, using the dedicated lane provided as part of the re-configured junction at Gate 1 off Alan Turing Way. The ingress route is shown on drawing *BRA-BHE-XX-XX-DR-C-0298*
    - Egress is then via Sportcity Way.
- Emergency services
    - Access from Alan Turing Way via Sportcity Way;
    - Access from Alan Turing Way via Gate 1 to the car parks; and
    - Podium access from the east via a new emergency access route provided across the existing footway and cycleway. This will be an informal access route for use in emergency only.
- Waste collection
    - From L00 service yard from Alan Turing Way via Sportcity Way; and
    - From the podium from the south west via Joe Mercer Way.
- OB Compound – occasional vehicle access from the south via Forge Lane Bridge.

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Proposed Changes to Internal and External Roads

5.3.12 Changes to the internal and external roads are proposed to provide safe and efficient access and egress from the Site for all modes. Roads will also be subject to temporary traffic management arrangements to allow vehicles and pedestrians to be safely directed during arena events. This allows the roads to function and be used as currently at other times, including for football matches. The following key changes are proposed:

External Roads – Permanent Changes

- Modifications to the existing junction to the far north of the site (Gate 1 junction with Alan Turing Way), to allow left-in left-out traffic movements, improved cycle facility and a dedicated widened pedestrian provision, together with dedicated route for service vehicle access and car access and egress;
- New emergency vehicle access from Alan Turing Way including localised modifications to existing pedestrian footway and access to the canal, to allow emergency vehicle to cross the footway and cycleway in the event of an emergency.

External Roads – Temporary Traffic Management

- Nearside lane closure on Alan Turing Way for north-bound approach to Gate 1, to allow free flow of traffic from the Gate 1 left-out exit after an arena event. This is implemented for event egress only.

Internal Roads – Permanent Changes

- The widening of footways along Sportcity Way to the front of the venue by the existing Sportcity Way carriageway;
- Reduction of Sportcity Way from four lanes to three to facilitate the above; and
- Provision of HVM measures (fixed bollards, retractable bollards and planters) to protect crowds.

Internal Roads – Temporary Traffic Management

- Closure of Sportcity Way at the interface with Joe Mercer Way using retractable HVM bollards, to provide a safe route for pedestrians on entry and egress to the arena. This is implemented for event ingress and egress; and
- Provision of a new drop-off facility for VIPs to the front of the arena, through closure of lanes and provision of a temporary u-turn facility. This is implemented for event ingress and egress.

5.3.13 The general arrangement layouts for the above (contained within Appendix F) have been developed to co-ordinate vehicle access, pedestrian flow, security, landscaping and bio-diversity. The highway improvements have been agreed in principle with MCC and TfGM. Each drawing is summarised below:

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Gate 1: Drawing ref: BRA-BHE-XX-XX-DR-C-0230

5.3.14 A left in-left out junction is formed within the extent of the existing junction pavement. This is opened specifically for events and is gated closed at other times. Pedestrians and vehicles are segregated by construction of a dedicated vehicle carriageway. The pedestrian route is widened to provide a uniform 8m wide pavement, this is an increase from the 5m currently provided at the narrowest point.

5.3.15 A pedestrian crossing is provided at the northern end of Joe Mercer Way, it is intended this is marshalled before and after an event to control pedestrians and vehicles. There is a need for pedestrians and vehicles to cross at some point so it is felt best this is done within the site where it can be better managed, and at the northern end of Joe Mercer Way so it is only pedestrians wishing to leave the Campus that need to cross, as all others will have already accessed their car by this point.

5.3.16 There is a requirement to security check service and delivery vehicles before they enter the arenas service yard. There is also a need to marshal and park event logistics traffic used for the set-up of a tour event at the arena. It is proposed that all such vehicles will enter the site at Gate 1 via a dedicated left turn service access. Car Park G is then used for temporary parking to allow vehicles to be security checked and marshalled before being allowed access into the internal service yard. This service access would be gated closed when not in use.

5.3.17 It is proposed to implement temporary traffic management for event egress, outlined on drawing *BRA-BHE-XX-XX-DR-C-0235*. This is to:

- Avoid confusion at the Alan Turing Way/Briscoe Lane junction leading to possible congestion;
- Allow a free flow of egress traffic from the car park onto Alan Turing Way northbound; and
- Prevent egressing traffic weaving across the lanes of the Alan Turing Way/Briscoe Lane junction to turn right onto Briscoe Lane.

Gate 2 (Sportcity Way): Drawing Ref: BRA-BHE-XX-XX-DR-C-0210

5.3.18 The existing footway is widened to provide a minimum 8m clear width, plus space to provide a secure Hostile Vehicle Mitigation (HVM) line using planters and bollards. This requires the reduction in width of Sportcity Way from four to three lanes adjacent to Joe Mercer Way. The easternmost entry to car park G is widened to three lanes.

Swept Path Analysis

5.3.19 Vehicle swept path analysis has been undertaken for areas of the Site accessible by vehicles, (contained in Appendix G) and show that the types of vehicles anticipated can be safely accommodated without any adverse impact on the highway network.

5.4 Parking

Car Parking

5.4.1 Car parking at the Etihad Campus and the management of it thereof considers the Campus operating as a whole rather than its individual components. This enables an efficient and flexible use of the space within the Campus for parking and other operational requirements.

5.4.2 Approximately 3,700 parking spaces will be available within the Etihad Campus once the arena is operational.

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5.4.3 Parking provision for the proposed arena will be made within these car parks. The number of parking spaces available to visitors for the proposed arena will vary depending on the events taking place across the Campus at the time. The two scenarios that result in the maximum and minimum allocation of parking spaces for the arena are:

- When an arena event is the only event taking place at the Etihad Campus, up to 3,000 parking spaces will be available to the proposed arena; and
- When an arena event runs in parallel with an event at the Etihad Stadium, up to 500 spaces are expected to be made available to the proposed arena.

5.4.4 Car parking spaces for visitors associated with the proposed arena are expected to be made available primarily on a pre-booked basis. Inherent flexibility in the football calendar means that spaces will not usually be released for pre-booking until shortly before an event. Electronic messaging from point of ticket sale will promote other sustainable travel options, which will help to encourage people to travel by sustainable modes.

Coach Parking

5.4.5 Provision for coach parking is provided within the car parking areas on Campus. Spaces are provided on a flexible basis depending then requirements of each event day. The proposed layouts contained in Appendix F show the location of the coach parking areas.

Cycle Parking

5.4.6 The Etihad Campus currently, has a total of 284 cycle parking spaces (in the form of 142 Sheffield Stands) at various locations around the Campus.

5.4.7 It is proposed to provide 240 additional covered cycle parking spaces as part of the proposed development. In line with the Campus strategy, these cycle parking facilities are expected to be installed in locations where cycle routes enter the Campus. The use of the cycle parking will be monitored as part of the proposed arena Travel Plan to ensure that sufficient cycle parking is provided, and should there be a demand for additional cycle parking, this will be provided where appropriate.

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5.5 Servicing

5.5.1 The arena service yard will be located on the eastern side of the site, which will be wholly enclosed and accessed via a two-way internal access route from Sportcity Way. The service yard access will be traffic signal controlled linked to the Sportcity Way junction with Alan Turing Way. Service yard traffic will only be permitted to cross Sportcity Way when the traffic approaching from the east is held at a red light as part of the existing junction signal phasing.

5.5.2 The service yard will provide space for loading and parking of production vehicles associated with an event. Eight vehicles will be able to load directly onto the event floor at any time, whilst parking for four further large vehicles will be available.

5.5.3 The service yard will also provide for more day-to-day delivery activities including catering deliveries and will provide the location for storage and collection of waste compactors.

5.5.4 Vehicle swept path analysis has been undertaken to ensure that vehicles can adequately manoeuvre within the service area and manoeuvre on/off the highway in forward gear. The vehicle tracking is provided in Appendix G.

5.5.5 Additional waste and vehicle compounds will be provided on the L01 podium. The waste compound will be provided for temporary storage of waste before it is transferred to the Etihad Campus-wide waste management facility. The waste will be stored in large wheeled bins, which will be loaded onto or towed by a vehicle to be transferred. These vehicles will access Joe Mercer Way via the podium.

5.5.6 The vehicle compound will be provided as a facility to occasionally park OBU trucks or other vehicles required for a special event, such as equipment for a temporary ice rink. The space has been designed to be flexible to respond to a variety of needs but will be able to accommodate a typical outside broadcast set up consisting; two large production trucks, two generators and a satellite uplink vehicle. These vehicles will access the area via Forge Lane Bridge from the south. Their entry will be carefully managed to avoid conflict with arena users and other pedestrians. Vehicles will be able to enter, turn and leave the podium area safely in a forward gear.

5.5.7 Delivery and servicing demands for the proposed arena are described further in Chapter 6.

5.6 Waste Management Strategy

5.6.1 A comprehensive Waste Management Plan has been submitted as part of the planning application. Some key points are summarised below.

5.6.2 Waste will be separated at source into a number of streams. Residual waste and Dry Mixed Recyclables (DMR) will be segregated venue-wide, with glass and organics also segregated in certain areas.

5.6.3 A large proportion of the venue's waste will be generated in the proposed arena concourse areas. To reduce the risk of litter bins in these areas overflowing, cleaners will regularly empty them and transfer waste to larger bins in intermediate stores.

5.6.4 Waste generated within the bars and concession units will be stored within the units themselves, while waste produced in the hospitality areas will be backhauled to the kitchens on each level.

5.6.5 A portion of the proposed arena's waste will be moved to the existing Etihad Campus waste compound for collection, via the bin compound on the L01 podium. To ensure that the waste strategy offers sufficient

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resilience, provision will also be made for a portion of the proposed arena's waste to be compacted on-site and collected from the L00 service yard.

5.6.6 At this stage, it is proposed that cleaners will move residual waste to the compactors in the L00 service yard and DMR, organics and glass bins to the L01 bin compound, before transferring them to the Campus waste compound for consolidation and collection.

5.6.7 The compactors in the L00 service yard will be collected by a private contractor post-event using a skip-lift truck. Collection vehicles will access and exit the service yard via Sportcity Way to the north. The compactors have been oriented to ensure that the trucks do not obstruct the main servicing circulation route when they are making collections.

5.6.8 To maximise the efficiency of operations, DMR, glass and organics bins will be moved from the L01 bin compound to the Etihad Campus waste compound using 3.5t box vans.

5.6.9 In order to avoid any adverse impacts on users of the Campus, waste will be moved in the early hours, when levels of pedestrian activity are at their lowest.

5.6.10 Organics and glass bins will be collected from the Campus waste compound by a rear-end loader refuse vehicle, while DMR will be compacted. To minimise the number of waste vehicle trips, it is proposed that DMR is stored in a large portable roll-on roll-off compactor and collected by a hook-lift truck.

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6 Trip Generation

6.1 Introduction

6.1.1 This chapter presents the trip generation methodology for the arena, which has been discussed and agreed in principle with MCC and TfGM.

6.1.2 Throughout the year, the proposed arena will host events with a variety of capacities and configurations. It has been agreed with MCC and TfGM that this assessment will primarily focus on the most likely worst-case scenario from a trip generation perspective, which considers the interaction between the proposed arena and a matchday at the Etihad Stadium.

6.1.3 The trip generation scenarios for the proposed arena have been derived based on operational data provided by the Applicant and current travel patterns on matchdays and non-match days at the Etihad Stadium. The data sources have been indicated where relevant.

6.2 Event Types

6.2.1 Events taking place at the arena have been classified as two categories – matinee and evening events.

6.2.2 The Applicant has advised that matinee events are typically family-focussed and have a lower capacity and attendance rate; they may occur on either a weekday or weekend.

6.2.3 The majority of events at the arena are expected to be evening concerts, which can occur on either a weekday or weekend and typically have a higher capacity and occupancy compared to a family matinee event. The principal events at the arena are summarised as below:

- Matinee events – maximum capacity 11,750 (weekday and weekends);
- Evening events – maximum capacity 23,500 (weekday and weekends);

6.2.4 As indicated in Chapter 5, a scenario with a maximum capacity of 23,500 is considered to be infrequent, therefore the trip generation presented in this chapter represents a worst-case scenario.

6.3 Event Day Spectators

Spectators Profile

6.3.1 The arrival and departure profiles for matinee and evening events at the proposed arena have been derived based on operational information provided by the Applicant and crowd flow analysis by the design team.

6.3.2 The Applicant has confirmed that a family-focussed matinee event would generally start at approximately 13:30 with pre-show entertainment so the majority of spectators would have arrived by that time. It is considered unlikely that all spectators would be at the venue for the pre-show entertainment show, therefore spectators could potentially still be arriving up until 14:00. Spectators are expected to depart at the conclusion of the event (between 16:00 and17:00).

6.3.3 The Applicant has confirmed that an evening concert would start at approximately 19:30 with a support act.

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6.3.4 At full capacity, the arena would be able to accommodate up to 23,500 spectators with standing room on the arena floor. On major concert days, spectators are likely to start arriving 2-3 hours before the start of the concert in order to secure a position close to the stage. It is unlikely that all spectators would arrive at the venue when the support act starts, therefore the peak spectator arrival period is likely to be between 19:00 and 20:00. Spectators would depart at the conclusion of the event between 22:00 and 23:00.

6.3.5 The derived spectator arrival and departure profiles and person trips for matinee and evening concert events is shown in Table 6.1. The arena arrival and departure profiles have been based on information provided by the applicant, which differ from the Etihad Stadium arrival and departure profiles that are based on the TA for the Etihad Stadium expansion.

Table 6.1 Spectator Arrival and Departure Profile and Person Trips – Matinee and Evening Event

Hour	Matinee Profile (Weekday / Weekend)		Matinee Trips (Weekday / Weekend)		Evening Concert Profile (Weekday / Weekend)		Evening Concert Trips (Weekday / Weekend)	
	In	Out	In	Out	In	Out	In	Out
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	-	-	-	-	-	-	-	-
08:00-09:00	-	-	-	-	-	-	-	-
09:00-10:00	-	-	-	-	-	-	-	-
10:00-11:00	-	-	-	-	-	-	-	-
11:00-12:00	10%	-	1,175	-	-	-	-	-
12:00-13:00	50%	-	5,875	-	-	-	-	-
13:00-14:00	40%	-	4,700	-	-	-	-	-
14:00-15:00	-	-	-	-	-	-	-	-
15:00-16:00	-	-	-	-	-	-	-	-

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16:00-17:00	-	100%	-	11,750	-	-	-	-
17:00-18:00	-	-	-	-	30%	-	7,050	-
18:00-19:00	-	-	-	-	30%	-	7,050	-
19:00-20:00	-	-	-	-	40%	-	9,400	-
20:00-21:00	-	-	-	-	-	-	-	-
21:00-22:00	-	-	-	-	-	-	-	-
22:00-23:00	-	-	-	-	-	100%	-	23,500
23:00-24:00	-	-	-	-	-	-	-	-
Total	**100%**	**100%**	**11,750**	**11,750**	**100%**	**100%**	**23,500**	**23,500**

6.3.6 It is noted that more than one event may occur at the arena on any given day. However, these are likely to be smaller events, with a lower capacity and attendance of up to 11,750, to the scale of matinee events shown in Table 6.1.

6.3.7 It is not considered realistic that a matinee event be followed on the same day as a full-capacity concert event with an attendance of 23,500. This is because each event would have a specific stage configuration and the change in stage set-up would not be achievable in the time between these two events. Conversely, it is not realistic that two major concert events take place on the same day with a maximum attendance of 23,500 at each. Therefore, the weekday evening concert scenario with a capacity of 23,500 is considered to be the worst-case from a trip generation perspective, particularly as the spectator arrival profile coincides with the highway network PM peak period.

Spectator Mode Split

6.3.8 The catchment of the arena in terms of where visitors travel from is both local and widespread, which influences travel mode choice. Visitors who travel from within the city are more likely to walk and cycle and use public transport; whereas visitors coming from further afield are more likely to use strategic transport options, such as heavy rail, coach, park and ride and car. The size of potential catchments can also vary based on which other arena venues tours are taking bands to, the demographics of the fanbase etc.

6.3.9 As part of this assessment, a review of mode split data at other arenas has been undertaken to validate the mode splits used for the assessment of the arena.

6.3.10 Table 6.2 shows the mode splits from venues of similar characteristics surveyed by Arup in 2009 for the Leeds Arena TA, and that used for the once proposed Bristol Arena from the TA for its planning application.

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Table 6.2 Comparison of Mode Splits for Other Arenas

Mode	MEN Manchester Arena	Nottingham Arena	Leeds Arena	Bristol Arena (Transport Assessment)
Car Occupant	80%	74%	80%	80%
Park and Ride				
Bus	7%	4%	4%	5%
Coach				2%
Rail / tram	13%	11%	5%	4%
Taxi		7%	6%	2%
Walk / cycle		4%	3%	7%
Total	100%	100%	100%	100%

6.3.11 A package of transport mitigation measures is proposed for the OVG Manchester arena and for the Campus, which will be set out in the following sections of this TA. These measures are aimed at promoting sustainable travel and reducing the car mode share of visitors. In particular there is a firm commitment to deliver physical amendments to the resident parking scheme surrounding the Etihad Campus, such that it is able to operate on all days and across an expanded geographic area. It is proposed that the resident car parking scheme will operate seven days a week, at hours which will include evening event times, to ensure that residents are protected in terms of amenity. There is a commitment, independently of the Council or residents, to underwrite the initial cost of provision and the cost of ongoing operations.

6.3.12 It is felt that the implementation of the parking scheme and other sustainable transport mitigation measures can deliver a reduced car mode share for visitors to the arena, significantly improving on the values identified at the other arenas in Table 6.2. There is firm evidence of this potential from the monitoring via travel surveys of events at Arsenal's 'Emirates' stadium and Tottenham Hotspur's 'White Hart Lane' stadium in London. At White Hart Lane, the 2015 TA for Major Events submitted with the planning application showed that following the introduction of an event day Controlled Parking Zone, the car mode share reduced by 19-26% and targeted a further reduction of 18% in weekend travel to football matches, as a result of its transport impact mitigation strategy. At Emirates, the 2013 Campaign for Better Transport 'Door to Turnstile' report, says the Travel Plan for Arsenal's new stadium in 2006 aimed to cut car trips from 31% to 11%, and Islington Council confirmed this target was met.

6.3.13 Thus it is suggested that a conservative estimated car mode share for future arena visitors could be some 12-15% lower on opening than that which is currently recorded at the Etihad Stadium, assuming the parking scheme and travel planning measures are implemented. It is expected that the 12% mode share figure would be more likely observed on a weekday event, when more people travel from work prior to the event / have work the following day; whereas the 15% mode share would more likely be observed at the weekend, when people's time is less constrained. This reduction in mode share is seen as an initial change, but a further downward shift could also occur as improvements are made to public transport, walking and cycling infrastructure across the city and the downward trend in car ownership and use.

6.3.14 Notwithstanding, for the purposes of a robust assessment, it has been necessary to establish a single worst-

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case mode share based on values that are recorded at the Etihad Campus currently.

6.3.15 The worst-case mode split has been derived from Travel Surveys undertaken on major event days at the Etihad Stadium in 2017; the raw survey data can be found in Appendix H. This data has been validated with 'preferred transport option' mode share data derived from 2019 concerts at Etihad Stadium. Therefore, the trip generation analysis presented in the following sections is considered to be robust.

6.3.16 The derived baseline mode splits for weekday and weekend events are shown in Table 6.3 and have been used to represent the spectator mode split for the arena. In addition, a future arena mode split for spectators has been suggested based on the proposed mitigation measures as discussed previously in this section. A detailed description of the mitigation measures is described in further detail in Chapter 8.

Table 6.3 Proposed and Future Spectator Mode Split for Arena Weekday and Weekend Events

Mode	Weekday		Weekend	
	Baseline	Future	Baseline	Future
Car (driver and passengers)	57.40%	45.50%	54.90%	40.00%
Drop off	2.00%	2.50%	3.10%	4.00%
Motorbike	0.10%	0.10%	0.00%	0.00%
Bicycle	0.10%	0.10%	0.10%	0.20%
Walk	1.40%	1.80%	0.80%	1.00%
Taxi	4.90%	6.50%	1.10%	1.50%
Train and Walk	5.10%	6.50%	7.60%	10.00%
Train and other mode	7.00%	9.00%	8.70%	11.50%
Bus	3.20%	4.00%	3.50%	5.00%
Metrolink	13.70%	17.50%	14.00%	18.50%
Coach	5.10%	6.50%	6.20%	8.30%
Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**

6.3.17 To derive the total number of people movements associated with the 'car (driver and passenger)' mode share, a car occupancy of 2.4 persons per car has been adopted (as per the TA produced for the Etihad Stadium expansion submitted in 2013).

6.3.18 To derive the total number of people movements associated with the 'coach' mode share, a vehicle occupancy of 50 has been adopted, which is a typical capacity for a standard size coach.

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6.4 Event Day Staff

Staff Profile

6.4.1 The Applicant has advised that there will be 769 'arena staff' on-site on an event day. There would be an additional 200 staff associated with a touring event but these would arrive via tour coach / trucks and would not therefore make their own way to the venue.

6.4.2 The arena staff arrival and departure profiles for a matinee and evening event are shown in Table 6.4.

Table 6.4 Staff Arrival and Departure Profile – Matinee and Evening Event

Hour	Matinee (Weekday / Weekend)		Evening Event (Weekday / Weekend)	
	In	Out	In	Out
00:00-01:00	0	0	0	85
01:00-02:00	0	0	0	50
02:00-03:00	0	0	0	15
03:00-04:00	0	0	0	0
04:00-05:00	0	0	0	0
05:00-06:00	0	0	0	0
06:00-07:00	43	0	13	0
07:00-08:00	43	0	13	0
08:00-09:00	148	0	13	0
09:00-10:00	280	0	13	0
10:00-11:00	257	0	27	0
11:00-12:00	0	0	27	0
12:00-13:00	0	0	30	0
13:00-14:00	0	0	30	0
14:00-15:00	0	48	135	0
15:00-16:00	0	48	240	0
16:00-17:00	0	115	230	0
17:00-18:00	0	409	0	0
18:00-19:00	0	85	0	0
19:00-20:00	0	50	0	0
20:00-21:00	0	15	0	48
21:00-22:00	0	0	0	48
22:00-23:00	0	0	0	115
23:00-24:00	0	0	0	409
Total	**769**	**769**	**769**	**769**

Staff Mode Split

6.4.3 The staff mode split has been derived from staff travel surveys undertaken at the Etihad Stadium in 2017; the raw data from this survey can be found in Appendix H.

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6.4.4 The staff mode split for weekday and weekend events is shown in Table 6.5 and has been used to represent the baseline mode split of staff for the proposed arena. In addition, a future mode split for staff has been identified based on the proposed mitigation measures; these measures are described in further detail in Chapter 8.

Table 6.5 Baseline and Proposed Staff Mode Split for Weekday and Weekend Events

Mode	Weekday		Weekend	
	Baseline	Future	Baseline	Future
Car (car and passenger)	25.3%	18.0%	30.8%	18.0%
Drop off	15.8%	17.3%	12.3%	14.6%
Motorbike	1.1%	1.2%	3.1%	3.6%
Bicycle	3.2%	3.5%	1.5%	1.8%
Walk	8.4%	9.2%	12.3%	14.6%
Taxi	4.2%	4.6%	6.2%	7.3%
Train and Walk	5.3%	5.8%	3.1%	3.6%
Train and other mode	7.4%	8.1%	6.2%	7.3%
Bus	3.2%	3.5%	1.5%	1.8%
Metrolink	26.3%	28.9%	23.1%	27.3%
Coach	0.0%	0.0%	0.0%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

6.4.5 The staff mode share data from the Etihad Stadium travel surveys showed that the car occupancy for staff on event days is 1.29; this has also been applied to staff at the arena.

6.5 Etihad Stadium Demand

6.5.1 The arena site is located adjacent to Etihad Stadium; therefore the assessment considers the demand generated by the arena against demand generated by the Etihad Stadium on matchdays. Events at the arena can fall under one of 10 different scenarios on a weekday and weekend, set out below:

- Weekday;
  - Matinee event only;
  - Matinee event with 20:00 kick-off evening match at Etihad Stadium;
  - Evening concert only;
  - Evening concert with 20:00 kick-off evening match at Etihad Stadium;
- Weekend;
  - Matinee event only;
  - Matinee event with 15:00 kick-off afternoon match at Etihad Stadium;

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- Matinee event with 17:30 kick-off afternoon match at Etihad Stadium;
- Evening concert only;
- Evening concert with 15:00 kick-off afternoon match at Etihad Stadium;
- Evening concert with 17:30 kick-off afternoon match at Etihad Stadium.

6.5.2 Appendix H shows the spectator trip profiles of each arena scenario shown in Table 6.1 laid over the baseline spectator demand at the Etihad Stadium for the scenarios described above. The spectator demand profile for the Etihad Stadium has been derived from information provided in the TA for the Etihad Stadium expansion referred to previously. A stadium capacity of 62,250 has been assumed, which represents the consented future capacity.

6.5.3 It has been agreed with TfGM and MCC that the transport assessment for the arena will primarily assess the weekday evening period, where an evening match day coincides with an evening concert event at the arena; this is considered a worst-case as the arena arrival period would coincide with the evening highway network peak hour of 17:00 to 18:00. Figure 6.1 shows the arrival and departure total person trip profiles for the Etihad Stadium and the proposed on a weekday when a match at the stadium coincides with an evening concert at the arena.

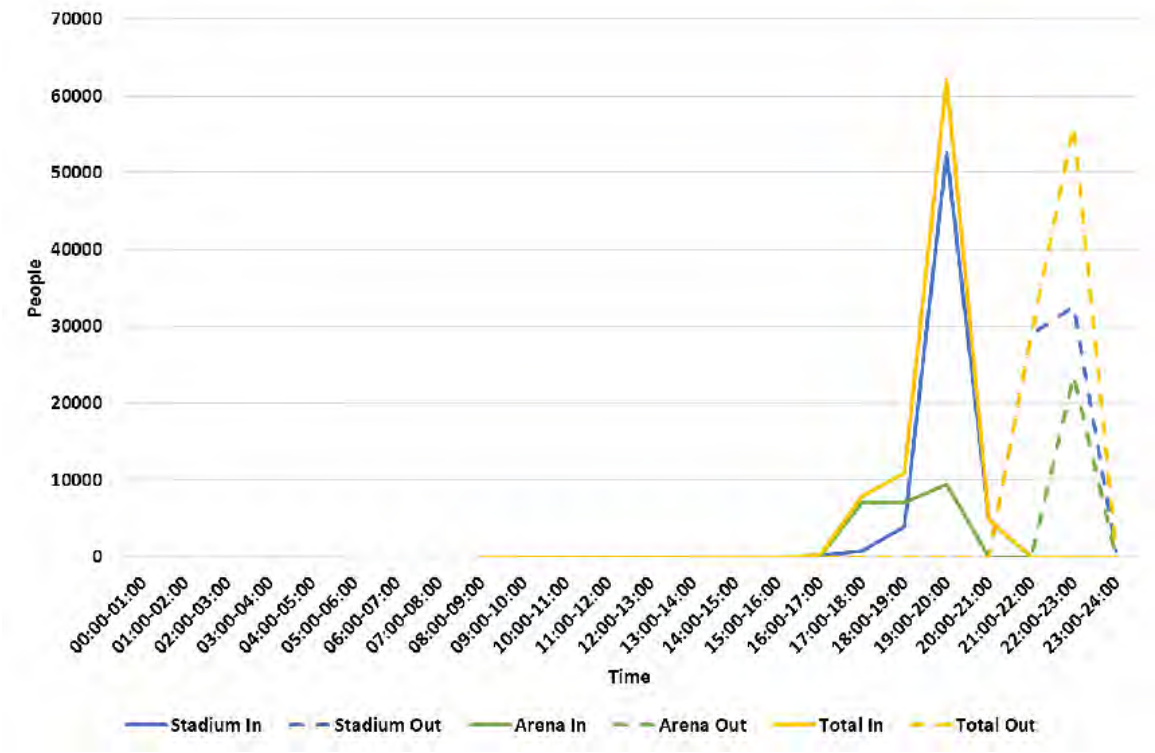


Figure 6.1 Stadium and Arena Demand – Spectator Profiles (Weekday Evening)

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6.5.4 Figure 6.1 shows that the arena would increase transport demand during the evening network peak period (17:00 to 18:00); it also shows that the peak arrival period for the arena coincides with the peak arrival period for Etihad Stadium (19:00 to 20:00), and demand on the transport network would increase during this period. Figure 6.1 also shows that spectators start exiting Etihad Stadium before spectators start to exit the arena, however, it is likely that the exit demands would coincide slightly between 22:00 and 23:00.

6.6 Assessment of Trips Per Mode – Weekday Arena Evening Event

6.6.1 Table 6.6 shows the total spectator and staff person trips for an evening event at the arena. This has been derived using the profiles shown in Table 6.1 and Table 6.5.

Table 6.6 Total Person Trips (Spectators and Staff) – Proposed Arena Evening Event

Hour	Total Person	
	In	Out
00:00-01:00	0	85
01:00-02:00	0	50
02:00-03:00	0	15
03:00-04:00	0	0
04:00-05:00	0	0
05:00-06:00	0	0
06:00-07:00	13	0
07:00-08:00	13	0
08:00-09:00	13	0
09:00-10:00	13	0
10:00-11:00	27	0
11:00-12:00	27	0
12:00-13:00	30	0
13:00-14:00	30	0
14:00-15:00	135	0
15:00-16:00	240	0
16:00-17:00	230	0
17:00-18:00	7,050	0
18:00-19:00	7,050	0
19:00-20:00	9,400	0
20:00-21:00	0	48
21:00-22:00	0	48
22:00-23:00	0	23,615
23:00-24:00	0	409
Total	**24,269**	**24,269**

6.6.2 Table 6.7 shows the total person trips per mode for a weekday evening concert at the arena during the highway network peak hours; this has been derived based on the worst-case baseline mode splits for spectators and staff.

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Table 6.7 Total Person Trips for the Arena – Weekday Evening Concert (Highway Peak Hours)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car (driver and passengers)	3	0	3	4,047	0	4,047	13,683	13,683	27,367
Drop off	2	0	2	141	0	141	591	591	1,183
Motorbike	0	0	0	7	0	7	32	32	63
Bicycle	0	0	0	7	0	7	48	48	96
Walk	1	0	1	99	0	99	394	394	788
Taxi	1	0	1	345	0	345	1,184	1,184	2,368
Train and Walk	1	0	1	360	0	360	1,239	1,239	2,478
Train and other mode	1	0	1	494	0	494	1,702	1,702	3,403
Bus	0	0	0	226	0	226	776	776	1,553
Metrolink	3	0	3	966	0	966	3,422	3,422	6,844
Coach	0	0	0	360	0	360	1,199	1,199	2,397
Total	**13**	**0**	**13**	**7,050**	**0**	**7,050**	**24,269**	**24,269**	**48,538**

6.6.3 Table 6.8 shows the worst-case total person trips per mode for a weekday evening concert at the arena during peak arrival/departure times for the arena.

Table 6.8 Total Person Trips for the Arena – Weekday Evening Concert (Peak Arrivals/Departures)

Mode	Arrival Peak (19:00-20:00)			Departure Peak (22:00-23:00)		
	In	Out	Total	In	Out	Total
Car (driver and passengers)	5,396	0	5,396	0	13,518	13,518
Drop off	188	0	188	0	488	488
Motorbike	9	0	9	0	25	25
Bicycle	9	0	9	0	27	27
Walk	132	0	132	0	339	339
Taxi	461	0	461	0	1,156	1,156
Train and Walk	479	0	479	0	1,205	1,205
Train and other mode	658	0	658	0	1,653	1,653
Bus	301	0	301	0	756	756
Metrolink	1,288	0	1,288	0	3,250	3,250
Coach	479	0	479	0	1,199	1,199
Total	**9,400**	**0**	**9,400**	**0**	**23,615**	**23,615**

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6.7 Event Day Servicing and Deliveries

6.7.1 The Applicant has advised that servicing on an event day would be avoided as far as possible, however deliveries associated with the event would still be expected. Typical event day delivery patterns are described as follows:

- Up to 26 vehicles – Event trucks and coach / tour buses, arriving on site at around 04:00 and leaving early the following morning;
- Up to 6 vehicles – Artists, arriving in the afternoon for sound checks; and
- Up to 2 runner vehicles – Frequently coming on and off-site to pick up items from the local area.

6.7.2 The patterns described above show that deliveries would largely avoid the peak hour, with only demand from the runner vehicles potentially coinciding with the network peak hours. It is expected that no deliveries and servicing would occur during peak spectator arrival and departure hours.

6.7.3 The network peak hour servicing trip generation by vehicle type is shown in Table 6.9.

Table 6.9 Servicing Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Light Servicing	1	1	2	0	0	0	18	18	36
Heavy Servicing	0	0	0	0	0	0	27	27	54
Total	**1**	**1**	**2**	**0**	**0**	**0**	**45**	**45**	**89**

6.8 Event Day – Vehicle Trip Generation

6.8.1 The total vehicle trips during the network peak hours are shown in Table 6.10. This assumes the baseline worst-case mode shares, as previously stated.

6.8.2 It is noted that during the worst-case scenario, when a weekday evening arena event coincides with an evening match at the Etihad Stadium, only 500 spaces would be allocated to the proposed arena on-site with priority given to spectators over staff; the remaining car trips would distribute onto the wider network. The split between car trips travelling on-site and off-site has been considered in Table 6.10.

Table 6.10 Vehicle Trips Generated by a Concert on Weekday Evening – Highway Peak Hours and Daily Trips (Worst-case)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (on-site)	0	0	0	150	0	150	500	500	1000
Cars (off-site)	3	0	3	1,536	0	1,536	5,271	5,271	10,543
Taxi – Drop Off	2	2	4	203	203	405	1,590	1,590	3,180
Motorcycle	0	0	0	7	0	7	32	32	63
Coach	0	0	0	7	0	7	24	24	48
Light Servicing	1	1	2	0	0	0	18	18	36
Heavy Servicing	0	0	0	0	0	0	27	27	54

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6.8.3 The peak arrivals/departures associated with the arena are shown in Table 6.11.

Table 6.11 Vehicle Trips Generated by a Concert on Weekday Evening – Peak Arrivals/Departures (Worst-case)

Mode	Arrival Peak (19:00-20:00)			Departure Peak (22:00-23:00)		
	In	Out	Total	In	Out	Total
Cars (on-site)	200	0	200	0	500	500
Cars (off-site)	2,048	0	2,048	0	5,143	5,143
Taxi – Drop Off	270	270	541	693	693	1,387
Motorcycle	9	0	9	0	25	25
Coach	10	0	10	0	24	24
Light Servicing	0	0	0	0	0	0
Heavy Servicing	0	0	0	0	0	0

6.9 Non-Event Day

Staff

6.9.1 The Applicant has advised that on a non-match day, there will be 70 arena staff members on-site. It is assumed that staff on-site would work typical office hours of 09:00 to 17:00.

6.9.2 Reference has been made to the Trip Rate Information Computer System (TRICS) database to derive typical arrival and departure office profiles during the AM and PM peak periods of 07:00 to 10:00 and 16:00 to 19:00 respectively. The TRICS trip generation report is included in Appendix I.

6.9.3 Table 6.12 shows the staff trips for the proposed arena on a non-event day during the AM and PM peak hours.

Table 6.12 Staff Trips – Non-Match Day

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Person trips	33	0	33	0	32	32	70	70	140

6.9.4 The worst-case baseline mode split for staff on non-event days has been derived from staff survey undertaken at the Etihad Stadium in 2017; the raw survey data can be found in Appendix H.

6.9.5 The derived baseline staff mode split for non-event days are shown in Table 6.13. In addition, a future mode split has been proposed based on the proposed mitigation measures; these measures are described in further detail in Chapter 8.

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Table 6.13 Baseline and Future Staff Mode Split – Non-Event Day

Mode	Non-Event Day	
	Baseline	Future
Car (driver and passengers)	68.7%	40.0%
Drop off	3.3%	6.3%
Motorbike	1.7%	3.3%
Bicycle	0.8%	1.5%
Walk	0.0%	0.0%
Taxi	3.4%	6.5%
Train and Walk	1.7%	3.3%
Train and other mode	3.4%	6.5%
Bus	1.7%	3.3%
Metrolink	15.3%	29.3%
Coach	0.0%	0.0%
Total	**100.0%**	**100.0%**

6.9.6 The baseline staff mode split on non-event days shown in Table 6.13 has been used to derive the peak hour staff trips by mode shown in Table 6.14.

Table 6.14 Staff Trips by Mode – Non-Match Day

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car	23	0	23	0	22	22	48	48	96
Drop off	1	0	1	0	1	1	2	2	5
Motorbike	1	0	1	0	1	1	1	1	2
Bicycle	0	0	0	0	0	0	1	1	1
Walk	0	0	0	0	0	0	0	0	0
Taxi	1	0	1	0	1	1	2	2	5
Train and Walk	1	0	1	0	1	1	1	1	2
Train and other mode	1	0	1	0	1	1	2	2	5
Bus	1	0	1	0	1	1	1	1	2
Metrolink	5	0	5	0	5	5	11	11	21
Coach	0	0	0	0	0	0	0	0	0
Total	**33**	**0**	**33**	**0**	**32**	**32**	**70**	**70**	**140**

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Visitors

6.9.7 The arena will contain some ancillary retail units, which would attract a small number of visitors on non-event days. However, these uses already exist at the Etihad Campus and are therefore unlikely to generate additional trips to those already on the network.

Deliveries and Servicing

6.9.8 The Applicant has advised that on non-event day, there would be up to 16 delivery and servicing vehicles broken down as follows:

- 5 vehicles – food and beverage;
- 2 vehicles – courier;
- 1 vehicle – office;
- 4 vehicles – waste collection; and
- 4 vehicles – maintenance.

6.9.9 Given the types of deliveries listed above, a 50-50 split between light and heavy goods vehicles has been assumed. The peak hour servicing trip generation by vehicle type is shown in Table 6.15.

Table 6.15 Servicing Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Light Servicing	2	2	4	1	1	2	8	8	16
Heavy Servicing	2	2	4	1	1	2	8	8	16
Total	**4**	**4**	**8**	**2**	**2**	**4**	**16**	**16**	**32**

Vehicle Trip Generation

6.9.10 The baseline worst-case peak hour vehicle trip generation on a non-match day is shown in Table 6.16.

Table 6.16 Non-Event Day Vehicle Trips – Highway Peak Hours and Daily (Worst-case)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (on-site)	23	0	23	0	22	22	48	48	95
Cars (off-site)	0	0	0	0	0	0	0	0	0
Taxi – Drop Off	2	2	4	2	2	4	9	9	19
Motorcycle	1	0	1	0	1	1	1	1	2
Coach	0	0	0	0	0	0	0	0	0
Light Servicing	2	2	3	1	1	2	8	8	16
Heavy Servicing	2	2	3	1	1	2	8	8	16

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7 Transport Impacts

7.1 Event Day Impacts

7.1.1 As explained in the preceding chapters of this TA, it has been agreed with TfGM and MCC that the transport assessment for the proposed arena will primarily focus on assessing the weekday evening period (worst-case scenario), where an evening football match coincides with an evening concert event at the arena. Analysis concerning the remaining assessed periods is included in Appendix C and Appendix H of this TA.

7.1.2 This section covers the transport impacts for an arena event only and an arena event coinciding with a football match, which is the worst-case scenario (detailed further from paragraph 7.1.44 and onwards). The impacts associated with the worst-case baseline mode split and future mode split assessments following mitigation (as discussed earlier), are provided.

Arena Event Only

Pedestrian Impact

7.1.3 The proposed arena is expected to generate 788 total daily two-way pedestrian trips (visitors and staff) on a weekday arena event. Out of the total daily pedestrian trips, 132 and 339 trips relate to the arena peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.4 99 pedestrian trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), only one pedestrian trip is expected to be generated.

7.1.5 However, based on the future mode share, detailed within Chapter 6, the proposed arena is expected to generate 988 total daily two-way pedestrian trips (visitors and staff) on a weekday arena event. Out of the total daily pedestrian trips, 169 and 434 trips relate to the arena peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.6 Based on the future mode share, 127 pedestrian trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), only one pedestrian trip is expected to be generated.

7.1.7 The pedestrian impact from demand generated by the arena on a non-match day, would not be greater than the current impact generated by the existing Etihad Stadium.

Cycle Impact

7.1.8 The proposed arena is expected to generate 96 total daily two-way cycle trips (visitors and staff) on a weekday arena event. Out of the total daily cycle trips, nine and 27 trips relate to the arena peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.9 Seven cycle trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), no cycle trips are expected to be generated.

7.1.10 However, based on the revised future mode share, detailed within Chapter 6, the arena is expected to generate 100 total daily two-way pedestrian trips (visitors and staff) on a weekday arena event. Out of the total daily cycle trips, nine and 27 trips relate to the arena peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00)

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respectively.

7.1.11 Based on the revised future mode share, seven cycle trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), no cycle trips are expected to be generated.

7.1.12 The cycle impact from demand generated by the arena on a non-match day, would not be greater than the current impact generated by the existing Etihad Stadium.

Bus Impact

7.1.13 The proposed arena is expected to generate 1,553 total daily two-way bus trips (visitors and staff) on a weekday arena event. Out of the total daily bus trips, 301 and 756 trips relate to the arena peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.14 226 trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), no bus trips are expected to be generated.

7.1.15 However, based on the revised future mode share, detailed within Chapter 6, the arena is expected to generate 1,933 total daily two-way bus trips (visitors and staff) on a weekday arena event. Out of the total daily bus trips, 376 and 944 trips relate to the arena peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.16 Based on the revised future mode share, 282 trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), no bus trips are expected to be generated.

7.1.17 The bus impact from demand generated by the arena on a non-match day, would not be greater than the current impact generated by the existing Etihad Stadium

Manchester Metrolink Tram Impact

7.1.18 The proposed arena is expected to generate 6,844 total daily two-way Metrolink trips (visitors and staff) on a weekday arena event. Out of the total daily Metrolink trips, 1,288 and 3,250 trips relate to the arena peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.19 966 Metrolink trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), only three Metrolink trips are expected to be generated.

7.1.20 However, based on the revised future mode share, detailed within Chapter 6, the arena is expected to generate 8,669 total daily two-way Metrolink trips (visitors and staff) on a weekday arena event. Out of the total daily Metrolink trips, 1,645 and 4,146 trips relate to the arena peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.21 Based on the revised future mode share, 1,234 trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), four Metrolink trips are expected to be generated.

7.1.22 The Metrolink impact from demand generated by the arena on a non-match day, would not be greater than the current impact generated by the existing Etihad Stadium

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7.1.23 Figure 7.1 shows the boarders and alighters at Etihad Campus Metrolink station on a non-match day when a weekday evening event takes place at the proposed arena.

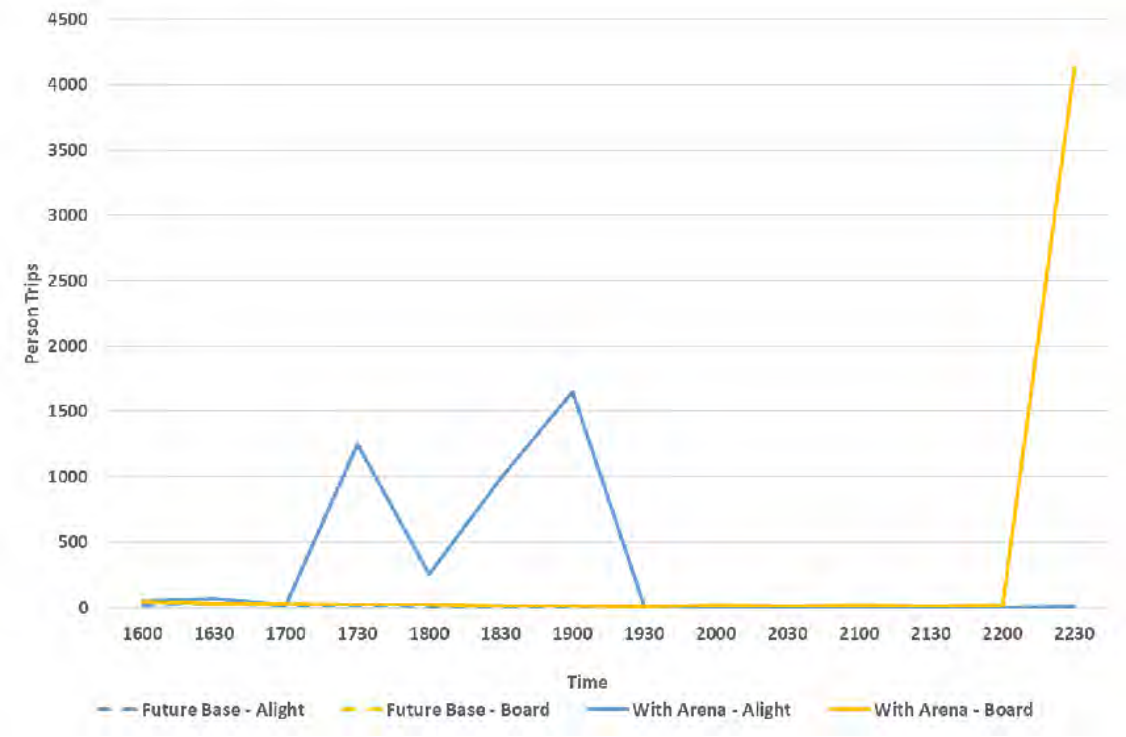


Figure 7.1 Etihad Campus Station – Boarders and Alighters – Non-Match Day

7.1.24 Figure 7.1 shows that the peak number of passengers arriving for a weekday evening event at the proposed arena on a non-match day is 1,645 between 19:00 and 19:30. This compares to a peak of 1,806 passengers observed arriving for an evening match at the existing Etihad Stadium (refer to Figure 4.9).

7.1.25 Given that the peak number of trips arriving at the proposed arena is lower than the existing demands generated on match-days at the Etihad Stadium, this is expected to be adequately accommodated on the Metrolink network.

7.1.26 Figure 7.1 also shows that the peak number of passengers boarding at Etihad Campus station after an arena event on a non-match day is 4,132 between 22:30 and 23:00. This is greater than the peak of 2,349 boarding following a football match only event at the Etihad Stadium but in reality, demand from the proposed arena will be heavily managed to ensure that demand onto Metrolink services are regulated, which may result in peak spreading whereby the arena demand spreads beyond 22:30 to 23:00.

7.1.27 Table 7.1 compares the line loading on the Metrolink either side of the Etihad Campus stop on an existing weekday match day at the Etihad stadium with a weekday evening event at the arena on a non-match day. The analysis considers 30-minute passengers line loading between 16:00 - 23:00.

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Table 7.1 Weekday Metrolink Line Loading – Passengers (30-minute interval)

Scenario	Etihad Campus to Holt Town (EB)	Etihad Campus to Velopark (EB)	Velopark to Etihad Campus (WB)	Etihad Campus to Holt Town (WB)
Baseline – Etihad Stadium Matchday	1,800	575	178	1,869
Arena – Non-Match Day	1,732	667	201	3,677
Difference	-68	92	53	1,808
Additional demand per tram	-14	18	11	362

7.1.28 It shows that between Etihad Campus and Holt Town (eastbound), the maximum line demand generated from an arena event is less than currently generated on a weekday evening matchday.

7.1.29 Between Etihad Campus and Velopark stations in both directions, the peak demand generated when an evening event at the arena takes place is shown to be slightly higher than generated currently on a weekday evening match-day at the Etihad Stadium. However, the difference in demand is small and can be accommodated on the Metrolink network.

7.1.30 The Metrolink section between Etihad Campus and Holt Town in the westbound direction is observed to be busiest after a weekday matchday, with an observed peak demand of 1,869 passengers within 30 minutes. The trip generation assumptions for the arena shows that demand generated in this direction is higher (3,677) than the loading higher than observed line loading generated on a weekday match day at the Etihad Stadium. However, existing Metrolink passenger demand after a match at the Etihad Stadium is managed at the Etihad Campus station to ensure that the station and Metrolink network is not over-capacity. Similar demand management strategies will be in place after an event at the arena which would result in peak demand on this section reducing to the levels currently observed following a match at the Etihad Stadium.

7.1.31 Therefore, it is concluded that the impact on the Metrolink from a weekday evening event at the arena on a non-match day would not be different to that currently experienced on an evening weekday evening match at the Etihad Stadium.

7.1.32 However, there would not be a significant impact on the commuter network peak periods on the Metrolink network as the largest impacts would be occurring in the later evening hours and the majority of local residents would not be significantly affected.

7.1.33 Full outputs for the impact on the Metrolink for all assessed scenarios can be found in Appendix A.

National Rail Impact

7.1.34 The proposed arena is expected to generate 5,881 total daily two-way rail trips (visitors and staff) on a weekday arena event. Out of the total daily rail trips, 1,137 and 2,858 trips relate to the arena peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

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7.1.35 853 rail trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), only two rail trips are expected to be generated.

7.1.36 However, based on the revised future mode share, detailed within Chapter 6, the arena is expected to generate 7,498 total daily two-way rail trips (visitors and staff) on a weekday arena event. Out of the total daily rail trips, 1,457 and 3,658 trips relate to the arena peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.37 Based on the revised future mode share, 1,093 rail trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), only two rail trips are expected to be generated.

Highway Impact

7.1.38 As discussed in Chapter 4 of this TA, Classified Turning Count (CTC) surveys for the junctions shown in Figure 7.2 were undertaken on the following dates covering non-football match event days on weekdays and weekends:

- Thursday 7 November 2019 – Non-football match day;
- Saturday 9 November 2019 – Non-football match day.

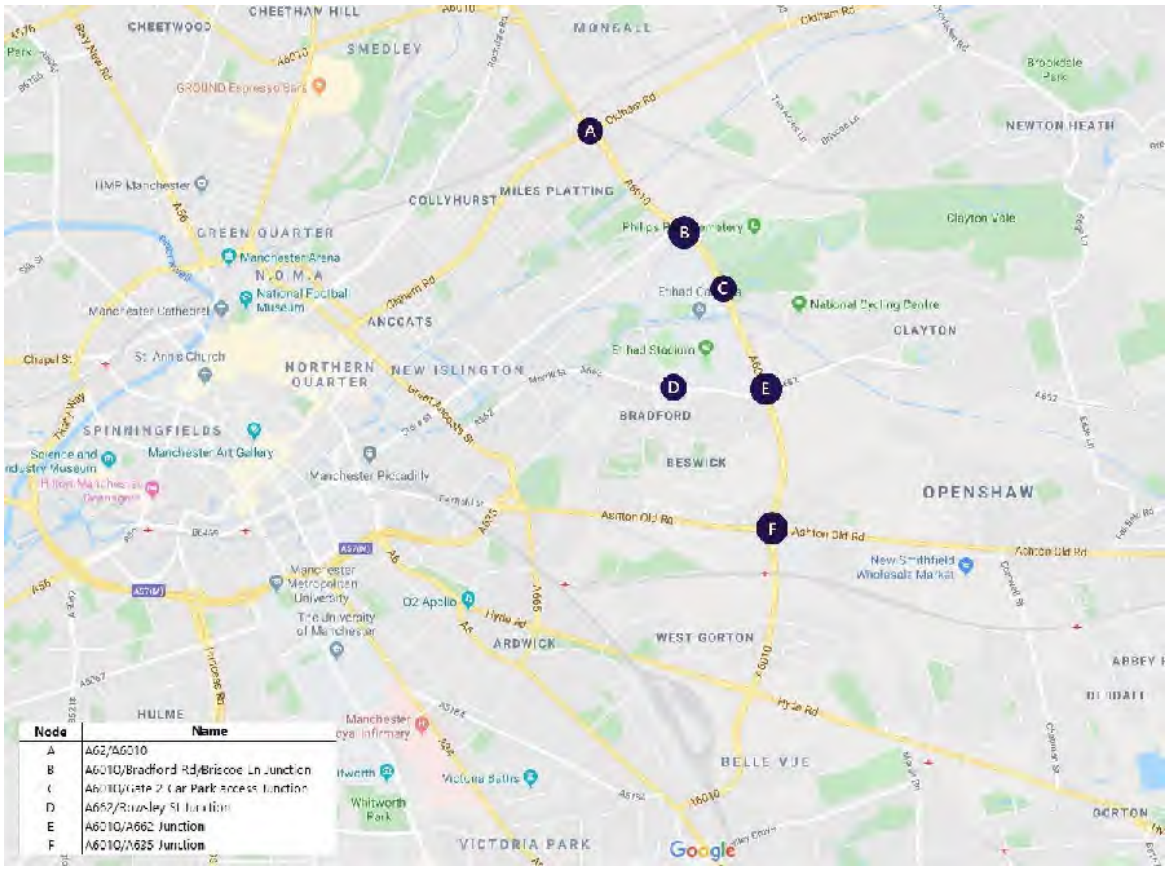


Figure 7.2 CTC Survey Locations

7.1.39 The CTC surveys on the six junctions shown in Figure 7.2 covered the following scenarios on non-football match days (as mentioned in Paragraph 4.7.3):

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- Scenario 1: PM weekday network peak (17:00 – 18:00);
- Scenario 2: Evening weekday arena arrivals peak period (19:00 – 20:00);
- Scenario 3: Evening weekday arena departures peak period (22:00 – 23:00);
- Scenario 4: Matinee Saturday arena arrivals peak period (12:00 – 13:00);
- Scenario 5: Matinee Saturday arena departures peak period (16:00 – 17:00).

7.1.40 Each scenario is classified further as:

- B: Non-football match day.

7.1.41 It should be noted that scenarios of an arena event coinciding with a football match are presented in the next section of this chapter. Also, the modelling analysis presented in the following paragraphs is a worst-case analysis using the existing baseline mode shares not the expected future reduced car mode share as explained in Chapter 6, as a robust approach.

7.1.42 Suitable 2023 TEMPRO factors were applied to the 2019 baseline survey data and were used as inputs to detailed LINSIG modelling of the future five assessed signalised junctions. The methodology has been agreed with TfGM/MCC as part of the TA Scoping discussions and is considered to be robust. Table 7.2 shows the maximum Degree of Saturation (DoS) at each of the signalised junctions in the study area for a non-football match day (excluding the proposed development) in 2023. Table 7.3 shows the results with the inclusion of the proposed arena.

Table 7.2 2023 Future Baseline LINSIG Modelling Results (Non-Football Match Day)

Junction Name	Assessment Scenarios (1B – 5B)				
	Weekday			Saturday	
	17:00 – 18:00	19:00 – 20:00	22:00 – 23:00	12:00 – 13:00	16:00 – 17:00
Oldham Road (A62)/Hulme Hall Lane (A6010)	79.7%	56.6%	28.2%	61.2%	62.0%
Hulme Hall Lane (A6010)/Bradford Rd	100.2%	47.9%	22.8%	58.4%	58.4%
Alan Turing Way (A6010)/Briscoe Ln	88.3%	47.5%	19.5%	48.5%	59.6%
Alan Turing Way (A6010)/Gate 2 Car Park Access	60.5%	42.5%	17.6%	46.6%	48.1%
Alan Turing Way (A6010)/Ashton New Road (A662)	91.2%	64.8%	31.6%	67.7%	65.1%
Alan Turing Way (A6010)/Ashton Old Road (A635)	97.7%	66.8%	42.0%	76.8%	70.2%

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Table 7.3 2023 Future Baseline + Arena LINSIG Modelling Results (Non-Football Match Day)

Junction Name	Assessment Scenarios (1B – 5B)				
	Weekday			Saturday	
	17:00 – 18:00	19:00 – 20:00	22:00 – 23:00	12:00 – 13:00	16:00 – 17:00
Oldham Road (A62)/Hulme Hall Lane (A6010)	95.3%	58.7%	80.0%	65.1%	104.4%
Hulme Hall Lane (A6010)/Bradford Rd	105.7%	56.8%	72.2%	68.2%	99.6%
Alan Turing Way (A6010)/Briscoe Ln	98.7%	68.3%	88.8%	77.7%	107.8%
Alan Turing Way (A6010)/Gate 2 Car Park Access	89.1%	84.1%	51.1%	93.6%	62.7%
Alan Turing Way (A6010)/Ashton New Road (A662)	103.2%	79.1%	68.4%	86.2%	96.6%
Alan Turing Way (A6010)/Ashton Old Road (A635)	97.7%	66.6%	41.9%	76.6%	69.9%

7.1.43 The results show that for a non-match day, all the signal junctions are expected to operate satisfactorily in 2023 with a maximum DoS below 85% in all assessment scenarios except the Weekday PM network peak hour (17:00-18:00), Whilst the maximum DoS is shown to be above 85% during the Weekday PM network peak hour (17:00-18:00), this is not significantly different to the current baseline situation (described in Section 4).

7.1.44 With the inclusion of the proposed arena event, the maximum DoS is shown to increase further with the Hulme Hall Lane (A6010)/Bradford Road and Alan Turing Way (A6010)/Ashton New Road (A662) junctions in particular exceeding 100%. However, the DoS on the remaining approaches at these junctions are shown to be below 85% and the predicted queues can be adequately accommodated within the lane capacity provided.

7.1.45 The 2023 future baseline traffic data and LINSIG outputs are included in Appendix C.

7.1.46 Table 7.4 and Table 7.5 shows the PICADY results for the Ashton New Road (A662)/Rowsley Street priority junction to the south of Etihad Campus.

Table 7.4 2023 Future Baseline PICADY Modelling Results (Non-Football Match Day)

Ashton New Road (A662)/ Rowsley St	Assessment Scenarios (1B – 5B)				
	Weekday			Saturday	
	17:00 – 18:00	19:00 – 20:00	22:00 – 23:00	12:00 – 13:00	16:00 – 17:00
Stream B-C*	0.23	0.04	0.02	0.05	0.04
Stream B-A*	0.12	0.03	0.04	0.06	0.05
Stream C-B*	0.09	0.06	0.01	0.04	0.03

**where A – Ashton New Road (West), B – Rowsley Street and C – Ashton New Road (East).*

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Table 7.5 2023 Future Baseline + Arena PICADY Modelling Results (Non-Football Match Day)

Ashton New Road (A662)/ Rowsley St	Assessed Scenarios (1B – 5B)				
	Weekday			Saturday	
	17:00 – 18:00	19:00 – 20:00	22:00 – 23:00	12:00 – 13:00	16:00 – 17:00
Stream B-C*	0.24	0.04	0.02	0.05	0.04
Stream B-A*	0.13	0.03	0.04	0.06	0.05
Stream C-B*	0.09	0.06	0.01	0.04	0.03

**where A – Ashton New Road (West), B – Rowsley Street and C – Ashton New Road (East).*

7.1.47 The results show that the Ashton New Road (A662)/Rowsley Road priority junction is expected to operate satisfactorily in 2023 with and without the proposed arena.

Arena Event with Football Match

7.1.48 It is anticipated that there could be 10-15 arena events per year that will coincide with matches at the Etihad Stadium. Events at the proposed development would be scheduled where possible to ensure that they do not coincide with events at the Etihad Stadium.

Pedestrian Impact

7.1.49 The proposed arena and Etihad Stadium are expected to generate 2,531 total daily two-way pedestrian trips (visitors and staff) on a weekday arena event with football match. Out of the total daily pedestrian trips, 869 and 795 trips relate to the arena and football match peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.50 109 pedestrian trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), only one pedestrian trip is expected to be generated.

7.1.51 However, based on the revised aspirational mode share, detailed within Chapter 6, the proposed arena and Etihad Stadium are expected to generate 2,731 total daily two-way pedestrian trips (visitors and staff) on a weekday arena event with football match. Out of the total daily pedestrian trips, 906 and 890 trips relate to the arena and football match peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.52 Based on the revised future mode share, 137 pedestrian trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), only one pedestrian trip is expected to be generated.

Cycle Impact

7.1.53 The proposed arena and Etihad Stadium will generate 220 total daily two-way cycle trips (visitors and staff) on a weekday arena event with football match. Out of the total daily cycle trips, 62 and 60 trips relate to the arena and football match peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.54 Eight cycle trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), no cycle trips are expected to be generated.

7.1.55 However, based on the revised future mode share, detailed within Chapter 6, the proposed arena and Etihad Stadium will generate 225 total daily two-way cycle trips (visitors and staff) on a weekday arena event with football match. Out of the total daily cycle trips, 62 and 60 trips relate to the arena and football match peak

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arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.56 Based on the revised future mode share, eight cycle trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), no cycle trips are expected to be generated.

Bus Impact

7.1.57 The proposed arena and Etihad Stadium will generate 5,537 total daily two-way bus trips (visitors and staff) on a weekday arena event with football match. Out of the total daily bus trips, 1,986 and 1,798 trips relate to the arena and football match peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.58 250 trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), no bus trips are expected to be generated.

7.1.59 However, based on the revised future mode share, detailed within Chapter 6, the proposed arena and Etihad Stadium will generate 5,917 total daily two-way bus trips (visitors and staff) on a weekday arena event with football match. Out of the total daily bus trips, 2,061 and 1,986 trips relate to the arena and football match peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.60 Based on the revised future mode share, 306 trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), no bus trips are expected to be generated.

Manchester Metrolink Tram Impact

7.1.61 The proposed arena and Etihad Stadium will generate 23,900 total daily two-way Metrolink trips (visitors and staff) on a weekday arena event with football match. Out of the total daily Metrolink trips, 8,503 and 7,711 trips relate to the arena and football match peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.62 1,068 Metrolink trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), only three Metrolink trips are expected to be generated.

7.1.63 However, based on the revised future mode share, detailed within Chapter 6, the proposed arena and Etihad Stadium will generate 25,726 total daily two-way Metrolink trips (visitors and staff) on a weekday arena event with football match. Out of the total daily Metrolink trips, 8,860 and 8,607 trips relate to the arena and football match peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.64 Based on the revised future mode share, 1,336 trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), four Metrolink trips are expected to be generated.

7.1.65 Figure 7.3 compares the Metrolink boarders and alighters at the Etihad Campus Metrolink station on a weekday evening with and without an arena event, on a matchday at the Etihad Stadium. It is noted that the proposed expansion of Etihad Stadium to accommodate an additional 7,000 spectators has been taken into consideration when deriving the future baseline match day flows on the Metrolink.

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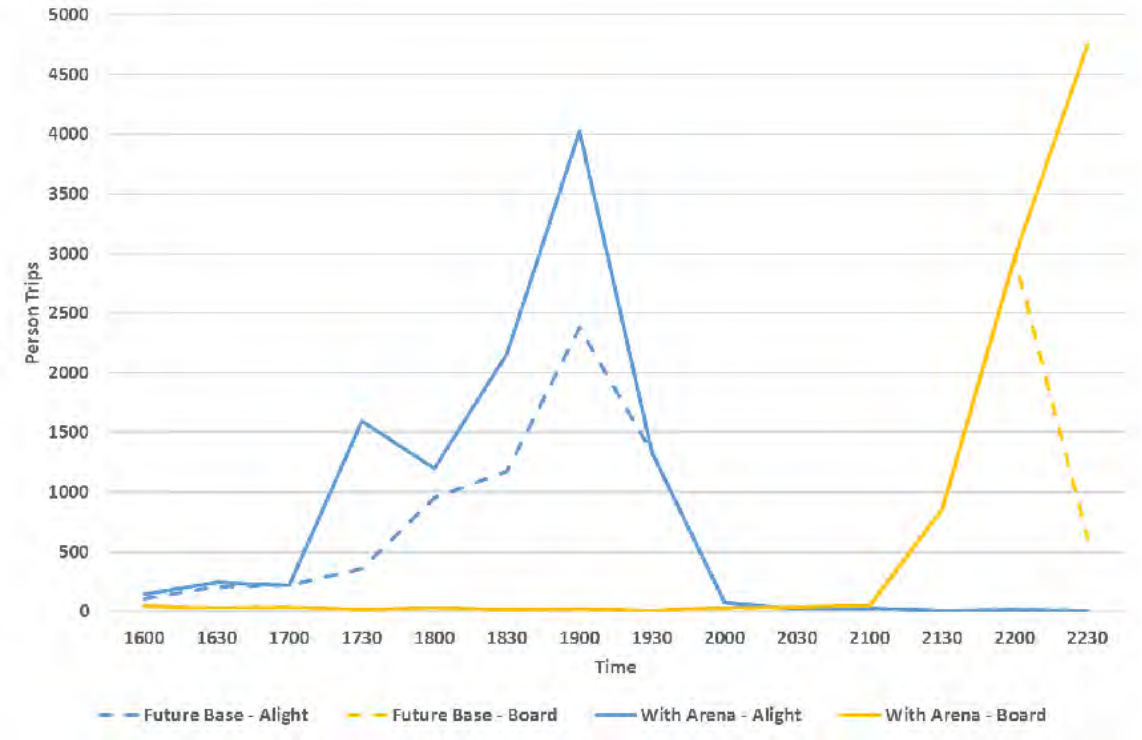


Figure 7.3 Etihad Campus Station – Boarders and Alighters – Matchday at Etihad Stadium

7.1.66 Figure 7.3 shows that the peak number of passengers arriving at the Etihad Stadium stop when an arena event coincides with a match-day is 4,024 between 19:00-19:30. This compares to a peak of 2,379 passengers observed arriving for an evening match at the Etihad Stadium between 19:00-19:30 when there is no event at the arena.

7.1.67 Figure 7.3 also shows that the peak number of passengers boarding at Etihad Campus station after an arena event on a matchday is 4,745 at 22:30-23:00. This is greater than the peak of 2,972 boarding following a match at the Etihad Stadium. Demand boarding a tram at the station will be heavily managed to ensure that demand onto the services is regulated; this would result in the arena demand being spread beyond the peak hours of 22:30-23:00.

7.1.68 Table 7.6 shows the maximum 30-minute line load demand on the Metrolink network when a weekday evening event at the arena coincides with a matchday at the Etihad Stadium; the table compares this against a future matchday at the Stadium without an arena event.

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Table 7.6 Weekday Metrolink Line Loading – Passengers (30-minute interval)

Scenario	Etihad Campus to Holt Town (EB)	Etihad Campus to Velopark (EB)	Velopark to Etihad Campus (WB)	Etihad Campus to Holt Town (WB)
Future Baseline – Etihad Stadium Matchday	2,373	575	178	2,478
Arena – Match Day	3,834	660	343	4,277
Difference	1,461	2	165	1,799
Additional Demand per Tram	292	17	33	360

7.1.69 Table 7.6 shows that between Etihad Campus and Holt Town stations, demand generated by the arena on a matchday increases the maximum 30-minute line-load on the Metrolink network by 1,461 in the eastbound direction and 1,799 in the westbound direction from demand generated by the Etihad Stadium on matchday.

7.1.70 Between Etihad Campus and Velopark stations in both directions, the maximum line load passenger demand generated when there is a weekday arena event is shown to be slightly higher than generated on a matchday. However, this represents a small increase in demand, which can be accommodated on the network.

7.1.71 It is concluded that the arena when coinciding with a matchday at the Etihad Stadium on a weekday, the proposed arena would have an impact on the Metrolink network, particularly between Etihad Campus and Holt Town in both directions, however measures to mitigate demand on the Metrolink network will be applied and are discussed further in Section 8.

7.1.72 The weekday evening demands on the Metrolink network presented in this section represent the worst-case impact for the arena. Full outputs for the impact on the Metrolink can be found in Appendix A.

National Rail Impacts

7.1.73 The proposed arena and Etihad Stadium will generate 20,946 total daily two-way rail trips (visitors and staff) on a weekday arena event with football match. Out of the total daily rail trips, 7,510 and 6,798 trips relate to the arena and football match peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.74 943 rail trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), only two rail trips are expected to be generated.

7.1.75 However, based on the revised future mode share, detailed within Chapter 6, the proposed arena and Etihad Stadium will generate 22,562 total daily two-way rail trips (visitors and staff) on a weekday arena event with football match. Out of the total daily rail trips, 7,829 and 7,599 trips relate to the arena and football match peak arrivals (19:00 – 20:00) and departures (22:00 – 23:00) respectively.

7.1.76 Based on the revised future mode share, 1,183 rail trips (visitors and staff) are expected to be generated during the PM network peak (17:00 – 18:00). During the AM network peak (08:00 – 09:00), only two rail trips are expected to be generated.

Highway Impact

7.1.77 As discussed in Chapter 4 of this TA, Classified Turning Count (CTC) surveys for the junctions shown in Figure 7.2 were undertaken on the following dates covering football match event days on weekdays and weekends:

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- Wednesday 27 February 2019 – Football match day;
- Saturday 20 April 2019 – Football match day.

7.1.78 The CTC surveys on the six junctions shown in Figure 7.2 covered the following scenarios on football match days (as mentioned in Paragraph 4.7.3):

- Scenario 1: PM weekday network peak (17:00 – 18:00);
- Scenario 2: Evening weekday arena arrivals peak period (19:00 – 20:00);
- Scenario 3: Evening weekday arena departures peak period (22:00 – 23:00);
- Scenario 4: Matinee Saturday arena arrivals peak period (12:00 – 13:00);
- Scenario 5: Matinee Saturday arena departures peak period (16:00 – 17:00).

7.1.79 Each scenario is classified further as:

- A: Football matchday.

7.1.80 It should be noted that scenarios of an arena only event were presented in the previous section of this chapter. Also, the modelling analysis presented in the following paragraphs, does not include the future reduction in car mode share as explained in Chapter 6, and shows the worst case focusing on the baseline mode share as a robust approach. Suitable 2023 TEMPRO factors were applied to the 2019 baseline survey data and were used as inputs to detailed LINSIG modelling of the future five assessed signalised junctions. The methodology has been agreed with TfGM/ MCC as part of the TA Scoping discussions and is considered to be robust. Table 7.7 shows the maximum Degree of Saturation (DoS) at each of the signalised junctions in the study area for a football match day (excluding the proposed development) in 2023. Table 7.8 shows the results with the inclusion of the proposed arena.

Table 7.7 2023 Future Baseline LINSIG Modelling Results (Football Match Day)

Junction Name	Assessment Scenarios (1A – 5A)				
	Weekday			Saturday	
	17:00 – 18:00	19:00 – 20:00	22:00 – 23:00	12:00 – 13:00	16:00 – 17:00
Oldham Road (A62)/Hulme Hall Lane (A6010)	76.7%	69.0%	76.2%	58.4%	51.8%
Hulme Hall Lane (A6010)/Bradford Rd	101.9%	56.5%	53.9%	50.8%	45.2%
Alan Turing Way (A6010)/Briscoe Ln	93.5%	67.2%	52.4%	46.9%	39.3%
Alan Turing Way (A6010)/Gate 2 Car Park Access	64.2%	75.0%	44.0%	58.1%	39.2%
Alan Turing Way (A6010)/Ashton New Road (A662)	99.5%	86.5%	60.2%	66.9%	63.6%
Alan Turing Way (A6010)/Ashton Old Road (A635)	101.6%	101.4%	64.4%	66.4%	60.4%

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Table 7.8 2023 Future Baseline + Arena LINSIG Modelling Results (Football Match Day)

Junction Name	Assessment Scenarios (1A – 5A)				
	Weekday			Saturday	
	17:00 – 18:00	19:00 – 20:00	22:00 – 23:00	12:00 – 13:00	16:00 – 17:00
Oldham Road (A62)/Hulme Hall Lane (A6010)	116.5%	70.5%	86.6%	84.1%	96.6%
Hulme Hall Lane (A6010)/Bradford Rd	103.4%	59.8%	62.2%	64.1%	89.9%
Alan Turing Way (A6010)/Briscoe Ln	95.0%	69.7%	64.5%	76.0%	101.7%
Alan Turing Way (A6010)/Gate 2 Car Park Access	65.2%	67.7%	37.0%	89.9%	57.7%
Alan Turing Way (A6010)/Ashton New Road (A662)	99.5%	83.9%	65.5%	86.1%	95.2%
Alan Turing Way (A6010)/Ashton Old Road (A635)	101.5%	101.4%	64.4%	66.3%	60.3%

7.1.81 The results show that on a match day, all the signal junctions are expected to operate satisfactorily in 2023 with a maximum DoS below 85% in all assessment scenarios except the Weekday PM network peak hour (17:00-18:00). Whilst the maximum DoS is shown to be above 85% during the Weekday PM network peak hour (17:00-18:00), it is noted that this not a daily occurrence and only occurs when a football match is on (approximately once a month on a weekday evening period).

7.1.82 With the inclusion of the proposed arena event, the maximum DoS is shown to increase further with the Hulme Hall Lane (A6010)/Bradford Road and Alan Turing Way (A6010)/Ashton Old Road (A635) and Oldham Road (A62)/Hulme Hall Lane (A6010) junctions in particular exceeding 100%. However, the DoS on the remaining approaches at these junctions are shown to be below 85% and the predicted queues can be adequately accommodated within the lane capacity provided. It is noted however that this would be an infrequent occurrence given that the proposed arena event coinciding with matches at Etihad Stadium is anticipated to take place up to 10-15 times in a year.

7.1.83 Table 7.9 and Table 7.10 show the PICADY results for the Ashton New Road (A662)/Rowsley Street priority junction to the south of Etihad Campus.

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Table 7.9 2023 Future Baseline PICADY Modelling Results (Football Match Day)

Ashton New Road (A662)/ Rowsley St	Assessment Scenarios (1A – 5A)				
	Weekday			Saturday	
	17:00 – 18:00	19:00 – 20:00	22:00 – 23:00	12:00 – 13:00	16:00 – 17:00
Stream B-C*	0.20	0.15	0.19	0.10	0.16
Stream B-A*	0.29	0.36	0.34	0.19	0.21
Stream C-B*	0.18	0.18	0.07	0.07	0.11

**where A – Ashton New Road (West), B – Rowsley Street and C – Ashton New Road (East).*

Table 7.10 2023 Future Baseline + Arena PICADY Modelling Results (Football Match Day)

Ashton New Road (A662)/ Rowsley St	Assessed Scenarios (1A – 5A)				
	Weekday			Saturday	
	17:00 – 18:00	19:00 – 20:00	22:00 – 23:00	12:00 – 13:00	16:00 – 17:00
Stream B-C*	0.20	0.15	0.18	0.10	0.16
Stream B-A*	0.29	0.36	0.34	0.20	0.22
Stream C-B*	0.18	0.18	0.07	0.08	0.11

**where A – Ashton New Road (West), B – Rowsley Street and C – Ashton New Road (East).*

7.1.84 The results show that the Ashton New Road (A662)/Rowsley Road priority junction is expected to operate satisfactorily in 2023 with and without the proposed arena.

7.1.85 It should be noted that there could be 10-15 arena events per year that will coincide with matches at the Etihad Stadium. Out of these coincident events, it is estimated that only a third will occur on a weekday evening period.

7.2 Wider Assessment of Traffic Impacts

7.2.1 Following further pre-application consultation, MCC have requested that a consideration is given to the impact of arena traffic in the wider city and strategic area, and this is described in the following section.

7.2.2 On an arena event day, the distribution of event traffic on the local highway network immediately surrounding the Site would be similar to on a football match as the management of traffic entering and exiting the site would be the same. However, the distribution of traffic on the wider highway network on event days would be different to football traffic due to the location of trip origins and destinations, which are related to the arena catchment, as discussed previously.

7.2.3 The assessment of arena traffic on the wider highway network has been undertaken using origin and destination data from Travel Survey data collected on behalf of Manchester City F.C. from concerts at the Etihad Stadium. Postcode origin data for spectators attending the following concerts has been collected:

- Wednesday 29 May 2019 – Spice Girls;
- Friday 31 May 2019 – Spice Girls; and
- Saturday 1 June 2019 – Spice Girls.

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7.2.4 Table 7.11 compares the post-code trip origins for weekday and weekend concerts, derived from the Spice Girls Travel Survey data.

Table 7.11 Comparison of Weekday and Weekend Trip Origins

Origin Area	Weekday	Weekend
Scotland	0.2%	0.0%
North East	0.2%	0.7%
Yorkshire	24.3%	28.0%
East and Surroundings	5.3%	5.6%
London/Home Counties	2.2%	2.2%
South East	0.5%	0.2%
North West	55.4%	53.4%
Midlands	5.6%	4.6%
Wales and Borders	4.5%	4.1%
South West	1.7%	1.1%
Isles/Others	0.0%	0.2%
Total	**100.0%**	**100.0%**

7.2.5 The Spice Girls' travel survey data described above has been used to show the proportion of attendees who:

- Used Park and Ride;
- Travelled straight to the Etihad; or
- Travelled to Manchester city centre first, before going to the Etihad.

7.2.6 Based on the Travel Surveys, Table 7.12 shows where concert goers said that their destination was when attending a concert at the Etihad Stadium on a weekday and weekend.

Table 7.12 Destination Location for Spectators Attending Concerts at the Etihad

Parking Location	Weekday	Weekend
Park and Ride	2%	3%
Manchester City Centre	58%	62%
At or surrounding Etihad	40%	35%
Total	**100%**	**100%**

7.2.7 The result of this analysis is has then been used to estimate where people park would park when attending an event at the arena.

7.2.8 As has been discussed, a package of transport mitigation measures is proposed for the arena and for the Campus, which will be detailed in Chapter 8. These measures are aimed at promoting sustainable travel and reducing the car mode share of visitors. In particular there is a firm commitment to deliver physical amendments to the resident parking scheme surrounding the Etihad Campus, such that it is able to operate on all days and across an expanded geographic area. It is proposed that the resident car parking scheme will operate seven days a week, at hours which will include evening event times, to ensure that residents are protected in terms

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of amenity. There is a commitment, independently of the Council or residents, to underwrite the initial cost of provision and the cost of ongoing operations.

7.2.9 The implementation of the parking scheme would result in more visitors travelling by non-car modes and significantly less on-street parking around the Campus. Parking would still occur on the Campus, in city centre car parks and at Park and Ride facilities. Table 7.13 shows the derived parking locations following the implementation of the residents parking scheme.

Table 7.13 Off-Site Parking Location for Arena Events

Parking Location	Weekday	Weekend
Park and Ride	10%	10%
Manchester City Centre	66%	69%
Other areas in Manchester	24%	21%
Total	**100%**	**100%**

7.2.10 The survey data from the Spice Girls concerts shows that 6.3% and 7.3% of spectators would stay overnight in Manchester city centre following an event on a weekday and weekend respectively. In addition to these overnight trips, a proportion of trips would be "linked" trips, which includes spectators travelling from work or leisure trips in the city centre. Linked trips are assumed to be those already parked in the city centre and are not taken as car trips making a specific journey to the arena. A value of 10% has been used to take account for overnight and linked trips, which is felt to be a conservative estimate.

7.2.11 It is further assumed that all cars that park off-site will generate movements in the hour after movements generated by cars that park on the Campus, due to the time it takes for visitors to leave the arena and travel back to their vehicles, parked outside of the zone covered by the residents parking scheme.

7.2.12 The assessment assumes that the combination of the residents parking scheme and travel planning measures will reduce the car mode share by 12%, as discussed previously. The mitigation strategy for the arena is discussed further in Section 8.

7.2.13 The peak vehicle arrival and departure trips generated by the development has been distributed on the network using the proportions shown in Table 7.12 and Table 7.13. The trips have then been assigned to highway network based on the links most likely to be used for the journeys, derived by using the Google maps journey planner tool.

7.2.14 The methodology for assessing the wider distribution of vehicle trips is shown in more detail in Appendix J.

7.2.15 The links that have been assessed are shown in Figure 7.4. These links cover the entire city centre and outwards to the M60 ring.

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Figure 7.4 Link Identification

7.2.16 MCC have requested that the impact of arena traffic be shown on particular highway links in the wider area. These are highlighted in Figure 7.4 in blue, and described as follows:

- Rochdale Road to the north – link 4;
- Ashton Road extending to M60 to the east – link 43;
- Hyde Road to the south – link 6;
- City Centre and ring road, namely;
    - Mancunian Way – link 22;
    - Whitworth Street – link 42; and
    - Deansgate – link 33.

7.2.17 Table 7.14 shows the maximum traffic generated by the arena per direction during the weekday development peak hours, 19:00-20:00 and 22:00 – 23:00, using the assumptions described above. As discussed in the above sections of this chapter, the assessment for the proposed arena will primarily focus on assessing the weekday evening period (worst-case scenario), where an evening football match coincides with an evening concert event at the arena. Analysis concerning the weekend assessed periods is included in Appendix J of this TA.

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Table 7.14 Maximum Development Peak Link Flows Per Direction – Weekday Development Peak

Link	Arrival Peak Period (19:00-20:00)	Departure Peak Period (22:00-23:00)	Link	Arrival Peak Period (19:00-20:00)	Departure Peak Period (22:00-23:00)
1 - Broadway	270	264	**24 – Mancunian Way**	164	206
2 – Oldham Rd	89	172	**25 – Mancunian Way**	147	206
3 – Oldham Rd	358	436	**26 – Ring Rd**	66	103
4 – Queens Rd	60	94	**27 – Trinity Way**	0	0
5 – Ashton Old Rd	137	64	**28 – Trinity Way**	0	0
6 – Hyde Rd	166	128	**29 – Fairfield St**	85	0
7 – Wellington Rd	67	0	**30 – Downing St**	209	102
8 – Stockport Rd	124	102	**31 – Princess St**	67	0
9 – Ashton Old Rd	311	307	**32 – Medlock St**	67	0
10 – Kingsway	67	0	**33 – Deansgate**	113	0
11 – Princess Rd	254	306	**34 – Liverpool Rd**	47	0
12 – Chester Rd	195	103	**35 – Newton St**	174	0
13 – Regent Rd	112	103	**36 – Great Ducie St**	174	0
14 – Chapel St	47	0	**37 – Chapel St**	47	0
15 – Great Ducie St	118	0	**38 – London Rd**	152	0
16 – Cheetham Hill Rd	118	0	**39 – Alan Turing Way**	228	499
17 – Bury New St	118	0	**40 – Hulme Hall Ln**	241	530
18 – Cheetham Hill Rd	190	184	**41 – Ashton New Rd**	41	64
19 – Oldham Rd	119	0	**42 – Whitworth St**	119	0
20 – Ring Rd	61	0	**43 – Manchester Rd**	177	128
21 – Great Ancoats St	226	307	**23a – Manc. Rd slip**	0	0
22 – Mancunian Way	390	614	**24a – Manc Rd slip**	170	306
23 – Mancunian Way	334	512			

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7.2.18 Table 7.15 shows the traffic generated by the arena during the weekday network PM peak period, 17:00-18:00.

Table 7.15 Maximum Development Peak Link Flows Per Direction – Weekday Development Peak

Link	Network Peak Period (17:00-18:00)	Link	Network Peak Period (17:00-18:00)
1 - Broadway	202	**24 – Mancunian Way**	123
2 – Oldham Rd	66	**25 – Mancunian Way**	110
3 – Oldham Rd	269	**26 – Ring Rd**	49
4 – Queens Rd	45	**27 – Trinity Way**	0
5 – Ashton Old Rd	102	**28 – Trinity Way**	0
6 – Hyde Rd	125	**29 – Fairfield St**	64
7 – Wellington Rd	51	**30 – Downing St**	157
8 – Stockport Rd	93	**31 – Princess St**	51
9 – Ashton Old Rd	233	**32 – Medlock St**	51
10 – Kingsway	51	**33 – Deansgate**	85
11 – Princess Rd	190	**34 – Liverpool Rd**	35
12 – Chester Rd	146	**35 – Newton St**	131
13 – Regent Rd	84	**36 – Great Ducie St**	131
14 – Chapel St	35	**37 – Chapel St**	35
15 – Great Ducie St	88	**38 – London Rd**	114
16 – Cheetham Hill Rd	88	**39 – Alan Turing Way**	171
17 – Bury New St	88	**40 – Hulme Hall Ln**	181
18 – Cheetham Hill Rd	143	**41 – Ashton New Rd**	31
19 – Oldham Rd	89	**42 – Whitworth St**	89
20 – Ring Rd	46	**43 – Manchester Rd**	133
21 – Great Ancoats St	169	**23a – Manc. Rd slip**	0
22 – Mancunian Way	293	**24a – Manc Rd slip**	128
23 – Mancunian Way	250		

7.2.19 Table 7.14 and Table 7.15 shows the range of impacts the arena would have on the wider highway network. The vehicle trips generated by the arena during the network, arrival and departure peaks have been added to the future baseline traffic flows on the network on a weekday matchday at the Etihad Stadium. Table 7.16 shows the impact on Mancunian Way.

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Table 7.16 Link 22 – Mancunian Way Comparison with Baseline + Football Flows

Direction	Arena Trips	Baseline + Football	Baseline + Football + Arena	% Increase resulting from Arena
Network Peak Period (17:00-18:00)				
Eastbound	293	1,769	2,062	17%
Westbound	116	1,146	1,262	10%
Arrival Peak Period (19:00-20:00)				
Eastbound	390	1,786	2,176	22%
Westbound	155	1,150	1,305	13%
Departure Peak Period (22:00-23:00)				
Eastbound	395	634	1029	62%
Westbound	614	1,927	2,541	32%

7.2.20 Table 7.16 shows that Mancunian Way westbound would experience an increase of up to 32% from the matchday baseline. However, it is expected that development traffic on Mancunian Way would decrease west of London Road (Link 23, 24, 24a). This is illustrated in Figure 7.5 which shows an approximation of how traffic would distribute once on the Mancunian Way travelling westbound away from the arena after an event.

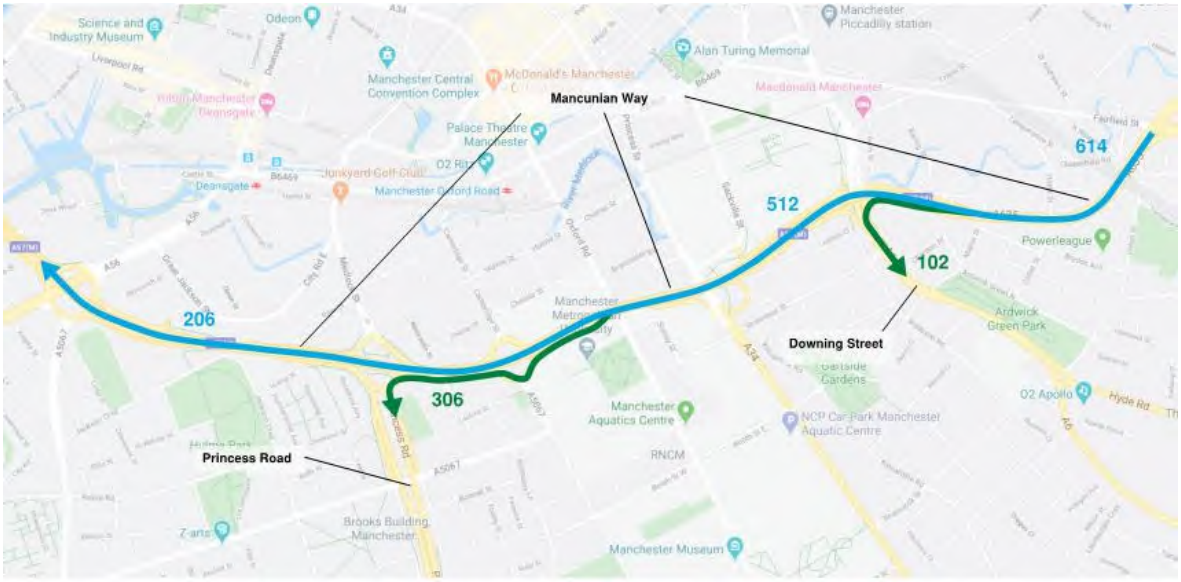


Figure 7.5 Mancunian Way Arena Traffic Distribution – Departure Peak (22:00-23:00)

7.2.21 Table 7.16 also shows that on Mancunian Way eastbound the maximum increase resulting from arena traffic is 62%, which occurs following an event. However, this is due to the baseline traffic being very low and there being significant capacity on the road network. In reality, with arena traffic, the total traffic in this direction at this time falls below the maximum flow currently experienced on the road. The increase in the baseline during the peak arrival period is significantly lower.

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7.2.22 Table 7.17 shows the impact the arena vehicle trips would have on Queens Road during the network, arrival and departure peaks. The arena flows have been compared against the future baseline traffic flows on the network on a weekday matchday at the Etihad Stadium.

Table 7.17 Link 4 Queens Road Comparison with Baseline + Football Flows

Direction	Arena Trips	Baseline + Football	Baseline + Football + Arena	% Increase resulting from Arena
Network Peak Period (17:00-18:00)				
Northbound	18	699	717	3%
Southbound	45	857	902	5%
Arrival Peak Period (19:00-20:00)				
Northbound	24	425	449	6%
Southbound	60	833	893	7%
Departure Peak Period (22:00-23:00)				
Northbound	94	994	1,088	9%
Southbound	60	246	246	25%

7.2.23 Table 7.17 shows that Queens Road to the north of the arena would experience an increase of up to 9% from the matchday baseline. However, the baseline flows are relatively low, so it is felt that the increase in demand could be accommodated on the network. This is expected to be more typical of the level of impact the arena has on other links surrounding the city centre.

7.2.24 Table 7.17 also shows that on Queens Road southbound the maximum increase resulting from arena traffic is 25%, which occurs following an event. However, this is due to the baseline traffic being very low. In reality, with arena traffic, the total traffic in this direction at this time falls below the maximum flow currently experienced on the road.

7.2.25 As described previously, vehicles that do not park on the Campus, would generate movements during the hour after the Campus traffic departs due to the time it would take visitors to leave the arena and travel back to their cars. On a weekday, this results in the majority of traffic being generated between 23:00-00:00. This is illustrated in Figure 7.6 which compares traffic generated by the stadium on matchdays to the that generated by the arena.

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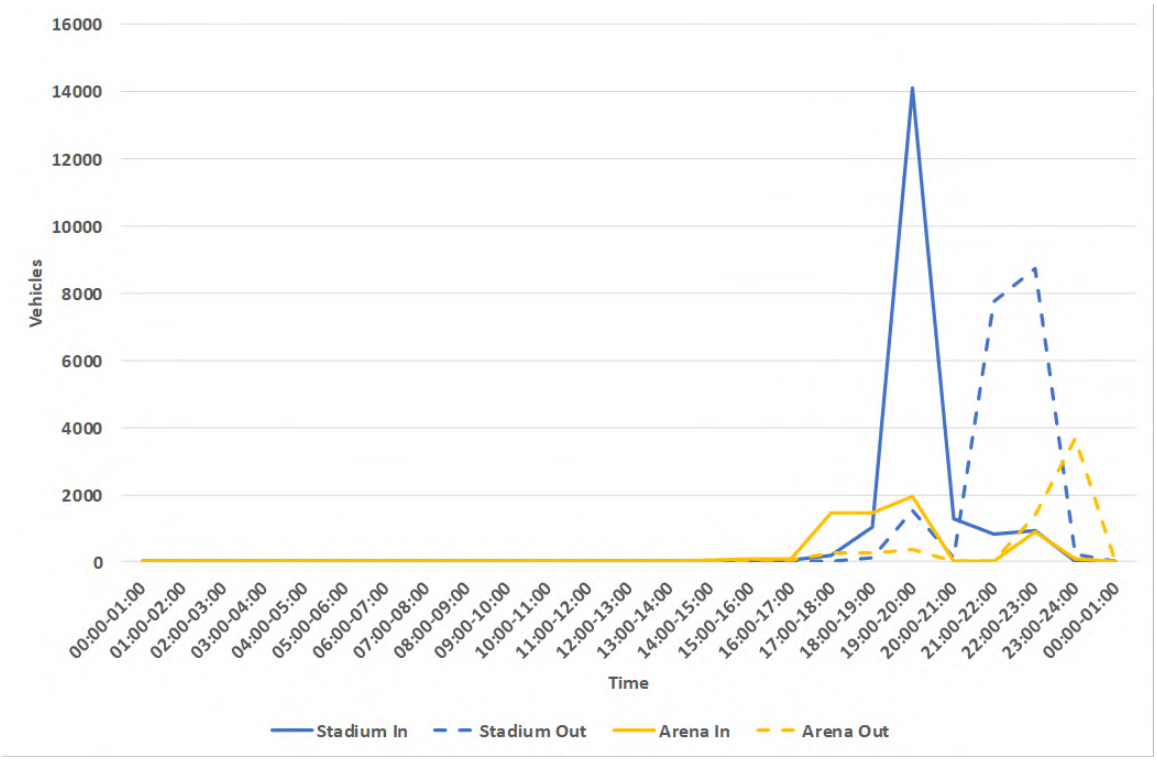


Figure 7.6 Comparison of Stadium and Arena Vehicle Trips – Weekday Arena Event

7.2.26 Figure 7.6 shows that traffic generated by the Etihad Stadium on its own would be much more than the arena and this traffic would have would have dissipated before 23:00. Therefore, the off-site traffic generated after 23:00 would be lower than that generated by the Etihad Stadium and vehicle trips during this period would not generate an impact higher than currently experienced on the network on matchdays.

Wider Event Planning, Co-ordination and Management

7.2.27 It is also noted that, in addition to events at the Etihad Campus, other large events could also be taking place at other locations across Manchester (and Greater Manchester) that could have cumulative transport impacts, particularly within Manchester City Centre and on the Strategic Road Network. These events could include major sporting events, music concerts, and other public events.

7.2.28 At a city-wide scale, the impacts of the additional development proposed at the Etihad Campus would be relatively small in scale compared to other major events, particularly at locations remote from the Etihad Campus itself, such as the City Centre and M60.

7.2.29 When there is no event at the stadium, the arena would attract less than half the number of people that typically attend a stadium event due to the relative capacity of the arena. As such, the city-wide traffic impacts of the arena would be significantly lower in scale than those currently accommodated by the existing transport networks on a regular basis during stadium event days.

7.2.30 Notwithstanding the low frequency of coincident events at the Etihad Campus, the potential impact of such occurrences has been considered and discussed with wider stakeholders. It is considered that if these were to happen, it would be unlikely to have an unacceptable impact on the wider City Centre and transport networks.

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7.2.31 In terms of other events that may be taking place across the city, due to existing restrictions, a football match at the Etihad Stadium would not coincide with either a football match at Old Trafford or a match at FC United. Other major events take place at other locations such as Heaton Park. This includes the annual Park Life festival and other music events. These events have always historically taken place during summer months (i.e. June/July). As such they would not coincide with a football match at the Etihad Stadium and would therefore not coincide with a 'coincident event' at the Etihad Campus.

7.2.32 Other events taking place across the city, such as those at the Victoria Warehouse, O2 Apollo and other venues are much smaller in terms of capacity and are unlikely to have significant city-wide impacts.

7.2.33 Engagement with TfGM has been undertaken to understand how such events are currently coordinated and managed across Greater Manchester to ensure that adverse impacts on the networks are minimised. TfGM manages an events calendar that includes all 'known' planned events such as sports and leisure events as well as planned roadworks and public transport maintenance/closures. Within this calendar, each event is assessed on a Red/Amber/Yellow/Green (RAYG) rating based on the anticipated number of attendees and past knowledge and experience of similar events as follows.

- Red – high impact;
- Amber – medium-high impact;
- Yellow – low-medium impact; and
- Green – low impact.

7.2.34 The database currently includes both matches at the Etihad Stadium and large music events such as those at the Manchester Arena. The database also includes events at lower capacity local venues such as FC United and the O2 Apollo. It should be noted that football events at the stadium are typically rated as yellow (low-medium impact) and events at Manchester Arena and smaller capacity venues are typically rated as green (low-impact). Higher-impact events (on a standalone basis) are very infrequent and typically associated with major road closures due to roadworks or large-scale events (e.g. Great Manchester Run).

7.2.35 The database also considers the cumulative impact of events taking place across the network on the same date. Individual events are assigned a score based on their RAYG rating to produce a combined score for the day. This score is then used to provide a RAYG rating for the day overall. It is noted that it would take multiple 'Yellow' events to be taking place simultaneously for the day as a whole to score 'Amber' or 'Red' for the day as a whole. 'Green' events do not affect the overall score for a day.

7.2.36 For context, based on the TfGM Events Calendar, a 'red-day' has occurred once or twice a year in recent years.

7.2.37 Notwithstanding the above analysis, there may be other large one-off events or network disruptions that would require a co-ordinated approach to effectively plan, manage and mitigate the transport impacts at a city-wide level. The Etihad Campus commits to continue to actively engage with TfGM, MCC and other key stakeholders to ensure that all future events are planned and managed effectively from both an internal-Campus perspective and in the context of wider events and works across the city and across Greater Manchester.

7.3 Non-Event Day Impacts

7.3.1 On a non-event day, a maximum of 33 additional people would travel during the peak hours (as set out in

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Section 6.9). The magnitude of trip generation depends on the nature of the event and it is highly unlikely that the maximum demand would be reached frequently, if at all. The increase in trips on a non-event day as a result of the development is not significant considering the variety of modes available in close proximity to the site. In addition, when compared to the scale of trip generation at the Etihad Campus on event days, the impact is not significant.

7.4 Construction Impacts

7.4.1 At this stage there are limited details available as to how the construction of the development would be carried out and therefore it has not been possible to fully assess the impacts of construction on the transport networks.

7.4.2 Work is expected to commence during Summer 2020 and conclude in Summer 2023. It is anticipated that construction hours will be 07:30-18:00 on a weekday and 08:30-14:00 on a Saturday with no activity on Sundays or Bank Holidays. Therefore, construction worker trips would fall outside the network peak hours of 08:00-09:00 and 17:00-18:00. At its peak, the construction would generate up to 100 vehicles per day, equivalent to approximately five vehicles per hour.

7.4.3 The construction routes to and from the Site will be agreed with MCC and TfGM prior to construction. The site is located next to A6010 Alan Turing Way and construction traffic is expected to use strategic roads such as A62 Oldham Road and A635 Ashton Old Road to avoid passing through residential areas. It expected that deliveries to the site will be made via the M60 to reduce the impact on traffic in the city centre.

7.4.4 The majority of construction traffic would access and egress the site via Sports City Way to the north of the site and smaller deliveries would be made from the proposed site compound south of Ashton Canal, accessed via Gibbon Street. Deliveries would be managed to minimise disruption to the local highway network. There are expected to be no long-term road closures, however short-term closures may be necessary to deliver certain bulky goods. Agreement with relevant authorities such as MCC, TfGM and the Greater Manchester Police will be sought should short term closures be required.

7.4.5 The effects of the additional traffic arising from construction will be mitigated by managing vehicle arrival and departure times. However, the scale of construction vehicle activity will be relatively low compared to background traffic and could be accommodated within the existing highway capacity.

7.4.6 A Construction Logistics Plan (CLP) has been submitted as a standalone document with the planning application.

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8 Mitigation Measures

8.1 Physical Transport Interventions

Resident Parking Zone Improvements

8.1.1 Based on the recommendations set out in the Arup Etihad Campus Transport Assessment, there is a firm commitment to deliver physical amendments to the resident parking scheme surrounding the Etihad Campus, such that it is able to operate on all days and across an expanded geographic area.

8.1.2 The proposal is to expand into areas as indicated on plan contained within Appendix K. It is proposed that the resident car parking scheme will operate seven days a week, at hours which will include evening event times, to ensure that residents are protected in terms of amenity. There is a commitment, independently of the Council or residents, to underwrite the initial cost of provision and the cost of ongoing operations.

8.1.3 The proposals have been presented in principle to the relevant authorities but will be subject to receiving the necessary approvals following further consultation with local residents, local Councillors, businesses and other stakeholders. In addition, the applicant intends to undertake discussions with authorities and collaborate on required consultation during construction, sufficient to allow the improvements to be operational prior to the arena opening.

Walking and Cycling Route Improvements

8.1.4 Improvements are proposed to existing walking route(s) between the City Centre (Great Ancoats Street) and the Etihad Campus (subject to relevant approvals) as outlined below:

Ashton New Road Route

- Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes, give information about walking distances and incentivise active travel.
- Locally reconfigure pavement / lane relationship at current pavement 'pinch point' adjacent to the existing railway bridge.
- Reinforce walking route markings and declutter the area where the route crosses Metrolink tracks.
- Install signage at Great Ancoats Street to better signal walking and cycling routes between the city centre and the Etihad Campus.
- Enhance greenery and planting; trim back low branches on trees along route to improve visibility below tree canopies. Actively support future maintenance in conjunction with relevant stakeholders.

City Link Route

- Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes, give information about walking distances and incentivise active travel.
- Install signage at Ashton New Road to better signal walking and cycling routes between the city centre and the Etihad Campus.
- Install localised fencing, as necessary, to close off hiding places adjacent to bridge abutments.

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- Local repairs, as necessary, to existing side fences.
- Re-paint existing side fences.
- Art / Lighting improvements where route passes beneath railway bridges.
- Remove scrub / vegetation beneath existing trees to improve sightlines and attractiveness of route. Actively support future maintenance in conjunction with relevant stakeholders.
- Groundcover / wildflower planting beneath trees to improve ecology and attractiveness of route.
- In consultation with TfGM, agree and implement a scheme of modifications to the existing Metrolink barriers on edge of City Square in order to visually open up City Link entrance from Campus.

Ashton Canal Towpath Route

- Install cycle wheeling channel to side of existing steps between Joe Mercer Way and towpath in order to facilitate cycle accessibility.
- Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes, give information about walking distances and incentivise active travel.
- Install signage at Great Ancoats Street to better signal walking and cycling routes between the city centre and the Etihad Campus.
- Cut back scrub / vegetation at strategic points to improve sightlines and attractiveness of route. Actively support future maintenance in conjunction with relevant stakeholders.
- Art / Lighting improvements where route passes beneath bridges.

8.1.5 The above walking and cycling improvements should be read in conjunction with the operational measures which include proposals for additional stewarding and management for certain events.

Cycle Parking Improvements

8.1.6 In accordance with the overall Campus strategy, it is proposed to install 240 covered cycle spaces to supplement the existing spaces at the Campus. In line with the Campus strategy, these cycle parking facilities are expected to be installed in locations where cycle routes enter the Campus.

Campus Access/ Egress Improvements

8.1.7 To assist with the relief of congestion before and after events, a series of measures will be installed on the Campus. These include the following:

- Managed access and egress arrangements for arena event day car parking which will support reduced congestion locally.
- Permanent physical changes to access and egress offering improved options for all Campus users (not just arena users).

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8.1.8 The proposed measures are described on the following points:

- Modifications to the existing junction to the far north of the site (Gate 1 junction with Alan Turing Way), to allow left-in left-out traffic movements, improved cycle facility and a dedicated widened pedestrian provision, together with dedicated route for service vehicle access and car access and egress. (Drawing ref: BRA-BHE-XX-XX-DR-C-0230)
- New emergency vehicle access from Alan Turing Way including localised modifications to existing pedestrian footway and access to the canal, to allow emergency vehicle to cross the footway and cycleway in the event of an emergency. (Drawing ref: BRA-BHE-XX-XX-DR-C-0240)
- The widening of footways along Sportcity Way to the front of the venue by narrowing the existing Sportcity Way carriageway from4 lanes to 3 lanes. (Drawing Ref: BRA-BHE-XX-XX-DR-C-0210)
- Provision of HVM measures (fixed bollards, retractable bollards and planters) to protect crowds.

8.1.9 These will allow the Campus access / egress / parking to operate as described above on arena event days. These are permanent interventions. They are designed to allow all existing Campus operations to continue as they do at present, but their introduction will offer new operating 'tools' for the wider Campus.

8.2 Operational Transport Interventions

Operations Plan

8.2.1 It is recognised that different types of event attract different spectator demographics and each event has the potential to affect the local community in different ways. All Campus venues and relevant stakeholders, together with regular liaison with a community liaison group, will provide input into and feedback on all events occurring at the Campus. This plan will be a live document that is monitored and reviewed on a rolling basis with the community liaison and all relevant stakeholders.

Arena Travel Plan

8.2.2 A range of supporting operational interventions have been identified which reflect best practice and will include the use of innovative technological and digital platforms. These will proactively promote advanced planning and direct intervention in travel behaviour for visitors and play a significant role in supporting and amplifying the benefits to be gained from the physical measures described previously. They would be targeted at event attendees, starting from the point of ticket-purchase to influence travel behaviour towards specific modes depending upon the specific event and the individual needs and circumstances of the visitor. This would include the provision of live transport information within the arena, which alongside the arena's potential pre and post event catering offer will encourage a more staggered egress. Where practical, this live travel information will also include the use of intelligent parking solutions where visitors are parked according to their direction of travel, in order to minimise congestion on entry and exit.

8.2.3 Travel Plans are an established way to promote and support sustainable travel at the site. The Arena Travel Plan submitted with the planning application as a standalone planning document provides an outline of sustainable travel measures tailored to the use of the Site along with a plan for implementing and monitoring these measures.

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8.2.4 It includes targets to increase sustainable modes such as cycling and walking over the 5-year timeframe of the Travel Plan on event and non-event days respectively.

8.2.5 It is envisaged that the Travel Plan will be secured through a Section 106 Agreement.

Messaging and Communication

8.2.6 Technology will play a key part in influencing sustainable travel behaviour and demand management. The venue's information portfolios will be used for messaging visitors about their travel options, promoting public transport and providing real-time information about Metrolink, rail, bus and shuttle bus services. They will advertise incentives for visitors to arrive early and stay after events to reduce peak impacts on the movement networks.

8.2.7 Messaging on these themes will be extended across the Campus and its perimeter and plug-into existing Variable Message Signage (VMS) controlled by TfGM.

Walking and Cycling Promotion

8.2.8 Use of walking and cycling routes between the City Centre and the Etihad Campus will be facilitated through stewarding and management along the routes. The need for and extent of stewarding and management will typically be evaluated on an event by event basis and will also be informed by experience obtained during an initial 3-month period, where stewarding will be in place for all events.

Park & Ride Promotion

8.2.9 Park and ride options that are available locally and across Greater Manchester and are operating during the event hours will be promoted.

Metrolink Promotion

8.2.10 Collaboration with TfGM will be established to plan and promote enhanced Metrolink services on event days (subject to demand) before and after events, in the same way as currently operates on Stadium Event days.

Shuttle Bus Promotion

8.2.11 Shuttle bus services will be provided between the Etihad Campus and the City Centre. Working in consultation with TfGM, the intention is to provide shuttle-bus services between the Etihad Campus and the City Centre, in the same way as currently operates on Stadium Event days.

Car Park Management Plan

8.2.12 A Car Park Management Plan will be produced, which will identify how the parking areas within the Campus will be managed on event days. This plan will be monitored and reviewed on a rolling basis with all relevant stakeholders.

Management of Pick-up / Drop-off

8.2.13 Managing vehicles that pick-up and drop-off at the Campus for arena event and days where there are coincident events on at the Campus will be a key part of the Operational Plan. This will consider pick-up and drop-off by black cabs, private hire taxis including Uber vehicles and by private individuals.

8.2.14 Subject to agreement with MCC and other stakeholders, it is proposed to extend the existing taxi rank along

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the full length of Rowsley Street and onto Philips Park Road. To improve the use of the bays and reduce potential for vehicle/pedestrian conflict, temporary traffic management measures could be implemented via a temporary traffic regulation order, to provide a one-way route along Rowsley Street and Philips Park Road. This would improve the efficiency of the pick-up and drop off operation, resulting in an 'airport-style' operation managed by traffic marshals. It would also work in conjunction with the temporary closure of Ashton New Road for major event days.

8.2.15 The following Figure illustrates such a pick-up and drop off option. In this configuration space could be provided for approximately 70 vehicles in a managed ranking facility along the kerbside. Assuming an average of two ticket holders travelling in each vehicle, this equates to space for 140 visitors at any one time. This is then multiplied as vehicles arrive and depart providing even more capacity.



Figure 8.1 Potential Pick-up and Drop-off Facility on Rowsley Street/Philips Park Road

8.2.16 The pick-up and drop-off facility would be heavily advertised and promoted via all information portfolios including technological and digital platforms.

8.2.17 If there is a particular event with a very young demographic resulting in a significant increase in the likelihood of drop off and pick up which coincides with a stadium event the Arena operator will evaluate further contingency plans including off-site provision. The operator has identified a number of possible options within the vicinity and would have discussions with the appropriate land owner to secure potential temporary evening access for the duration of the event. It should be stressed that given the expected number of coincident weekday events and the variable demographic profile of events this is expected to happen extremely infrequently and would be assessed as part of the operational event plan.

Management of Private Hire Vehicles

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8.2.18 In discussion with MCC and all stakeholders, a strategy would be developed to limit the impact of taxis and private hire vehicles plying for hire around the Campus, on residential streets and roads likely to be impacted by this activity. This would likely include setting up a 'geofence' around the Campus and neighbouring streets to create a virtual boundary so that apps would not be able to push their services in these areas.

Marshalling

8.2.19 The marshalling of dedicated coach, taxi/private hire and pick-up and drop-off facilities will be facilitated to ensure that these operations can be managed effectively and efficiently without adverse effects on other modes. Marshalling would be provided, as appropriate, to ensure that these are well used and well managed.

Coincident Events

8.2.20 On occasions when arena events coincide with stadium events, or other significant events at the Campus the following operational measures are proposed to be implemented:

- Operate a comprehensive and targeted communication strategy to encourage attendees to use sustainable transport modes to access the Etihad Campus including:
  - advising that there is a match and an event on the same day and promoting a range of travel demand management options (i.e. 're-route', 're-mode' and 're-time' journeys);
  - encourage visitors to re-route', 're-mode' and 're-time' journeys (e.g. encourage early arrivals including the use of possible incentive offers);
  - advising that, unless pre-booked, no parking is available on-site or in the vicinity of the Etihad Campus and that there is a resident parking scheme in operation;
  - pre-booked parking (which will be limited to 500 spaces for coincident events) will not be released until shortly before event date – prior to release, visitors will be encouraged to book alternative sustainable travel arrangements in advance.
- Work with other Campus organisations, as part of an operational plan to minimise overlap between arrival and departure of events. There will be an opportunity to adjust stage times at the arena to achieve this and a strategy to advise attendees of these changes in advance to influence arrival times;
- A 'special event operational plan', when appropriate, to deliver enhanced levels of public transport capacity between the City Centre and the Etihad Campus. This would be delivered in collaboration with TfGM to ensure that every possible Metrolink service was operated by a double-unit with the frequency and the duration of shuttle-bus services arranged with operators to capture any remaining expected demand;
- When appropriate, arrange frequent demand-led bus-based park and ride/shuttle buses, to the City Centre and potentially to other public transport interchanges such as Central Park Metrolink stop (providing connectivity to the Oldham line and Park and Ride facility at Hollinwood) and Queens Road Metrolink stop (providing connectivity to the Bury line and further Park and Ride facilities);
- Work with partners, including TfGM, to encourage integrated ticket packages that include sustainable and public transport travel.

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9 Summary and Conclusions

9.1 Summary

9.1.1 BuroHappold has been commissioned by OVG Manchester Limited (OVG) to produce a Transport Assessment (TA) in support of a planning application for a new multi-use indoor arena ('OVG Manchester') at the Etihad Campus in Manchester.

9.1.2 The Site is bound by Sportcity Way to the north, Alan Turing Way to the east, Ashton Canal to the south, and Joe Mercer Way to the west, in the ward of Ancoats and Beswick, Manchester. The Site is located immediately north of the Etihad Stadium, Manchester City Football Club's ground, on the Etihad Campus.

9.1.3 The site of the proposed arena is on undeveloped land at the Etihad Campus that has been identified for future development within the Eastlands Regeneration Framework (ERF) at the heart of the regeneration of East Manchester. The ERF acknowledges that an indoor arena could add significantly to the regeneration and local employment potential of the Etihad Campus.

9.1.4 The Proposed Development includes the construction of a new indoor arena of up to 68,608 sq. m. Gross External Area (GEA) with a total capacity for up to 23,500 people, but this maximum would only be reached for a small number of events and the majority of events would have a capacity of between 16,000 – 20,000 people. The arena would be flexible to accommodate events of different nature and scale, which could include music, sport, performances, awards and other live entertainment. The arena is targeted to open in 2023.

9.1.5 The arena would be operational all year round. It is expected to hold from circa 120 events per year with the potential to increase the number of events in subsequent years, and there may be limited occasions where more than one event is held per day (matinee and evening events). The ancillary commercial uses (food and beverage and retail units) could be open on non-event days. It is anticipated that there could be 10-15 arena events per year that will coincide with matches at the Etihad Stadium. Events at the proposed development would be scheduled where possible to ensure that they do not coincide with events at the Etihad Stadium. On coincident arena events with matches at the Etihad Stadium, a package of mitigation measures will be implemented to minimise the impact to the Etihad Campus surrounding area.

9.1.6 A Strategic Vision for Movement and Transport has been produced City Football Group to support the future development of the Etihad Campus, in consultation with TfGM and MCC and other key stakeholders. The Vision includes measures to minimise the transport impacts of movement generated by the Campus in operation; maximise the sustainability of the Campus in support of policy objectives and action against climate change, and on-board how improvements in technology can support sustainable travel.

9.1.7 A Transport Assessment has been developed by Arup for the wider Etihad Campus and provides a framework for the future development of the Etihad Campus. This document (i.e. the Transport Assessment for the proposed arena) has been prepared with due consideration of the wider Campus Strategy Transport Assessment to ensure that the arena development proposals are aligned with the longer-term strategy for the wider Campus.

9.1.8 The site is highly accessible by sustainable means, being well served by public transport walking and cycling. To the west, Manchester Piccadilly station is approximately a 25-30 -minute walk from the Site (or an 8-minute journey time via Metrolink services).

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9.1.9 A review of personal injury accident data determined that there is a negligible amount of accidents that occurred in the five-year period out of which the majority of them was classified as "slight" and no fatal accidents occurred. The accidents have been attributed to road user behavioural factors rather than any inherent issues with the local highway network.

9.1.10 Vehicular access from the public highway will be via the existing Gate 1 and Sportcity site access junctions on Alan Turing Way to the north-east side of the proposed arena. Pedestrian access from the public highway will be via a pedestrian corridor linking Joe Mercer Way with Alan Turing Way to the east of the arena. It is proposed to reconfigure the Gate 1 and Sportcity Way site access junctions with Alan Turing Way in order to improve access to the Etihad Campus for all modes, and to facilitate the arena development. Swept path analysis has been undertaken to validate the design from an access and parking perspective which demonstrate various vehicle types anticipated to access/egress the site and which can do so adequately and safely.

9.1.11 No off-site highway capacity interventions are proposed at Etihad Campus. This is consistent with the sustainable objectives of the transport strategy and with national and local sustainability policies.

9.1.12 A package of transport mitigation measures is proposed. These measures are aimed at promoting sustainable travel and reducing the car mode share of visitors. In particular there is a firm commitment to deliver physical amendments to the resident parking scheme surrounding the Etihad Campus, such that it is able to operate on all days and across an expanded geographic area.

9.1.13 It is recognised that different types of event attract different spectator demographics and each event has the potential to affect the local community in different ways. All Campus venues and relevant stakeholders, together with regular liaison with a community liaison group, will provide input into and feedback on all events occurring at the Campus. This plan will be a live document that is monitored and reviewed on a rolling basis with the community liaison and all relevant stakeholders.

9.1.14 Walking routes between the City Centre and the Etihad will be improved: notably the Ashton New Road Route, the City Link Route and the Ashton Canal Towpath Route. 240 additional cycle parking spaces will be provided to supplement the existing spaces at the Campus. Improvements will also be made on the campus to assist with the relief of congestion before and after events and reduce potential for conflicts between vehicles and pedestrians.

9.1.15 A range of Operational Transport Interventions are also proposed by the transport strategy. These include an Arena Travel Plan which will proactively promote advanced planning and direct intervention in travel behaviour for visitors and play a significant role in supporting and amplifying the benefits to be gained from the physical interventions.

9.1.16 Technology will play a key part in influencing sustainable travel behaviour and demand management. The venue's information portfolios will be used for messaging visitors about their travel options, promoting public transport and providing real-time information about Metrolink, rail, bus and shuttle bus services. They will advertise incentives for visitors to arrive early and stay after events to reduce peak impacts on the movement networks.

9.1.17 Messaging on these themes will be extended across the Campus and its perimeter and plug-into existing Variable Message Signage (VMS) controlled by TfGM.

9.1.18 Park and Ride options will be promoted and the Applicant will work with TfGM to plan and promote enhanced Metrolink services. Shuttle bus services will be provided between the Etihad Campus and the City Centre. On

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occasions when arena events coincide with stadium events, or other significant events a comprehensive range of measures are proposed to be implemented on the Campus.

9.1.19 A multi-modal capacity assessment has been carried out, covering a full capacity event at the arena using a worst-case car mode share based on values that are recorded at the Etihad Campus currently. Notwithstanding, it is felt that the implementation of the parking scheme and other sustainable transport mitigation measures can deliver a reduced car mode share for visitors to the arena. It is suggested that the car mode share for future arena visitors could be some 12-15% lower (depending on whether the event is on a weekday or at the weekend) on opening than that which is currently recorded at the Etihad Stadium. This is seen as an initial change, but a further downward shift could also occur as improvements are made to public transport, walking and cycling infrastructure across the city and the downward trend in car ownership and use.

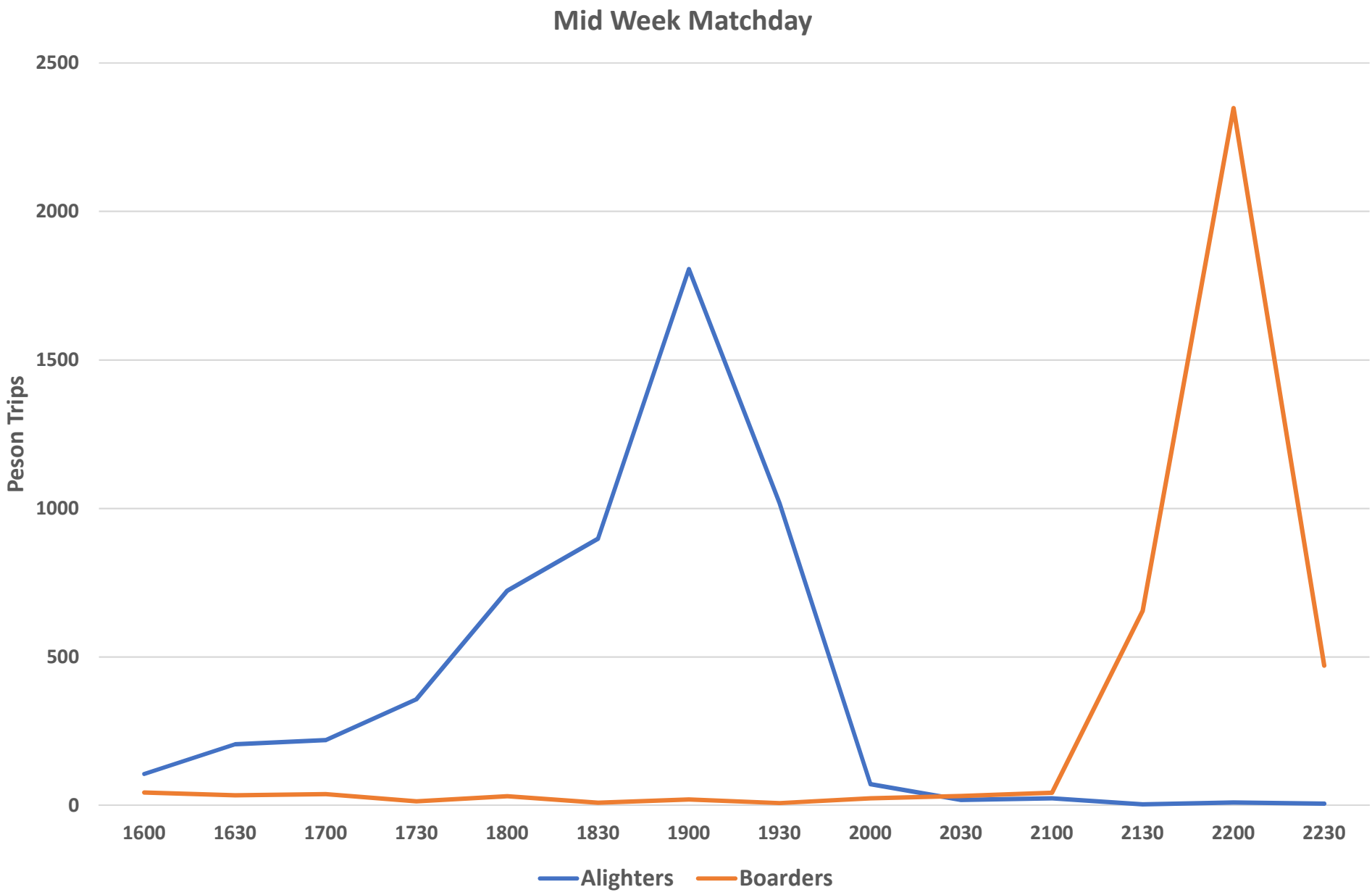
9.2 Conclusion

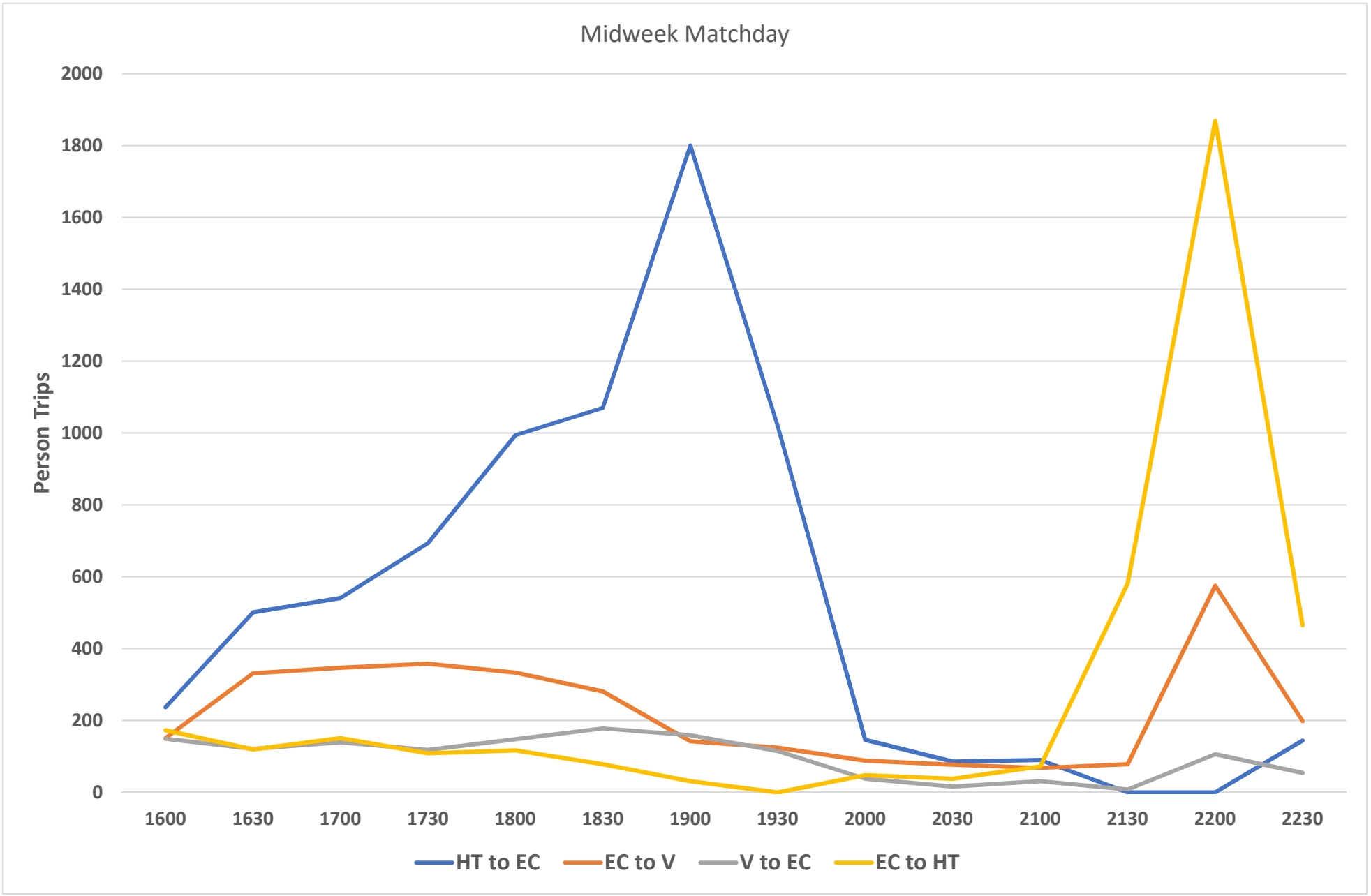
9.2.1 Based on the assessment outlined in this report, it is concluded that the proposals accord fully with prevailing transport policy guidance and that the development proposals are appropriate for the location.

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Appendix A Metrolink Survey Data

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Mid Week Matchday
Peson Trips
2500
2000
1500
1000
500
0
1600
1630
1700
1730
1800
1830
1900
1930
2000
2030
2100
2130
2200
2230
Alighters
Boarders

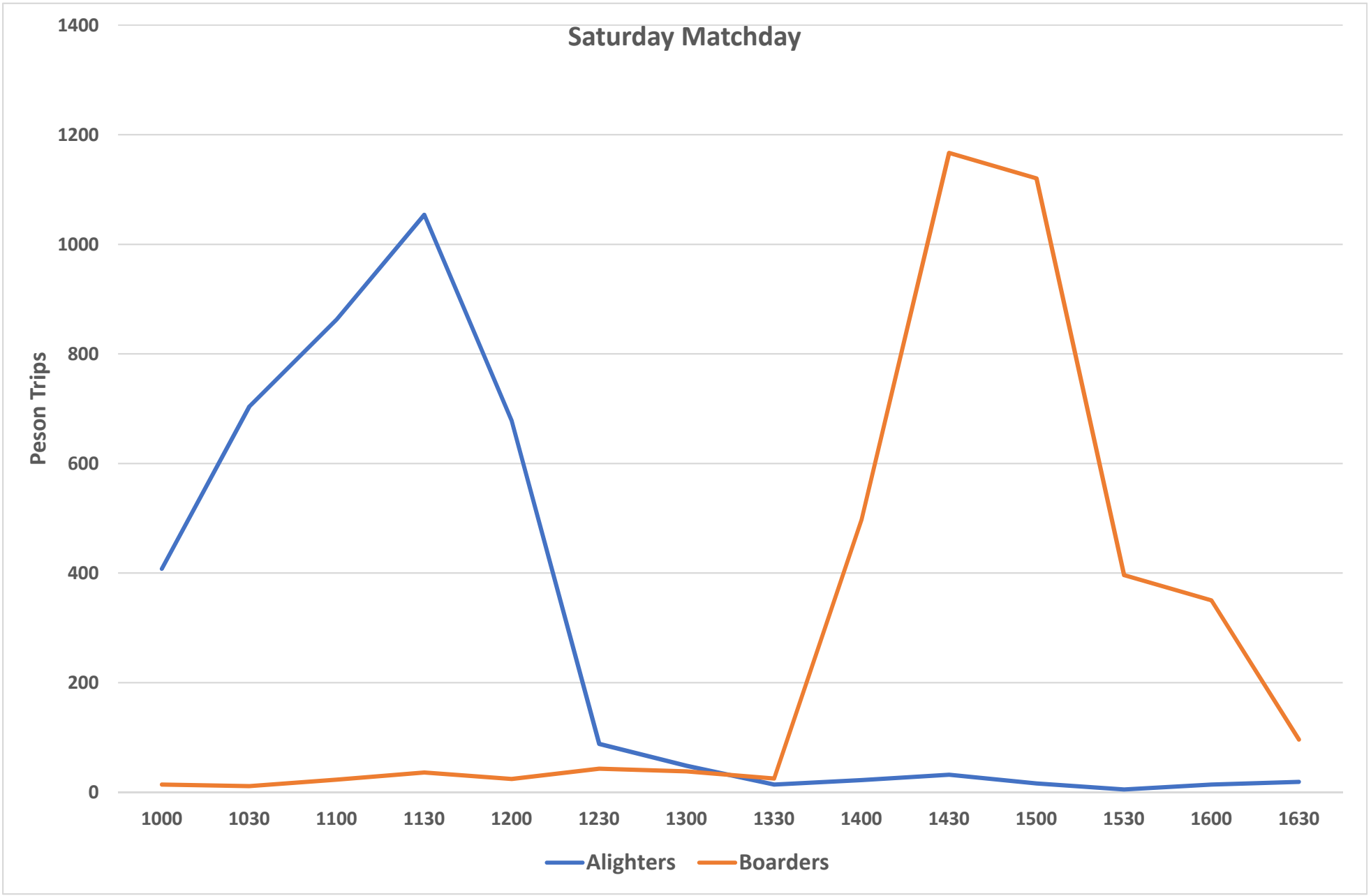

Midweek Matchday
Person Trips
2000
1800
1600
1400
1200
1000
800
600
400
200
0
1600
1630
1700
1730
1800
1830
1900
1930
2000
2030
2100
2130
2200
2230
HT to EC
EC to V
V to EC
EC to HT

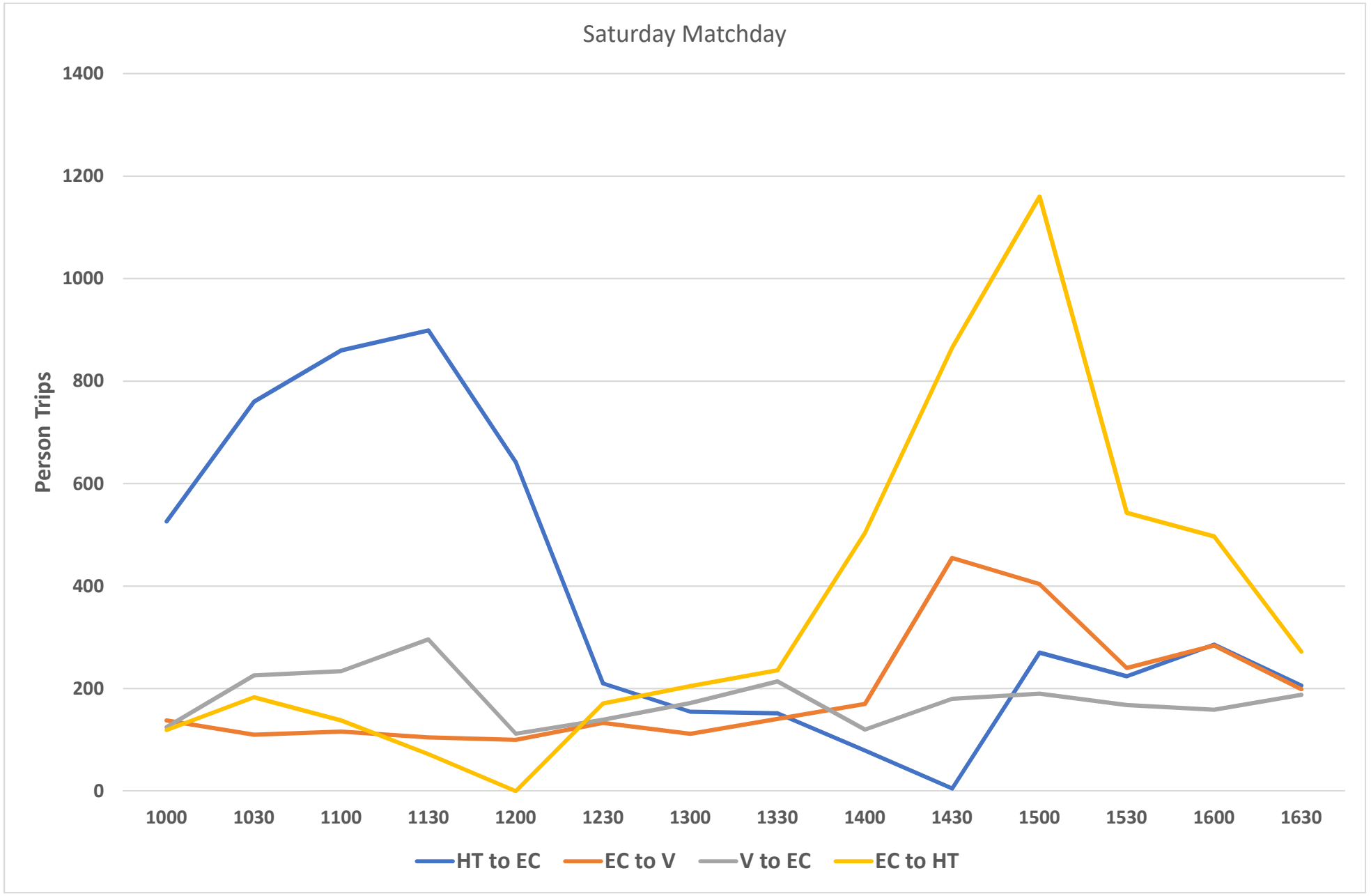
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	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram
Piccadilly			262	52		559	112			585	117			797	159			1047	209			1095	219			1833	367			1059	212			123	25			117	23			25	5			31	6			164	33
New Islington	27	7	242	48	50	12	521	104	52	22	555	111	105	16	708	142	80	34	1001	200	41	16	1070	214	40	16	1809	362	41	8	1026	205	41	2	148	30	35	0	88	18	24	1	94	19	29	5	1	0	33	2	0	0	23	5	146	29
Holt Town	9	4	237	47	27	7	501	100	19	5	541	108	24	9	693	139	9	2	994	199	16	16	1070	214	11	2	1800	360	8	1	1019	204	5	3	146	29	5	3	86	17	4	0	90	18	1	0	0	0	0	0	0	0	2	0	144	29
Etihad Campus	86	0	151	30	175	5	331	66	206	12	347	69	336	1	358	72	664	3	333	67	790	1	281	56	1658	0	142	28	896	1	124	25	64	6	88	18	19	10	77	15	24	2	68	14	4	82	78	16	10	585	575	115	6	60	198	40
Velopark	16	11	146	29	79	14	266	53	53	17	311	62	85	16	289	58	67	11	277	55	58	11	234	47	57	13	98	20	48	10	86	17	13	4	79	16	7	7	77	15	9	7	66	13	0	0	78	16	0	0	575	115	2	2	198	40
Clayton Hall	32	12	126	25	33	6	239	48	42	11	280	56	84	8	213	43	39	16	254	51	39	16	211	42	22	4	80	16	13	1	74	15	8	7	78	16	12	3	68	14	12	3	57	11	9	3	72	14	42	41	574	115	5	17	210	42
Edge Lane	37	22	111	22	41	7	205	41	89	5	196	39	62	16	167	33	54	9	209	42	46	2	167	33	27	6	59	12	14	9	69	14	22	5	61	12	30	5	43	9	10	1	48	10	17	2	57	11	44	2	532	106	24	3	189	38
Cemetery Road	20	13	104	21	34	3	174	35	25	4	175	35	32	6	141	28	21	1	189	38	30	7	144	29	4	0	55	11	5	1	65	13	9	0	52	10	13	2	32	6	3	1	46	9	4	1	54	11	27	1	506	101	7	2	184	37
Droylsden	22	21	103	21	36	18	156	31	41	11	145	29	36	8	113	23	29	12	172	34	51	21	114	23	15	15	55	11	8	12	69	14	10	4	46	9	6	2	28	6	9	4	41	8	8	1	47	9	3	3	506	101	4	2	182	36
Audenshaw	8	5	100	20	11	8	153	31	32	3	116	23	15	3	101	20	23	4	153	31	25	5	94	19	6	5	54	11	8	6	67	13	6	5	45	9	7	1	22	4	8	1	34	7	2	1	46	9	45	2	463	93	27	0	155	31
Ashton Moss	13	5	92	18	38	7	122	24	24	3	95	19	34	5	72	14	32	1	122	24	12	4	86	17	11	3	46	9	5	2	64	13	9	1	37	7	5	1	18	4	6	0	28	6	6	0	40	8	146	0	317	63	103	0	52	10
Ashton West	24	0	68	14	31	3	94	19	31	0	64	13	29	3	46	9	29	4	97	19	22	5	69	14	12	1	35	7	18	7	53	11	12	4	29	6	2	5	21	4	5	0	23	5	0	1	41	8	93	3	227	45	44	2	10	2
Ashton-under-Lyne	68		0	0	94		0	0	64		0	0	46		0	0	97		0	0	69		0	0	35		0	0	53		0	0	29		1	0	21		0	0	23		0	0	6		35	7	19		208	42	10		0	0

Time Period	16:00:00 to 16:30:00			16:30:00 to 17:00:00			17:00:00 to 17:30:00			17:30:00 to 18:00:00			18:00:00 to 18:30:00			18:30:00 to 19:00:00			19:00:00 to 19:30:00			19:30:00 to 20:00:00			20:00:00 to 20:30:00			20:30:00 to 21:00:00			21:00:00 to 21:30:00			21:30:00 to 22:00:00			22:00:00 to 22:30:00			22:30:00 to 23:00:00		
	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram
Ashton-under-Lyne		88	88	18		69	69	14		83	83	17		46	46	9		68	68	14		82	82	16		38	38	8		131	131	26		10	10	2		11	11	2		21	21	4		27	27	5
Ashton West	5	6	89	18	8	25	86	17	8	10	85	17	8	21	59	12	3	33	98	20	4	64	142	28	3	45	80	16	0	11	142	28	5	1	6	1	5	14	20	4	3	8	26	5	1	5	23	5	0	3	30	6
Ashton Moss	5	11	95	19	2	16	100	20	1	9	93	19	1	19	77	15	0	33	131	26	0	34	176	35	0	22	102	20	1	7	148	30	0	1	7	1	0	2	22	4	0	2	28	6	0	0	23	5	1	0	29	6
Audenshaw	5	11	101	20	18	14	96	19	6	11	98	20	8	8	77	15	7	19	143	29	3	13	186	37	7	33	128	26	7	15	156	31	2	7	12	2	0	1	23	5	2	2	28	6	4	3	22	4	0	0	23	5	0	0	29	6
Droylsden	20	6	87	17	19	18	95	19	8	21	111	22	16	29	90	18	18	19	144	29	9	11	188	38	4	69	193	39	17	7	146	29	7	6	11	2	17	3	9	2	10	3	21	4	22	0	0	0	24	1	0	0	30	1	0	0
Cemetery Road	4	6	89	18	10	7	92	18	12	3	102	20	9	10	91	18	2	13	155	31	0	12	200	40	9	13	197	39	0	0	146	29	0	0	11	2	0	0	9	2	0	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0
Edge Lane	18	27	98	20	23	18	87	17	14	19	107	21	14	22	99	20	17	24	162	32	8	28	220	44	9	32	220	44	12	35	169	34	1	5	15	3	7	9	11	2	3	2	20	4	5	6	1	0	3	3	0	0	2	8	6	1
Clayton Hall	17	17	98	20	6	17	98	20	13	19	113	23	11	12	100	20	10	7	159	32	20	8	208	42	7	15	228	46	10	26	185	37	6	9	18	4	4	6	13	3	2	6	24	5	4	7	4	1	1	107	106	21	1	42	47	9
Velopark	13	64	149	30	10	33	121	24	19	45	139	28	13	31	118	24	28	17	148	30	41	11	178	36	79	10	159	32	73	3	115	23	6	26	38	8	0	3	16	3	6	13	31	6	0	4	8	2	0	0	106	21	1	8	54	11
Etihad Campus	20	44	173	35	31	29	119	24	14	26	151	30	22	13	109	22	59	28	117	23	108	8	78	16	148	20	31	6	122	7	0	0	8	18	48	10	0	22	38	8	0	41	72	14	0	573	581	116	0	1763	1869	374	0	411	465	93
Holt Town	6	14	181	36	5	14	128	26	7	25	169	34	2	19	126	25	1	37	153	31	1	9	86	17	2	8	37	7	1	13	12	2	5	11	54	11	1	5	42	8	10	6	68	14	1	1	581	116	0	0	1869	374	4	20	481	96
New Islington	9	33	205	41	9	55	174	35	16	54	207	41	8	54	172	34	10	43	186	37	6	35	115	23	0	41	78	16	3	18	27	5	6	12	60	12	4	10	48	10	3	7	72	14	8	22	595	119	13	23	1879	376	19	23	485	97

Etihad Campus	Alighters	Boarders
1600	106	44
1630	206	34
1700	220	38
1730	358	14
1800	723	31
1830	898	9
1900	1806	20
1930	1018	8
2000	72	24
2030	19	32
2100	24	43
2130	4	655
2200	10	2348
2230	6	471

	HT to EC	EC to V	V to EC	EC to HT
1600	237	151	149	173
1630	501	331	121	119
1700	541	347	139	151
1730	693	358	118	109
1800	994	333	148	117
1830	1070	281	178	78
1900	1800	142	159	31
1930	1019	124	115	0
2000	146	88	38	48
2030	86	77	16	38
2100	90	68	31	72
2130	0	78	8	581
2200	0	575	106	1869
2230	144	198	54	465
	1800	575	178	1869


Saturday Matchday
Peson Trips
1400
1200
1000
800
600
400
200
0
1000
1030
1100
1130
1200
1230
1300
1330
1400
1430
1500
1530
1600
1630
Alighters
Boarders

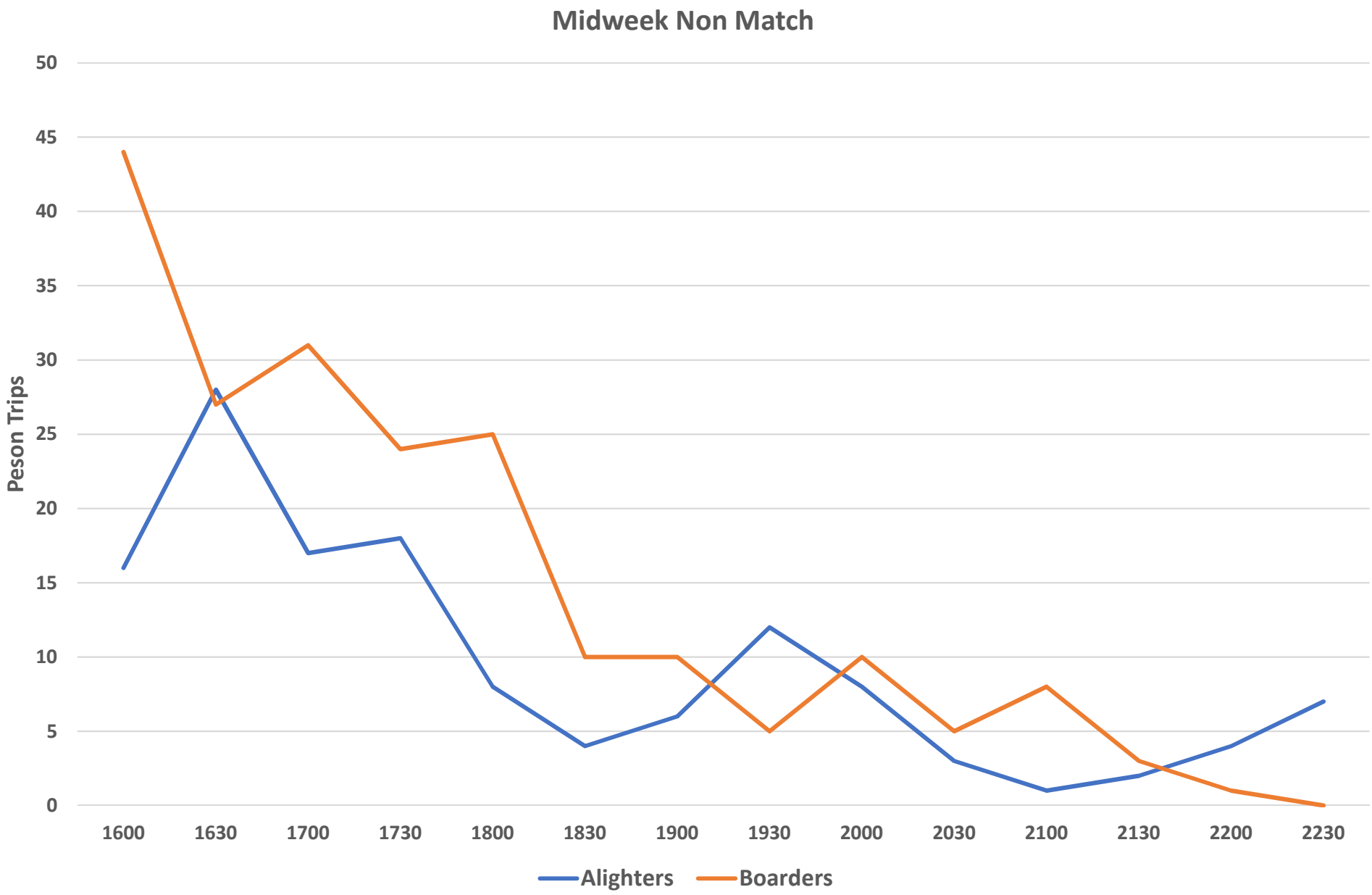

Saturday Matchday
Person Trips
1400
1200
1000
800
600
400
200
0
1000
1030
1100
1130
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HT to EC
EC to V
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EC to HT

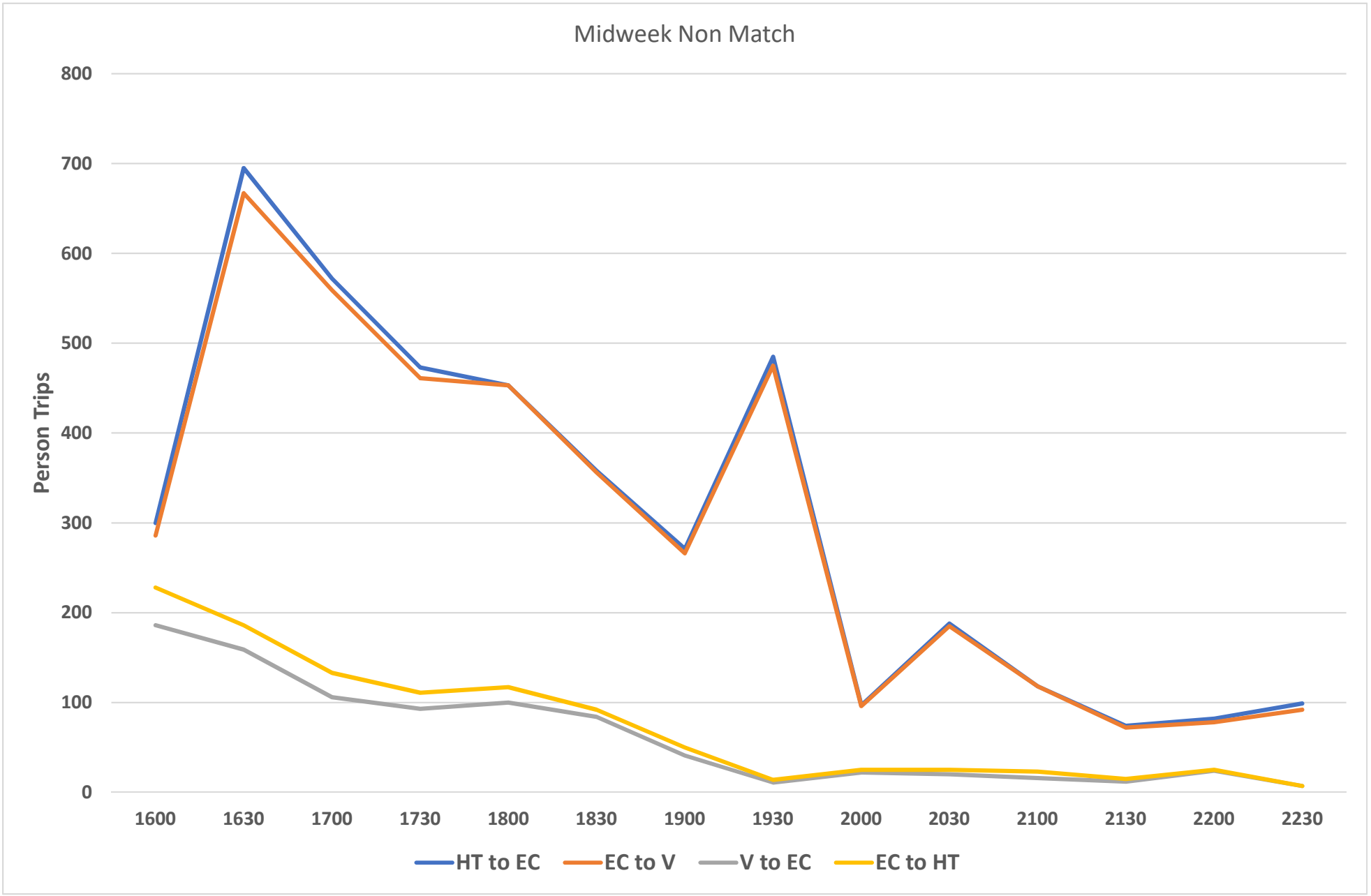
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	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram
Piccadilly		532	532	106		770	770	154		796	870	174		649	907	181		241	635	127		123	212	42		108	183	37		76	160	32		92	92	18		30	30	6		42	202	58		27	240	48		28	303	61		27	250	50
New Islington	9	5	528	106	12	10	768	154	12	5	863	173	6	2	903	181	3	13	645	129	6	3	209	42	26	4	161	32	11	4	153	31	20	6	78	16	28	6	8	2	32	12	272	54	14	2	228	46	22	6	287	57	40	6	216	43
Holt Town	2	0	526	105	12	4	760	152	11	8	860	172	8	4	899	180	12	9	642	128	3	4	210	42	8	2	155	31	10	9	152	30	8	9	79	16	4	1	5	1	4	2	270	54	8	4	224	45	2	1	286	57	13	3	206	41
Etihad Campus	390	2	138	28	652	2	110	22	746	2	116	23	794	0	105	21	542	0	100	20	78	1	133	27	46	3	112	22	13	2	141	28	21	112	170	34	32	482	455	91	12	146	404	81	5	21	240	48	14	12	284	57	17	10	199	40
Velopark	28	4	114	23	22	4	92	18	63	18	71	14	19	14	100	20	25	15	90	18	12	17	138	28	19	14	107	21	14	14	141	28	14	19	175	35	5	7	457	91	25	16	395	79	24	15	231	46	20	24	288	58	15	16	200	40
Clayton Hall	12	6	108	22	11	9	90	18	14	8	65	13	5	5	100	20	7	9	92	18	12	15	141	28	15	25	117	23	7	14	148	30	20	6	161	32	60	65	462	92	59	39	375	75	26	63	268	54	12	32	308	62	13	9	196	39
Edge Lane	11	13	110	22	8	6	88	18	7	15	73	15	9	6	97	19	9	17	100	20	21	10	130	26	19	14	112	22	9	11	150	30	17	7	151	30	30	7	439	88	51	28	352	70	34	9	243	49	29	13	292	58	21	1	176	35
Cemetery Road	2	8	116	23	2	2	88	18	2	7	78	16	2	1	96	19	13	13	100	20	8	5	127	25	8	2	106	21	20	1	131	26	20	7	138	28	20	7	426	85	33	5	324	65	16	8	235	47	14	4	282	56	12	0	164	33
Droylsden	13	14	117	23	4	14	98	20	6	20	92	18	12	8	92	18	10	11	101	20	23	20	124	25	18	14	102	20	21	8	118	24	32	23	129	26	53	16	389	78	43	18	299	60	28	13	220	44	47	12	247	49	39	15	140	28
Audenshaw	10	8	115	23	3	2	97	19	5	15	102	20	7	4	89	18	15	27	113	23	12	6	118	24	13	6	95	19	5	7	120	24	34	6	101	20	40	3	352	70	25	12	286	57	33	12	199	40	20	4	231	46	15	0	125	25
Ashton Moss	1	5	119	24	2	7	102	20	10	12	104	21	4	6	91	18	9	4	108	22	3	1	116	23	18	1	78	16	11	5	114	23	11	3	93	19	139	7	220	44	70	2	218	44	80	2	121	24	18	1	214	43	31	7	101	20
Ashton West	10	0	109	22	9	2	95	19	23	8	89	18	10	4	85	17	11	2	99	20	25	0	91	18	10	5	73	15	9	4	109	22	22	2	73	15	103	1	118	24	60	0	158	32	49	2	74	15	32	16	198	40	14	0	87	17
Ashton-under-Lyne	45		64	13	72		23	5	89		0	0	85		0	0	99		0	0	91		0	0	73		0	0	109		0	0	66		7	1	68		50	10	158		0	0	74		0	0	198		0	0	87		0	0

Time Period	10:00:00 to 10:30:00			10:30:00 to 11:00:00			11:00:00 to 11:30:00			11:30:00 to 12:00:00			12:00:00 to 12:30:00			12:30:00 to 13:00:00			13:00:00 to 13:30:00			13:30:00 to 14:00:00			14:00:00 to 14:30:00			14:30:00 to 15:00:00			15:00:00 to 15:30:00			15:30:00 to 16:00:00			16:00:00 to 16:30:00			16:30:00 to 17:00:00		
	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram	Alighters	Boarders	Occupancy Per Tram
Ashton-under-Lyne		52	52	10		87	87	17		97	97	19		109	109	22		85	85	17		101	101	20		78	78	16		92	92	18		54	54	11		65	65	13		33	33	7		65	65	13		94	94	19		81	131	26
Ashton West	3	18	67	13	5	36	118	24	2	48	143	29	2	72	179	36	8	24	101	20	21	18	98	20	6	27	99	20	8	20	104	21	5	18	67	13	11	21	75	15	3	32	62	12	1	13	77	15	5	10	99	20	12	4	123	25
Ashton Moss	5	45	107	21	3	60	175	35	3	45	185	37	4	56	231	46	3	20	118	24	15	14	97	19	7	16	108	22	1	17	120	24	4	11	74	15	1	12	86	17	2	1	61	12	3	7	81	16	5	13	107	21	1	6	128	26
Audenshaw	0	8	115	23	5	16	186	37	6	35	214	43	9	54	276	55	4	21	135	27	16	18	99	20	2	20	126	25	8	25	137	27	4	18	88	18	16	15	85	17	3	4	62	12	13	12	80	16	7	7	107	21	15	9	122	24
Droylsden	16	8	107	21	8	18	196	39	5	27	236	47	7	35	304	61	9	22	148	30	17	24	106	21	12	19	133	27	8	24	153	31	7	14	95	19	20	12	77	15	5	16	73	15	17	38	101	20	16	16	107	21	8	20	134	27
Cemetery Road	2	7	112	22	5	16	207	41	3	36	269	54	12	36	328	66	6	24	166	33	9	17	114	23	14	13	132	26	8	19	164	33	6	15	104	21	1	10	86	17	3	11	81	16	8	23	116	23	5	7	109	22	6	16	144	29
Edge Lane	2	16	126	25	7	29	229	46	4	25	290	58	11	52	369	74	3	26	189	38	7	18	125	25	5	8	135	27	19	26	171	34	15	12	101	20	17	13	82	16	8	10	83	17	26	15	105	21	2	16	123	25	11	12	145	29
Clayton Hall	5	27	148	30	15	21	235	47	42	21	269	54	2	20	387	77	15	43	217	43	2	14	137	27	6	22	151	30	3	24	192	38	13	15	103	21	16	114	180	36	6	116	193	38	7	67	165	33	7	25	141	28	7	22	160	32
Velopark	32	9	125	25	27	18	226	45	58	23	234	47	123	32	296	59	129	24	112	22	16	18	139	28	3	24	172	34	20	42	214	43	10	27	120	24	0	0	180	36	4	1	190	38	7	10	168	34	11	29	159	32	6	34	188	38
Etihad Campus	18	12	119	24	52	9	183	37	117	21	138	28	260	36	72	14	136	24	0	0	10	42	171	34	2	35	205	41	1	23	236	47	1	385	504	101	0	685	865	173	4	974	1160	232	0	375	543	109	0	338	497	99	2	86	272	54
Holt Town	1	8	126	25	4	9	188	38	0	6	144	29	3	14	83	17	1	4	3	1	1	6	176	35	4	8	209	42	5	11	242	48	2	10	512	102	0	0	865	173	0	0	1160	232	3	15	555	111	8	11	500	100	2	12	282	56
New Islington	0	29	155	31	6	38	220	44	2	26	168	34	0	29	112	22	11	40	32	6	4	20	192	38	1	27	235	47	4	18	256	51	7	39	544	109	5	21	881	176	24	109	1245	249	15	83	623	125	11	27	516	103	12	20	290	58

Etihad Campus	Alighters	Boarders
1000	408	14
1030	704	11
1100	863	23
1130	1054	36
1200	678	24
1230	88	43
1300	48	38
1330	14	25
1400	22	497
1430	32	1167
1500	16	1120
1530	5	396
1600	14	350
1630	19	96

	HT to EC	EC to V	V to EC	EC to HT
1000	526	138	125	119
1030	760	110	226	183
1100	860	116	234	138
1130	899	105	296	72
1200	642	100	112	0
1230	210	133	139	171
1300	155	112	172	205
1330	152	141	214	236
1400	79	170	120	504
1430	5	455	180	865
1500	270	404	190	1160
1530	224	240	168	543
1600	286	284	159	497
1630	206	199	188	272


Midweek Non Match
Peson Trips
50
45
40
35
30
25
20
15
10
5
0
1600
1630
1700
1730
1800
1830
1900
1930
2000
2030
2100
2130
2200
2230
Alighters
Boarders

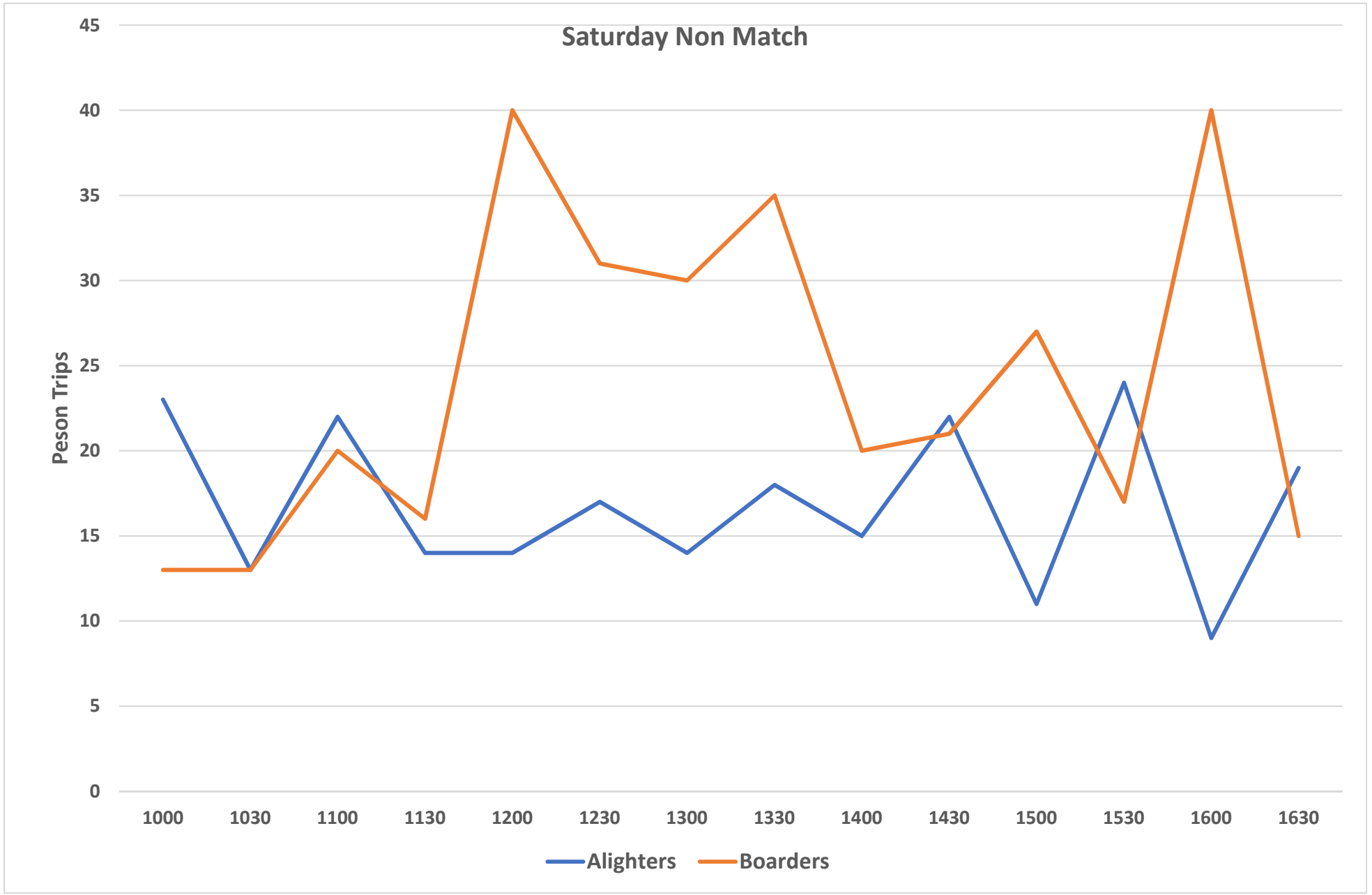

Midweek Non Match
800
700
600
500
400
300
200
100
0
Person Trips
1600
1630
1700
1730
1800
1830
1900
1930
2000
2030
2100
2130
2200
2230
HT to EC
EC to V
V to EC
EC to HT

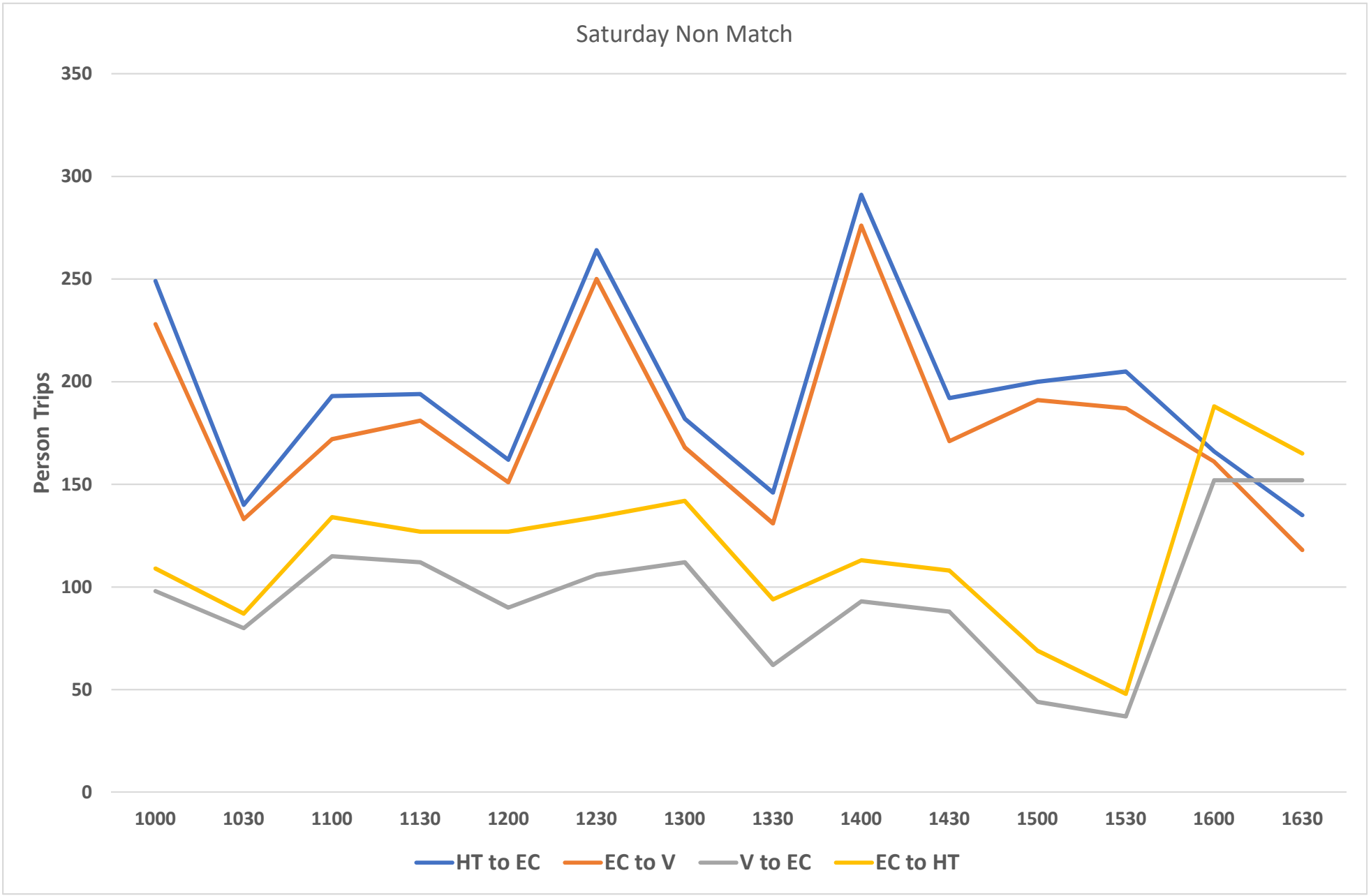
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	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram
Piccadilly		316	316	63		703	703	141		602	602	120		483	483	97		459	459	92		380	380	76		291	291	58		491	491	98		103	103	21		188	188	38		122	122	24		72	72	14		41	98	20		42	103	21
New Islington	10	2	308	62	10	6	699	140	20	5	587	117	9	4	478	96	14	11	456	91	14	3	369	74	15	5	281	56	5	2	488	98	4	1	100	20	2	2	188	38	3	1	120	24	2	3	73	15	9	1	90	18	4	2	101	20
Holt Town	10	2	300	60	10	6	695	139	20	5	572	114	9	4	473	95	14	11	453	91	14	3	358	72	15	5	271	54	5	2	485	97	4	1	97	19	2	2	188	38	3	1	118	24	2	3	74	15	9	1	82	16	4	2	99	20
Etihad Campus	15	1	286	57	28	0	667	133	15	2	559	112	14	2	461	92	6	6	453	91	3	1	356	71	5	0	266	53	11	1	475	95	8	7	96	19	3	0	185	37	1	1	118	24	2	0	72	14	4	0	78	16	7	0	92	18
Velopark	31	33	288	58	43	7	631	126	44	14	529	106	43	6	424	85	44	15	424	85	32	20	344	69	20	10	256	51	12	9	472	94	7	4	93	19	13	0	172	34	9	4	113	23	15	2	59	12	9	3	72	14	14	0	78	16
Clayton Hall	27	10	271	54	21	14	624	125	11	7	525	105	37	2	389	78	24	1	401	80	19	6	331	66	17	2	241	48	19	5	458	92	12	1	82	16	8	0	164	33	8	2	107	21	7	1	53	11	12	1	61	12	9	0	69	14
Edge Lane	38	16	249	50	45	5	584	117	53	9	481	96	72	11	328	66	32	7	376	75	22	3	312	62	11	5	235	47	32	6	432	86	6	1	77	15	14	3	153	31	18	1	90	18	10	4	47	9	13	5	53	11	16	1	54	11
Cemetery Road	25	4	228	46	19	15	580	116	18	4	467	93	33	10	305	61	26	2	352	70	12	3	303	61	3	1	233	47	5	3	430	86	2	3	78	16	6	1	148	30	3	3	90	18	8	1	40	8	5	0	48	10	10	1	45	9
Droylsden	26	10	212	42	36	16	560	112	40	13	440	88	34	8	279	56	28	8	332	66	22	5	286	57	16	4	221	44	14	6	422	84	6	2	74	15	7	1	142	28	1	1	90	18	7	0	33	7	16	1	33	7	10	2	37	7
Audenshaw	21	6	197	39	18	7	549	110	22	3	421	84	20	3	262	52	27	0	305	61	14	3	275	55	11	0	210	42	5	1	418	84	8	2	68	14	1	4	145	29	6	1	85	17	2	0	31	6	9	4	28	6	3	0	34	7
Ashton Moss	8	5	194	39	21	4	532	106	23	3	401	80	24	0	238	48	18	2	289	58	11	2	266	53	13	2	199	40	7	0	411	82	6	2	64	13	1	0	144	29	2	0	83	17	3	0	28	6	5	2	25	5	9	0	25	5
Ashton West	28	1	167	33	34	4	502	100	31	0	370	74	33	6	211	42	24	1	266	53	25	0	241	48	11	1	189	38	10	0	401	80	6	6	64	13	10	3	137	27	5	0	78	16	4	0	24	5	3	0	22	4	5	2	22	4
Ashton-under-Lyne	71		96	19	76		426	85	34		336	67	55		156	31	73		193	39	53		188	38	50		139	28	35		366	73	19		45	9	17		120	24	38		40	8	16		8	2	22		0	0	22		0	0

Time Period	16:00:00 to 16:30:00				16:30:00 to 17:00:00				17:00:00 to 17:30:00				17:30:00 to 18:00:00				18:00:00 to 18:30:00				18:30:00 to 19:00:00				19:00:00 to 19:30:00				19:30:00 to 20:00:00				20:00:00 to 20:30:00				20:30:00 to 21:00:00				21:00:00 to 21:30:00				21:30:00 to 22:00:00				22:00:00 to 22:30:00				22:30:00 to 23:00:00			
	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram
Ashton-under-Lyne		77	77	15		91	91	18		66	66	13		51	51	10		47	47	9		22	22	4		29	29	6		13	13	3		18	18	4		8	8	2		12	12	2		11	11	2		16	16	3		5	5	1
Ashton West	2	17	92	18	9	9	91	18	4	16	78	16	4	7	54	11	6	14	55	11	1	7	28	6	2	1	28	6	2	4	15	3	2	7	23	5	0	4	12	2	5	0	7	1	0	8	19	4	0	4	20	4	1	1	5	1
Ashton Moss	8	11	95	19	3	9	97	19	3	8	83	17	3	13	64	13	1	16	70	14	3	12	37	7	1	3	30	6	0	1	16	3	2	0	21	4	0	0	12	2	0	0	7	1	0	0	19	4	0	0	20	4	2	0	3	1
Audenshaw	8	12	99	20	9	20	108	22	9	14	88	18	5	9	68	14	5	12	77	15	1	11	47	9	0	5	35	7	1	1	16	3	6	4	19	4	3	3	12	2	3	6	10	2	6	0	13	3	1	0	19	4	1	0	2	0
Droylsden	11	18	106	21	7	11	112	22	9	12	91	18	5	11	74	15	5	5	77	15	2	3	48	10	3	1	33	7	4	3	15	3	6	2	15	3	0	0	12	2	5	6	11	2	4	0	9	2	3	3	19	4	0	3	5	1
Cemetery Road	5	8	109	22	15	17	114	23	7	16	100	20	7	13	80	16	4	10	83	17	1	11	58	12	2	6	37	7	1	1	15	3	2	2	15	3	1	1	12	2	2	2	11	2	0	0	9	2	0	1	20	4	0	0	5	1
Edge Lane	30	25	104	21	22	19	111	22	26	16	90	18	23	9	66	13	31	32	84	17	11	18	65	13	11	10	36	7	10	6	11	2	2	6	19	4	5	5	12	2	3	2	10	2	1	2	10	2	0	1	21	4	1	4	8	2
Clayton Hall	6	13	111	22	11	18	118	24	16	26	100	20	13	22	75	15	6	12	90	18	2	14	77	15	6	4	34	7	2	1	10	2	4	4	19	4	3	8	17	3	1	4	13	3	2	2	10	2	2	1	20	4	5	4	7	1
Velopark	4	79	186	37	15	56	159	32	14	20	106	21	20	38	93	19	19	29	100	20	5	12	84	17	4	11	41	8	5	6	11	2	4	7	22	4	2	5	20	4	3	6	16	3	0	2	12	2	2	6	24	5	2	2	7	1
Etihad Campus	1	43	228	46	0	27	186	37	2	29	133	27	4	22	111	22	2	19	117	23	1	9	92	18	1	10	50	10	1	4	14	3	0	3	25	5	0	5	25	5	0	7	23	5	0	3	15	3	0	1	25	5	0	0	7	1
Holt Town	10	25	243	49	10	51	227	45	8	24	149	30	4	10	117	23	6	13	124	25	2	4	94	19	0	4	54	11	3	14	25	5	0	1	26	5	0	8	33	7	0	9	32	6	0	5	20	4	1	4	28	6	0	0	7	1
New Islington	10	25	258	52	10	51	268	54	8	24	165	33	4	10	123	25	6	13	131	26	2	4	96	19	0	4	58	12	3	14	36	7	0	1	27	5	0	8	41	8	0	9	41	8	0	5	25	5	1	4	31	6	0	0	7	1

Etihad Campus	Alighters	Boarders
1600	16	44
1630	28	27
1700	17	31
1730	18	24
1800	8	25
1830	4	10
1900	6	10
1930	12	5
2000	8	10
2030	3	5
2100	1	8
2130	2	3
2200	4	1
2230	7	0

	HT to EC	EC to V	V to EC	EC to HT
1600	300	286	186	228
1630	695	667	159	186
1700	572	559	106	133
1730	473	461	93	111
1800	453	453	100	117
1830	358	356	84	92
1900	271	266	41	50
1930	485	475	11	14
2000	97	96	22	25
2030	188	185	20	25
2100	118	118	16	23
2130	74	72	12	15
2200	82	78	24	25
2230	99	92	7	7


Saturday Non Match
Peson Trips
45
40
35
30
25
20
15
10
5
0
1000
1030
1100
1130
1200
1230
1300
1330
1400
1430
1500
1530
1600
1630
Alighters
Boarders


Saturday Non Match
Person Trips
350
300
250
200
150
100
50
0
1000
1030
1100
1130
1200
1230
1300
1330
1400
1430
1500
1530
1600
1630
HT to EC
EC to V
V to EC
EC to HT

Time Period	10:00:00 to 10:30:00				10:30:00 to 11:00:00				11:00:00 to 11:30:00				11:30:00 to 12:00:00				12:00:00 to 12:30:00				12:30:00 to 13:00:00				13:00:00 to 13:30:00				13:30:00 to 14:00:00				14:00:00 to 14:30:00				14:30:00 to 15:00:00				15:00:00 to 15:30:00				15:30:00 to 16:00:00				16:00:00 to 16:30:00				16:30:00 to 17:00:00			
	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram
Piccadilly		261	261	52		146	146	29		214	214	43		212	212	42		187	187	37		296	296	59		236	236	47		128	203	41		342	342	68		86	226	45		189	235	47		82	255	51		82	231	46		63	199	40
New Islington	8	3	256	51	16	9	139	28	24	4	194	39	19	6	199	40	23	5	169	34	30	2	268	54	58	3	181	36	59	6	150	30	54	7	295	59	42	14	198	40	41	6	200	40	50	4	209	42	62	6	175	35	64	1	136	27
Holt Town	7	0	249	50	8	9	140	28	4	3	193	39	8	3	194	39	10	3	162	32	16	12	264	53	9	10	182	36	11	7	146	29	8	4	291	58	13	7	192	38	4	4	200	40	5	1	205	41	9	0	166	33	4	3	135	27
Etihad Campus	22	1	228	46	13	6	133	27	21	0	172	34	14	1	181	36	13	2	151	30	16	2	250	50	14	0	168	34	15	0	131	26	15	0	276	55	21	0	171	34	11	2	191	38	21	3	187	37	6	1	161	32	17	0	118	24
Velopark	25	0	203	41	60	6	79	16	14	10	168	34	15	17	183	37	24	10	137	27	26	14	238	48	18	22	172	34	29	8	110	22	19	18	275	55	32	29	168	34	25	11	177	35	48	8	147	29	30	17	148	30	28	27	117	23
Clayton Hall	0	6	209	42	2	9	86	17	6	5	167	33	8	3	178	36	7	2	132	26	11	6	233	47	10	6	168	34	15	3	98	20	14	14	275	55	31	8	145	29	28	9	158	32	8	6	145	29	20	10	138	28	21	5	101	20
Edge Lane	7	7	209	42	2	13	97	19	5	11	173	35	3	14	189	38	1	11	142	28	12	4	225	45	8	11	171	34	12	9	95	19	12	5	268	54	10	9	144	29	15	2	145	29	10	5	140	28	15	4	127	25	18	1	84	17
Cemetery Road	1	8	216	43	2	20	115	23	2	9	180	36	2	1	188	38	7	6	141	28	11	18	232	46	10	3	164	33	7	6	94	19	14	3	257	51	8	1	137	27	18	3	130	26	9	10	141	28	8	1	120	24	7	8	85	17
Droylsden	7	5	214	43	15	8	108	22	11	13	182	36	14	8	182	36	17	14	138	28	19	8	221	44	15	5	154	31	16	13	91	18	17	13	253	51	21	8	124	25	31	6	105	21	35	4	110	22	15	3	108	22	21	7	71	14
Audenshaw	3	8	219	44	6	7	109	22	8	9	183	37	18	10	174	35	3	12	147	29	4	6	223	45	12	9	151	30	14	16	93	19	17	4	240	48	16	6	114	23	17	3	91	18	13	6	103	21	19	9	98	20	17	7	61	12
Ashton Moss	2	2	219	44	3	4	110	22	2	0	181	36	4	3	173	35	13	2	136	27	10	4	217	43	15	2	138	28	16	7	84	17	12	3	231	46	20	2	96	19	16	7	82	16	22	5	86	17	15	7	90	18	14	9	56	11
Ashton West	11	0	208	42	8	0	102	20	8	1	174	35	10	0	163	33	6	3	133	27	14	0	203	41	7	8	139	28	10	4	78	16	19	0	212	42	40	3	59	12	25	7	64	13	28	3	61	12	26	10	74	15	14	4	46	9
Ashton-under-Lyne	48		160	32	41		61	12	62		112	22	60		103	21	79		54	11	79		134	25	64		75	15	78		0	0	70		142	28	59		0	0	64		0	0	61		0	0	74		0	0	46		0	0

Time Period	10:00:00 to 10:30:00				10:30:00 to 11:00:00				11:00:00 to 11:30:00				11:30:00 to 12:00:00				12:00:00 to 12:30:00				12:30:00 to 13:00:00				13:00:00 to 13:30:00				13:30:00 to 14:00:00				14:00:00 to 14:30:00				14:30:00 to 15:00:00				15:00:00 to 15:30:00				15:30:00 to 16:00:00				16:00:00 to 16:30:00				16:30:00 to 17:00:00			
	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram	Alighters	Boarders	Occupancy	Per Tram
Ashton-under-Lyne		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		0	0	0		3	3	1		0	0	0		0	0	0		0	0	0		0	0	0		77	77	15		91	91	18
Ashton West	0	14	14	3	1	9	8	2	1	26	25	5	0	10	10	2	10	15	5	1	3	18	15	3	2	13	11	2	8	8	3	1	3	18	15	3	6	18	12	2	11	16	5	1	14	14	0	0	6	14	85	17	5	20	106	21
Ashton Moss	3	16	27	5	3	13	18	4	4	22	43	9	5	25	30	6	4	17	18	4	4	16	27	5	4	22	29	6	15	12	0	0	3	6	18	4	1	14	25	5	0	11	16	3	3	12	9	2	3	12	94	19	4	10	112	22
Audenshaw	4	9	32	6	7	13	24	5	6	14	51	10	7	30	53	11	7	10	21	4	5	16	38	8	8	20	41	8	6	14	8	2	12	22	28	6	6	15	34	7	8	1	9	2	6	16	19	4	9	18	103	21	5	15	122	24
Droylsden	5	14	41	8	10	18	32	6	10	17	58	12	9	20	64	13	0	16	37	7	6	18	50	10	1	21	61	12	11	17	14	3	10	17	35	7	17	15	32	6	8	16	17	3	9	14	24	5	21	18	100	20	10	15	127	25
Cemetery Road	1	12	52	10	4	14	42	8	7	18	69	14	7	8	65	13	2	15	50	10	10	19	59	12	9	25	77	15	18	18	14	3	9	22	48	10	6	20	46	9	4	5	18	4	10	23	37	7	8	5	97	19	4	4	127	25
Edge Lane	5	18	65	13	3	11	50	10	6	19	82	16	10	24	79	16	3	22	69	14	15	21	65	13	8	15	84	17	16	23	21	4	9	24	63	13	12	17	51	10	17	16	17	3	17	19	39	8	8	10	99	20	11	15	131	26
Clayton Hall	1	23	87	17	1	14	63	13	10	30	102	20	3	24	100	20	9	20	80	16	5	16	76	15	3	17	98	20	11	24	34	7	3	23	83	17	10	20	61	12	8	23	32	6	9	14	44	9	7	30	122	24	3	19	147	29
Velopark	5	16	98	20	8	25	80	16	8	21	115	23	12	24	112	22	14	24	90	18	15	45	106	21	15	29	112	22	12	40	62	12	20	30	93	19	6	33	88	18	16	28	44	9	21	14	37	7	7	37	152	30	12	17	152	30
Etihad Campus	1	12	109	22	0	7	87	17	1	20	134	27	0	15	127	25	1	38	127	25	1	29	134	27	0	30	142	28	3	35	94	19	0	20	113	23	1	21	108	22	0	25	69	14	3	14	48	10	3	39	188	38	2	15	165	33
Holt Town	3	9	115	23	5	0	82	16	3	9	140	28	4	6	129	26	3	3	127	25	3	21	152	30	5	16	153	31	0	13	107	21	3	6	116	23	2	11	117	23	20	15	64	13	2	3	49	10	3	14	199	40	8	6	163	33
New Islington	5	48	158	32	2	39	119	24	6	57	191	38	6	47	170	34	12	57	172	34	2	34	184	37	10	54	197	39	11	41	137	27	4	60	172	34	9	63	171	34	12	58	110	22	8	45	86	17	7	37	229	46	3	27	187	37

Etihad Campus	Alighters	Boarders
1000	23	13
1030	13	13
1100	22	20
1130	14	16
1200	14	40
1230	17	31
1300	14	30
1330	18	35
1400	15	20
1430	22	21
1500	11	27
1530	24	17
1600	9	40
1630	19	15

	HT to EC	EC to V	V to EC	EC to HT
1000	249	228	98	109
1030	140	133	80	87
1100	193	172	115	134
1130	194	181	112	127
1200	162	151	90	127
1230	264	250	106	134
1300	182	168	112	142
1330	146	131	62	94
1400	291	276	93	113
1430	192	171	88	108
1500	200	191	44	69
1530	205	187	37	48
1600	166	161	152	188
1630	135	118	152	165

Midweek Matchday - Baseline Mode Split

	Baseline		Stadium Expansion		Future Baseline		Arena		Total		Total	
	Alighters	Boarders	Alighters	Boarders	Future Base - A	Future Base - Boar	Alighters	Boarders	With Arena - Alig	With Arena	Alighters	Boarders
1600	106	44	0	0	106	44	30	0	136	44	29%	0%
1630	206	34	0	0	206	34	30	0	236	34	15%	0%
1700	220	38	0	0	220	38	0	0	220	38	0%	0%
1730	358	14	0	0	358	14	966	0	1324	14	270%	0%
1800	723	31	229	0	952	31	193	0	1145	31	20%	0%
1830	898	9	273	0	1171	9	773	0	1943	9	66%	0%
1900	1806	20	573	0	2379	20	1288	0	3666	20	54%	0%
1930	1018	8	309	0	1327	8	0	0	1327	8	0%	0%
2000	72	24	0	0	72	24	0	6	72	30	0%	26%
2030	19	32	0	0	19	32	0	6	19	38	0%	20%
2100	24	43	0	0	24	43	0	6	24	49	0%	15%
2130	4	655	0	198	4	853	0	6	4	859	0%	1%
2200	10	2348	0	609	10	2957	0	15	10	2972	0%	1%
2230	6	471	0	142	6	613	0	3235	6	3848	0%	528%

	HT to EC Base	HT to EC Extension	HT to EC Arena	EC to V Baselir	EC to V Extension	EC to V Arena	V to EC Baseline	V to EC Ext	V to EC Arena	EC to HT Baseline	EC to HT Extension	EC to HT Arena
1600	237		22	151		0	149		8	173		0
1630	501		22	331		0	121		8	119		0
1700	541		0	347		0	139		0	151		0
1730	693		858	358		0	118		108	109		0
1800	994	229	172	333		0	148		22	117		0
1830	1070	273	686	281		0	178		86	78		0
1900	1800	573	1144	142		0	159		144	31		0
1930	1019	309	0	124		0	115		0	0		0
2000	146		0	88		1	38		0	48		6
2030	86		0	77		1	16		0	38		6
2100	90		0	68		1	31		0	72		6
2130	0		0	78		1	8		0	581	198	6
2200	0		0	575		2	106		0	1869	609	13
2230	144		0	198		362	54		0	465	142	2873

	Future Baseline	Future Baseline + Arena
1600	237	259
1630	501	523
1700	541	541
1730	693	1551
1800	1223	1395
1830	1343	2029
1900	2373	3516
1930	1328	1328
2000	146	146
2030	86	86
2100	90	90
2130	0	0
2200	0	0
2230	144	144

	Future Baselin	Future Baseline + Arena
1600	151	151
1630	331	331
1700	347	347
1730	358	358
1800	333	333
1830	281	281
1900	142	142
1930	124	124
2000	88	89
2030	77	78
2100	68	69
2130	78	79
2200	575	577
2230	198	560

	Future Baseline	Future Baseline + Arena
1600	149	157
1630	121	129
1700	139	139
1730	118	226
1800	148	170
1830	178	264
1900	159	303
1930	115	115
2000	38	38
2030	16	16
2100	31	31
2130	8	8
2200	106	106
2230	54	54

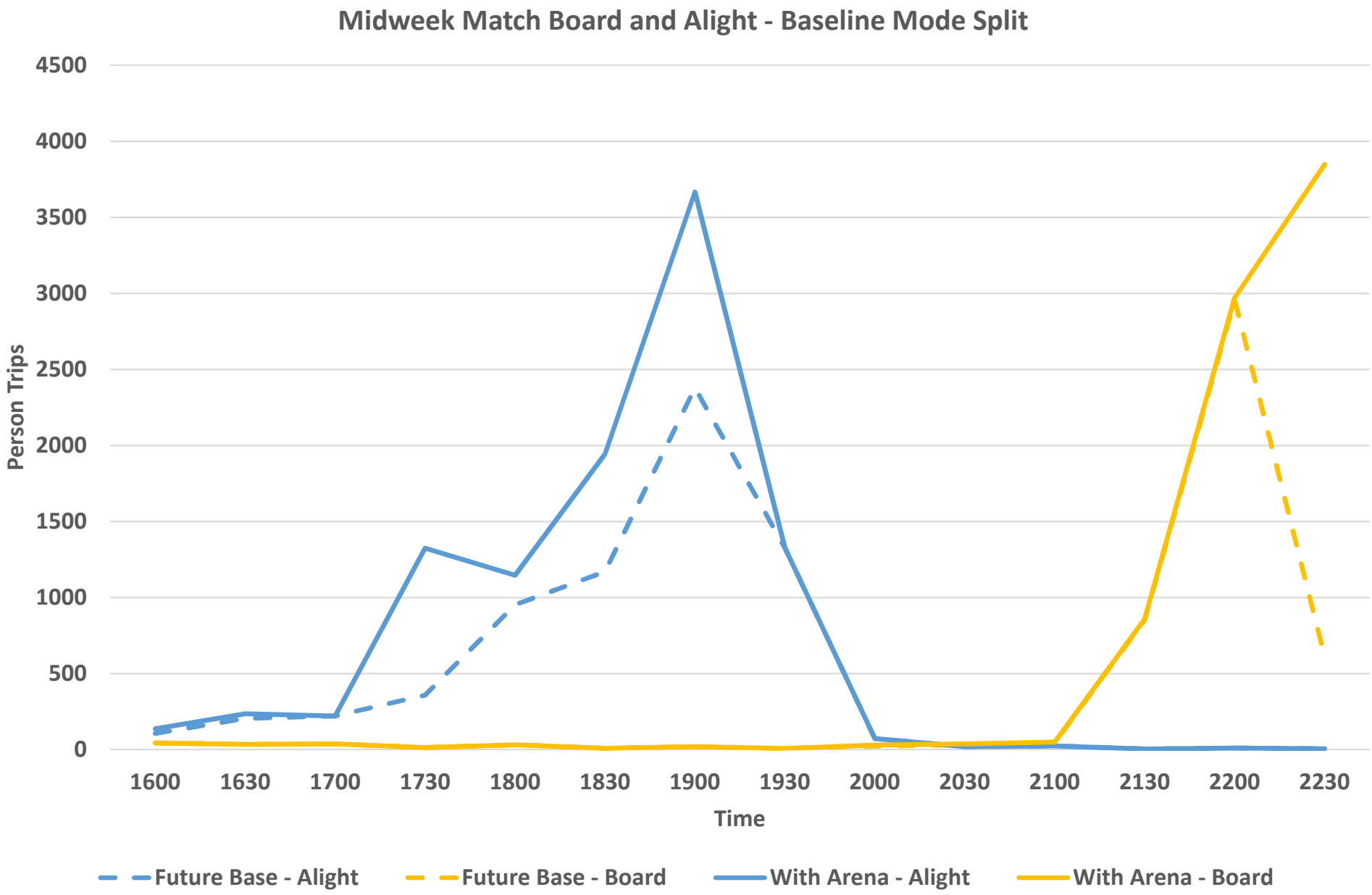
	Future Baseline	Future Baseline + Arena
1600	173	173
1630	119	119
1700	151	151
1730	109	109
1800	117	117
1830	78	78
1900	31	31
1930	0	0
2000	48	54
2030	38	44
2100	72	78
2130	779	784
2200	2478	2491
2230	607	3480

	Future Baseline	Future Baseline + Ar	% Change
1600	237	259	9%
1630	501	523	4%
1700	541	541	0%
1730	693	1551	124%
1800	1223	1395	14%
1830	1343	2029	51%
1900	2373	3516	48%
1930	1328	1328	0%
2000	146	146	0%
2030	86	86	0%
2100	90	90	0%
2130	0	0	0%
2200	0	0	0%
2230	144	144	0%
Max	2373	3516	
		1144	

	Future Bas	Future Baselin	% Change
1600	151	151	0%
1630	331	331	0%
1700	347	347	0%
1730	358	358	0%
1800	333	333	0%
1830	281	281	0%
1900	142	142	0%
1930	124	124	0%
2000	88	89	1%
2030	77	78	1%
2100	68	69	1%
2130	78	79	0%
2200	575	577	0%
2230	198	560	183%
Max	575	577	
		2	

	Future Baseline	Future Bas	% Change
1600	149	157	6%
1630	121	129	7%
1700	139	139	0%
1730	118	226	92%
1800	148	170	15%
1830	178	264	49%
1900	159	303	91%
1930	115	115	0%
2000	38	38	0%
2030	16	16	0%
2100	31	31	0%
2130	8	8	0%
2200	106	106	0%
2230	54	54	0%
Max	178	303	
		125	

	Future Bas	Future Baseline	% Change
1600	173	173	0%
1630	119	119	0%
1700	151	151	0%
1730	109	109	0%
1800	117	117	0%
1830	78	78	0%
1900	31	31	0%
1930	0	0	0%
2000	48	54	12%
2030	38	44	15%
2100	72	78	0%
2130	779	784	0%
2200	2478	2491	1%
2230	607	3480	473%
Max	2478	3480	
		1002	


Midweek Match Board and Alight - Baseline Mode Split
4500
4000
3500
3000
2500
2000
1500
1000
500
0
Person Trips
1600
1630
1700
1730
1800
1830
1900
1930
2000
2030
2100
2130
2200
2230
Time
Future Base - Alight
Future Base - Board
With Arena - Alight
With Arena - Board

Midweek Non Match day - Baseline Mode Split

	Baseline		Stadium Expansion		Future Baseline		Arena		Total		Total	
	Alighters	Boarders	Alighters	Boarders	Future Base - Alig	Future Base - Boarc	Alighters	Boarders	With Arena - Alig	With Arena - Boarc	Alighters	Boarders
1600	16	44	0	0	16	44	30	0	46	44	189%	0%
1630	28	27	0	0	28	27	30	0	58	27	108%	0%
1700	17	31	0	0	17	31	0	0	17	31	0%	0%
1730	18	24	0	0	18	24	966	0	984	24	5366%	0%
1800	8	25	0	0	8	25	193	0	201	25	2415%	0%
1830	4	10	0	0	4	10	773	0	777	10	19317%	0%
1900	6	10	0	0	6	10	1288	0	1294	10	21463%	0%
1930	12	5	0	0	12	5	0	0	12	5	0%	0%
2000	8	10	0	0	8	10	0	6	8	16	0%	62%
2030	3	5	0	0	3	5	0	6	3	11	0%	125%
2100	1	8	0	0	1	8	0	6	1	14	0%	78%
2130	2	3	0	0	2	3	0	6	2	9	0%	208%
2200	4	1	0	0	4	1	0	15	4	16	0%	1512%
2230	7	0	0	0	7	0	0	3235	7	3235	0%	-

	HT to EC Base	HT to EC Extension	HT to EC Arena	EC to V Baseline	EC to V Extension	EC to V Arena	V to EC Baseline	V to EC Extension	V to EC Arena	EC to HT Baseline	EC to HT Extension	EC to HT Arena
1600	300		22	286		0	186		8	228		0
1630	695		22	667		0	159		8	186		0
1700	572		0	559		0	106		0	133		0
1730	473		858	461		0	93		108	111		0
1800	453		172	453		0	100		22	117		0
1830	358		686	356		0	84		86	92		0
1900	271		1144	266		0	41		144	50		0
1930	485		0	475		0	11		0	14		0
2000	97		0	96		1	22		0	25		6
2030	188		0	185		1	20		0	25		6
2100	118		0	118		1	16		0	23		6
2130	74		0	72		1	12		0	15		6
2200	82		0	78		2	24		0	25		13
2230	99		0	92		362	7		0	7		2873

	Future Baseline	Future Baseline + Arena
1600	300	322
1630	695	717
1700	572	572
1730	473	1331
1800	453	625
1830	358	1044
1900	271	1415
1930	485	485
2000	97	97
2030	188	188
2100	118	118
2130	74	74
2200	82	82
2230	99	99

	Future Baseline	Future Baseline + Arena
1600	286	286
1630	667	667
1700	559	559
1730	461	461
1800	453	453
1830	356	356
1900	266	266
1930	475	475
2000	96	97
2030	185	186
2100	118	119
2130	72	73
2200	78	80
2230	92	454

	Future Baseline	Future Baseline + Arena
1600	186	194
1630	159	167
1700	106	106
1730	93	201
1800	100	122
1830	84	170
1900	41	185
1930	11	11
2000	22	22
2030	20	20
2100	16	16
2130	12	12
2200	24	24
2230	7	7

	Future Baseline	Future Baseline + Arena
1600	228	228
1630	186	186
1700	133	133
1730	111	111
1800	117	117
1830	92	92
1900	50	50
1930	14	14
2000	25	31
2030	25	31
2100	23	29
2130	15	21
2200	25	38
2230	7	2880

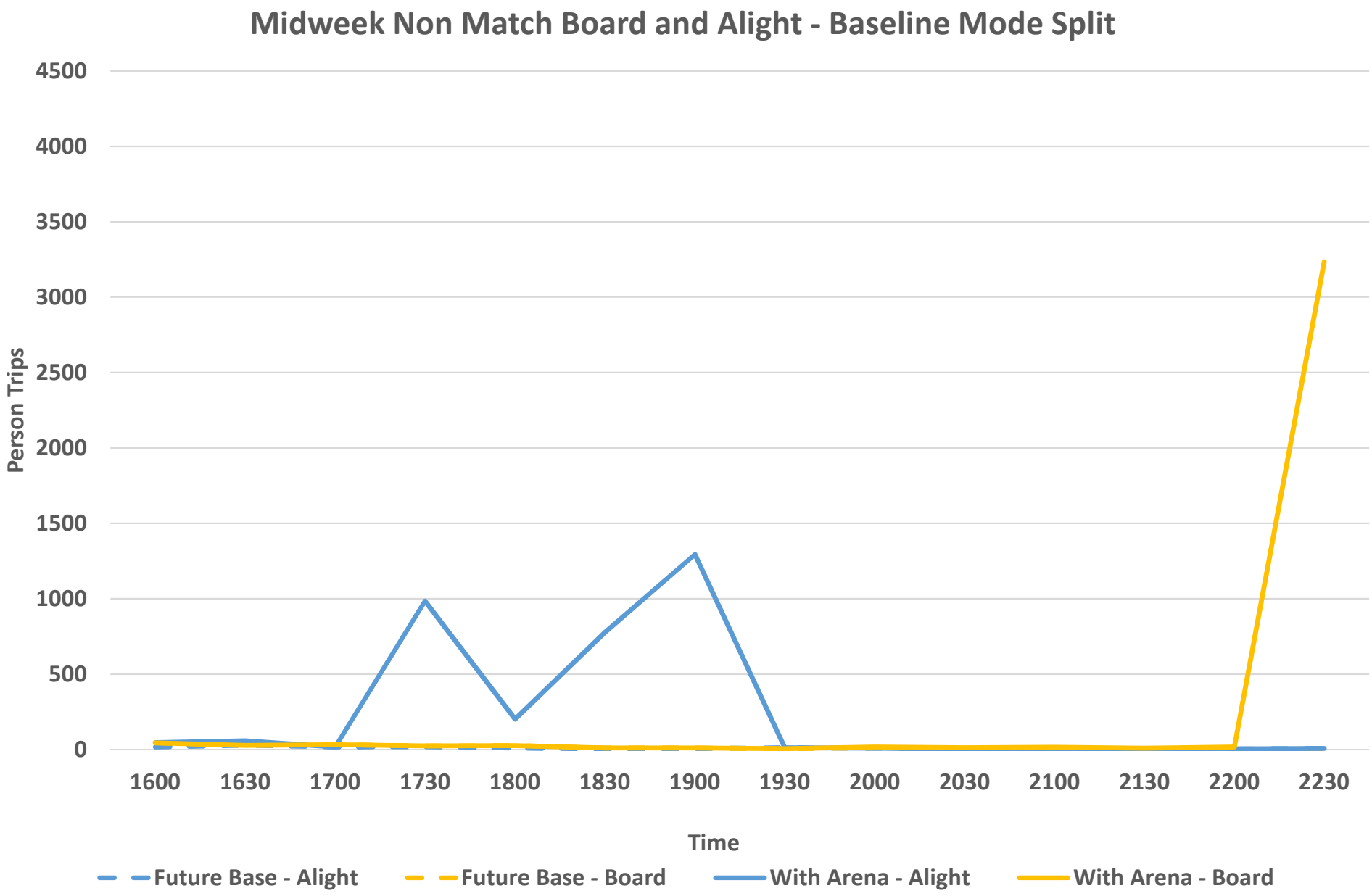
	Future Baseline	Future Baseline + Ar	% Change
1600	300	322	7%
1630	695	717	3%
1700	572	572	0%
1730	473	1331	181%
1800	453	625	38%
1830	358	1044	192%
1900	271	1415	422%
1930	485	485	0%
2000	97	97	0%
2030	188	188	0%
2100	118	118	0%
2130	74	74	0%
2200	82	82	0%
2230	99	99	0%
Max	695	1415	

	Future Basi	Future Baseline +	% Change
1600	286	286	0%
1630	667	667	0%
1700	559	559	0%
1730	461	461	0%
1800	453	453	0%
1830	356	356	0%
1900	266	266	0%
1930	475	475	0%
2000	96	97	1%
2030	185	186	0%
2100	118	119	1%
2130	72	73	0%
2200	78	80	0%
2230	92	454	393%
	667	667	

	Future Baseline	Future Bas	% Change
1600	186	194	5%
1630	159	167	5%
1700	106	106	0%
1730	93	201	116%
1800	100	122	22%
1830	84	170	103%
1900	41	185	351%
1930	11	11	0%
2000	22	22	0%
2030	20	20	0%
2100	16	16	0%
2130	12	12	0%
2200	24	24	0%
2230	7	7	0%
	186	201	

	Future Baseline	Future Bas	% Change
1600	228	228	0%
1630	186	186	0%
1700	133	133	0%
1730	111	111	0%
1800	117	117	0%
1830	92	92	0%
1900	50	50	0%
1930	14	14	0%
2000	25	31	22%
2030	25	31	22%
2100	23	29	0%
2130	15	21	0%
2200	25	38	54%
2230	7	2880	41043%
	228	2880	

	HT to EC	EC to V	V to EC	EC to HT
Baseline P	1800	575	178	1869
Arena	1415	667	201	2880
	-385	92	23	1011
Per tram	283	133	40	576


Midweek Non Match Board and Alight - Baseline Mode Split
4500
4000
3500
3000
2500
2000
1500
1000
500
0
Person Trips
1600
1630
1700
1730
1800
1830
1900
1930
2000
2030
2100
2130
2200
2230
Time
Future Base - Alight
Future Base - Board
With Arena - Alight
With Arena - Board

Saturday Match Day - Baseline Mode Split

	Baseline		Stadium Expansion		Future Baseline		Arena		Total		Total	
Etihad Can	Alighters	Boarders	Alighters	Boarders	Future Base - Alig	Future Base - Boar	Alighters	Boarders	With Arena - Alig	With Arena - Boarc	Alighters	Boarders
1000	408	14	187.2599	0	595.2599232	14	3	0	599	14	1%	0%
1030	704	11	313.0602	0	1017.060179	11	3	0	1021	11	0%	0%
1100	863	23	358.1946	0	1221.194622	23	3	0	1225	23	0%	0%
1130	1054	36	381.242	0	1435.241997	36	164	0	1600	36	11%	0%
1200	678	24	260.2433	0	938.2432778	24	165	0	1103	24	18%	0%
1230	88	43	0	0	88	43	648	0	736	43	736%	0%
1300	48	38	0	0	48	38	648	0	696	38	1350%	0%
1330	14	25	0	0	14	25	4	0	18	25	28%	0%
1400	22	497	0	184.8592	22	681.8591549	18	0	40	682	81%	0%
1430	32	1167	0	328.9052	32	1495.90525	18	0	50	1496	55%	0%
1500	16	1120	0	467.6697	16	1587.669654	32	0	48	1588	197%	0%
1530	5	396	0	180.0576	5	576.0576184	32	0	37	576	631%	0%
1600	14	350	0	162.2919	14	512.2919334	30	0	44	512	216%	0%
1630	19	96	0	0	19	96	30	1610	49	1706	159%	1677%

	HT to EC Base	HT to EC Extension	HT to EC Arena	EC to V Baseline	EC to V Extension	EC to V Arena	V to EC Baseline	V to EC Extension	V to EC Arena	EC to HT Baseline	EC to HT Extension	EC to HT Arena
1000	526	187	3	138		0	125		1	119		3
1030	760	313	3	110		0	226		1	183		3
1100	860	358	3	116		0	234		1	138		3
1130	899	381	119	105		0	296		46	72		119
1200	642	260	119	100		0	112		46	0		119
1230	210		468	133		0	139		179	171		468
1300	155		468	112		0	172		179	205		468
1330	152		3	141		0	214		1	236		3
1400	79		13	170		0	120		5	504	185	13
1430	5		13	455		0	180		5	865	329	13
1500	270		23	404		0	190		9	1160	468	23
1530	224		23	240		0	168		9	543	180	23
1600	286		22	284		0	159		8	497	162	22
1630	206		22	199		446	188		8	272	0	22

	Future Baseline	Future Baseline + Arena
1600	713	716
1630	1073	1076
1700	1218	1221
1730	1280	1399
1800	902	1021
1830	210	678
1900	155	623
1930	152	155
2000	79	92
2030	5	18
2100	270	293
2130	224	247
2200	286	308
2230	206	228

	Future Baseline	Future Baseline + Arena
1600	138	138
1630	110	110
1700	116	116
1730	105	105
1800	100	100
1830	133	133
1900	112	112
1930	141	141
2000	170	170
2030	455	455
2100	404	404
2130	240	240
2200	284	284
2230	199	645

	Future Baseline	Future Baseline + Arena
1600	125	126
1630	226	227
1700	234	235
1730	296	342
1800	112	158
1830	139	318
1900	172	351
1930	214	215
2000	120	125
2030	180	185
2100	190	199
2130	168	177
2200	159	167
2230	188	196

	Future Baseline	Future Baseline + Arena
1600	119	122
1630	183	186
1700	138	141
1730	72	191
1800	0	119
1830	171	639
1900	205	673
1930	236	239
2000	689	702
2030	1194	1207
2100	1628	1650
2130	723	746
2200	659	681
2230	272	294

	Future Baseline	Future Baseline + Ar	% Change	Future Bas	Future Baseline +	% Change	Future Baseline	Future Bas	% Change	Future Baseline	Future Baseline	% Change
1600	713	716	0%	138	138	0%	125	126	1%	119	122	2%
1630	1073	1076	0%	110	110	0%	226	227	0%	183	186	1%
1700	1218	1221	0%	116	116	0%	234	235	0%	138	141	2%
1730	1280	1399	9%	105	105	0%	296	342	15%	72	191	165%
1800	902	1021	13%	100	100	0%	112	158	41%	0	119	#DIV/0!
1830	210	678	223%	133	133	0%	139	318	129%	171	639	274%
1900	155	623	302%	112	112	0%	172	351	104%	205	673	228%
1930	152	155	2%	141	141	0%	214	215	1%	236	239	0%
2000	79	92	16%	170	170	0%	120	125	4%	689	702	2%
2030	5	18	257%	455	455	0%	180	185	3%	1194	1207	1%
2100	270	293	8%	404	404	0%	190	199	5%	1628	1650	0%
2130	224	247	0%	240	240	0%	168	177	0%	723	746	0%
2200	286	308	0%	284	284	0%	159	167	0%	659	681	3%
2230	206	228	11%	199	645	224%	188	196	4%	272	294	8%
Max	1280	1399		455	645		296	351		1628	1650	

Saturday Non Match Day - Baseline Mode Split

	Baseline		Stadium Expansion		Future Baseline		Arena		Total		Total	
Etihad Can	Alighters	Boarders	Alighters	Boarders	Future Base - Alig	Future Base - Boar	Alighters	Boarders	With Arena - Alig	With Arena - Boar	Alighters	Boarders
1000	23	13	0	0	23	13	3	0	26	13	15%	0%
1030	13	13	0	0	13	13	3	0	16	13	27%	0%
1100	22	20	0	0	22	20	3	0	25	20	16%	0%
1130	14	16	0	0	14	16	164	0	178	16	1175%	0%
1200	14	40	0	0	14	40	165	0	179	40	1178%	0%
1230	17	31	0	0	17	31	648	0	665	31	3811%	0%
1300	14	30	0	0	14	30	648	0	662	30	4627%	0%
1330	18	35	0	0	18	35	4	0	22	35	22%	0%
1400	15	20	0	0	15	20	18	0	33	20	118%	0%
1430	22	21	0	0	22	21	18	0	40	21	81%	0%
1500	11	27	0	0	11	27	32	0	43	27	287%	0%
1530	24	17	0	0	24	17	32	0	56	17	132%	0%
1600	9	40	0	0	9	40	30	0	39	40	336%	0%
1630	19	15	0	0	19	15	30	1610	49	1625	159%	10732%

	HT to EC Base	HT to EC Extension	HT to EC Arena	EC to V Baseline	EC to V Extension	EC to V Arena	V to EC Baseline	V to EC Extension	V to EC Arena	EC to HT Baseline	EC to HT Extension	EC to HT Arena
1000	249		3	228		0	98		1	109		3
1030	140		3	133		0	80		1	87		3
1100	193		3	172		0	115		1	134		3
1130	194		119	181		0	112		46	127		119
1200	162		119	151		0	90		46	127		119
1230	264		468	250		0	106		179	134		468
1300	182		468	168		0	112		179	142		468
1330	146		3	131		0	62		1	94		3
1400	291		13	276		0	93		5	113		13
1430	192		13	171		0	88		5	108		13
1500	200		23	191		0	44		9	69		23
1530	205		23	187		0	37		9	48		23
1600	166		22	161		0	152		8	188		22
1630	135		22	118		446	152		8	165		22

	Future Baseline	Future Baseline + Arena
1600	249	252
1630	140	143
1700	193	196
1730	194	313
1800	162	281
1830	264	732
1900	182	650
1930	146	149
2000	291	304
2030	192	205
2100	200	223
2130	205	228
2200	166	188
2230	135	157

	Future Baseline	Future Baseline + Arena
1600	228	228
1630	133	133
1700	172	172
1730	181	181
1800	151	151
1830	250	250
1900	168	168
1930	131	131
2000	276	276
2030	171	171
2100	191	191
2130	187	187
2200	161	161
2230	118	564

	Future Baseline	Future Baseline + Arena
1600	98	99
1630	80	81
1700	115	116
1730	112	158
1800	90	136
1830	106	285
1900	112	291
1930	62	63
2000	93	98
2030	88	93
2100	44	53
2130	37	46
2200	152	160
2230	152	160

	Future Baseline	Future Baseline + Arena
1600	109	112
1630	87	90
1700	134	137
1730	127	246
1800	127	246
1830	134	602
1900	142	610
1930	94	97
2000	113	126
2030	108	121
2100	69	92
2130	48	71
2200	188	210
2230	165	187

	Future Baseline	Future Baseline + Ar	% Change
1600	249	252	1%
1630	140	143	2%
1700	193	196	1%
1730	194	313	61%
1800	162	281	74%
1830	264	732	177%
1900	182	650	257%
1930	146	149	2%
2000	291	304	4%
2030	192	205	7%
2100	200	223	11%
2130	205	228	0%
2200	166	188	0%
2230	135	157	16%
Max	291	732	

	Future Ba	Future Baseline +	% Change
1600	228	228	0%
1630	133	133	0%
1700	172	172	0%
1730	181	181	0%
1800	151	151	0%
1830	250	250	0%
1900	168	168	0%
1930	131	131	0%
2000	276	276	0%
2030	171	171	0%
2100	191	191	0%
2130	187	187	0%
2200	161	161	0%
2230	118	564	378%
Max	276	564	

	Future Baseline	Future Ba	% Change
1600	98	99	1%
1630	80	81	1%
1700	115	116	1%
1730	112	158	41%
1800	90	136	51%
1830	106	285	169%
1900	112	291	160%
1930	62	63	2%
2000	93	98	5%
2030	88	93	6%
2100	44	53	20%
2130	37	46	0%
2200	152	160	0%
2230	152	160	6%
Max	152	291	

	Future Baseline	Future Baseline	% Change
1600	109	112	2%
1630	87	90	3%
1700	134	137	2%
1730	127	246	94%
1800	127	246	94%
1830	134	602	350%
1900	142	610	330%
1930	94	97	0%
2000	113	126	11%
2030	108	121	12%
2100	69	92	0%
2130	48	71	0%
2200	188	210	12%
2230	165	187	13%
Max	188	610	

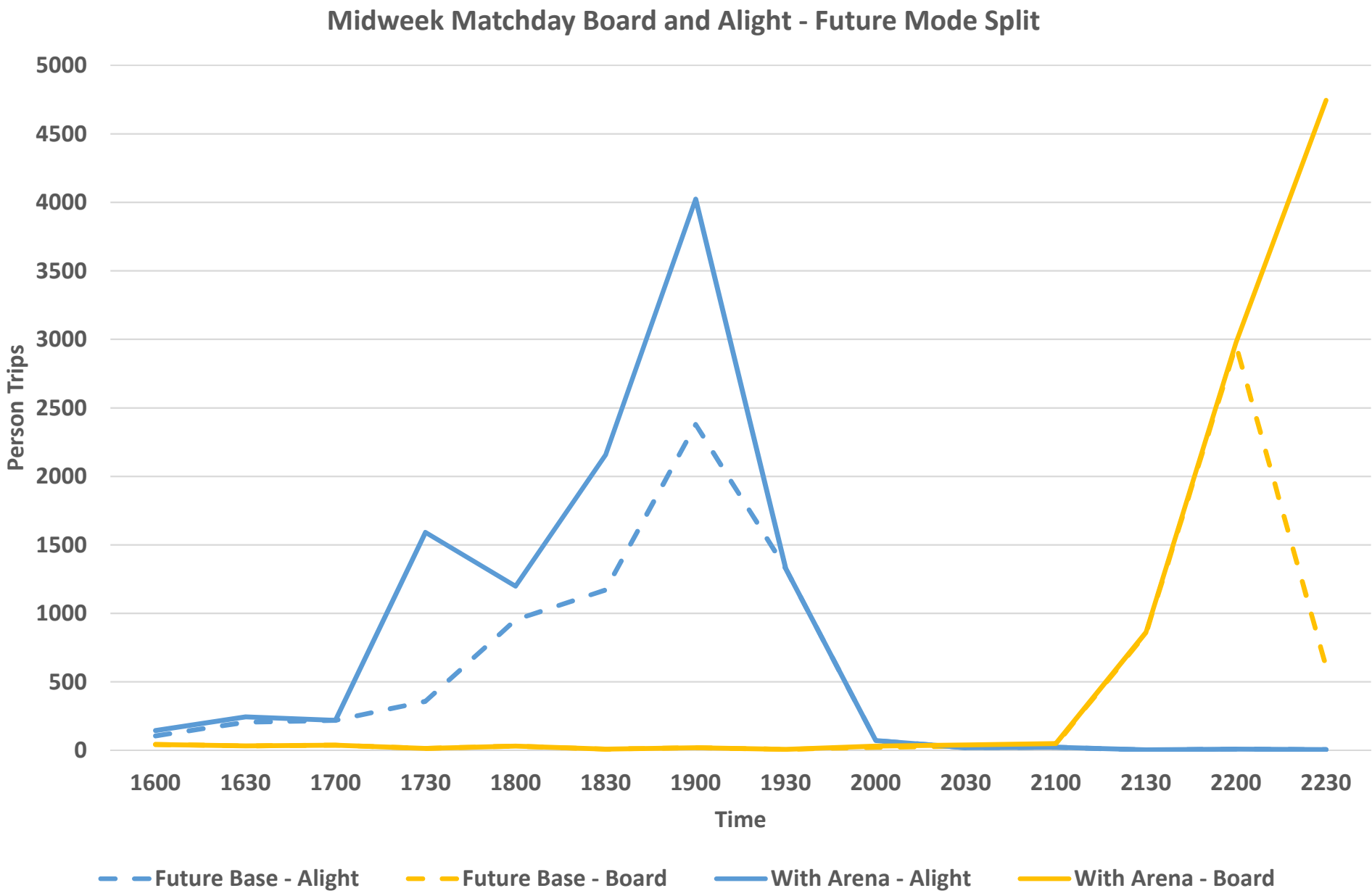
Midweek Matchday - Future Mode Split

								13.70%	17.50%		1.28		
	Baseline		Stadium Expansion		Future Baseline		Arena		Total		Total		
	Alighters	Boarders	Alighters	Boarders	Future Base - A	Future Base - Boar	Alighters	Boarders	With Arena - Alight	With Arena	Alighters	Boarders	
1600	106	44	0	0	106	44	39	0	145	44	36%	0%	
1630	206	34	0	0	206	34	39	0	245	34	19%	0%	
1700	220	38	0	0	220	38	0	0	220	38	0%	0%	
1730	358	14	0	0	358	14	1234	0	1592	14	345%	0%	
1800	723	31	229	0	952	31	247	0	1199	31	26%	0%	
1830	898	9	273	0	1171	9	987	0	2158	9	84%	0%	
1900	1806	20	573	0	2379	20	1645	0	4024	20	69%	0%	
1930	1018	8	309	0	1327	8	0	0	1327	8	0%	0%	
2000	72	24	0	0	72	24	0	8	72	32	0%	33%	
2030	19	32	0	0	19	32	0	8	19	40	0%	25%	
2100	24	43	0	0	24	43	0	8	24	51	0%	19%	
2130	4	655	0	198	4	853	0	8	4	861	0%	1%	
2200	10	2348	0	609	10	2957	0	19	10	2976	0%	1%	
2230	6	471	0	142	6	613	0	4132	6	4745	0%	674%	

	HT to EC Base	HT to EC Extension	HT to EC Arena	EC to V Baselir	EC to V Extension	EC to V Arena	V to EC Baseline	V to EC Ext	V to EC Arena	EC to HT Baseline	EC to HT Extension	EC to HT Arena
1600	237		28	151		0	149		11	173		0
1630	501		28	331		0	121		11	119		0
1700	541		0	347		0	139		0	151		0
1730	693		1096	358		0	118		138	109		0
1800	994	229	219	333		0	148		28	117		0
1830	1070	273	877	281		0	178		110	78		0
1900	1800	573	1461	142		0	159		184	31		0
1930	1019	309	0	124		0	115		0	0		0
2000	146		0	88		1	38		0	48		7
2030	86		0	77		1	16		0	38		7
2100	90		0	68		1	31		0	72		7
2130	0		0	78		1	8		0	581	198	7
2200	0		0	575		2	106		0	1869	609	17
2230	144		0	198		462	54		0	465	142	3670

	Future Baseline	Future Baseline + Arena		Future Baselin	Future Baseline + Arena		Future Baseline	Future Baseline + Arena		Future Baseline	Future Baseline + Arena	
1600	237	265		1600	151	151	1600	149	160	1600	173	173
1630	501	529		1630	331	331	1630	121	132	1630	119	119
1700	541	541		1700	347	347	1700	139	139	1700	151	151
1730	693	1789		1730	358	358	1730	118	256	1730	109	109
1800	1223	1442		1800	333	333	1800	148	176	1800	117	117
1830	1343	2219		1830	281	281	1830	178	288	1830	78	78
1900	2373	3834		1900	142	142	1900	159	343	1900	31	31
1930	1328	1328		1930	124	124	1930	115	115	1930	0	0
2000	146	146		2000	88	89	2000	38	38	2000	48	55
2030	86	86		2030	77	78	2030	16	16	2030	38	45
2100	90	90		2100	68	69	2100	31	31	2100	72	79
2130	0	0		2130	78	79	2130	8	8	2130	779	786
2200	0	0		2200	575	577	2200	106	106	2200	2478	2495
2230	144	144		2230	198	660	2230	54	54	2230	607	4277

	Future Baseline	Future Baseline + Ar	% Change	Future Bas	Future Baselin	% Change	Future Baseline	Future Bas	% Change	Future Bas	Future Baseline	% Change
1600	237	265	12%	151	151	0%	149	160	7%	173	173	0%
1630	501	529	6%	331	331	0%	121	132	9%	119	119	0%
1700	541	541	0%	347	347	0%	139	139	0%	151	151	0%
1730	693	1789	158%	358	358	0%	118	256	117%	109	109	0%
1800	1223	1442	18%	333	333	0%	148	176	19%	117	117	0%
1830	1343	2219	65%	281	281	0%	178	288	62%	78	78	0%
1900	2373	3834	62%	142	142	0%	159	343	116%	31	31	0%
1930	1328	1328	0%	124	124	0%	115	115	0%	0	0	0%
2000	146	146	0%	88	89	1%	38	38	0%	48	55	15%
2030	86	86	0%	77	78	1%	16	16	0%	38	45	19%
2100	90	90	0%	68	69	1%	31	31	0%	72	79	0%
2130	0	0	0%	78	79	0%	8	8	0%	779	786	0%
2200	0	0	0%	575	577	0%	106	106	0%	2478	2495	1%
2230	144	144	0%	198	660	233%	54	54	0%	607	4277	605%
Max	2373	3834		575	660		178	343		2478	4277	
		1461			85			165			1799	


Midweek Matchday Board and Alight - Future Mode Split
5000
4500
4000
3500
3000
2500
2000
1500
1000
500
0
Person Trips
1600
1630
1700
1730
1800
1830
1900
1930
2000
2030
2100
2130
2200
2230
Time
Future Base - Alight
Future Base - Board
With Arena - Alight
With Arena - Board

Midweek Non-Matchday - Future Mode Split

	Baseline		Stadium Expansion		Future Baseline		Arena		Total		Total	
	Alighters	Boarders	Alighters	Boarders	Future Base - Alig	Future Base - Boar	Alighters	Boarders	With Arena - Alig	With Arena - Boarc	Alighters	Boarders
1600	16	44	0	0	16	44	39	0	55	44	241%	0%
1630	28	27	0	0	28	27	39	0	67	27	138%	0%
1700	17	31	0	0	17	31	0	0	17	31	0%	0%
1730	18	24	0	0	18	24	1234	0	1252	24	6854%	0%
1800	8	25	0	0	8	25	247	0	255	25	3084%	0%
1830	4	10	0	0	4	10	987	0	991	10	24675%	0%
1900	6	10	0	0	6	10	1645	0	1651	10	27417%	0%
1930	12	5	0	0	12	5	0	0	12	5	0%	0%
2000	8	10	0	0	8	10	0	8	8	18	0%	80%
2030	3	5	0	0	3	5	0	8	3	13	0%	160%
2100	1	8	0	0	1	8	0	8	1	16	0%	100%
2130	2	3	0	0	2	3	0	8	2	11	0%	266%
2200	4	1	0	0	4	1	0	19	4	20	0%	1932%
2230	7	0	0	0	7	0	0	4132	7	4132	0%	-

	HT to EC Base	HT to EC Extension	HT to EC Arena	EC to V Baseline	EC to V Extension	EC to V Arena	V to EC Baseline	V to EC Extension	V to EC Arena	EC to HT Baseline	EC to HT Extension	EC to HT Arena
1600	300		28	286		0	186		11	228		0
1630	695		28	667		0	159		11	186		0
1700	572		0	559		0	106		0	133		0
1730	473		1096	461		0	93		138	111		0
1800	453		219	453		0	100		28	117		0
1830	358		877	356		0	84		110	92		0
1900	271		1461	266		0	41		184	50		0
1930	485		0	475		0	11		0	14		0
2000	97		0	96		1	22		0	25		7
2030	188		0	185		1	20		0	25		7
2100	118		0	118		1	16		0	23		7
2130	74		0	72		1	12		0	15		7
2200	82		0	78		2	24		0	25		17
2230	99		0	92		462	7		0	7		3670

	Future Baseline	Future Baseline + Arena
1600	300	328
1630	695	723
1700	572	572
1730	473	1569
1800	453	672
1830	358	1235
1900	271	1732
1930	485	485
2000	97	97
2030	188	188
2100	118	118
2130	74	74
2200	82	82
2230	99	99

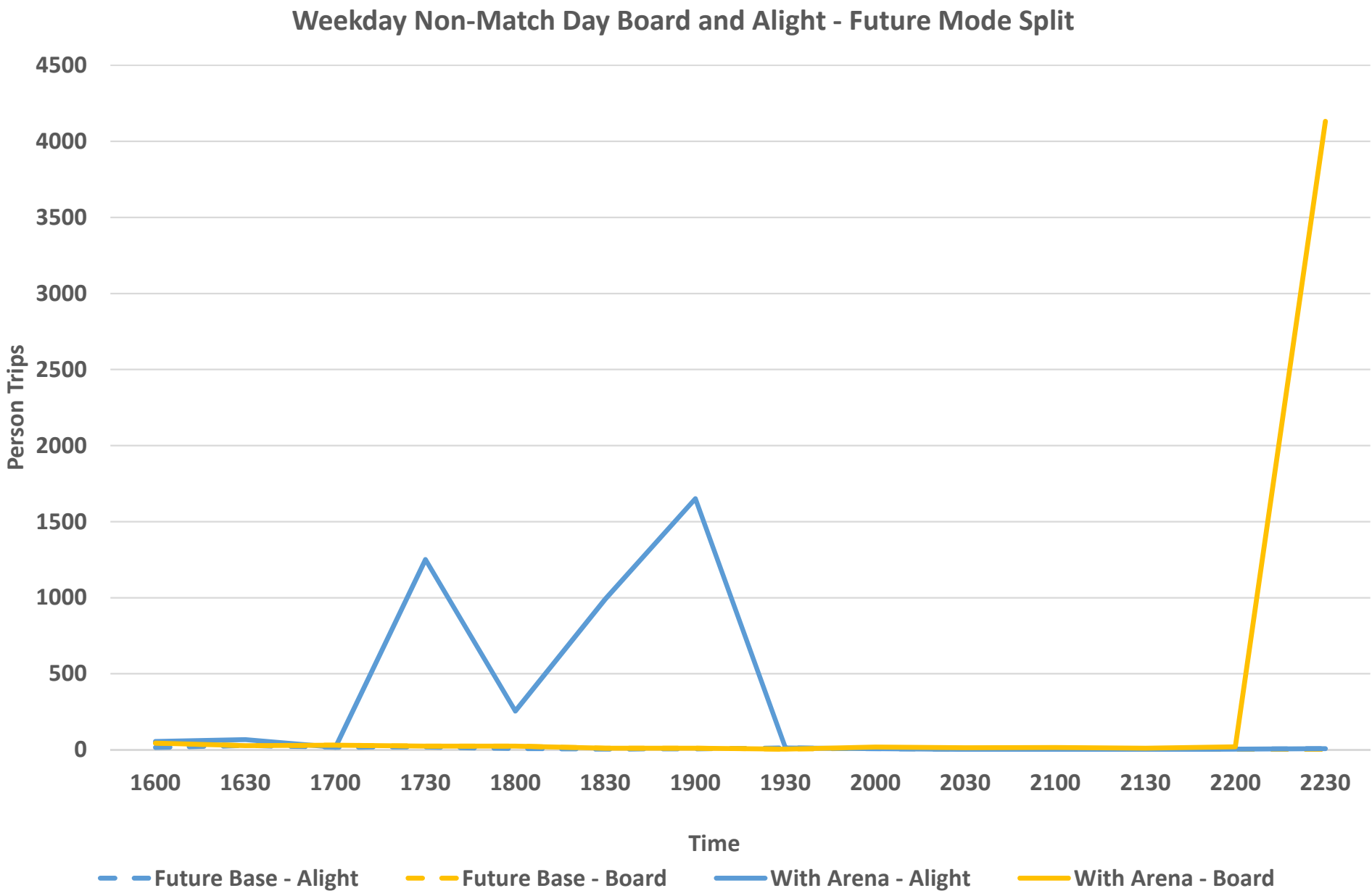
	Future Baseline	Future Baseline + Arena
1600	286	286
1630	667	667
1700	559	559
1730	461	461
1800	453	453
1830	356	356
1900	266	266
1930	475	475
2000	96	97
2030	185	186
2100	118	119
2130	72	73
2200	78	80
2230	92	554

	Future Baseline	Future Baseline + Arena
1600	186	197
1630	159	170
1700	106	106
1730	93	231
1800	100	128
1830	84	194
1900	41	225
1930	11	11
2000	22	22
2030	20	20
2100	16	16
2130	12	12
2200	24	24
2230	7	7

	Future Baseline	Future Baseline + Arena
1600	228	228
1630	186	186
1700	133	133
1730	111	111
1800	117	117
1830	92	92
1900	50	50
1930	14	14
2000	25	32
2030	25	32
2100	23	30
2130	15	22
2200	25	42
2230	7	3677

	Future Baseline	Future Baseline + Ar	% Change	Future Basi	Future Baseline +	% Change	Future Baseline	Future Bas	% Change	Future Baseline	Future Bas	% Change
1600	300	328	9%	286	286	0%	186	197	6%	228	228	0%
1630	695	723	4%	667	667	0%	159	170	7%	186	186	0%
1700	572	572	0%	559	559	0%	106	106	0%	133	133	0%
1730	473	1569	232%	461	461	0%	93	231	148%	111	111	0%
1800	453	672	48%	453	453	0%	100	128	28%	117	117	0%
1830	358	1235	245%	356	356	0%	84	194	131%	92	92	0%
1900	271	1732	539%	266	266	0%	41	225	449%	50	50	0%
1930	485	485	0%	475	475	0%	11	11	0%	14	14	0%
2000	97	97	0%	96	97	1%	22	22	0%	25	32	28%
2030	188	188	0%	185	186	0%	20	20	0%	25	32	28%
2100	118	118	0%	118	119	1%	16	16	0%	23	30	0%
2130	74	74	0%	72	73	0%	12	12	0%	15	22	0%
2200	82	82	0%	78	80	0%	24	24	0%	25	42	69%
2230	99	99	0%	92	554	502%	7	7	0%	7	3677	52427%
Max	695	1732		667	667		186	231		228	3677	

	HT to EC	EC to V	V to EC	EC to HT
Baseline P	1800	575	178	1869
Arena	1732	667	231	3677
	-68	92	53	1808
Per tram	-14	18	11	362


Weekday Non-Match Day Board and Alight - Future Mode Split
4500
4000
3500
3000
2500
2000
1500
1000
500
0
Person Trips
1600
1630
1700
1730
1800
1830
1900
1930
2000
2030
2100
2130
2200
2230
Time
Future Base - Alight
Future Base - Board
With Arena - Alight
With Arena - Board

Saturday Matchday - Future Mode Split

							14.00%	18.50%		1.32				
	Baseline		Stadium Expansion		Future Baseline		Arena		Total			Total		
Etihad Carr	Alighters	Boarders	Alighters	Boarders	Future Base - Alig	Future Base - Board	Alighters	Boarders	With Arena - Alight	With Arena - Board	Alighters	Boarders		
1000	408	14	187.2599	0	595.2599232	14	3	0	599	14	1%	0%		
1030	704	11	313.0602	0	1017.060179	11	3	0	1021	11	0%	0%		
1100	863	23	358.1946	0	1221.194622	23	3	0	1225	23	0%	0%		
1130	1054	36	381.242	0	1435.241997	36	164	0	1600	36	11%	0%		
1200	678	24	260.2433	0	938.2432778	24	165	0	1103	24	18%	0%		
1230	88	43	0	0	88	43	648	0	736	43	736%	0%		
1300	48	38	0	0	48	38	648	0	696	38	1350%	0%		
1330	14	25	0	0	14	25	4	0	18	25	28%	0%		
1400	22	497	0	184.8592	22	681.8591549	18	0	40	682	81%	0%		
1430	32	1167	0	328.9052	32	1495.90525	18	0	50	1496	55%	0%		
1500	16	1120	0	467.6697	16	1587.669654	32	0	48	1588	197%	0%		
1530	5	396	0	180.0576	5	576.0576184	32	0	37	576	631%	0%		
1600	14	350	0	162.2919	14	512.2919334	30	0	44	512	216%	0%		
1630	19	96	0	0	19	96	30	1610	49	1706	159%	1677%		

	HT to EC Base	HT to EC Extension	HT to EC Arena	EC to V Baseline	EC to V Extension	EC to V Arena	V to EC Baseline	V to EC Extension	V to EC Arena	EC to HT Baseline	EC to HT Extension	EC to HT Arena
1000	526	187	3	138		0	125		1	119		3
1030	760	313	3	110		0	226		1	183		3
1100	860	358	3	116		0	234		1	138		3
1130	899	381	157	105		0	296		60	72		157
1200	642	260	158	100		0	112		60	0		158
1230	210		619	133		0	139		237	171		619
1300	155		619	112		0	172		237	205		619
1330	152		4	141		0	214		1	236		4
1400	79		17	170		0	120		6	504	185	17
1430	5		17	455		0	180		6	865	329	17
1500	270		30	404		0	190		12	1160	468	30
1530	224		30	240		0	168		12	543	180	30
1600	286		29	284		0	159		11	497	162	29
1630	206		29	199		589	188		11	272	0	29

	Future Baseline	Future Baseline + Arena
1600	713	717
1630	1073	1076
1700	1218	1222
1730	1280	1437
1800	902	1060
1830	210	829
1900	155	774
1930	152	156
2000	79	96
2030	5	22
2100	270	300
2130	224	254
2200	286	315
2230	206	235

	Future Baseline	Future Baseline + Arena
1600	138	138
1630	110	110
1700	116	116
1730	105	105
1800	100	100
1830	133	133
1900	112	112
1930	141	141
2000	170	170
2030	455	455
2100	404	404
2130	240	240
2200	284	284
2230	199	788

	Future Baseline	Future Baseline + Arena
1600	125	126
1630	226	227
1700	234	235
1730	296	356
1800	112	172
1830	139	376
1900	172	409
1930	214	215
2000	120	126
2030	180	186
2100	190	202
2130	168	180
2200	159	170
2230	188	199

	Future Baseline	Future Baseline + Arena
1600	119	122
1630	183	186
1700	138	141
1730	72	229
1800	0	158
1830	171	790
1900	205	824
1930	236	240
2000	689	706
2030	1194	1211
2100	1628	1658
2130	723	753
2200	659	688
2230	272	301

	Future Baseline	Future Baseline + Ar	% Change
1600	713	717	0%
1630	1073	1076	0%
1700	1218	1222	0%
1730	1280	1437	12%
1800	902	1060	17%
1830	210	829	295%
1900	155	774	399%
1930	152	156	2%
2000	79	96	21%
2030	5	22	339%
2100	270	300	11%
2130	224	254	0%
2200	286	315	0%
2230	206	235	14%
Max	1280	1437	

	Future Basi	Future Baseline +	% Change
1600	138	138	0%
1630	110	110	0%
1700	116	116	0%
1730	105	105	0%
1800	100	100	0%
1830	133	133	0%
1900	112	112	0%
1930	141	141	0%
2000	170	170	0%
2030	455	455	0%
2100	404	404	0%
2130	240	240	0%
2200	284	284	0%
2230	199	788	296%
	455	788	

	Future Baseline	Future Base	% Change
1600	125	126	1%
1630	226	227	1%
1700	234	235	1%
1730	296	356	20%
1800	112	172	54%
1830	139	376	171%
1900	172	409	138%
1930	214	215	1%
2000	120	126	5%
2030	180	186	4%
2100	190	202	6%
2130	168	180	0%
2200	159	170	0%
2230	188	199	6%
	296	409	

	Future Baseline	Future Baseline	% Change
1600	119	122	3%
1630	183	186	2%
1700	138	141	2%
1730	72	229	218%
1800	0	158	#DIV/0!
1830	171	790	362%
1900	205	824	302%
1930	236	240	0%
2000	689	706	2%
2030	1194	1211	1%
2100	1628	1658	0%
2130	723	753	0%
2200	659	688	4%
2230	272	301	11%
	1628	1658	

Saturday Non-Matchday - Future Mode Split

	Baseline		Stadium Expansion		Future Baseline		Arena		Total		Total	
Etihad Can	Alighters	Boarders	Alighters	Boarders	Future Base - Alig	Future Base - Boar	Alighters	Boarders	With Arena - Alig	With Arena - Boarc	Alighters	Boarders
1000	23	13	0	0	23	13	3	0	26	13	15%	0%
1030	13	13	0	0	13	13	3	0	16	13	27%	0%
1100	22	20	0	0	22	20	3	0	25	20	16%	0%
1130	14	16	0	0	14	16	164	0	178	16	1175%	0%
1200	14	40	0	0	14	40	165	0	179	40	1178%	0%
1230	17	31	0	0	17	31	648	0	665	31	3811%	0%
1300	14	30	0	0	14	30	648	0	662	30	4627%	0%
1330	18	35	0	0	18	35	4	0	22	35	22%	0%
1400	15	20	0	0	15	20	18	0	33	20	118%	0%
1430	22	21	0	0	22	21	18	0	40	21	81%	0%
1500	11	27	0	0	11	27	32	0	43	27	287%	0%
1530	24	17	0	0	24	17	32	0	56	17	132%	0%
1600	9	40	0	0	9	40	30	0	39	40	336%	0%
1630	19	15	0	0	19	15	30	1610	49	1625	159%	10732%

	HT to EC Base	HT to EC Extension	HT to EC Arena	EC to V Baseline	EC to V Extension	EC to V Arena	V to EC Baseline	V to EC Extension	V to EC Arena	EC to HT Baseline	EC to HT Extension	EC to HT Arena
1000	249		3	228		0	98		1	109		3
1030	140		3	133		0	80		1	87		3
1100	193		3	172		0	115		1	134		3
1130	194		157	181		0	112		60	127		157
1200	162		158	151		0	90		60	127		158
1230	264		619	250		0	106		237	134		619
1300	182		619	168		0	112		237	142		619
1330	146		4	131		0	62		1	94		4
1400	291		17	276		0	93		6	113		17
1430	192		17	171		0	88		6	108		17
1500	200		30	191		0	44		12	69		30
1530	205		30	187		0	37		12	48		30
1600	166		29	161		0	152		11	188		29
1630	135		29	118		589	152		11	165		29

	Future Baseline	Future Baseline + Arena
1600	249	252
1630	140	143
1700	193	196
1730	194	351
1800	162	320
1830	264	883
1900	182	801
1930	146	150
2000	291	308
2030	192	209
2100	200	230
2130	205	235
2200	166	195
2230	135	164

	Future Baseline	Future Baseline + Arena
1600	228	228
1630	133	133
1700	172	172
1730	181	181
1800	151	151
1830	250	250
1900	168	168
1930	131	131
2000	276	276
2030	171	171
2100	191	191
2130	187	187
2200	161	161
2230	118	707

	Future Baseline	Future Baseline + Arena
1600	98	99
1630	80	81
1700	115	116
1730	112	172
1800	90	150
1830	106	343
1900	112	349
1930	62	63
2000	93	99
2030	88	94
2100	44	56
2130	37	49
2200	152	163
2230	152	163

	Future Baseline	Future Baseline + Arena
1600	109	112
1630	87	90
1700	134	137
1730	127	284
1800	127	285
1830	134	753
1900	142	761
1930	94	98
2000	113	130
2030	108	125
2100	69	99
2130	48	78
2200	188	217
2230	165	194

	Future Baseline	Future Baseline + Ar	% Change
1600	249	252	1%
1630	140	143	2%
1700	193	196	2%
1730	194	351	81%
1800	162	320	97%
1830	264	883	234%
1900	182	801	340%
1930	146	150	3%
2000	291	308	6%
2030	192	209	9%
2100	200	230	15%
2130	205	235	0%
2200	166	195	0%
2230	135	164	21%
Max	291	883	

	Future Ba:	Future Baseline +	% Change
1600	228	228	0%
1630	133	133	0%
1700	172	172	0%
1730	181	181	0%
1800	151	151	0%
1830	250	250	0%
1900	168	168	0%
1930	131	131	0%
2000	276	276	0%
2030	171	171	0%
2100	191	191	0%
2130	187	187	0%
2200	161	161	0%
2230	118	707	499%
Max	276	707	

	Future Baseline	Future Ba:	% Change
1600	98	99	1%
1630	80	81	2%
1700	115	116	1%
1730	112	172	54%
1800	90	150	67%
1830	106	343	224%
1900	112	349	212%
1930	62	63	2%
2000	93	99	7%
2030	88	94	7%
2100	44	56	26%
2130	37	49	0%
2200	152	163	0%
2230	152	163	7%
Max	152	349	

	Future Baseline	Future Baseline	% Change
1600	109	112	3%
1630	87	90	4%
1700	134	137	2%
1730	127	284	124%
1800	127	285	124%
1830	134	753	462%
1900	142	761	436%
1930	94	98	0%
2000	113	130	15%
2030	108	125	16%
2100	69	99	0%
2130	48	78	0%
2200	188	217	15%
2230	165	194	18%
Max	188	761	

Appendix B Park & Ride Survey Data

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Midweek Matchday

Ashton Moss Park and Ride - capacity 200 spaces

	In	Out	Acc	Spaces
	Entry 1	Exit 1		
1600 - 1615	2	4	136	64
1615 - 1630	5	4	137	63
1630 - 1645	3	13	127	73
1645 - 1700	3	15	115	85
1700 - 1715	6	10	111	89
1715 - 1730	4	13	102	98
1730 - 1745	9	16	95	105
1745 - 1800	18	13	100	100
1800 - 1815	19	20	99	101
1815 - 1830	28	11	116	84
1830 - 1845	31	10	137	63
1845 - 1900	15	3	149	51
1900 - 1915	12	4	157	43
1915 - 1930	2	2	157	43
1930 - 1945	0	3	154	46
1945 - 2000	1	3	152	48
2000 - 2015	0	2	150	50
2015 - 2030	0	1	149	51
2030 - 2045	0	2	147	53
2045 - 2100	0	1	146	54
2100 - 2115	0	0	146	54
2115 - 2130	0	2	144	56
2130 - 2145	1	1	144	56
2145 - 2200	0	1	143	57
2200 - 2215	1	14	130	70
2215 - 2230	3	78	55	145
2230 - 2245	2	39	18	182
2245 - 2300	0	18	0	200

Ashton West Park and Ride - capacity 195 spaces

	In		Out		Acc	Spaces
	Entry 1	Entry 2	Exit 1	Exit 2		
1600 - 1615	1	0	0	0	45	150
1615 - 1630	2	1	4	3	41	154
1630 - 1645	2	2	6	0	39	156
1645 - 1700	3	2	2	4	38	157
1700 - 1715	3	0	5	7	29	166
1715 - 1730	1	2	2	4	26	169
1730 - 1745	5	1	3	6	23	172
1745 - 1800	5	5	3	2	28	167
1800 - 1815	4	0	3	5	24	171
1815 - 1830	6	0	0	2	28	167
1830 - 1845	20	4	0	3	49	146
1845 - 1900	26	1	4	3	69	126
1900 - 1915	14	0	0	4	79	116
1915 - 1930	6	1	1	2	83	112
1930 - 1945	5	1	1	1	87	108
1945 - 2000	5	1	0	3	90	105
2000 - 2015	2	2	1	9	84	111
2015 - 2030	4	3	0	1	90	105
2030 - 2045	3	1	0	5	89	106
2045 - 2100	2	0	0	1	90	105
2100 - 2115	1	0	0	2	89	106
2115 - 2130	0	0	2	0	87	108
2130 - 2145	2	0	1	1	87	108
2145 - 2200	1	0	0	2	86	109
2200 - 2215	2	1	5	10	74	121
2215 - 2230	0	0	18	28	28	167
2230 - 2245	1	0	6	11	12	183
2245 - 2300	1	0	5	8	0	195

Saturday Matchday

Ashton Moss Park and Ride - capacity 200 spaces

	In	Out	Acc	Spaces
	Entry 1	Exit 1		
1000 - 1015	13	1	36	164
1015 - 1030	13	2	47	153
1030 - 1045	11	0	58	142
1045 - 1100	27	0	85	115
1100 - 1115	24	3	106	94
1115 - 1130	27	4	129	71
1130 - 1145	17	3	143	57
1145 - 1200	5	2	146	54
1200 - 1215	4	2	148	52
1215 - 1230	3	4	147	53
1230 - 1245	3	2	148	52
1245 - 1300	7	4	151	49
1300 - 1315	5	6	150	50
1315 - 1330	6	7	149	51
1330 - 1345	3	4	148	52
1345 - 1400	2	3	147	53
1400 - 1415	3	2	148	52
1415 - 1430	2	1	149	51
1430 - 1445	2	3	148	52
1445 - 1500	4	40	112	88
1500 - 1515	7	32	87	113
1515 - 1530	5	46	46	154
1530 - 1545	0	25	21	179
1545 - 1600	4	13	12	188
1600 - 1615	3	10	5	195
1615 - 1630	1	4	2	198
1630 - 1645	1	3	0	200
1645 - 1700	2	2	0	200

Ashton West Park and Ride - capacity 195 spaces

	In		Out		Acc	Spaces
	Entry 1	Entry 2	Exit 1	Exit 2		
1000 - 1015	4	1	0	1	0	195
1015 - 1030	5	0	0	1	4	191
1030 - 1045	4	1	0	0	9	186
1045 - 1100	9	0	0	1	17	178
1100 - 1115	19	0	0	2	34	161
1115 - 1130	25	1	1	0	59	136
1130 - 1145	17	0	1	1	74	121
1145 - 1200	6	3	2	2	79	116
1200 - 1215	6	0	2	0	83	112
1215 - 1230	2	0	0	2	83	112
1230 - 1245	2	2	0	1	86	109
1245 - 1300	5	1	1	3	88	107
1300 - 1315	4	0	1	0	91	104
1315 - 1330	1	1	1	3	89	106
1330 - 1345	2	1	1	2	89	106
1345 - 1400	2	0	1	2	88	107
1400 - 1415	3	2	3	3	87	108
1415 - 1430	3	0	5	0	85	110
1430 - 1445	3	3	2	2	87	108
1445 - 1500	5	1	6	4	83	112
1500 - 1515	3	0	16	23	47	148
1515 - 1530	2	1	7	11	32	163
1530 - 1545	3	2	4	5	28	167
1545 - 1600	3	1	5	5	22	173
1600 - 1615	2	1	0	3	22	173
1615 - 1630	4	0	1	3	22	173
1630 - 1645	3	0	3	4	18	177
1645 - 1700	6	1	0	3	22	173

Weekday Non-Match Day

Ashton Moss Park and Ride - capacity 200 spaces

	In	Out	Acc	Spaces
	Entry 1	Exit 1		
1600 - 1615	1	3	152	48
1615 - 1630	0	9	143	57
1630 - 1645	3	11	135	65
1645 - 1700	0	10	125	75
1700 - 1715	1	13	113	87
1715 - 1730	6	10	109	91
1730 - 1745	7	21	95	105
1745 - 1800	7	19	83	117
1800 - 1815	3	18	68	132
1815 - 1830	5	11	62	138
1830 - 1845	10	7	65	135
1845 - 1900	4	8	61	139
1900 - 1915	1	10	52	148
1915 - 1930	1	4	49	151
1930 - 1945	0	4	45	155
1945 - 2000	1	5	41	159
2000 - 2015	0	2	39	161
2015 - 2030	2	5	36	164
2030 - 2045	0	0	36	164
2045 - 2100	0	0	36	164
2100 - 2115	1	2	35	165
2115 - 2130	1	1	35	165
2130 - 2145	0	1	34	166
2145 - 2200	1	0	35	165
2200 - 2215	0	2	33	167
2215 - 2230	0	1	32	168
2230 - 2245	1	13	20	180
2245 - 2300	0	1	19	181

Ashton West Park and Ride - capacity 195 spaces

	In		Out		Acc	Spaces
	Entry 1	Entry 2	Exit 1	Exit 2		
1600 - 1615	1	2	1	2	57	138
1615 - 1630	0	0	0	0	57	138
1630 - 1645	3	1	5	1	55	140
1645 - 1700	0	1	3	2	51	144
1700 - 1715	1	0	1	4	47	148
1715 - 1730	2	3	3	3	46	149
1730 - 1745	1	0	3	5	39	156
1745 - 1800	5	1	2	8	35	160
1800 - 1815	2	2	4	3	32	163
1815 - 1830	4	2	2	1	35	160
1830 - 1845	5	2	1	7	34	161
1845 - 1900	4	2	4	2	34	161
1900 - 1915	2	0	2	3	31	164
1915 - 1930	0	0	0	4	27	168
1930 - 1945	2	0	0	1	28	167
1945 - 2000	1	1	0	5	25	170
2000 - 2015	1	1	1	2	24	171
2015 - 2030	2	1	0	5	22	173
2030 - 2045	3	3	0	4	24	171
2045 - 2100	4	2	3	2	25	170
2100 - 2115	0	0	0	2	23	172
2115 - 2130	1	1	0	4	21	174
2130 - 2145	1	0	0	1	21	174
2145 - 2200	1	0	0	1	21	174
2200 - 2215	0	0	1	0	20	175
2215 - 2230	0	0	1	0	19	176
2230 - 2245	0	0	1	3	15	180
2245 - 2300	1	0	1	4	11	184

Saturday Non-Match Day

Ashton Moss Park and Ride - capacity 200 spaces

	In	Out	Acc	Spaces
	Entry 1	Exit 1		
1000 - 1015	8	2	48	152
1015 - 1030	2	0	50	150
1030 - 1045	7	0	57	143
1045 - 1100	7	2	62	138
1100 - 1115	6	0	68	132
1115 - 1130	11	0	79	121
1130 - 1145	10	0	89	111
1145 - 1200	5	3	91	109
1200 - 1215	8	8	91	109
1215 - 1230	2	1	92	108
1230 - 1245	4	2	94	106
1245 - 1300	6	1	99	101
1300 - 1315	6	3	102	98
1315 - 1330	2	3	101	99
1330 - 1345	2	2	101	99
1345 - 1400	4	5	100	100
1400 - 1415	3	2	101	99
1415 - 1430	1	1	101	99
1430 - 1445	8	8	101	99
1445 - 1500	4	8	97	103
1500 - 1515	2	3	96	104
1515 - 1530	0	8	88	112
1530 - 1545	3	11	80	120
1545 - 1600	2	3	79	121
1600 - 1615	1	1	79	121
1615 - 1630	1	3	77	123
1630 - 1645	2	10	69	131
1645 - 1700	2	3	68	132

Ashton West Park and Ride - capacity 195 spaces

	In		Out		Acc	Spaces
	Entry 1	Entry 2	Exit 1	Exit 2		
1000 - 1015	2	0	1	0	11	184
1015 - 1030	1	1	0	0	13	182
1030 - 1045	2	2	2	0	15	180
1045 - 1100	1	1	0	0	17	178
1100 - 1115	2	1	0	1	19	176
1115 - 1130	1	2	0	1	21	174
1130 - 1145	1	4	1	1	24	171
1145 - 1200	1	1	0	0	26	169
1200 - 1215	1	0	1	2	24	171
1215 - 1230	5	0	0	3	26	169
1230 - 1245	2	0	0	1	27	168
1245 - 1300	1	1	0	2	27	168
1300 - 1315	3	1	0	0	31	164
1315 - 1330	5	2	0	4	34	161
1330 - 1345	2	4	2	0	38	157
1345 - 1400	2	1	1	1	39	156
1400 - 1415	3	1	1	5	37	158
1415 - 1430	4	1	0	2	40	155
1430 - 1445	2	1	2	0	41	154
1445 - 1500	6	3	0	4	46	149
1500 - 1515	5	2	0	1	52	143
1515 - 1530	5	3	1	2	57	138
1530 - 1545	4	2	2	2	59	136
1545 - 1600	2	2	1	4	58	137
1600 - 1615	3	4	4	1	60	135
1615 - 1630	4	1	0	12	53	142
1630 - 1645	9	1	3	8	52	143
1645 - 1700	1	2	0	5	50	145

Appendix C Traffic Survey Data and Modelling Outputs

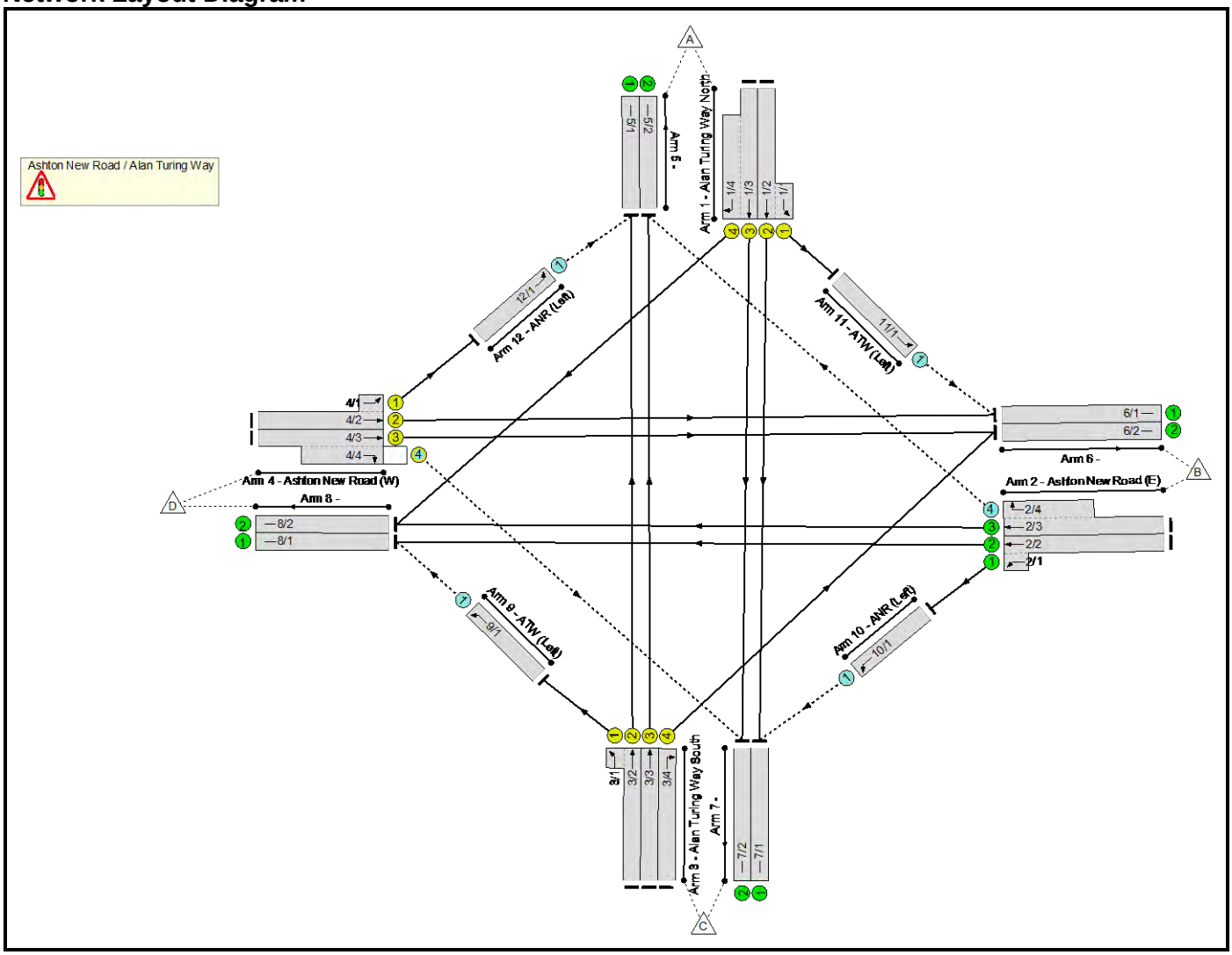
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Full Input Data And Results

User and Project Details

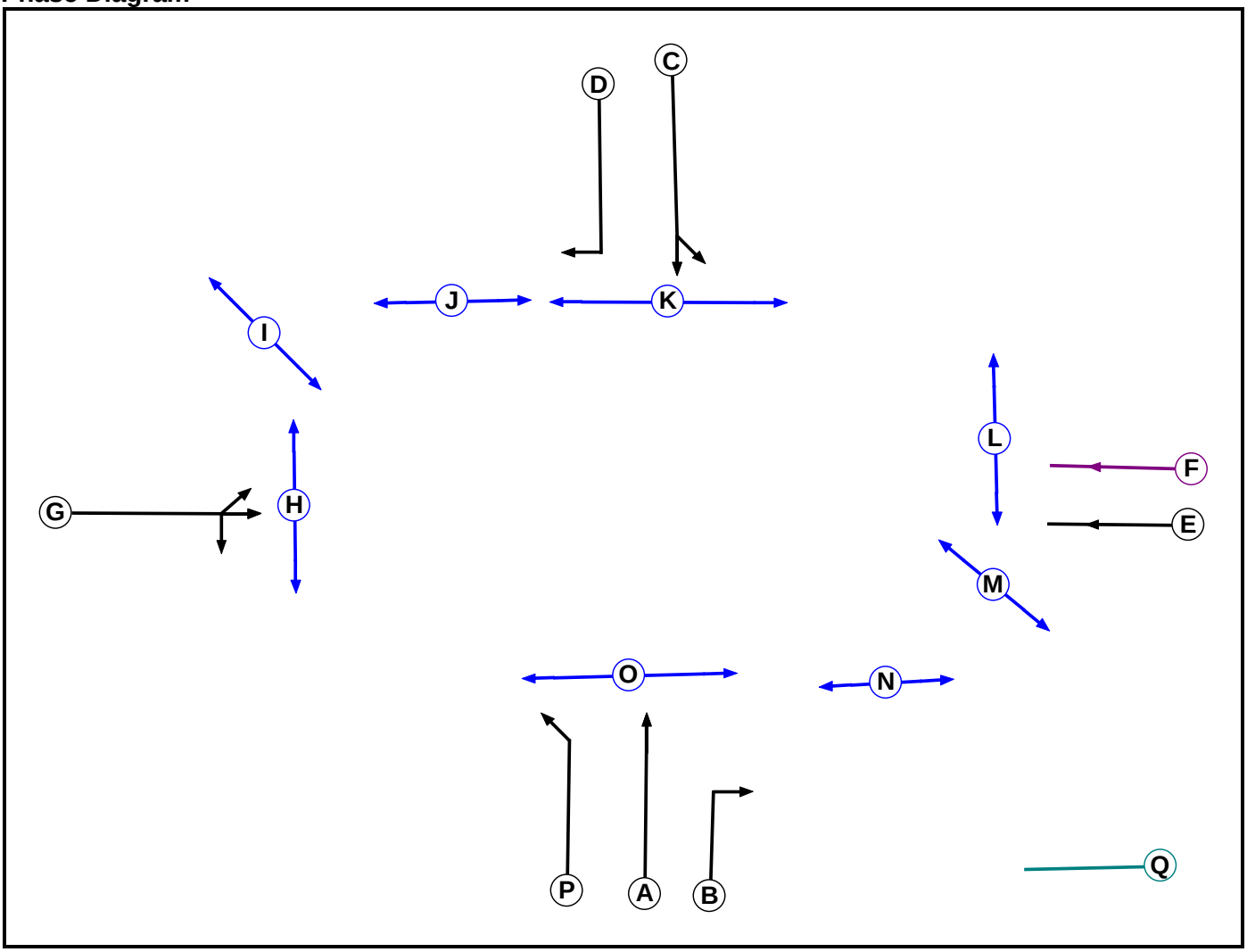
Project:	
Title:	
Location:	
Additional detail:	
File name:	Ashton New Road.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

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	Ind. Arrow	E	4	4
G	Traffic		7	7
H	Pedestrian		11	11
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		10	10
L	Pedestrian		11	11
M	Pedestrian		5	5
N	Pedestrian		5	5
O	Pedestrian		9	9
P	Traffic		7	7
Q	Dummy		1	1

Full Input Data And Results

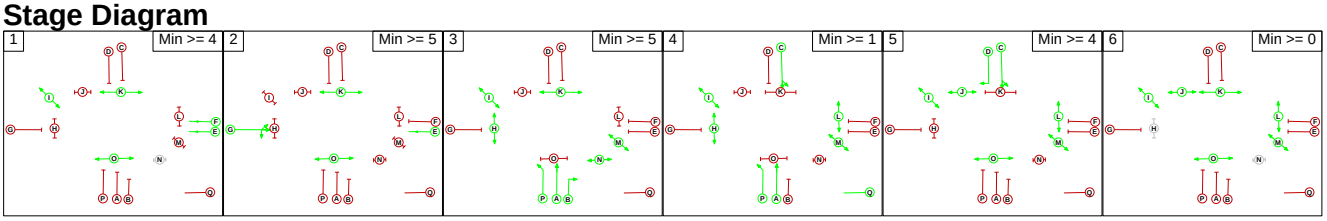
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
A		-	-	5	5	5	7	-	-	8	-	-	-	-	5	-	-
B	-		6	-	6	6	6	-	-	-	-	8	-	-	5	-	8
C	-	5		-	7	7	6	-	-	-	5	-	-	8	-	-	-
D	7	-	-		7	7	6	8	-	-	5	-	-	-	-	7	8
E	7	7	6	6		-	-	8	-	10	-	5	5	-	-	7	8
F	7	7	5	6	-		5	-	-	10	-	5	-	-	-	-	7
G	6	6	7	6	-	6		5	5	-	-	8	-	10	-	-	8
H	-	-	-	7	7	-	8		-	-	-	-	-	-	-	-	-
I	-	-	-	-	-	-	6	-		-	-	-	-	-	-	-	-
J	6	-	-	-	6	6	-	-	-		-	-	-	-	-	-	6
K	-	-	8	8	-	-	-	-	-	-		-	-	-	-	-	8
L	-	6	-	-	8	8	6	-	-	-	-		-	-	-	-	-
M	-	-	-	-	6	-	-	-	-	-	-	-		-	-	-	-
N	-	-	7	-	-	-	7	-	-	-	-	-	-		-	-	7
O	7	7	-	-	-	-	-	-	-	-	-	-	-	-		7	7
P	-	-	-	5	5	-	-	-	-	-	-	-	-	-	5		-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	F	Losing	1	1
2	4	E	Losing	1	1
2	4	G	Losing	1	1
2	5	E	Losing	1	1
2	5	G	Losing	1	1
3	1	A	Losing	1	1
3	1	B	Losing	1	1
3	1	P	Losing	1	1
3	4	B	Losing	2	2
3	4	N	Losing	1	1
3	5	A	Losing	2	2
3	5	B	Losing	2	2
3	5	N	Losing	1	1
3	5	P	Losing	2	2
4	1	A	Losing	3	3
4	1	C	Losing	1	1
4	1	M	Losing	2	2
4	1	P	Losing	3	3
4	3	C	Losing	1	1
4	5	A	Losing	2	2
4	5	P	Losing	2	2
5	1	C	Losing	1	1
5	1	D	Losing	1	1
5	1	J	Losing	2	2
5	4	J	Losing	1	1

Prohibited Stage Change

		To Stage					
		1	2	3	4	5	6
From Stage	1		6	8	8	10	10
	2	6		10	9	11	10
	3	7	8		10	10	8
	4	8	8	9		10	8
	5	8	8	8	8		5
	6	8	8	7	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Ashton New Road / Alan Turing Way											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/4 (Ashton New Road (E))	5/2 (Right)	1439	0	4/2	1.09	All	-	-	-	-	-
				4/3	1.09	All					
4/4 (Ashton New Road (W))	7/2 (Right)	1439	0	2/2	1.09	All	2.00	-	0.50	2	2.00
				2/3	1.09	All					
9/1 (ATW (Left))	8/1 (Ahead)	1439	0	1/4	1.09	All	-	-	-	-	-
				2/2	1.09	All					
				2/3	1.09	All					
10/1 (ANR (Left))	7/1 (Left)	1439	0	1/2	1.09	To 7/1 (Ahead)	-	-	-	-	-
				1/3	1.09	All					
				4/4	1.09	All					
11/1 (ATW (Left))	6/1 (Left)	1439	0	4/2	1.09	To 6/1 (Ahead)	-	-	-	-	-
				4/3	1.09	All					
12/1 (ANR (Left))	5/1 (Left)	1439	0	3/2	1.09	To 5/1 (Ahead)	-	-	-	-	-
				3/3	1.09	All					
				2/4	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Ashton New Road / Alan Turing Way												
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 (Alan Turing Way North)	U	C	2	3	3.1	Geom	-	4.50	0.00	Y	Arm 11 Left	32.00
1/2 (Alan Turing Way North)	U	C	2	3	57.4	Geom	-	3.70	0.00	Y	Arm 7 Ahead	Inf
1/3 (Alan Turing Way North)	U	C	2	3	57.4	Geom	-	3.40	0.00	Y	Arm 7 Ahead	Inf
1/4 (Alan Turing Way North)	U	D	2	3	10.4	Geom	-	3.60	0.00	Y	Arm 8 Right	14.00
2/1 (Ashton New Road (E))	U		2	3	2.1	Geom	-	4.50	0.00	Y	Arm 10 Ahead	35.00
2/2 (Ashton New Road (E))	U		2	3	13.9	Geom	-	3.00	0.00	N	Arm 8 Ahead	Inf
2/3 (Ashton New Road (E))	U		2	3	43.5	Geom	-	3.00	0.00	N	Arm 8 Ahead	Inf
2/4 (Ashton New Road (E))	O		2	3	7.8	Geom	-	3.00	0.00	Y	Arm 5 Right	14.00
3/1 (Alan Turing Way South)	U	P	2	3	1.7	Geom	-	4.70	0.00	Y	Arm 9 Left	36.00
3/2 (Alan Turing Way South)	U	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
3/3 (Alan Turing Way South)	U	A	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Ahead	Inf
3/4 (Alan Turing Way South)	U	B	2	3	18.3	Geom	-	3.40	0.00	Y	Arm 6 Right	15.00
4/1 (Ashton New Road (W))	U	G	2	3	2.1	Geom	-	4.50	0.00	Y	Arm 12 Ahead	38.00
4/2 (Ashton New Road (W))	U	G	2	3	8.7	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
4/3 (Ashton New Road (W))	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
4/4 (Ashton New Road (W))	O	G	2	3	7.1	Geom	-	3.00	0.00	Y	Arm 7 Right	21.00
5/1	U		2	3	52.2	Geom	-	4.25	0.00	Y		
5/2	U		2	3	52.2	Geom	-	4.25	0.00	Y		
6/1	U		2	3	44.3	Geom	-	4.00	0.00	Y		

Full Input Data And Results

6/2	U		2	3	13.9	Geom	-	4.00	0.00	Y		
7/1	U		2	3	60.0	Geom	-	4.50	0.00	Y		
7/2	U		2	3	60.0	Geom	-	3.60	0.00	Y		
8/1	U		2	3	60.0	Geom	-	4.00	0.00	Y		
8/2	U		2	3	9.6	Geom	-	4.00	0.00	Y		
9/1 (ATW (Left))	O		2	3	2.6	Geom	-	4.70	0.00	Y	Arm 8 Ahead	36.00
10/1 (ANR (Left))	O		2	3	2.6	Geom	-	4.50	0.00	Y	Arm 7 Left	35.00
11/1 (ATW (Left))	O		2	3	2.1	Geom	-	4.50	0.00	Y	Arm 6 Left	32.00
12/1 (ANR (Left))	O		2	3	2.1	Geom	-	4.50	0.00	Y	Arm 5 Left	38.00

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
2: '2019 Base (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
3: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
4: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
5: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
6: '2019 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
7: '2019 Base (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
8: '2019 Base (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
9: '2019 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
10: '2019 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
11: '2019 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
12: '2023 Base (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F2*1.05
13: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F3*1.0529
14: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F4*1.0529
15: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F5*1.0547
16: '2023 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F6*1.0547
17: '2023 Base (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F7*1.05
18: '2023 Base (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F8*1.0529
19: '2023 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F9*1.0529
20: '2023 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F10*1.0547
21: '2023 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F11*1.0547
22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
24: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
26: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
27: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
29: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	

Scenario 1: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Network Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	184	734	144	1062
	B	153	0	176	315	644
	C	1156	260	0	59	1475
	D	212	721	183	0	1116
	Tot.	1521	1165	1093	518	4297

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2019 Base (Non-Match) - Weekday PM Network Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	184
1/2 (with short)	505(In) 321(Out)
1/3 (with short)	557(In) 413(Out)
1/4 (short)	144
2/1 (short)	176
2/2 (with short)	491(In) 315(Out)
2/3 (with short)	153(In) 0(Out)
2/4 (short)	153
3/1 (short)	59
3/2 (with short)	616(In) 557(Out)
3/3	599
3/4	260
4/1 (short)	212
4/2 (with short)	529(In) 317(Out)
4/3 (with short)	587(In) 404(Out)
4/4 (short)	183
5/1	769
5/2	752
6/1	501
6/2	664
7/1	497
7/2	596
8/1	374
8/2	144
9/1	59
10/1	176
11/1	184
12/1	212

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

Full Input Data And Results

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	128	647	171	946
	B	97	0	93	213	403
	C	789	147	0	62	998
	D	151	304	78	0	533
	Tot.	1037	579	818	446	2880

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	128
1/2 (with short)	526(In) 398(Out)
1/3 (with short)	420(In) 249(Out)
1/4 (short)	171
2/1 (short)	93
2/2 (with short)	306(In) 213(Out)
2/3 (with short)	97(In) 0(Out)
2/4 (short)	97
3/1 (short)	62
3/2 (with short)	440(In) 378(Out)
3/3	411
3/4	147
4/1 (short)	151
4/2 (with short)	251(In) 100(Out)
4/3 (with short)	282(In) 204(Out)
4/4 (short)	78
5/1	529
5/2	508
6/1	228
6/2	351
7/1	491
7/2	327
8/1	275
8/2	171
9/1	62
10/1	93
11/1	128
12/1	151

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

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11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG4: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	56	280	70	406
	B	39	0	38	98	175
	C	297	69	0	21	387
	D	116	202	45	0	363
	Tot.	452	327	363	189	1331

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2019 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	56
1/2 (with short)	183(In) 127(Out)
1/3 (with short)	223(In) 153(Out)
1/4 (short)	70
2/1 (short)	38
2/2 (with short)	136(In) 98(Out)
2/3 (with short)	39(In) 0(Out)
2/4 (short)	39
3/1 (short)	21
3/2 (with short)	167(In) 146(Out)
3/3	151
3/4	69
4/1 (short)	116
4/2 (with short)	196(In) 80(Out)
4/3 (with short)	167(In) 122(Out)
4/4 (short)	45
5/1	262
5/2	190
6/1	136
6/2	191
7/1	165
7/2	198
8/1	119
8/2	70
9/1	21
10/1	38
11/1	56
12/1	116

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	182	687	169	1038
	B	144	0	149	320	613
	C	870	138	0	67	1075
	D	199	307	95	0	601
	Tot.	1213	627	931	556	3327

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2019 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	182
1/2 (with short)	499(In) 317(Out)
1/3 (with short)	539(In) 370(Out)
1/4 (short)	169
2/1 (short)	149
2/2 (with short)	469(In) 320(Out)
2/3 (with short)	144(In) 0(Out)
2/4 (short)	144
3/1 (short)	67
3/2 (with short)	482(In) 415(Out)
3/3	455
3/4	138
4/1 (short)	199
4/2 (with short)	273(In) 74(Out)
4/3 (with short)	328(In) 233(Out)
4/4 (short)	95
5/1	614
5/2	599
6/1	256
6/2	371
7/1	466
7/2	465
8/1	387
8/2	169
9/1	67
10/1	149
11/1	182
12/1	199

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG6: '2019 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	174	763	173	1110
	B	153	0	80	270	503
	C	810	138	0	59	1007
	D	165	301	78	0	544
	Tot.	1128	613	921	502	3164

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2019 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	174
1/2 (with short)	528(In) 354(Out)
1/3 (with short)	582(In) 409(Out)
1/4 (short)	173
2/1 (short)	80
2/2 (with short)	350(In) 270(Out)
2/3 (with short)	153(In) 0(Out)
2/4 (short)	153
3/1 (short)	59
3/2 (with short)	449(In) 390(Out)
3/3	420
3/4	138
4/1 (short)	165
4/2 (with short)	256(In) 91(Out)
4/3 (with short)	288(In) 210(Out)
4/4 (short)	78
5/1	555
5/2	573
6/1	265
6/2	348
7/1	434
7/2	487
8/1	329
8/2	173
9/1	59
10/1	80
11/1	174
12/1	165

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

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11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 6: '2019 Base (Match) - Weekday PM Network Peak' (FG7: '2019 Base (Match) - Weekday PM Network Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	176	849	163	1188
	B	137	0	146	268	551
	C	1116	261	0	99	1476
	D	241	651	138	0	1030
	Tot.	1494	1088	1133	530	4245

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2019 Base (Match) - Weekday PM Network Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	176
1/2 (with short)	559(In) 383(Out)
1/3 (with short)	629(In) 466(Out)
1/4 (short)	163
2/1 (short)	146
2/2 (with short)	414(In) 268(Out)
2/3 (with short)	137(In) 0(Out)
2/4 (short)	137
3/1 (short)	99
3/2 (with short)	618(In) 519(Out)
3/3	597
3/4	261
4/1 (short)	241
4/2 (with short)	507(In) 266(Out)
4/3 (with short)	523(In) 385(Out)
4/4 (short)	138
5/1	760
5/2	734
6/1	442
6/2	646
7/1	529
7/2	604
8/1	367
8/2	163
9/1	99
10/1	146
11/1	176
12/1	241

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 7: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	131	611	163	905
	B	225	0	173	352	750
	C	1043	197	0	179	1419
	D	254	304	158	0	716
	Tot.	1522	632	942	694	3790

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2019 Base (Match) - Weekday PM Arena Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	131
1/2 (with short)	615(In) 484(Out)
1/3 (with short)	290(In) 127(Out)
1/4 (short)	163
2/1 (short)	173
2/2 (with short)	525(In) 352(Out)
2/3 (with short)	225(In) 0(Out)
2/4 (short)	225
3/1 (short)	179
3/2 (with short)	636(In) 457(Out)
3/3	586
3/4	197
4/1 (short)	254
4/2 (with short)	293(In) 39(Out)
4/3 (with short)	423(In) 265(Out)
4/4 (short)	158
5/1	711
5/2	811
6/1	170
6/2	462
7/1	657
7/2	285
8/1	531
8/2	163
9/1	179
10/1	173
11/1	131
12/1	254

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 8: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG9: '2019 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	191	723	140	1054
	B	37	0	100	122	259
	C	307	131	0	72	510
	D	78	159	113	0	350
	Tot.	422	481	936	334	2173

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2019 Base (Match) - Weekday PM Arena Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	191
1/2 (with short)	522(In) 331(Out)
1/3 (with short)	532(In) 392(Out)
1/4 (short)	140
2/1 (short)	100
2/2 (with short)	222(In) 122(Out)
2/3 (with short)	37(In) 0(Out)
2/4 (short)	37
3/1 (short)	72
3/2 (with short)	220(In) 148(Out)
3/3	159
3/4	131
4/1 (short)	78
4/2 (with short)	126(In) 48(Out)
4/3 (with short)	224(In) 111(Out)
4/4 (short)	113
5/1	226
5/2	196
6/1	239
6/2	242
7/1	431
7/2	505
8/1	194
8/2	140
9/1	72
10/1	100
11/1	191
12/1	78

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

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11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 9: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG10: '2019 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	129	587	126	842
	B	161	0	125	292	578
	C	773	150	2	127	1052
	D	193	268	122	0	583
	Tot.	1127	547	836	545	3055

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2019 Base (Match) - Saturday Matinee Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	129
1/2 (with short)	405(In) 276(Out)
1/3 (with short)	437(In) 311(Out)
1/4 (short)	126
2/1 (short)	125
2/2 (with short)	417(In) 292(Out)
2/3 (with short)	161(In) 0(Out)
2/4 (short)	161
3/1 (short)	127
3/2 (with short)	475(In) 348(Out)
3/3	425
3/4	150
4/1 (short)	193
4/2 (with short)	244(In) 51(Out)
4/3 (with short)	339(In) 217(Out)
4/4 (short)	122
5/1	541
5/2	586
6/1	180
6/2	367
7/1	401
7/2	433
8/1	419
8/2	126
9/1	127
10/1	125
11/1	129
12/1	193

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

Full Input Data And Results

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 10: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG11: '2019 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	182	645	180	1007
	B	214	0	129	255	598
	C	578	118	0	55	751
	D	114	272	96	0	482
	Tot.	906	572	870	490	2838

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2019 Base (Match) - Saturday Matinee Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	182
1/2 (with short)	524(In) 342(Out)
1/3 (with short)	483(In) 303(Out)
1/4 (short)	180
2/1 (short)	129
2/2 (with short)	384(In) 255(Out)
2/3 (with short)	214(In) 0(Out)
2/4 (short)	214
3/1 (short)	55
3/2 (with short)	336(In) 281(Out)
3/3	297
3/4	118
4/1 (short)	114
4/2 (with short)	213(In) 99(Out)
4/3 (with short)	269(In) 173(Out)
4/4 (short)	96
5/1	395
5/2	511
6/1	281
6/2	291
7/1	471
7/2	399
8/1	310
8/2	180
9/1	55
10/1	129
11/1	182
12/1	114

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

Full Input Data And Results

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 11: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	193	771	151	1115
	B	161	0	185	331	677
	C	1214	273	0	62	1549
	D	223	757	192	0	1172
	Tot.	1598	1223	1148	544	4513

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2023 Base (Non-Match) - Weekday PM Network Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	193
1/2 (with short)	530(In) 337(Out)
1/3 (with short)	585(In) 434(Out)
1/4 (short)	151
2/1 (short)	185
2/2 (with short)	516(In) 331(Out)
2/3 (with short)	161(In) 0(Out)
2/4 (short)	161
3/1 (short)	62
3/2 (with short)	646(In) 584(Out)
3/3	630
3/4	273
4/1 (short)	223
4/2 (with short)	557(In) 334(Out)
4/3 (with short)	615(In) 423(Out)
4/4 (short)	192
5/1	807
5/2	791
6/1	527
6/2	696
7/1	522
7/2	626
8/1	393
8/2	151
9/1	62
10/1	185
11/1	193
12/1	223

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	135	681	180	996
	B	102	0	98	224	424
	C	831	155	0	65	1051
	D	159	320	82	0	561
	Tot.	1092	610	861	469	3032

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2023 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	135
1/2 (with short)	498(In) 363(Out)
1/3 (with short)	498(In) 318(Out)
1/4 (short)	180
2/1 (short)	98
2/2 (with short)	322(In) 224(Out)
2/3 (with short)	102(In) 0(Out)
2/4 (short)	102
3/1 (short)	65
3/2 (with short)	462(In) 397(Out)
3/3	434
3/4	155
4/1 (short)	159
4/2 (with short)	266(In) 107(Out)
4/3 (with short)	295(In) 213(Out)
4/4 (short)	82
5/1	556
5/2	536
6/1	242
6/2	368
7/1	461
7/2	400
8/1	289
8/2	180
9/1	65
10/1	98
11/1	135
12/1	159

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG14: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	59	295	74	428
	B	41	0	40	103	184
	C	313	73	0	22	408
	D	122	213	47	0	382
	Tot.	476	345	382	199	1402

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2023 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	59
1/2 (with short)	193(In) 134(Out)
1/3 (with short)	235(In) 161(Out)
1/4 (short)	74
2/1 (short)	40
2/2 (with short)	143(In) 103(Out)
2/3 (with short)	41(In) 0(Out)
2/4 (short)	41
3/1 (short)	22
3/2 (with short)	176(In) 154(Out)
3/3	159
3/4	73
4/1 (short)	122
4/2 (with short)	205(In) 83(Out)
4/3 (with short)	177(In) 130(Out)
4/4 (short)	47
5/1	276
5/2	200
6/1	142
6/2	203
7/1	174
7/2	208
8/1	125
8/2	74
9/1	22
10/1	40
11/1	59
12/1	122

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

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11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	192	725	178	1095
	B	152	0	157	338	647
	C	918	146	0	71	1135
	D	210	324	100	0	634
	Tot.	1280	662	982	587	3511

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2023 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	192
1/2 (with short)	525(In) 333(Out)
1/3 (with short)	570(In) 392(Out)
1/4 (short)	178
2/1 (short)	157
2/2 (with short)	495(In) 338(Out)
2/3 (with short)	152(In) 0(Out)
2/4 (short)	152
3/1 (short)	71
3/2 (with short)	508(In) 437(Out)
3/3	481
3/4	146
4/1 (short)	210
4/2 (with short)	288(In) 78(Out)
4/3 (with short)	346(In) 246(Out)
4/4 (short)	100
5/1	647
5/2	633
6/1	270
6/2	392
7/1	490
7/2	492
8/1	409
8/2	178
9/1	71
10/1	157
11/1	192
12/1	210

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG16: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	184	805	182	1171
	B	161	0	84	285	530
	C	854	146	0	62	1062
	D	174	317	82	0	573
	Tot.	1189	647	971	529	3336

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2023 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	184
1/2 (with short)	555(In) 371(Out)
1/3 (with short)	616(In) 434(Out)
1/4 (short)	182
2/1 (short)	84
2/2 (with short)	369(In) 285(Out)
2/3 (with short)	161(In) 0(Out)
2/4 (short)	161
3/1 (short)	62
3/2 (with short)	472(In) 410(Out)
3/3	444
3/4	146
4/1 (short)	174
4/2 (with short)	269(In) 95(Out)
4/3 (with short)	304(In) 222(Out)
4/4 (short)	82
5/1	584
5/2	605
6/1	279
6/2	368
7/1	455
7/2	516
8/1	347
8/2	182
9/1	62
10/1	84
11/1	184
12/1	174

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

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11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 16: '2023 Base (Match) - Weekday PM Network Peak' (FG17: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	185	891	171	1247
	B	144	0	153	281	578
	C	1172	274	0	104	1550
	D	253	684	145	0	1082
	Tot.	1569	1143	1189	556	4457

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2023 Base (Match) - Weekday PM Network Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	185
1/2 (with short)	587(In) 402(Out)
1/3 (with short)	660(In) 489(Out)
1/4 (short)	171
2/1 (short)	153
2/2 (with short)	434(In) 281(Out)
2/3 (with short)	144(In) 0(Out)
2/4 (short)	144
3/1 (short)	104
3/2 (with short)	649(In) 545(Out)
3/3	627
3/4	274
4/1 (short)	253
4/2 (with short)	532(In) 279(Out)
4/3 (with short)	550(In) 405(Out)
4/4 (short)	145
5/1	798
5/2	771
6/1	464
6/2	679
7/1	555
7/2	634
8/1	385
8/2	171
9/1	104
10/1	153
11/1	185
12/1	253

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

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11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 17: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	138	643	172	953
	B	237	0	182	371	790
	C	1098	207	0	188	1493
	D	267	320	166	0	753
	Tot.	1602	665	991	731	3989

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 2023 Base (Match) - Weekday PM Arena Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	138
1/2 (with short)	667(In) 529(Out)
1/3 (with short)	286(In) 114(Out)
1/4 (short)	172
2/1 (short)	182
2/2 (with short)	553(In) 371(Out)
2/3 (with short)	237(In) 0(Out)
2/4 (short)	237
3/1 (short)	188
3/2 (with short)	667(In) 479(Out)
3/3	619
3/4	207
4/1 (short)	267
4/2 (with short)	311(In) 44(Out)
4/3 (with short)	442(In) 276(Out)
4/4 (short)	166
5/1	746
5/2	856
6/1	182
6/2	483
7/1	711
7/2	280
8/1	559
8/2	172
9/1	188
10/1	182
11/1	138
12/1	267

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

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11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 18: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG19: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	201	761	147	1109
	B	39	0	105	128	272
	C	323	138	0	76	537
	D	82	167	119	0	368
	Tot.	444	506	985	351	2286

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2023 Base (Match) - Weekday PM Arena Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	201
1/2 (with short)	548(In) 347(Out)
1/3 (with short)	561(In) 414(Out)
1/4 (short)	147
2/1 (short)	105
2/2 (with short)	233(In) 128(Out)
2/3 (with short)	39(In) 0(Out)
2/4 (short)	39
3/1 (short)	76
3/2 (with short)	231(In) 155(Out)
3/3	168
3/4	138
4/1 (short)	82
4/2 (with short)	159(In) 77(Out)
4/3 (with short)	209(In) 90(Out)
4/4 (short)	119
5/1	237
5/2	207
6/1	278
6/2	228
7/1	452
7/2	533
8/1	204
8/2	147
9/1	76
10/1	105
11/1	201
12/1	82

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

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11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 19: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG20: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	136	619	133	888
	B	170	0	132	308	610
	C	815	158	2	134	1109
	D	204	283	129	0	616
	Tot.	1189	577	882	575	3223

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: 2023 Base (Match) - Saturday Matinee Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	136
1/2 (with short)	426(In) 290(Out)
1/3 (with short)	462(In) 329(Out)
1/4 (short)	133
2/1 (short)	132
2/2 (with short)	440(In) 308(Out)
2/3 (with short)	170(In) 0(Out)
2/4 (short)	170
3/1 (short)	134
3/2 (with short)	500(In) 366(Out)
3/3	449
3/4	158
4/1 (short)	204
4/2 (with short)	258(In) 54(Out)
4/3 (with short)	358(In) 229(Out)
4/4 (short)	129
5/1	570
5/2	619
6/1	190
6/2	387
7/1	422
7/2	458
8/1	442
8/2	133
9/1	134
10/1	132
11/1	136
12/1	204

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

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11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 20: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG21: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	192	680	190	1062
	B	226	0	136	269	631
	C	610	124	0	58	792
	D	120	287	101	0	508
	Tot.	956	603	917	517	2993

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: 2023 Base (Match) - Saturday Matinee Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	192
1/2 (with short)	521(In) 329(Out)
1/3 (with short)	541(In) 351(Out)
1/4 (short)	190
2/1 (short)	136
2/2 (with short)	405(In) 269(Out)
2/3 (with short)	226(In) 0(Out)
2/4 (short)	226
3/1 (short)	58
3/2 (with short)	353(In) 295(Out)
3/3	315
3/4	124
4/1 (short)	120
4/2 (with short)	226(In) 106(Out)
4/3 (with short)	282(In) 181(Out)
4/4 (short)	101
5/1	415
5/2	541
6/1	298
6/2	305
7/1	465
7/2	452
8/1	327
8/2	190
9/1	58
10/1	136
11/1	192
12/1	120

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	193	771	151	1115
	B	231	0	185	331	747
	C	1502	273	0	61	1836
	D	295	757	192	0	1244
	Tot.	2028	1223	1148	543	4942

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	193
1/2 (with short)	536(In) 343(Out)
1/3 (with short)	579(In) 428(Out)
1/4 (short)	151
2/1 (short)	185
2/2 (with short)	516(In) 331(Out)
2/3 (with short)	231(In) 0(Out)
2/4 (short)	231
3/1 (short)	61
3/2 (with short)	788(In) 727(Out)
3/3	775
3/4	273
4/1 (short)	295
4/2 (with short)	606(In) 311(Out)
4/3 (with short)	638(In) 446(Out)
4/4 (short)	192
5/1	1022
5/2	1006
6/1	504
6/2	719
7/1	528
7/2	620
8/1	392
8/2	151
9/1	61
10/1	185
11/1	193
12/1	295

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	134	681	180	995
	B	196	0	97	224	517
	C	1215	154	0	65	1434
	D	255	320	82	0	657
	Tot.	1666	608	860	469	3603

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	134
1/2 (with short)	646(In) 512(Out)
1/3 (with short)	349(In) 169(Out)
1/4 (short)	180
2/1 (short)	97
2/2 (with short)	321(In) 224(Out)
2/3 (with short)	196(In) 0(Out)
2/4 (short)	196
3/1 (short)	65
3/2 (with short)	652(In) 587(Out)
3/3	628
3/4	154
4/1 (short)	255
4/2 (with short)	302(In) 47(Out)
4/3 (with short)	355(In) 273(Out)
4/4 (short)	82
5/1	842
5/2	824
6/1	181
6/2	427
7/1	609
7/2	251
8/1	289
8/2	180
9/1	65
10/1	97
11/1	134
12/1	255

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG24: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	244	994	210	1448
	B	41	0	40	103	184
	C	313	73	0	22	408
	D	122	213	47	0	382
	Tot.	476	530	1081	335	2422

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	244
1/2 (with short)	701(In) 457(Out)
1/3 (with short)	747(In) 537(Out)
1/4 (short)	210
2/1 (short)	40
2/2 (with short)	143(In) 103(Out)
2/3 (with short)	41(In) 0(Out)
2/4 (short)	41
3/1 (short)	22
3/2 (with short)	176(In) 154(Out)
3/3	159
3/4	73
4/1 (short)	122
4/2 (with short)	176(In) 54(Out)
4/3 (with short)	206(In) 159(Out)
4/4 (short)	47
5/1	276
5/2	200
6/1	298
6/2	232
7/1	497
7/2	584
8/1	125
8/2	210
9/1	22
10/1	40
11/1	244
12/1	122

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	192	725	178	1095
	B	258	0	157	337	752
	C	1351	146	0	70	1567
	D	318	323	100	0	741
	Tot.	1927	661	982	585	4155

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	192
1/2 (with short)	658(In) 466(Out)
1/3 (with short)	437(In) 259(Out)
1/4 (short)	178
2/1 (short)	157
2/2 (with short)	494(In) 337(Out)
2/3 (with short)	258(In) 0(Out)
2/4 (short)	258
3/1 (short)	70
3/2 (with short)	722(In) 652(Out)
3/3	699
3/4	146
4/1 (short)	318
4/2 (with short)	335(In) 17(Out)
4/3 (with short)	406(In) 306(Out)
4/4 (short)	100
5/1	970
5/2	957
6/1	209
6/2	452
7/1	623
7/2	359
8/1	407
8/2	178
9/1	70
10/1	157
11/1	192
12/1	318

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG26: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak', Plan 2: 'Non Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	348	1427	303	2078
	B	165	0	85	285	535
	C	871	145	0	62	1078
	D	178	318	82	0	578
	Tot.	1214	811	1594	650	4269

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 25: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	348
1/2 (with short)	1007(In) 659(Out)
1/3 (with short)	1071(In) 768(Out)
1/4 (short)	303
2/1 (short)	85
2/2 (with short)	370(In) 285(Out)
2/3 (with short)	165(In) 0(Out)
2/4 (short)	165
3/1 (short)	62
3/2 (with short)	483(In) 421(Out)
3/3	450
3/4	145
4/1 (short)	178
4/2 (with short)	262(In) 84(Out)
4/3 (with short)	316(In) 234(Out)
4/4 (short)	82
5/1	599
5/2	615
6/1	432
6/2	379
7/1	744
7/2	850
8/1	347
8/2	303
9/1	62
10/1	85
11/1	348
12/1	178

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	185	892	171	1248
	B	155	0	154	282	591
	C	1220	274	0	104	1598
	D	261	684	145	0	1090
	Tot.	1636	1143	1191	557	4527

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: 2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	185
1/2 (with short)	588(In) 403(Out)
1/3 (with short)	660(In) 489(Out)
1/4 (short)	171
2/1 (short)	154
2/2 (with short)	436(In) 282(Out)
2/3 (with short)	155(In) 0(Out)
2/4 (short)	155
3/1 (short)	104
3/2 (with short)	672(In) 568(Out)
3/3	652
3/4	274
4/1 (short)	261
4/2 (with short)	538(In) 277(Out)
4/3 (with short)	552(In) 407(Out)
4/4 (short)	145
5/1	829
5/2	807
6/1	462
6/2	681
7/1	557
7/2	634
8/1	386
8/2	171
9/1	104
10/1	154
11/1	185
12/1	261

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

Full Input Data And Results

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	138	644	172	954
	B	252	0	182	371	805
	C	1162	207	0	189	1558
	D	184	320	166	0	670
	Tot.	1598	665	992	732	3987

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 27: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	138
1/2 (with short)	749(In) 611(Out)
1/3 (with short)	205(In) 33(Out)
1/4 (short)	172
2/1 (short)	182
2/2 (with short)	553(In) 371(Out)
2/3 (with short)	252(In) 0(Out)
2/4 (short)	252
3/1 (short)	189
3/2 (with short)	703(In) 514(Out)
3/3	648
3/4	207
4/1 (short)	184
4/2 (with short)	266(In) 82(Out)
4/3 (with short)	404(In) 238(Out)
4/4 (short)	166
5/1	698
5/2	900
6/1	220
6/2	445
7/1	793
7/2	199
8/1	560
8/2	172
9/1	189
10/1	182
11/1	138
12/1	184

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG29: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	232	878	170	1280
	B	39	0	105	128	272
	C	323	138	0	76	537
	D	83	167	119	0	369
	Tot.	445	537	1102	374	2458

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 28: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	232
1/2 (with short)	630(In) 398(Out)
1/3 (with short)	650(In) 480(Out)
1/4 (short)	170
2/1 (short)	105
2/2 (with short)	233(In) 128(Out)
2/3 (with short)	39(In) 0(Out)
2/4 (short)	39
3/1 (short)	76
3/2 (with short)	231(In) 155(Out)
3/3	168
3/4	138
4/1 (short)	83
4/2 (with short)	167(In) 84(Out)
4/3 (with short)	202(In) 83(Out)
4/4 (short)	119
5/1	238
5/2	207
6/1	316
6/2	221
7/1	503
7/2	599
8/1	204
8/2	170
9/1	76
10/1	105
11/1	232
12/1	83

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	136	619	133	888
	B	276	0	132	308	716
	C	1248	158	0	134	1540
	D	312	283	128	0	723
	Tot.	1836	577	879	575	3867

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 29: 2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	136
1/2 (with short)	642(In) 506(Out)
1/3 (with short)	246(In) 113(Out)
1/4 (short)	133
2/1 (short)	132
2/2 (with short)	440(In) 308(Out)
2/3 (with short)	276(In) 0(Out)
2/4 (short)	276
3/1 (short)	134
3/2 (with short)	709(In) 575(Out)
3/3	673
3/4	158
4/1 (short)	312
4/2 (with short)	312(In) 0(Out)
4/3 (with short)	411(In) 283(Out)
4/4 (short)	128
5/1	887
5/2	949
6/1	136
6/2	441
7/1	638
7/2	241
8/1	442
8/2	133
9/1	134
10/1	132
11/1	136
12/1	312

Full Input Data And Results

Lane Saturation Flows

Junction: Ashton New Road / Alan Turing Way								
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 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG1: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak', Plan 1: 'Matchday')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	356	1302	310	1968
	B	230	0	136	269	635
	C	627	125	0	58	810
	D	124	287	101	0	512
	Tot.	981	768	1539	637	3925

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 30: 2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak
Junction: Ashton New Road / Alan Turing Way	
1/1 (short)	356
1/2 (with short)	949(In) 593(Out)
1/3 (with short)	1019(In) 709(Out)
1/4 (short)	310
2/1 (short)	136
2/2 (with short)	405(In) 269(Out)
2/3 (with short)	230(In) 0(Out)
2/4 (short)	230
3/1 (short)	58
3/2 (with short)	363(In) 305(Out)
3/3	322
3/4	125
4/1 (short)	124
4/2 (with short)	231(In) 107(Out)
4/3 (with short)	281(In) 180(Out)
4/4 (short)	101
5/1	429
5/2	552
6/1	463
6/2	305
7/1	729
7/2	810
8/1	327
8/2	310
9/1	58
10/1	136
11/1	356
12/1	124

Full Input Data And Results

Lane Saturation Flows

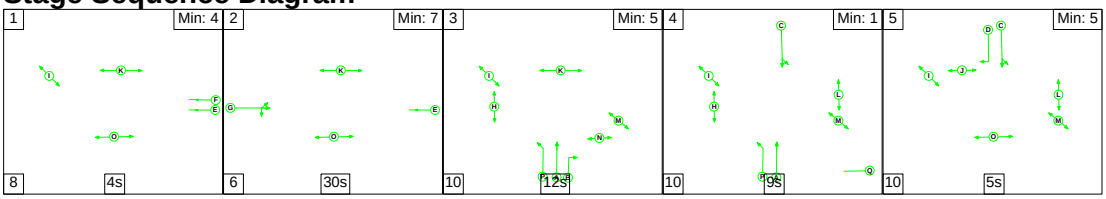
Junction: Ashton New Road / Alan Turing Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Alan Turing Way North)	4.50	0.00	Y	Arm 11 Left	32.00	100.0 %	1973	1973
1/2 (Alan Turing Way North)	3.70	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1985	1985
1/3 (Alan Turing Way North)	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
1/4 (Alan Turing Way North)	3.60	0.00	Y	Arm 8 Right	14.00	100.0 %	1784	1784
2/1 (Ashton New Road (E))	4.50	0.00	Y	Arm 10 Ahead	35.00	100.0 %	1980	1980
2/2 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
2/3 (Ashton New Road (E))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
2/4 (Ashton New Road (E))	3.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1730	1730
3/1 (Alan Turing Way South)	4.70	0.00	Y	Arm 9 Left	36.00	100.0 %	2002	2002
3/2 (Alan Turing Way South)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
3/3 (Alan Turing Way South)	3.40	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1955	1955
3/4 (Alan Turing Way South)	3.40	0.00	Y	Arm 6 Right	15.00	100.0 %	1777	1777
4/1 (Ashton New Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/3 (Ashton New Road (W))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
4/4 (Ashton New Road (W))	3.00	0.00	Y	Arm 7 Right	21.00	100.0 %	1787	1787
5/1	4.25	0.00	Y				2040	2040
5/2	4.25	0.00	Y				2040	2040
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	4.50	0.00	Y				2065	2065
7/2	3.60	0.00	Y				1975	1975
8/1	4.00	0.00	Y				2015	2015
8/2	4.00	0.00	Y				2015	2015
9/1 (ATW (Left))	4.70	0.00	Y	Arm 8 Ahead	36.00	100.0 %	2002	2002
10/1 (ANR (Left))	4.50	0.00	Y	Arm 7 Left	35.00	100.0 %	1980	1980

Full Input Data And Results

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	32.00	100.0 %	1973	1973
12/1 (ANR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 1: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Network Peak', Plan 2: 'Non Matchday')

Stage Sequence Diagram

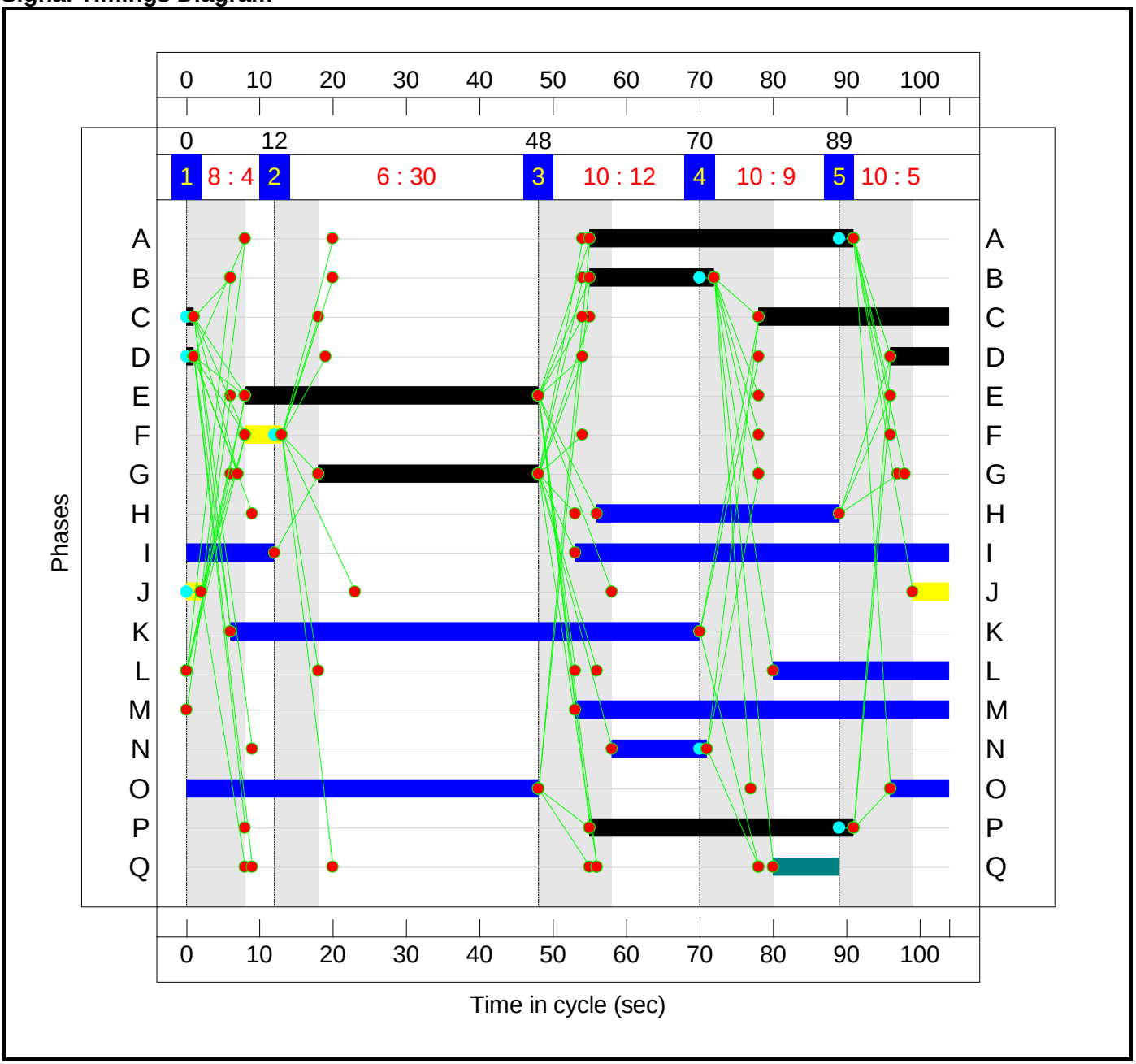


Stage Timings

Stage	1	2	3	4	5
Duration	4	30	12	9	5
Change Point	0	12	48	70	89

Full Input Data And Results

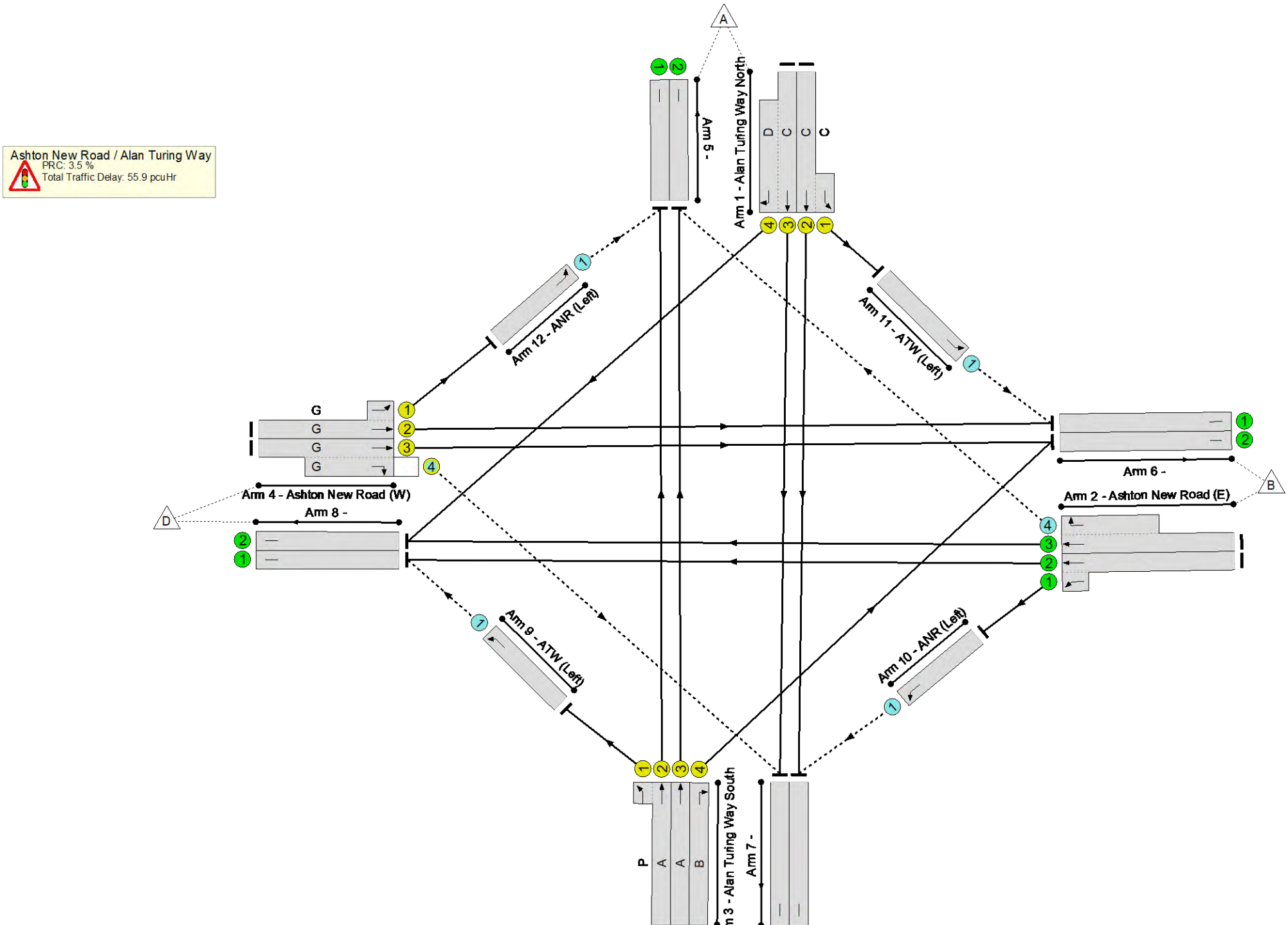
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.9%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.9%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	27	-	505	1985:1973	385+221	83.4 : 83.4%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	27:9	-	557	1955:1784	492+171	84.0 : 84.0%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	491	2055:1980	1301+727	24.2 : 24.2%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	153	2055:1730	0+1054	0.0 : 14.5%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	36	-	616	1945:2002	641+68	86.9 : 86.9%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	36	-	599	1955	696	86.1%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	17	-	260	1777	308	84.5%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	30	-	529	1915:1987	374+250	84.7 : 84.7%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	30	-	587	1915:1787	468+212	86.3 : 86.3%
5/1		U	N/A	N/A	-		-	-	-	769	2040	2040	37.7%
5/2		U	N/A	N/A	-		-	-	-	752	2040	2040	36.9%
6/1		U	N/A	N/A	-		-	-	-	501	2015	2015	24.9%
6/2		U	N/A	N/A	-		-	-	-	664	2015	2015	33.0%
7/1		U	N/A	N/A	-		-	-	-	497	2065	2065	24.1%
7/2		U	N/A	N/A	-		-	-	-	596	1975	1975	30.2%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	374	2015	2015	18.6%
8/2		U	N/A	N/A	-		-	-	-	144	2015	2015	7.1%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	59	2002	1004	5.9%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	176	1980	899	19.6%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	184	1973	1054	17.5%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	212	1987	820	25.8%

Full Input Data And Results

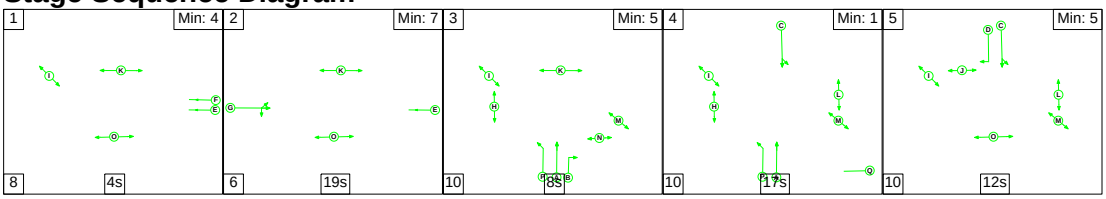
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**593**	**374**	**0**	**34.6**	**21.2**	**0.1**	**55.9**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**593**	**374**	**0**	**34.6**	**21.2**	**0.1**	**55.9**	**-**	**-**	**-**	**-**
1/2+1/1	505	505	-	-	-	4.8	2.4	-	7.2	51.3	11.7	2.4	14.1
1/3+1/4	557	557	-	-	-	5.9	2.5	-	8.4	54.3	11.2	2.5	13.7
2/2+2/1	491	491	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/3+2/4	153	153	44	109	0	0.2	0.1	-	0.2	5.6	1.3	0.1	1.4
3/2+3/1	616	616	-	-	-	5.3	3.1	-	8.4	49.1	16.2	3.1	19.4
3/3	599	599	-	-	-	5.2	2.9	-	8.1	48.7	16.0	2.9	18.9
3/4	260	260	-	-	-	3.0	2.5	-	5.5	75.9	7.2	2.5	9.7
4/2+4/1	529	529	-	-	-	4.9	2.6	-	7.5	51.0	12.7	2.6	15.3
4/3+4/4	587	587	183	0	0	5.3	3.0	0.1	8.3	50.9	12.4	3.0	15.4
5/1	769	769	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/2	752	752	-	-	-	0.0	0.3	-	0.3	1.6	14.4	0.3	14.6
6/1	501	501	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	664	664	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	497	497	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
7/2	596	596	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	374	374	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	144	144	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	59	59	59	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	176	176	95	81	0	0.1	0.1	-	0.3	5.4	1.4	0.1	1.5
11/1	184	184	0	184	0	0.0	0.1	-	0.1	2.1	1.3	0.1	1.4
12/1	212	212	212	0	0	0.0	0.2	-	0.2	3.0	0.8	0.2	1.0

C1 PRC for Signalled Lanes (%): 3.5 Total Delay for Signalled Lanes (pcuHr): 53.36 Cycle Time (s): 104
PRC Over All Lanes (%): 3.5 Total Delay Over All Lanes(pcuHr): 55.92

Full Input Data And Results

Scenario 2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 2: 'Non Matchday')

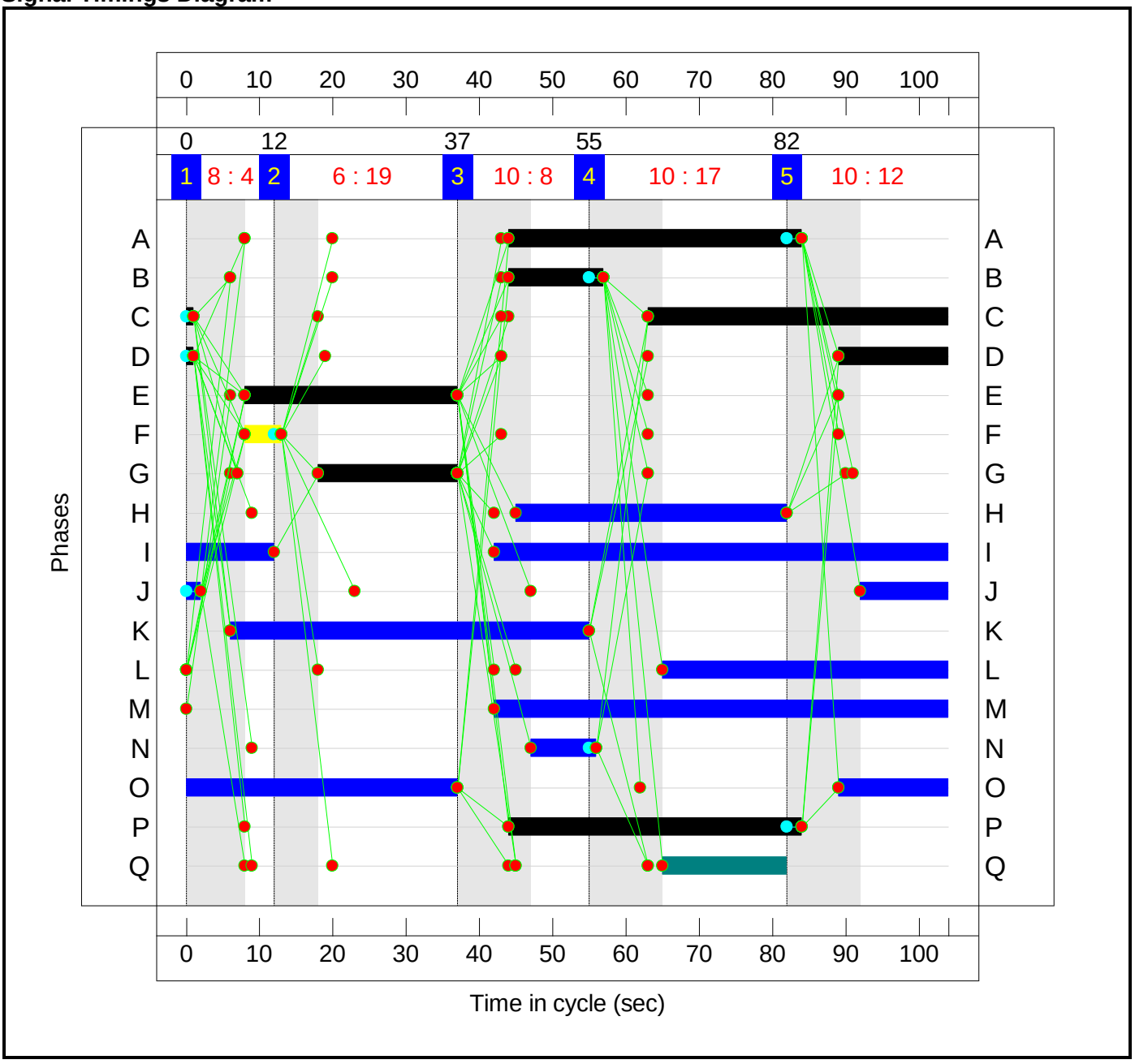
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	19	8	17	12
Change Point	0	12	37	55	82

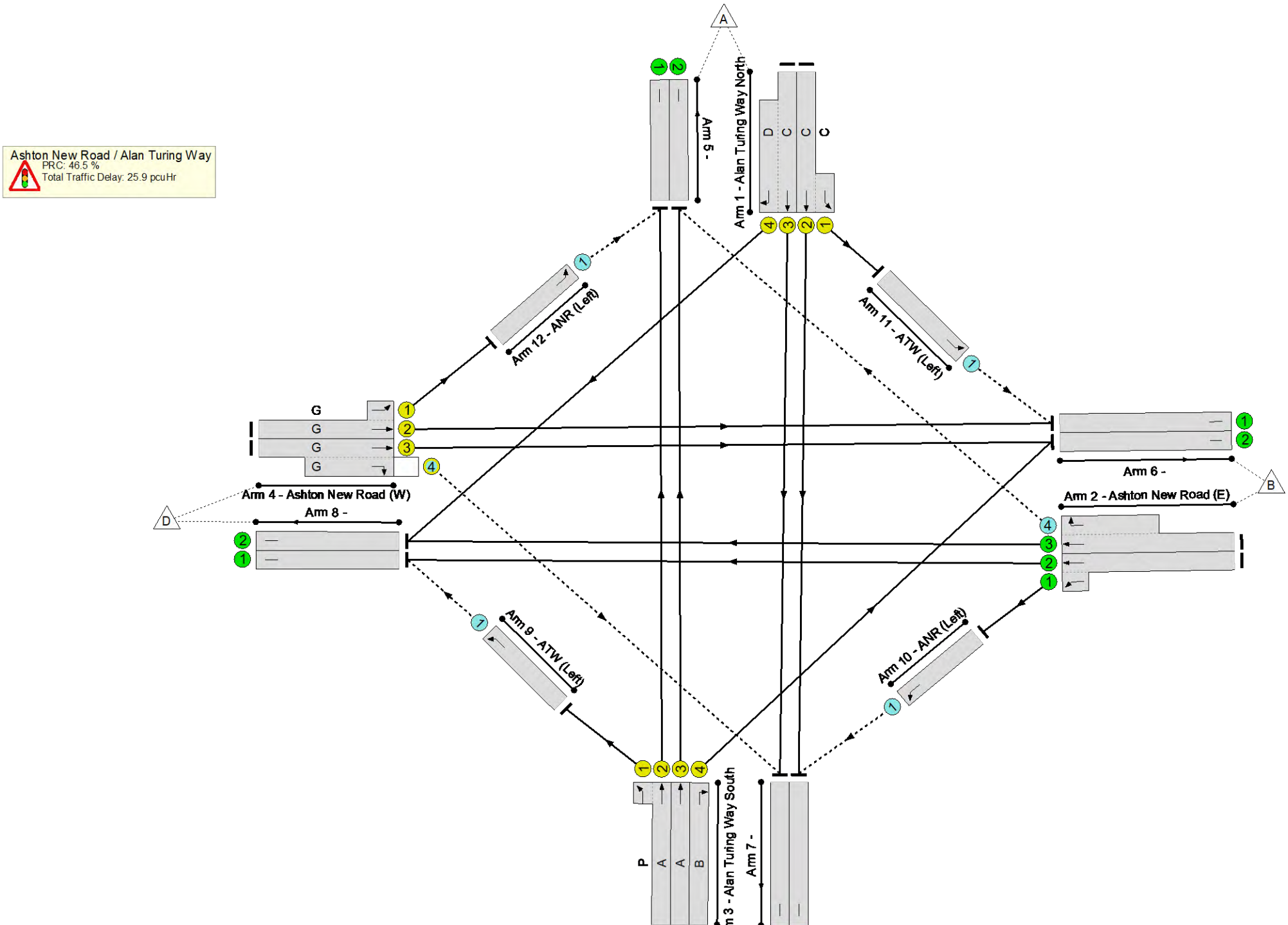
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.5%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.5%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	42	-	526	1985:1973	654+210	60.8 : 60.8%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	42:16	-	420	1955:1784	425+292	58.6 : 58.6%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	306	2055:1980	1414+617	15.1 : 15.1%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	97	2055:1730	0+1268	0.0 : 7.6%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	40	-	440	1945:2002	677+111	55.8 : 55.8%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	40	-	411	1955	771	53.3%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	147	1777	239	61.5%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	19	-	251	1915:1987	168+253	59.6 : 59.6%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	19	-	282	1915:1787	336+129	60.7 : 60.7%
5/1		U	N/A	N/A	-		-	-	-	529	2040	2040	25.9%
5/2		U	N/A	N/A	-		-	-	-	508	2040	2040	24.9%
6/1		U	N/A	N/A	-		-	-	-	228	2015	2015	11.3%
6/2		U	N/A	N/A	-		-	-	-	351	2015	2015	17.4%
7/1		U	N/A	N/A	-		-	-	-	491	2065	2065	23.8%
7/2		U	N/A	N/A	-		-	-	-	327	1975	1975	16.6%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	275	2015	2015	13.6%
8/2		U	N/A	N/A	-		-	-	-	171	2015	2015	8.5%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	62	2002	1084	5.7%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	93	1980	930	10.0%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	128	1973	1268	10.1%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	151	1987	916	16.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**366**	**243**	**0**	**19.7**	**6.2**	**0.0**	**25.9**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**366**	**243**	**0**	**19.7**	**6.2**	**0.0**	**25.9**	**-**	**-**	**-**	**-**
1/2+1/1	526	526	-	-	-	3.3	0.8	-	4.1	28.1	10.5	0.8	11.3
1/3+1/4	420	420	-	-	-	3.3	0.7	-	4.0	34.6	4.8	0.7	5.5
2/2+2/1	306	306	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
2/3+2/4	97	97	19	78	0	0.0	0.0	-	0.1	2.1	0.3	0.0	0.3
3/2+3/1	440	440	-	-	-	2.9	0.6	-	3.6	29.1	9.5	0.6	10.1
3/3	411	411	-	-	-	2.8	0.6	-	3.3	29.2	9.0	0.6	9.6
3/4	147	147	-	-	-	1.7	0.8	-	2.5	61.7	4.0	0.8	4.8
4/2+4/1	251	251	-	-	-	2.6	0.7	-	3.3	47.7	5.1	0.7	5.8
4/3+4/4	282	282	78	0	0	2.9	0.8	0.0	3.7	47.3	5.3	0.8	6.1
5/1	529	529	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	508	508	-	-	-	0.0	0.2	-	0.2	1.2	4.0	0.2	4.1
6/1	228	228	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	351	351	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	491	491	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
7/2	327	327	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	275	275	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/2	171	171	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	62	62	62	0	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	93	93	56	37	0	0.1	0.1	-	0.1	4.1	0.5	0.1	0.6
11/1	128	128	0	128	0	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
12/1	151	151	151	0	0	0.0	0.1	-	0.1	2.6	2.8	0.1	2.9

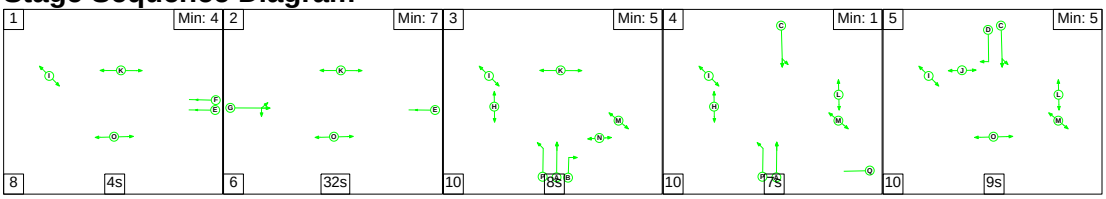
C1 PRC for Signalled Lanes (%): 46.5 Total Delay for Signalled Lanes (pcuHr): 24.57 Cycle Time (s): 104

PRC Over All Lanes (%): 46.5 Total Delay Over All Lanes(pcuHr): 25.91

Full Input Data And Results

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG4: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 2: 'Non Matchday')

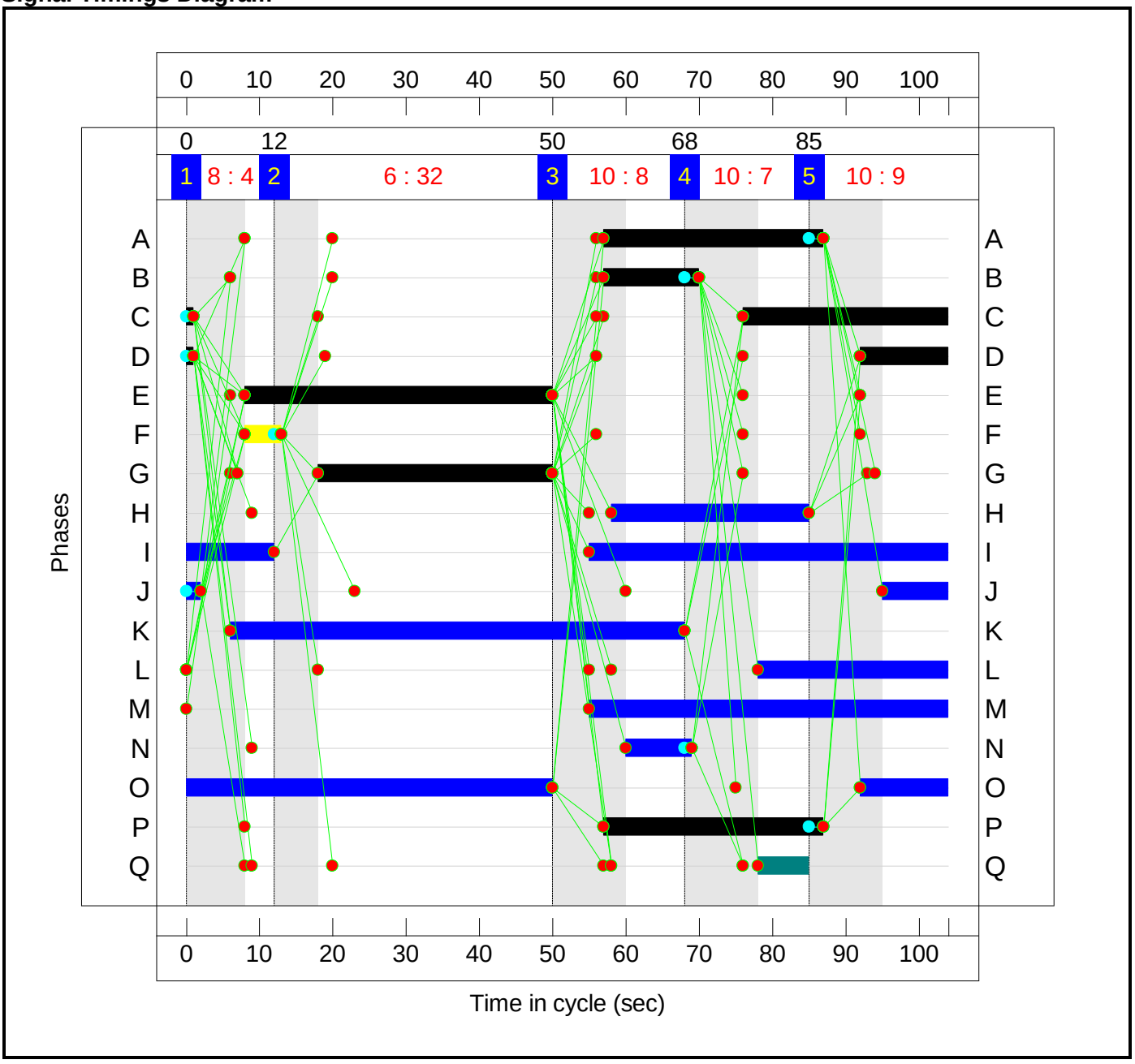
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	32	8	7	9
Change Point	0	12	50	68	85

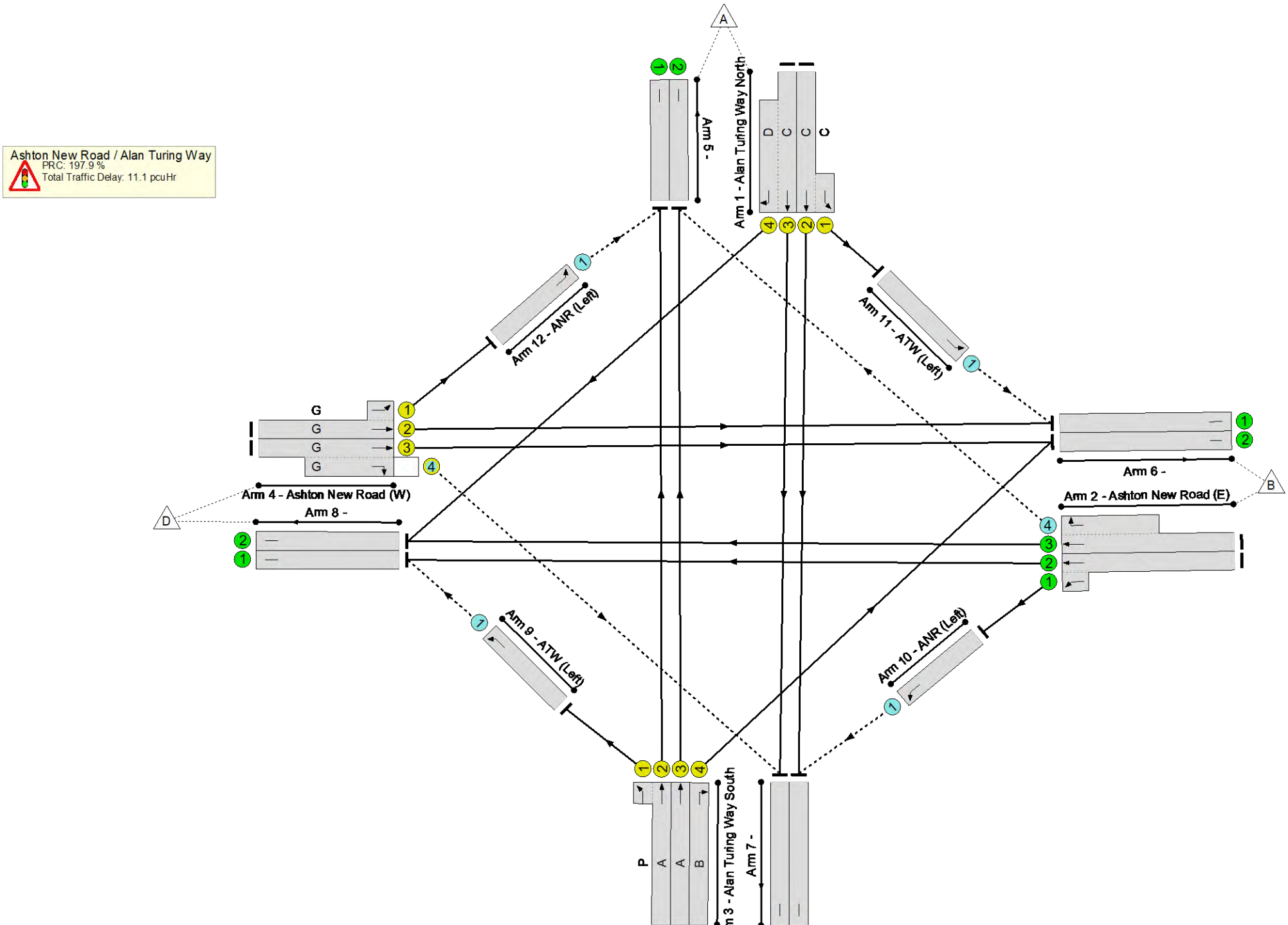
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**30.2%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**30.2%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	29	-	183	1985:1973	437+193	29.1 : 29.1%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	29:13	-	223	1955:1784	506+232	30.2 : 30.2%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	136	2055:1980	1465+568	6.7 : 6.7%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	39	2055:1730	0+1309	0.0 : 3.0%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	30	-	167	1945:2002	524+75	27.9 : 27.9%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	30	-	151	1955	583	25.9%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	69	1777	239	28.8%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	32	-	196	1915:1987	272+395	29.4 : 29.4%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	32	-	167	1915:1787	509+188	24.0 : 24.0%
5/1		U	N/A	N/A	-		-	-	-	262	2040	2040	12.8%
5/2		U	N/A	N/A	-		-	-	-	190	2040	2040	9.3%
6/1		U	N/A	N/A	-		-	-	-	136	2015	2015	6.7%
6/2		U	N/A	N/A	-		-	-	-	191	2015	2015	9.5%
7/1		U	N/A	N/A	-		-	-	-	165	2065	2065	8.0%
7/2		U	N/A	N/A	-		-	-	-	198	1975	1975	10.0%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	119	2015	2015	5.9%
8/2		U	N/A	N/A	-		-	-	-	70	2015	2015	3.5%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	21	2002	1274	1.6%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	38	1980	1232	3.1%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	56	1973	1309	4.3%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	116	1987	1236	9.4%

Full Input Data And Results

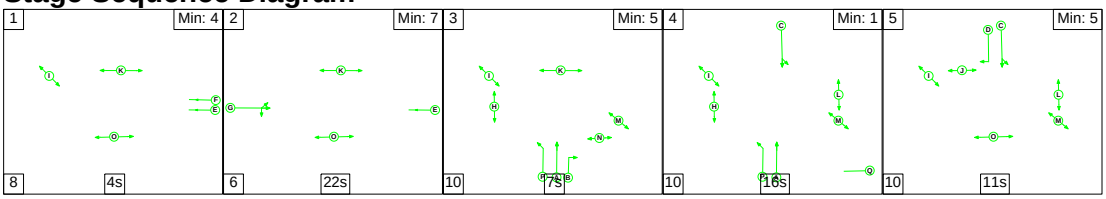
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**217**	**98**	**0**	**9.2**	**1.9**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**217**	**98**	**0**	**9.2**	**1.9**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
1/2+1/1	183	183	-	-	-	1.4	0.2	-	1.6	31.8	2.8	0.2	3.0
1/3+1/4	223	223	-	-	-	2.0	0.2	-	2.2	35.8	3.4	0.2	3.6
2/2+2/1	136	136	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
2/3+2/4	39	39	12	27	0	0.0	0.0	-	0.0	1.6	0.1	0.0	0.1
3/2+3/1	167	167	-	-	-	1.3	0.2	-	1.5	31.8	3.4	0.2	3.6
3/3	151	151	-	-	-	1.2	0.2	-	1.3	31.9	3.3	0.2	3.5
3/4	69	69	-	-	-	0.8	0.2	-	1.0	51.1	1.8	0.2	2.0
4/2+4/1	196	196	-	-	-	1.4	0.2	-	1.6	29.5	2.7	0.2	2.9
4/3+4/4	167	167	45	0	0	1.2	0.2	0.0	1.3	29.1	2.5	0.2	2.7
5/1	262	262	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	190	190	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	136	136	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	191	191	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	165	165	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/2	198	198	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/1	119	119	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
8/2	70	70	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
9/1	21	21	21	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
10/1	38	38	23	15	0	0.0	0.0	-	0.0	1.7	0.1	0.0	0.1
11/1	56	56	0	56	0	0.0	0.0	-	0.0	1.5	0.5	0.0	0.5
12/1	116	116	116	0	0	0.0	0.1	-	0.1	1.8	2.0	0.1	2.1

C1 PRC for Signalled Lanes (%): 197.9 Total Delay for Signalled Lanes (pcuHr): 10.59 Cycle Time (s): 104
PRC Over All Lanes (%): 197.9 Total Delay Over All Lanes(pcuHr): 11.11

Full Input Data And Results

Scenario 4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 2: 'Non Matchday')

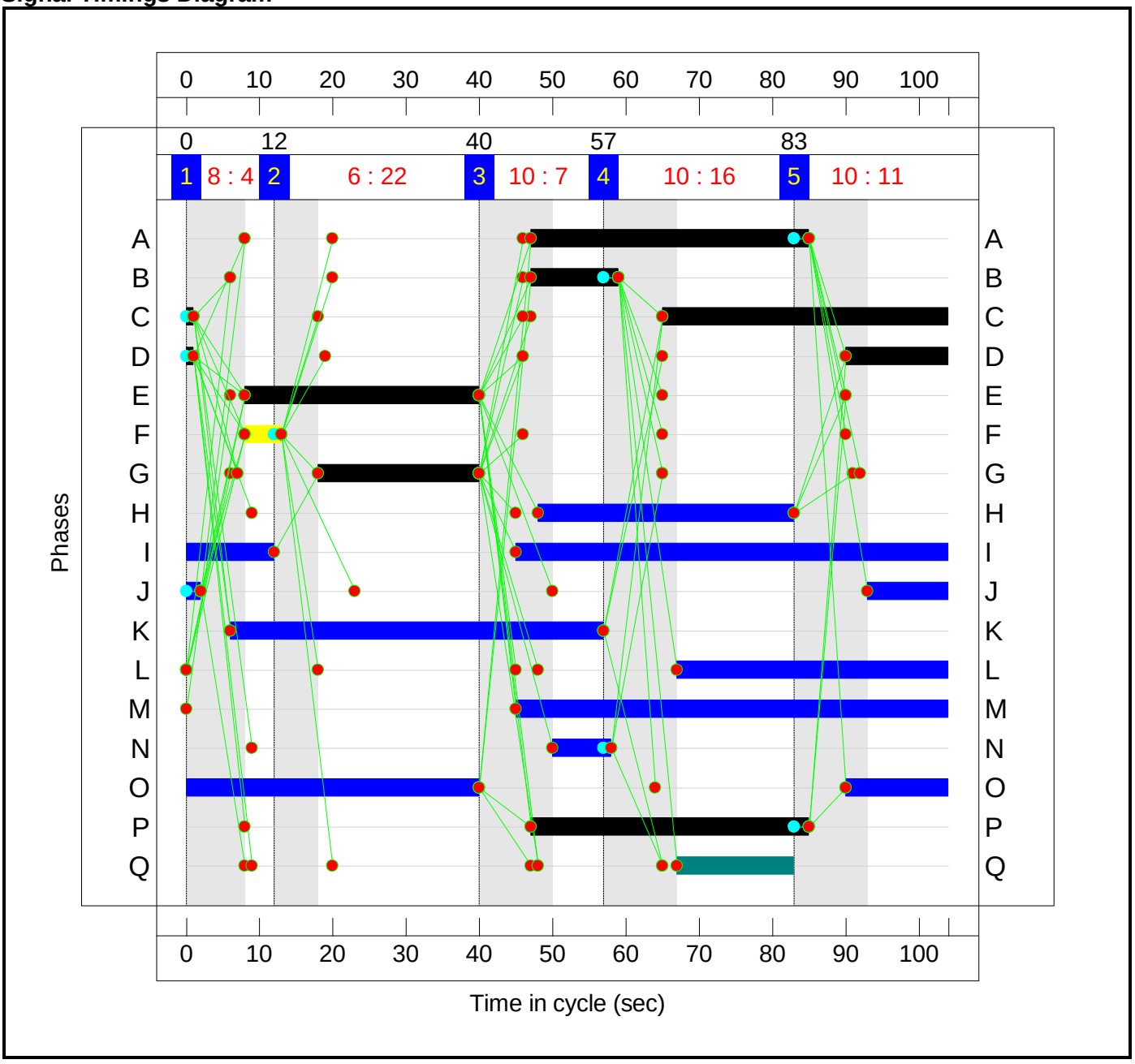
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	22	7	16	11
Change Point	0	12	40	57	83

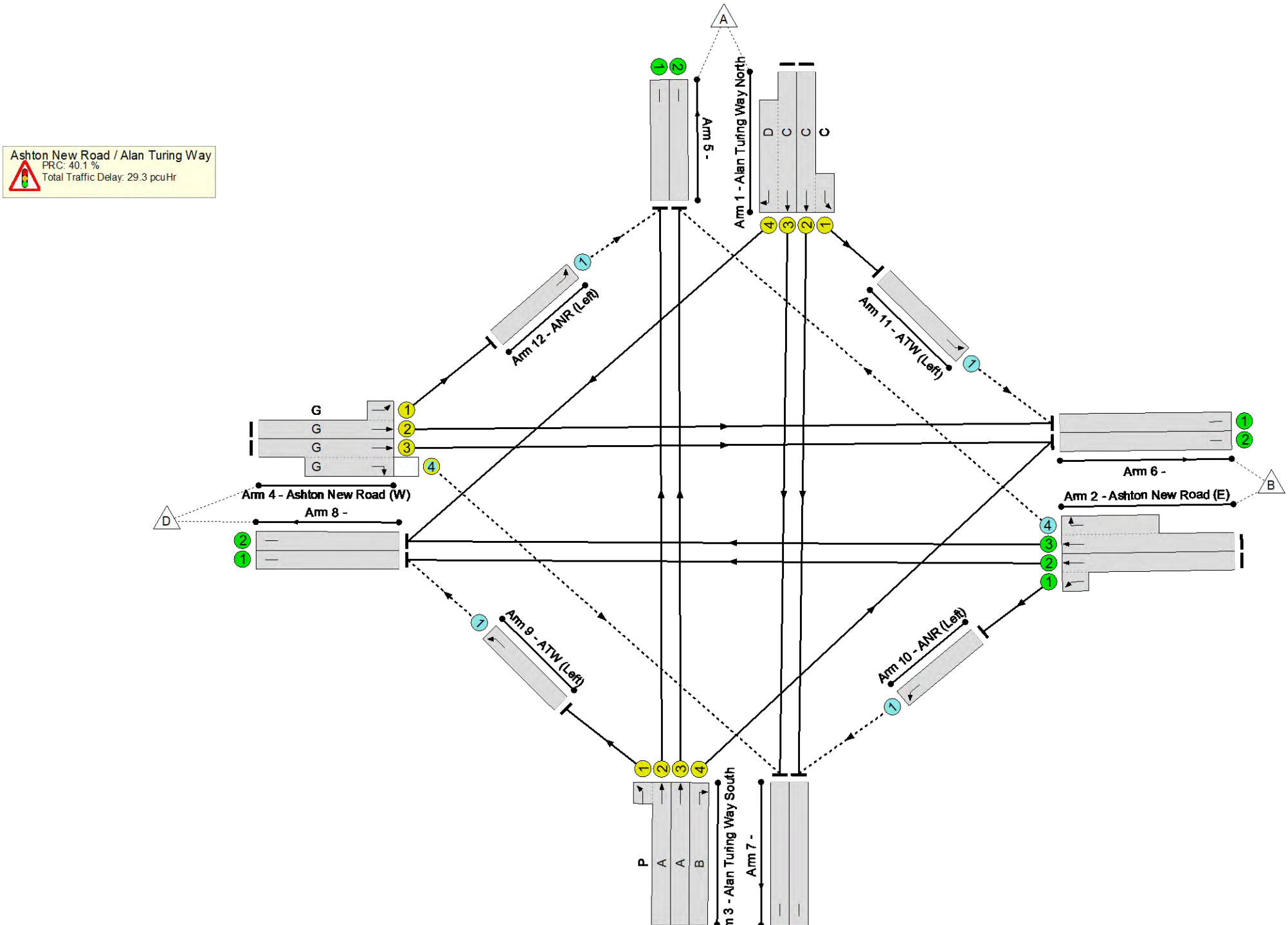
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.2%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.2%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	40	-	499	1985:1973	542+311	58.5 : 58.5%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	40:15	-	539	1955:1784	644+274	57.4 : 61.6%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	469	2055:1980	1385+645	23.1 : 23.1%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	144	2055:1730	0+1241	0.0 : 11.6%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	38	-	482	1945:2002	646+104	64.2 : 64.2%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	38	-	455	1955	733	62.1%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	12	-	138	1777	222	62.1%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	22	-	273	1915:1987	124+334	59.7 : 59.7%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	22	-	328	1915:1787	373+152	62.5 : 62.5%
5/1		U	N/A	N/A	-		-	-	-	614	2040	2040	30.1%
5/2		U	N/A	N/A	-		-	-	-	599	2040	2040	29.4%
6/1		U	N/A	N/A	-		-	-	-	256	2015	2015	12.7%
6/2		U	N/A	N/A	-		-	-	-	371	2015	2015	18.4%
7/1		U	N/A	N/A	-		-	-	-	466	2065	2065	22.6%
7/2		U	N/A	N/A	-		-	-	-	465	1975	1975	23.5%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	387	2015	2015	19.2%
8/2		U	N/A	N/A	-		-	-	-	169	2015	2015	8.4%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	67	2002	980	6.8%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	149	1980	935	15.9%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	182	1973	1241	14.7%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	199	1987	862	23.1%

Full Input Data And Results

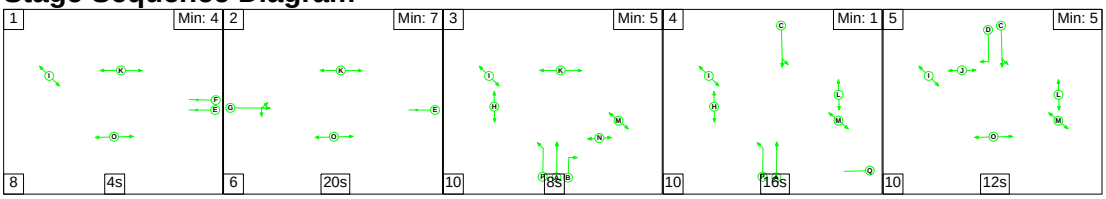
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**485**	**351**	**0**	**22.1**	**7.1**	**0.0**	**29.3**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**485**	**351**	**0**	**22.1**	**7.1**	**0.0**	**29.3**	**-**	**-**	**-**	**-**
1/2+1/1	499	499	-	-	-	3.2	0.7	-	3.9	28.2	9.2	0.7	9.9
1/3+1/4	539	539	-	-	-	4.4	0.7	-	5.1	33.8	7.9	0.7	8.6
2/2+2/1	469	469	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/3+2/4	144	144	32	112	0	0.0	0.1	-	0.1	2.4	0.5	0.1	0.6
3/2+3/1	482	482	-	-	-	3.5	0.9	-	4.4	32.9	11.1	0.9	12.0
3/3	455	455	-	-	-	3.3	0.8	-	4.2	32.9	10.6	0.8	11.4
3/4	138	138	-	-	-	1.7	0.8	-	2.5	64.2	3.8	0.8	4.6
4/2+4/1	273	273	-	-	-	2.7	0.7	-	3.4	45.3	6.2	0.7	6.9
4/3+4/4	328	328	95	0	0	3.2	0.8	0.0	4.1	44.6	6.0	0.8	6.8
5/1	614	614	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	599	599	-	-	-	0.0	0.2	-	0.2	1.3	8.1	0.2	8.3
6/1	256	256	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	371	371	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	466	466	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	465	465	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	387	387	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	169	169	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	67	67	67	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
10/1	149	149	92	57	0	0.1	0.1	-	0.2	3.9	0.8	0.1	0.9
11/1	182	182	0	182	0	0.0	0.1	-	0.1	1.8	1.3	0.1	1.3
12/1	199	199	199	0	0	0.0	0.2	-	0.2	3.2	4.8	0.2	4.9

C1 PRC for Signalled Lanes (%): 40.1 Total Delay for Signalled Lanes (pcuHr): 27.49 Cycle Time (s): 104
PRC Over All Lanes (%): 40.1 Total Delay Over All Lanes(pcuHr): 29.29

Full Input Data And Results

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG6: '2019 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 2: 'Non Matchday')

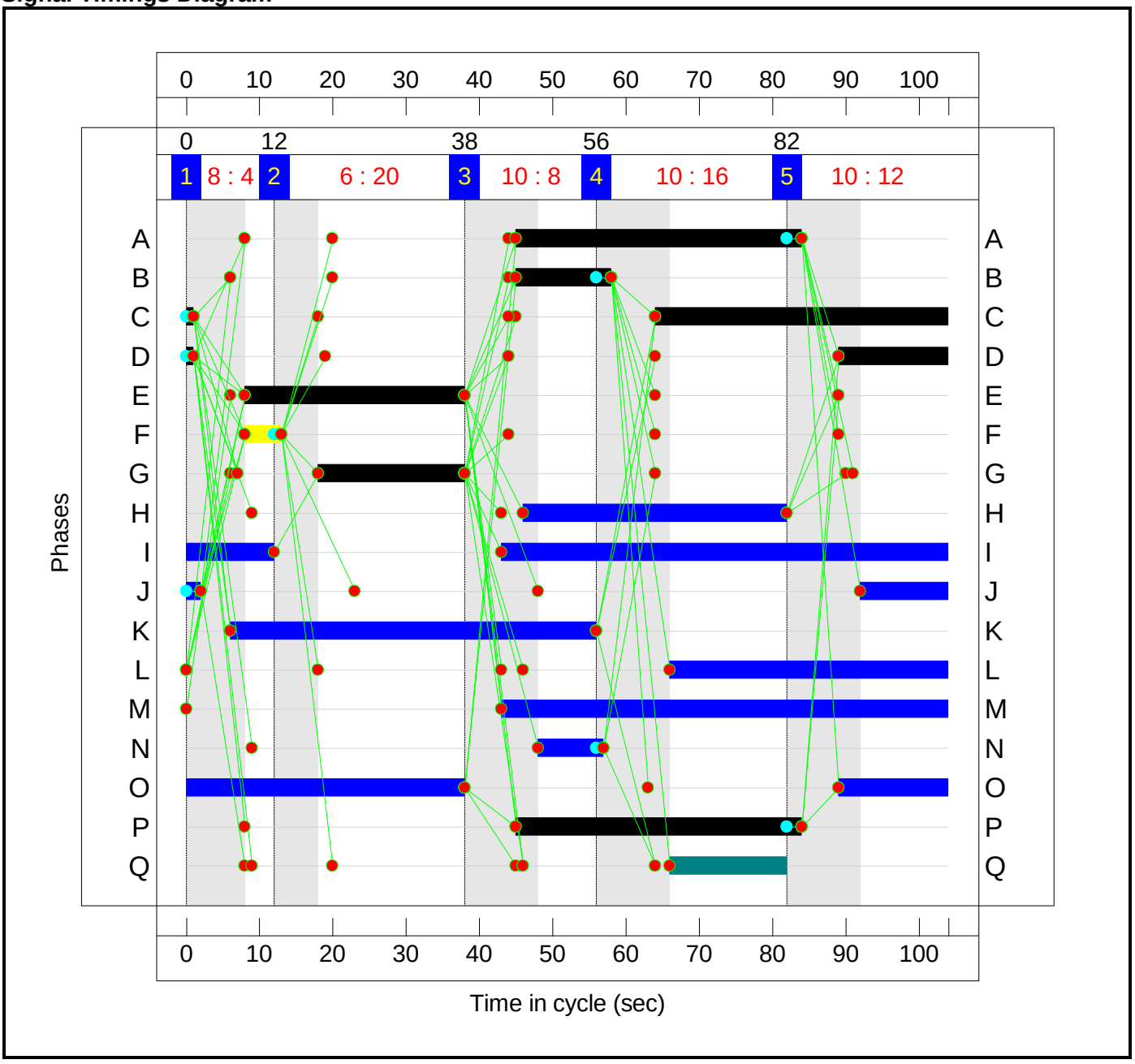
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	20	8	16	12
Change Point	0	12	38	56	82

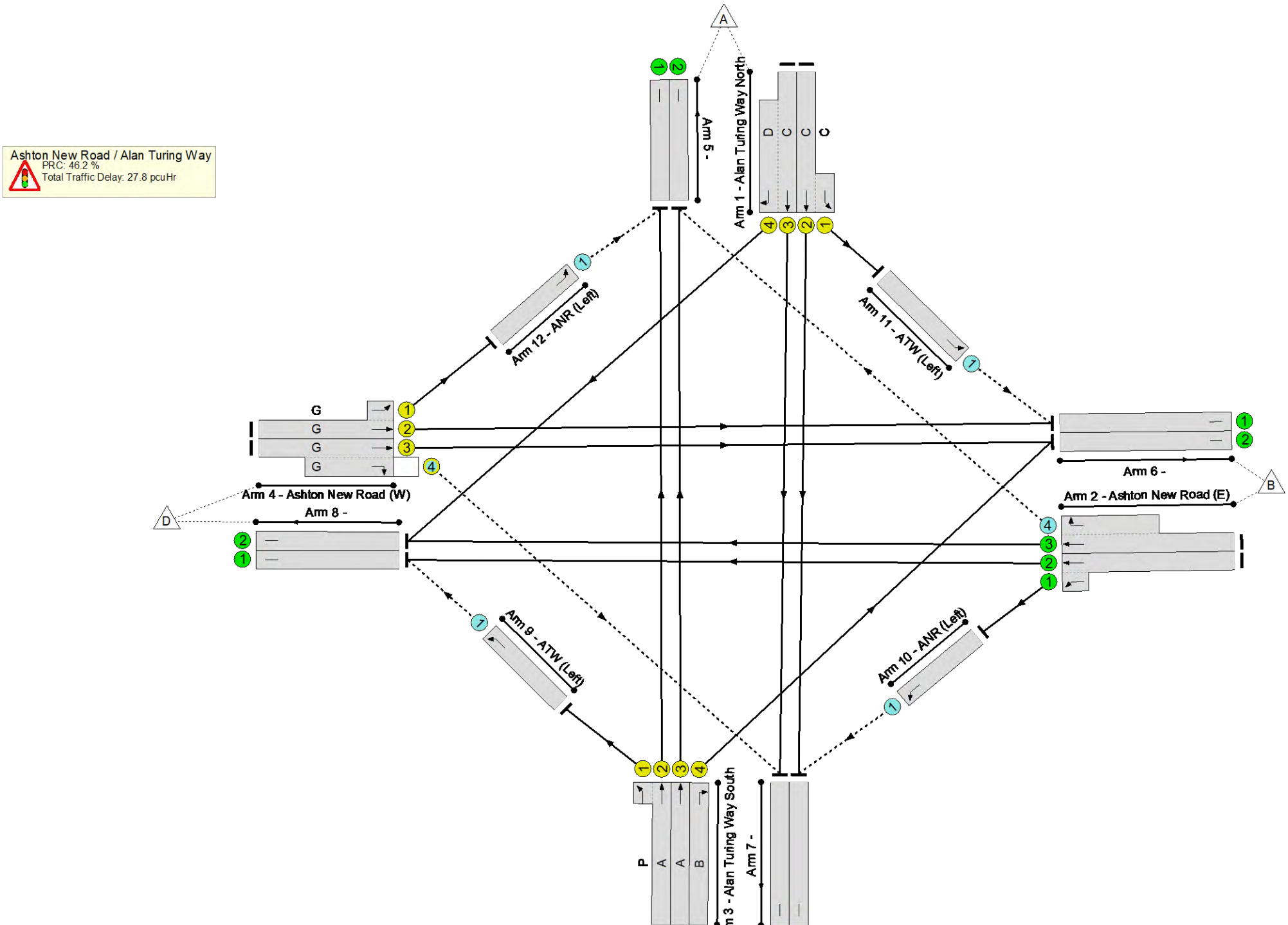
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.6%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.6%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	41	-	528	1985:1973	579+285	61.1 : 61.1%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	41:16	-	582	1955:1784	664+281	61.6 : 61.6%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	350	2055:1980	1572+466	17.2 : 17.2%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	153	2055:1730	0+1260	0.0 : 12.1%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	39	-	449	1945:2002	668+101	58.4 : 58.4%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	39	-	420	1955	752	55.9%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	138	1777	239	57.7%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	20	-	256	1915:1987	154+278	59.3 : 59.3%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	20	-	288	1915:1787	350+130	60.0 : 60.0%
5/1		U	N/A	N/A	-		-	-	-	555	2040	2040	27.2%
5/2		U	N/A	N/A	-		-	-	-	573	2040	2040	28.1%
6/1		U	N/A	N/A	-		-	-	-	265	2015	2015	13.2%
6/2		U	N/A	N/A	-		-	-	-	348	2015	2015	17.3%
7/1		U	N/A	N/A	-		-	-	-	434	2065	2065	21.0%
7/2		U	N/A	N/A	-		-	-	-	487	1975	1975	24.7%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	329	2015	2015	16.3%
8/2		U	N/A	N/A	-		-	-	-	173	2015	2015	8.6%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	59	2002	1025	5.8%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	80	1980	915	8.7%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	174	1973	1260	13.8%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	165	1987	865	19.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**381**	**328**	**0**	**21.2**	**6.5**	**0.0**	**27.8**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**381**	**328**	**0**	**21.2**	**6.5**	**0.0**	**27.8**	**-**	**-**	**-**	**-**
1/2+1/1	528	528	-	-	-	3.4	0.8	-	4.2	28.4	10.1	0.8	10.8
1/3+1/4	582	582	-	-	-	4.6	0.8	-	5.4	33.3	8.9	0.8	9.7
2/2+2/1	350	350	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	153	153	31	122	0	0.0	0.1	-	0.1	2.2	0.5	0.1	0.6
3/2+3/1	449	449	-	-	-	3.1	0.7	-	3.8	30.6	9.8	0.7	10.5
3/3	420	420	-	-	-	2.9	0.6	-	3.6	30.5	9.5	0.6	10.1
3/4	138	138	-	-	-	1.6	0.7	-	2.3	59.8	3.7	0.7	4.4
4/2+4/1	256	256	-	-	-	2.6	0.7	-	3.3	46.7	5.5	0.7	6.2
4/3+4/4	288	288	78	0	0	2.9	0.7	0.0	3.7	46.0	5.4	0.7	6.2
5/1	555	555	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	573	573	-	-	-	0.0	0.2	-	0.2	1.3	6.9	0.2	7.1
6/1	265	265	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	348	348	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	434	434	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	487	487	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	329	329	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	173	173	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	59	59	59	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	80	80	48	32	0	0.0	0.0	-	0.1	4.0	0.4	0.0	0.5
11/1	174	174	0	174	0	0.0	0.1	-	0.1	1.7	0.9	0.1	1.0
12/1	165	165	165	0	0	0.0	0.1	-	0.1	2.9	3.6	0.1	3.7

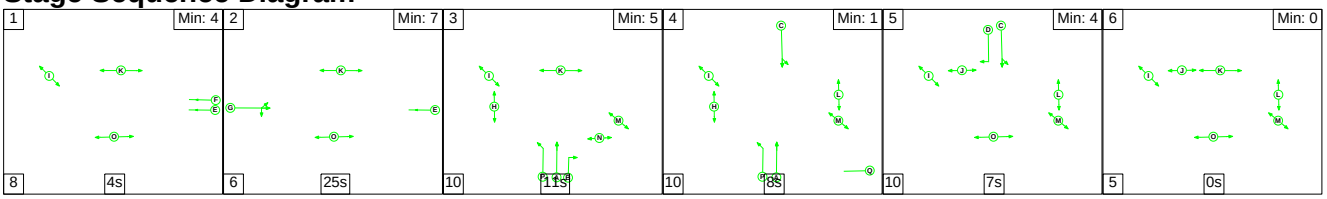
C1 PRC for Signalled Lanes (%): 46.2 Total Delay for Signalled Lanes (pcuHr): 26.22 Cycle Time (s): 104

PRC Over All Lanes (%): 46.2 Total Delay Over All Lanes(pcuHr): 27.76

Full Input Data And Results

Scenario 6: '2019 Base (Match) - Weekday PM Network Peak' (FG7: '2019 Base (Match) - Weekday PM Network Peak', Plan 1: 'Matchday')

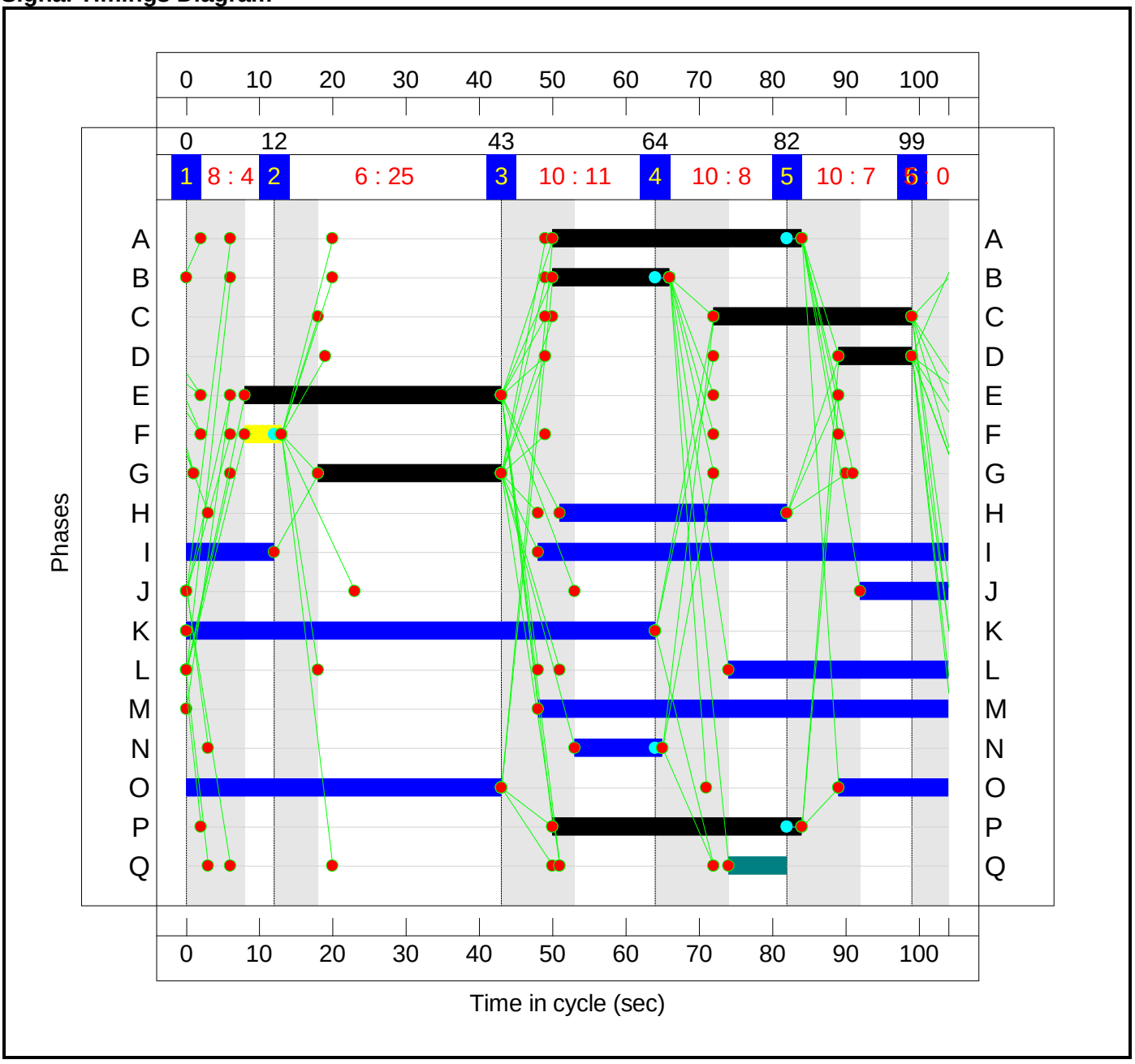
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	25	11	8	7	0
Change Point	0	12	43	64	82	99

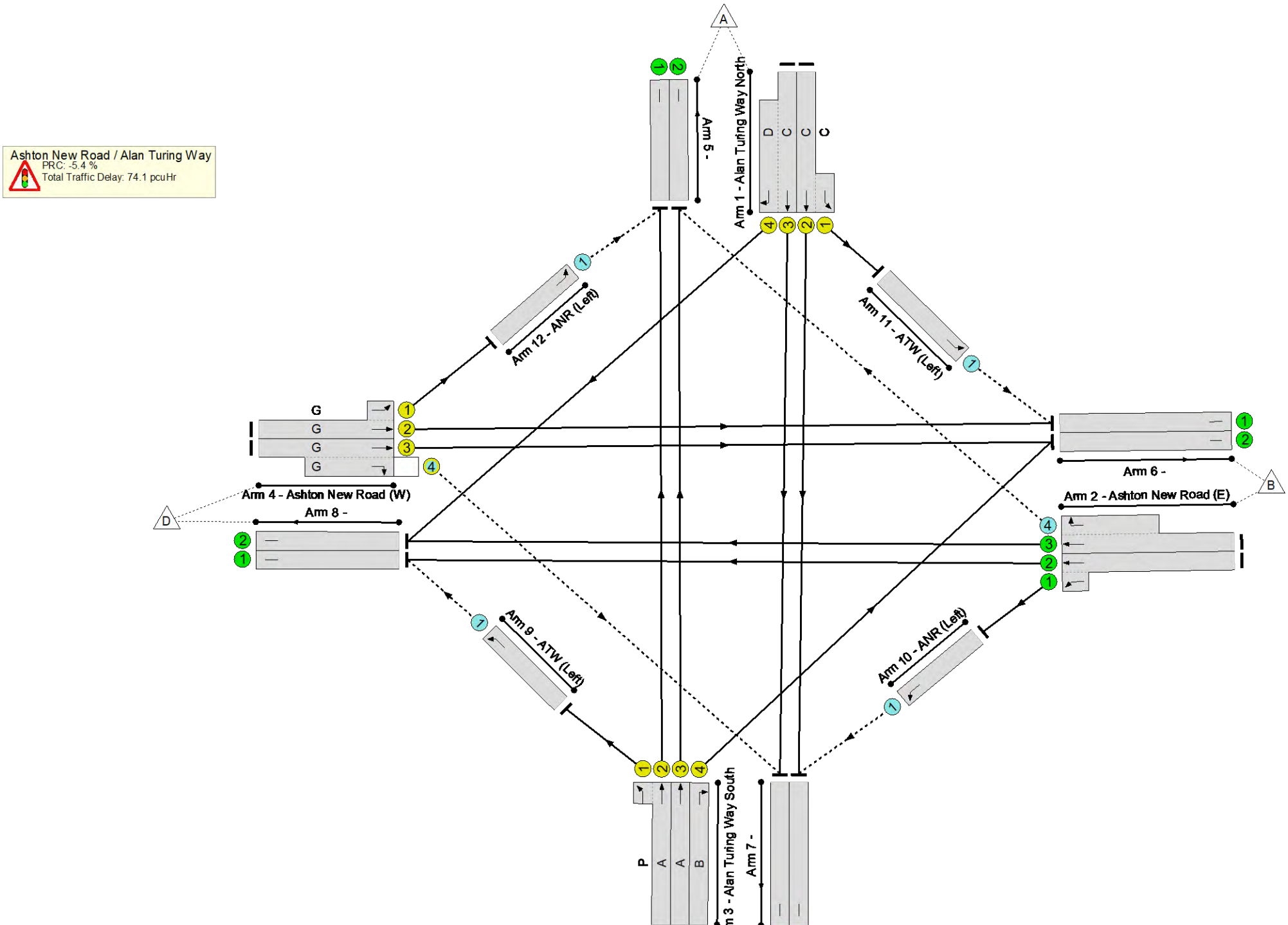
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.8%**
Ashton New Road / Alan Turing Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.8%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	27	-	559	1985:1973	407+187	94.2 : 94.2%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	27:10	-	629	1955:1784	491+172	94.8 : 94.8%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	414	2055:1980	1313+715	20.4 : 20.4%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	137	2055:1730	0+1100	0.0 : 12.5%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	34	-	618	1945:2002	569+109	91.2 : 91.2%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	34	-	597	1955	658	90.7%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	16	-	261	1777	290	89.9%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	25	-	507	1915:1987	288+261	92.2 : 92.2%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	25	-	523	1915:1787	418+150	92.2 : 92.2%
5/1		U	N/A	N/A	-		-	-	-	760	2040	2040	37.3%
5/2		U	N/A	N/A	-		-	-	-	734	2040	2040	36.0%
6/1		U	N/A	N/A	-		-	-	-	442	2015	2015	21.9%
6/2		U	N/A	N/A	-		-	-	-	646	2015	2015	32.1%
7/1		U	N/A	N/A	-		-	-	-	529	2065	2065	25.6%
7/2		U	N/A	N/A	-		-	-	-	604	1975	1975	30.6%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	367	2015	2015	18.2%
8/2		U	N/A	N/A	-		-	-	-	163	2015	2015	8.1%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	99	2002	1038	9.5%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	146	1980	914	16.0%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	176	1973	1100	16.0%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	241	1987	860	28.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**545**	**392**	**0**	**37.3**	**36.8**	**0.0**	**74.1**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**545**	**392**	**0**	**37.3**	**36.8**	**0.0**	**74.1**	**-**	**-**	**-**	**-**
1/2+1/1	559	559	-	-	-	5.6	6.0	-	11.6	74.7	14.3	6.0	20.3
1/3+1/4	629	629	-	-	-	6.8	6.6	-	13.4	76.7	14.0	6.6	20.6
2/2+2/1	414	414	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	137	137	21	116	0	0.1	0.1	-	0.2	4.9	1.0	0.1	1.1
3/2+3/1	618	618	-	-	-	5.6	4.5	-	10.1	58.8	16.7	4.5	21.2
3/3	597	597	-	-	-	5.5	4.3	-	9.8	58.8	16.4	4.3	20.7
3/4	261	261	-	-	-	3.1	3.6	-	6.7	91.8	7.3	3.6	10.9
4/2+4/1	507	507	-	-	-	5.2	4.8	-	10.0	71.0	12.2	4.8	17.0
4/3+4/4	523	523	138	0	0	5.3	4.8	0.0	10.1	69.8	12.0	4.8	16.8
5/1	760	760	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/2	734	734	-	-	-	0.0	0.3	-	0.3	1.6	14.8	0.3	15.0
6/1	442	442	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	646	646	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	529	529	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	604	604	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	367	367	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	163	163	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	99	99	99	0	0	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
10/1	146	146	46	100	0	0.2	0.1	-	0.3	6.3	1.2	0.1	1.3
11/1	176	176	0	176	0	0.0	0.1	-	0.1	2.0	0.8	0.1	0.9
12/1	241	241	241	0	0	0.0	0.2	-	0.2	3.0	1.6	0.2	1.8

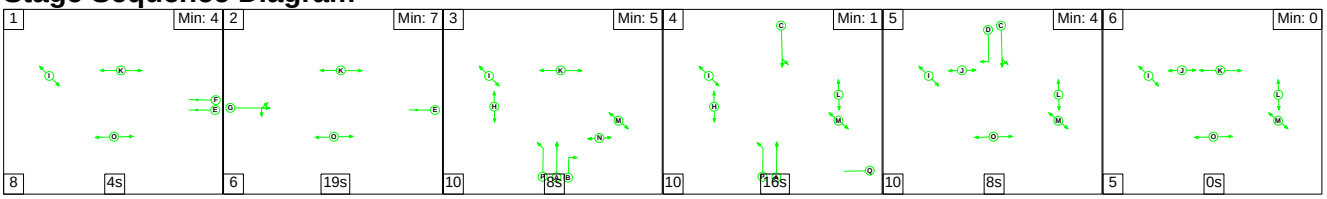
C1 PRC for Signalled Lanes (%): -5.4 Total Delay for Signalled Lanes (pcuHr): 71.65 Cycle Time (s): 104

PRC Over All Lanes (%): -5.4 Total Delay Over All Lanes(pcuHr): 74.11

Full Input Data And Results

Scenario 7: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Matchday')

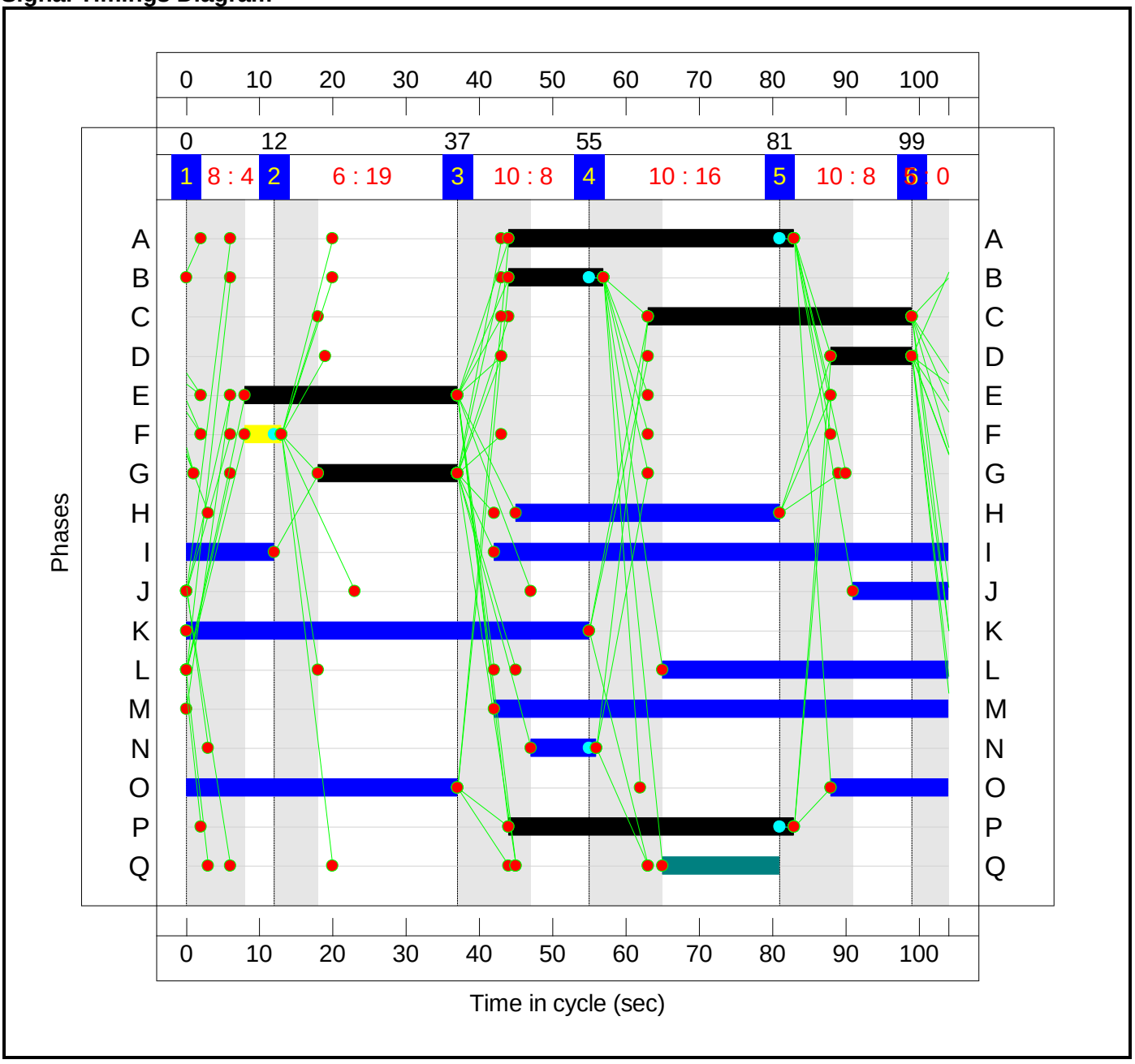
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	19	8	16	8	0
Change Point	0	12	37	55	81	99

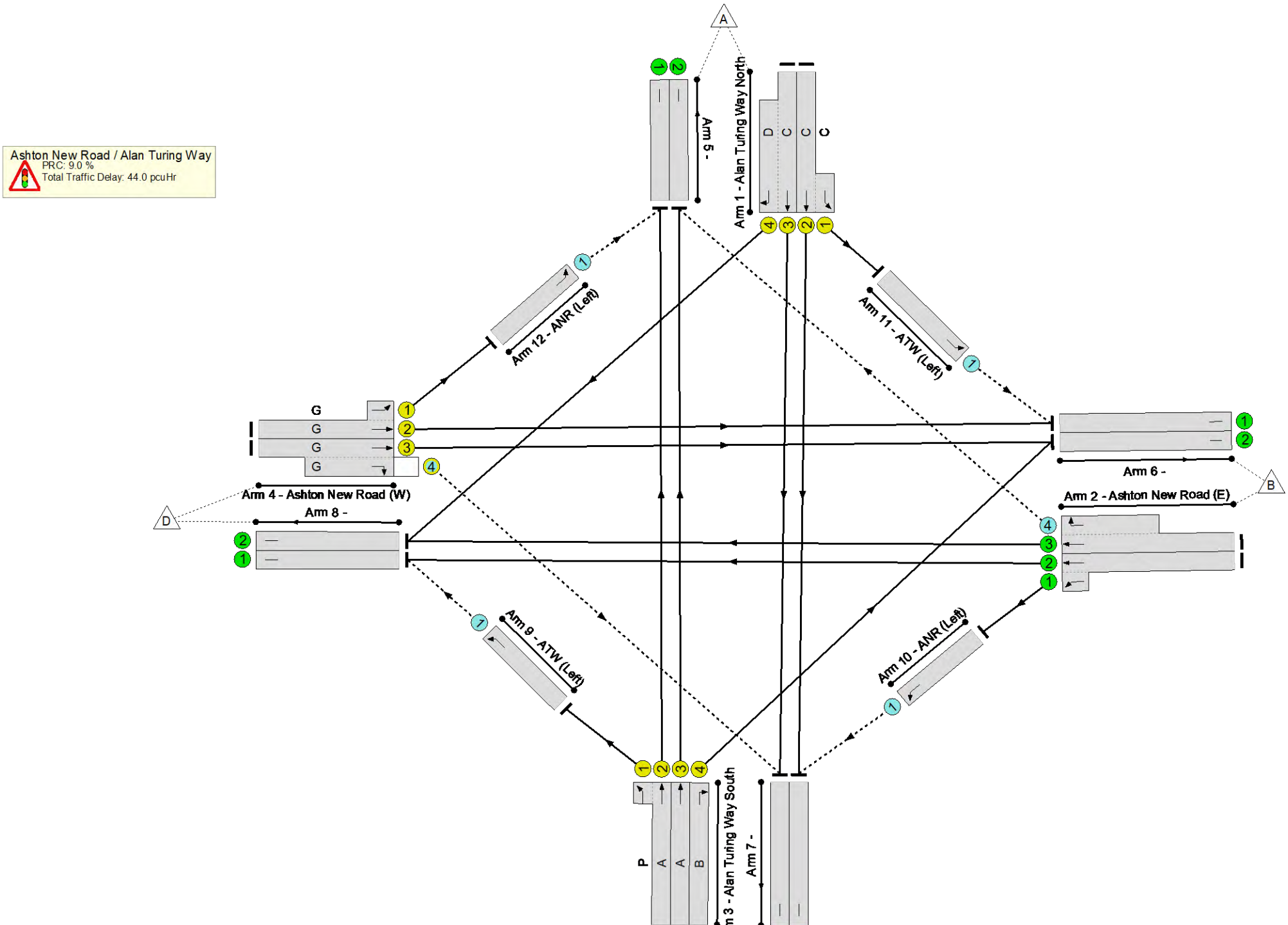
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	36	-	615	1985:1973	586+159	82.6 : 82.6%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	36:11	-	290	1955:1784	160+206	79.2 : 79.2%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	525	2055:1980	1361+669	25.9 : 25.9%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	225	2055:1730	0+1226	0.0 : 18.4%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	39	-	636	1945:2002	565+221	80.9 : 80.9%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	39	-	586	1955	752	77.9%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	197	1777	239	82.4%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	19	-	293	1915:1987	51+335	75.8 : 75.8%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	19	-	423	1915:1787	324+193	81.9 : 81.9%
5/1		U	N/A	N/A	-		-	-	-	711	2040	2040	34.9%
5/2		U	N/A	N/A	-		-	-	-	811	2040	2040	39.8%
6/1		U	N/A	N/A	-		-	-	-	170	2015	2015	8.4%
6/2		U	N/A	N/A	-		-	-	-	462	2015	2015	22.9%
7/1		U	N/A	N/A	-		-	-	-	657	2065	2065	31.8%
7/2		U	N/A	N/A	-		-	-	-	285	1975	1975	14.4%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	531	2015	2015	26.4%
8/2		U	N/A	N/A	-		-	-	-	163	2015	2015	8.1%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	179	2002	955	18.8%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	173	1980	831	20.8%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	131	1973	1226	10.7%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	254	1987	741	34.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**729**	**391**	**0**	**28.0**	**15.9**	**0.1**	**44.0**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**729**	**391**	**0**	**28.0**	**15.9**	**0.1**	**44.0**	**-**	**-**	**-**	**-**
1/2+1/1	615	615	-	-	-	5.1	2.3	-	7.3	43.0	15.2	2.3	17.5
1/3+1/4	290	290	-	-	-	2.8	1.8	-	4.7	57.8	4.6	1.8	6.4
2/2+2/1	525	525	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/3+2/4	225	225	43	182	0	0.1	0.1	-	0.2	3.0	1.1	0.1	1.2
3/2+3/1	636	636	-	-	-	4.9	2.1	-	7.0	39.4	15.6	2.1	17.6
3/3	586	586	-	-	-	4.6	1.7	-	6.3	38.8	14.8	1.7	16.5
3/4	197	197	-	-	-	2.4	2.1	-	4.5	82.6	5.5	2.1	7.6
4/2+4/1	293	293	-	-	-	3.2	1.5	-	4.7	58.2	7.7	1.5	9.2
4/3+4/4	423	423	158	0	0	4.5	2.2	0.1	6.8	57.9	7.2	2.2	9.4
5/1	711	711	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/2	811	811	-	-	-	0.1	0.3	-	0.4	1.9	15.3	0.3	15.7
6/1	170	170	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	462	462	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	657	657	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	285	285	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	531	531	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/2	163	163	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	179	179	179	0	0	0.0	0.1	-	0.1	2.3	0.3	0.1	0.4
10/1	173	173	95	78	0	0.2	0.1	-	0.4	7.3	1.7	0.1	1.8
11/1	131	131	0	131	0	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
12/1	254	254	254	0	0	0.1	0.3	-	0.4	5.4	7.0	0.3	7.3

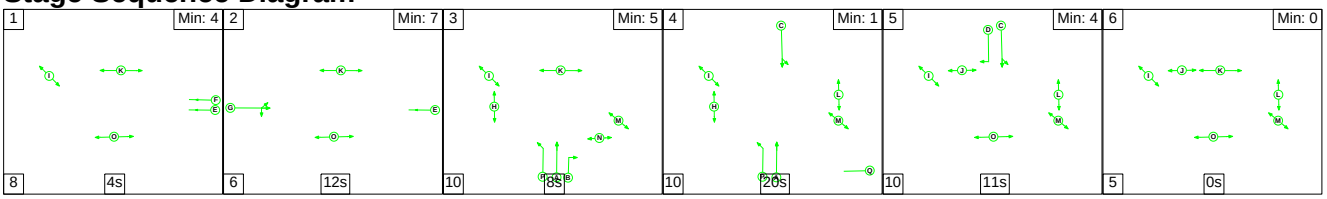
C1 PRC for Signalled Lanes (%): 9.0 Total Delay for Signalled Lanes (pcuHr): 41.32 Cycle Time (s): 104

PRC Over All Lanes (%): 9.0 Total Delay Over All Lanes(pcuHr): 44.03

Full Input Data And Results

Scenario 8: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG9: '2019 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Matchday')

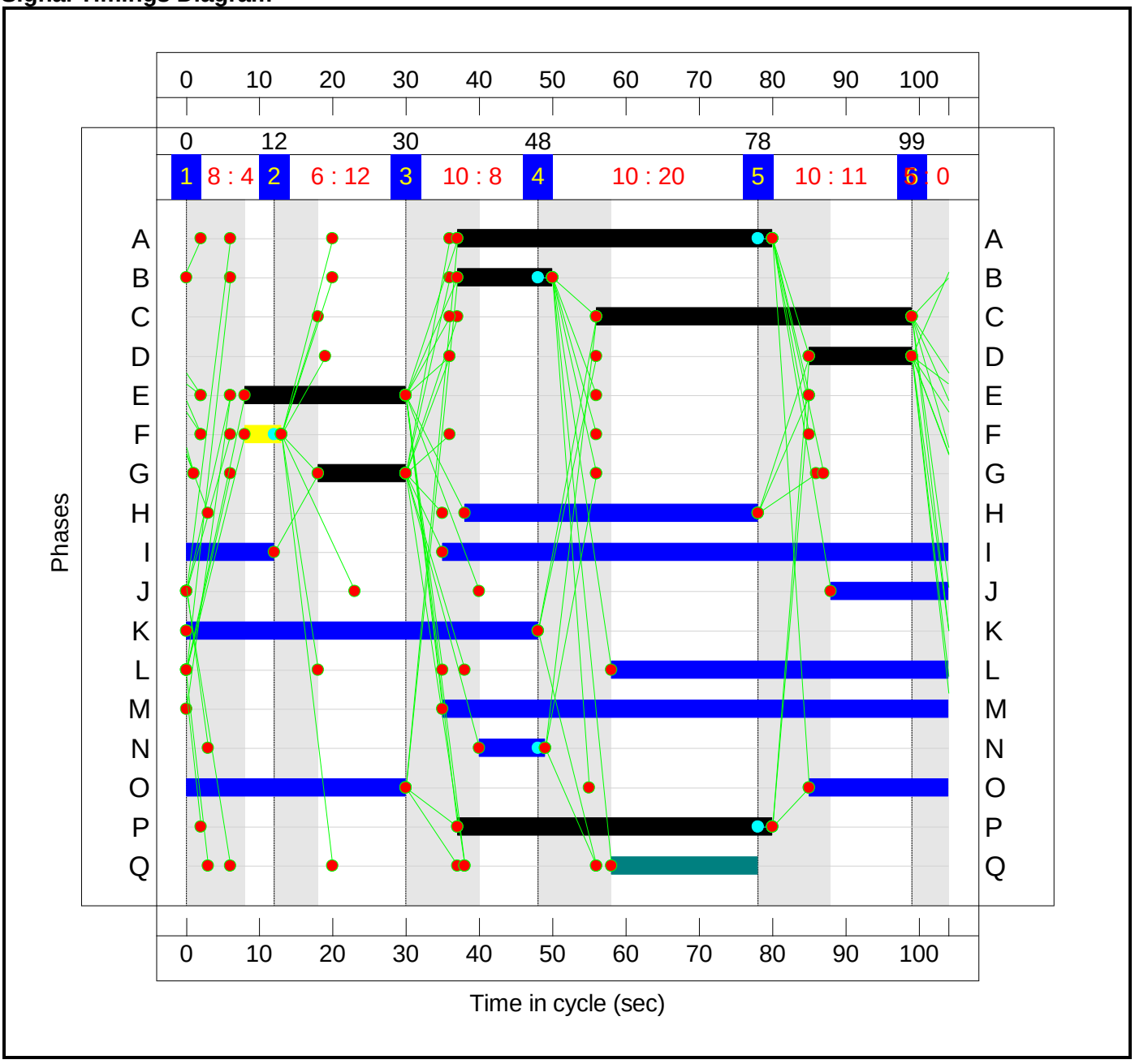
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	12	8	20	11	0
Change Point	0	12	30	48	78	99

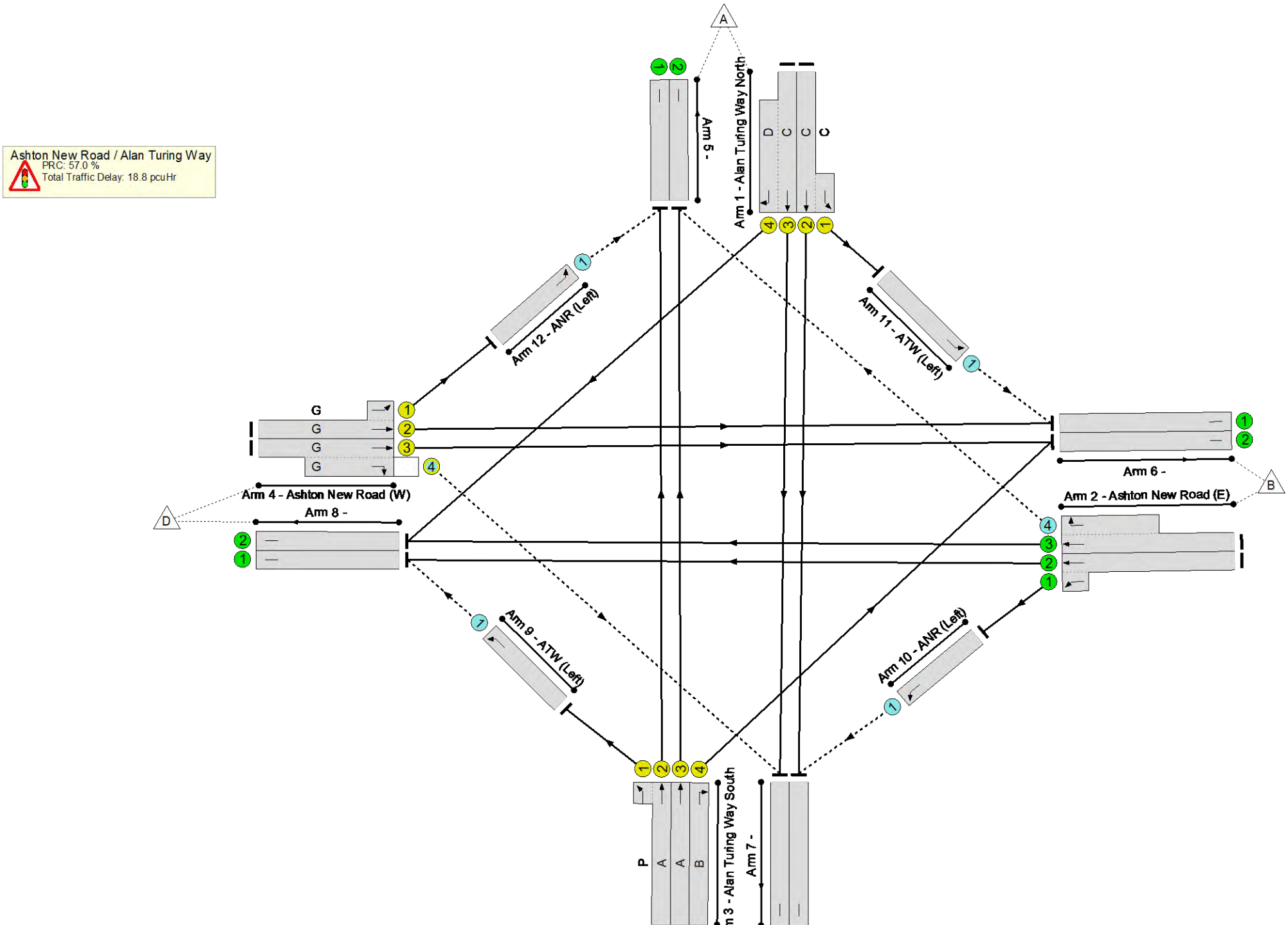
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.3%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.3%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	43	-	522	1985:1973	577+333	57.3 : 57.3%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	43:14	-	532	1955:1784	707+252	55.5 : 55.5%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	222	2055:1980	1110+910	11.0 : 11.0%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	37	2055:1730	0+1345	0.0 : 2.8%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	43	-	220	1945:2002	584+284	25.3 : 25.3%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	43	-	159	1955	827	19.2%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	131	1777	239	54.8%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	12	-	126	1915:1987	109+177	44.1 : 44.1%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	12	-	224	1915:1787	204+207	54.5 : 54.5%
5/1		U	N/A	N/A	-		-	-	-	226	2040	2040	11.1%
5/2		U	N/A	N/A	-		-	-	-	196	2040	2040	9.6%
6/1		U	N/A	N/A	-		-	-	-	239	2015	2015	11.9%
6/2		U	N/A	N/A	-		-	-	-	242	2015	2015	12.0%
7/1		U	N/A	N/A	-		-	-	-	431	2065	2065	20.9%
7/2		U	N/A	N/A	-		-	-	-	505	1975	1975	25.6%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	194	2015	2015	9.6%
8/2		U	N/A	N/A	-		-	-	-	140	2015	2015	6.9%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	72	2002	1196	6.0%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	100	1980	882	11.3%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	191	1973	1345	14.2%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	78	1987	1196	6.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**322**	**269**	**0**	**14.7**	**4.1**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**322**	**269**	**0**	**14.7**	**4.1**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
1/2+1/1	522	522	-	-	-	3.1	0.7	-	3.7	25.8	9.2	0.7	9.9
1/3+1/4	532	532	-	-	-	4.0	0.6	-	4.6	31.0	8.2	0.6	8.8
2/2+2/1	222	222	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
2/3+2/4	37	37	5	32	0	0.0	0.0	-	0.0	1.6	0.1	0.0	0.1
3/2+3/1	220	220	-	-	-	1.1	0.2	-	1.3	21.4	3.1	0.2	3.3
3/3	159	159	-	-	-	0.8	0.1	-	1.0	21.5	2.9	0.1	3.0
3/4	131	131	-	-	-	1.5	0.6	-	2.1	58.5	3.5	0.6	4.1
4/2+4/1	126	126	-	-	-	1.4	0.4	-	1.8	52.5	2.0	0.4	2.4
4/3+4/4	224	224	113	0	0	2.6	0.6	0.0	3.3	52.5	3.0	0.6	3.6
5/1	226	226	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	196	196	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	239	239	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	242	242	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	431	431	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	505	505	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	194	194	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/2	140	140	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	72	72	72	0	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
10/1	100	100	55	45	0	0.1	0.1	-	0.1	4.2	0.5	0.1	0.6
11/1	191	191	0	191	0	0.0	0.1	-	0.1	1.6	1.3	0.1	1.3
12/1	78	78	78	0	0	0.0	0.0	-	0.0	1.8	1.6	0.0	1.7

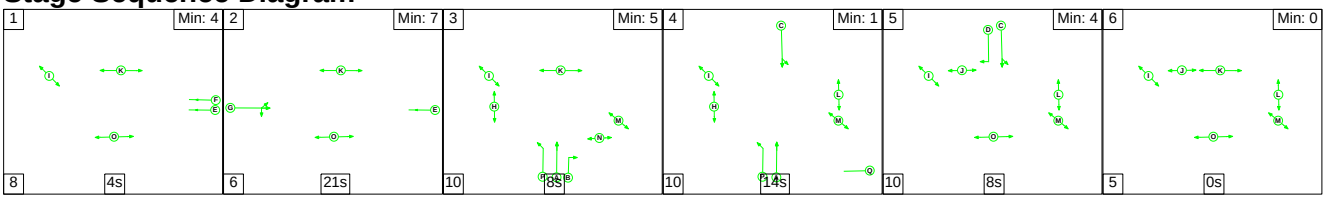
C1 PRC for Signalled Lanes (%): 57.0 Total Delay for Signalled Lanes (pcuHr): 17.82 Cycle Time (s): 104

PRC Over All Lanes (%): 57.0 Total Delay Over All Lanes(pcuHr): 18.82

Full Input Data And Results

Scenario 9: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG10: '2019 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Matchday')

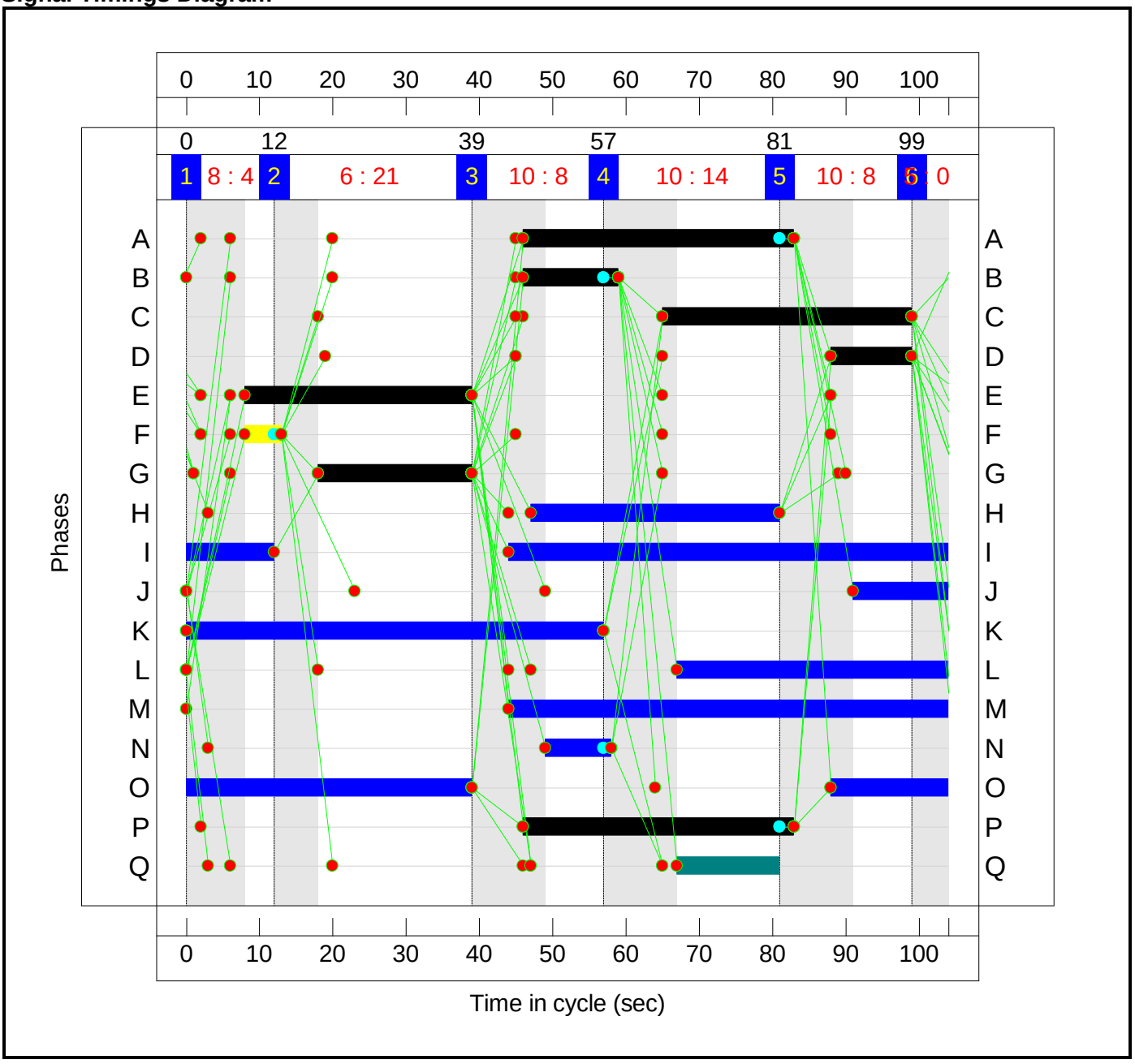
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	21	8	14	8	0
Change Point	0	12	39	57	81	99

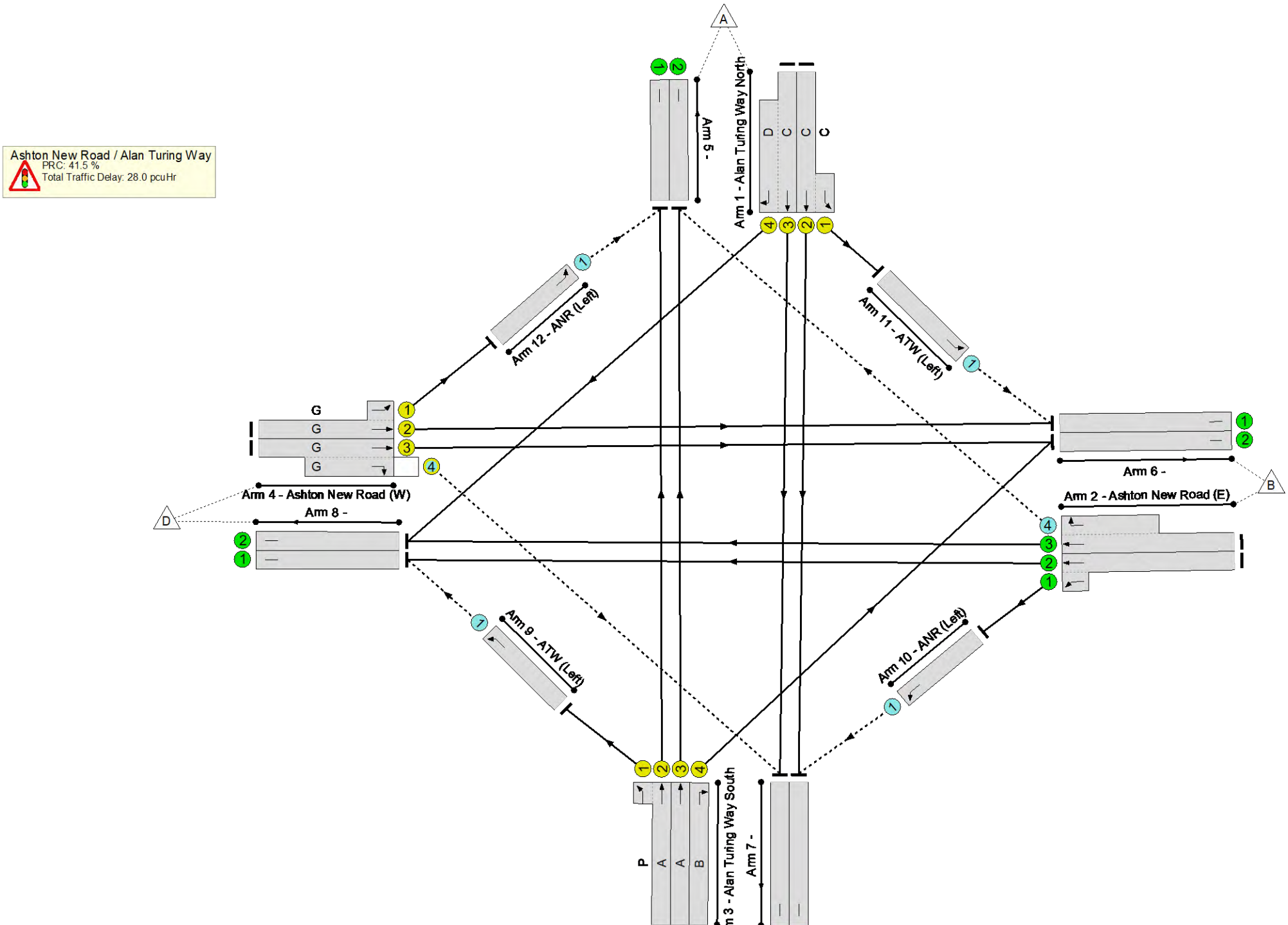
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.6%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.6%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	34	-	405	1985:1973	496+232	55.7 : 55.7%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	34:11	-	437	1955:1784	577+206	53.9 : 61.2%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	417	2055:1980	1423+609	20.5 : 20.5%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	161	2055:1730	0+1256	0.0 : 12.8%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	37	-	475	1945:2002	547+200	63.6 : 63.6%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	37	-	425	1955	714	59.5%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	150	1777	239	62.7%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	21	-	244	1915:1987	90+341	56.5 : 56.5%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	21	-	339	1915:1787	348+196	62.3 : 62.3%
5/1		U	N/A	N/A	-		-	-	-	541	2040	2040	26.5%
5/2		U	N/A	N/A	-		-	-	-	586	2040	2040	28.7%
6/1		U	N/A	N/A	-		-	-	-	180	2015	2015	8.9%
6/2		U	N/A	N/A	-		-	-	-	367	2015	2015	18.2%
7/1		U	N/A	N/A	-		-	-	-	401	2065	2065	19.4%
7/2		U	N/A	N/A	-		-	-	-	433	1975	1975	21.9%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	419	2015	2015	20.8%
8/2		U	N/A	N/A	-		-	-	-	126	2015	2015	6.3%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	127	2002	1039	12.2%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	125	1980	986	12.7%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	129	1973	1256	10.3%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	193	1987	879	22.0%

Full Input Data And Results

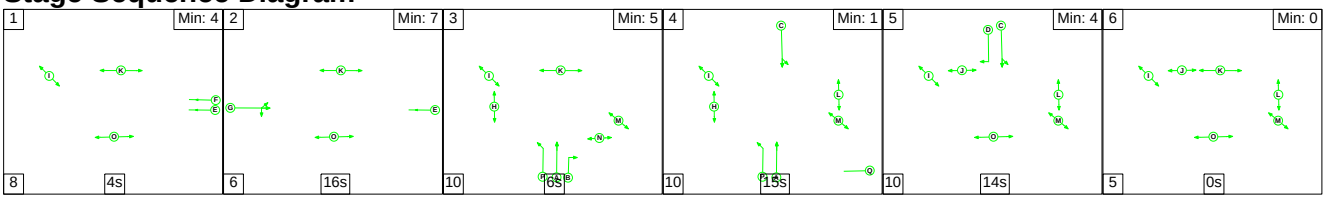
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**545**	**312**	**0**	**21.3**	**6.7**	**0.1**	**28.0**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**545**	**312**	**0**	**21.3**	**6.7**	**0.1**	**28.0**	**-**	**-**	**-**	**-**
1/2+1/1	405	405	-	-	-	3.0	0.6	-	3.6	32.3	7.8	0.6	8.4
1/3+1/4	437	437	-	-	-	3.9	0.6	-	4.5	37.2	7.1	0.6	7.7
2/2+2/1	417	417	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	161	161	34	127	0	0.0	0.1	-	0.1	2.3	0.5	0.1	0.6
3/2+3/1	475	475	-	-	-	3.5	0.9	-	4.4	33.0	10.5	0.9	11.3
3/3	425	425	-	-	-	3.2	0.7	-	3.9	33.0	9.9	0.7	10.6
3/4	150	150	-	-	-	1.8	0.8	-	2.6	62.4	4.1	0.8	4.9
4/2+4/1	244	244	-	-	-	2.5	0.6	-	3.1	45.7	5.7	0.6	6.3
4/3+4/4	339	339	122	0	0	3.4	0.8	0.1	4.2	45.1	5.5	0.8	6.4
5/1	541	541	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	586	586	-	-	-	0.0	0.2	-	0.2	1.3	7.5	0.2	7.7
6/1	180	180	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	367	367	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	401	401	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	433	433	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	419	419	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	126	126	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	127	127	127	0	0	0.0	0.1	-	0.1	2.0	0.3	0.1	0.4
10/1	125	125	69	56	0	0.0	0.1	-	0.1	3.2	0.6	0.1	0.6
11/1	129	129	0	129	0	0.0	0.1	-	0.1	1.6	0.9	0.1	0.9
12/1	193	193	193	0	0	0.0	0.1	-	0.2	3.3	4.6	0.1	4.7

C1 PRC for Signalled Lanes (%): 41.5 Total Delay for Signalled Lanes (pcuHr): 26.34 Cycle Time (s): 104
PRC Over All Lanes (%): 41.5 Total Delay Over All Lanes(pcuHr): 27.97

Full Input Data And Results

Scenario 10: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG11: '2019 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Matchday')

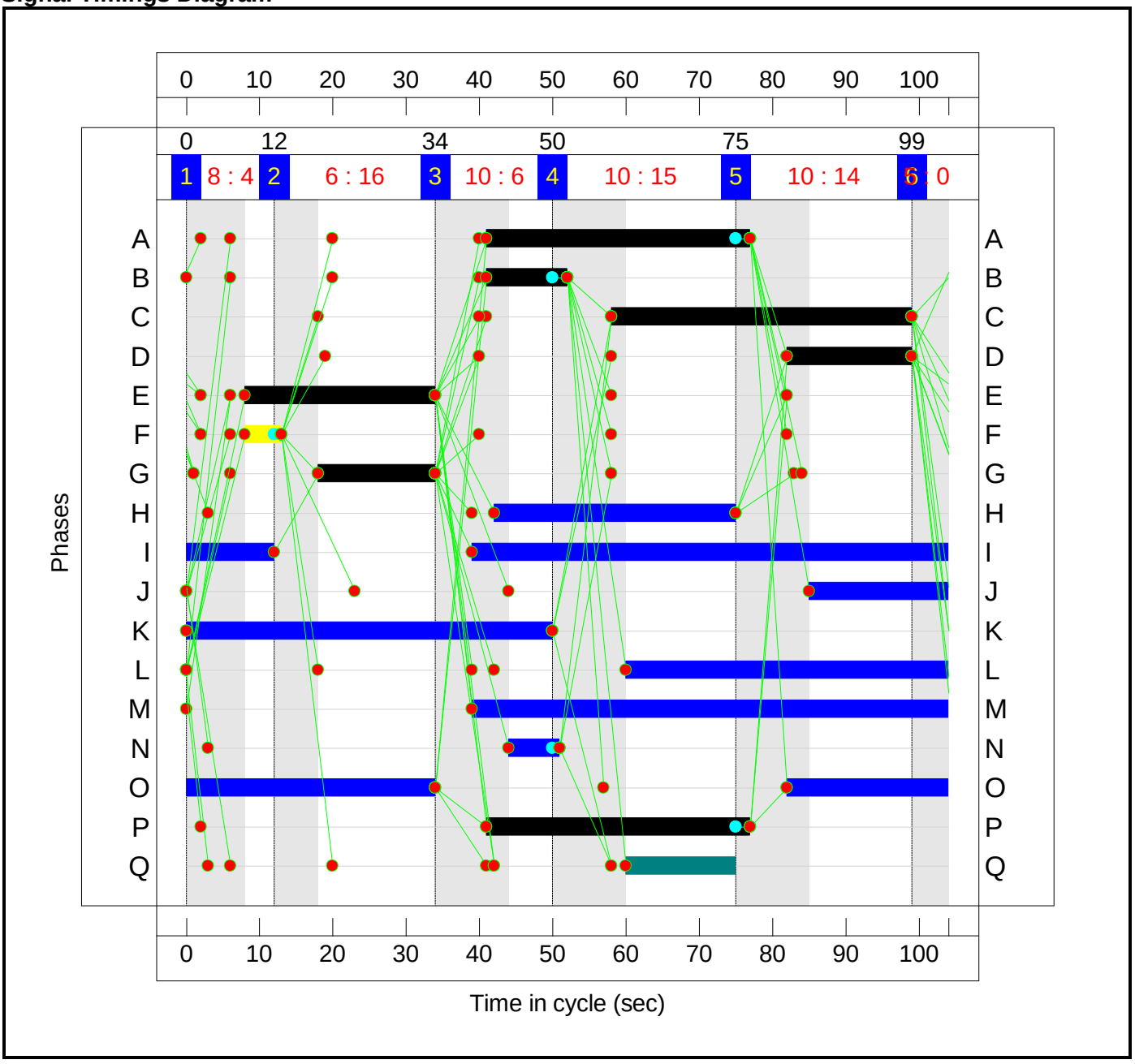
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	16	6	15	14	0
Change Point	0	12	34	50	75	99

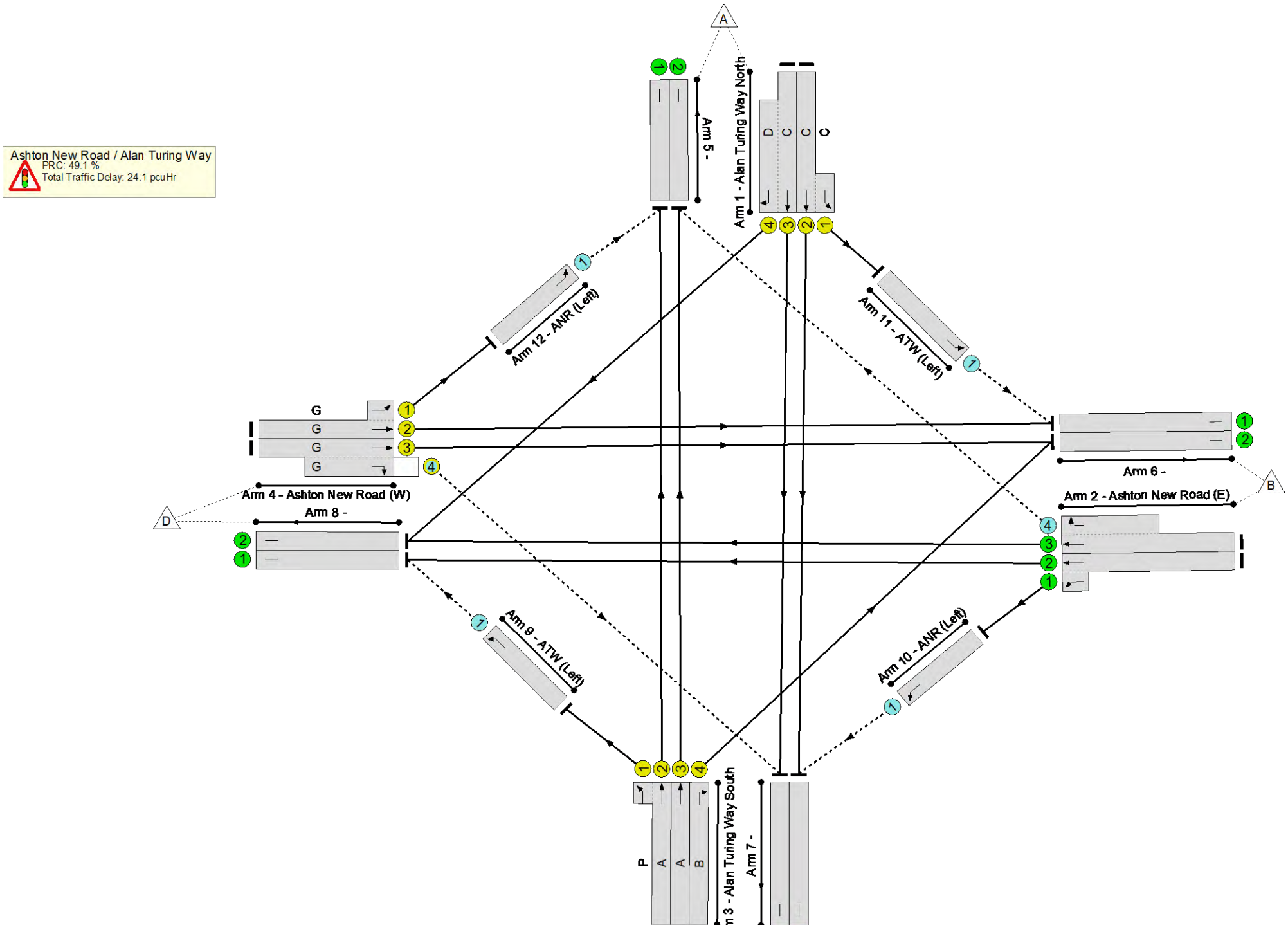
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	41	-	524	1985:1973	566+301	60.4 : 60.4%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	41:17	-	483	1955:1784	520+309	58.3 : 58.3%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	384	2055:1980	1348+682	18.9 : 18.9%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	214	2055:1730	0+1292	0.0 : 16.6%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	36	-	336	1945:2002	598+117	47.0 : 47.0%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	36	-	297	1955	696	42.7%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	11	-	118	1777	205	57.6%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	16	-	213	1915:1987	176+203	56.2 : 56.2%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	16	-	269	1915:1787	291+162	59.4 : 59.4%
5/1		U	N/A	N/A	-		-	-	-	395	2040	2040	19.4%
5/2		U	N/A	N/A	-		-	-	-	511	2040	2040	25.0%
6/1		U	N/A	N/A	-		-	-	-	281	2015	2015	13.9%
6/2		U	N/A	N/A	-		-	-	-	291	2015	2015	14.4%
7/1		U	N/A	N/A	-		-	-	-	471	2065	2065	22.8%
7/2		U	N/A	N/A	-		-	-	-	399	1975	1975	20.2%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	310	2015	2015	15.4%
8/2		U	N/A	N/A	-		-	-	-	180	2015	2015	8.9%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	55	2002	1034	5.3%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	129	1980	928	13.9%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	182	1973	1292	14.1%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	114	1987	910	12.5%

Full Input Data And Results

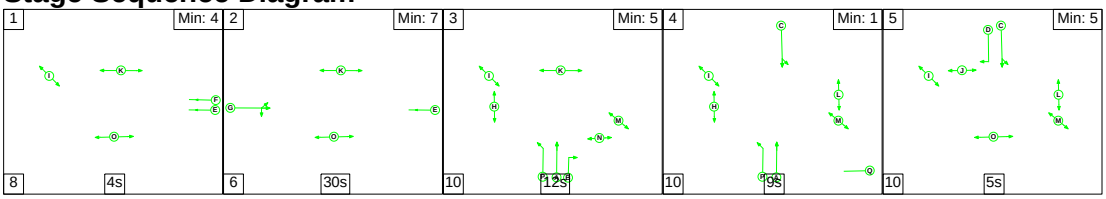
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**373**	**417**	**0**	**18.4**	**5.6**	**0.0**	**24.1**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**373**	**417**	**0**	**18.4**	**5.6**	**0.0**	**24.1**	**-**	**-**	**-**	**-**
1/2+1/1	524	524	-	-	-	3.3	0.8	-	4.1	28.1	9.8	0.8	10.6
1/3+1/4	483	483	-	-	-	3.8	0.7	-	4.5	33.7	6.1	0.7	6.8
2/2+2/1	384	384	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	214	214	35	179	0	0.0	0.1	-	0.1	2.2	0.7	0.1	0.8
3/2+3/1	336	336	-	-	-	2.4	0.4	-	2.8	30.1	7.0	0.4	7.5
3/3	297	297	-	-	-	2.1	0.4	-	2.5	30.0	6.5	0.4	6.9
3/4	118	118	-	-	-	1.4	0.7	-	2.1	64.0	3.2	0.7	3.9
4/2+4/1	213	213	-	-	-	2.3	0.6	-	2.9	49.6	3.7	0.6	4.4
4/3+4/4	269	269	96	0	0	2.9	0.7	0.0	3.7	49.6	4.6	0.7	5.3
5/1	395	395	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	511	511	-	-	-	0.0	0.2	-	0.2	1.2	4.6	0.2	4.7
6/1	281	281	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	291	291	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	471	471	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	399	399	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	310	310	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	180	180	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	55	55	55	0	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	129	129	73	56	0	0.1	0.1	-	0.1	4.1	0.8	0.1	0.8
11/1	182	182	0	182	0	0.0	0.1	-	0.1	1.7	1.0	0.1	1.0
12/1	114	114	114	0	0	0.0	0.1	-	0.1	2.6	2.4	0.1	2.5

C1 PRC for Signalled Lanes (%): 49.1 Total Delay for Signalled Lanes (pcuHr): 22.62 Cycle Time (s): 104
PRC Over All Lanes (%): 49.1 Total Delay Over All Lanes(pcuHr): 24.08

Full Input Data And Results

Scenario 11: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 2: 'Non Matchday')

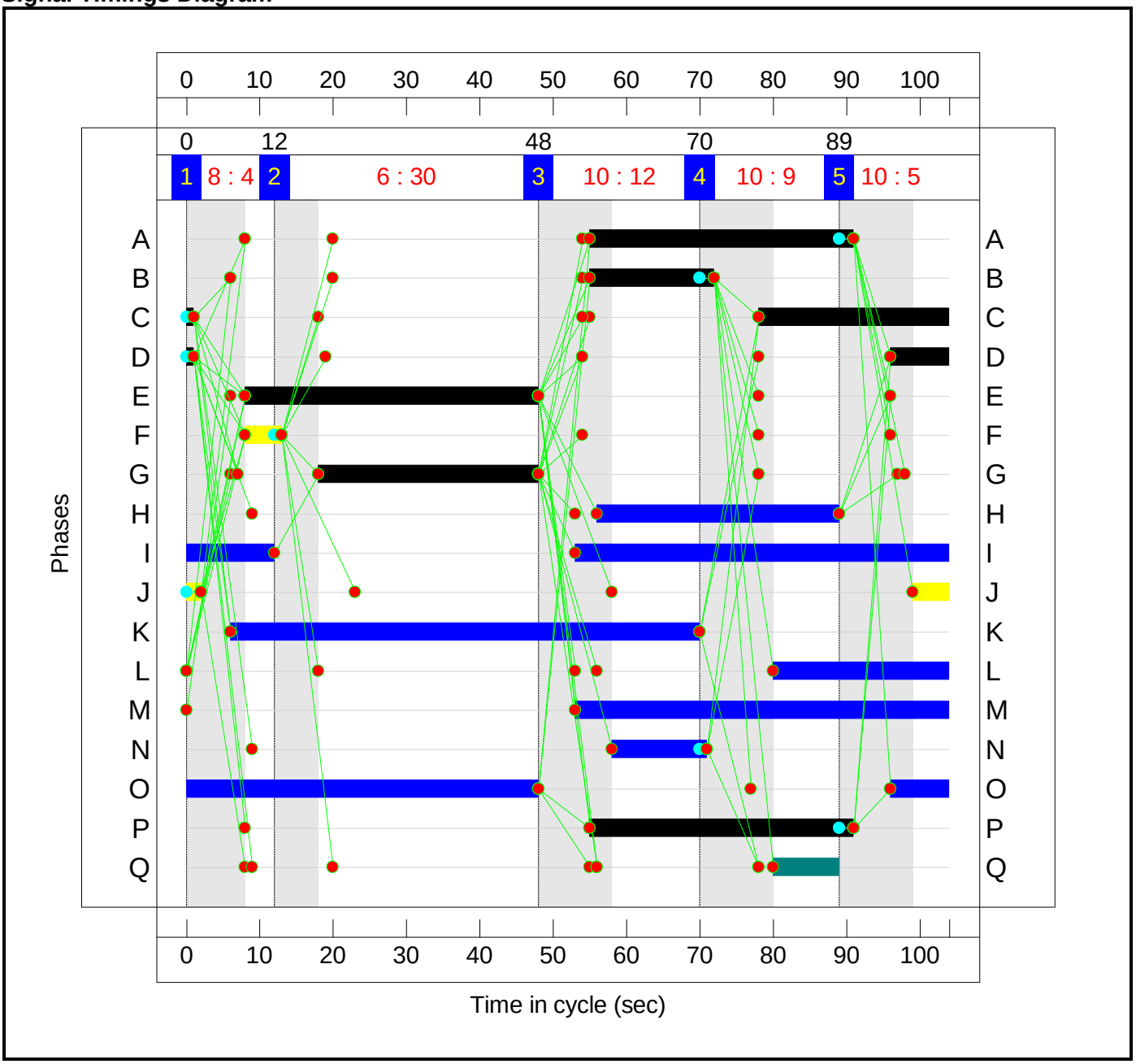
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	30	12	9	5
Change Point	0	12	48	70	89

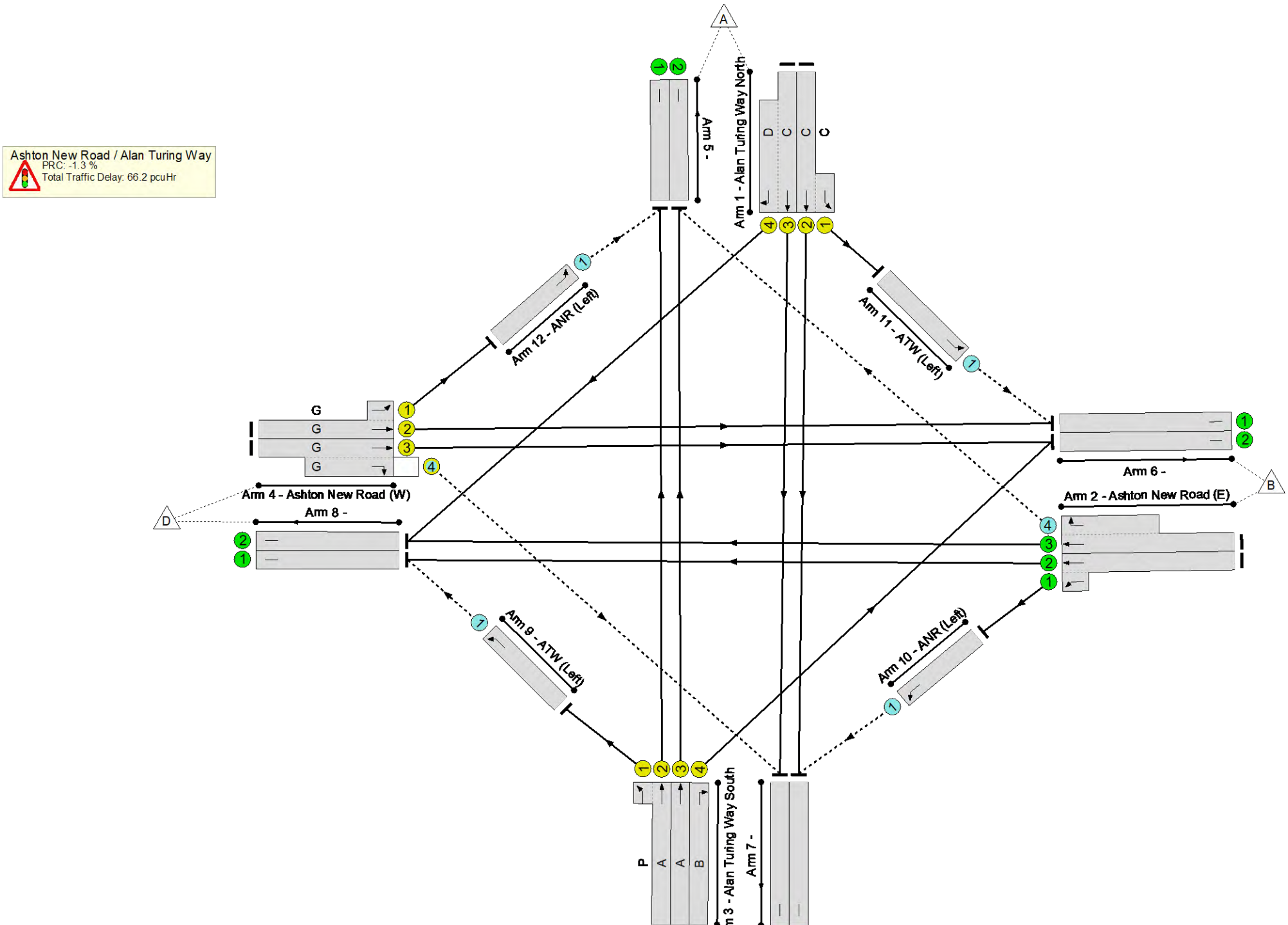
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.2%**
Ashton New Road / Alan Turing Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.2%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	27	-	530	1985:1973	385+221	87.5 : 87.5%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	27:9	-	585	1955:1784	492+171	88.3 : 88.3%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	516	2055:1980	1301+727	25.5 : 25.5%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	161	2055:1730	0+1040	0.0 : 15.5%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	36	-	646	1945:2002	641+68	91.2 : 91.2%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	36	-	630	1955	696	90.6%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	17	-	273	1777	308	88.8%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	30	-	557	1915:1987	374+250	89.2 : 89.2%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	30	-	615	1915:1787	468+212	90.4 : 90.4%
5/1		U	N/A	N/A	-		-	-	-	807	2040	2040	39.6%
5/2		U	N/A	N/A	-		-	-	-	791	2040	2040	38.8%
6/1		U	N/A	N/A	-		-	-	-	527	2015	2015	26.2%
6/2		U	N/A	N/A	-		-	-	-	696	2015	2015	34.5%
7/1		U	N/A	N/A	-		-	-	-	522	2065	2065	25.3%
7/2		U	N/A	N/A	-		-	-	-	626	1975	1975	31.7%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	393	2015	2015	19.5%
8/2		U	N/A	N/A	-		-	-	-	151	2015	2015	7.5%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	62	2002	983	6.3%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	185	1980	875	21.1%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	193	1973	1040	18.6%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	223	1987	815	27.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**591**	**425**	**0**	**37.1**	**29.0**	**0.1**	**66.2**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**591**	**425**	**0**	**37.1**	**29.0**	**0.1**	**66.2**	**-**	**-**	**-**	**-**
1/2+1/1	530	530	-	-	-	5.1	3.2	-	8.4	56.7	12.7	3.2	15.9
1/3+1/4	585	585	-	-	-	6.3	3.5	-	9.7	59.7	12.2	3.5	15.6
2/2+2/1	516	516	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/3+2/4	161	161	30	131	0	0.2	0.1	-	0.3	6.3	1.4	0.1	1.5
3/2+3/1	646	646	-	-	-	5.7	4.5	-	10.2	56.7	17.4	4.5	21.9
3/3	630	630	-	-	-	5.6	4.3	-	9.8	56.2	17.1	4.3	21.4
3/4	273	273	-	-	-	3.2	3.3	-	6.5	85.7	7.7	3.3	11.0
4/2+4/1	557	557	-	-	-	5.2	3.7	-	8.9	57.8	13.8	3.7	17.5
4/3+4/4	615	615	192	0	0	5.6	4.2	0.1	9.9	57.7	13.5	4.2	17.7
5/1	807	807	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
5/2	791	791	-	-	-	0.1	0.3	-	0.4	1.8	16.6	0.3	16.9
6/1	527	527	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	696	696	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
7/1	522	522	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	626	626	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	393	393	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	151	151	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	62	62	62	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
10/1	185	185	84	101	0	0.2	0.1	-	0.3	6.1	1.5	0.1	1.6
11/1	193	193	0	193	0	0.0	0.1	-	0.1	2.2	1.3	0.1	1.4
12/1	223	223	223	0	0	0.0	0.2	-	0.2	3.1	0.8	0.2	1.0

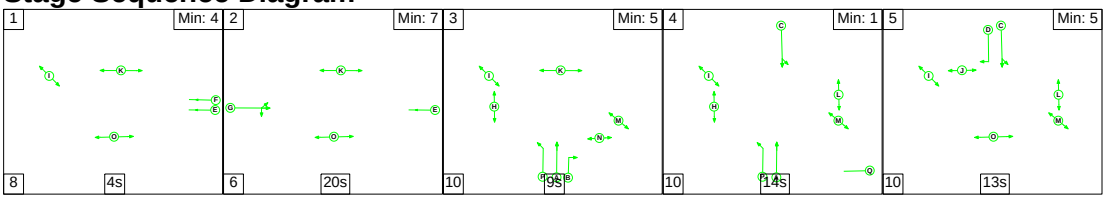
C1 PRC for Signalled Lanes (%): -1.3 Total Delay for Signalled Lanes (pcuHr): 63.36 Cycle Time (s): 104

PRC Over All Lanes (%): -1.3 Total Delay Over All Lanes(pcuHr): 66.19

Full Input Data And Results

Scenario 12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 2: 'Non Matchday')

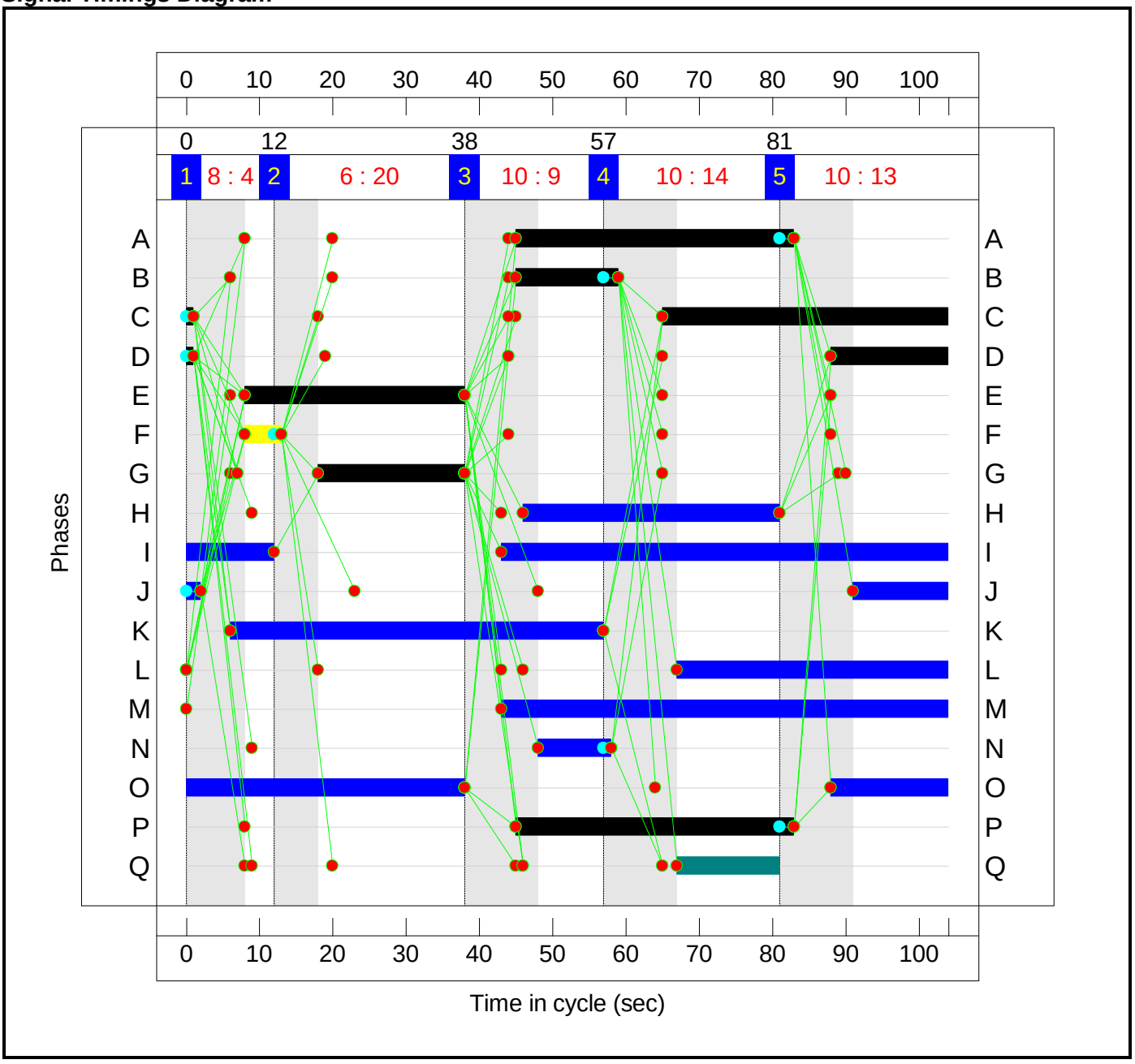
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	20	9	14	13
Change Point	0	12	38	57	81

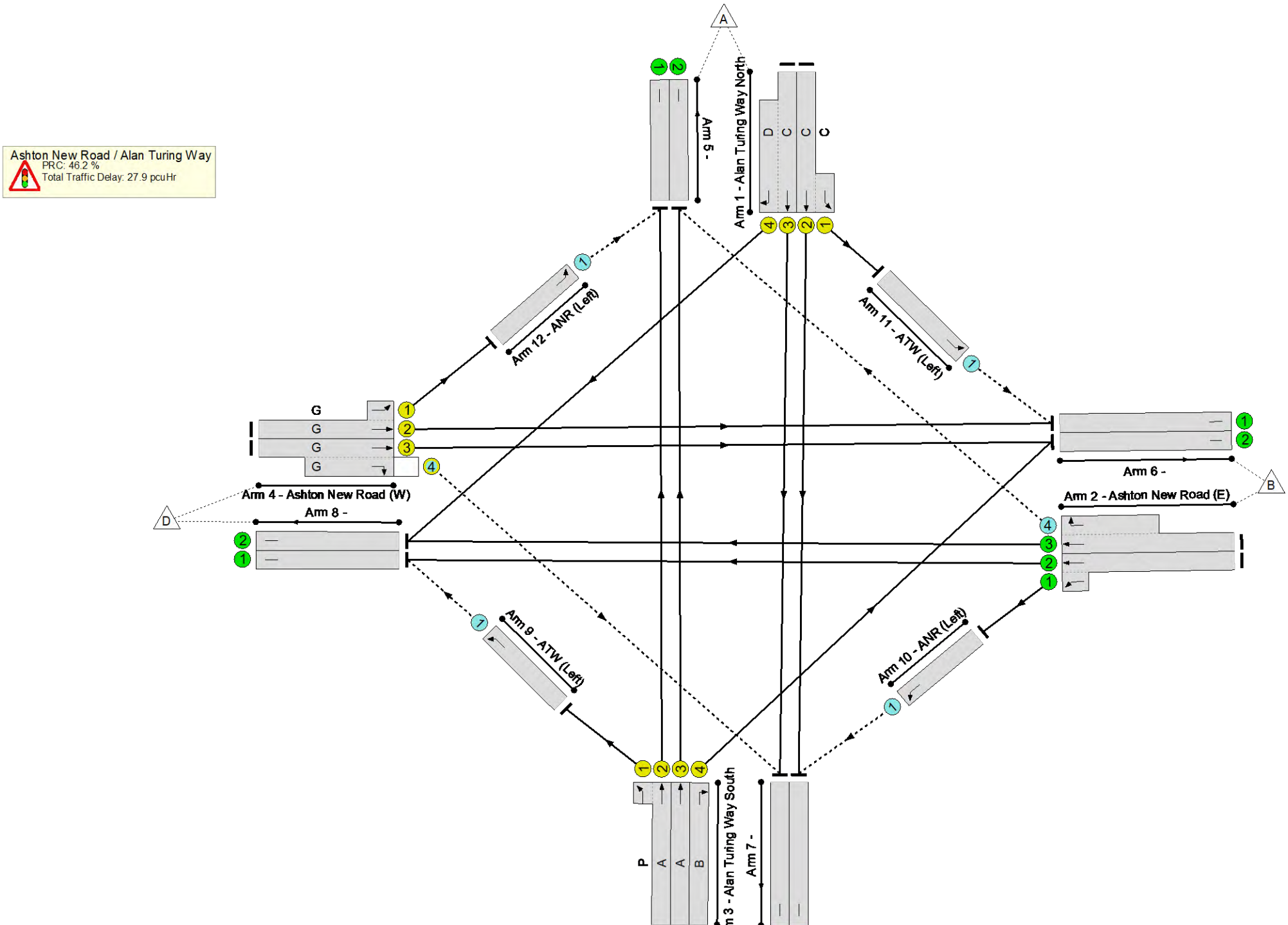
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.5%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.5%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	40	-	498	1985:1973	606+225	59.9 : 59.9%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	40:17	-	498	1955:1784	546+309	58.3 : 58.3%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	322	2055:1980	1413+618	15.8 : 15.8%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	102	2055:1730	0+1255	0.0 : 8.1%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	38	-	462	1945:2002	645+106	61.5 : 61.5%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	38	-	434	1955	733	59.2%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	14	-	155	1777	256	60.5%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	20	-	266	1915:1987	177+263	60.4 : 60.4%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	20	-	295	1915:1787	349+134	61.0 : 61.0%
5/1		U	N/A	N/A	-		-	-	-	556	2040	2040	27.3%
5/2		U	N/A	N/A	-		-	-	-	536	2040	2040	26.3%
6/1		U	N/A	N/A	-		-	-	-	242	2015	2015	12.0%
6/2		U	N/A	N/A	-		-	-	-	368	2015	2015	18.3%
7/1		U	N/A	N/A	-		-	-	-	461	2065	2065	22.3%
7/2		U	N/A	N/A	-		-	-	-	400	1975	1975	20.3%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	289	2015	2015	14.3%
8/2		U	N/A	N/A	-		-	-	-	180	2015	2015	8.9%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	65	2002	1065	6.1%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	98	1980	938	10.4%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	135	1973	1255	10.8%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	159	1987	911	17.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**385**	**256**	**0**	**21.3**	**6.6**	**0.0**	**27.9**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**385**	**256**	**0**	**21.3**	**6.6**	**0.0**	**27.9**	**-**	**-**	**-**	**-**
1/2+1/1	498	498	-	-	-	3.3	0.7	-	4.0	29.1	9.9	0.7	10.7
1/3+1/4	498	498	-	-	-	4.0	0.7	-	4.7	33.9	6.6	0.7	7.3
2/2+2/1	322	322	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	102	102	21	81	0	0.0	0.0	-	0.1	2.2	0.3	0.0	0.4
3/2+3/1	462	462	-	-	-	3.3	0.8	-	4.1	32.1	10.4	0.8	11.2
3/3	434	434	-	-	-	3.1	0.7	-	3.9	32.1	10.0	0.7	10.7
3/4	155	155	-	-	-	1.8	0.8	-	2.6	59.2	4.2	0.8	4.9
4/2+4/1	266	266	-	-	-	2.7	0.8	-	3.5	46.8	5.5	0.8	6.2
4/3+4/4	295	295	82	0	0	3.0	0.8	0.0	3.8	46.3	5.5	0.8	6.3
5/1	556	556	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	536	536	-	-	-	0.0	0.2	-	0.2	1.2	5.7	0.2	5.9
6/1	242	242	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	368	368	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	461	461	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	400	400	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	289	289	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/2	180	180	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	65	65	65	0	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	98	98	58	40	0	0.0	0.1	-	0.1	4.0	0.5	0.1	0.6
11/1	135	135	0	135	0	0.0	0.1	-	0.1	1.6	0.5	0.1	0.5
12/1	159	159	159	0	0	0.0	0.1	-	0.1	2.7	2.8	0.1	2.9

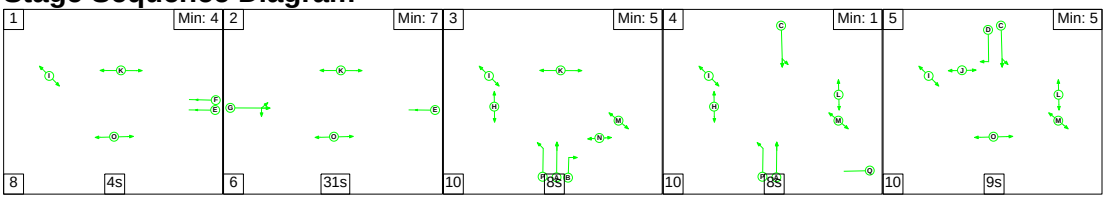
C1 PRC for Signalled Lanes (%): 46.2 Total Delay for Signalled Lanes (pcuHr): 26.51 Cycle Time (s): 104

PRC Over All Lanes (%): 46.2 Total Delay Over All Lanes(pcuHr): 27.93

Full Input Data And Results

Scenario 13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG14: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 2: 'Non Matchday')

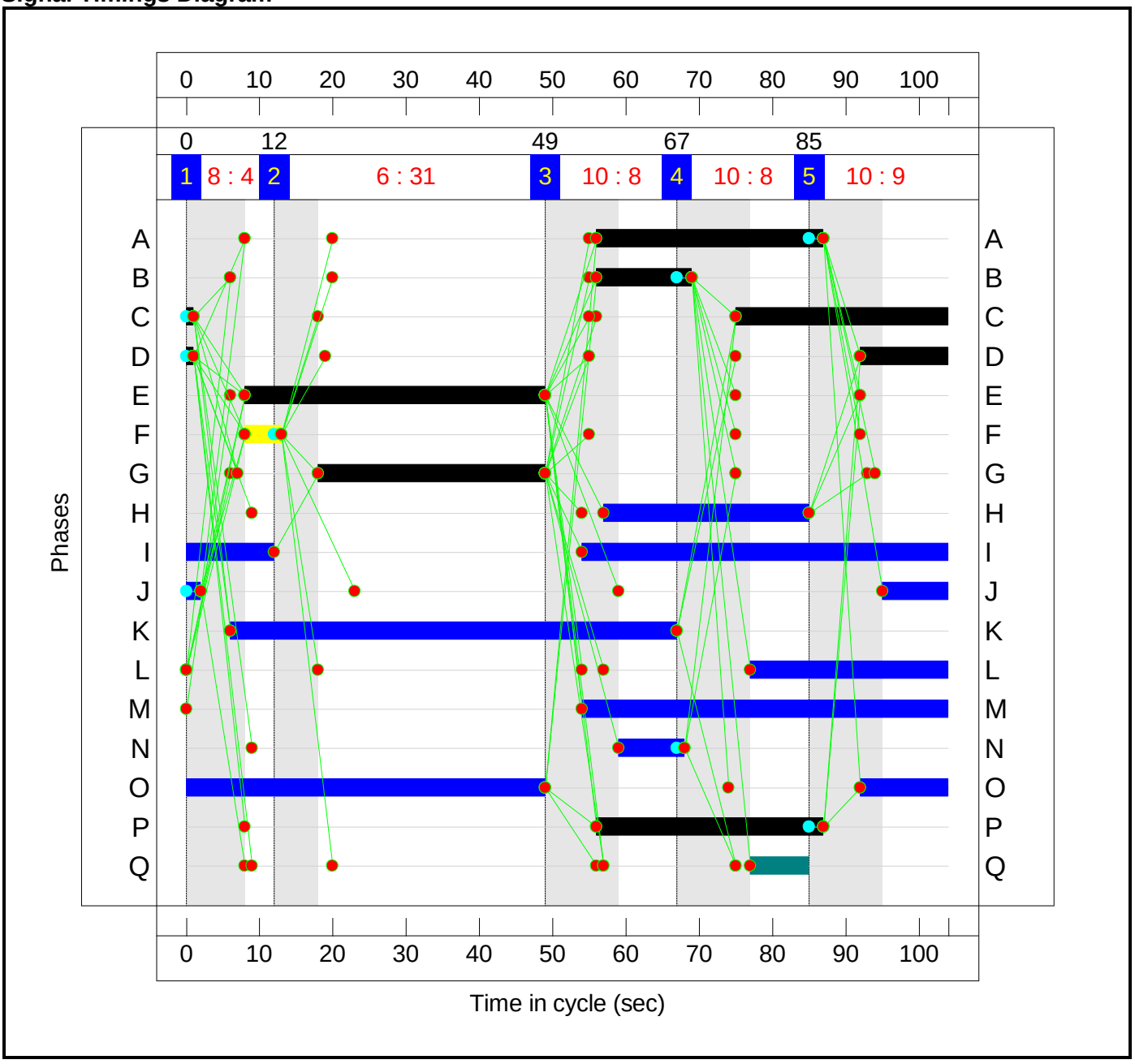
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	31	8	8	9
Change Point	0	12	49	67	85

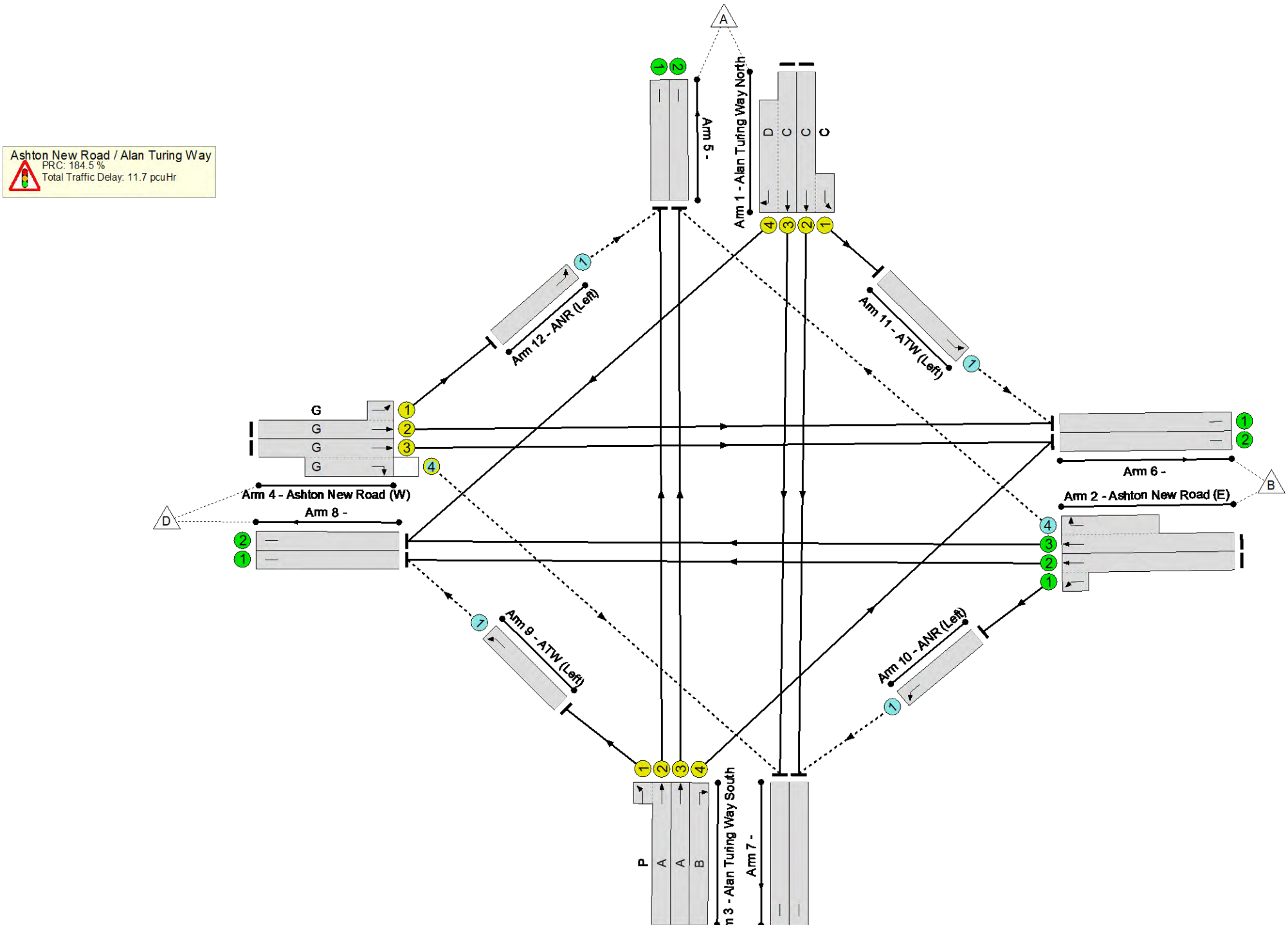
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**31.6%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**31.6%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	30	-	193	1985:1973	450+198	29.8 : 29.8%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	30:13	-	235	1955:1784	519+238	31.0 : 31.0%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	143	2055:1980	1465+569	7.0 : 7.0%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	41	2055:1730	0+1300	0.0 : 3.2%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	31	-	176	1945:2002	540+77	28.5 : 28.5%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	31	-	159	1955	602	26.4%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	73	1777	239	30.5%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	31	-	205	1915:1987	262+386	31.6 : 31.6%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	31	-	177	1915:1787	497+180	26.2 : 26.2%
5/1		U	N/A	N/A	-		-	-	-	276	2040	2040	13.5%
5/2		U	N/A	N/A	-		-	-	-	200	2040	2040	9.8%
6/1		U	N/A	N/A	-		-	-	-	142	2015	2015	7.0%
6/2		U	N/A	N/A	-		-	-	-	203	2015	2015	10.1%
7/1		U	N/A	N/A	-		-	-	-	174	2065	2065	8.4%
7/2		U	N/A	N/A	-		-	-	-	208	1975	1975	10.5%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	125	2015	2015	6.2%
8/2		U	N/A	N/A	-		-	-	-	74	2015	2015	3.7%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	22	2002	1268	1.7%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	40	1980	1218	3.3%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	59	1973	1300	4.5%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	122	1987	1218	10.0%

Full Input Data And Results

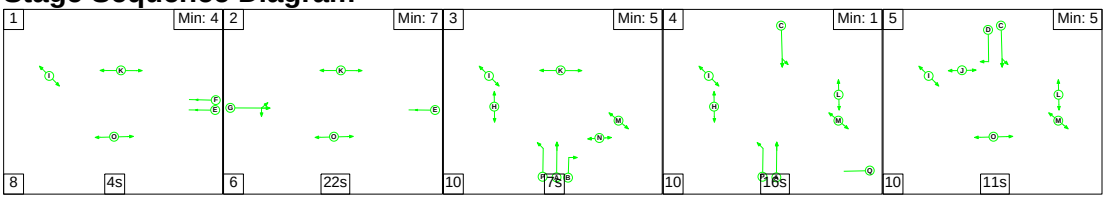
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**228**	**103**	**0**	**9.7**	**2.0**	**0.0**	**11.7**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**228**	**103**	**0**	**9.7**	**2.0**	**0.0**	**11.7**	**-**	**-**	**-**	**-**
1/2+1/1	193	193	-	-	-	1.5	0.2	-	1.7	31.1	2.9	0.2	3.1
1/3+1/4	235	235	-	-	-	2.1	0.2	-	2.3	35.4	3.5	0.2	3.8
2/2+2/1	143	143	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
2/3+2/4	41	41	13	28	0	0.0	0.0	-	0.0	1.6	0.1	0.0	0.1
3/2+3/1	176	176	-	-	-	1.3	0.2	-	1.5	31.1	3.6	0.2	3.8
3/3	159	159	-	-	-	1.2	0.2	-	1.4	31.2	3.4	0.2	3.6
3/4	73	73	-	-	-	0.8	0.2	-	1.0	51.4	1.9	0.2	2.1
4/2+4/1	205	205	-	-	-	1.5	0.2	-	1.7	30.6	3.0	0.2	3.2
4/3+4/4	177	177	47	0	0	1.3	0.2	0.0	1.5	30.1	2.8	0.2	3.0
5/1	276	276	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	200	200	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	142	142	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	203	203	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	174	174	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
7/2	208	208	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/1	125	125	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/2	74	74	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
9/1	22	22	22	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
10/1	40	40	24	16	0	0.0	0.0	-	0.0	1.8	0.1	0.0	0.1
11/1	59	59	0	59	0	0.0	0.0	-	0.0	1.5	0.5	0.0	0.5
12/1	122	122	122	0	0	0.0	0.1	-	0.1	1.9	2.1	0.1	2.2

C1 PRC for Signalled Lanes (%): 184.5 Total Delay for Signalled Lanes (pcuHr): 11.14 Cycle Time (s): 104
PRC Over All Lanes (%): 184.5 Total Delay Over All Lanes(pcuHr): 11.70

Full Input Data And Results

Scenario 14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 2: 'Non Matchday')

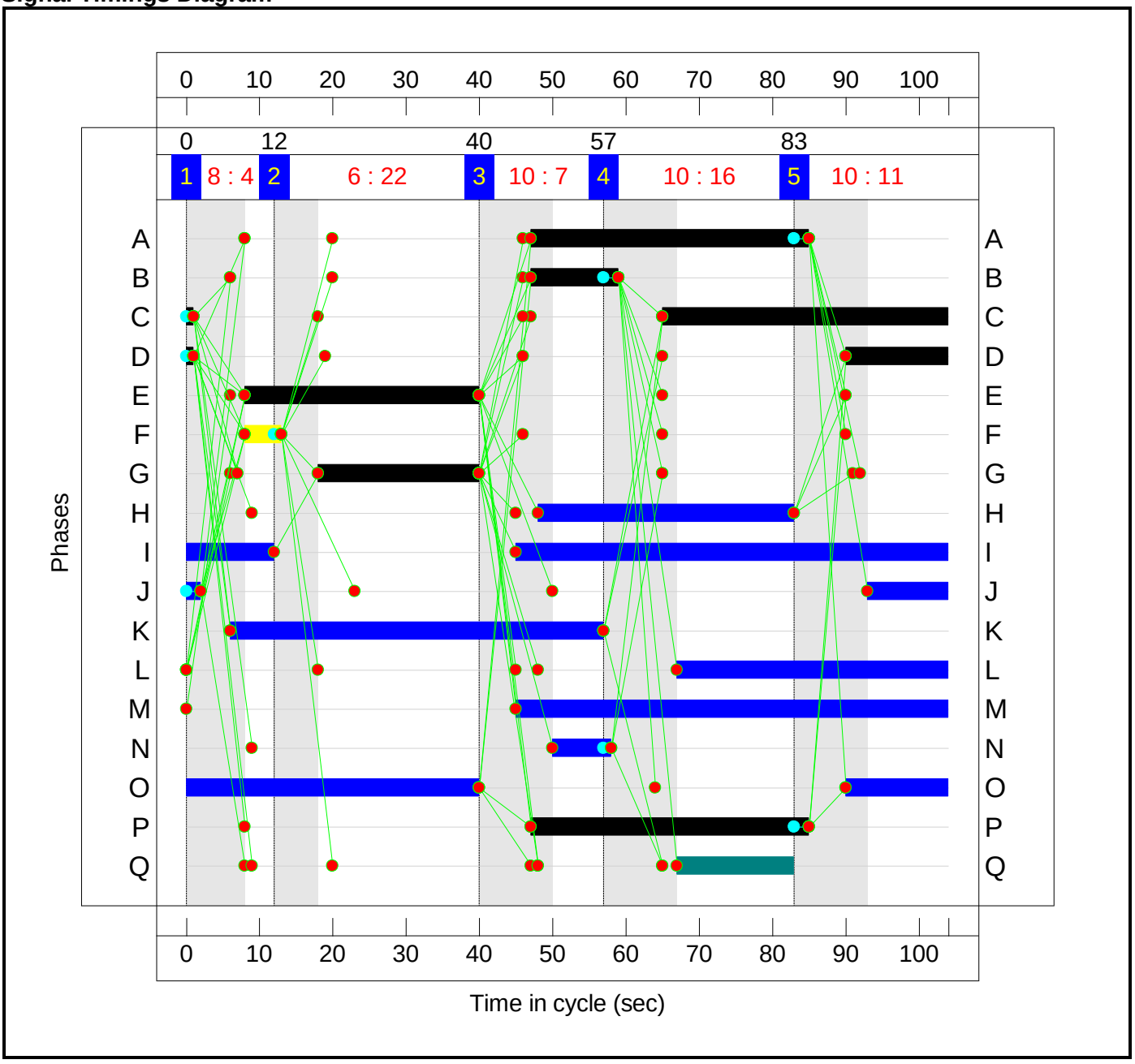
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	22	7	16	11
Change Point	0	12	40	57	83

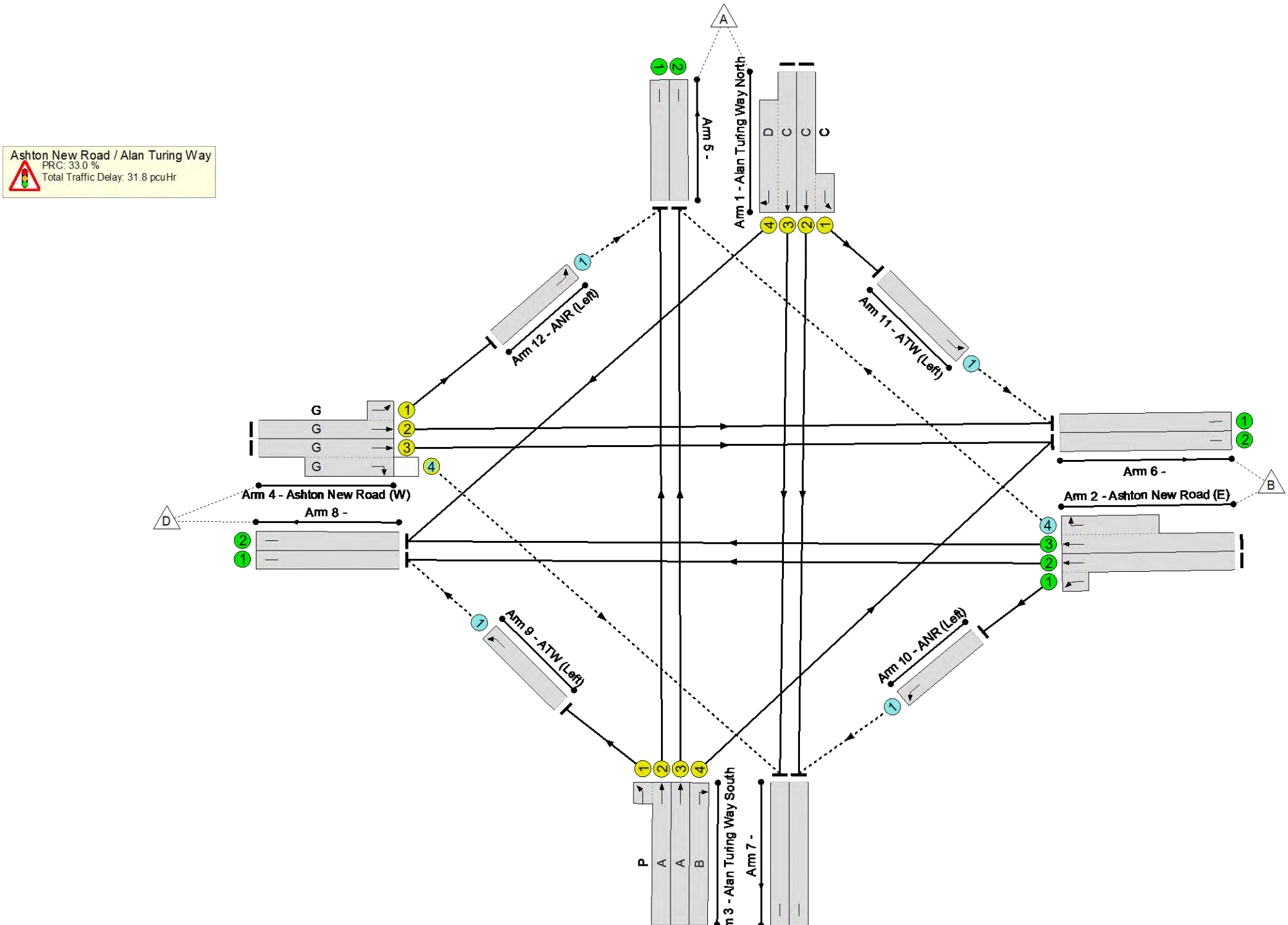
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.7%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.7%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	40	-	525	1985:1973	541+312	61.5 : 61.5%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	40:15	-	570	1955:1784	645+274	60.8 : 64.9%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	495	2055:1980	1387+644	24.4 : 24.4%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	152	2055:1730	0+1233	0.0 : 12.3%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	38	-	508	1945:2002	646+105	67.7 : 67.7%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	38	-	481	1955	733	65.6%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	12	-	146	1777	222	65.7%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	22	-	288	1915:1987	124+334	62.9 : 62.9%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	22	-	346	1915:1787	373+152	65.9 : 65.9%
5/1		U	N/A	N/A	-		-	-	-	647	2040	2040	31.7%
5/2		U	N/A	N/A	-		-	-	-	633	2040	2040	31.0%
6/1		U	N/A	N/A	-		-	-	-	270	2015	2015	13.4%
6/2		U	N/A	N/A	-		-	-	-	392	2015	2015	19.5%
7/1		U	N/A	N/A	-		-	-	-	490	2065	2065	23.7%
7/2		U	N/A	N/A	-		-	-	-	492	1975	1975	24.9%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	409	2015	2015	20.3%
8/2		U	N/A	N/A	-		-	-	-	178	2015	2015	8.8%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	71	2002	956	7.4%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	157	1980	909	17.3%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	192	1973	1233	15.6%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	210	1987	840	25.0%

Full Input Data And Results

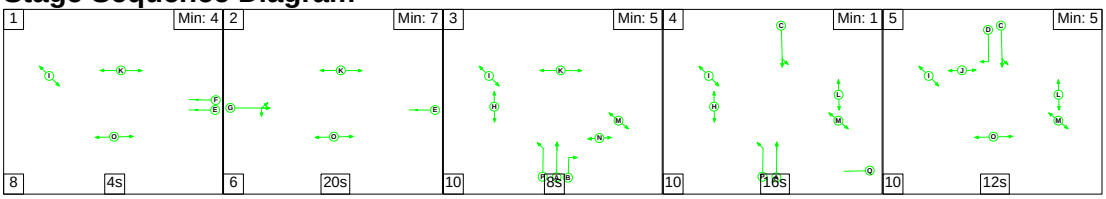
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**511**	**371**	**0**	**23.7**	**8.1**	**0.0**	**31.8**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**511**	**371**	**0**	**23.7**	**8.1**	**0.0**	**31.8**	**-**	**-**	**-**	**-**
1/2+1/1	525	525	-	-	-	3.4	0.8	-	4.2	28.9	9.9	0.8	10.7
1/3+1/4	570	570	-	-	-	4.6	0.8	-	5.5	34.5	8.5	0.8	9.3
2/2+2/1	495	495	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/3+2/4	152	152	34	118	0	0.0	0.1	-	0.1	2.5	0.6	0.1	0.7
3/2+3/1	508	508	-	-	-	3.8	1.0	-	4.8	34.1	11.9	1.0	12.9
3/3	481	481	-	-	-	3.6	0.9	-	4.5	34.0	11.5	0.9	12.4
3/4	146	146	-	-	-	1.8	0.9	-	2.7	66.5	4.0	0.9	5.0
4/2+4/1	288	288	-	-	-	2.9	0.8	-	3.7	46.4	6.7	0.8	7.5
4/3+4/4	346	346	100	0	0	3.4	1.0	0.0	4.4	45.8	6.3	1.0	7.2
5/1	647	647	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	633	633	-	-	-	0.0	0.2	-	0.2	1.4	9.2	0.2	9.4
6/1	270	270	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	392	392	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	490	490	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
7/2	492	492	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	409	409	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	178	178	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	71	71	71	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
10/1	157	157	97	60	0	0.1	0.1	-	0.2	4.4	1.0	0.1	1.1
11/1	192	192	0	192	0	0.0	0.1	-	0.1	1.8	1.3	0.1	1.4
12/1	210	210	210	0	0	0.0	0.2	-	0.2	3.4	5.0	0.2	5.1

C1 PRC for Signalled Lanes (%): 33.0 Total Delay for Signalled Lanes (pcuHr): 29.85 Cycle Time (s): 104
PRC Over All Lanes (%): 33.0 Total Delay Over All Lanes(pcuHr): 31.81

Full Input Data And Results

Scenario 15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG16: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 2: 'Non Matchday')

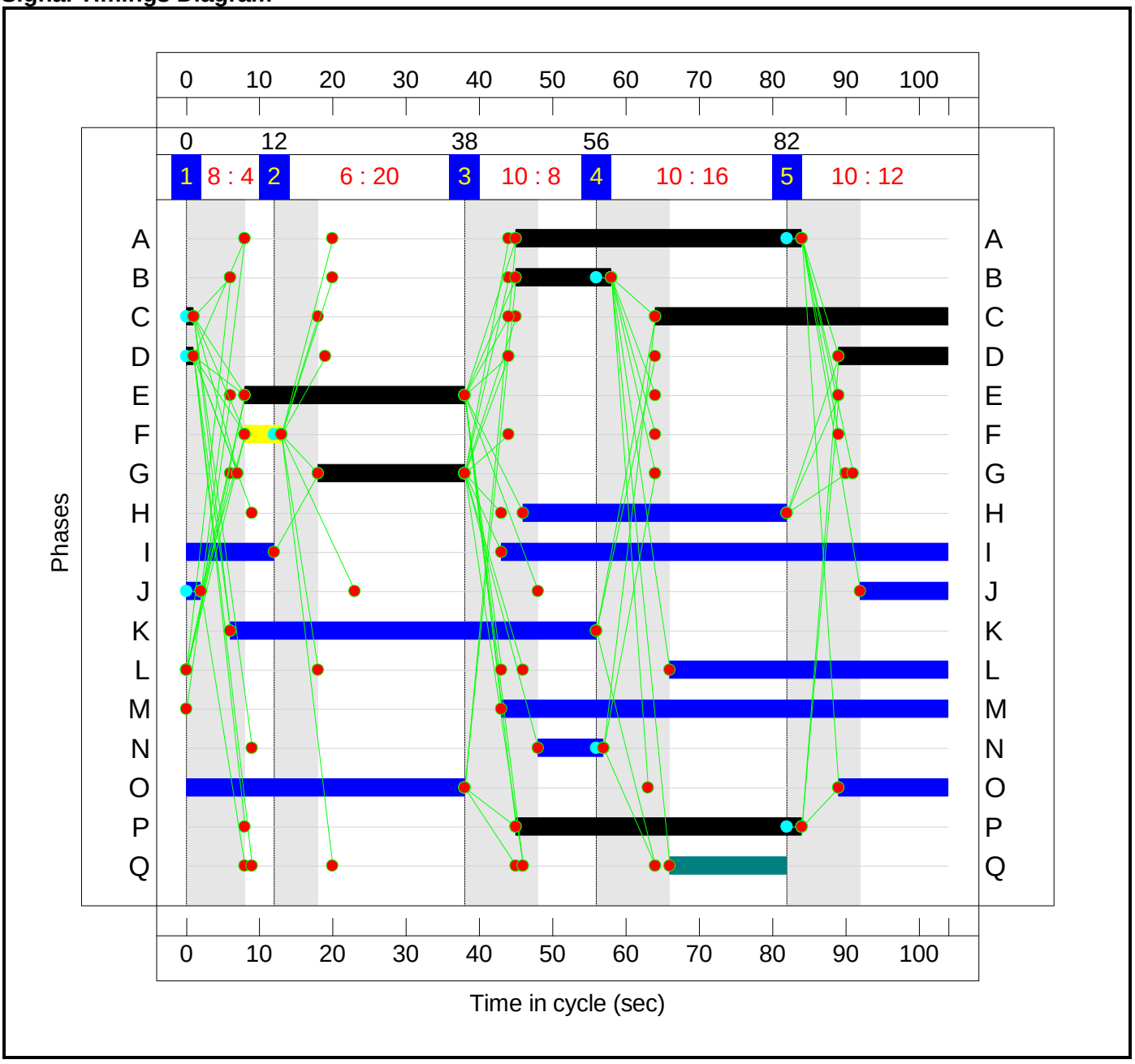
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	20	8	16	12
Change Point	0	12	38	56	82

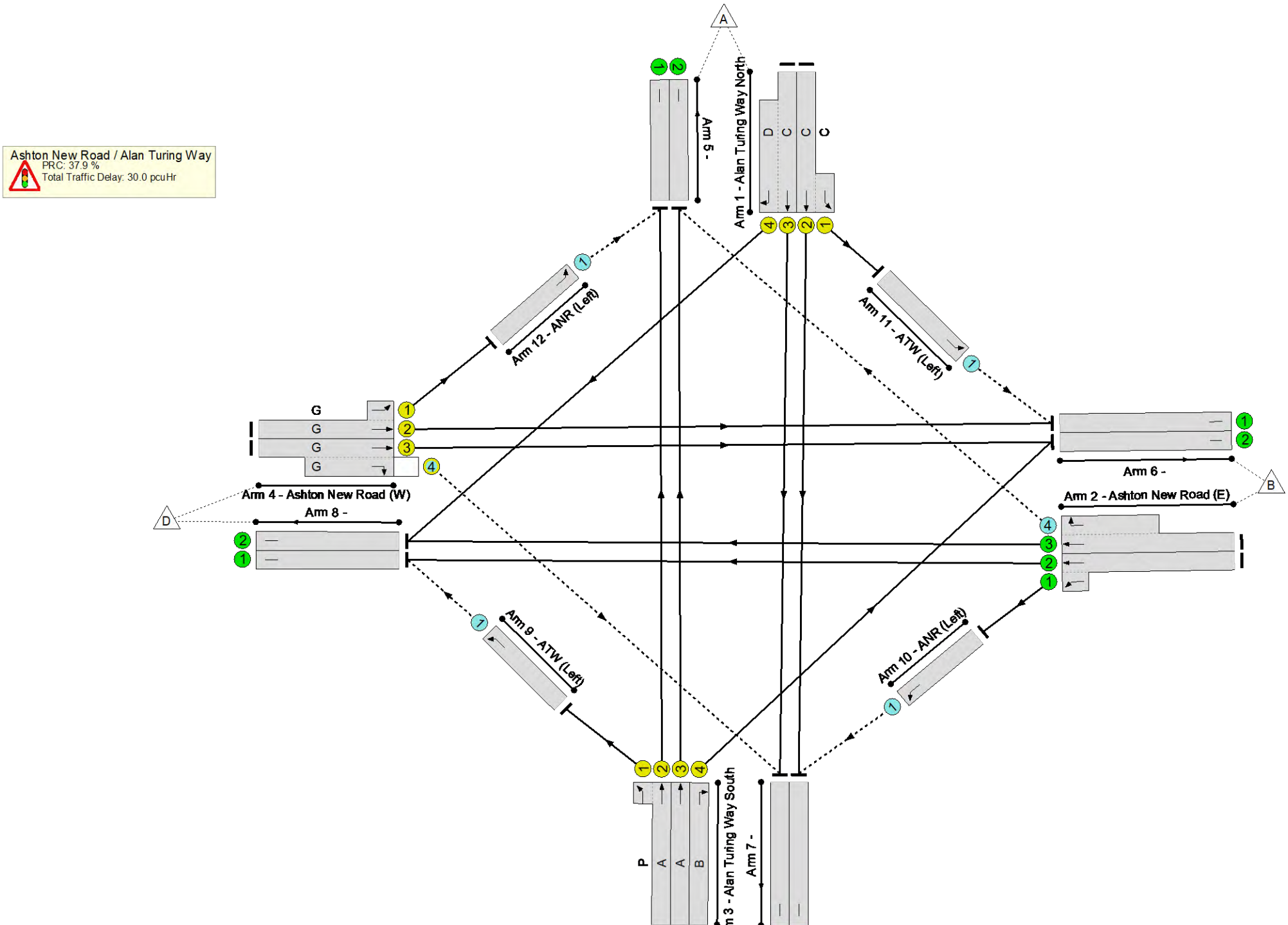
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.3%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.3%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	41	-	555	1985:1973	578+286	64.2 : 64.2%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	41:16	-	616	1955:1784	665+279	65.3 : 65.3%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	369	2055:1980	1574+464	18.1 : 18.1%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	161	2055:1730	0+1254	0.0 : 12.8%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	39	-	472	1945:2002	668+101	61.4 : 61.4%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	39	-	444	1955	752	59.0%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	146	1777	239	61.0%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	20	-	269	1915:1987	152+279	62.3 : 62.3%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	20	-	304	1915:1787	350+129	63.4 : 63.4%
5/1		U	N/A	N/A	-		-	-	-	584	2040	2040	28.6%
5/2		U	N/A	N/A	-		-	-	-	605	2040	2040	29.7%
6/1		U	N/A	N/A	-		-	-	-	279	2015	2015	13.8%
6/2		U	N/A	N/A	-		-	-	-	368	2015	2015	18.3%
7/1		U	N/A	N/A	-		-	-	-	455	2065	2065	22.0%
7/2		U	N/A	N/A	-		-	-	-	516	1975	1975	26.1%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	347	2015	2015	17.2%
8/2		U	N/A	N/A	-		-	-	-	182	2015	2015	9.0%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	62	2002	1006	6.2%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	84	1980	890	9.4%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	184	1973	1254	14.7%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	174	1987	842	20.7%

Full Input Data And Results

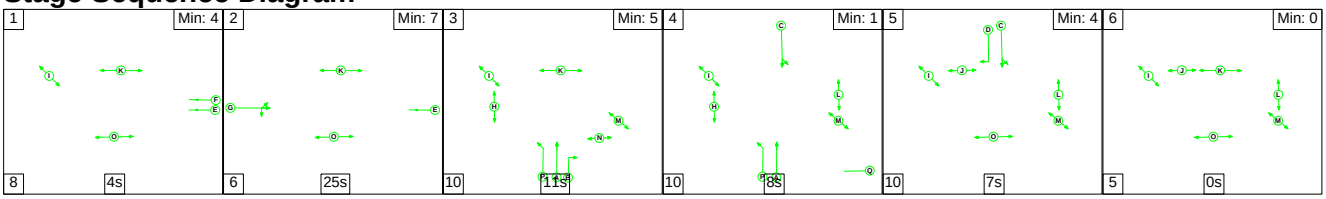
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**401**	**346**	**0**	**22.7**	**7.3**	**0.0**	**30.0**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**401**	**346**	**0**	**22.7**	**7.3**	**0.0**	**30.0**	**-**	**-**	**-**	**-**
1/2+1/1	555	555	-	-	-	3.6	0.9	-	4.5	29.2	11.0	0.9	11.8
1/3+1/4	616	616	-	-	-	4.9	0.9	-	5.8	34.2	9.5	0.9	10.5
2/2+2/1	369	369	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	161	161	33	128	0	0.0	0.1	-	0.1	2.3	0.5	0.1	0.6
3/2+3/1	472	472	-	-	-	3.3	0.8	-	4.1	31.4	10.6	0.8	11.4
3/3	444	444	-	-	-	3.1	0.7	-	3.9	31.3	10.1	0.7	10.8
3/4	146	146	-	-	-	1.7	0.8	-	2.5	61.4	4.0	0.8	4.7
4/2+4/1	269	269	-	-	-	2.8	0.8	-	3.6	47.8	5.9	0.8	6.7
4/3+4/4	304	304	82	0	0	3.1	0.9	0.0	4.0	47.1	5.7	0.9	6.6
5/1	584	584	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	605	605	-	-	-	0.0	0.2	-	0.2	1.3	8.0	0.2	8.2
6/1	279	279	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	368	368	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	455	455	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	516	516	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	347	347	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	182	182	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	62	62	62	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	84	84	51	33	0	0.1	0.1	-	0.1	4.5	0.5	0.1	0.6
11/1	184	184	0	184	0	0.0	0.1	-	0.1	1.7	0.9	0.1	1.0
12/1	174	174	174	0	0	0.0	0.1	-	0.1	3.0	4.0	0.1	4.1

C1 PRC for Signalled Lanes (%): 37.9 Total Delay for Signalled Lanes (pcuHr): 28.37 Cycle Time (s): 104
PRC Over All Lanes (%): 37.9 Total Delay Over All Lanes(pcuHr): 30.05

Full Input Data And Results

Scenario 16: '2023 Base (Match) - Weekday PM Network Peak' (FG17: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: 'Matchday')

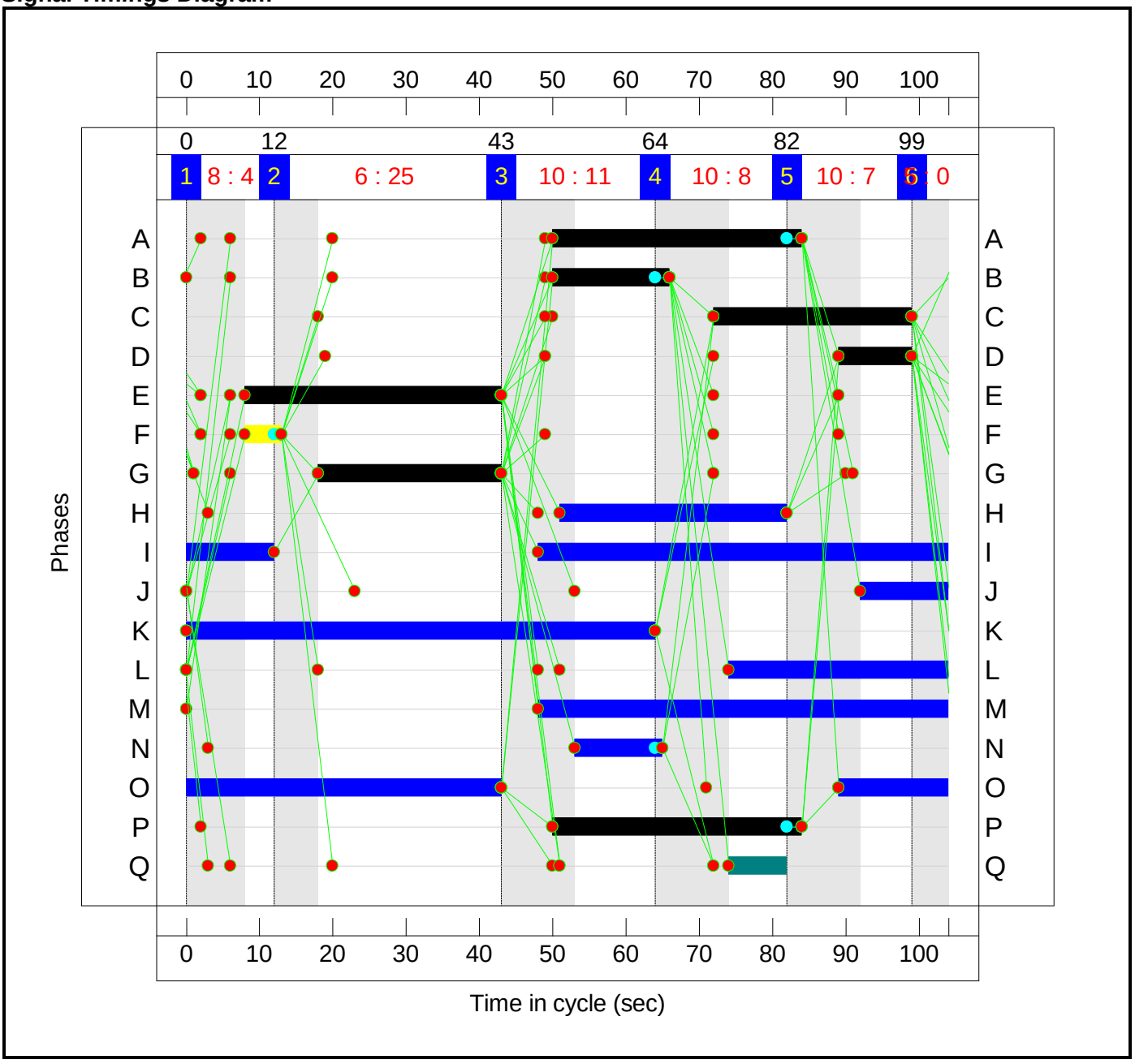
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	25	11	8	7	0
Change Point	0	12	43	64	82	99

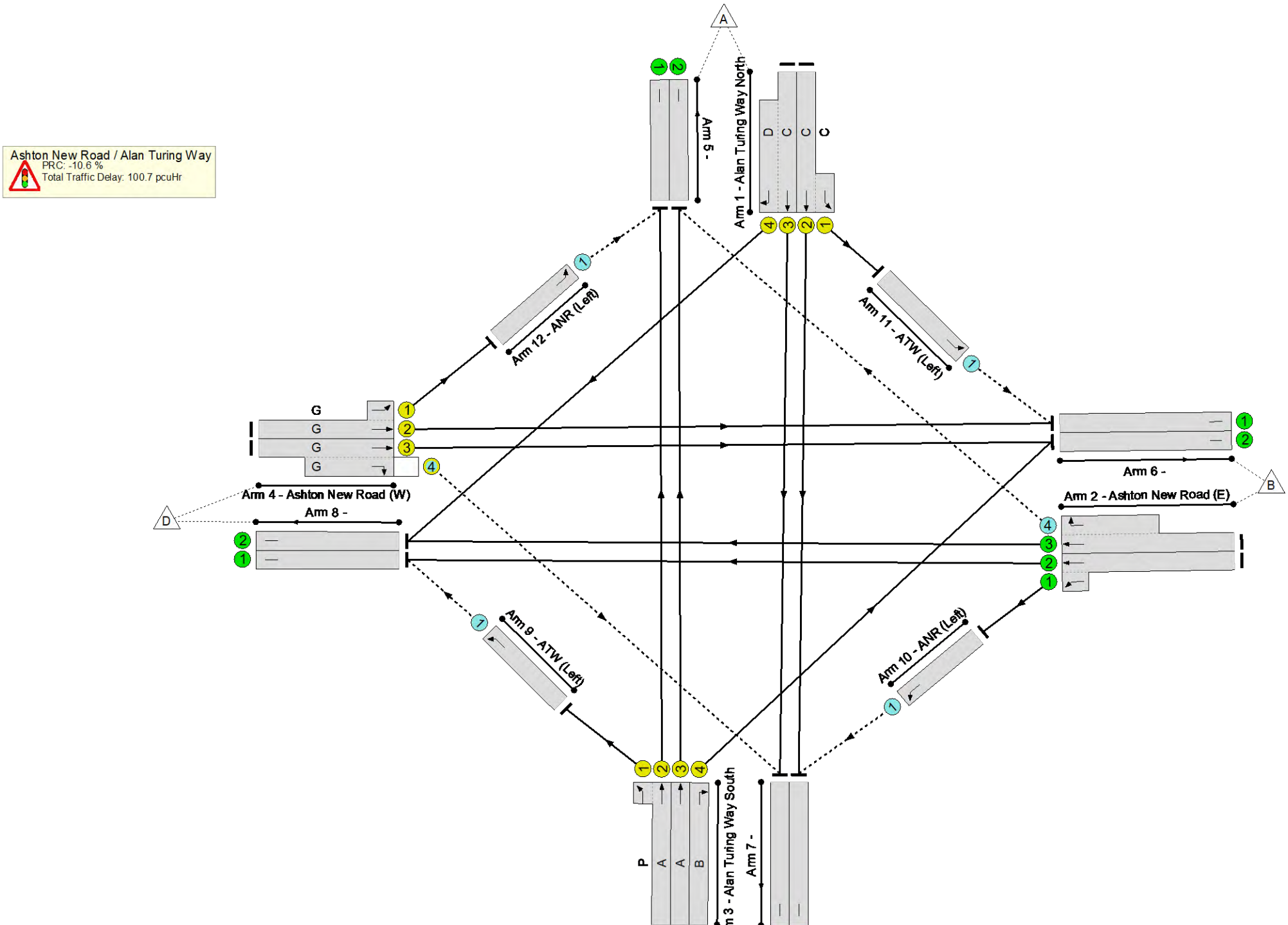
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
Ashton New Road / Alan Turing Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	27	-	587	1985:1973	406+187	98.9 : 98.9%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	27:10	-	660	1955:1784	491+172	99.5 : 99.5%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	434	2055:1980	1313+715	21.4 : 21.4%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	144	2055:1730	0+1086	0.0 : 13.3%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	34	-	649	1945:2002	569+109	95.8 : 95.8%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	34	-	627	1955	658	95.3%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	16	-	274	1777	290	94.3%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	25	-	532	1915:1987	288+261	96.8 : 96.8%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	25	-	550	1915:1787	418+150	96.9 : 96.9%
5/1		U	N/A	N/A	-		-	-	-	798	2040	2040	39.1%
5/2		U	N/A	N/A	-		-	-	-	771	2040	2040	37.8%
6/1		U	N/A	N/A	-		-	-	-	464	2015	2015	23.0%
6/2		U	N/A	N/A	-		-	-	-	679	2015	2015	33.7%
7/1		U	N/A	N/A	-		-	-	-	555	2065	2065	26.9%
7/2		U	N/A	N/A	-		-	-	-	634	1975	1975	32.1%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	385	2015	2015	19.1%
8/2		U	N/A	N/A	-		-	-	-	171	2015	2015	8.5%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	104	2002	1019	10.2%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	153	1980	903	17.0%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	185	1973	1086	17.0%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	253	1987	853	29.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**547**	**437**	**0**	**40.0**	**60.6**	**0.0**	**100.7**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**547**	**437**	**0**	**40.0**	**60.6**	**0.0**	**100.7**	**-**	**-**	**-**	**-**
1/2+1/1	587	587	-	-	-	6.0	10.6	-	16.6	101.6	15.4	10.6	26.0
1/3+1/4	660	660	-	-	-	7.4	12.0	-	19.4	106.0	15.2	12.0	27.3
2/2+2/1	434	434	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	144	144	7	137	0	0.1	0.1	-	0.2	5.4	1.1	0.1	1.2
3/2+3/1	649	649	-	-	-	6.0	7.5	-	13.5	74.7	17.9	7.5	25.3
3/3	627	627	-	-	-	5.9	7.0	-	12.9	73.8	17.6	7.0	24.6
3/4	274	274	-	-	-	3.3	5.1	-	8.4	110.4	7.8	5.1	12.9
4/2+4/1	532	532	-	-	-	5.5	7.9	-	13.4	90.8	13.2	7.9	21.1
4/3+4/4	550	550	145	0	0	5.6	8.2	0.0	13.8	90.6	13.0	8.2	21.2
5/1	798	798	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/2	771	771	-	-	-	0.1	0.3	-	0.4	1.7	16.0	0.3	16.3
6/1	464	464	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/2	679	679	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
7/1	555	555	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	634	634	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	385	385	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	171	171	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	104	104	104	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
10/1	153	153	38	115	0	0.2	0.1	-	0.3	6.6	1.3	0.1	1.4
11/1	185	185	0	185	0	0.0	0.1	-	0.1	2.0	0.8	0.1	0.9
12/1	253	253	253	0	0	0.0	0.2	-	0.2	3.1	1.6	0.2	1.8

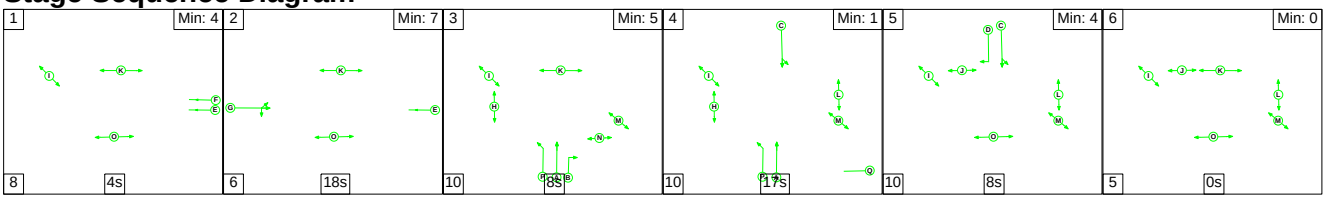
C1 PRC for Signalled Lanes (%): -10.6 Total Delay for Signalled Lanes (pcuHr): 97.98 Cycle Time (s): 104

PRC Over All Lanes (%): -10.6 Total Delay Over All Lanes(pcuHr): 100.66

Full Input Data And Results

Scenario 17: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Matchday')

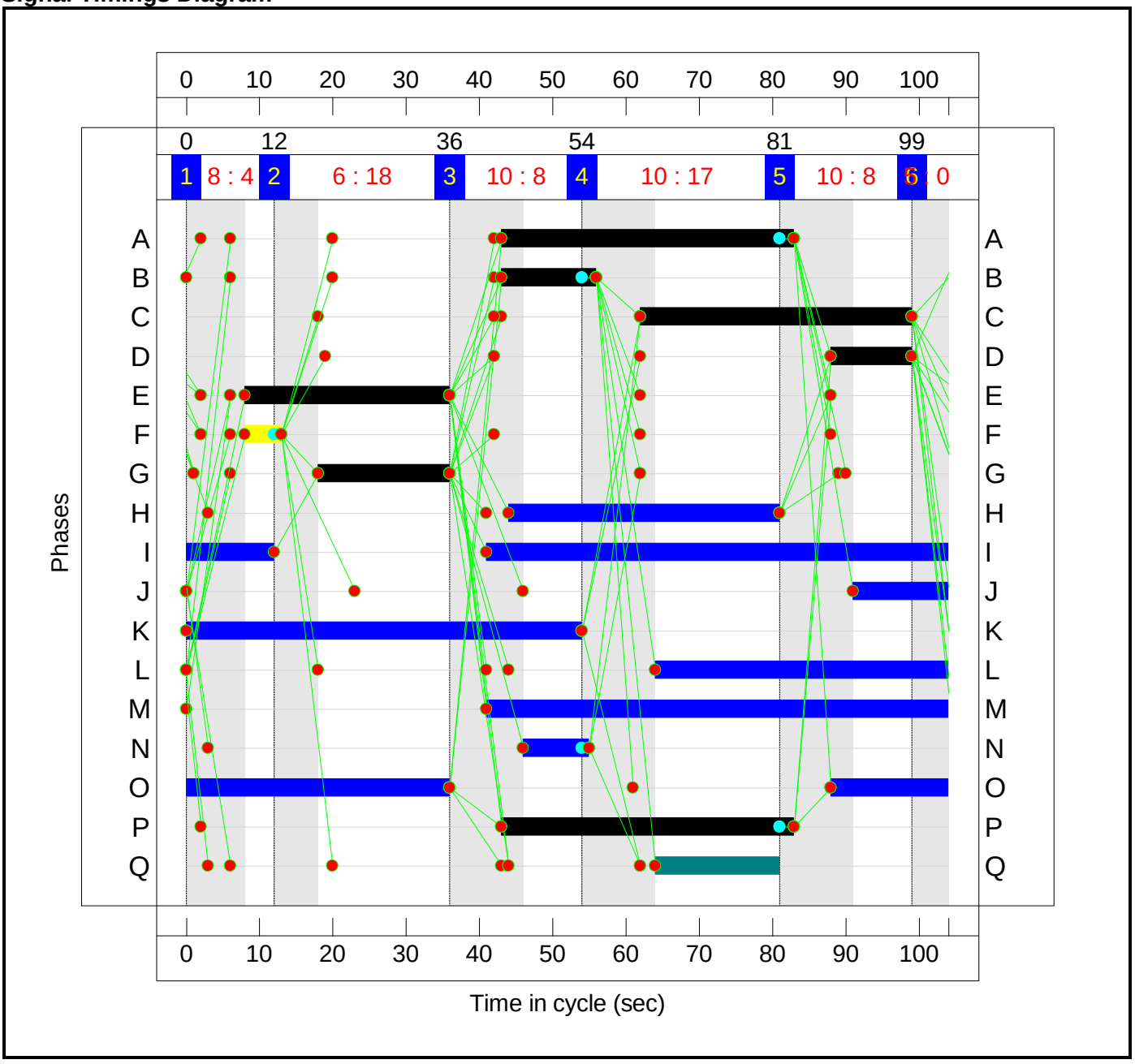
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	18	8	17	8	0
Change Point	0	12	36	54	81	99

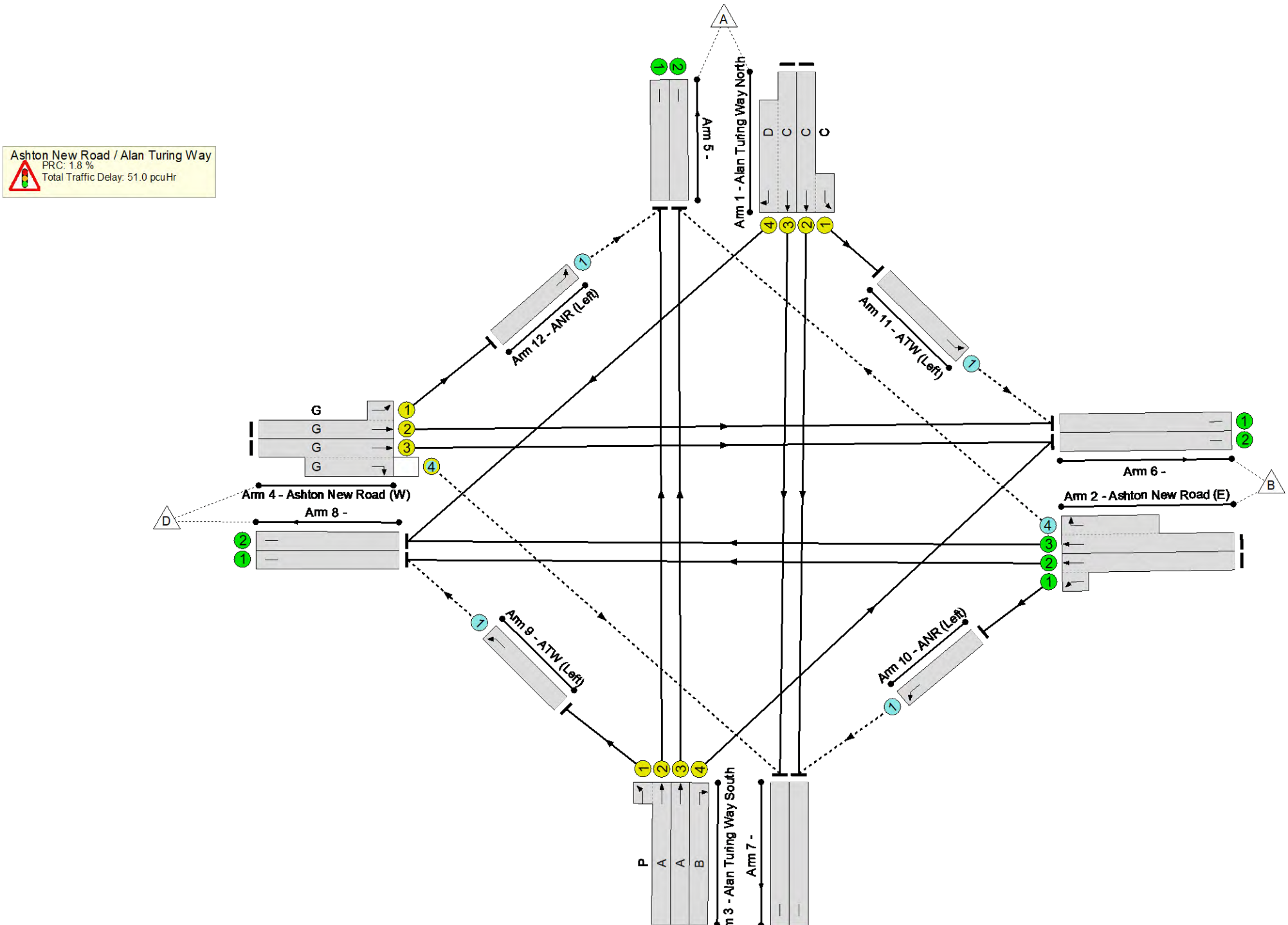
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.4%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.4%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	37	-	667	1985:1973	605+158	87.4 : 87.4%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	37:11	-	286	1955:1784	136+206	83.6 : 83.6%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	553	2055:1980	1362+668	27.2 : 27.2%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	237	2055:1730	0+1218	0.0 : 19.5%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	40	-	667	1945:2002	578+227	82.8 : 82.8%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	40	-	619	1955	771	80.3%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	207	1777	239	86.5%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	18	-	311	1915:1987	52+316	84.5 : 84.5%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	18	-	442	1915:1787	312+188	88.4 : 88.4%
5/1		U	N/A	N/A	-		-	-	-	746	2040	2040	36.6%
5/2		U	N/A	N/A	-		-	-	-	856	2040	2040	42.0%
6/1		U	N/A	N/A	-		-	-	-	182	2015	2015	9.0%
6/2		U	N/A	N/A	-		-	-	-	483	2015	2015	24.0%
7/1		U	N/A	N/A	-		-	-	-	711	2065	2065	34.4%
7/2		U	N/A	N/A	-		-	-	-	280	1975	1975	14.2%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	559	2015	2015	27.7%
8/2		U	N/A	N/A	-		-	-	-	172	2015	2015	8.5%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	188	2002	931	20.2%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	182	1980	788	23.1%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	138	1973	1218	11.3%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	267	1987	715	37.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**748**	**430**	**0**	**29.9**	**21.0**	**0.1**	**51.0**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**748**	**430**	**0**	**29.9**	**21.0**	**0.1**	**51.0**	**-**	**-**	**-**	**-**
1/2+1/1	667	667	-	-	-	5.5	3.3	-	8.8	47.4	17.0	3.3	20.2
1/3+1/4	286	286	-	-	-	2.9	2.3	-	5.2	65.5	4.8	2.3	7.2
2/2+2/1	553	553	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/3+2/4	237	237	42	195	0	0.1	0.1	-	0.2	3.2	1.3	0.1	1.4
3/2+3/1	667	667	-	-	-	5.1	2.3	-	7.4	40.1	16.4	2.3	18.7
3/3	619	619	-	-	-	4.8	2.0	-	6.8	39.5	15.8	2.0	17.8
3/4	207	207	-	-	-	2.5	2.7	-	5.3	91.8	5.8	2.7	8.6
4/2+4/1	311	311	-	-	-	3.5	2.5	-	6.0	69.8	8.3	2.5	10.8
4/3+4/4	442	442	166	0	0	4.9	3.4	0.1	8.4	68.6	8.0	3.4	11.4
5/1	746	746	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/2	856	856	-	-	-	0.1	0.4	-	0.5	2.1	16.6	0.4	17.0
6/1	182	182	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	483	483	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	711	711	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
7/2	280	280	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	559	559	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/2	172	172	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	188	188	188	0	0	0.0	0.1	-	0.1	2.4	0.3	0.1	0.5
10/1	182	182	85	97	0	0.3	0.2	-	0.5	8.9	2.0	0.2	2.1
11/1	138	138	0	138	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
12/1	267	267	267	0	0	0.1	0.3	-	0.4	5.9	7.4	0.3	7.7

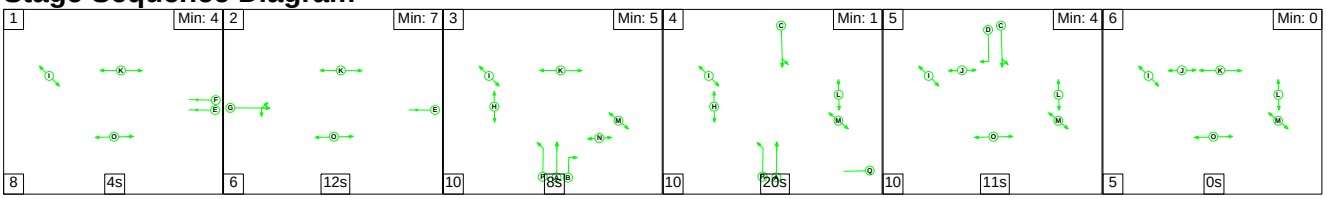
C1 PRC for Signalled Lanes (%): 1.8 Total Delay for Signalled Lanes (pcuHr): 47.94 Cycle Time (s): 104

PRC Over All Lanes (%): 1.8 Total Delay Over All Lanes(pcuHr): 50.99

Full Input Data And Results

Scenario 18: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG19: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Matchday')

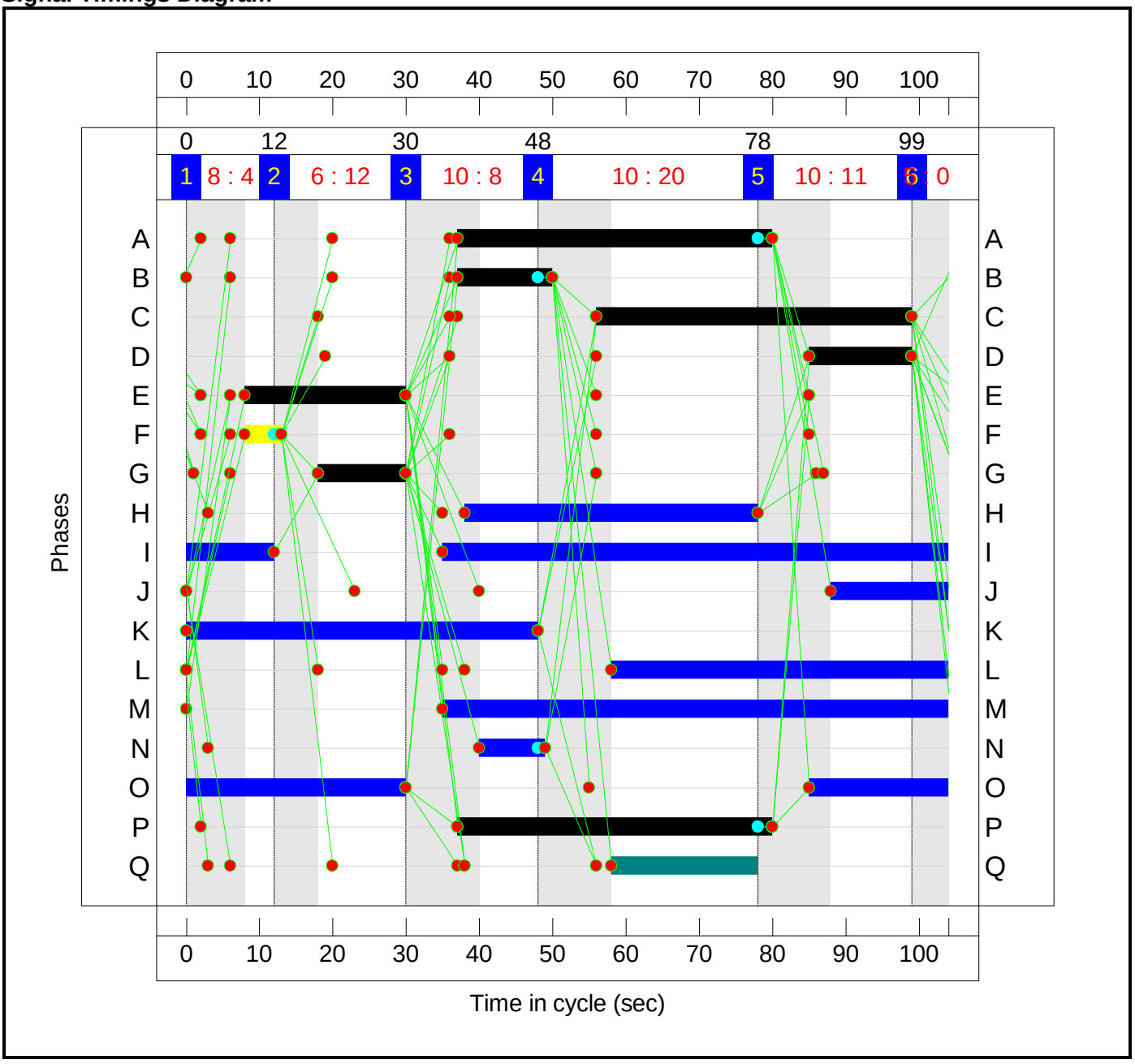
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	12	8	20	11	0
Change Point	0	12	30	48	78	99

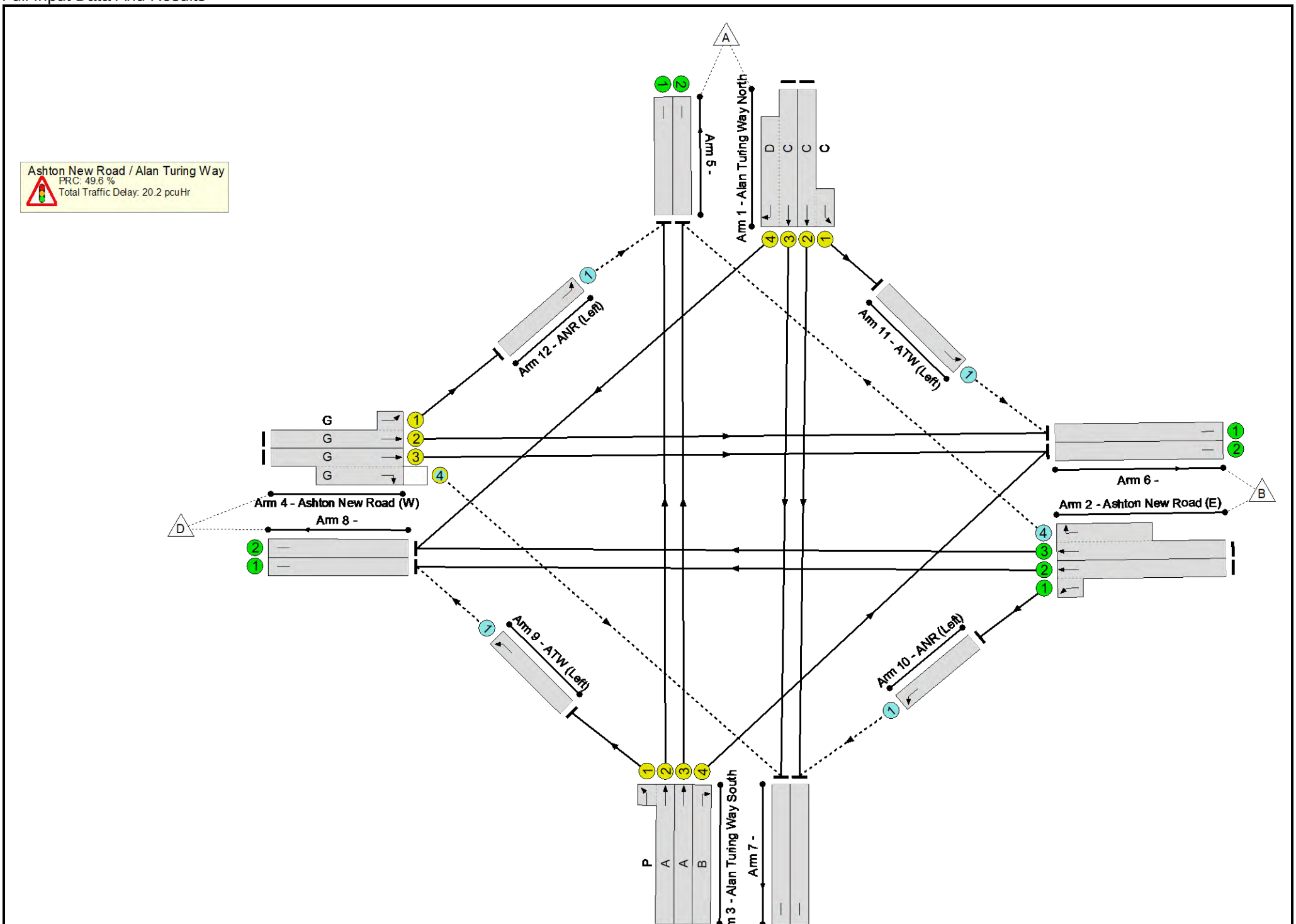
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.2%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.2%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	43	-	548	1985:1973	577+334	60.2 : 60.2%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	43:14	-	561	1955:1784	707+251	58.5 : 58.5%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	233	2055:1980	1110+911	11.5 : 11.5%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	39	2055:1730	0+1356	0.0 : 2.9%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	43	-	231	1945:2002	583+286	26.6 : 26.6%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	43	-	168	1955	827	20.3%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	138	1777	239	57.7%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	12	-	159	1915:1987	150+159	51.5 : 51.5%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	12	-	209	1915:1787	156+207	57.6 : 57.6%
5/1		U	N/A	N/A	-		-	-	-	237	2040	2040	11.6%
5/2		U	N/A	N/A	-		-	-	-	207	2040	2040	10.1%
6/1		U	N/A	N/A	-		-	-	-	278	2015	2015	13.8%
6/2		U	N/A	N/A	-		-	-	-	228	2015	2015	11.3%
7/1		U	N/A	N/A	-		-	-	-	452	2065	2065	21.9%
7/2		U	N/A	N/A	-		-	-	-	533	1975	1975	27.0%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	204	2015	2015	10.1%
8/2		U	N/A	N/A	-		-	-	-	147	2015	2015	7.3%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	76	2002	1189	6.4%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	105	1980	855	12.3%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	201	1973	1356	14.8%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	82	1987	1187	6.9%

Full Input Data And Results

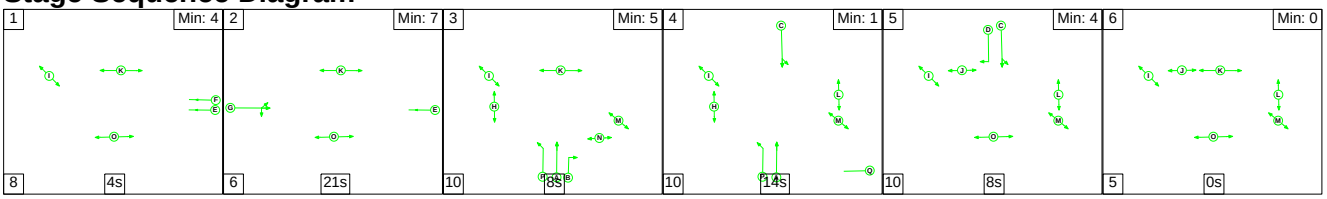
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**339**	**283**	**0**	**15.6**	**4.6**	**0.0**	**20.2**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**339**	**283**	**0**	**15.6**	**4.6**	**0.0**	**20.2**	**-**	**-**	**-**	**-**
1/2+1/1	548	548	-	-	-	3.3	0.8	-	4.0	26.5	9.9	0.8	10.7
1/3+1/4	561	561	-	-	-	4.2	0.7	-	4.9	31.6	8.7	0.7	9.4
2/2+2/1	233	233	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
2/3+2/4	39	39	5	34	0	0.0	0.0	-	0.0	1.5	0.1	0.0	0.1
3/2+3/1	231	231	-	-	-	1.2	0.2	-	1.4	21.6	3.3	0.2	3.5
3/3	168	168	-	-	-	0.9	0.1	-	1.0	21.7	3.0	0.1	3.2
3/4	138	138	-	-	-	1.6	0.7	-	2.3	59.8	3.7	0.7	4.4
4/2+4/1	159	159	-	-	-	1.8	0.5	-	2.4	53.5	2.2	0.5	2.8
4/3+4/4	209	209	119	0	0	2.5	0.7	0.0	3.2	54.5	3.2	0.7	3.9
5/1	237	237	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	207	207	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	278	278	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	228	228	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	452	452	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	533	533	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	204	204	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/2	147	147	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	76	76	76	0	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
10/1	105	105	58	47	0	0.1	0.1	-	0.1	4.6	0.6	0.1	0.7
11/1	201	201	0	201	0	0.0	0.1	-	0.1	1.6	1.3	0.1	1.4
12/1	82	82	82	0	0	0.0	0.0	-	0.0	1.9	1.7	0.0	1.7

C1 PRC for Signalled Lanes (%): 49.6 Total Delay for Signalled Lanes (pcuHr): 19.17 Cycle Time (s): 104
PRC Over All Lanes (%): 49.6 Total Delay Over All Lanes(pcuHr): 20.24

Full Input Data And Results

Scenario 19: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG20: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Matchday')

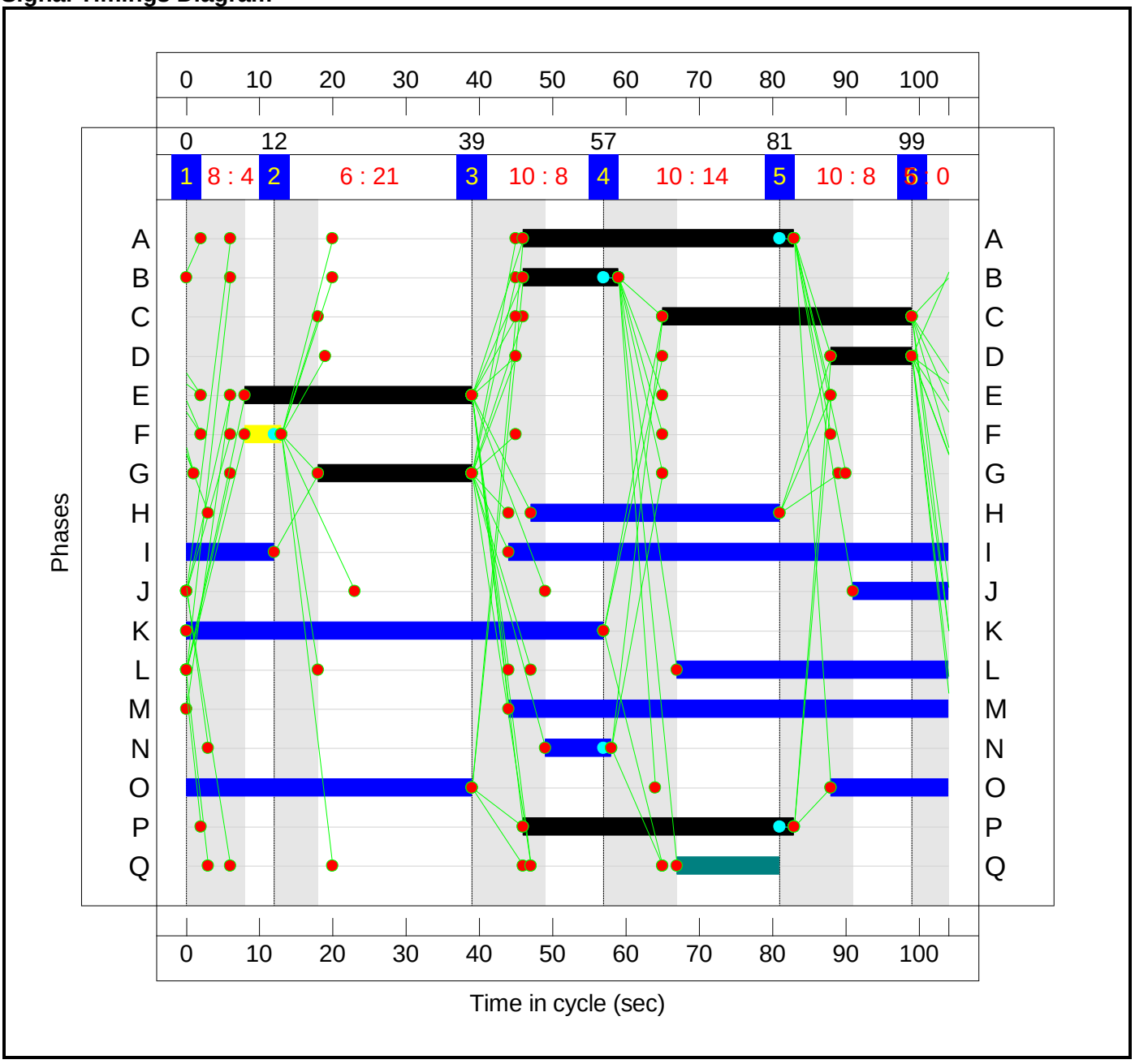
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	21	8	14	8	0
Change Point	0	12	39	57	81	99

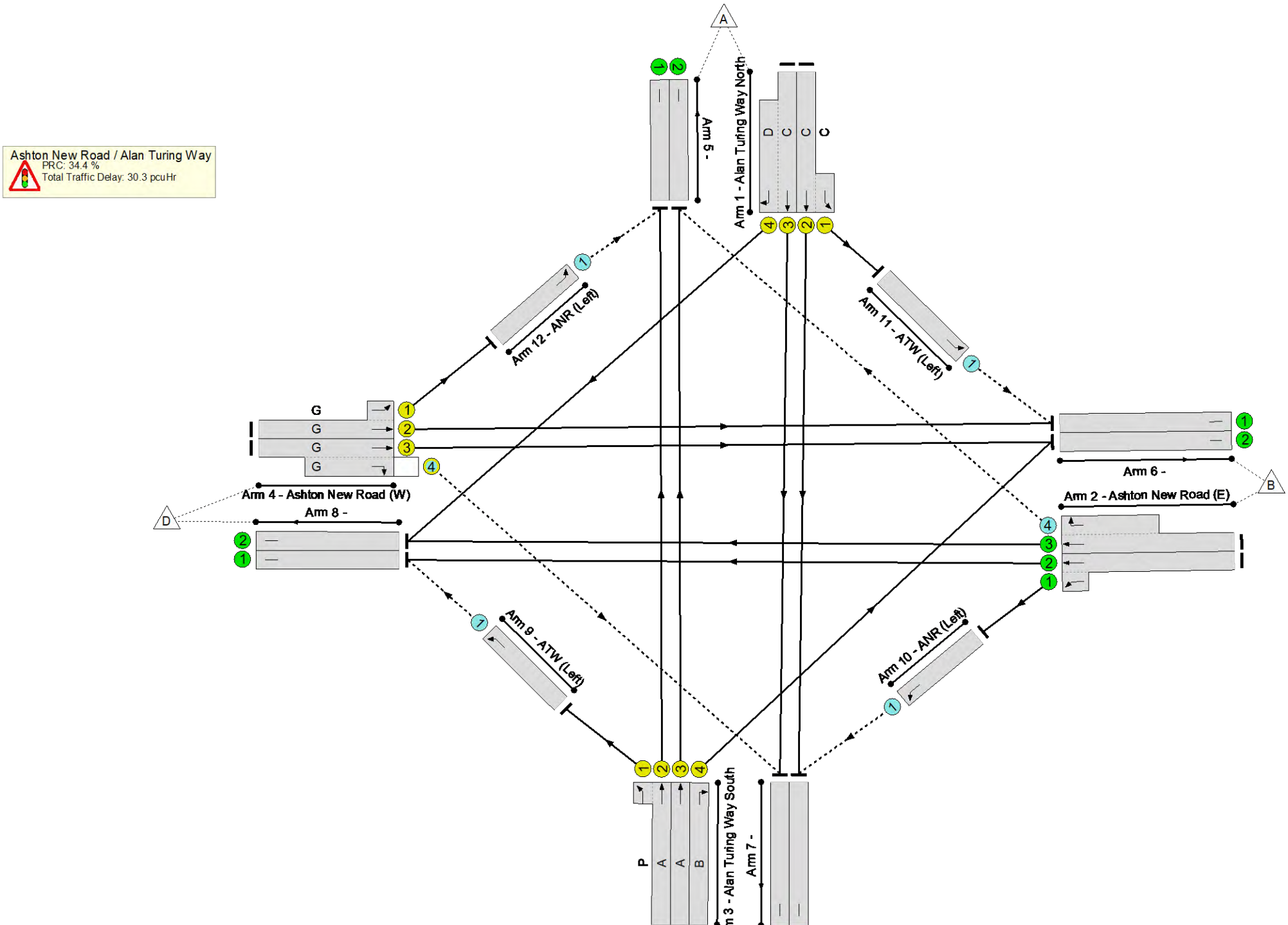
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.9%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	34	-	426	1985:1973	495+232	58.5 : 58.5%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	34:11	-	462	1955:1784	577+206	57.0 : 64.6%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	440	2055:1980	1422+610	21.7 : 21.7%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	170	2055:1730	0+1250	0.0 : 13.6%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	37	-	500	1945:2002	547+200	66.9 : 66.9%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	37	-	449	1955	714	62.9%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	158	1777	239	66.1%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	21	-	258	1915:1987	90+341	59.8 : 59.8%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	21	-	358	1915:1787	348+196	65.7 : 65.7%
5/1		U	N/A	N/A	-		-	-	-	570	2040	2040	27.9%
5/2		U	N/A	N/A	-		-	-	-	619	2040	2040	30.3%
6/1		U	N/A	N/A	-		-	-	-	190	2015	2015	9.4%
6/2		U	N/A	N/A	-		-	-	-	387	2015	2015	19.2%
7/1		U	N/A	N/A	-		-	-	-	422	2065	2065	20.4%
7/2		U	N/A	N/A	-		-	-	-	458	1975	1975	23.2%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	442	2015	2015	21.9%
8/2		U	N/A	N/A	-		-	-	-	133	2015	2015	6.6%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	134	2002	1015	13.2%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	132	1980	964	13.7%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	136	1973	1250	10.9%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	204	1987	855	23.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**575**	**330**	**0**	**22.7**	**7.5**	**0.1**	**30.3**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**575**	**330**	**0**	**22.7**	**7.5**	**0.1**	**30.3**	**-**	**-**	**-**	**-**
1/2+1/1	426	426	-	-	-	3.2	0.7	-	3.9	33.0	8.4	0.7	9.1
1/3+1/4	462	462	-	-	-	4.1	0.7	-	4.9	37.8	7.5	0.7	8.2
2/2+2/1	440	440	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	170	170	36	134	0	0.0	0.1	-	0.1	2.4	0.6	0.1	0.7
3/2+3/1	500	500	-	-	-	3.7	1.0	-	4.7	34.1	11.3	1.0	12.3
3/3	449	449	-	-	-	3.4	0.8	-	4.2	33.9	10.6	0.8	11.4
3/4	158	158	-	-	-	1.9	1.0	-	2.8	64.4	4.3	1.0	5.3
4/2+4/1	258	258	-	-	-	2.6	0.7	-	3.4	46.8	6.1	0.7	6.8
4/3+4/4	358	358	129	0	0	3.6	0.9	0.1	4.6	46.2	5.9	0.9	6.9
5/1	570	570	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	619	619	-	-	-	0.0	0.2	-	0.2	1.4	9.1	0.2	9.3
6/1	190	190	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	387	387	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	422	422	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	458	458	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/1	442	442	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	133	133	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	134	134	134	0	0	0.0	0.1	-	0.1	2.0	0.3	0.1	0.4
10/1	132	132	72	60	0	0.0	0.1	-	0.1	3.5	0.7	0.1	0.7
11/1	136	136	0	136	0	0.0	0.1	-	0.1	1.6	0.9	0.1	0.9
12/1	204	204	204	0	0	0.0	0.2	-	0.2	3.5	5.1	0.2	5.3

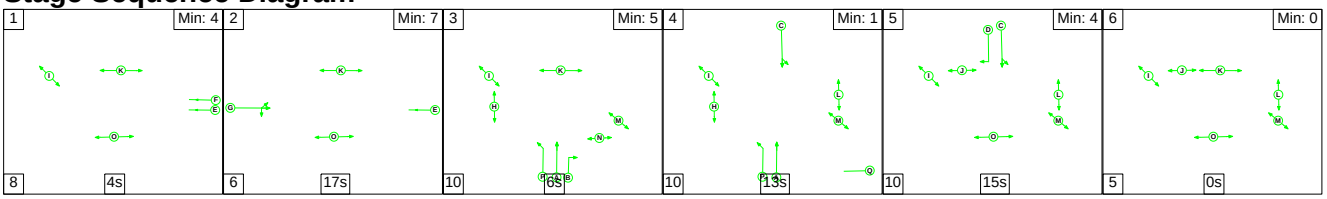
C1 PRC for Signalled Lanes (%): 34.4 Total Delay for Signalled Lanes (pcuHr): 28.51 Cycle Time (s): 104

PRC Over All Lanes (%): 34.4 Total Delay Over All Lanes(pcuHr): 30.28

Full Input Data And Results

Scenario 20: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG21: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Matchday')

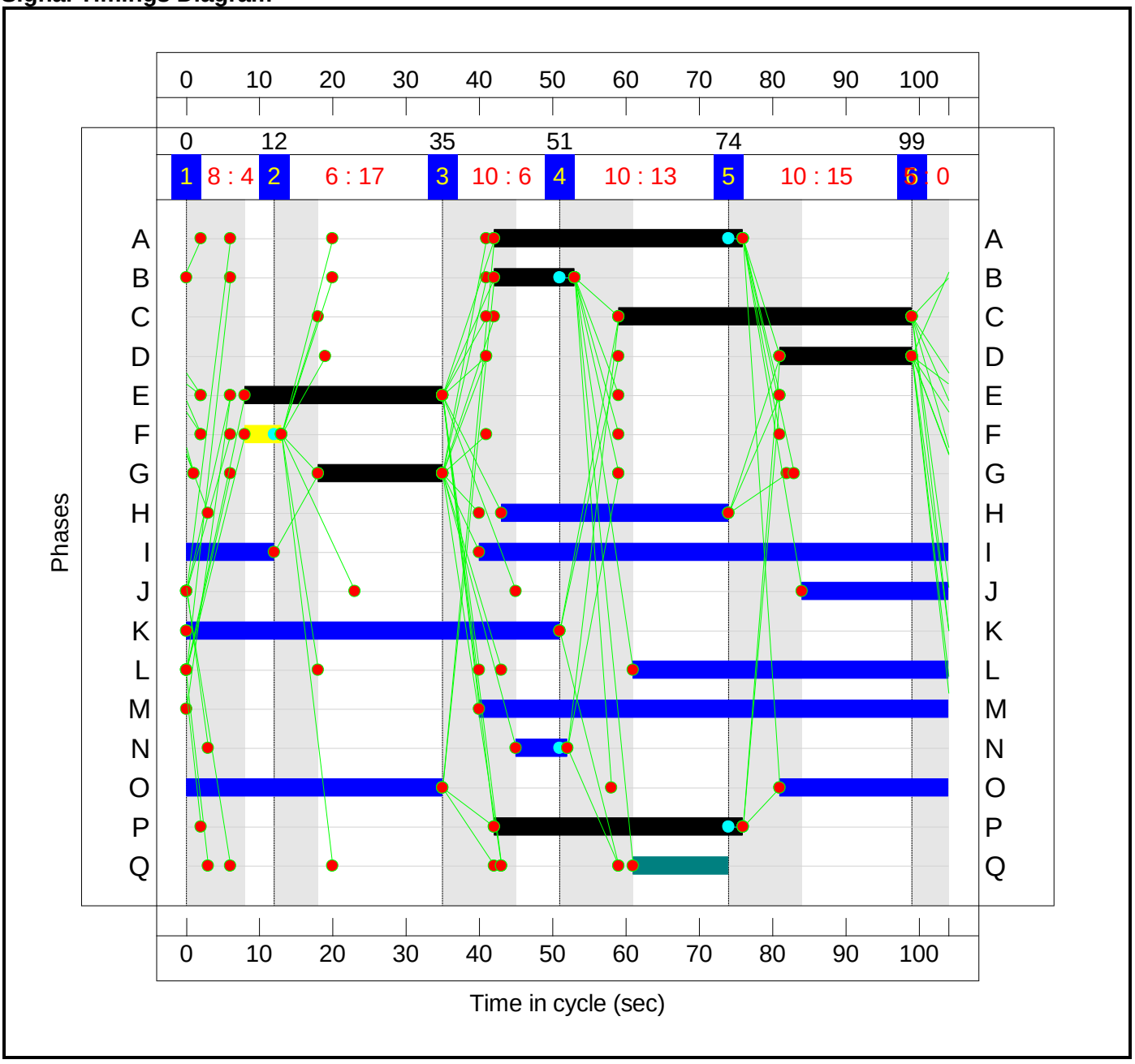
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	17	6	13	15	0
Change Point	0	12	35	51	74	99

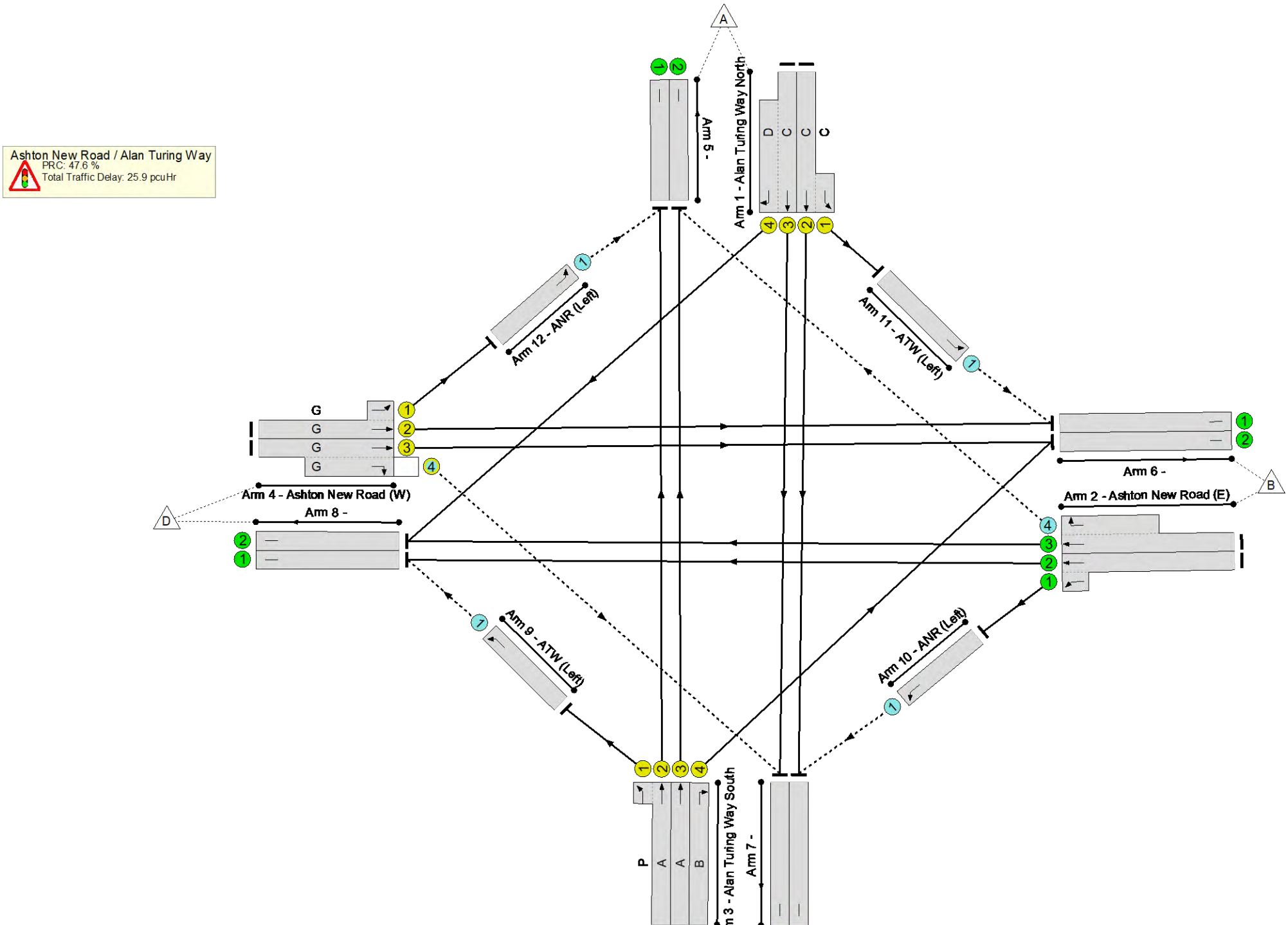
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.0%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.0%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	40	-	521	1985:1973	539+315	61.0 : 61.0%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	40:18	-	541	1955:1784	620+326	56.6 : 58.3%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	405	2055:1980	1348+681	20.0 : 20.0%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	226	2055:1730	0+1287	0.0 : 17.6%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	34	-	353	1945:2002	567+111	52.1 : 52.1%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	34	-	315	1955	658	47.9%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	11	-	124	1777	205	60.5%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	17	-	226	1915:1987	187+212	56.7 : 56.7%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	17	-	282	1915:1787	303+169	59.8 : 59.8%
5/1		U	N/A	N/A	-		-	-	-	415	2040	2040	20.3%
5/2		U	N/A	N/A	-		-	-	-	541	2040	2040	26.5%
6/1		U	N/A	N/A	-		-	-	-	298	2015	2015	14.8%
6/2		U	N/A	N/A	-		-	-	-	305	2015	2015	15.1%
7/1		U	N/A	N/A	-		-	-	-	465	2065	2065	22.5%
7/2		U	N/A	N/A	-		-	-	-	452	1975	1975	22.9%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	327	2015	2015	16.2%
8/2		U	N/A	N/A	-		-	-	-	190	2015	2015	9.4%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	58	2002	1015	5.7%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	136	1980	922	14.7%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	192	1973	1287	14.9%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	120	1987	898	13.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**395**	**438**	**0**	**19.8**	**6.0**	**0.0**	**25.9**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**395**	**438**	**0**	**19.8**	**6.0**	**0.0**	**25.9**	**-**	**-**	**-**	**-**
1/2+1/1	521	521	-	-	-	3.4	0.8	-	4.2	28.8	9.8	0.8	10.5
1/3+1/4	541	541	-	-	-	4.3	0.7	-	5.0	33.2	7.4	0.7	8.1
2/2+2/1	405	405	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	226	226	39	187	0	0.0	0.1	-	0.1	2.2	0.7	0.1	0.8
3/2+3/1	353	353	-	-	-	2.7	0.5	-	3.2	32.7	7.7	0.5	8.2
3/3	315	315	-	-	-	2.4	0.5	-	2.8	32.5	7.2	0.5	7.6
3/4	124	124	-	-	-	1.5	0.8	-	2.3	65.6	3.4	0.8	4.1
4/2+4/1	226	226	-	-	-	2.4	0.6	-	3.0	48.5	4.0	0.6	4.6
4/3+4/4	282	282	101	0	0	3.0	0.7	0.0	3.8	48.6	4.7	0.7	5.5
5/1	415	415	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	541	541	-	-	-	0.0	0.2	-	0.2	1.3	5.8	0.2	6.0
6/1	298	298	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	305	305	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	465	465	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/2	452	452	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	327	327	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	190	190	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/1	58	58	58	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	136	136	77	59	0	0.1	0.1	-	0.2	4.1	0.8	0.1	0.9
11/1	192	192	0	192	0	0.0	0.1	-	0.1	1.7	1.3	0.1	1.4
12/1	120	120	120	0	0	0.0	0.1	-	0.1	2.7	2.4	0.1	2.5

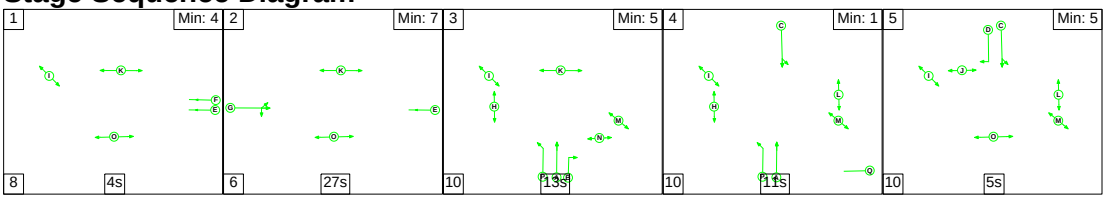
C1 PRC for Signalled Lanes (%): 47.6 Total Delay for Signalled Lanes (pcuHr): 24.32 Cycle Time (s): 104

PRC Over All Lanes (%): 47.6 Total Delay Over All Lanes(pcuHr): 25.88

Full Input Data And Results

Scenario 21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak', Plan 2: 'Non Matchday')

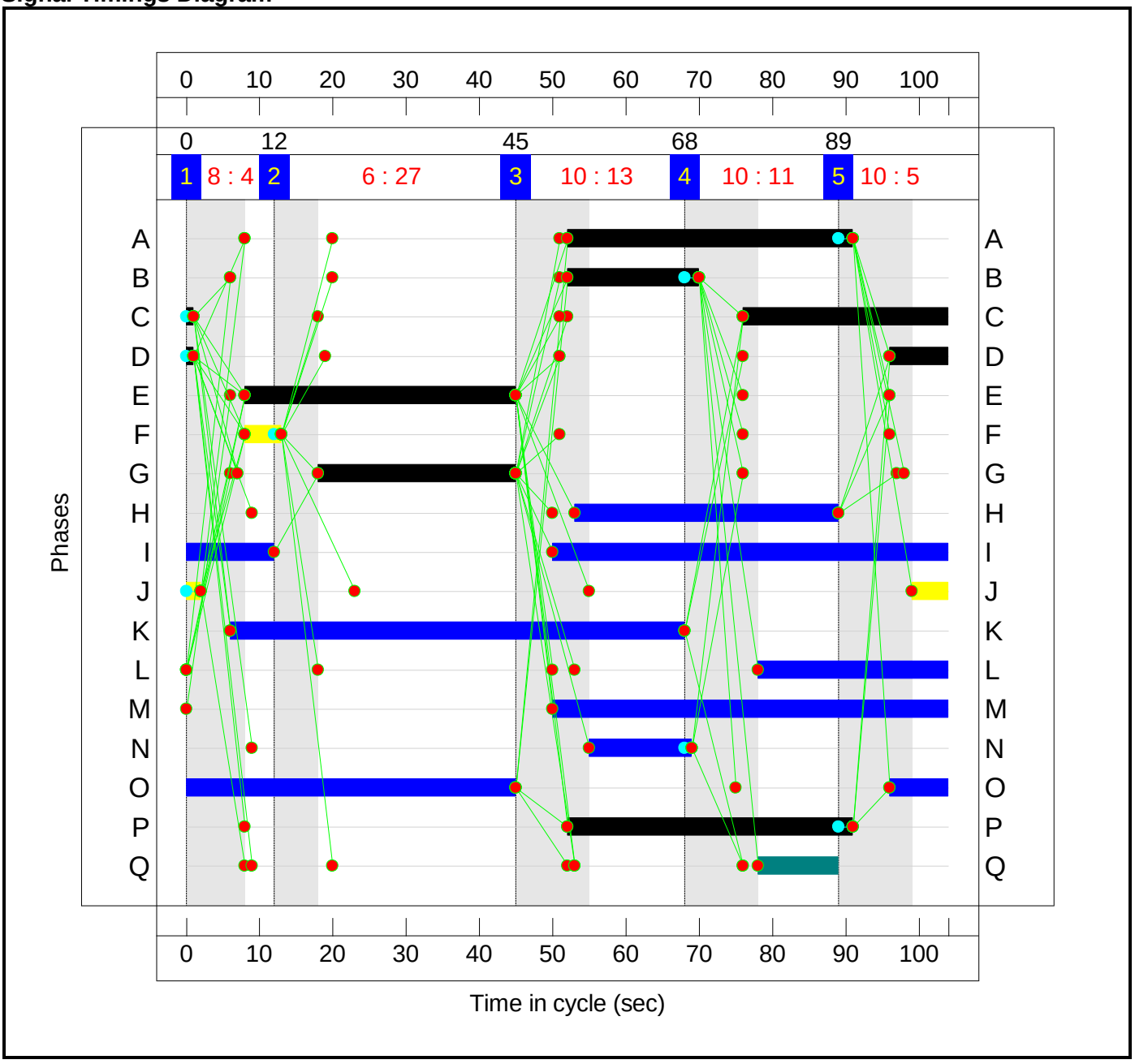
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	27	13	11	5
Change Point	0	12	45	68	89

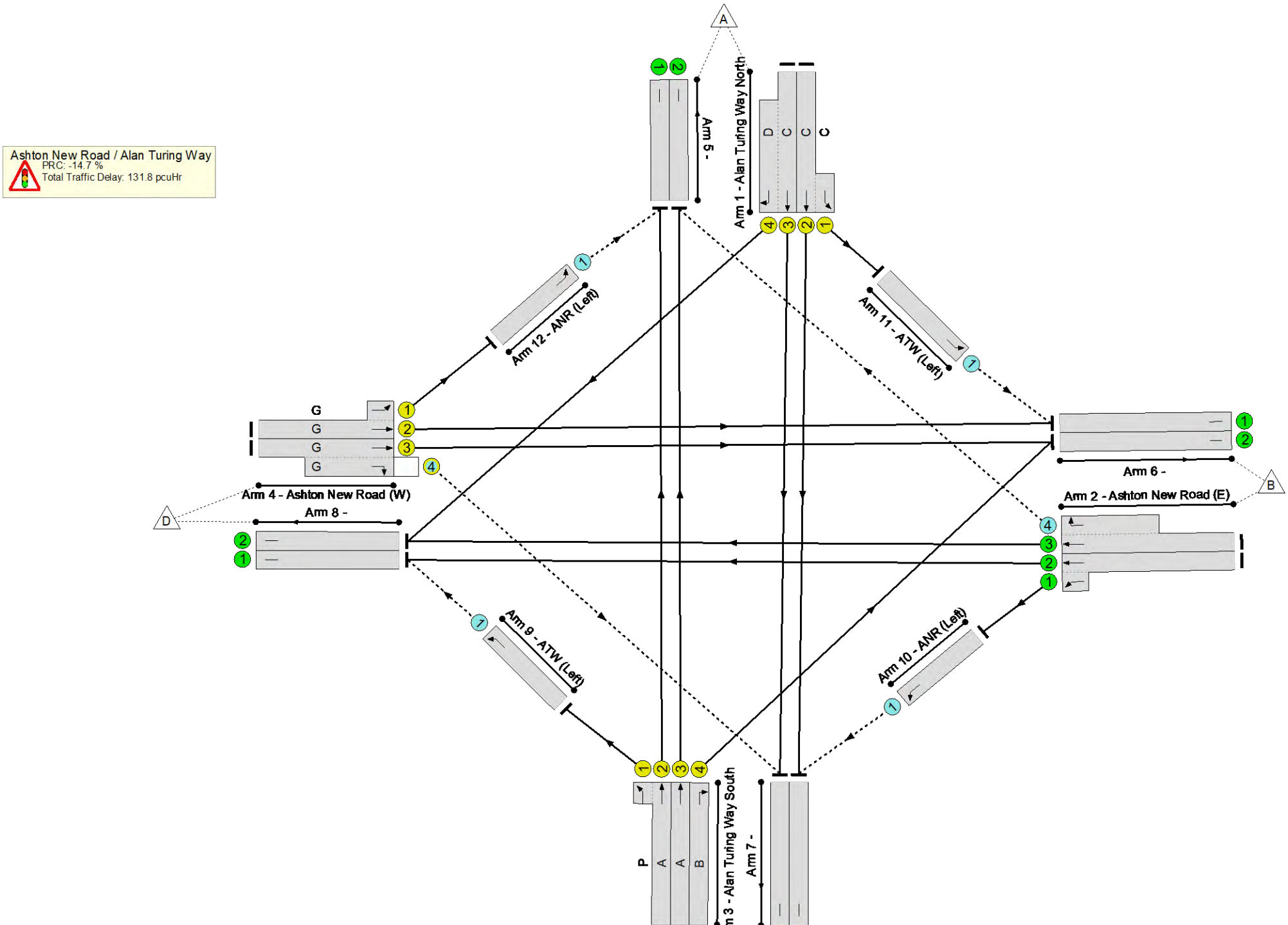
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.2%**
Ashton New Road / Alan Turing Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.2%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	29	-	536	1985:1973	411+231	83.4 : 83.4%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	29:9	-	579	1955:1784	518+172	82.6 : 88.0%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	516	2055:1980	1301+727	25.5 : 25.5%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	231	2055:1730	0+1052	0.0 : 22.0%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	39	-	788	1945:2002	704+59	103.2 : 103.2%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	39	-	775	1955	752	103.1%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	18	-	273	1777	325	84.1%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	27	-	606	1915:1987	303+287	102.6 : 102.6%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	27	-	638	1915:1787	434+187	102.8 : 102.8%
5/1		U	N/A	N/A	-		-	-	-	1022	2040	2040	48.6%
5/2		U	N/A	N/A	-		-	-	-	1006	2040	2040	48.2%
6/1		U	N/A	N/A	-		-	-	-	504	2015	2015	24.6%
6/2		U	N/A	N/A	-		-	-	-	719	2015	2015	35.1%
7/1		U	N/A	N/A	-		-	-	-	528	2065	2065	25.6%
7/2		U	N/A	N/A	-		-	-	-	620	1975	1975	31.1%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	392	2015	2015	19.4%
8/2		U	N/A	N/A	-		-	-	-	151	2015	2015	7.5%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	61	2002	983	6.0%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	185	1980	875	21.1%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	193	1973	1052	18.4%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	295	1987	753	38.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**626**	**516**	**0**	**44.8**	**87.0**	**0.1**	**131.8**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**626**	**516**	**0**	**44.8**	**87.0**	**0.1**	**131.8**	**-**	**-**	**-**	**-**
1/2+1/1	536	536	-	-	-	4.9	2.4	-	7.3	49.3	12.5	2.4	15.0
1/3+1/4	579	579	-	-	-	6.0	2.5	-	8.5	52.6	11.5	2.5	14.0
2/2+2/1	516	516	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/3+2/4	231	231	0	231	0	0.3	0.1	-	0.4	6.7	2.1	0.1	2.3
3/2+3/1	788	763	-	-	-	7.9	21.5	-	29.4	134.3	23.6	21.5	45.1
3/3	775	752	-	-	-	7.8	20.8	-	28.6	132.8	23.1	20.8	43.9
3/4	273	273	-	-	-	3.1	2.4	-	5.5	72.9	7.6	2.4	10.0
4/2+4/1	606	590	-	-	-	6.9	16.8	-	23.7	140.9	16.3	16.8	33.1
4/3+4/4	638	621	187	0	0	7.3	17.7	0.1	25.1	141.5	16.2	17.7	33.9
5/1	992	992	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
5/2	983	983	-	-	-	0.4	0.5	-	0.9	3.1	25.3	0.5	25.8
6/1	496	496	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2	707	707	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
7/1	528	528	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	615	615	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	390	390	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	151	151	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	59	59	59	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
10/1	185	185	93	92	0	0.2	0.1	-	0.3	6.1	1.5	0.1	1.7
11/1	193	193	0	193	0	0.0	0.1	-	0.1	2.1	1.2	0.1	1.3
12/1	287	287	287	0	0	0.0	0.3	-	0.3	4.1	2.0	0.3	2.3

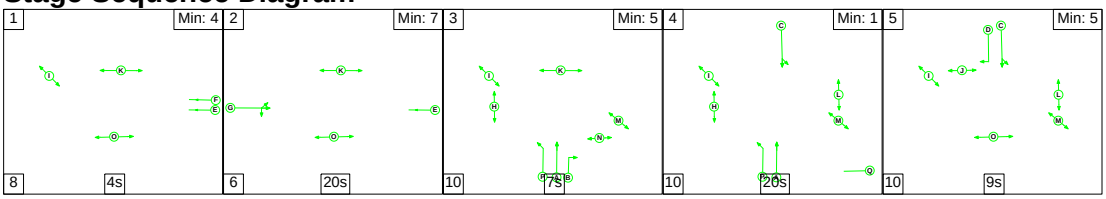
C1 PRC for Signalled Lanes (%): -14.7 Total Delay for Signalled Lanes (pcuHr): 128.11 Cycle Time (s): 104

PRC Over All Lanes (%): -14.7 Total Delay Over All Lanes(pcuHr): 131.82

Full Input Data And Results

Scenario 22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak', Plan 2: 'Non Matchday')

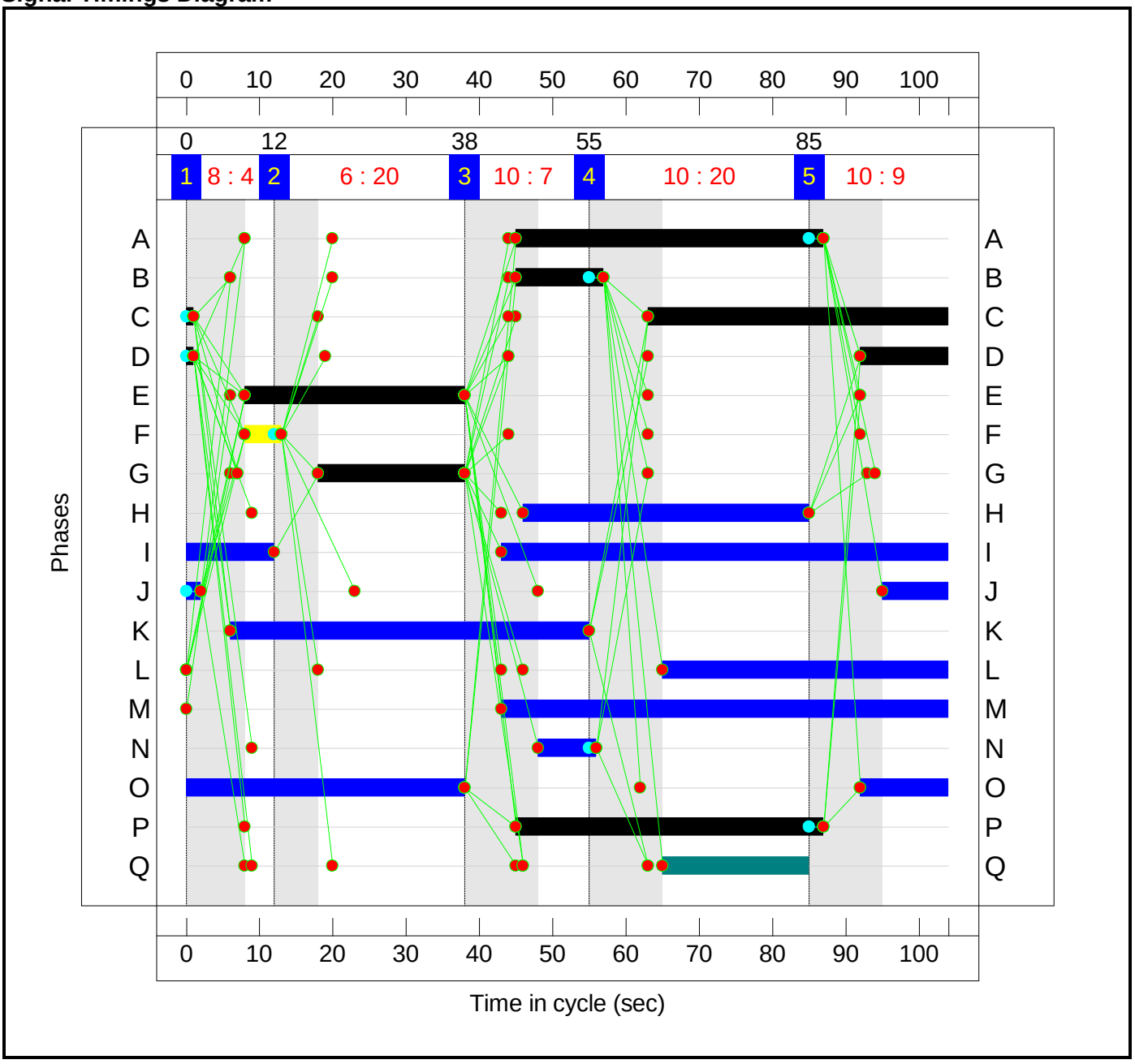
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	20	7	20	9
Change Point	0	12	38	55	85

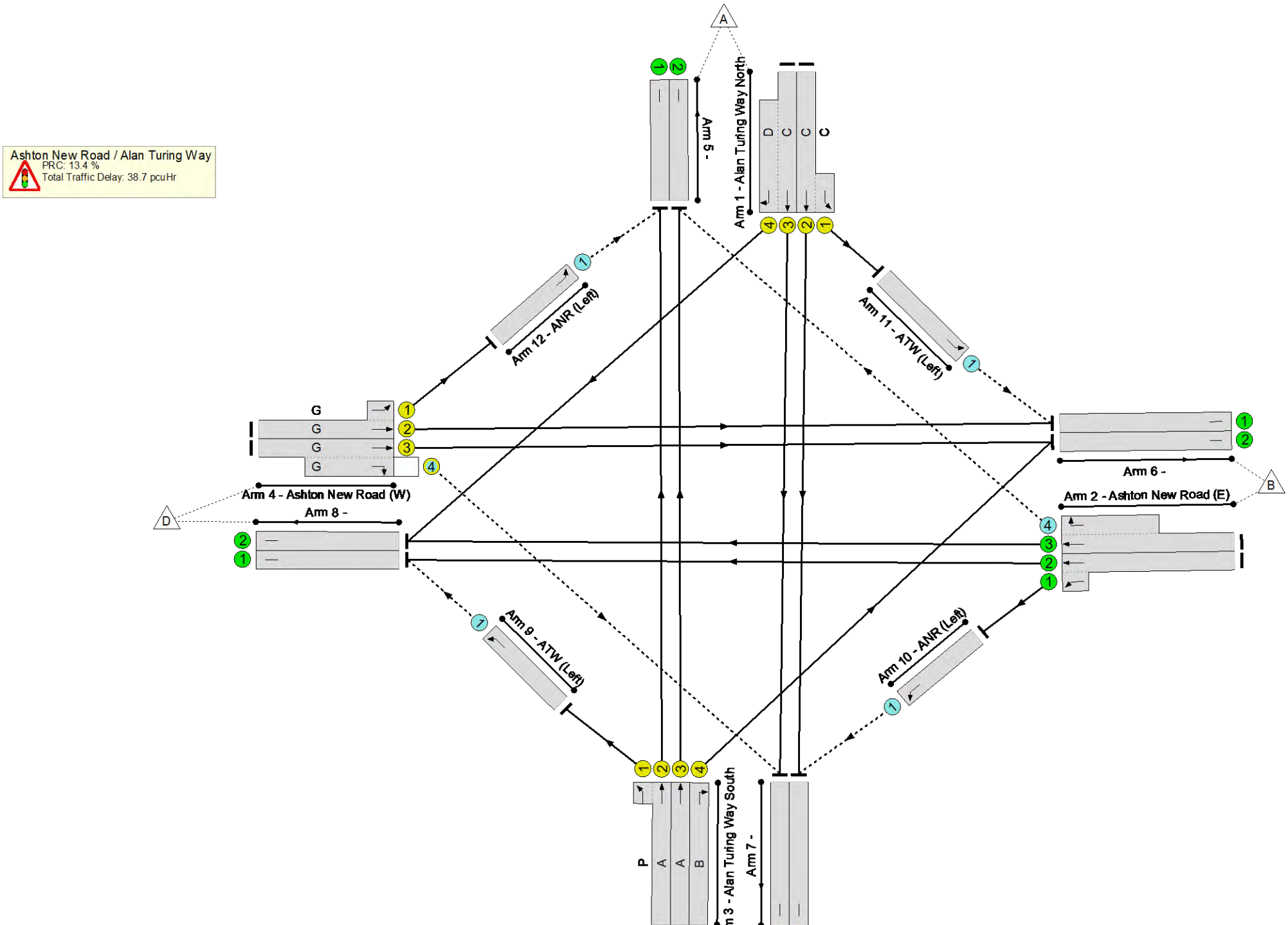
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.4%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.4%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	42	-	646	1985:1973	680+178	75.3 : 75.3%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	42:13	-	349	1955:1784	225+240	75.0 : 75.0%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	321	2055:1980	1418+614	15.8 : 15.8%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	196	2055:1730	0+1221	0.0 : 16.1%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	42	-	652	1945:2002	740+82	79.4 : 79.4%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	42	-	628	1955	808	77.7%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	12	-	154	1777	222	69.3%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	20	-	302	1915:1987	63+344	74.1 : 74.1%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	20	-	355	1915:1787	356+107	76.7 : 76.7%
5/1		U	N/A	N/A	-		-	-	-	842	2040	2040	41.3%
5/2		U	N/A	N/A	-		-	-	-	824	2040	2040	40.4%
6/1		U	N/A	N/A	-		-	-	-	181	2015	2015	9.0%
6/2		U	N/A	N/A	-		-	-	-	427	2015	2015	21.2%
7/1		U	N/A	N/A	-		-	-	-	609	2065	2065	29.5%
7/2		U	N/A	N/A	-		-	-	-	251	1975	1975	12.7%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	289	2015	2015	14.3%
8/2		U	N/A	N/A	-		-	-	-	180	2015	2015	8.9%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	65	2002	1071	6.1%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	97	1980	865	11.2%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	134	1973	1221	11.0%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	255	1987	719	35.5%

Full Input Data And Results

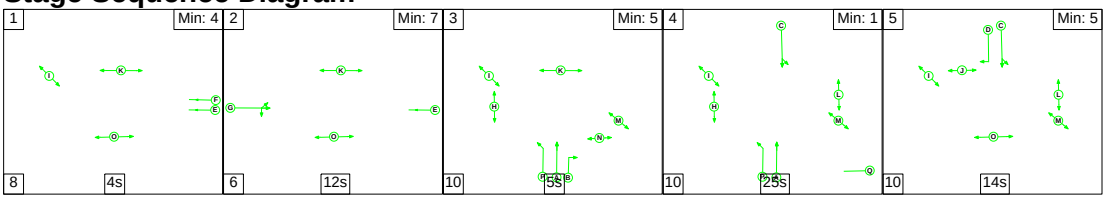
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**501**	**328**	**0**	**26.1**	**12.5**	**0.0**	**38.7**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**501**	**328**	**0**	**26.1**	**12.5**	**0.0**	**38.7**	**-**	**-**	**-**	**-**
1/2+1/1	646	646	-	-	-	4.5	1.5	-	6.0	33.4	14.8	1.5	16.3
1/3+1/4	349	349	-	-	-	3.1	1.5	-	4.5	46.9	5.0	1.5	6.5
2/2+2/1	321	321	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	196	196	40	156	0	0.1	0.1	-	0.2	2.9	0.9	0.1	1.0
3/2+3/1	652	652	-	-	-	4.8	1.9	-	6.6	36.6	16.1	1.9	18.0
3/3	628	628	-	-	-	4.6	1.7	-	6.3	36.2	15.5	1.7	17.2
3/4	154	154	-	-	-	1.9	1.1	-	3.0	69.2	4.2	1.1	5.3
4/2+4/1	302	302	-	-	-	3.2	1.4	-	4.6	55.3	7.8	1.4	9.1
4/3+4/4	355	355	82	0	0	3.7	1.6	0.0	5.3	54.1	7.4	1.6	9.0
5/1	842	842	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
5/2	824	824	-	-	-	0.1	0.3	-	0.4	1.9	15.3	0.3	15.7
6/1	181	181	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	427	427	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	609	609	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	251	251	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/1	289	289	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/2	180	180	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	65	65	65	0	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	97	97	60	37	0	0.1	0.1	-	0.2	6.4	0.8	0.1	0.9
11/1	134	134	0	134	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
12/1	255	255	255	0	0	0.1	0.3	-	0.4	5.4	7.0	0.3	7.3

C1 PRC for Signalled Lanes (%): 13.4 Total Delay for Signalled Lanes (pcuHr): 36.41 Cycle Time (s): 104
PRC Over All Lanes (%): 13.4 Total Delay Over All Lanes(pcuHr): 38.68

Full Input Data And Results

Scenario 23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG24: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak', Plan 2: 'Non Matchday')

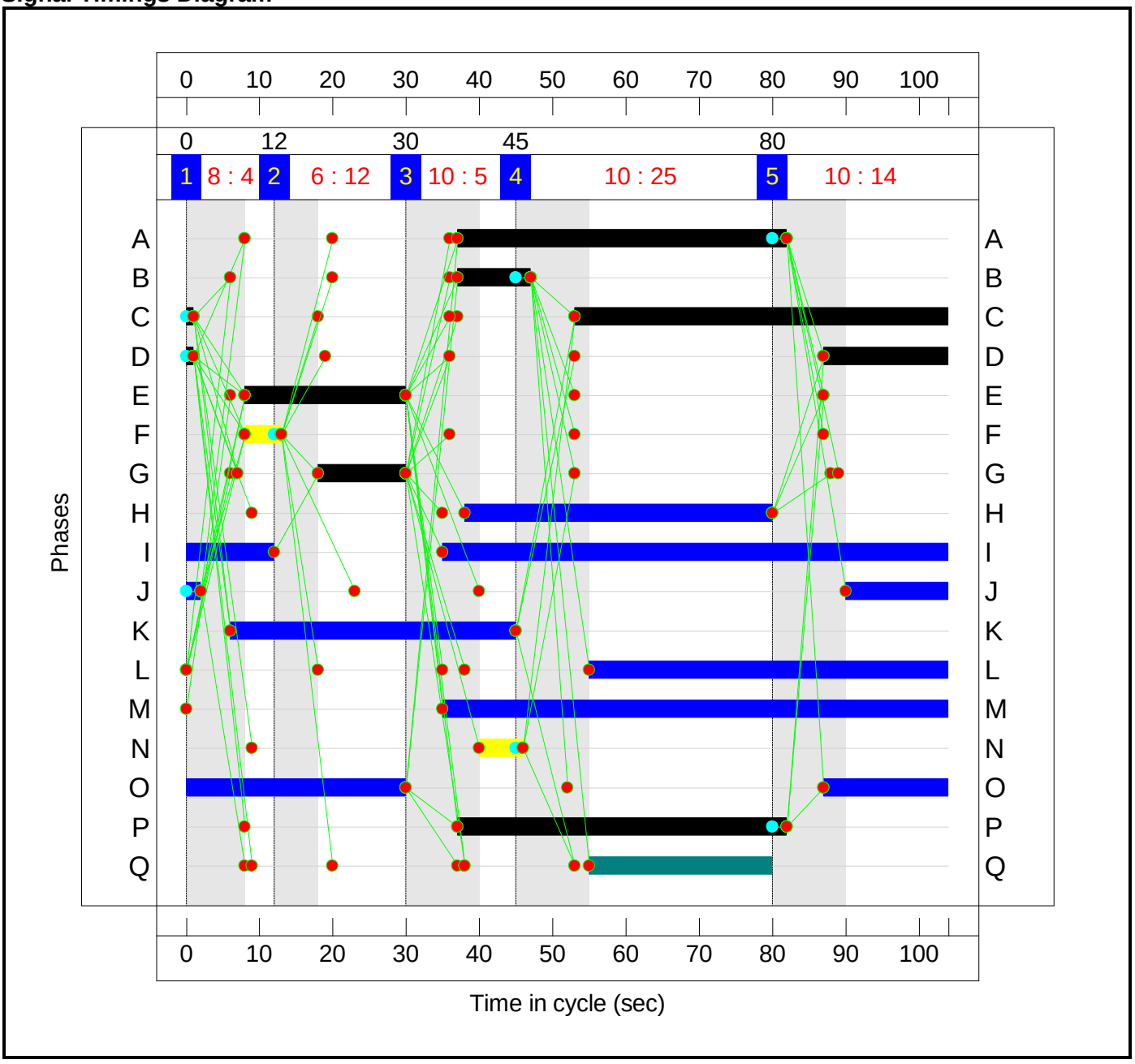
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	12	5	25	14
Change Point	0	12	30	45	80

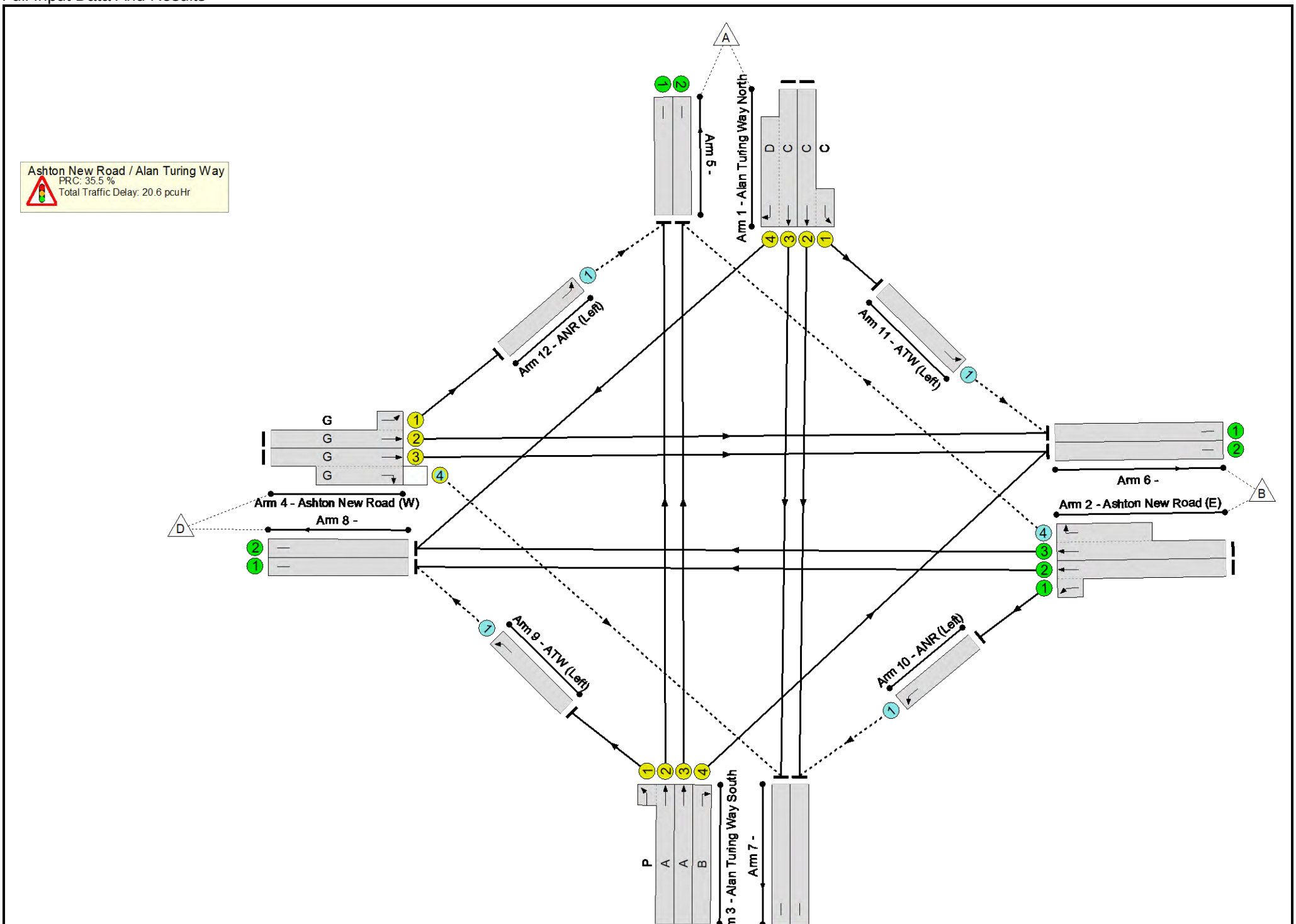
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.4%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.4%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	52	-	701	1985:1973	702+375	65.1 : 65.1%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	52:18	-	747	1955:1784	816+319	65.8 : 65.8%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	143	2055:1980	1465+569	7.0 : 7.0%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	41	2055:1730	0+1313	0.0 : 3.1%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	45	-	176	1945:2002	770+110	20.0 : 20.0%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	45	-	159	1955	865	18.4%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	10	-	73	1777	188	38.8%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	12	-	176	1915:1987	84+190	64.3 : 64.3%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	12	-	206	1915:1787	239+71	66.4 : 66.4%
5/1		U	N/A	N/A	-		-	-	-	276	2040	2040	13.5%
5/2		U	N/A	N/A	-		-	-	-	200	2040	2040	9.8%
6/1		U	N/A	N/A	-		-	-	-	298	2015	2015	14.8%
6/2		U	N/A	N/A	-		-	-	-	232	2015	2015	11.5%
7/1		U	N/A	N/A	-		-	-	-	497	2065	2065	24.1%
7/2		U	N/A	N/A	-		-	-	-	584	1975	1975	29.6%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	125	2015	2015	6.2%
8/2		U	N/A	N/A	-		-	-	-	210	2015	2015	10.4%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	22	2002	1163	1.9%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	40	1980	758	5.3%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	244	1973	1313	18.6%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	122	1987	1190	10.3%

Full Input Data And Results

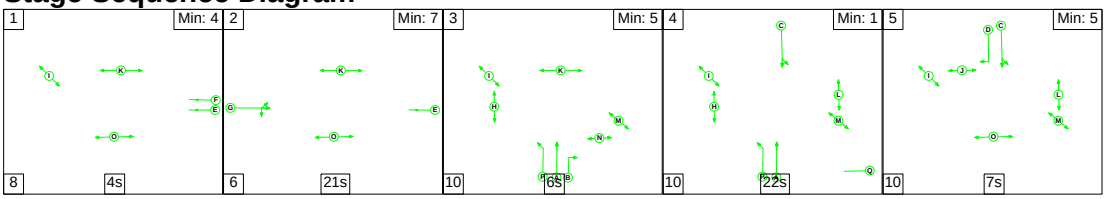
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**222**	**294**	**0**	**15.3**	**5.3**	**0.0**	**20.6**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**222**	**294**	**0**	**15.3**	**5.3**	**0.0**	**20.6**	**-**	**-**	**-**	**-**
1/2+1/1	701	701	-	-	-	3.3	0.9	-	4.3	21.9	12.6	0.9	13.5
1/3+1/4	747	747	-	-	-	4.9	1.0	-	5.8	28.1	10.4	1.0	11.4
2/2+2/1	143	143	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
2/3+2/4	41	41	5	36	0	0.0	0.0	-	0.0	1.8	0.1	0.0	0.1
3/2+3/1	176	176	-	-	-	0.9	0.1	-	1.0	20.1	2.8	0.1	2.9
3/3	159	159	-	-	-	0.8	0.1	-	0.9	20.2	2.8	0.1	2.9
3/4	73	73	-	-	-	0.9	0.3	-	1.2	58.9	1.9	0.3	2.3
4/2+4/1	176	176	-	-	-	2.1	0.9	-	3.0	60.6	3.9	0.9	4.7
4/3+4/4	206	206	47	0	0	2.5	1.0	0.0	3.4	59.9	4.4	1.0	5.3
5/1	276	276	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	200	200	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	298	298	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	232	232	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	497	497	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
7/2	584	584	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	125	125	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/2	210	210	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/1	22	22	22	0	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
10/1	40	40	25	15	0	0.0	0.0	-	0.1	5.4	0.3	0.0	0.3
11/1	244	244	0	244	0	0.0	0.1	-	0.1	1.7	1.0	0.1	1.1
12/1	122	122	122	0	0	0.0	0.1	-	0.1	2.1	2.9	0.1	2.9

C1 PRC for Signalled Lanes (%): 35.5 Total Delay for Signalled Lanes (pcuHr): 19.55 Cycle Time (s): 104
PRC Over All Lanes (%): 35.5 Total Delay Over All Lanes(pcuHr): 20.60

Full Input Data And Results

Scenario 24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak', Plan 2: 'Non Matchday')

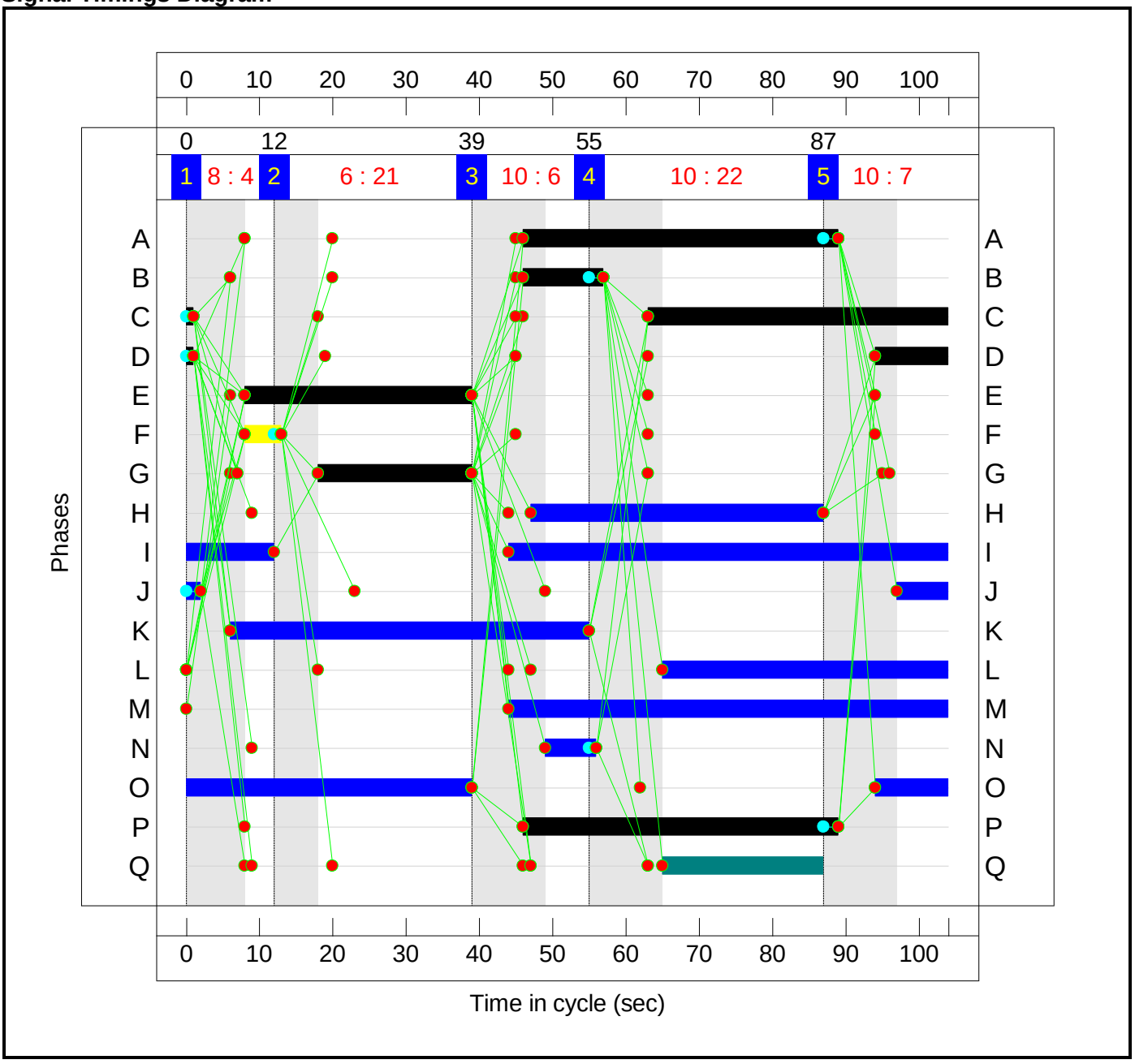
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	21	6	22	7
Change Point	0	12	39	55	87

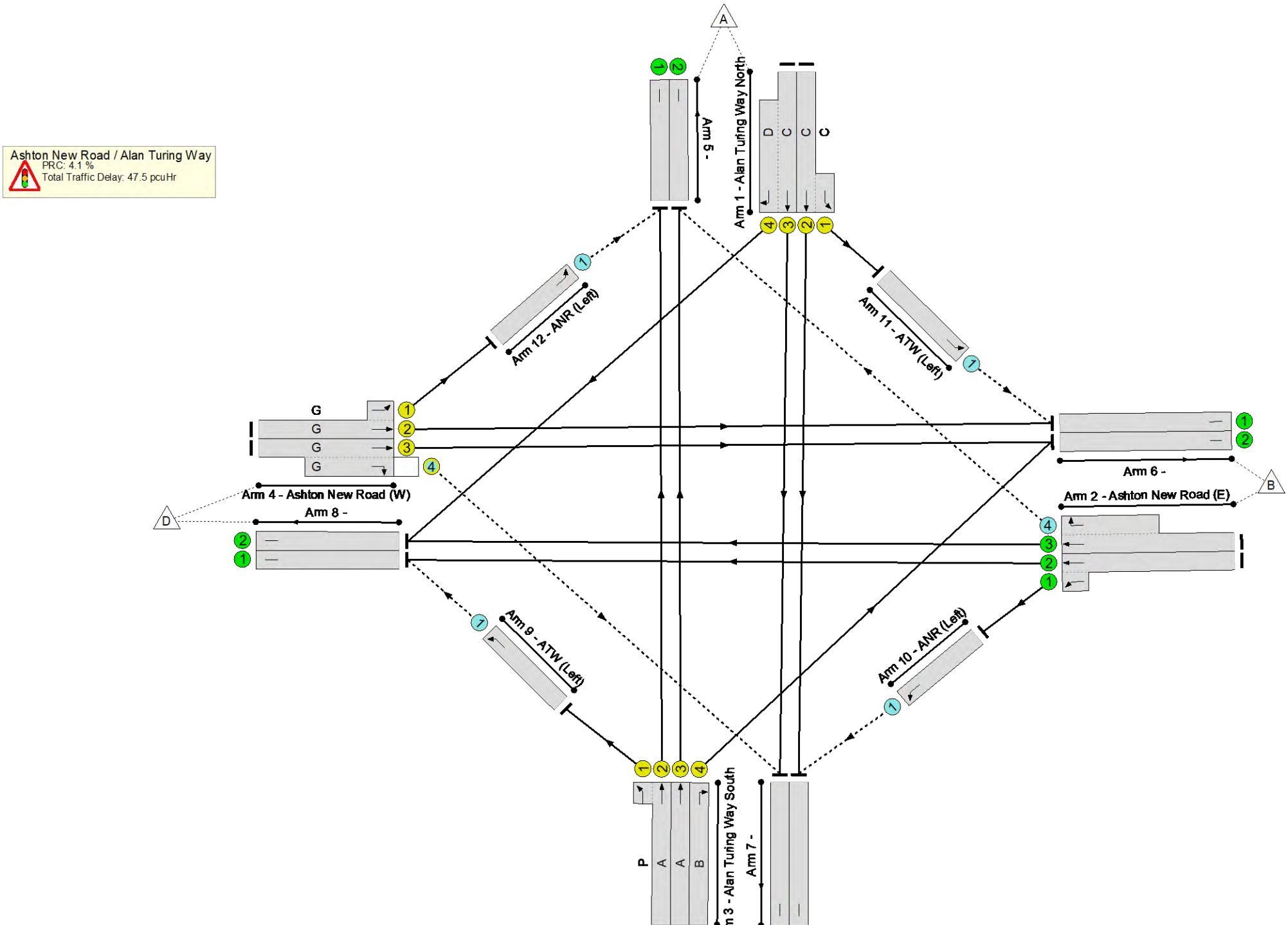
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	42	-	658	1985:1973	619+255	75.3 : 75.3%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	42:11	-	437	1955:1784	300+206	86.5 : 86.5%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	494	2055:1980	1385+645	24.3 : 24.3%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	258	2055:1730	0+1194	0.0 : 21.6%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	43	-	722	1945:2002	759+81	85.9 : 85.9%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	43	-	699	1955	827	84.5%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	11	-	146	1777	205	71.2%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	21	-	335	1915:1987	21+397	80.1 : 80.1%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	21	-	406	1915:1787	367+120	83.3 : 83.3%
5/1		U	N/A	N/A	-		-	-	-	970	2040	2040	47.5%
5/2		U	N/A	N/A	-		-	-	-	957	2040	2040	46.9%
6/1		U	N/A	N/A	-		-	-	-	209	2015	2015	10.4%
6/2		U	N/A	N/A	-		-	-	-	452	2015	2015	22.4%
7/1		U	N/A	N/A	-		-	-	-	623	2065	2065	30.2%
7/2		U	N/A	N/A	-		-	-	-	359	1975	1975	18.2%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	407	2015	2015	20.2%
8/2		U	N/A	N/A	-		-	-	-	178	2015	2015	8.8%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	70	2002	962	7.3%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	157	1980	843	18.6%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	192	1973	1194	16.1%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	318	1987	668	47.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**641**	**454**	**0**	**29.4**	**18.0**	**0.0**	**47.5**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**641**	**454**	**0**	**29.4**	**18.0**	**0.0**	**47.5**	**-**	**-**	**-**	**-**
1/2+1/1	658	658	-	-	-	4.5	1.5	-	6.0	32.8	14.6	1.5	16.1
1/3+1/4	437	437	-	-	-	3.7	2.9	-	6.7	54.9	5.0	2.9	8.0
2/2+2/1	494	494	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/3+2/4	258	258	55	203	0	0.1	0.1	-	0.3	3.6	1.5	0.1	1.6
3/2+3/1	722	722	-	-	-	5.4	2.9	-	8.3	41.4	18.7	2.9	21.6
3/3	699	699	-	-	-	5.2	2.6	-	7.9	40.4	18.1	2.6	20.7
3/4	146	146	-	-	-	1.8	1.2	-	3.0	73.7	4.1	1.2	5.2
4/2+4/1	335	335	-	-	-	3.6	1.9	-	5.5	59.6	9.0	1.9	10.9
4/3+4/4	406	406	100	0	0	4.2	2.4	0.0	6.6	58.8	8.7	2.4	11.1
5/1	970	970	-	-	-	0.0	0.5	-	0.5	1.7	4.6	0.5	5.0
5/2	957	957	-	-	-	0.2	0.4	-	0.7	2.5	19.9	0.4	20.4
6/1	209	209	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	452	452	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	623	623	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	359	359	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	407	407	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	178	178	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	70	70	70	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
10/1	157	157	98	59	0	0.2	0.1	-	0.3	6.9	1.5	0.1	1.6
11/1	192	192	0	192	0	0.0	0.1	-	0.1	1.8	0.5	0.1	0.6
12/1	318	318	318	0	0	0.4	0.5	-	0.8	9.2	9.2	0.5	9.6

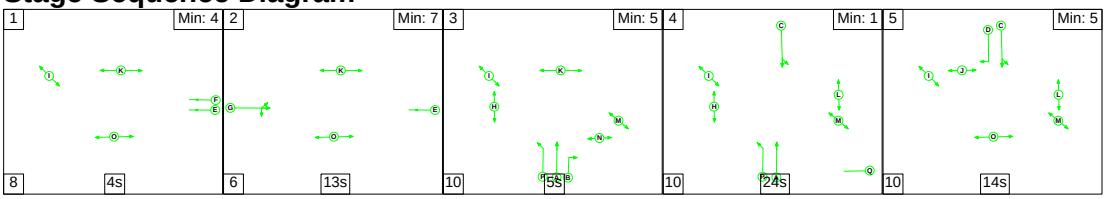
C1 PRC for Signalled Lanes (%): 4.1 Total Delay for Signalled Lanes (pcuHr): 43.98 Cycle Time (s): 104

PRC Over All Lanes (%): 4.1 Total Delay Over All Lanes(pcuHr): 47.48

Full Input Data And Results

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG26: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak', Plan 2: 'Non Matchday')

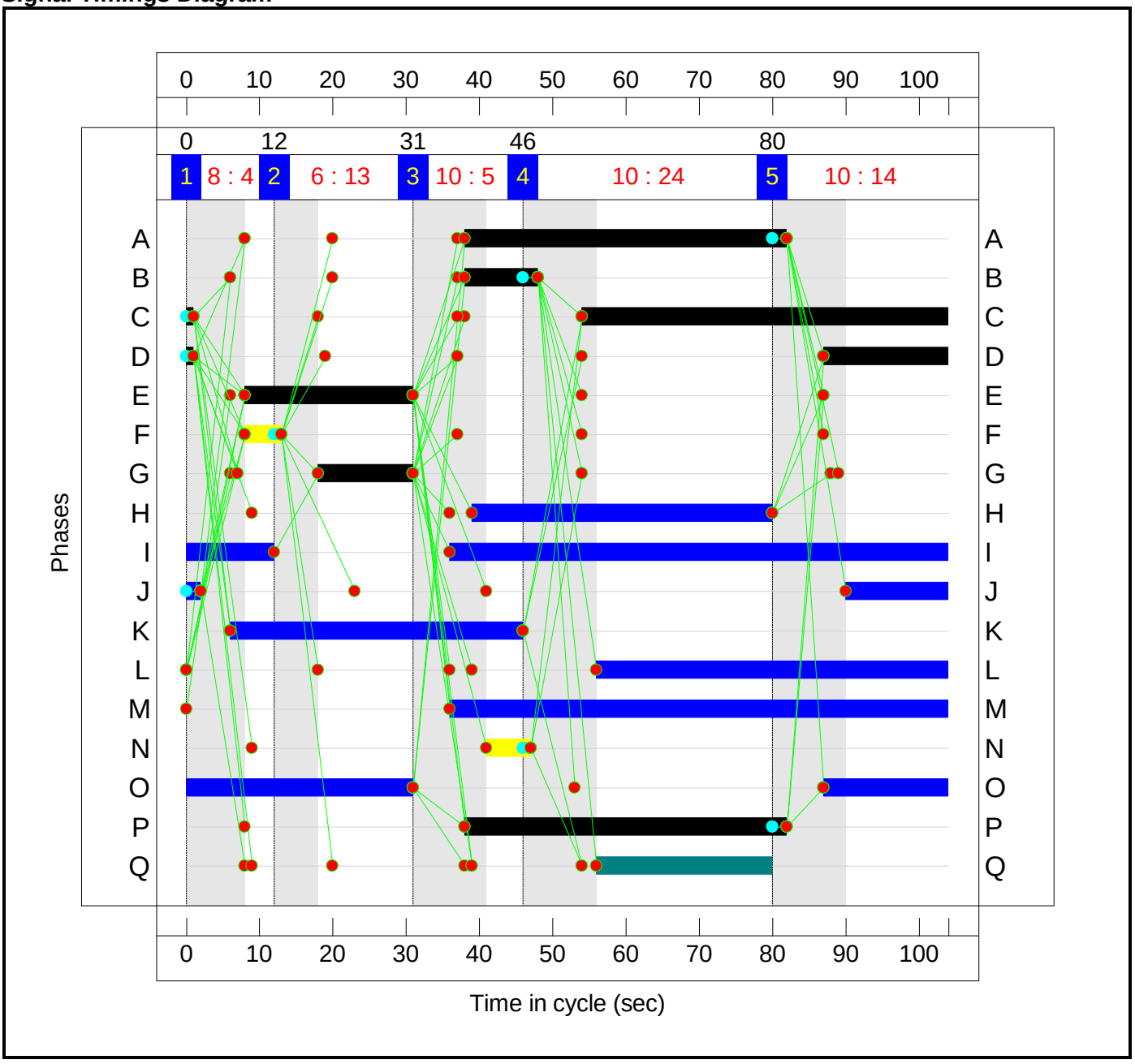
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	4	13	5	24	14
Change Point	0	12	31	46	80

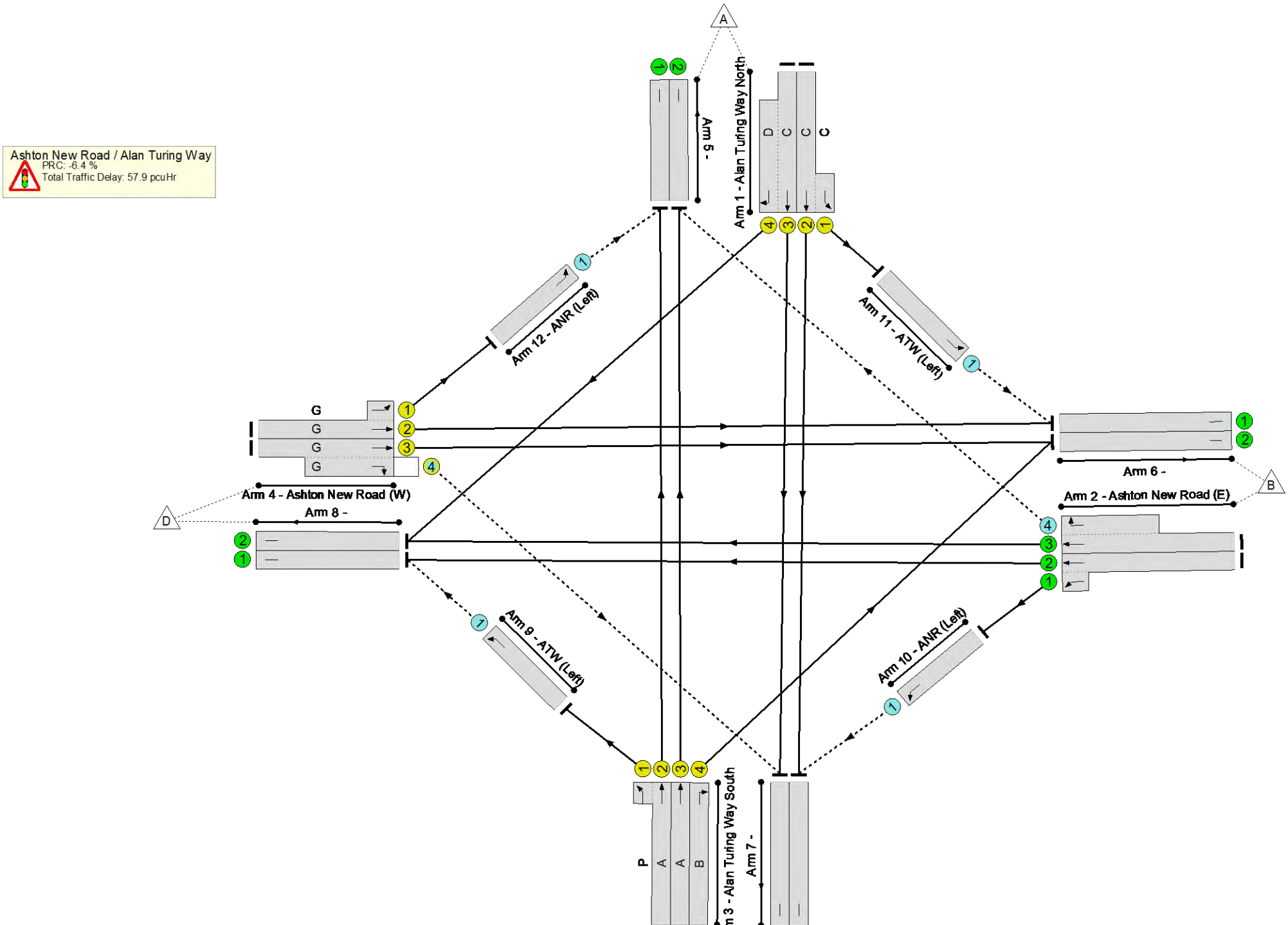
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.8%**
Ashton New Road / Alan Turing Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.8%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	51	-	1007	1985:1973	692+366	95.2 : 95.2%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	51:18	-	1071	1955:1784	802+316	95.8 : 95.8%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	370	2055:1980	1569+468	18.2 : 18.2%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	165	2055:1730	0+1257	0.0 : 13.1%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	44	-	483	1945:2002	751+111	56.0 : 56.0%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	44	-	450	1955	846	53.2%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	10	-	145	1777	188	77.1%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	13	-	262	1915:1987	94+200	89.0 : 89.0%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	13	-	316	1915:1787	258+90	90.8 : 90.8%
5/1		U	N/A	N/A	-		-	-	-	599	2040	2040	29.4%
5/2		U	N/A	N/A	-		-	-	-	615	2040	2040	30.1%
6/1		U	N/A	N/A	-		-	-	-	432	2015	2015	21.4%
6/2		U	N/A	N/A	-		-	-	-	379	2015	2015	18.8%
7/1		U	N/A	N/A	-		-	-	-	744	2065	2065	36.0%
7/2		U	N/A	N/A	-		-	-	-	850	1975	1975	43.0%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	347	2015	2015	17.2%
8/2		U	N/A	N/A	-		-	-	-	303	2015	2015	15.0%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	62	2002	931	6.7%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	85	1980	632	13.5%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	348	1973	1257	27.7%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	178	1987	792	22.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**345**	**575**	**0**	**29.7**	**28.2**	**0.0**	**57.9**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**345**	**575**	**0**	**29.7**	**28.2**	**0.0**	**57.9**	**-**	**-**	**-**	**-**
1/2+1/1	1007	1007	-	-	-	6.5	7.6	-	14.1	50.5	25.8	7.6	33.4
1/3+1/4	1071	1071	-	-	-	8.3	8.3	-	16.7	56.1	25.1	8.3	33.4
2/2+2/1	370	370	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	165	165	12	153	0	0.0	0.1	-	0.1	2.6	0.6	0.1	0.7
3/2+3/1	483	483	-	-	-	2.9	0.6	-	3.5	26.4	10.1	0.6	10.7
3/3	450	450	-	-	-	2.7	0.6	-	3.3	26.3	9.5	0.6	10.1
3/4	145	145	-	-	-	1.8	1.6	-	3.4	84.3	4.1	1.6	5.6
4/2+4/1	262	262	-	-	-	3.2	3.3	-	6.5	89.5	6.4	3.3	9.8
4/3+4/4	316	316	82	0	0	3.8	3.9	0.0	7.8	88.7	6.6	3.9	10.6
5/1	599	599	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	615	615	-	-	-	0.0	0.2	-	0.2	1.3	7.5	0.2	7.8
6/1	432	432	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	379	379	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	744	744	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
7/2	850	850	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
8/1	347	347	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	303	303	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	62	62	62	0	0	0.0	0.0	-	0.0	2.1	0.0	0.0	0.0
10/1	85	85	11	74	0	0.3	0.1	-	0.4	17.1	1.3	0.1	1.4
11/1	348	348	0	348	0	0.0	0.2	-	0.2	2.0	1.0	0.2	1.2
12/1	178	178	178	0	0	0.0	0.1	-	0.2	3.4	4.5	0.1	4.6

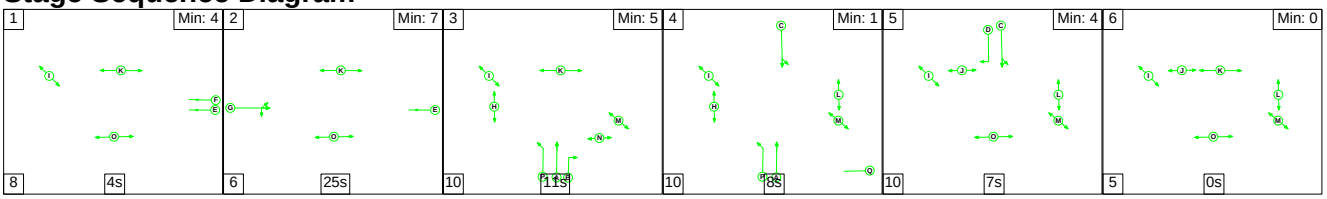
C1 PRC for Signalled Lanes (%): -6.4 Total Delay for Signalled Lanes (pcuHr): 55.32 Cycle Time (s): 104

PRC Over All Lanes (%): -6.4 Total Delay Over All Lanes(pcuHr): 57.89

Full Input Data And Results

Scenario 26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak', Plan 1: 'Matchday')

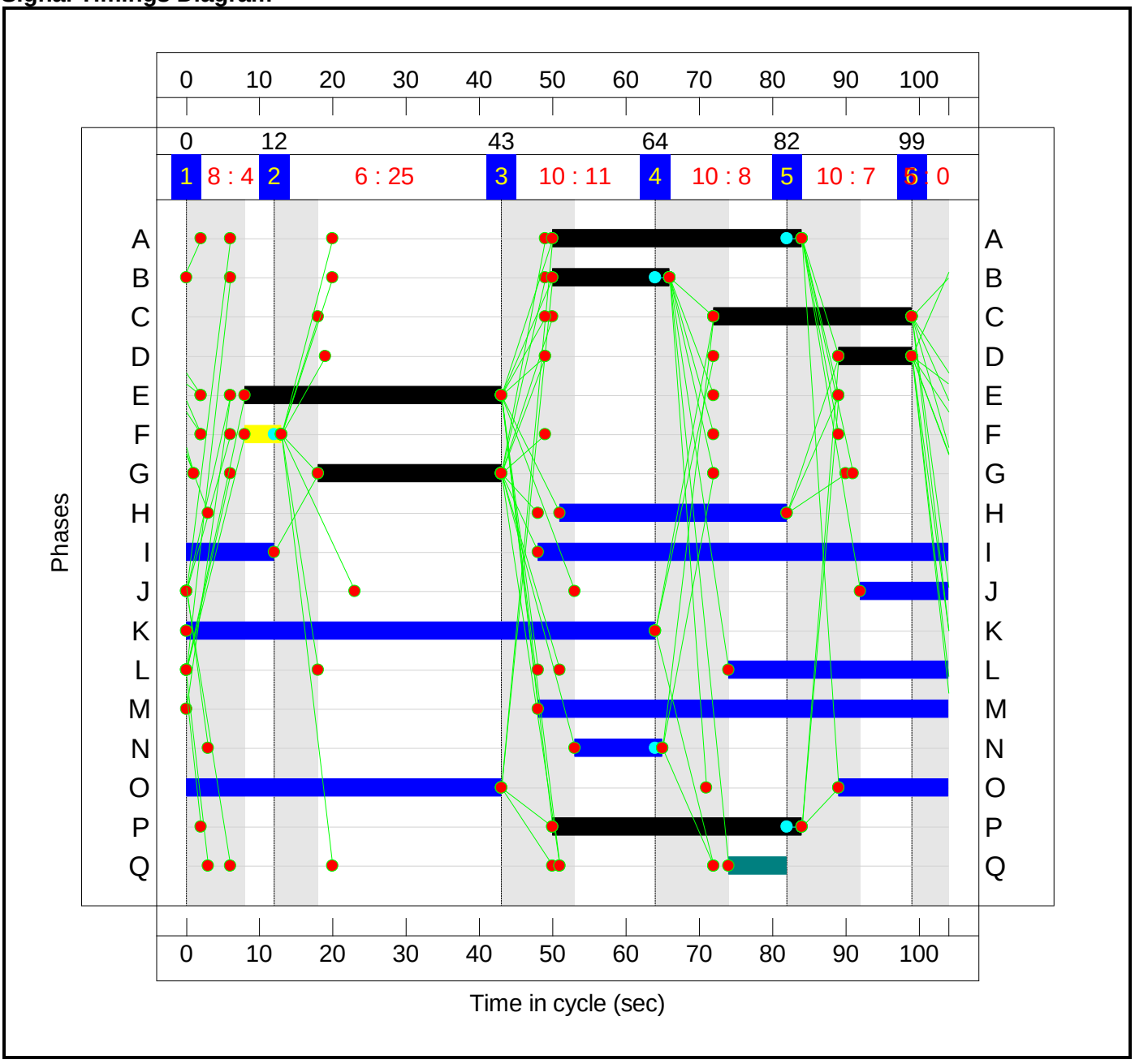
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	25	11	8	7	0
Change Point	0	12	43	64	82	99

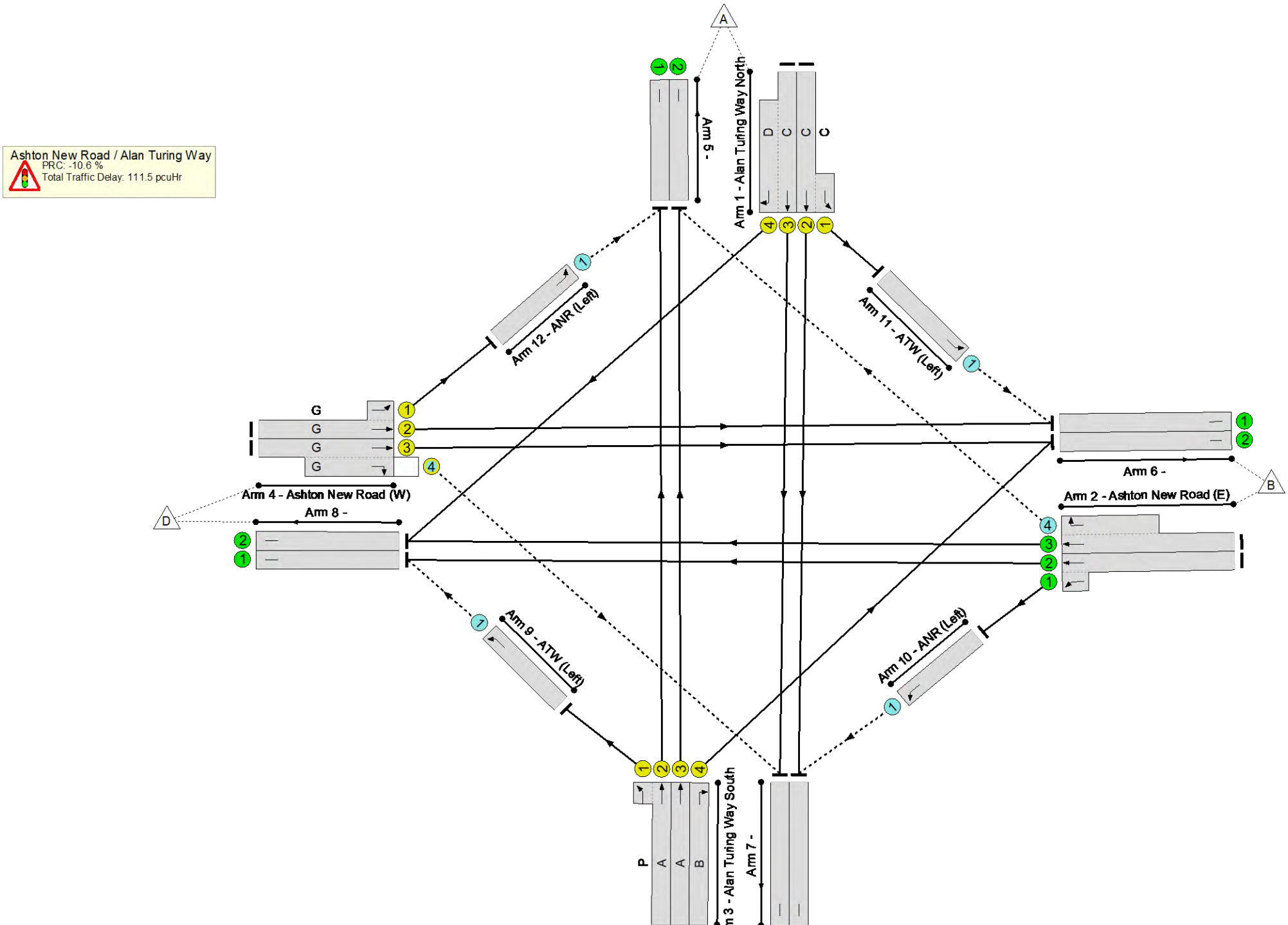
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
Ashton New Road / Alan Turing Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.5%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	27	-	588	1985:1973	407+187	99.1 : 99.1%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	27:10	-	660	1955:1784	491+172	99.5 : 99.5%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	436	2055:1980	1312+716	21.5 : 21.5%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	155	2055:1730	0+1086	0.0 : 14.3%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	34	-	672	1945:2002	572+105	99.3 : 99.3%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	34	-	652	1955	658	99.1%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	16	-	274	1777	290	94.3%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	25	-	538	1915:1987	284+268	97.4 : 97.4%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	25	-	552	1915:1787	418+149	97.4 : 97.4%
5/1		U	N/A	N/A	-		-	-	-	829	2040	2040	40.6%
5/2		U	N/A	N/A	-		-	-	-	807	2040	2040	39.6%
6/1		U	N/A	N/A	-		-	-	-	462	2015	2015	22.9%
6/2		U	N/A	N/A	-		-	-	-	681	2015	2015	33.8%
7/1		U	N/A	N/A	-		-	-	-	557	2065	2065	27.0%
7/2		U	N/A	N/A	-		-	-	-	634	1975	1975	32.1%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	386	2015	2015	19.2%
8/2		U	N/A	N/A	-		-	-	-	171	2015	2015	8.5%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	104	2002	1018	10.2%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	154	1980	903	17.0%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	185	1973	1086	17.0%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	261	1987	845	30.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**555**	**449**	**0**	**40.9**	**70.6**	**0.0**	**111.5**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**555**	**449**	**0**	**40.9**	**70.6**	**0.0**	**111.5**	**-**	**-**	**-**	**-**
1/2+1/1	588	588	-	-	-	6.0	10.9	-	16.8	103.1	15.4	10.9	26.3
1/3+1/4	660	660	-	-	-	7.4	12.0	-	19.4	106.0	15.2	12.0	27.3
2/2+2/1	436	436	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	155	155	7	148	0	0.2	0.1	-	0.2	5.4	1.2	0.1	1.3
3/2+3/1	672	672	-	-	-	6.3	11.8	-	18.1	97.0	18.9	11.8	30.7
3/3	652	652	-	-	-	6.2	11.4	-	17.6	97.1	18.7	11.4	30.0
3/4	274	274	-	-	-	3.3	5.1	-	8.4	110.4	7.8	5.1	12.9
4/2+4/1	538	538	-	-	-	5.6	8.5	-	14.1	94.4	13.3	8.5	21.8
4/3+4/4	552	552	145	0	0	5.7	8.6	0.0	14.3	93.3	13.1	8.6	21.7
5/1	829	829	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
5/2	807	807	-	-	-	0.1	0.3	-	0.4	1.8	17.8	0.3	18.1
6/1	462	462	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/2	681	681	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
7/1	557	557	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	634	634	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	386	386	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	171	171	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	104	104	104	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
10/1	154	154	39	116	0	0.2	0.1	-	0.3	6.6	1.3	0.1	1.4
11/1	185	185	0	185	0	0.0	0.1	-	0.1	2.0	0.8	0.1	0.9
12/1	261	261	261	0	0	0.0	0.2	-	0.2	3.2	2.0	0.2	2.2

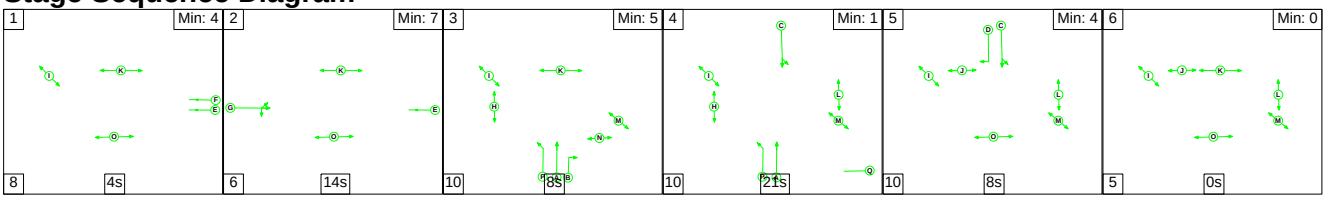
C1 PRC for Signalled Lanes (%): -10.6 Total Delay for Signalled Lanes (pcuHr): 108.76 Cycle Time (s): 104

PRC Over All Lanes (%): -10.6 Total Delay Over All Lanes(pcuHr): 111.55

Full Input Data And Results

Scenario 27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Matchday')

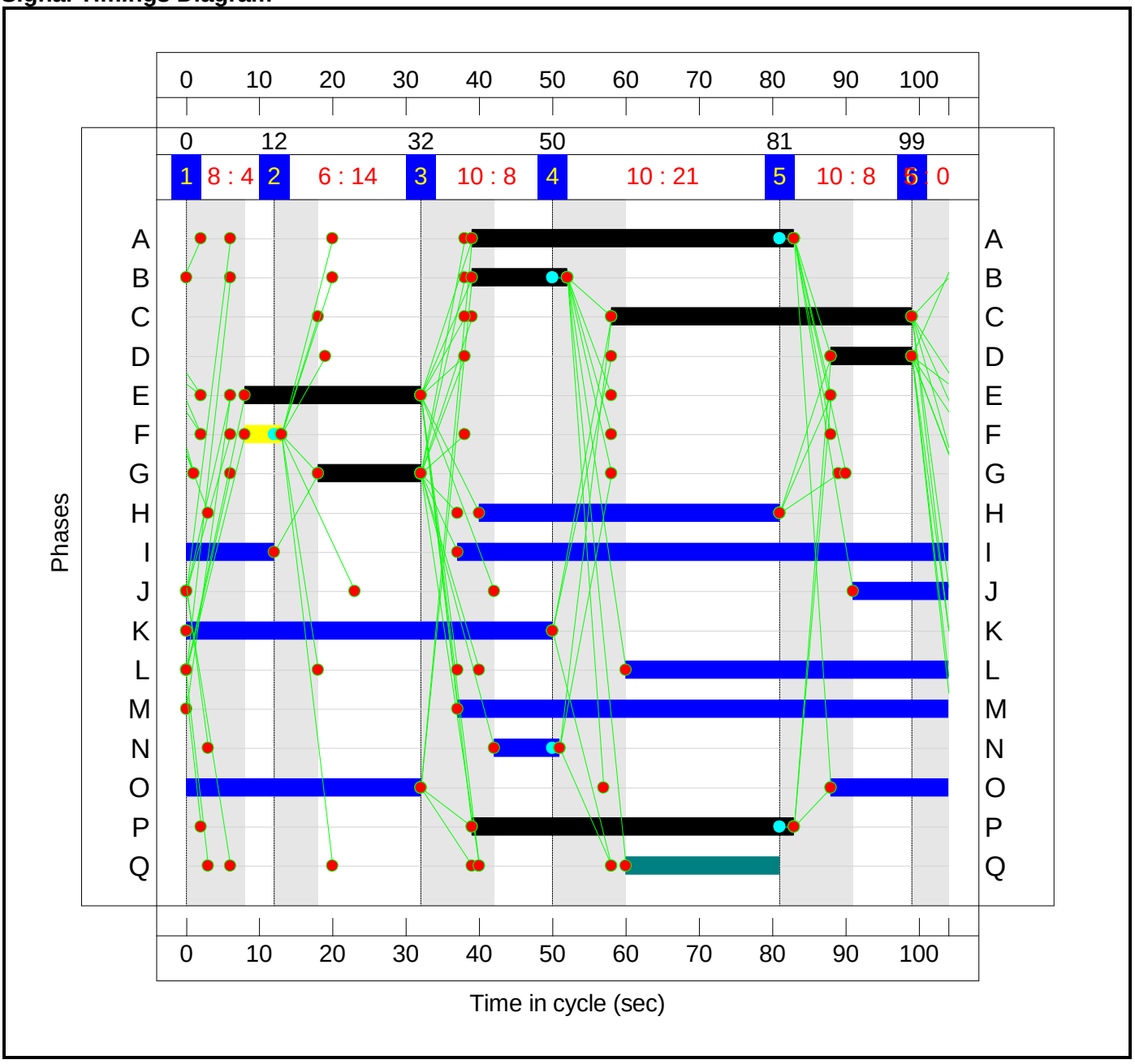
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	14	8	21	8	0
Change Point	0	12	32	50	81	99

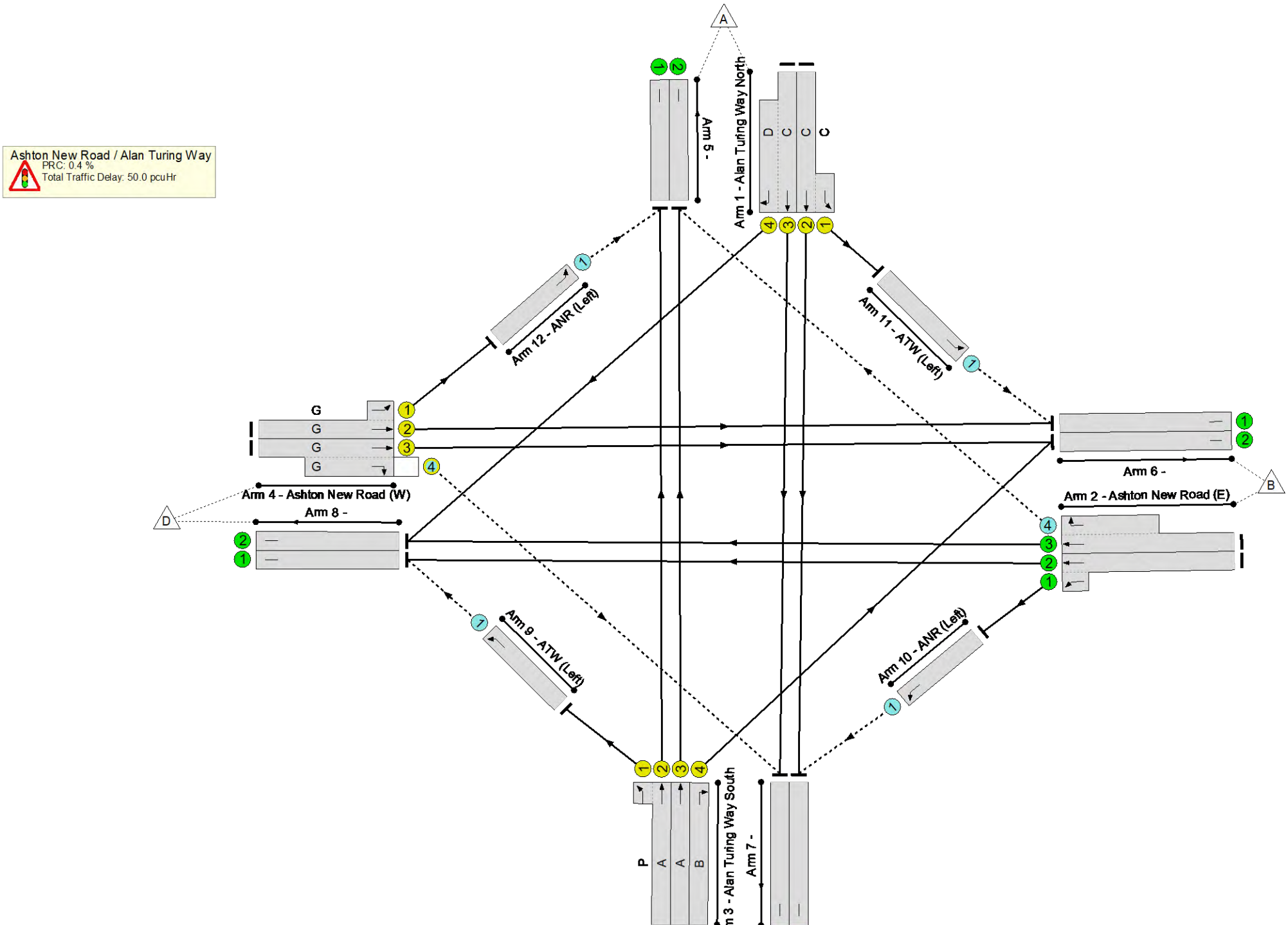
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	41	-	749	1985:1973	681+154	89.7 : 89.7%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	41:11	-	205	1955:1784	39+206	83.6 : 83.6%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	553	2055:1980	1362+668	27.2 : 27.2%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	252	2055:1730	0+1252	0.0 : 20.1%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	44	-	703	1945:2002	643+236	80.0 : 80.0%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	44	-	648	1955	846	76.6%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	13	-	207	1777	239	86.5%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	14	-	266	1915:1987	96+215	85.4 : 85.4%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	14	-	404	1915:1787	266+186	89.4 : 89.4%
5/1		U	N/A	N/A	-		-	-	-	698	2040	2040	34.2%
5/2		U	N/A	N/A	-		-	-	-	900	2040	2040	44.1%
6/1		U	N/A	N/A	-		-	-	-	220	2015	2015	10.9%
6/2		U	N/A	N/A	-		-	-	-	445	2015	2015	22.1%
7/1		U	N/A	N/A	-		-	-	-	793	2065	2065	38.4%
7/2		U	N/A	N/A	-		-	-	-	199	1975	1975	10.1%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	560	2015	2015	27.8%
8/2		U	N/A	N/A	-		-	-	-	172	2015	2015	8.5%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	189	2002	931	20.3%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	182	1980	767	23.7%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	138	1973	1252	11.0%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	184	1987	662	27.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**636**	**475**	**0**	**28.7**	**21.2**	**0.1**	**50.0**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**636**	**475**	**0**	**28.7**	**21.2**	**0.1**	**50.0**	**-**	**-**	**-**	**-**
1/2+1/1	749	749	-	-	-	5.9	4.0	-	9.8	47.2	19.3	4.0	23.2
1/3+1/4	205	205	-	-	-	2.3	2.3	-	4.6	80.9	4.8	2.3	7.1
2/2+2/1	553	553	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/3+2/4	252	252	21	231	0	0.1	0.1	-	0.2	2.8	1.1	0.1	1.2
3/2+3/1	703	703	-	-	-	4.8	2.0	-	6.8	34.8	16.8	2.0	18.7
3/3	648	648	-	-	-	4.5	1.6	-	6.1	34.0	15.8	1.6	17.5
3/4	207	207	-	-	-	2.5	2.7	-	5.3	91.8	5.8	2.7	8.6
4/2+4/1	266	266	-	-	-	3.2	2.6	-	5.8	78.2	6.5	2.6	9.1
4/3+4/4	404	404	166	0	0	4.8	3.7	0.1	8.6	76.9	6.7	3.7	10.3
5/1	698	698	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
5/2	900	900	-	-	-	0.2	0.4	-	0.5	2.2	17.1	0.4	17.5
6/1	220	220	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	445	445	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	793	793	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
7/2	199	199	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/1	560	560	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/2	172	172	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	189	189	189	0	0	0.0	0.1	-	0.1	2.4	0.3	0.1	0.5
10/1	182	182	76	106	0	0.4	0.2	-	0.5	10.7	2.2	0.2	2.3
11/1	138	138	0	138	0	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
12/1	184	184	184	0	0	0.0	0.2	-	0.2	4.3	5.1	0.2	5.2

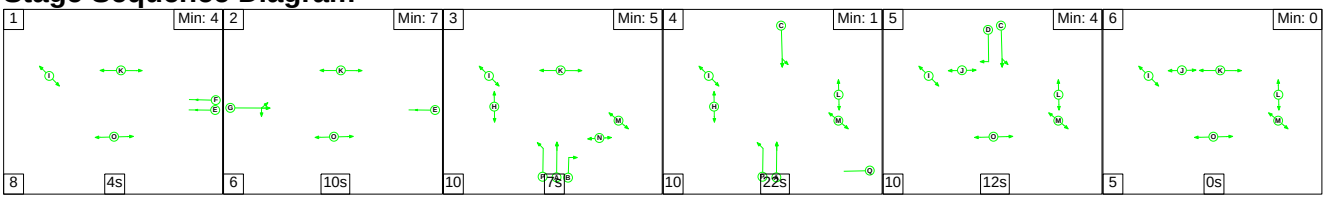
C1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 47.02 Cycle Time (s): 104

PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 49.98

Full Input Data And Results

Scenario 28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG29: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Matchday')

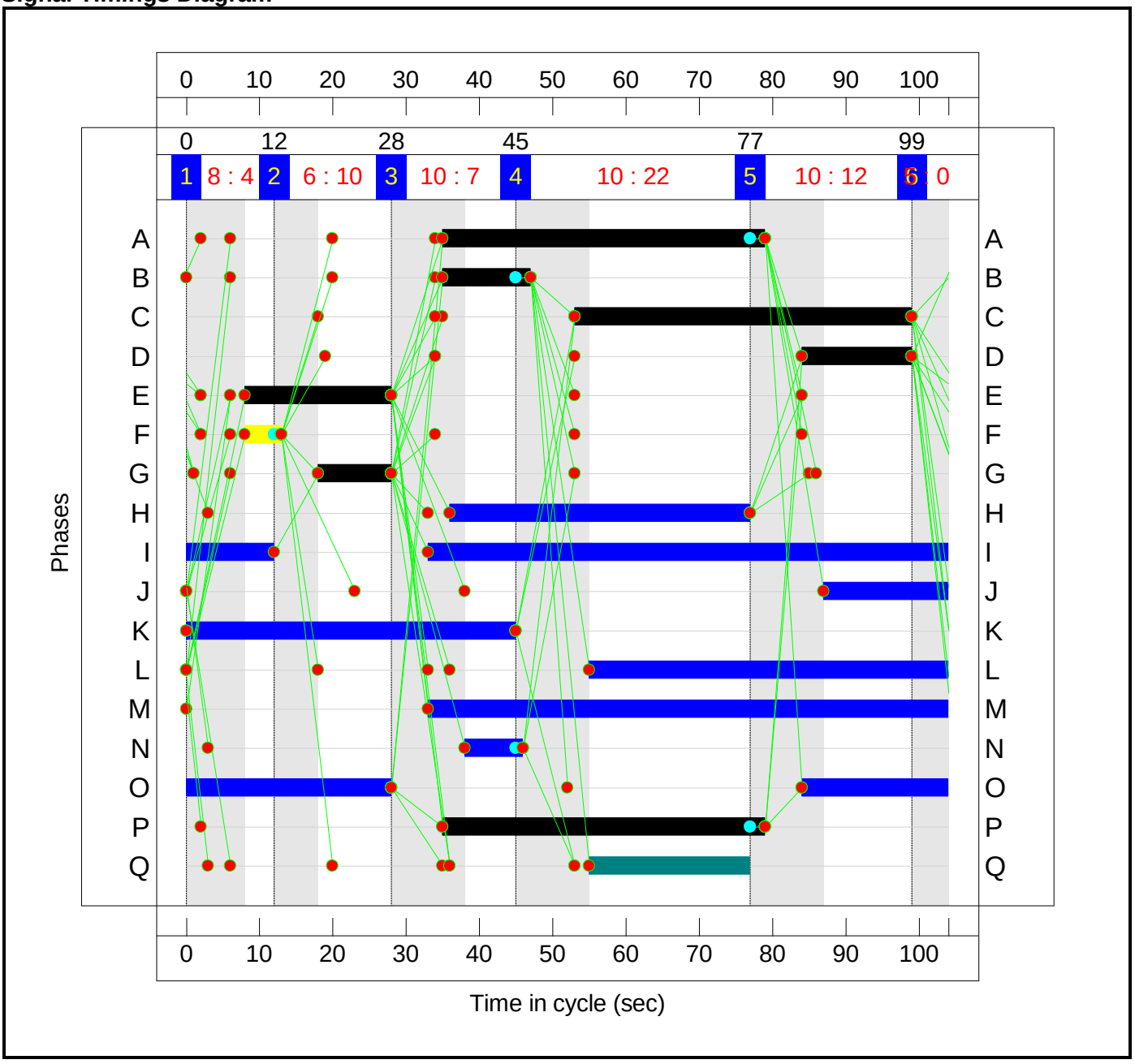
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	10	7	22	12	0
Change Point	0	12	28	45	77	99

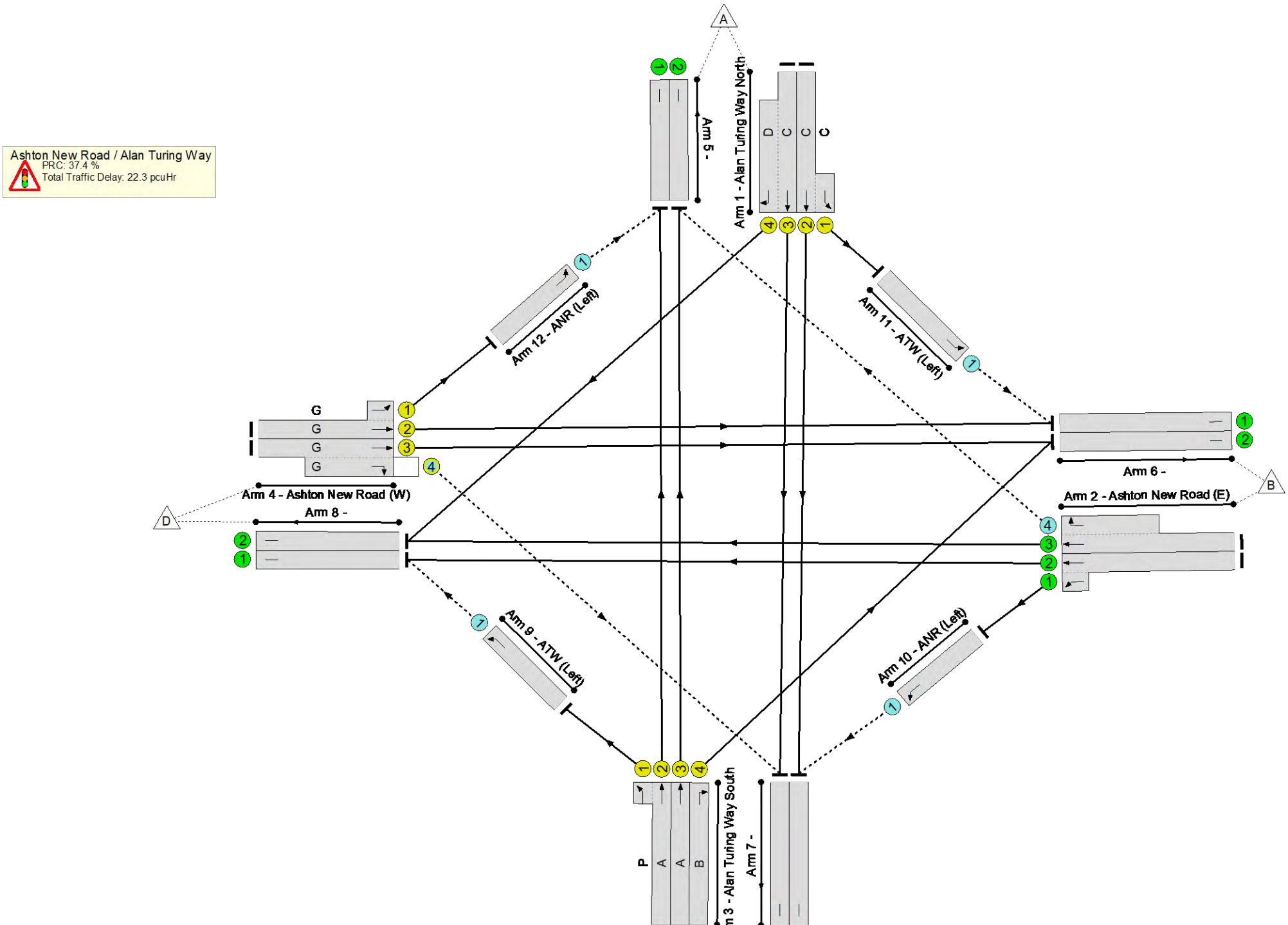
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.5%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.5%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	46	-	630	1985:1973	612+357	65.1 : 65.1%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	46:15	-	650	1955:1784	748+265	64.1 : 64.1%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	233	2055:1980	1110+911	11.5 : 11.5%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	39	2055:1730	0+1361	0.0 : 2.9%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	44	-	231	1945:2002	596+292	26.0 : 26.0%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	44	-	168	1955	846	19.9%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	12	-	138	1777	222	62.1%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	10	-	167	1915:1987	138+136	60.8 : 60.8%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	10	-	202	1915:1787	127+182	65.5 : 65.5%
5/1		U	N/A	N/A	-		-	-	-	238	2040	2040	11.7%
5/2		U	N/A	N/A	-		-	-	-	207	2040	2040	10.1%
6/1		U	N/A	N/A	-		-	-	-	316	2015	2015	15.7%
6/2		U	N/A	N/A	-		-	-	-	221	2015	2015	11.0%
7/1		U	N/A	N/A	-		-	-	-	503	2065	2065	24.4%
7/2		U	N/A	N/A	-		-	-	-	599	1975	1975	30.3%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	204	2015	2015	10.1%
8/2		U	N/A	N/A	-		-	-	-	170	2015	2015	8.4%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	76	2002	1170	6.5%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	105	1980	787	13.3%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	232	1973	1361	17.0%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	83	1987	1184	7.0%

Full Input Data And Results

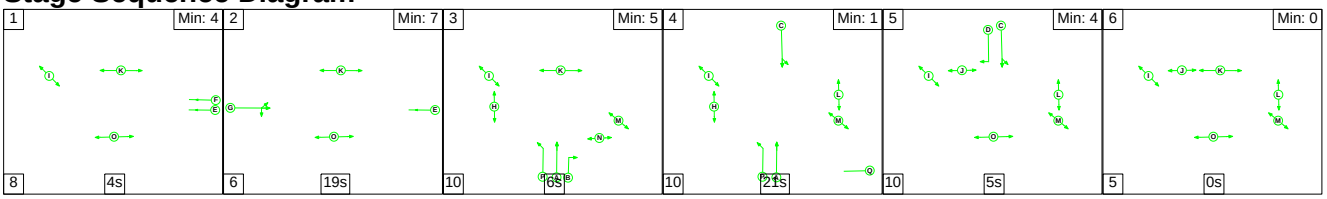
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**334**	**320**	**0**	**16.5**	**5.7**	**0.0**	**22.3**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**334**	**320**	**0**	**16.5**	**5.7**	**0.0**	**22.3**	**-**	**-**	**-**	**-**
1/2+1/1	630	630	-	-	-	3.6	0.9	-	4.5	25.7	11.7	0.9	12.6
1/3+1/4	650	650	-	-	-	4.7	0.9	-	5.6	31.0	10.0	0.9	10.9
2/2+2/1	233	233	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
2/3+2/4	39	39	4	35	0	0.0	0.0	-	0.0	1.5	0.1	0.0	0.1
3/2+3/1	231	231	-	-	-	1.2	0.2	-	1.3	20.8	3.3	0.2	3.4
3/3	168	168	-	-	-	0.9	0.1	-	1.0	21.0	3.0	0.1	3.1
3/4	138	138	-	-	-	1.7	0.8	-	2.5	64.2	3.8	0.8	4.6
4/2+4/1	167	167	-	-	-	2.0	0.8	-	2.8	60.0	2.4	0.8	3.2
4/3+4/4	202	202	119	0	0	2.5	0.9	0.0	3.4	61.5	3.3	0.9	4.2
5/1	238	238	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	207	207	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	316	316	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	221	221	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	503	503	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	599	599	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	204	204	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/2	170	170	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	76	76	76	0	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
10/1	105	105	51	54	0	0.1	0.1	-	0.2	5.7	0.8	0.1	0.8
11/1	232	232	0	232	0	0.0	0.1	-	0.1	1.6	1.3	0.1	1.4
12/1	83	83	83	0	0	0.0	0.0	-	0.0	1.9	1.7	0.0	1.8

C1 PRC for Signalled Lanes (%): 37.4 Total Delay for Signalled Lanes (pcuHr): 21.10 Cycle Time (s): 104
PRC Over All Lanes (%): 37.4 Total Delay Over All Lanes(pcuHr): 22.29

Full Input Data And Results

Scenario 29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Matchday')

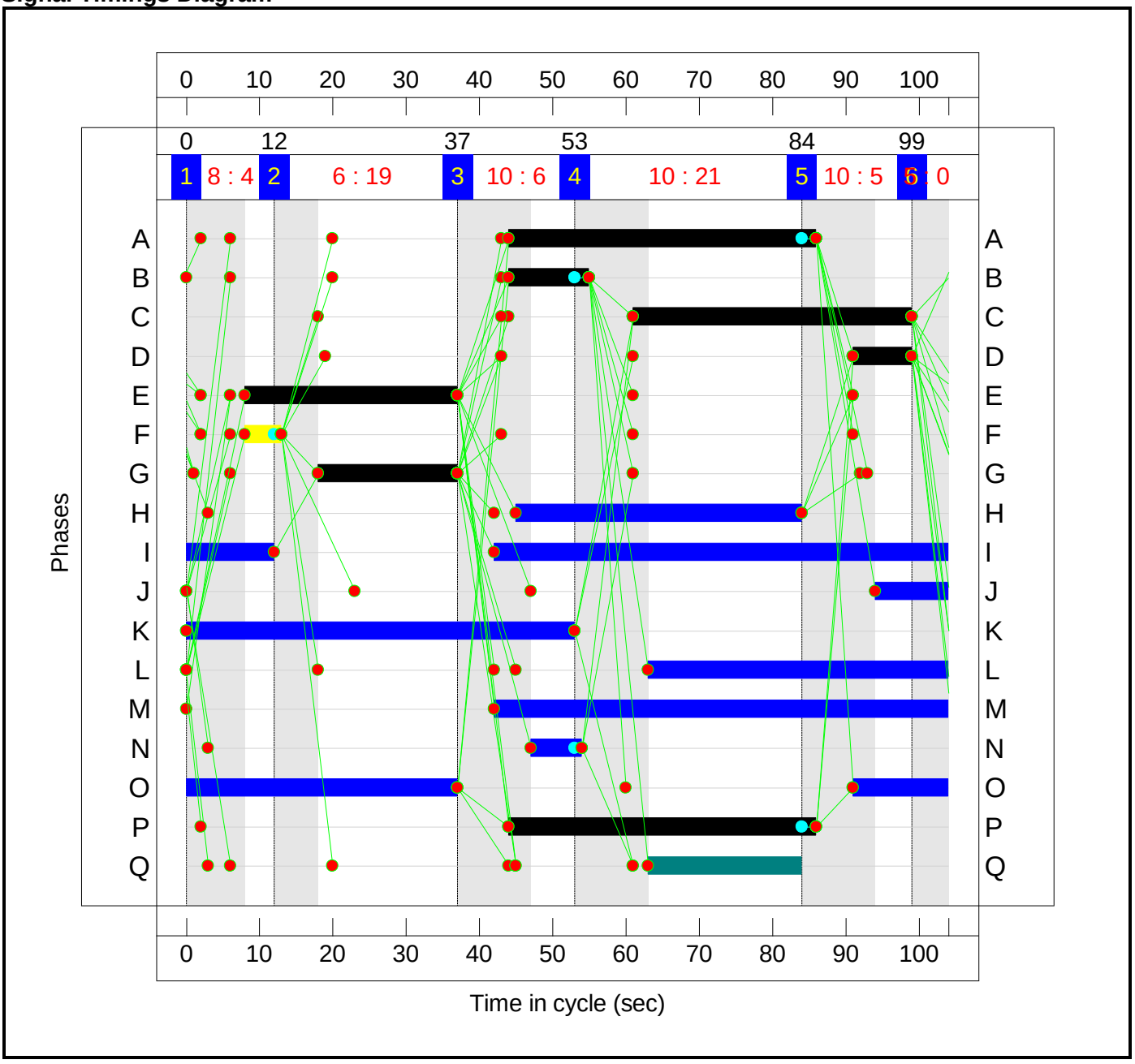
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	19	6	21	5	0
Change Point	0	12	37	53	84	99

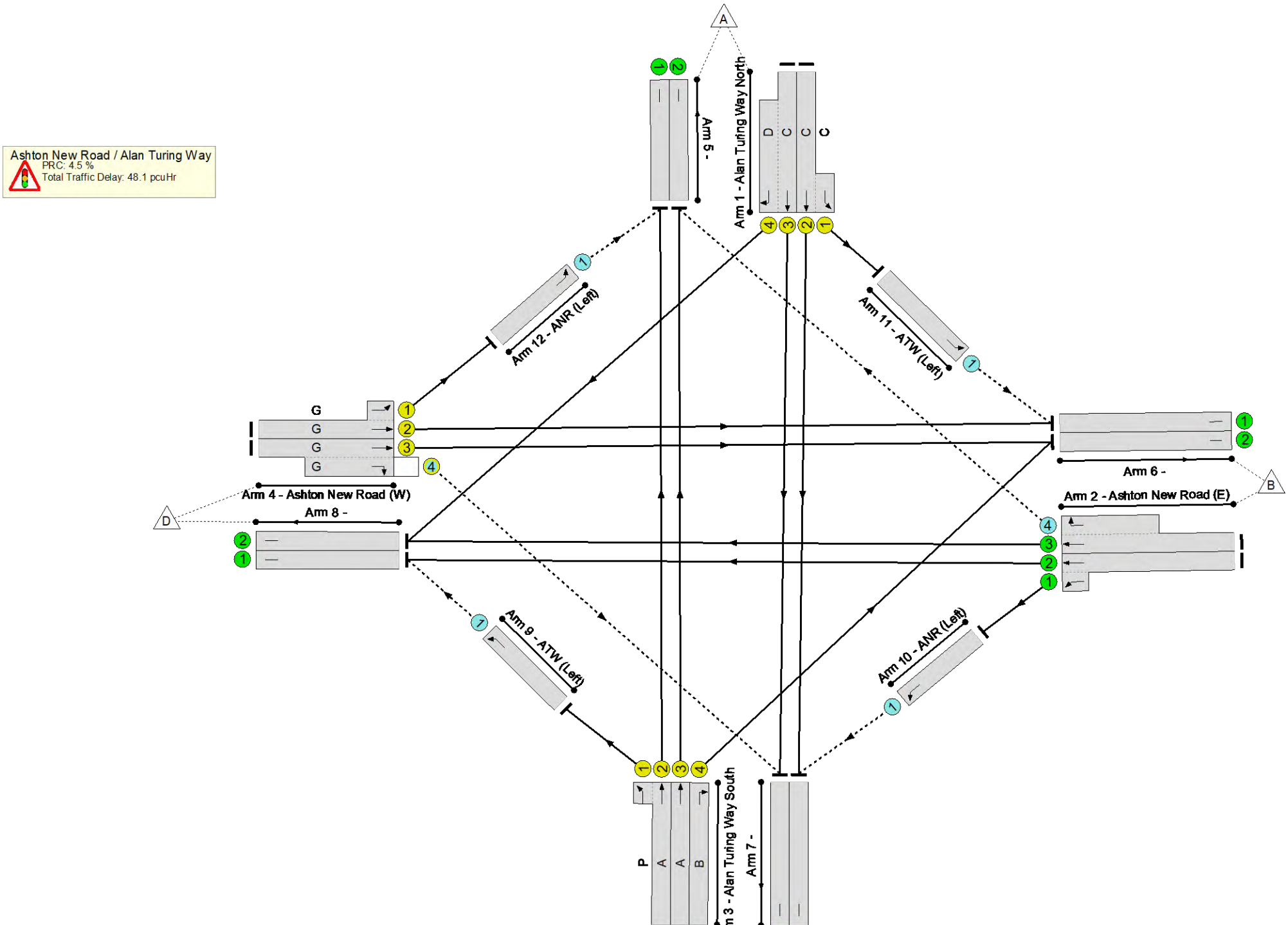
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
Ashton New Road / Alan Turing Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	38	-	642	1985:1973	617+166	82.0 : 82.0%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	38:8	-	246	1955:1784	131+154	86.1 : 86.1%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	440	2055:1980	1422+610	21.7 : 21.7%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	276	2055:1730	0+1217	0.0 : 22.7%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	42	-	709	1945:2002	674+157	85.3 : 85.3%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	42	-	673	1955	808	83.3%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	11	-	158	1777	205	77.1%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	19	-	312	1915:1987	0+376	0.0 : 82.9%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	19	-	411	1915:1787	332+150	85.3 : 85.3%
5/1		U	N/A	N/A	-		-	-	-	887	2040	2040	43.5%
5/2		U	N/A	N/A	-		-	-	-	949	2040	2040	46.5%
6/1		U	N/A	N/A	-		-	-	-	136	2015	2015	6.7%
6/2		U	N/A	N/A	-		-	-	-	441	2015	2015	21.9%
7/1		U	N/A	N/A	-		-	-	-	638	2065	2065	30.9%
7/2		U	N/A	N/A	-		-	-	-	241	1975	1975	12.2%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	442	2015	2015	21.9%
8/2		U	N/A	N/A	-		-	-	-	133	2015	2015	6.6%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	134	2002	1017	13.2%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	132	1980	842	15.7%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	136	1973	1217	11.2%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	312	1987	668	46.7%

Full Input Data And Results

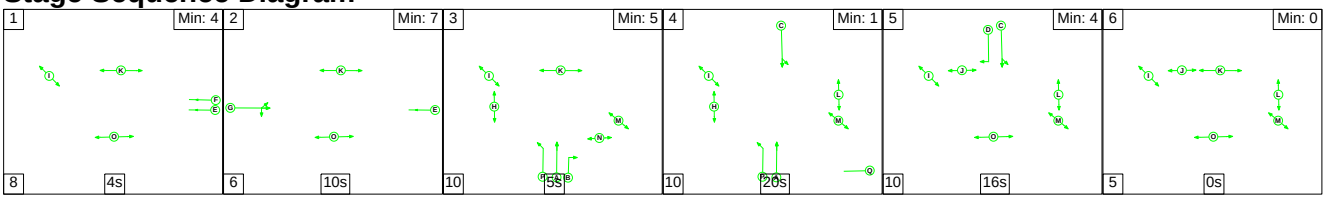
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**702**	**416**	**0**	**29.0**	**19.1**	**0.1**	**48.1**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**702**	**416**	**0**	**29.0**	**19.1**	**0.1**	**48.1**	**-**	**-**	**-**	**-**
1/2+1/1	642	642	-	-	-	5.1	2.2	-	7.3	40.8	15.8	2.2	18.0
1/3+1/4	246	246	-	-	-	2.4	2.7	-	5.1	75.2	3.8	2.7	6.5
2/2+2/1	440	440	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	276	276	53	223	0	0.1	0.1	-	0.3	3.3	1.5	0.1	1.6
3/2+3/1	709	709	-	-	-	5.3	2.8	-	8.1	41.1	17.9	2.8	20.7
3/3	673	673	-	-	-	5.1	2.4	-	7.5	40.1	17.4	2.4	19.8
3/4	158	158	-	-	-	2.0	1.6	-	3.5	80.5	4.4	1.6	6.0
4/2+4/1	312	312	-	-	-	3.5	2.3	-	5.8	66.5	8.6	2.3	10.8
4/3+4/4	411	411	128	0	0	4.4	2.7	0.1	7.2	63.1	8.0	2.7	10.7
5/1	887	887	-	-	-	0.0	0.4	-	0.4	1.6	3.4	0.4	3.8
5/2	949	949	-	-	-	0.2	0.4	-	0.7	2.5	19.3	0.4	19.8
6/1	136	136	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2	441	441	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	638	638	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	241	241	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/1	442	442	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	133	133	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	134	134	134	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
10/1	132	132	75	57	0	0.2	0.1	-	0.3	7.1	1.2	0.1	1.3
11/1	136	136	0	136	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
12/1	312	312	312	0	0	0.7	0.4	-	1.1	12.6	9.0	0.4	9.5

C1 PRC for Signalled Lanes (%): 4.5 Total Delay for Signalled Lanes (pcuHr): 44.52 Cycle Time (s): 104
PRC Over All Lanes (%): 4.5 Total Delay Over All Lanes(pcuHr): 48.10

Full Input Data And Results

Scenario 30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG1: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak', Plan 1: 'Matchday')

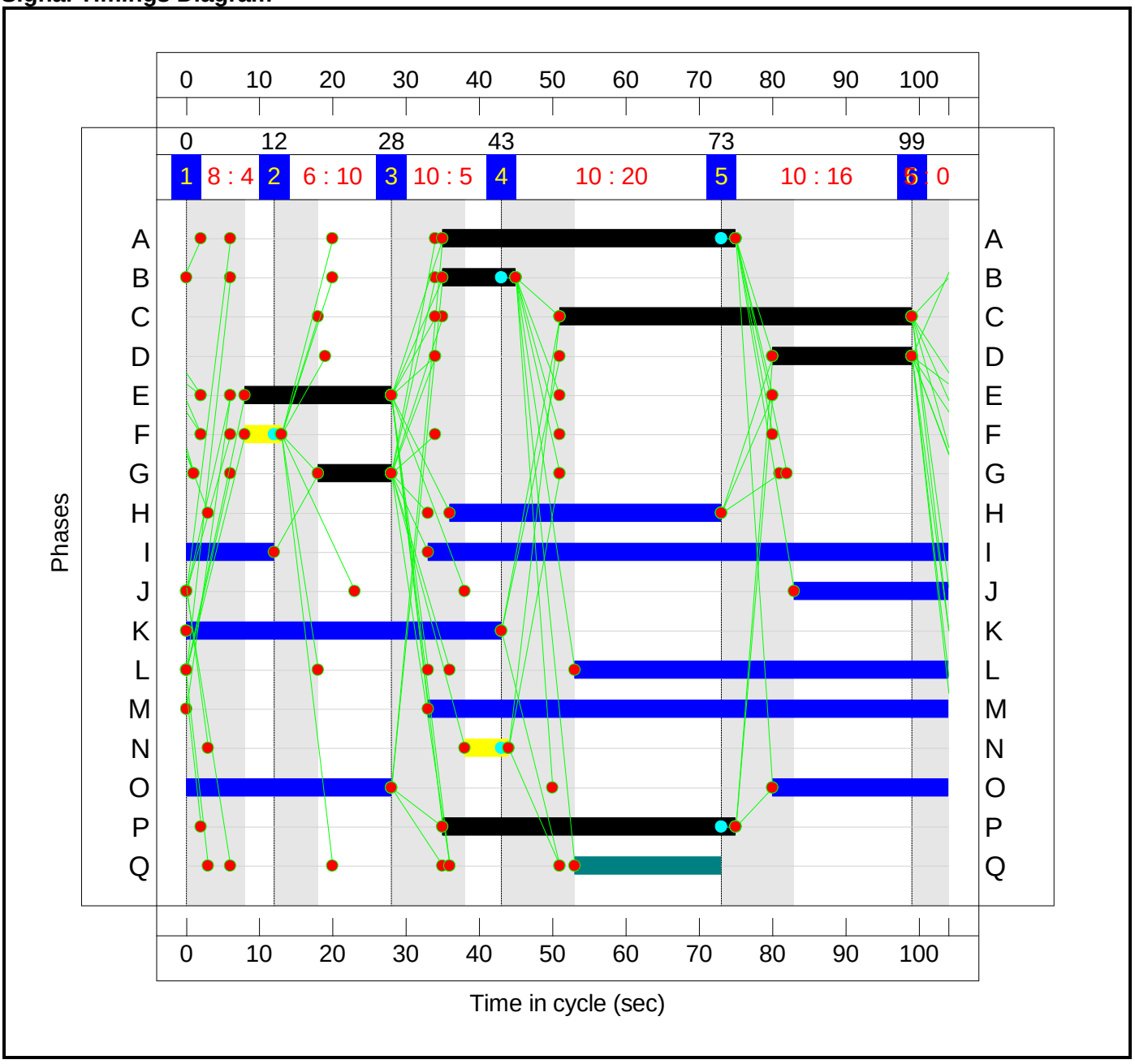
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	4	10	5	20	16	0
Change Point	0	12	28	43	73	99

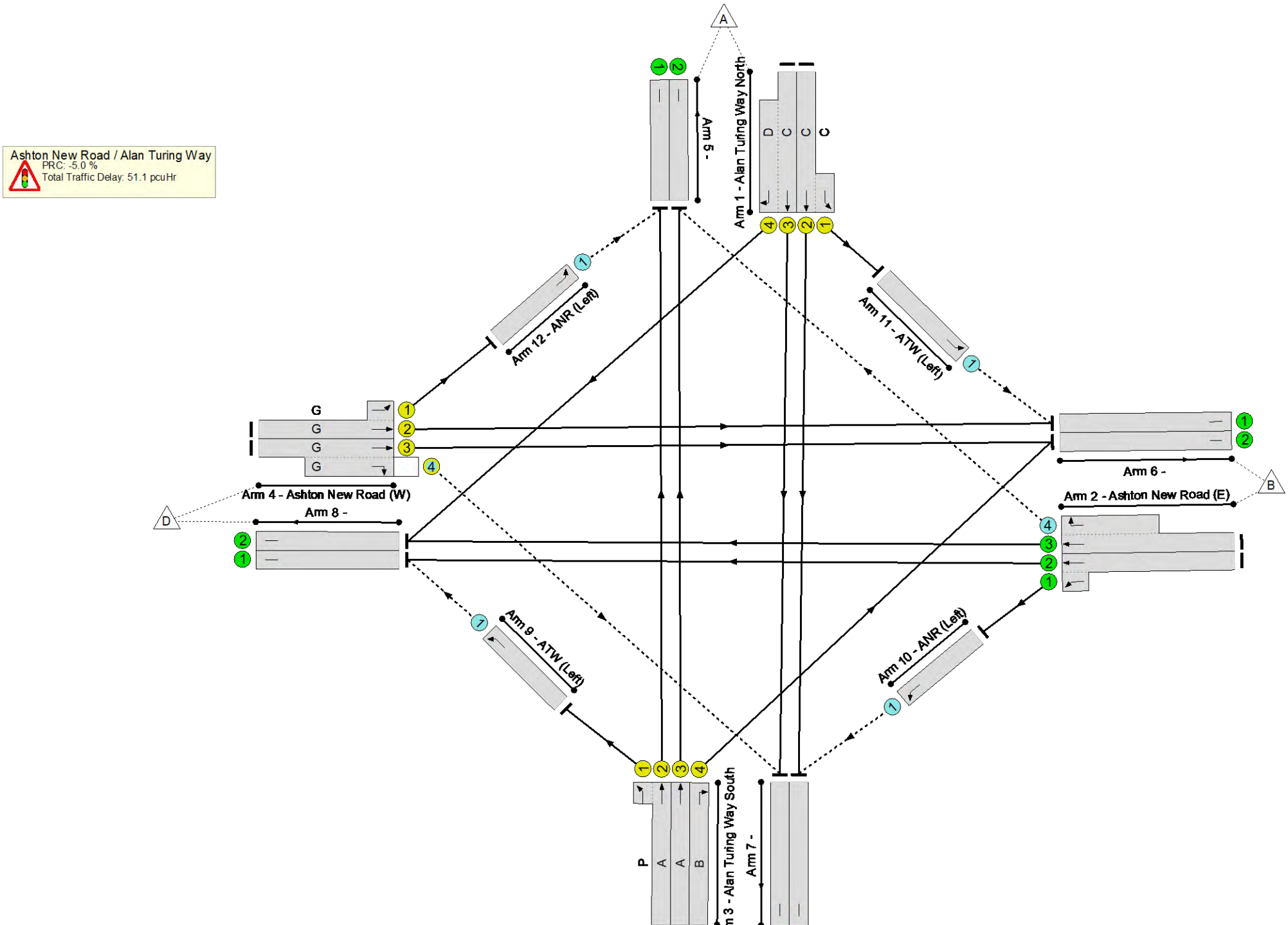
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.5%**
Ashton New Road / Alan Turing Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.5%**
1/2+1/1	Alan Turing Way North Ahead Left	U	N/A	N/A	C		1	48	-	949	1985:1973	630+378	94.1 : 94.1%
1/3+1/4	Alan Turing Way North Ahead Right	U	N/A	N/A	C D		1	48:19	-	1019	1955:1784	750+328	94.5 : 94.5%
2/2+2/1	Ashton New Road (E) Ahead Ahead2	U	N/A	N/A	-		-	-	-	405	2055:1980	1348+681	20.0 : 20.0%
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	N/A	N/A	-		-	-	-	230	2055:1730	0+1298	0.0 : 17.7%
3/2+3/1	Alan Turing Way South Ahead Left	U	N/A	N/A	A P		1	40	-	363	1945:2002	664+126	45.9 : 45.9%
3/3	Alan Turing Way South Ahead	U	N/A	N/A	A		1	40	-	322	1955	771	41.8%
3/4	Alan Turing Way South Right	U	N/A	N/A	B		1	10	-	125	1777	188	66.5%
4/2+4/1	Ashton New Road (W) Ahead Ahead2	U	N/A	N/A	G		1	10	-	231	1915:1987	123+143	86.9 : 86.9%
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	N/A	N/A	G		1	10	-	281	1915:1787	203+114	88.9 : 88.9%
5/1		U	N/A	N/A	-		-	-	-	429	2040	2040	21.0%
5/2		U	N/A	N/A	-		-	-	-	552	2040	2040	27.1%
6/1		U	N/A	N/A	-		-	-	-	463	2015	2015	23.0%
6/2		U	N/A	N/A	-		-	-	-	305	2015	2015	15.1%
7/1		U	N/A	N/A	-		-	-	-	729	2065	2065	35.3%
7/2		U	N/A	N/A	-		-	-	-	810	1975	1975	41.0%

Full Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	327	2015	2015	16.2%
8/2		U	N/A	N/A	-		-	-	-	310	2015	2015	15.4%
9/1	ATW (Left) Ahead	O	N/A	N/A	-		-	-	-	58	2002	941	6.2%
10/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	136	1980	654	20.8%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	356	1973	1298	27.4%
12/1	ANR (Left) Left	O	N/A	N/A	-		-	-	-	124	1987	856	14.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**309**	**696**	**0**	**27.5**	**23.5**	**0.0**	**51.1**	**-**	**-**	**-**	**-**
Ashton New Road / Alan Turing Way	**-**	**-**	**309**	**696**	**0**	**27.5**	**23.5**	**0.0**	**51.1**	**-**	**-**	**-**	**-**
1/2+1/1	949	949	-	-	-	6.4	6.5	-	13.0	49.2	24.0	6.5	30.5
1/3+1/4	1019	1019	-	-	-	8.2	7.0	-	15.2	53.7	22.9	7.0	29.9
2/2+2/1	405	405	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/3+2/4	230	230	11	219	0	0.0	0.1	-	0.1	2.3	0.8	0.1	0.9
3/2+3/1	363	363	-	-	-	2.3	0.4	-	2.7	27.0	7.3	0.4	7.8
3/3	322	322	-	-	-	2.0	0.4	-	2.4	26.9	6.7	0.4	7.1
3/4	125	125	-	-	-	1.6	1.0	-	2.5	72.5	3.5	1.0	4.4
4/2+4/1	231	231	-	-	-	2.9	2.8	-	5.7	89.2	4.7	2.8	7.5
4/3+4/4	281	281	101	0	0	3.5	3.4	0.0	6.9	88.8	5.1	3.4	8.5
5/1	429	429	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	552	552	-	-	-	0.0	0.2	-	0.2	1.3	5.3	0.2	5.5
6/1	463	463	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/2	305	305	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	729	729	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
7/2	810	810	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
8/1	327	327	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	310	310	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	58	58	58	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
10/1	136	136	15	121	0	0.5	0.1	-	0.6	16.2	2.0	0.1	2.2
11/1	356	356	0	356	0	0.0	0.2	-	0.2	1.9	1.3	0.2	1.5
12/1	124	124	124	0	0	0.0	0.1	-	0.1	2.8	2.4	0.1	2.5

C1 PRC for Signalled Lanes (%): -5.0 Total Delay for Signalled Lanes (pcuHr): 48.47 Cycle Time (s): 104

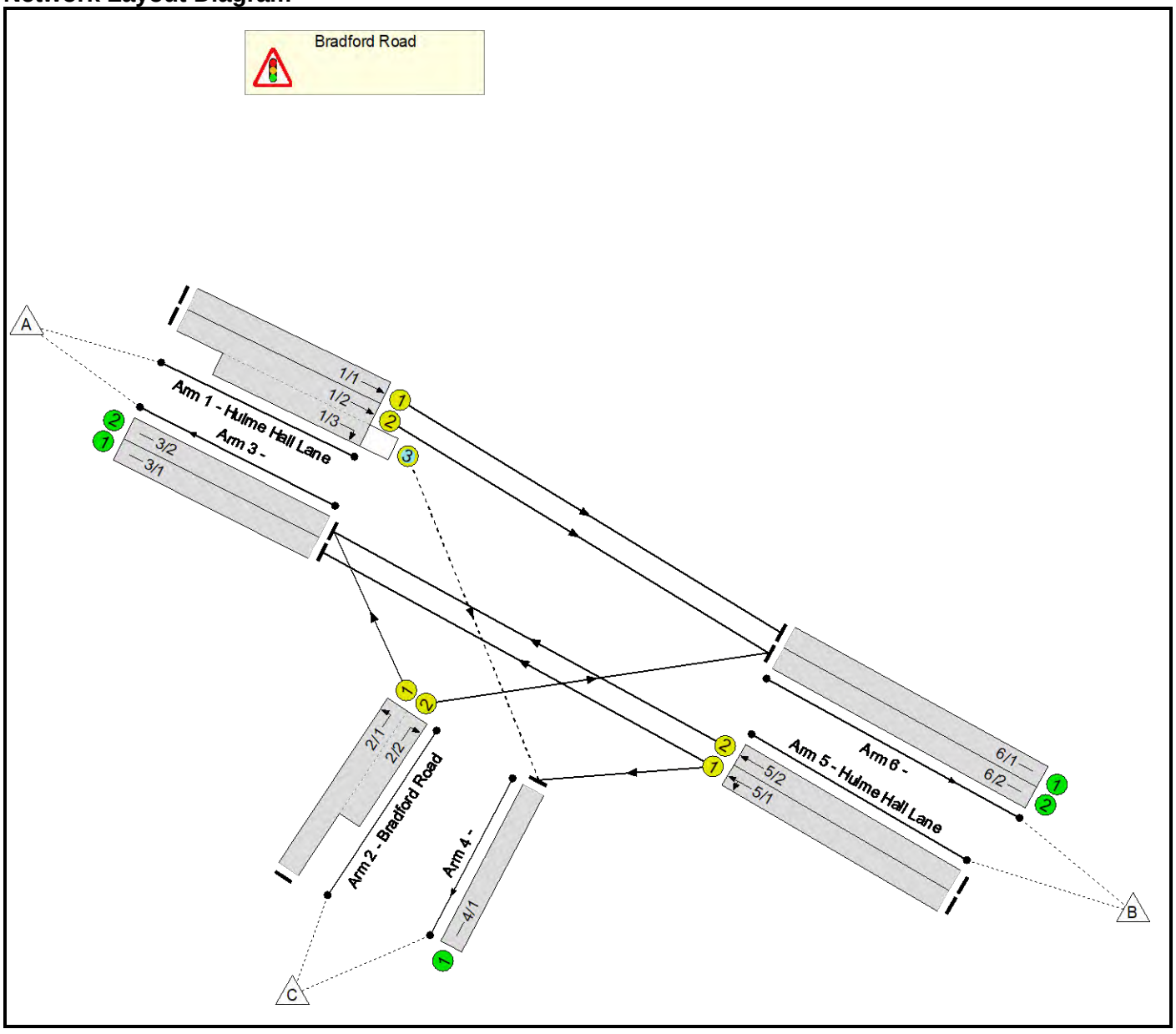
PRC Over All Lanes (%): -5.0 Total Delay Over All Lanes(pcuHr): 51.05

Full Input Data And Results

User and Project Details

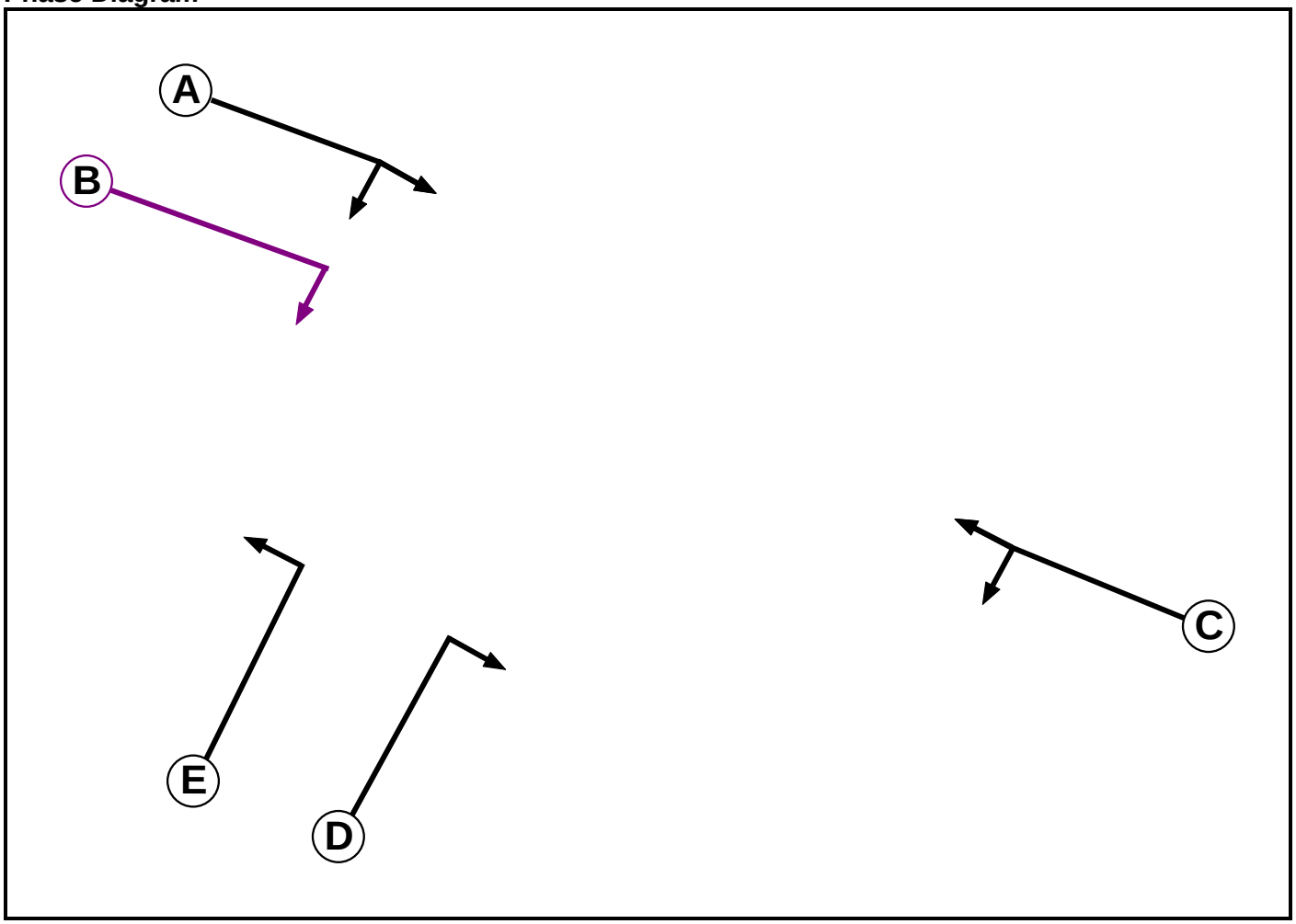
Project:	
Title:	
Location:	
Additional detail:	
File name:	Bradford Road.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	5	5
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

Full Input Data And Results

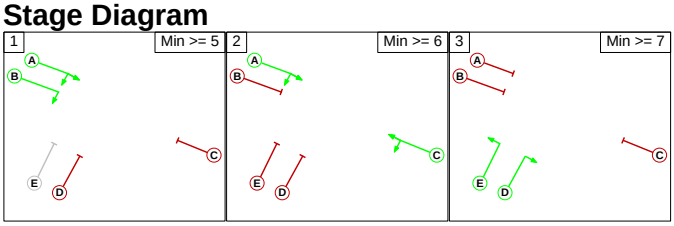
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	-	7	-
	B	-		4	5	-
	C	-	5		6	7
	D	7	7	6		-
	E	-	-	5	-	

Phases in Stage

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

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		4	7
	2	5		7
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Bradford Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/3 (Hulme Hall Lane)	4/1 (Right)	1439	0	5/1	1.09	All	2.00	-	0.50	2	2.00
				5/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Bradford Road												
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 (Hulme Hall Lane)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
1/2 (Hulme Hall Lane)	U	A	2	3	17.4	Geom	-	3.25	0.00	N	Arm 6 Ahead	Inf
1/3 (Hulme Hall Lane)	O	A B	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 4 Right	12.00
2/1 (Bradford Road)	U	E	2	3	50.4	Geom	-	3.65	0.00	Y	Arm 3 Left	15.00
2/2 (Bradford Road)	U	D	2	3	7.8	Geom	-	3.65	0.00	Y	Arm 6 Right	20.00
3/1	U		2	3	17.4	Geom	-	3.50	0.00	Y		
3/2	U		2	3	17.4	Geom	-	3.50	0.00	Y		
4/1	U		2	3	52.2	Geom	-	3.10	0.00	Y		
5/1 (Hulme Hall Lane)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	Inf
											Arm 4 Left	12.00
5/2 (Hulme Hall Lane)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	Inf
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Geom	-	5.00	0.00	Y		

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 Base (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
6: '2019 Base (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
7: '2019 Base (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
8: '2019 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
9: '2019 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
10: '2019 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
11: '2023 Base (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F1*1.05
12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F2*1.0529
13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F3*1.0529
14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F4*1.0547
15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F5*1.0547
16: '2023 Base (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F6*1.05
17: '2023 Base (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F7*1.0529
18: '2023 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F8*1.0529
19: '2023 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F9*1.0547
20: '2023 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F10*1.0547
21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	

Scenario 1: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG1: '2019 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	633	206	839
	B	811	0	240	1051
	C	415	590	0	1005
	Tot.	1226	1223	446	2895

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2019 Base (Non-Match) - Weekday PM Network Peak
Junction: Bradford Road	
1/1	633
1/2 (with short)	206(In) 0(Out)
1/3 (short)	206
2/1 (with short)	1005(In) 415(Out)
2/2 (short)	590
3/1	270
3/2	956
4/1	446
5/1	510
5/2	541
6/1	633
6/2	590

Lane Saturation Flows

Junction: Bradford Road

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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead Arm 4 Left	Inf 12.00	52.9 % 47.1 %	1856	1856
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	483	171	654
	B	550	0	148	698
	C	182	206	0	388
	Tot.	732	689	319	1740

Traffic Lane Flows

Lane	Scenario 2: 2019 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Bradford Road	
1/1	482
1/2 (with short)	172(In) 1(Out)
1/3 (short)	171
2/1 (with short)	388(In) 182(Out)
2/2 (short)	206
3/1	194
3/2	538
4/1	319
5/1	342
5/2	356
6/1	482
6/2	207

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	56.7 %	1864	1864
				Arm 4 Left	12.00	43.3 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	211	51	262
	B	210	0	61	271
	C	121	122	0	243
	Tot.	331	333	112	776

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2019 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: Bradford Road	
1/1	120
1/2 (with short)	142(In) 91(Out)
1/3 (short)	51
2/1 (with short)	243(In) 121(Out)
2/2 (short)	122
3/1	68
3/2	263
4/1	112
5/1	129
5/2	142
6/1	120
6/2	213

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	52.7 %	1855	1855
				Arm 4 Left	12.00	47.3 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	504	149	653
	B	606	0	240	846
	C	240	277	0	517
	Tot.	846	781	389	2016

Traffic Lane Flows

Lane	Scenario 4: 2019 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: Bradford Road	
1/1	504
1/2 (with short)	149(In) 0(Out)
1/3 (short)	149
2/1 (with short)	517(In) 240(Out)
2/2 (short)	277
3/1	169
3/2	677
4/1	389
5/1	409
5/2	437
6/1	504
6/2	277

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	41.3 %	1831	1831
				Arm 4 Left	12.00	58.7 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	589	171	760
	B	664	0	192	856
	C	195	262	0	457
	Tot.	859	851	363	2073

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2019 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: Bradford Road	
1/1	589
1/2 (with short)	171(In) 0(Out)
1/3 (short)	171
2/1 (with short)	457(In) 195(Out)
2/2 (short)	262
3/1	225
3/2	634
4/1	363
5/1	417
5/2	439
6/1	589
6/2	262

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	54.0 %	1858	1858
				Arm 4 Left	12.00	46.0 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 6: '2019 Base (Match) - Weekday PM Network Peak' (FG6: '2019 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	905	192	1097
	B	784	0	198	982
	C	396	659	0	1055
	Tot.	1180	1564	390	3134

Traffic Lane Flows

Lane	Scenario 6: 2019 Base (Match) - Weekday PM Network Peak
Junction: Bradford Road	
1/1	711
1/2 (with short)	386(In) 194(Out)
1/3 (short)	192
2/1 (with short)	1055(In) 396(Out)
2/2 (short)	659
3/1	280
3/2	900
4/1	390
5/1	478
5/2	504
6/1	711
6/2	853

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	58.6 %	1868	1868
				Arm 4 Left	12.00	41.4 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 7: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG7: '2019 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	963	207	1170
	B	509	0	190	699
	C	155	283	0	438
	Tot.	664	1246	397	2307

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2019 Base (Match) - Weekday PM Arena Arrival Peak
Junction: Bradford Road	
1/1	516
1/2 (with short)	654(In) 447(Out)
1/3 (short)	207
2/1 (with short)	438(In) 155(Out)
2/2 (short)	283
3/1	148
3/2	516
4/1	397
5/1	338
5/2	361
6/1	516
6/2	730

Lane Saturation Flows

Junction: Bradford Road

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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead Arm 4 Left	Inf 12.00	43.8 % 56.2 %	1836	1836
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 8: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	204	46	250
	B	934	0	304	1238
	C	133	93	0	226
	Tot.	1067	297	350	1714

Traffic Lane Flows

Lane	Scenario 8: 2019 Base (Match) - Weekday PM Arena Departure Peak
Junction: Bradford Road	
1/1	204
1/2 (with short)	46(In) 0(Out)
1/3 (short)	46
2/1 (with short)	226(In) 133(Out)
2/2 (short)	93
3/1	306
3/2	761
4/1	350
5/1	610
5/2	628
6/1	204
6/2	93

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	50.2 %	1850	1850
				Arm 4 Left	12.00	49.8 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 9: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG9: '2019 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	639	134	773
	B	541	0	209	750
	C	134	274	0	408
	Tot.	675	913	343	1931

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2019 Base (Match) - Saturday Matinee Arrival Peak
Junction: Bradford Road	
1/1	354
1/2 (with short)	419(In) 285(Out)
1/3 (short)	134
2/1 (with short)	408(In) 134(Out)
2/2 (short)	274
3/1	152
3/2	523
4/1	343
5/1	361
5/2	389
6/1	354
6/2	559

Lane Saturation Flows

Junction: Bradford Road

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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead Arm 4 Left	Inf 12.00	42.1 % 57.9 %	1832	1832
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 10: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG10: '2019 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	474	91	565
	B	595	0	195	790
	C	91	206	0	297
	Tot.	686	680	286	1652

Traffic Lane Flows

Lane	Scenario 10: 2019 Base (Match) - Saturday Matinee Departure Peak
Junction: Bradford Road	
1/1	378
1/2 (with short)	187(In) 96(Out)
1/3 (short)	91
2/1 (with short)	297(In) 91(Out)
2/2 (short)	206
3/1	188
3/2	498
4/1	286
5/1	383
5/2	407
6/1	378
6/2	302

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	49.1 %	1847	1847
				Arm 4 Left	12.00	50.9 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 11: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG11: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	665	216	881
	B	852	0	252	1104
	C	436	620	0	1056
	Tot.	1288	1285	468	3041

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2023 Base (Non-Match) - Weekday PM Network Peak
Junction: Bradford Road	
1/1	665
1/2 (with short)	216(In) 0(Out)
1/3 (short)	216
2/1 (with short)	1056(In) 436(Out)
2/2 (short)	620
3/1	284
3/2	1004
4/1	468
5/1	536
5/2	568
6/1	665
6/2	620

Lane Saturation Flows

Junction: Bradford Road

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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead Arm 4 Left	Inf 12.00	53.0 % 47.0 %	1856	1856
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	509	180	689
	B	579	0	156	735
	C	192	217	0	409
	Tot.	771	726	336	1833

Traffic Lane Flows

Lane	Scenario 12: 2023 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Bradford Road	
1/1	509
1/2 (with short)	180(In) 0(Out)
1/3 (short)	180
2/1 (with short)	409(In) 192(Out)
2/2 (short)	217
3/1	203
3/2	568
4/1	336
5/1	359
5/2	376
6/1	509
6/2	217

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	56.5 %	1864	1864
				Arm 4 Left	12.00	43.5 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	222	54	276
	B	221	0	64	285
	C	127	128	0	255
	Tot.	348	350	118	816

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2023 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: Bradford Road	
1/1	125
1/2 (with short)	151(In) 97(Out)
1/3 (short)	54
2/1 (with short)	255(In) 127(Out)
2/2 (short)	128
3/1	72
3/2	276
4/1	118
5/1	136
5/2	149
6/1	125
6/2	225

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	52.9 %	1856	1856
				Arm 4 Left	12.00	47.1 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	532	157	689
	B	639	0	253	892
	C	253	292	0	545
	Tot.	892	824	410	2126

Traffic Lane Flows

Lane	Scenario 14: 2023 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: Bradford Road	
1/1	532
1/2 (with short)	157(In) 0(Out)
1/3 (short)	157
2/1 (with short)	545(In) 253(Out)
2/2 (short)	292
3/1	178
3/2	714
4/1	410
5/1	431
5/2	461
6/1	532
6/2	292

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	41.3 %	1831	1831
				Arm 4 Left	12.00	58.7 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	621	180	801
	B	700	0	203	903
	C	206	276	0	482
	Tot.	906	897	383	2186

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2023 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: Bradford Road	
1/1	621
1/2 (with short)	180(In) 0(Out)
1/3 (short)	180
2/1 (with short)	482(In) 206(Out)
2/2 (short)	276
3/1	237
3/2	669
4/1	383
5/1	440
5/2	463
6/1	621
6/2	276

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	53.9 %	1858	1858
				Arm 4 Left	12.00	46.1 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 16: '2023 Base (Match) - Weekday PM Network Peak' (FG16: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	950	202	1152
	B	823	0	208	1031
	C	416	692	0	1108
	Tot.	1239	1642	410	3291

Traffic Lane Flows

Lane	Scenario 16: 2023 Base (Match) - Weekday PM Network Peak
Junction: Bradford Road	
1/1	740
1/2 (with short)	412(In) 210(Out)
1/3 (short)	202
2/1 (with short)	1108(In) 416(Out)
2/2 (short)	692
3/1	294
3/2	945
4/1	410
5/1	502
5/2	529
6/1	740
6/2	902

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	58.6 %	1868	1868
				Arm 4 Left	12.00	41.4 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 17: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG17: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1014	218	1232
	B	536	0	200	736
	C	163	298	0	461
	Tot.	699	1312	418	2429

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 2023 Base (Match) - Weekday PM Arena Arrival Peak
Junction: Bradford Road	
1/1	534
1/2 (with short)	698(In) 480(Out)
1/3 (short)	218
2/1 (with short)	461(In) 163(Out)
2/2 (short)	298
3/1	154
3/2	545
4/1	418
5/1	354
5/2	382
6/1	534
6/2	778

Lane Saturation Flows

Junction: Bradford Road

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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead Arm 4 Left	Inf 12.00	43.5 % 56.5 %	1835	1835
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 18: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	215	48	263
	B	983	0	320	1303
	C	140	98	0	238
	Tot.	1123	313	368	1804

Traffic Lane Flows

Lane	Scenario 18: 2023 Base (Match) - Weekday PM Arena Departure Peak
Junction: Bradford Road	
1/1	215
1/2 (with short)	48(In) 0(Out)
1/3 (short)	48
2/1 (with short)	238(In) 140(Out)
2/2 (short)	98
3/1	322
3/2	801
4/1	368
5/1	642
5/2	661
6/1	215
6/2	98

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	50.2 %	1850	1850
				Arm 4 Left	12.00	49.8 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 19: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG19: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	674	141	815
	B	571	0	220	791
	C	141	289	0	430
	Tot.	712	963	361	2036

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: 2023 Base (Match) - Saturday Matinee Arrival Peak
Junction: Bradford Road	
1/1	372
1/2 (with short)	443(In) 302(Out)
1/3 (short)	141
2/1 (with short)	430(In) 141(Out)
2/2 (short)	289
3/1	161
3/2	551
4/1	361
5/1	381
5/2	410
6/1	372
6/2	591

Lane Saturation Flows

Junction: Bradford Road

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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead Arm 4 Left	Inf 12.00	42.3 % 57.7 %	1833	1833
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 20: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG20: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	500	96	596
	B	628	0	206	834
	C	96	217	0	313
	Tot.	724	717	302	1743

Traffic Lane Flows

Lane	Scenario 20: 2023 Base (Match) - Saturday Matinee Departure Peak
Junction: Bradford Road	
1/1	423
1/2 (with short)	173(In) 77(Out)
1/3 (short)	96
2/1 (with short)	313(In) 96(Out)
2/2 (short)	217
3/1	199
3/2	525
4/1	302
5/1	405
5/2	429
6/1	423
6/2	294

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	49.1 %	1848	1848
				Arm 4 Left	12.00	50.9 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	947	216	1163
	B	851	0	252	1103
	C	436	700	0	1136
	Tot.	1287	1647	468	3402

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak
Junction: Bradford Road	
1/1	802
1/2 (with short)	361(In) 145(Out)
1/3 (short)	216
2/1 (with short)	1136(In) 436(Out)
2/2 (short)	700
3/1	284
3/2	1003
4/1	468
5/1	536
5/2	567
6/1	802
6/2	845

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	53.0 %	1856	1856
				Arm 4 Left	12.00	47.0 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	886	180	1066
	B	579	0	156	735
	C	192	324	0	516
	Tot.	771	1210	336	2317

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Bradford Road	
1/1	468
1/2 (with short)	598(In) 418(Out)
1/3 (short)	180
2/1 (with short)	516(In) 192(Out)
2/2 (short)	324
3/1	202
3/2	569
4/1	336
5/1	358
5/2	377
6/1	468
6/2	742

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	56.4 %	1863	1863
				Arm 4 Left	12.00	43.6 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	222	54	276
	B	1443	0	462	1905
	C	127	128	0	255
	Tot.	1570	350	516	2436

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak
Junction: Bradford Road	
1/1	222
1/2 (with short)	54(In) 0(Out)
1/3 (short)	54
2/1 (with short)	255(In) 127(Out)
2/2 (short)	128
3/1	474
3/2	1096
4/1	516
5/1	936
5/2	969
6/1	222
6/2	128

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	50.6 %	1851	1851
				Arm 4 Left	12.00	49.4 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	956	157	1113
	B	639	0	253	892
	C	253	413	0	666
	Tot.	892	1369	410	2671

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak
Junction: Bradford Road	
1/1	499
1/2 (with short)	614(In) 457(Out)
1/3 (short)	157
2/1 (with short)	666(In) 253(Out)
2/2 (short)	413
3/1	176
3/2	716
4/1	410
5/1	429
5/2	463
6/1	499
6/2	870

Lane Saturation Flows

Junction: Bradford Road

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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	41.0 %	1830	1830
				Arm 4 Left	12.00	59.0 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	639	180	819
	B	1787	0	556	2343
	C	206	282	0	488
	Tot.	1993	921	736	3650

Traffic Lane Flows

Lane	Scenario 25: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak
Junction: Bradford Road	
1/1	639
1/2 (with short)	180(In) 0(Out)
1/3 (short)	180
2/1 (with short)	488(In) 206(Out)
2/2 (short)	282
3/1	582
3/2	1411
4/1	736
5/1	1138
5/2	1205
6/1	639
6/2	282

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	51.1 %	1852	1852
				Arm 4 Left	12.00	48.9 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	997	201	1198
	B	823	0	208	1031
	C	416	705	0	1121
	Tot.	1239	1702	409	3350

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: 2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak
Junction: Bradford Road	
1/1	732
1/2 (with short)	466(In) 265(Out)
1/3 (short)	201
2/1 (with short)	1121(In) 416(Out)
2/2 (short)	705
3/1	294
3/2	945
4/1	409
5/1	502
5/2	529
6/1	732
6/2	970

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	58.6 %	1868	1868
				Arm 4 Left	12.00	41.4 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1077	217	1294
	B	536	0	200	736
	C	163	316	0	479
	Tot.	699	1393	417	2509

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 27: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak
Junction: Bradford Road	
1/1	569
1/2 (with short)	725(In) 508(Out)
1/3 (short)	217
2/1 (with short)	479(In) 163(Out)
2/2 (short)	316
3/1	155
3/2	544
4/1	417
5/1	355
5/2	381
6/1	569
6/2	824

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	43.7 %	1836	1836
				Arm 4 Left	12.00	56.3 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	215	48	263
	B	1187	0	386	1573
	C	140	97	0	237
	Tot.	1327	312	434	2073

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 28: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak
Junction: Bradford Road	
1/1	215
1/2 (with short)	48(In) 0(Out)
1/3 (short)	48
2/1 (with short)	237(In) 140(Out)
2/2 (short)	97
3/1	389
3/2	938
4/1	434
5/1	775
5/2	798
6/1	215
6/2	97

Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	50.2 %	1850	1850
				Arm 4 Left	12.00	49.8 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1099	142	1241
	B	570	0	220	790
	C	142	410	0	552
	Tot.	712	1509	362	2583

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 29: 2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak
Junction: Bradford Road	
1/1	566
1/2 (with short)	675(In) 533(Out)
1/3 (short)	142
2/1 (with short)	552(In) 142(Out)
2/2 (short)	410
3/1	160
3/2	552
4/1	362
5/1	380
5/2	410
6/1	566
6/2	943

Lane Saturation Flows

Junction: Bradford Road

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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	42.1 %	1832	1832
				Arm 4 Left	12.00	57.9 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	517	96	613
	B	1714	0	560	2274
	C	96	222	0	318
	Tot.	1810	739	656	3205

Traffic Lane Flows

Lane	Scenario 30: 2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak
Junction: Bradford Road	
1/1	517
1/2 (with short)	96(In) 0(Out)
1/3 (short)	96
2/1 (with short)	318(In) 96(Out)
2/2 (short)	222
3/1	545
3/2	1265
4/1	656
5/1	1105
5/2	1169
6/1	517
6/2	222

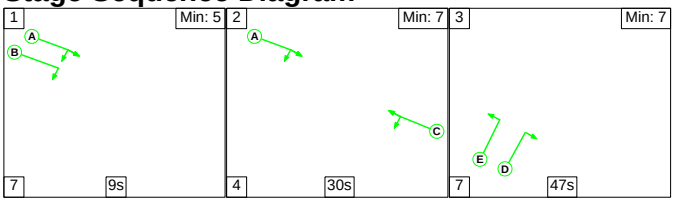
Full Input Data And Results

Lane Saturation Flows

Junction: Bradford Road								
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 (Hulme Hall Lane)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (Hulme Hall Lane)	3.25	0.00	N	Arm 6 Ahead	Inf	0.0 %	2080	2080
1/3 (Hulme Hall Lane)	3.25	0.00	Y	Arm 4 Right	12.00	100.0 %	1724	1724
2/1 (Bradford Road)	3.65	0.00	Y	Arm 3 Left	15.00	100.0 %	1800	1800
2/2 (Bradford Road)	3.65	0.00	Y	Arm 6 Right	20.00	100.0 %	1842	1842
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	49.3 %	1848	1848
				Arm 4 Left	12.00	50.7 %		
5/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
6/1	Infinite Saturation Flow						Inf	Inf
6/2	5.00	0.00	Y				2115	2115

Scenario 1: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG1: '2019 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

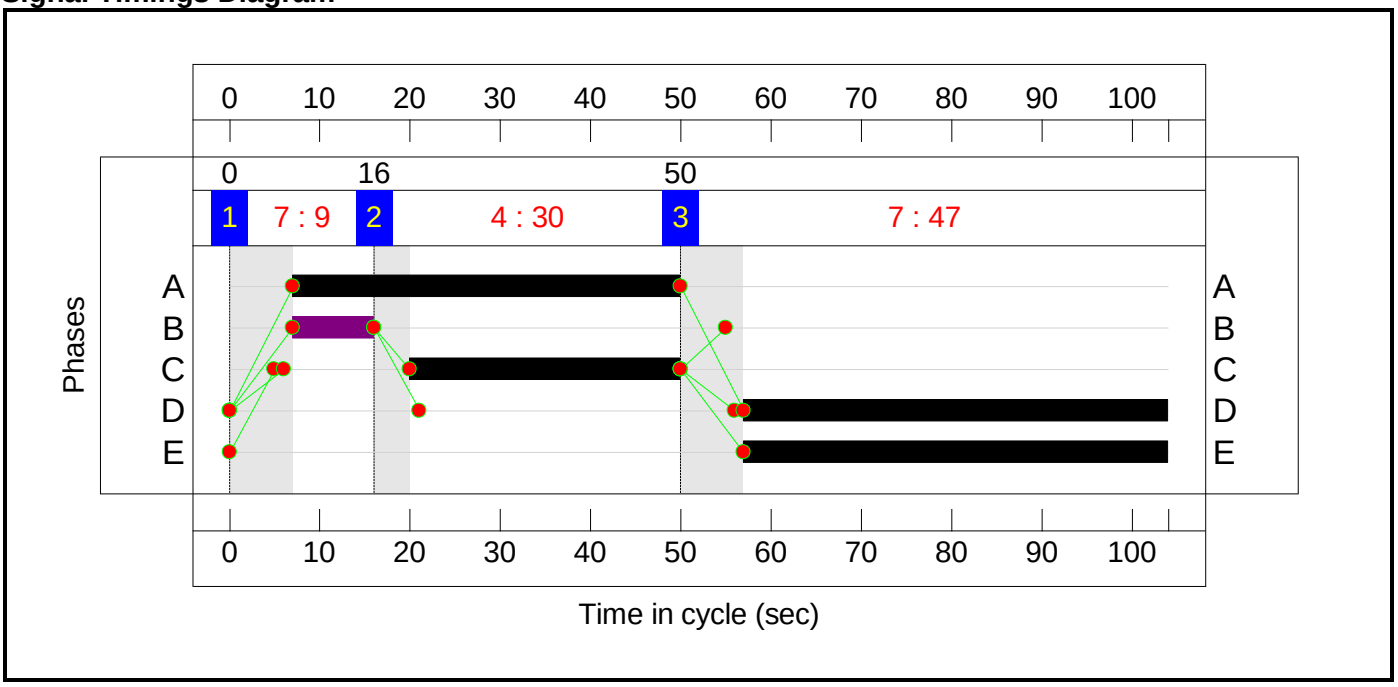


Stage Timings

Stage	1	2	3
Duration	9	30	47
Change Point	0	16	50

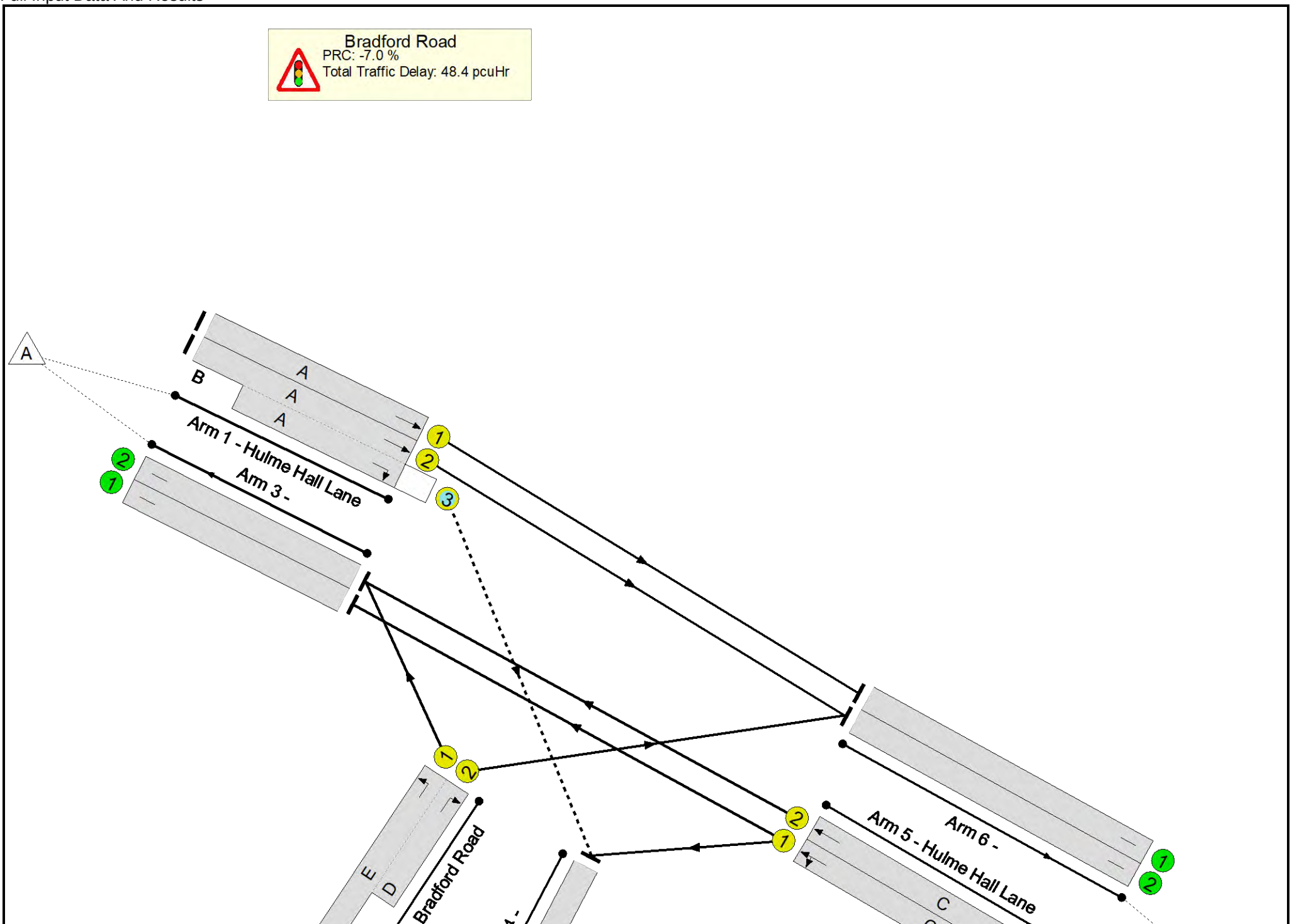
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: -7.0 %
Total Traffic Delay: 48.4 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	43	-	633	1940	821	77.1%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	43	9	206	2080:1724	0+221	0.0 : 93.0%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	47	-	1005	1800:1842	431+613	96.3 : 96.3%
3/1		U	N/A	N/A	-		-	-	-	270	1965	1965	13.7%
3/2		U	N/A	N/A	-		-	-	-	956	1965	1965	48.7%
4/1		U	N/A	N/A	-		-	-	-	446	1925	1925	23.2%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	30	-	510	1856	553	92.2%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	30	-	541	1965	586	92.4%
6/1		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	590	2115	2115	27.9%

Full Input Data And Results

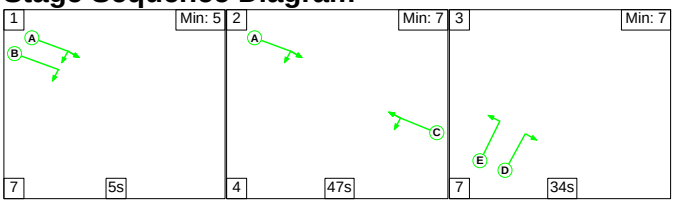
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**8**	**141**	**57**	**22.5**	**25.5**	**0.4**	**48.4**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**8**	**141**	**57**	**22.5**	**25.5**	**0.4**	**48.4**	**-**	**-**	**-**	**-**
1/1	633	633	-	-	-	4.5	1.7	-	6.2	35.1	15.6	1.7	17.3
1/2+1/3	206	206	8	141	57	1.1	4.3	0.4	5.8	100.9	3.9	4.3	8.2
2/1+2/2	1005	1005	-	-	-	6.6	8.8	-	15.4	55.2	22.2	8.8	31.0
3/1	270	270	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	956	956	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/1	446	446	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/1	510	510	-	-	-	5.0	4.8	-	9.8	69.4	14.2	4.8	19.0
5/2	541	541	-	-	-	5.3	5.0	-	10.3	68.3	15.0	5.0	20.0
6/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	590	590	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): -7.0 Total Delay for Signalled Lanes (pcuHr): 47.46 Cycle Time (s): 104
PRC Over All Lanes (%): -7.0 Total Delay Over All Lanes(pcuHr): 48.36

Full Input Data And Results

Scenario 2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

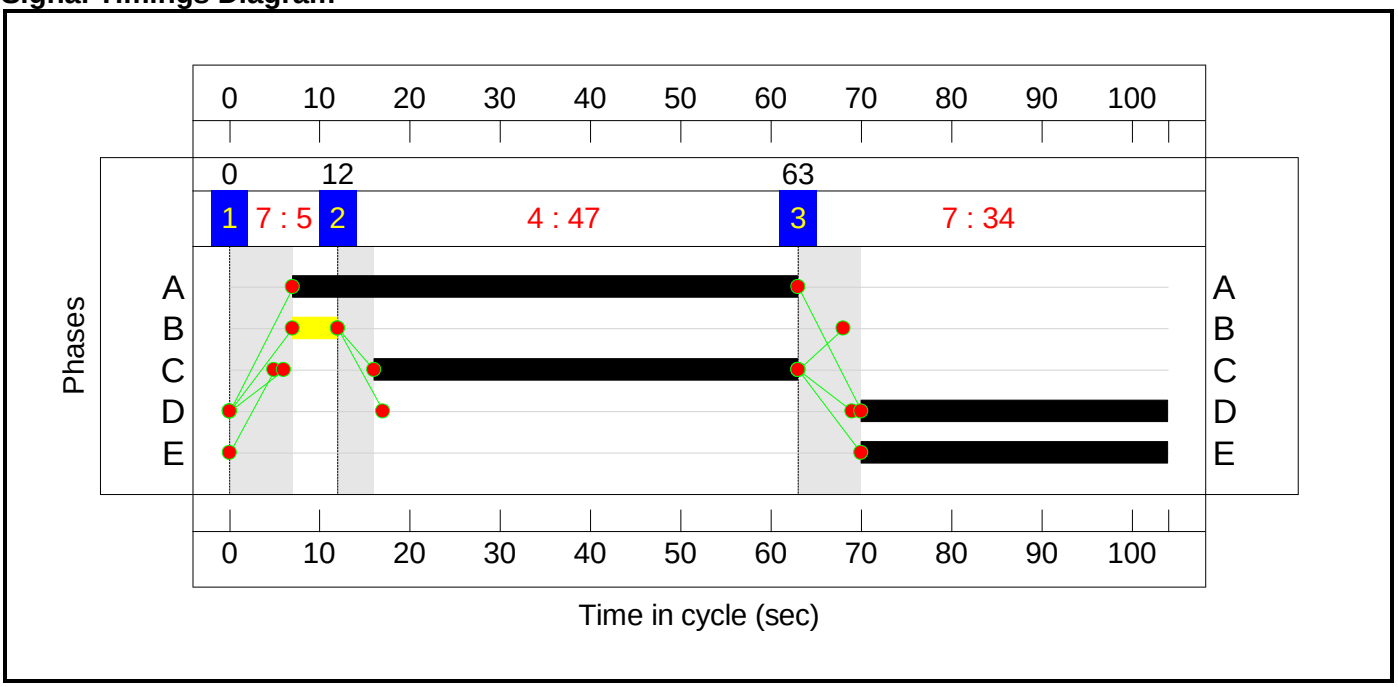
Stage Sequence Diagram



Stage Timings

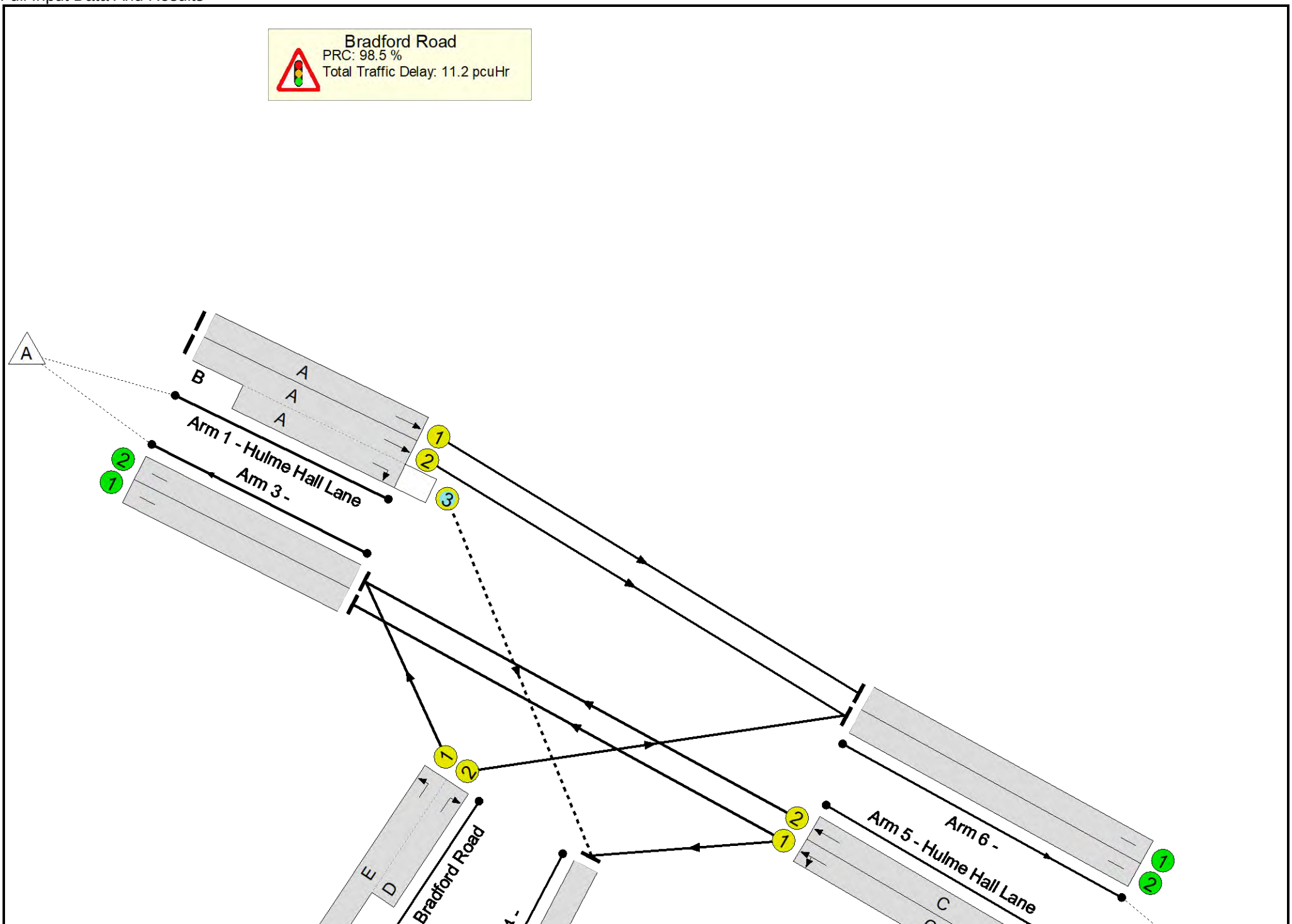
Stage	1	2	3
Duration	5	47	34
Change Point	0	12	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 98.5 %
Total Traffic Delay: 11.2 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.3%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.3%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	56	-	482	1940	1063	45.3%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	56	5	172	2080:1724	2+381	44.9 : 44.9%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	34	-	388	1800:1842	406+459	44.9 : 44.9%
3/1		U	N/A	N/A	-		-	-	-	194	1965	1965	9.9%
3/2		U	N/A	N/A	-		-	-	-	538	1965	1965	27.4%
4/1		U	N/A	N/A	-		-	-	-	319	1925	1925	16.6%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	47	-	342	1864	860	39.8%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	47	-	356	1965	907	39.3%
6/1		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	207	2115	2115	9.8%

Full Input Data And Results

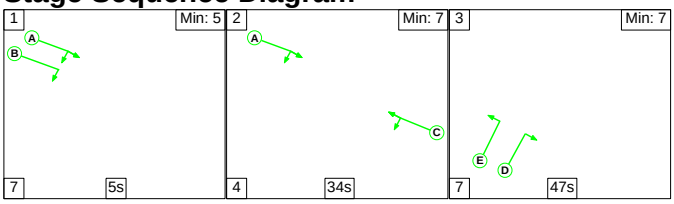
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**82**	**89**	**0**	**8.8**	**2.3**	**0.1**	**11.2**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**82**	**89**	**0**	**8.8**	**2.3**	**0.1**	**11.2**	**-**	**-**	**-**	**-**
1/1	482	482	-	-	-	1.9	0.4	-	2.3	17.2	8.3	0.4	8.7
1/2+1/3	172	172	82	89	0	0.6	0.4	0.1	1.0	22.0	2.5	0.4	2.9
2/1+2/2	388	388	-	-	-	2.8	0.4	-	3.2	29.4	4.4	0.4	4.8
3/1	194	194	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/2	538	538	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	319	319	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	342	342	-	-	-	1.8	0.3	-	2.1	21.9	6.5	0.3	6.8
5/2	356	356	-	-	-	1.8	0.3	-	2.1	21.7	6.7	0.3	7.0
6/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	207	207	-	-	-	0.0	0.1	-	0.1	0.9	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 98.5 Total Delay for Signalled Lanes (pcuHr): 10.75 Cycle Time (s): 104
PRC Over All Lanes (%): 98.5 Total Delay Over All Lanes(pcuHr): 11.15

Full Input Data And Results

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

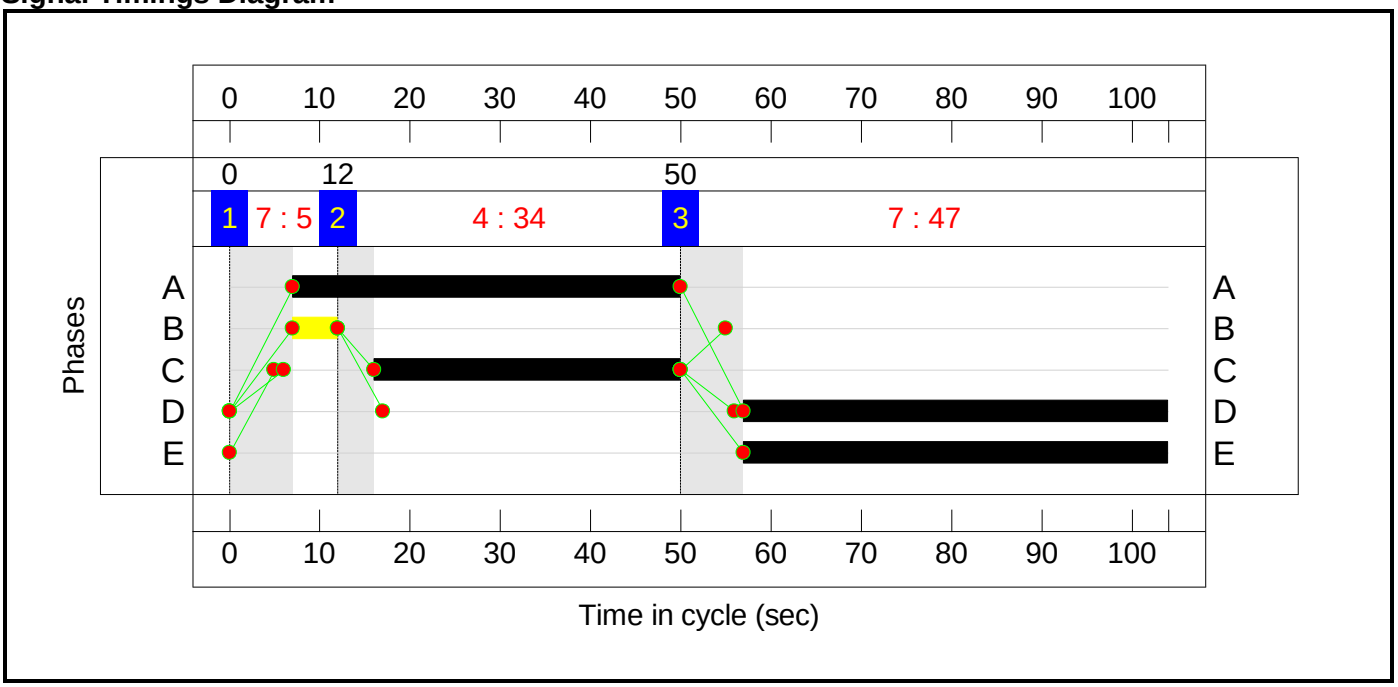
Stage Sequence Diagram



Stage Timings

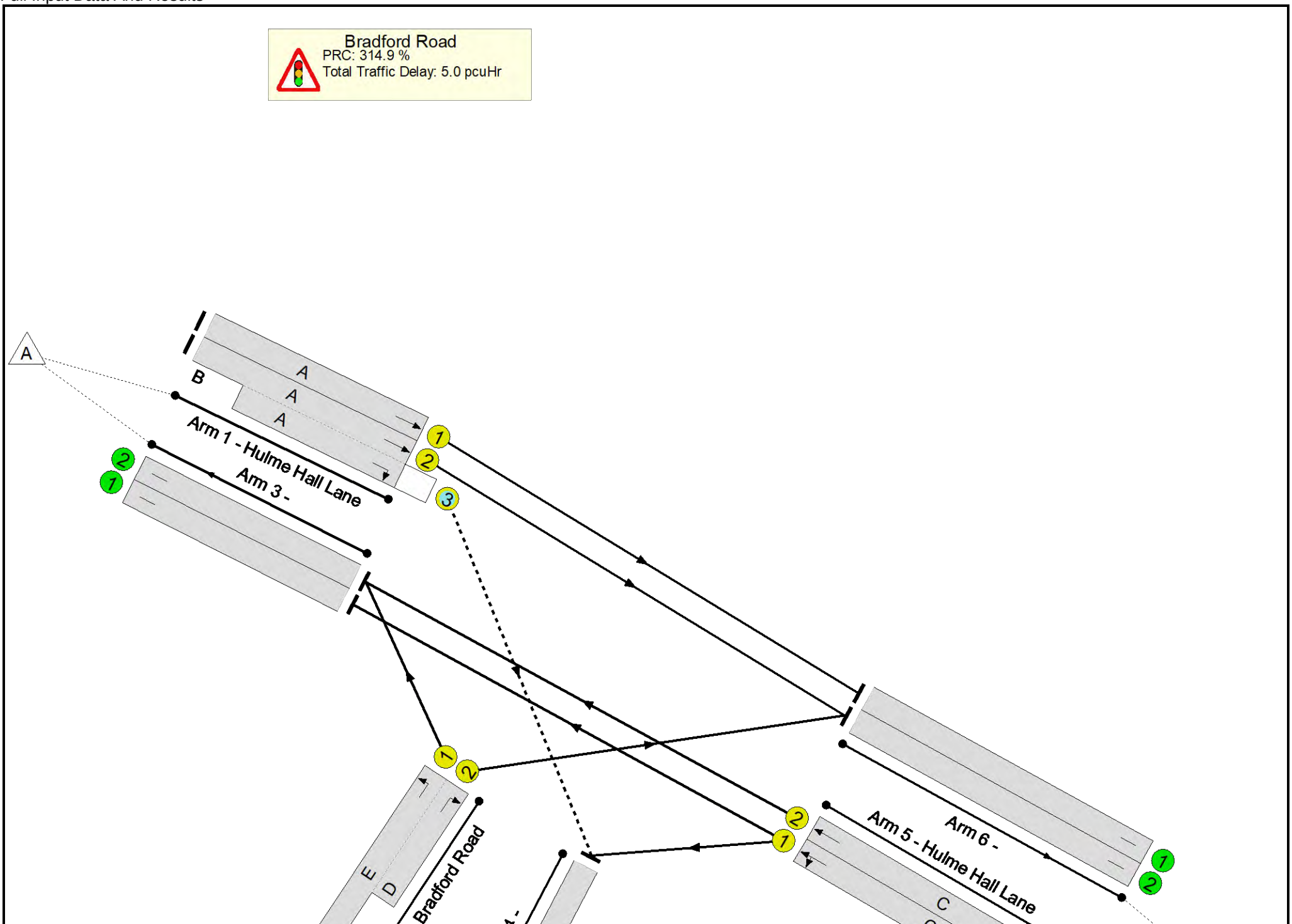
Stage	1	2	3
Duration	5	34	47
Change Point	0	12	50

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 314.9 %
Total Traffic Delay: 5.0 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**21.7%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**21.7%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	43	-	120	1940	821	14.6%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	43	5	142	2080:1724	679+380	13.4 : 13.4%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	47	-	243	1800:1842	558+562	21.7 : 21.7%
3/1		U	N/A	N/A	-		-	-	-	68	1965	1965	3.5%
3/2		U	N/A	N/A	-		-	-	-	263	1965	1965	13.4%
4/1		U	N/A	N/A	-		-	-	-	112	1925	1925	5.8%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	34	-	129	1855	624	20.7%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	34	-	142	1965	661	21.5%
6/1		U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	213	2115	2115	10.1%

Full Input Data And Results

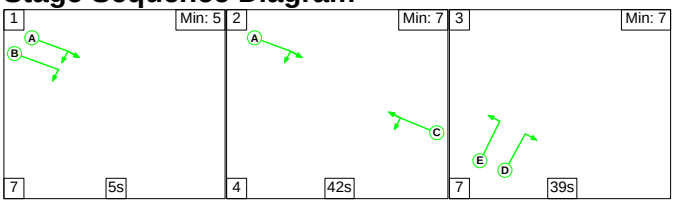
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**18**	**33**	**0**	**4.3**	**0.8**	**0.0**	**5.0**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**18**	**33**	**0**	**4.3**	**0.8**	**0.0**	**5.0**	**-**	**-**	**-**	**-**
1/1	120	120	-	-	-	0.6	0.1	-	0.7	21.0	2.1	0.1	2.2
1/2+1/3	142	142	18	33	0	0.7	0.1	0.0	0.8	20.1	1.6	0.1	1.6
2/1+2/2	243	243	-	-	-	1.1	0.1	-	1.2	18.2	2.0	0.1	2.2
3/1	68	68	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
3/2	263	263	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	112	112	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	129	129	-	-	-	0.9	0.1	-	1.0	28.2	2.7	0.1	2.8
5/2	142	142	-	-	-	1.0	0.1	-	1.1	28.2	2.9	0.1	3.1
6/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	213	213	-	-	-	0.0	0.1	-	0.1	0.9	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 314.9 Total Delay for Signalled Lanes (pcuHr): 4.85 Cycle Time (s): 104
PRC Over All Lanes (%): 314.9 Total Delay Over All Lanes(pcuHr): 5.03

Full Input Data And Results

Scenario 4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

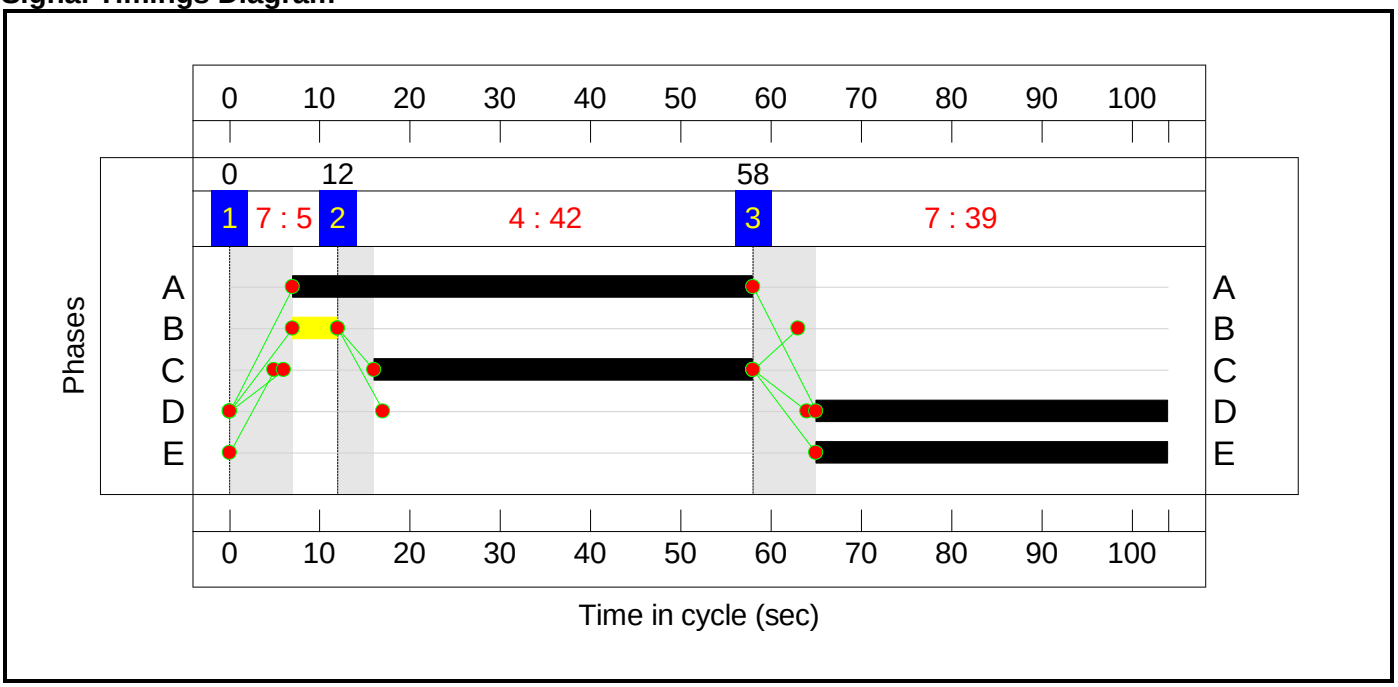
Stage Sequence Diagram



Stage Timings

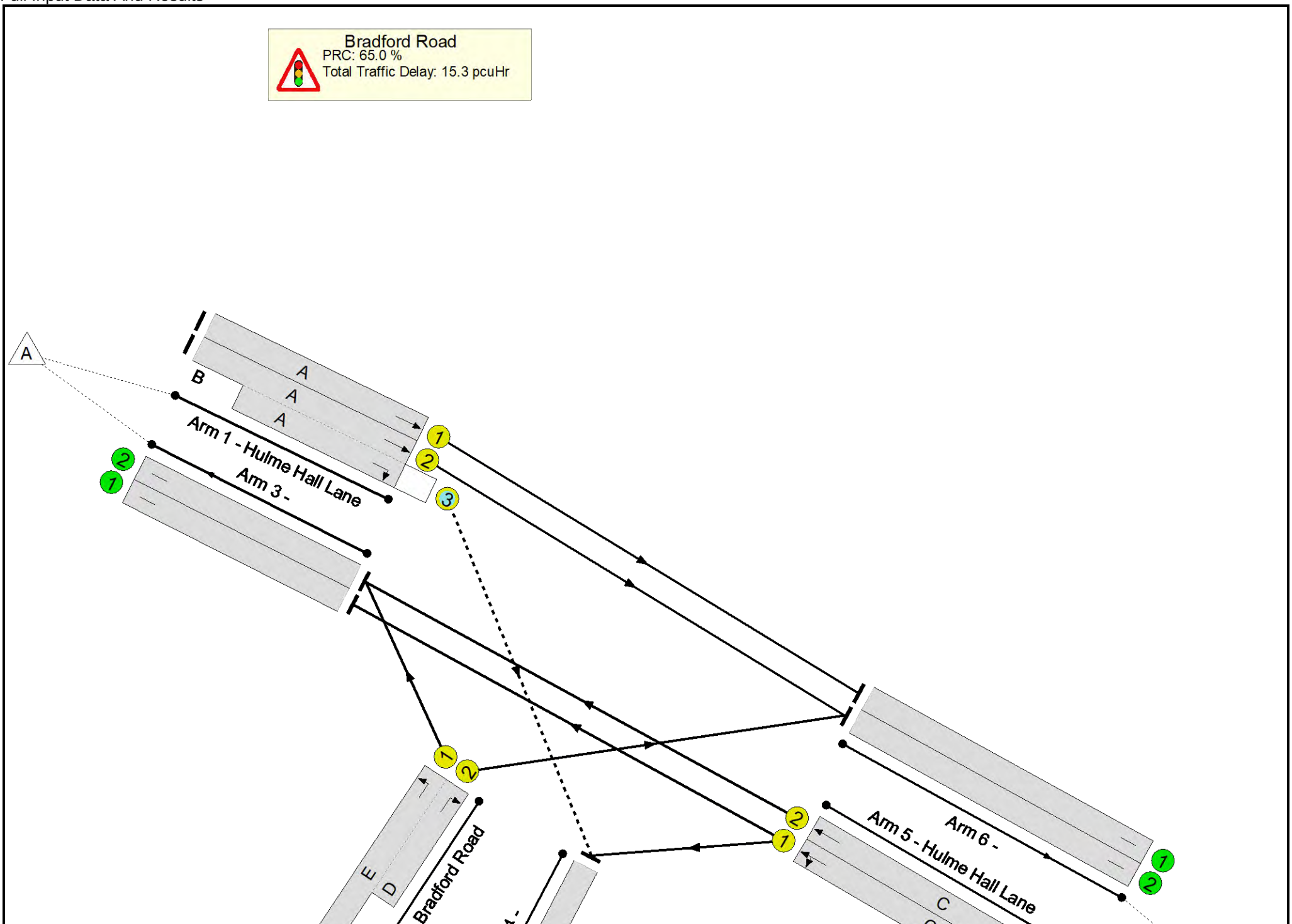
Stage	1	2	3
Duration	5	42	39
Change Point	0	12	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 65.0 %
Total Traffic Delay: 15.3 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**54.6%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**54.6%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	51	-	504	1940	970	52.0%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	51	5	149	2080:1724	0+280	0.0 : 53.1%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	39	-	517	1800:1842	440+508	54.6 : 54.6%
3/1		U	N/A	N/A	-		-	-	-	169	1965	1965	8.6%
3/2		U	N/A	N/A	-		-	-	-	677	1965	1965	34.5%
4/1		U	N/A	N/A	-		-	-	-	389	1925	1925	20.2%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	42	-	409	1831	757	54.0%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	42	-	437	1965	812	53.8%
6/1		U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	277	2115	2115	13.1%

Full Input Data And Results

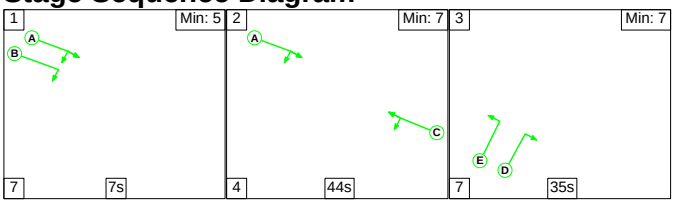
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**64**	**85**	**0**	**11.8**	**3.4**	**0.1**	**15.3**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**64**	**85**	**0**	**11.8**	**3.4**	**0.1**	**15.3**	**-**	**-**	**-**	**-**
1/1	504	504	-	-	-	2.5	0.5	-	3.0	21.4	9.8	0.5	10.3
1/2+1/3	149	149	64	85	0	0.6	0.6	0.1	1.3	30.8	2.3	0.6	2.9
2/1+2/2	517	517	-	-	-	3.3	0.6	-	3.9	27.1	5.8	0.6	6.4
3/1	169	169	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	677	677	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/1	389	389	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	409	409	-	-	-	2.6	0.6	-	3.2	28.2	8.9	0.6	9.4
5/2	437	437	-	-	-	2.8	0.6	-	3.4	27.8	9.5	0.6	10.0
6/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	277	277	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 65.0 Total Delay for Signalled Lanes (pcuHr): 14.75 Cycle Time (s): 104
PRC Over All Lanes (%): 65.0 Total Delay Over All Lanes(pcuHr): 15.26

Full Input Data And Results

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

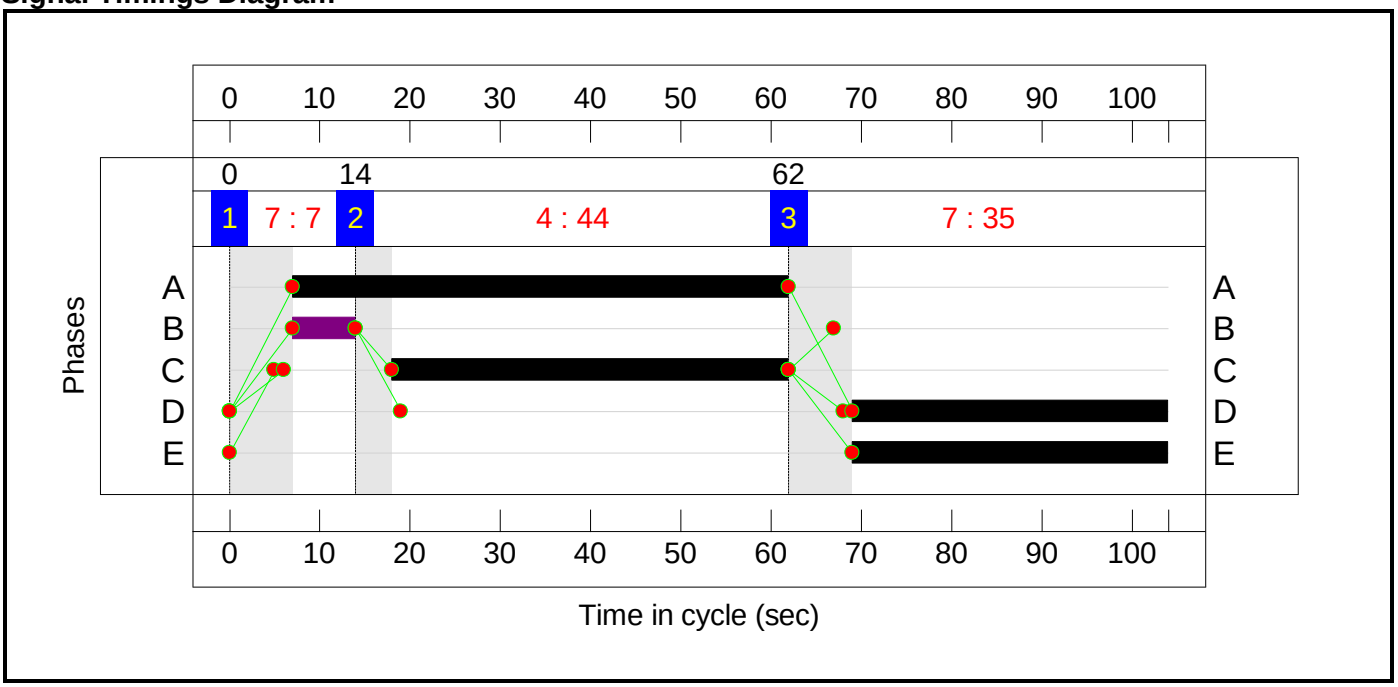
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	7	44	35
Change Point	0	14	62

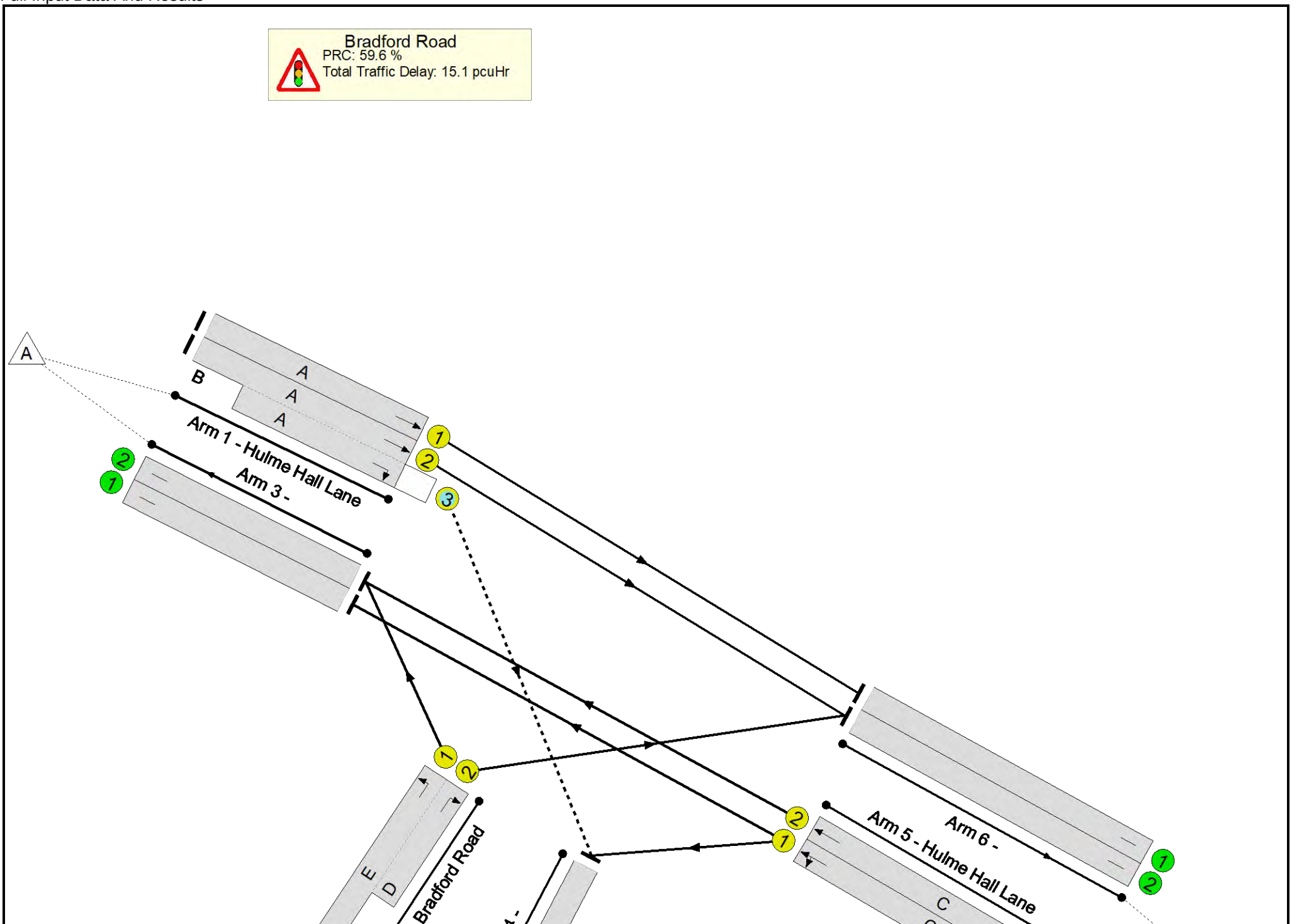
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.4%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.4%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	55	-	589	1940	1045	56.4%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	55	7	171	2080:1724	0+319	0.0 : 53.6%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	35	-	457	1800:1842	360+484	54.1 : 54.1%
3/1		U	N/A	N/A	-		-	-	-	225	1965	1965	11.5%
3/2		U	N/A	N/A	-		-	-	-	634	1965	1965	32.3%
4/1		U	N/A	N/A	-		-	-	-	363	1925	1925	18.9%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	44	-	417	1858	804	51.9%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	44	-	439	1965	850	51.6%
6/1		U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	262	2115	2115	12.4%

Full Input Data And Results

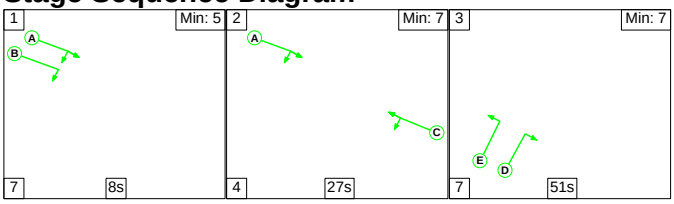
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**77**	**94**	**0**	**11.6**	**3.4**	**0.1**	**15.1**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**77**	**94**	**0**	**11.6**	**3.4**	**0.1**	**15.1**	**-**	**-**	**-**	**-**
1/1	589	589	-	-	-	2.6	0.6	-	3.2	19.8	11.1	0.6	11.8
1/2+1/3	171	171	77	94	0	0.6	0.6	0.1	1.3	27.3	2.5	0.6	3.1
2/1+2/2	457	457	-	-	-	3.2	0.6	-	3.8	30.1	5.7	0.6	6.3
3/1	225	225	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/2	634	634	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
4/1	363	363	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	417	417	-	-	-	2.5	0.5	-	3.0	26.2	8.8	0.5	9.3
5/2	439	439	-	-	-	2.6	0.5	-	3.2	25.9	9.1	0.5	9.7
6/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	262	262	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 59.6 Total Delay for Signalled Lanes (pcuHr): 14.57 Cycle Time (s): 104
PRC Over All Lanes (%): 59.6 Total Delay Over All Lanes(pcuHr): 15.06

Full Input Data And Results

Scenario 6: '2019 Base (Match) - Weekday PM Network Peak' (FG6: '2019 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

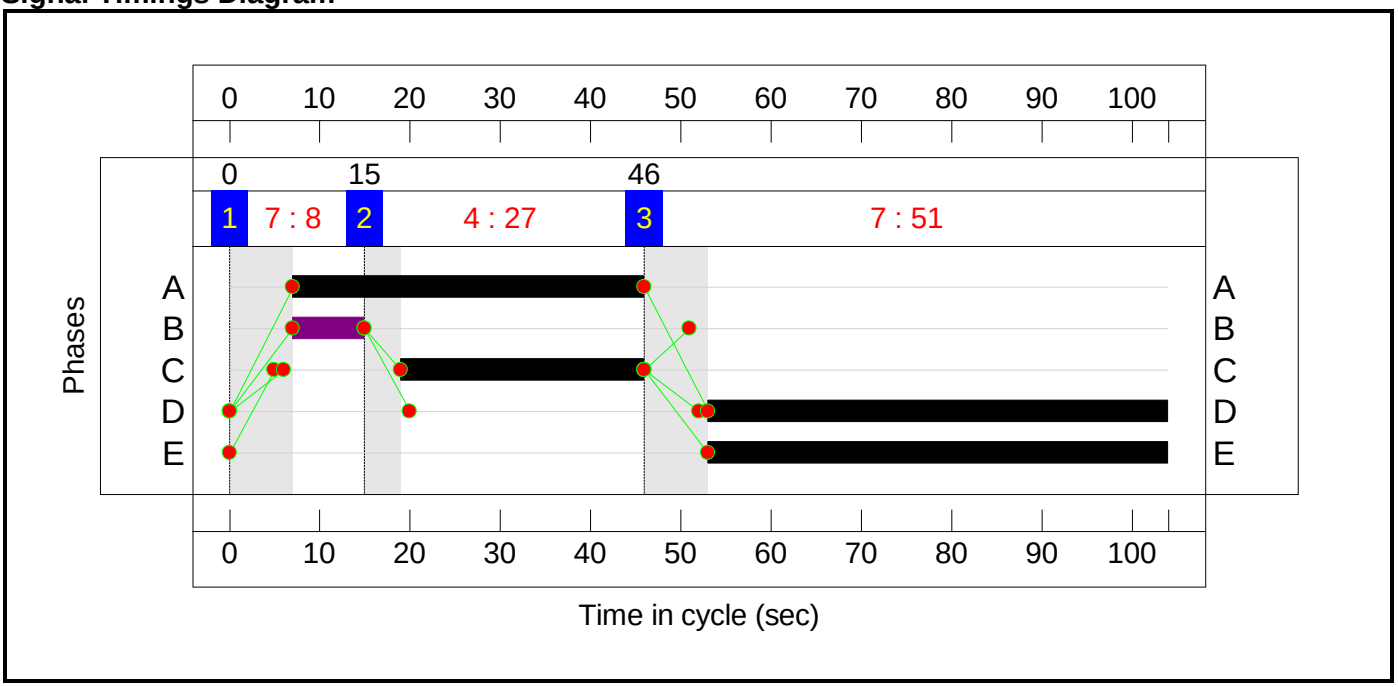
Stage Sequence Diagram



Stage Timings

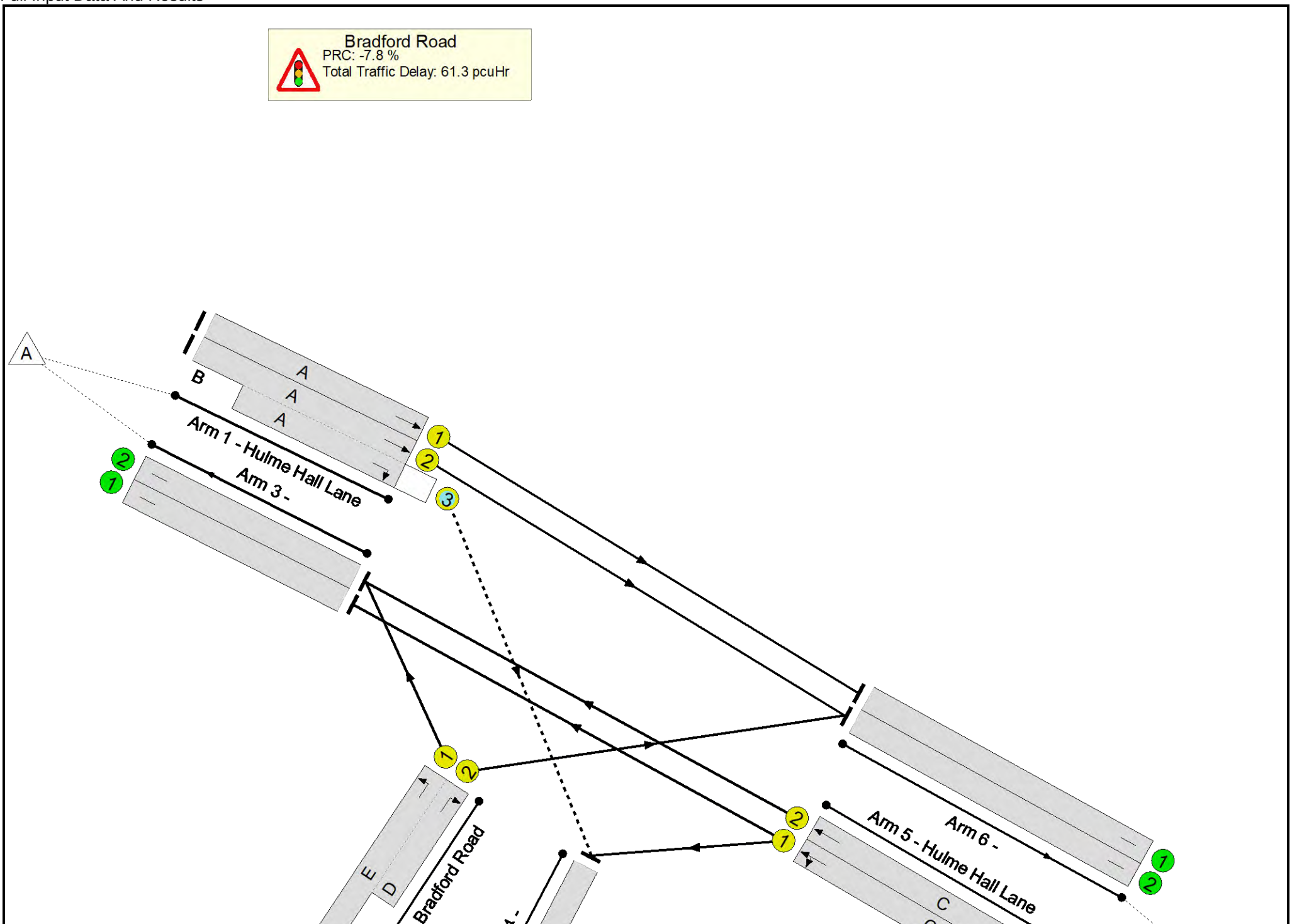
Stage	1	2	3
Duration	8	27	51
Change Point	0	15	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: -7.8 %
Total Traffic Delay: 61.3 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	39	-	711	1940	746	95.3%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	39	8	386	2080:1724	210+208	92.5 : 92.5%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	51	-	1055	1800:1842	408+679	97.1 : 97.1%
3/1		U	N/A	N/A	-		-	-	-	280	1965	1965	14.2%
3/2		U	N/A	N/A	-		-	-	-	900	1965	1965	45.8%
4/1		U	N/A	N/A	-		-	-	-	390	1925	1925	20.3%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	27	-	478	1868	503	95.0%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	27	-	504	1965	529	95.3%
6/1		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	853	2115	2115	40.3%

Full Input Data And Results

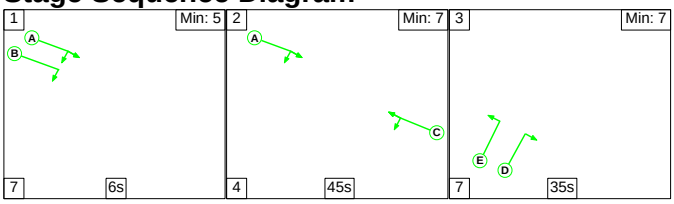
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4**	**137**	**52**	**25.1**	**35.9**	**0.3**	**61.3**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**4**	**137**	**52**	**25.1**	**35.9**	**0.3**	**61.3**	**-**	**-**	**-**	**-**
1/1	711	711	-	-	-	6.1	7.2	-	13.3	67.4	19.9	7.2	27.1
1/2+1/3	386	386	4	137	52	2.4	4.7	0.3	7.4	68.7	3.8	4.7	8.6
2/1+2/2	1055	1055	-	-	-	6.4	10.1	-	16.5	56.4	24.3	10.1	34.4
3/1	280	280	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	900	900	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/1	390	390	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	478	478	-	-	-	5.0	6.4	-	11.3	85.2	13.5	6.4	19.9
5/2	504	504	-	-	-	5.2	6.6	-	11.8	84.4	14.3	6.6	20.9
6/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	853	853	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): -7.8 Total Delay for Signalled Lanes (pcuHr): 60.34 Cycle Time (s): 104
PRC Over All Lanes (%): -7.8 Total Delay Over All Lanes(pcuHr): 61.31

Full Input Data And Results

Scenario 7: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG7: '2019 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

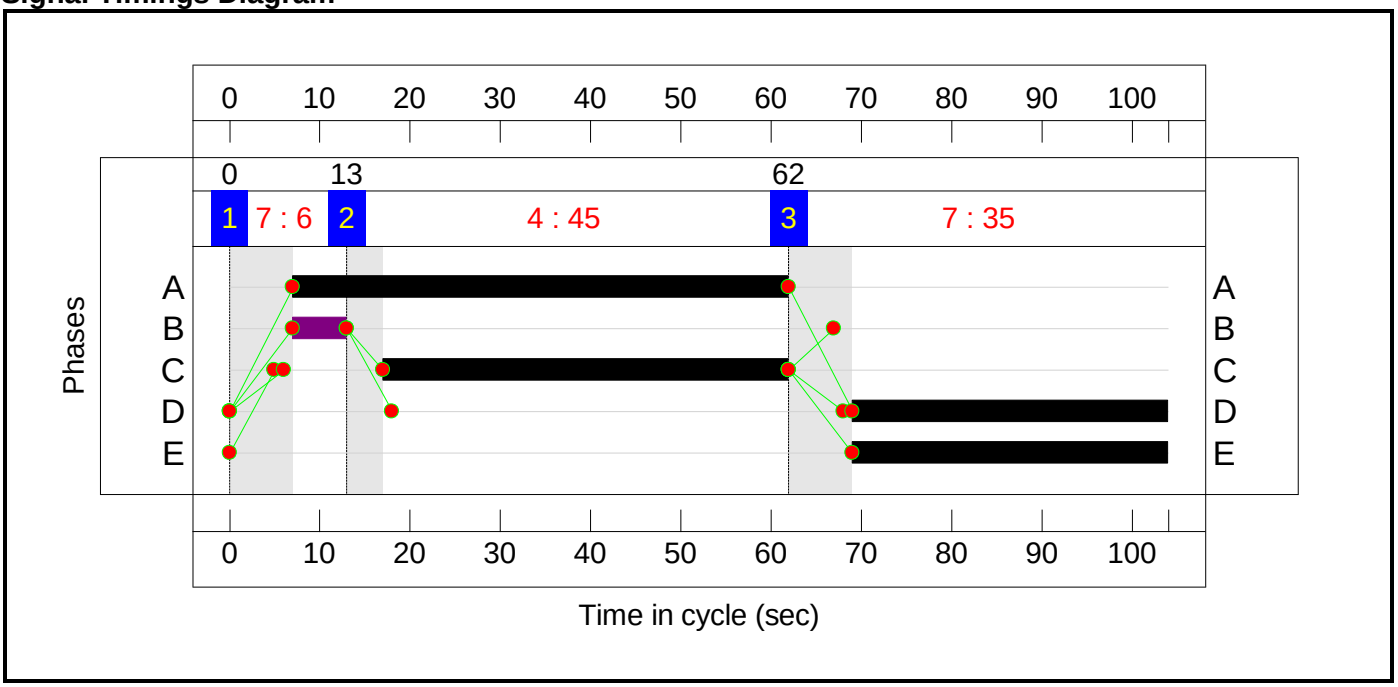
Stage Sequence Diagram



Stage Timings

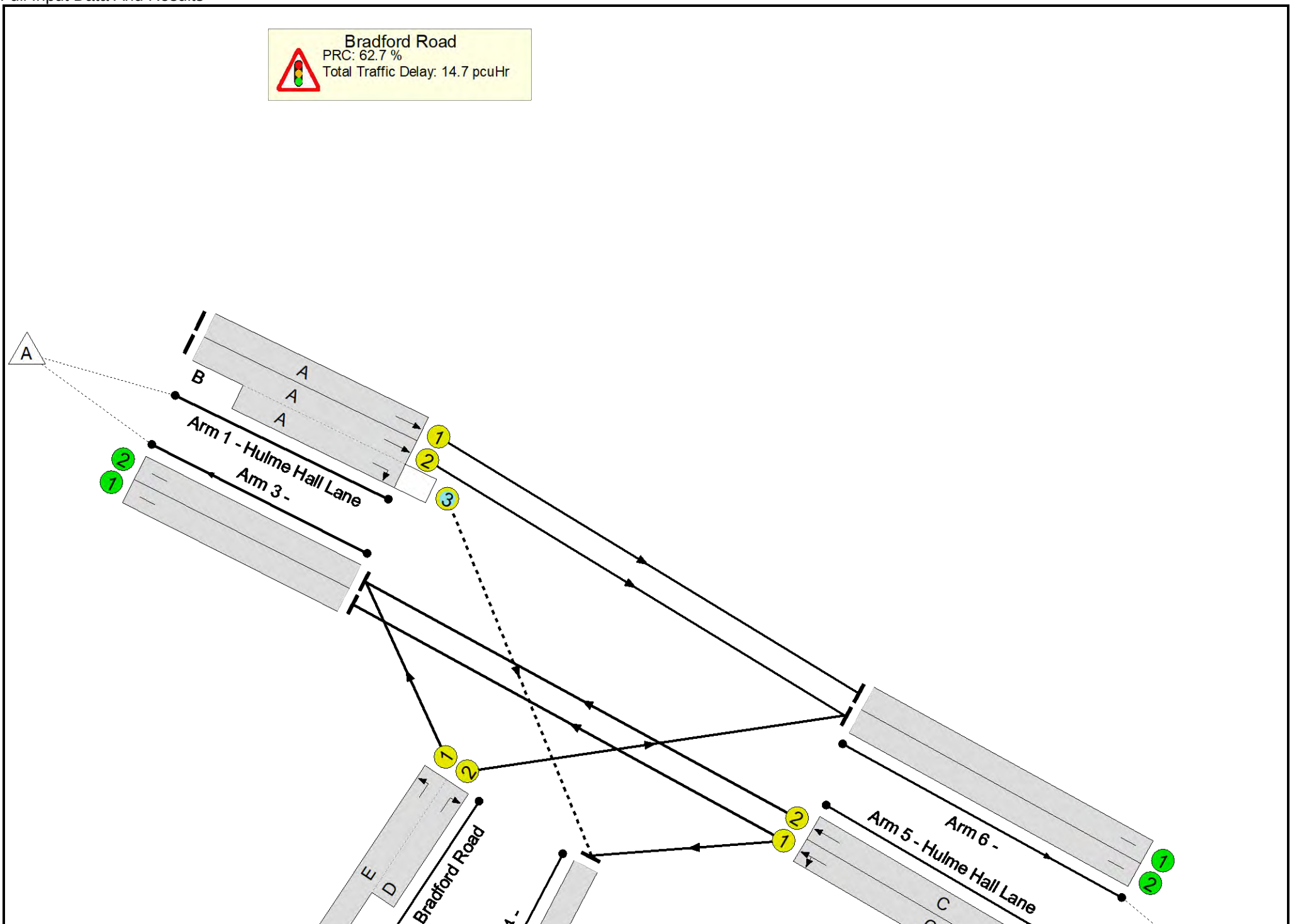
Stage	1	2	3
Duration	6	45	35
Change Point	0	13	62

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 62.7 %
Total Traffic Delay: 14.7 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.3%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.3%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	55	-	516	1940	1045	49.4%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	55	6	654	2080:1724	857+379	52.2 : 54.6%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	35	-	438	1800:1842	280+512	55.3 : 55.3%
3/1		U	N/A	N/A	-		-	-	-	148	1965	1965	7.5%
3/2		U	N/A	N/A	-		-	-	-	516	1965	1965	26.3%
4/1		U	N/A	N/A	-		-	-	-	397	1925	1925	20.6%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	45	-	338	1836	812	41.6%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	45	-	361	1965	869	41.5%
6/1		U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	730	2115	2115	34.5%

Full Input Data And Results

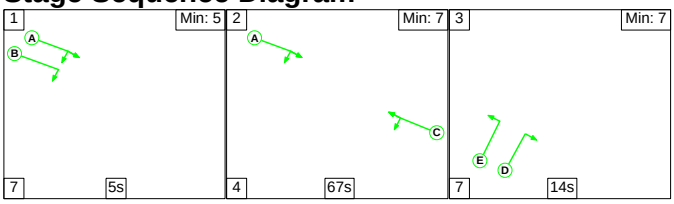
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**96**	**111**	**0**	**11.6**	**3.0**	**0.1**	**14.7**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**96**	**111**	**0**	**11.6**	**3.0**	**0.1**	**14.7**	**-**	**-**	**-**	**-**
1/1	516	516	-	-	-	2.2	0.5	-	2.7	18.5	9.3	0.5	9.8
1/2+1/3	654	654	96	111	0	2.5	0.6	0.1	3.2	17.4	7.6	0.6	8.1
2/1+2/2	438	438	-	-	-	3.1	0.6	-	3.7	30.7	6.3	0.6	6.9
3/1	148	148	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	516	516	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	397	397	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	338	338	-	-	-	1.9	0.4	-	2.2	23.6	6.7	0.4	7.0
5/2	361	361	-	-	-	2.0	0.4	-	2.3	23.4	7.1	0.4	7.5
6/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	730	730	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): 62.7 Total Delay for Signalled Lanes (pcuHr): 14.09 Cycle Time (s): 104
PRC Over All Lanes (%): 62.7 Total Delay Over All Lanes(pcuHr): 14.71

Full Input Data And Results

Scenario 8: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

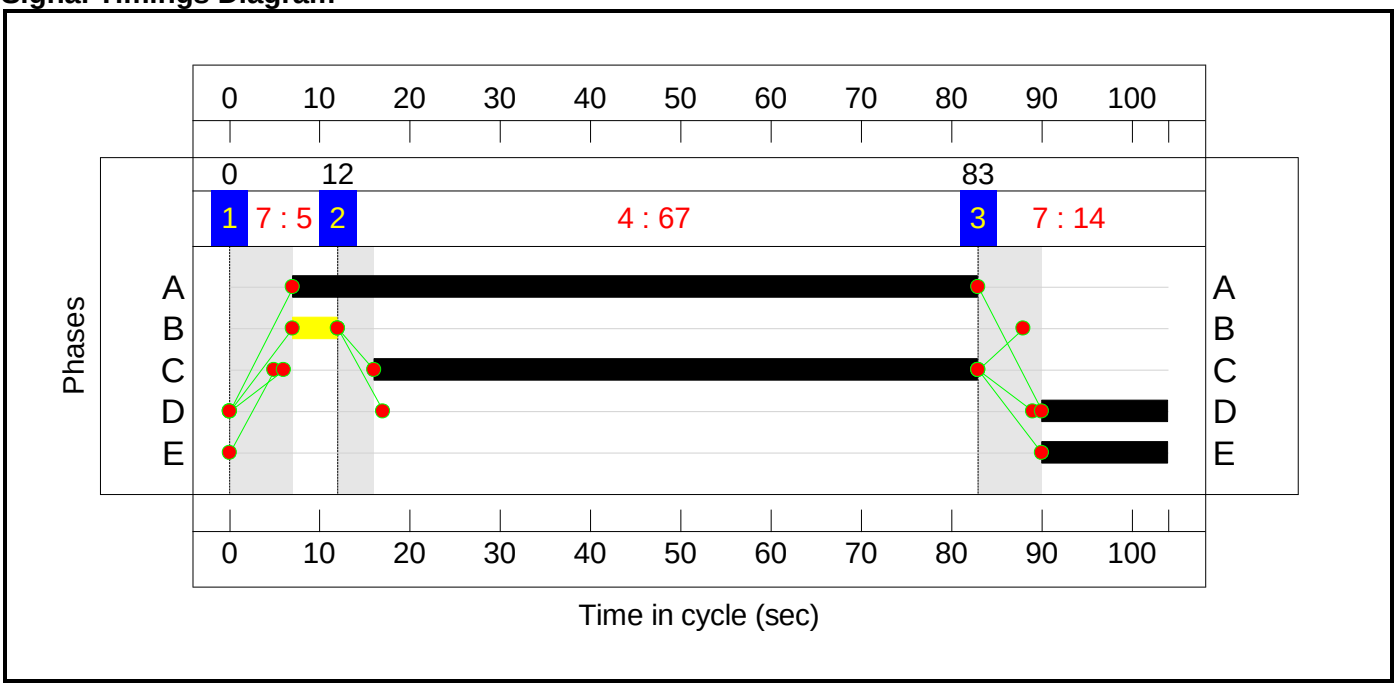
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	5	67	14
Change Point	0	12	83

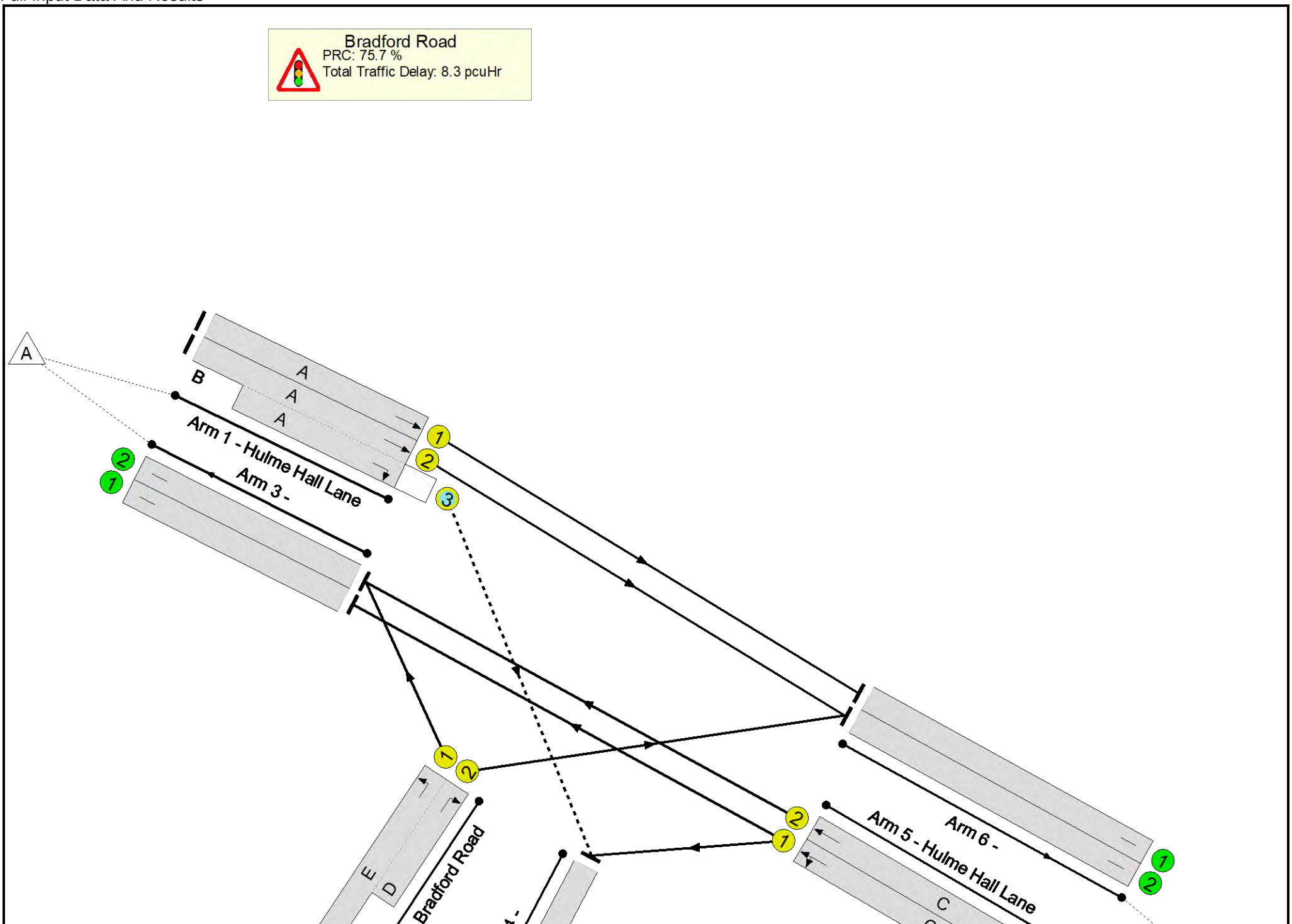
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.2%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.2%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	76	-	204	1940	1436	14.2%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	76	5	46	2080:1724	0+207	0.0 : 22.2%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	14	-	226	1800:1842	260+182	51.2 : 51.2%
3/1		U	N/A	N/A	-		-	-	-	306	1965	1965	15.6%
3/2		U	N/A	N/A	-		-	-	-	761	1965	1965	38.7%
4/1		U	N/A	N/A	-		-	-	-	350	1925	1925	18.2%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	67	-	610	1850	1210	50.4%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	67	-	628	1965	1285	48.9%
6/1		U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	93	2115	2115	4.4%

Full Input Data And Results

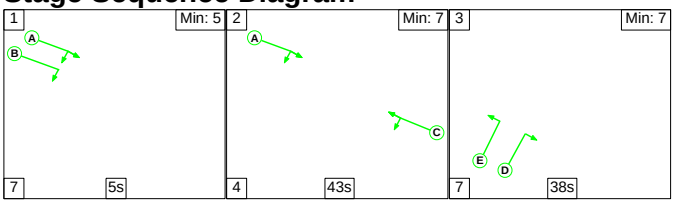
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**31**	**15**	**0**	**6.0**	**2.3**	**0.1**	**8.3**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**31**	**15**	**0**	**6.0**	**2.3**	**0.1**	**8.3**	**-**	**-**	**-**	**-**
1/1	204	204	-	-	-	0.2	0.1	-	0.3	5.4	1.7	0.1	1.8
1/2+1/3	46	46	31	15	0	0.0	0.1	0.1	0.2	18.7	0.3	0.1	0.5
2/1+2/2	226	226	-	-	-	2.6	0.5	-	3.1	49.0	3.5	0.5	4.1
3/1	306	306	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	761	761	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	350	350	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	610	610	-	-	-	1.6	0.5	-	2.1	12.3	9.0	0.5	9.5
5/2	628	628	-	-	-	1.6	0.5	-	2.1	11.9	9.1	0.5	9.5
6/1	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	93	93	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 75.7 Total Delay for Signalled Lanes (pcuHr): 7.78 Cycle Time (s): 104
PRC Over All Lanes (%): 75.7 Total Delay Over All Lanes(pcuHr): 8.32

Full Input Data And Results

Scenario 9: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG9: '2019 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

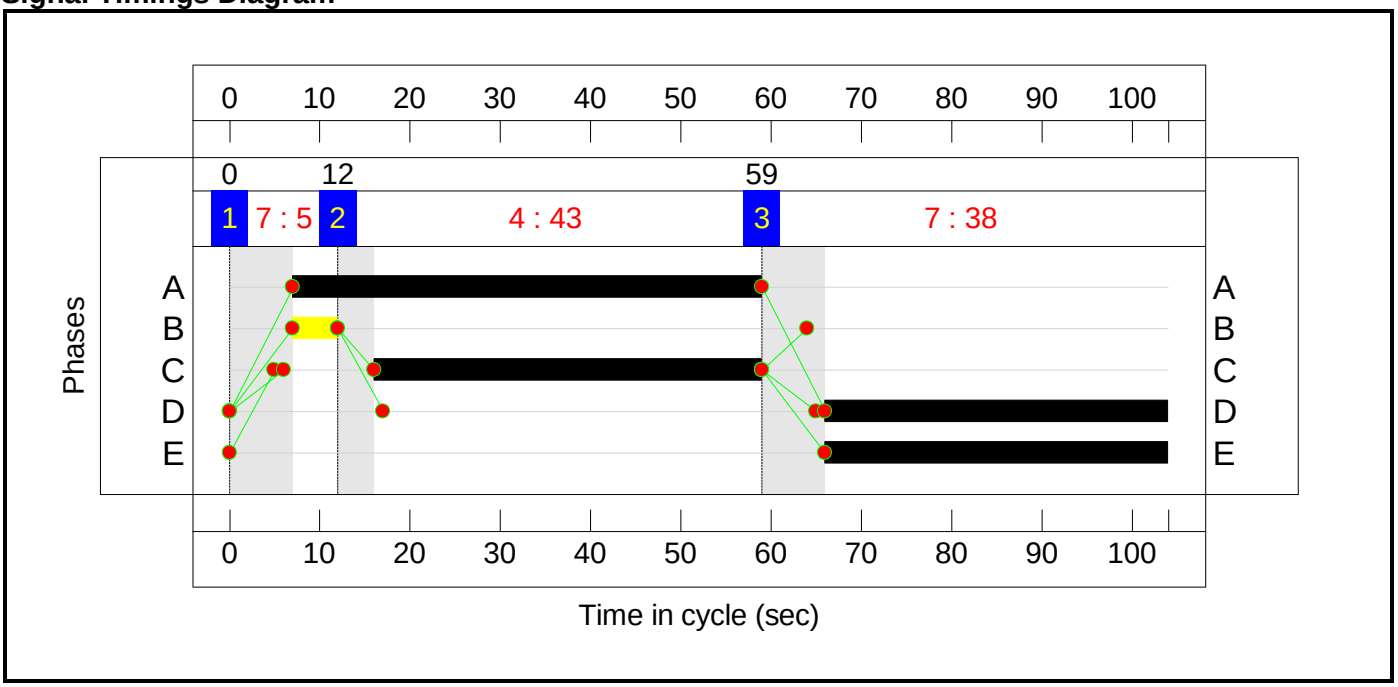
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	5	43	38
Change Point	0	12	59

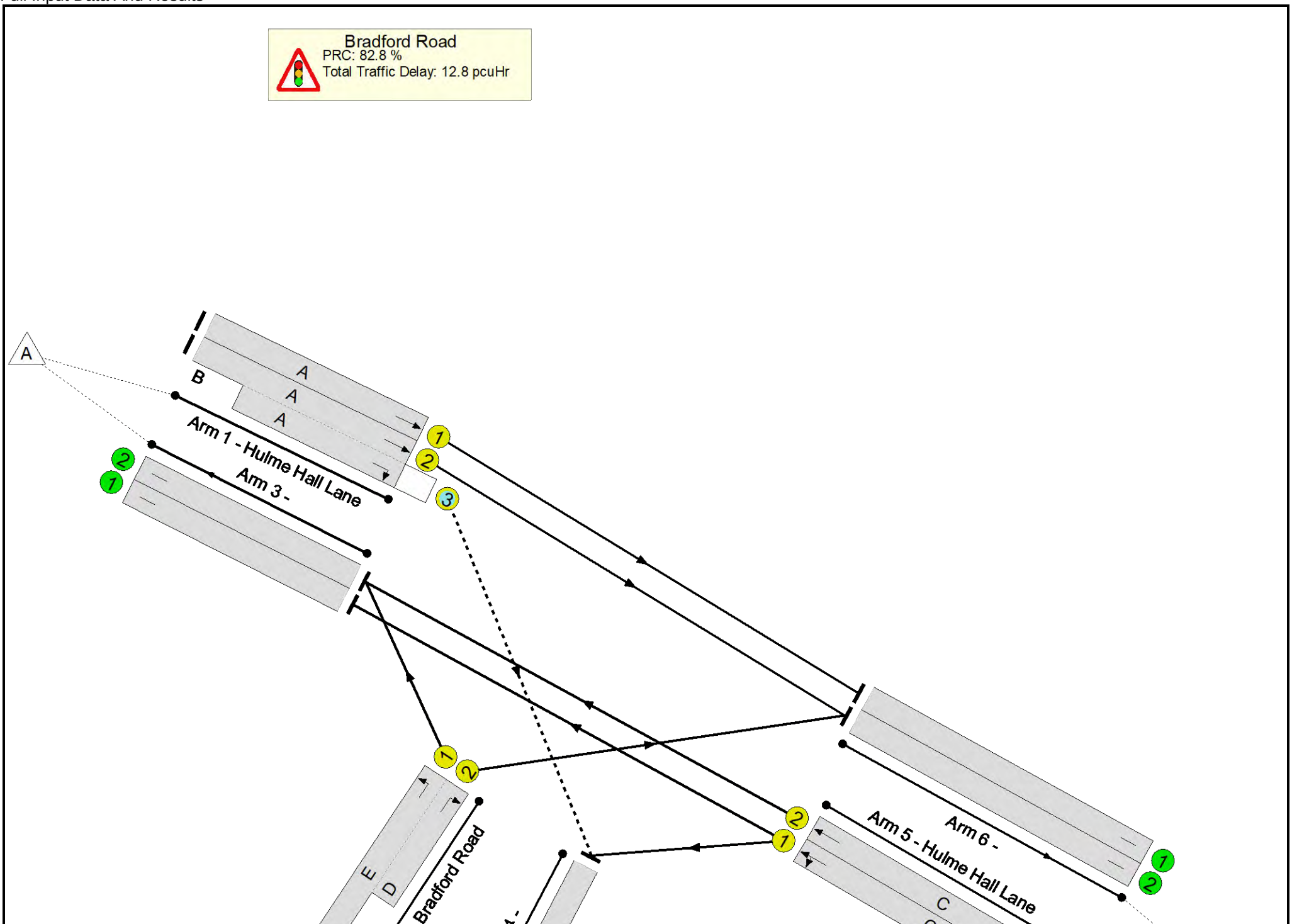
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.2%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.2%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	52	-	354	1940	989	35.8%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	52	5	419	2080:1724	816+327	34.9 : 40.9%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	38	-	408	1800:1842	272+557	49.2 : 49.2%
3/1		U	N/A	N/A	-		-	-	-	152	1965	1965	7.7%
3/2		U	N/A	N/A	-		-	-	-	523	1965	1965	26.6%
4/1		U	N/A	N/A	-		-	-	-	343	1925	1925	17.8%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	43	-	361	1832	775	46.6%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	43	-	389	1965	831	46.8%
6/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	559	2115	2115	26.4%

Full Input Data And Results

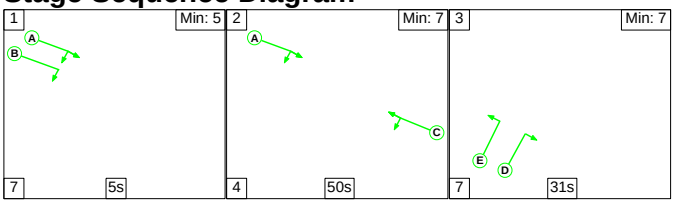
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**59**	**75**	**0**	**10.3**	**2.4**	**0.1**	**12.8**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**59**	**75**	**0**	**10.3**	**2.4**	**0.1**	**12.8**	**-**	**-**	**-**	**-**
1/1	354	354	-	-	-	1.5	0.3	-	1.8	18.1	6.1	0.3	6.4
1/2+1/3	419	419	59	75	0	1.7	0.3	0.1	2.0	17.3	4.7	0.3	5.0
2/1+2/2	408	408	-	-	-	2.6	0.5	-	3.1	27.5	5.8	0.5	6.3
3/1	152	152	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	523	523	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	343	343	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	361	361	-	-	-	2.2	0.4	-	2.6	25.9	7.4	0.4	7.9
5/2	389	389	-	-	-	2.3	0.4	-	2.8	25.6	8.0	0.4	8.4
6/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	559	559	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 82.8 Total Delay for Signalled Lanes (pcuHr): 12.28 Cycle Time (s): 104
PRC Over All Lanes (%): 82.8 Total Delay Over All Lanes(pcuHr): 12.80

Full Input Data And Results

Scenario 10: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG10: '2019 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

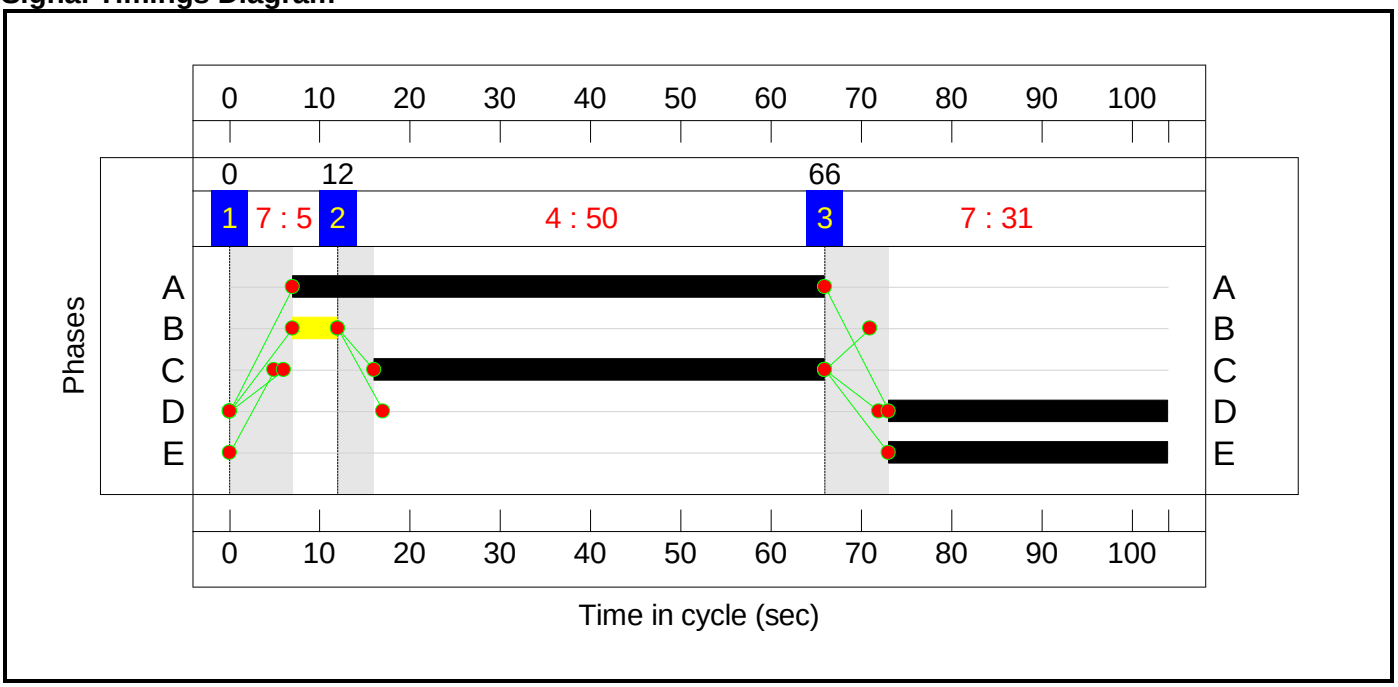
Stage Sequence Diagram



Stage Timings

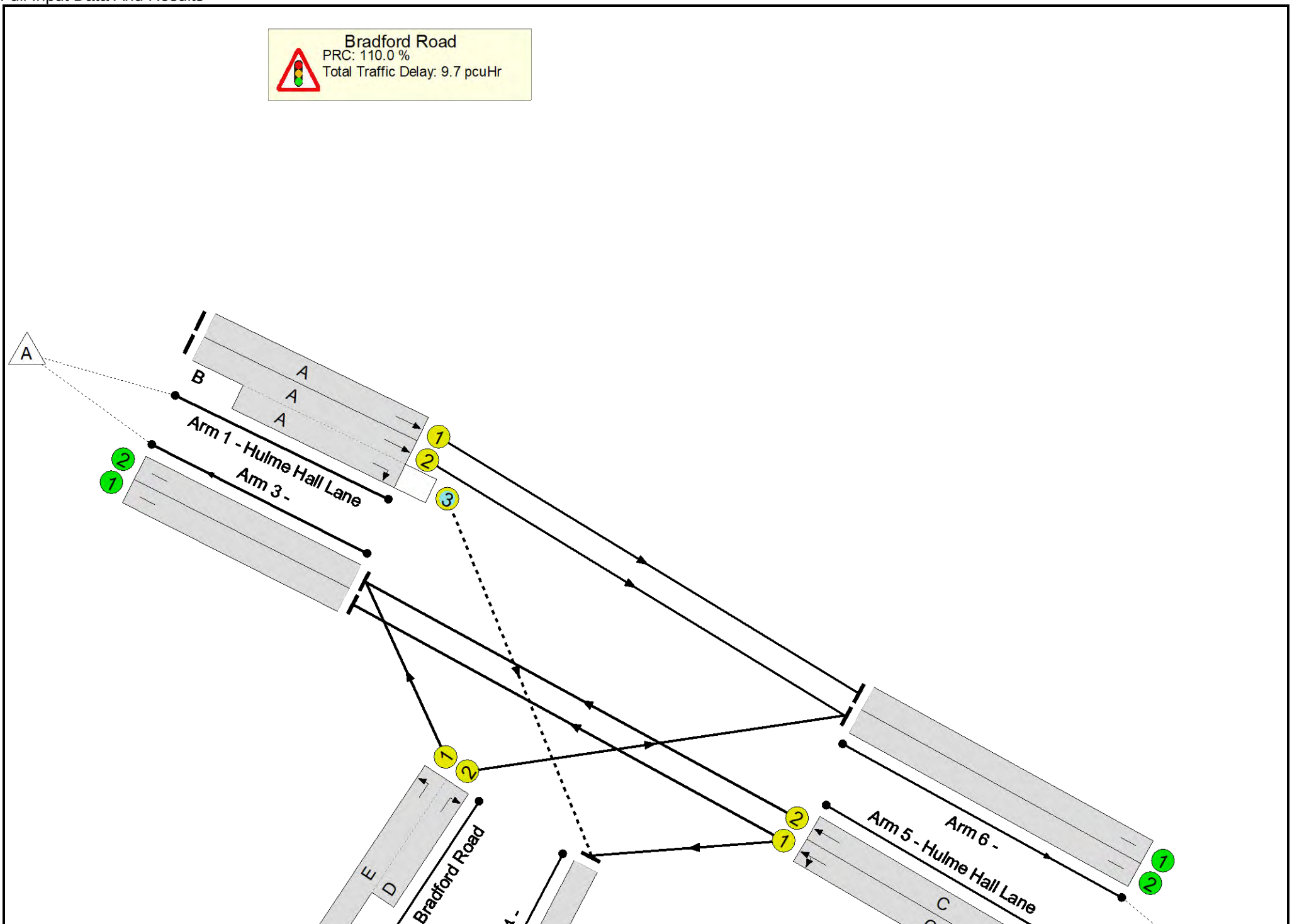
Stage	1	2	3
Duration	5	50	31
Change Point	0	12	66

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 110.0 %
Total Traffic Delay: 9.7 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.9%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.9%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	59	-	378	1940	1119	33.8%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	59	5	187	2080:1724	380+361	25.2 : 25.2%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	31	-	297	1800:1842	212+481	42.9 : 42.9%
3/1		U	N/A	N/A	-		-	-	-	188	1965	1965	9.6%
3/2		U	N/A	N/A	-		-	-	-	498	1965	1965	25.3%
4/1		U	N/A	N/A	-		-	-	-	286	1925	1925	14.9%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	50	-	383	1847	906	42.3%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	50	-	407	1965	964	42.2%
6/1		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	302	2115	2115	14.3%

Full Input Data And Results

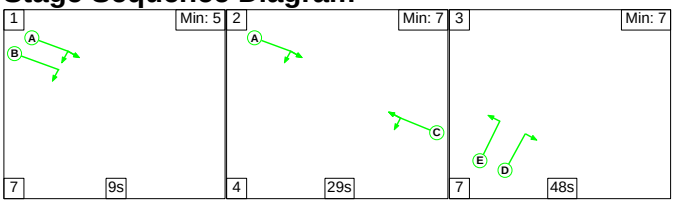
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**46**	**45**	**0**	**7.7**	**1.9**	**0.0**	**9.7**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**46**	**45**	**0**	**7.7**	**1.9**	**0.0**	**9.7**	**-**	**-**	**-**	**-**
1/1	378	378	-	-	-	1.2	0.3	-	1.5	14.0	5.7	0.3	5.9
1/2+1/3	187	187	46	45	0	0.5	0.2	0.0	0.7	13.8	1.2	0.2	1.4
2/1+2/2	297	297	-	-	-	2.3	0.4	-	2.6	32.0	4.6	0.4	5.0
3/1	188	188	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/2	498	498	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	286	286	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	383	383	-	-	-	1.8	0.4	-	2.2	20.5	7.0	0.4	7.4
5/2	407	407	-	-	-	1.9	0.4	-	2.3	20.3	7.5	0.4	7.8
6/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	302	302	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 110.0 Total Delay for Signalled Lanes (pcuHr): 9.30 Cycle Time (s): 104
PRC Over All Lanes (%): 110.0 Total Delay Over All Lanes(pcuHr): 9.69

Full Input Data And Results

Scenario 11: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG11: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

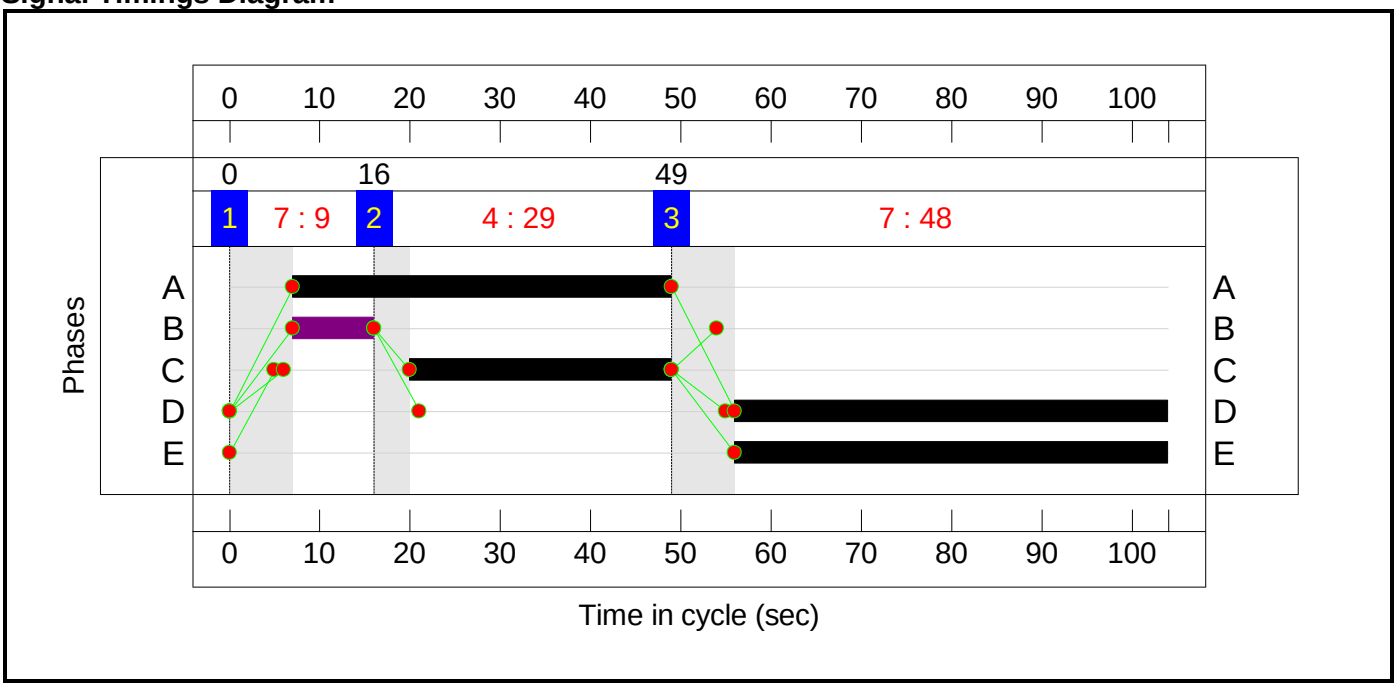
Stage Sequence Diagram



Stage Timings

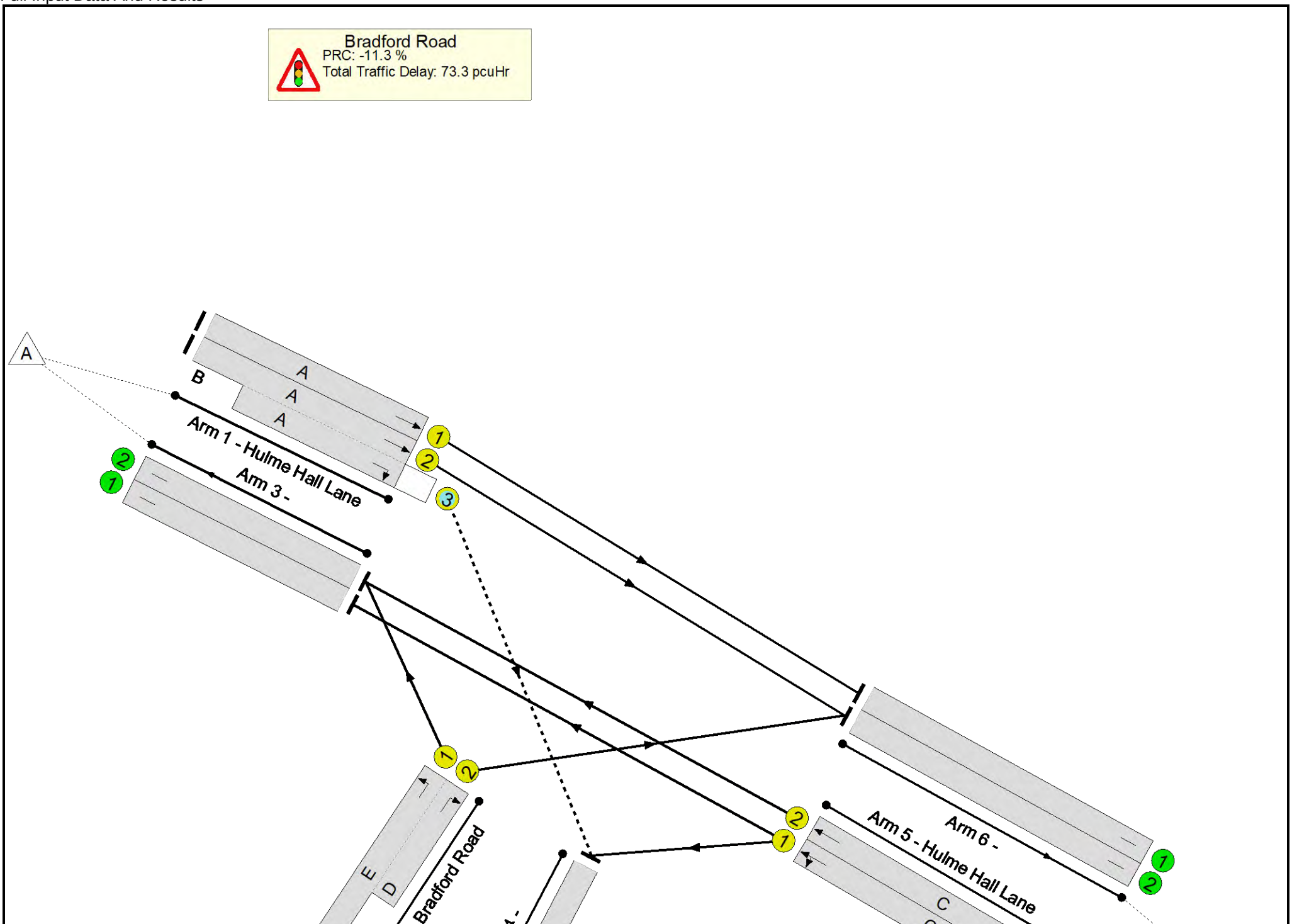
Stage	1	2	3
Duration	9	29	48
Change Point	0	16	49

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: -11.3 %
Total Traffic Delay: 73.3 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 6 -
Arm 5 - Hulme Hall Lane
C
E
D
Bradford Road

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.2%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.2%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	42	-	665	1940	802	82.9%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	42	9	216	2080:1724	0+221	0.0 : 97.5%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	48	-	1056	1800:1842	438+623	99.5 : 99.5%
3/1		U	N/A	N/A	-		-	-	-	284	1965	1965	14.4%
3/2		U	N/A	N/A	-		-	-	-	1004	1965	1965	51.0%
4/1		U	N/A	N/A	-		-	-	-	468	1925	1925	24.3%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	29	-	536	1856	535	100.1%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	29	-	568	1965	567	100.2%
6/1		U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	620	2115	2115	29.3%

Full Input Data And Results

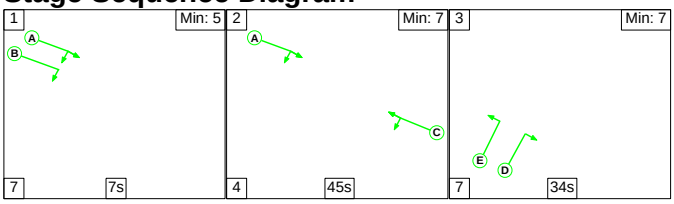
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**150**	**66**	**24.7**	**48.3**	**0.4**	**73.3**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**0**	**150**	**66**	**24.7**	**48.3**	**0.4**	**73.3**	**-**	**-**	**-**	**-**
1/1	665	665	-	-	-	5.0	2.3	-	7.4	39.9	17.0	2.3	19.3
1/2+1/3	216	216	0	150	66	1.2	6.1	0.4	7.7	128.6	4.1	6.1	10.3
2/1+2/2	1056	1056	-	-	-	7.0	14.9	-	21.9	74.7	24.7	14.9	39.6
3/1	284	284	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	1003	1003	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
4/1	468	468	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/1	536	535	-	-	-	5.5	11.7	-	17.3	116.0	15.5	11.7	27.2
5/2	568	567	-	-	-	5.9	12.2	-	18.1	114.8	16.4	12.2	28.7
6/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	620	620	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): -11.3 Total Delay for Signalled Lanes (pcuHr): 72.37 Cycle Time (s): 104
PRC Over All Lanes (%): -11.3 Total Delay Over All Lanes(pcuHr): 73.34

Full Input Data And Results

Scenario 12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

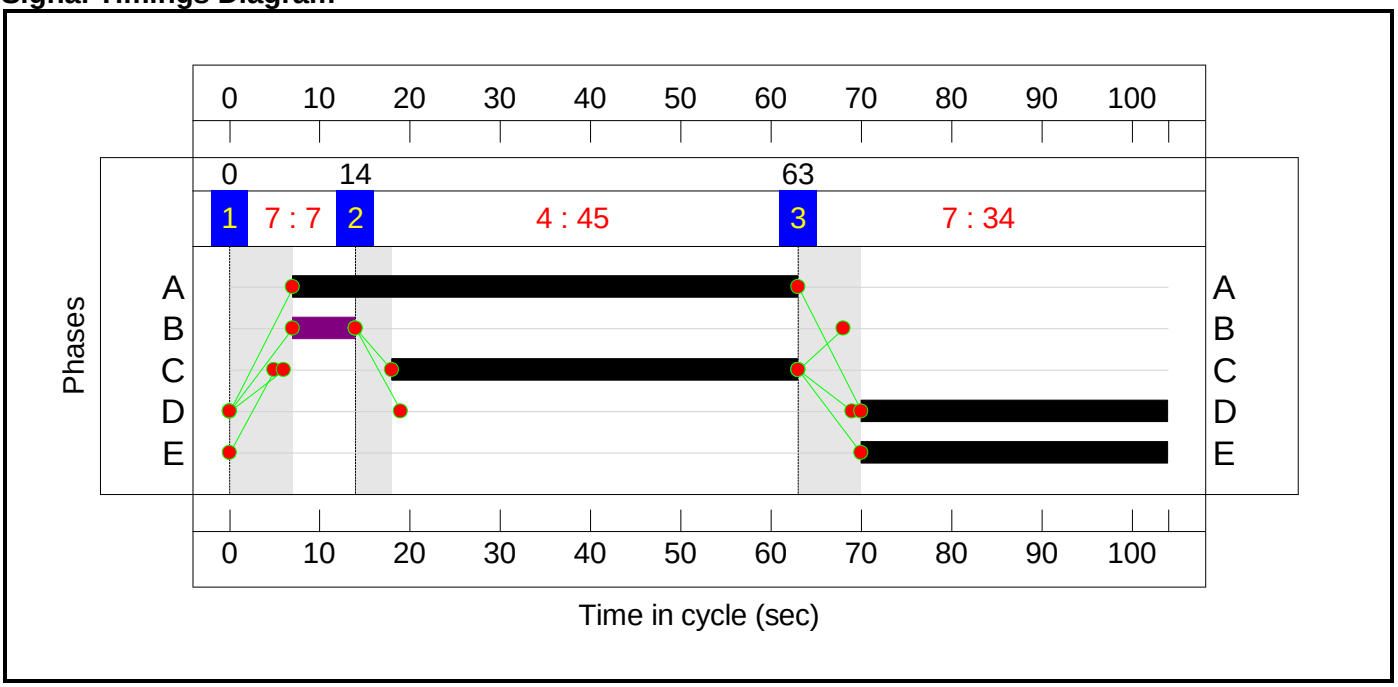
Stage Sequence Diagram



Stage Timings

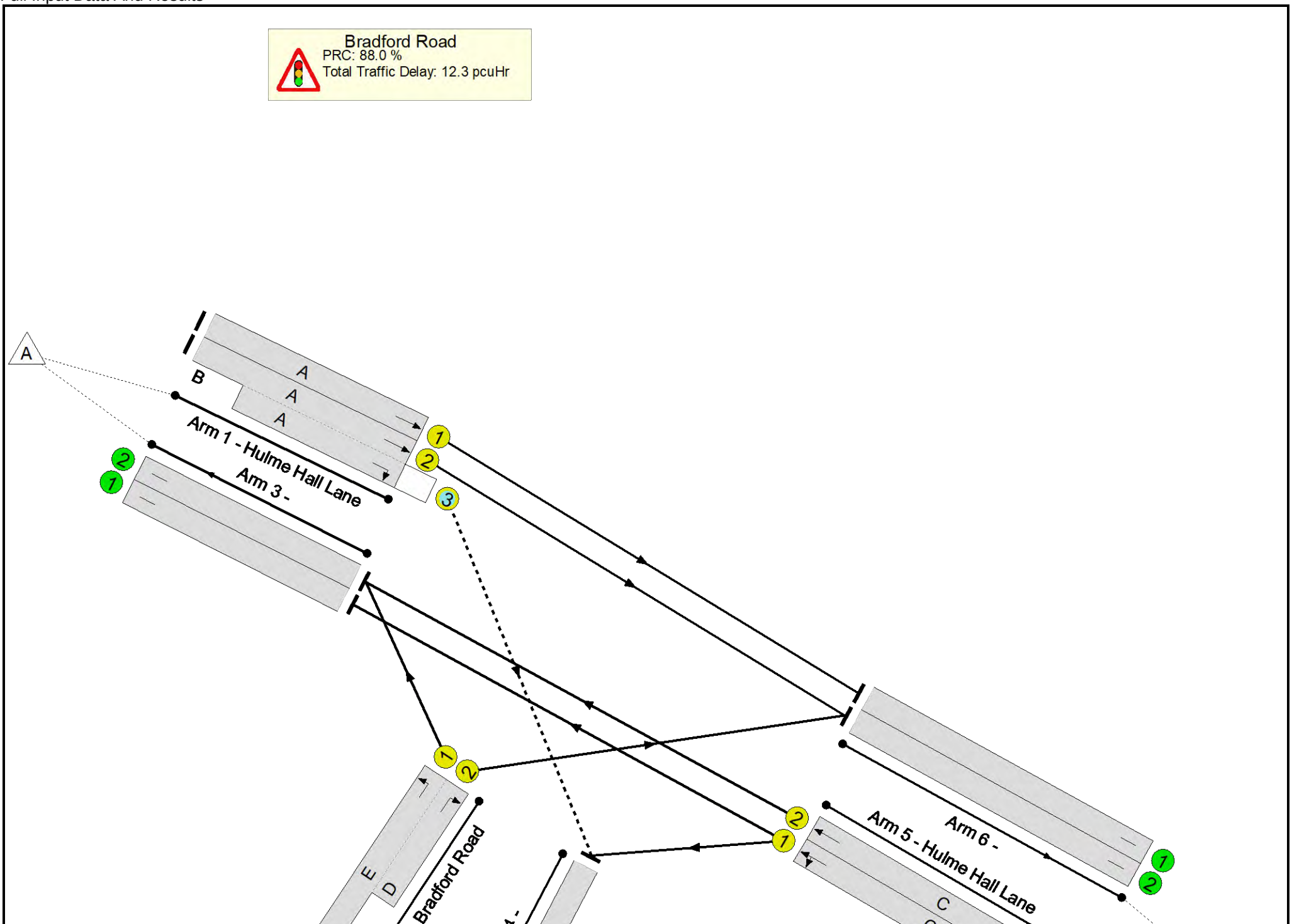
Stage	1	2	3
Duration	7	45	34
Change Point	0	14	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 88.0 %
Total Traffic Delay: 12.3 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.9%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.9%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	56	-	509	1940	1063	47.9%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	56	7	180	2080:1724	0+378	0.0 : 47.7%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	34	-	409	1800:1842	406+459	47.3 : 47.3%
3/1		U	N/A	N/A	-		-	-	-	203	1965	1965	10.3%
3/2		U	N/A	N/A	-		-	-	-	568	1965	1965	28.9%
4/1		U	N/A	N/A	-		-	-	-	336	1925	1925	17.5%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	45	-	359	1864	824	43.5%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	45	-	376	1965	869	43.3%
6/1		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	217	2115	2115	10.3%

Full Input Data And Results

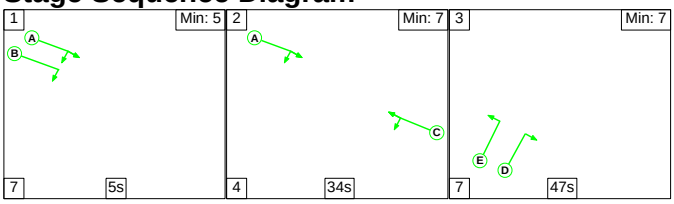
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**83**	**97**	**0**	**9.6**	**2.5**	**0.1**	**12.3**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**83**	**97**	**0**	**9.6**	**2.5**	**0.1**	**12.3**	**-**	**-**	**-**	**-**
1/1	509	509	-	-	-	2.0	0.5	-	2.5	17.6	8.9	0.5	9.4
1/2+1/3	180	180	83	97	0	0.6	0.5	0.1	1.1	22.9	2.6	0.5	3.1
2/1+2/2	409	409	-	-	-	2.9	0.4	-	3.4	29.7	4.7	0.4	5.1
3/1	203	203	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/2	568	568	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	336	336	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	359	359	-	-	-	2.0	0.4	-	2.4	23.9	7.1	0.4	7.5
5/2	376	376	-	-	-	2.1	0.4	-	2.5	23.6	7.4	0.4	7.8
6/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	217	217	-	-	-	0.0	0.1	-	0.1	0.9	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 88.0 Total Delay for Signalled Lanes (pcuHr): 11.87 Cycle Time (s): 104
PRC Over All Lanes (%): 88.0 Total Delay Over All Lanes(pcuHr): 12.30

Full Input Data And Results

Scenario 13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

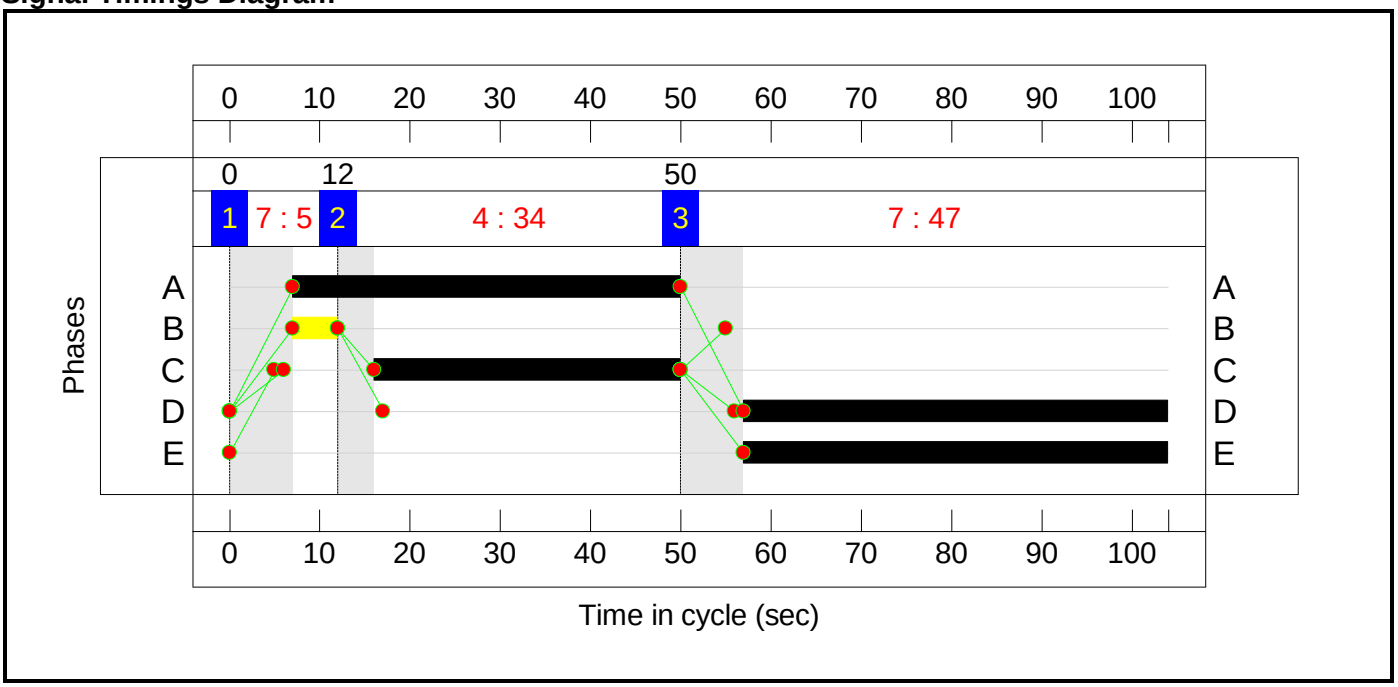
Stage Sequence Diagram



Stage Timings

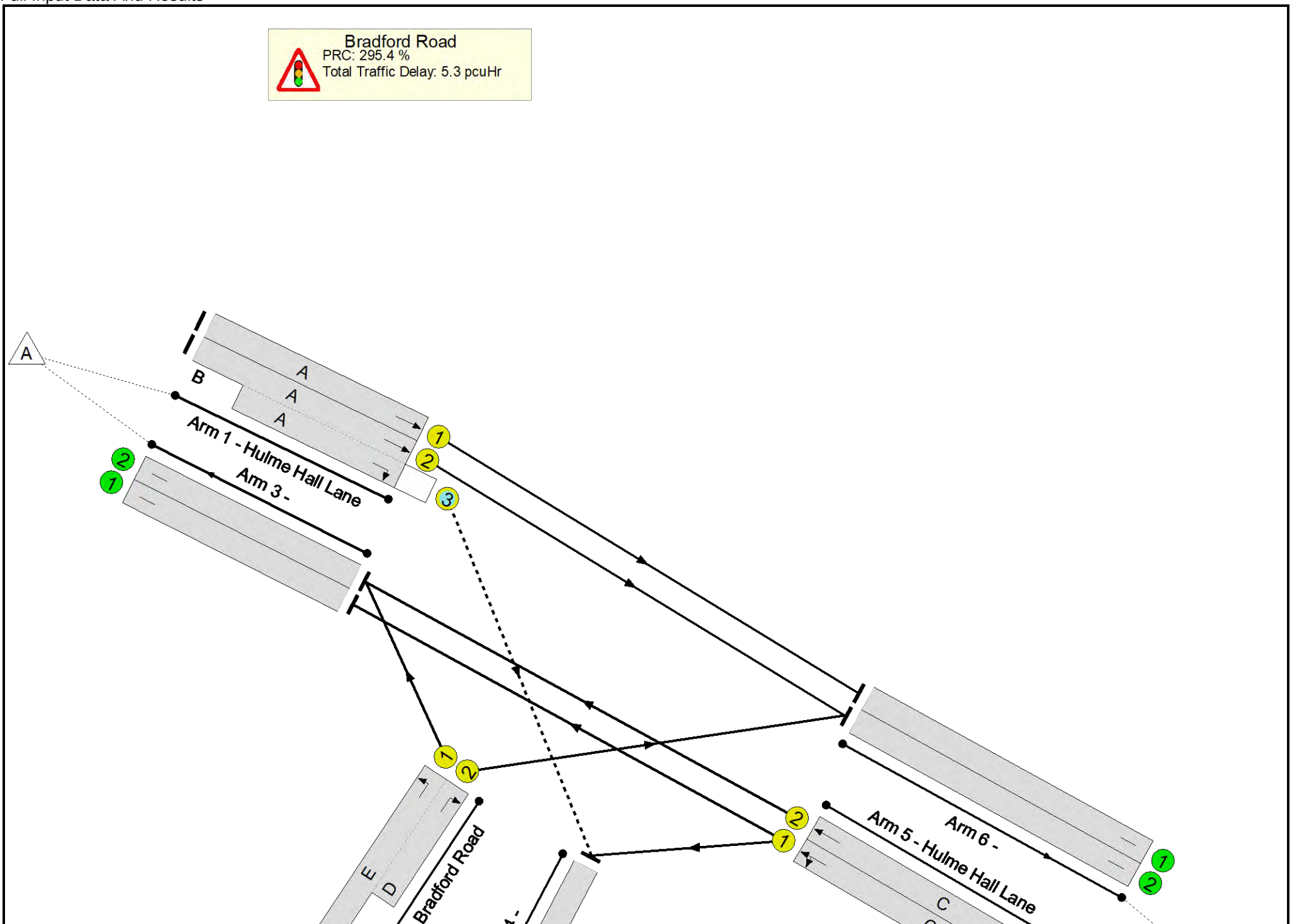
Stage	1	2	3
Duration	5	34	47
Change Point	0	12	50

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 295.4 %
Total Traffic Delay: 5.3 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 6 -
Arm 5 - Hulme Hall Lane
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.8%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**22.8%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	43	-	125	1940	821	15.2%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	43	5	151	2080:1724	680+378	14.3 : 14.3%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	47	-	255	1800:1842	558+562	22.8 : 22.8%
3/1		U	N/A	N/A	-		-	-	-	72	1965	1965	3.7%
3/2		U	N/A	N/A	-		-	-	-	276	1965	1965	14.0%
4/1		U	N/A	N/A	-		-	-	-	118	1925	1925	6.1%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	34	-	136	1856	625	21.8%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	34	-	149	1965	661	22.5%
6/1		U	N/A	N/A	-		-	-	-	125	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	225	2115	2115	10.6%

Full Input Data And Results

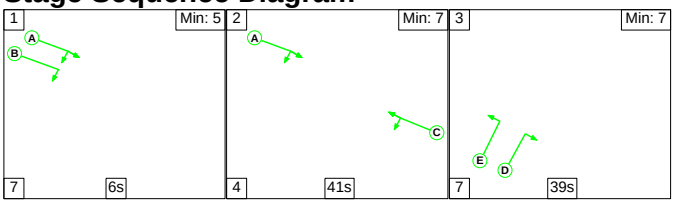
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**19**	**35**	**0**	**4.5**	**0.8**	**0.0**	**5.3**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**19**	**35**	**0**	**4.5**	**0.8**	**0.0**	**5.3**	**-**	**-**	**-**	**-**
1/1	125	125	-	-	-	0.6	0.1	-	0.7	21.1	2.2	0.1	2.3
1/2+1/3	151	151	19	35	0	0.8	0.1	0.0	0.8	20.2	1.7	0.1	1.8
2/1+2/2	255	255	-	-	-	1.1	0.1	-	1.3	18.3	2.1	0.1	2.3
3/1	72	72	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	276	276	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	118	118	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/1	136	136	-	-	-	0.9	0.1	-	1.1	28.4	2.8	0.1	2.9
5/2	149	149	-	-	-	1.0	0.1	-	1.2	28.3	3.1	0.1	3.2
6/1	125	125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	225	225	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 295.4 Total Delay for Signalled Lanes (pcuHr): 5.12 Cycle Time (s): 104
PRC Over All Lanes (%): 295.4 Total Delay Over All Lanes(pcuHr): 5.31

Full Input Data And Results

Scenario 14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

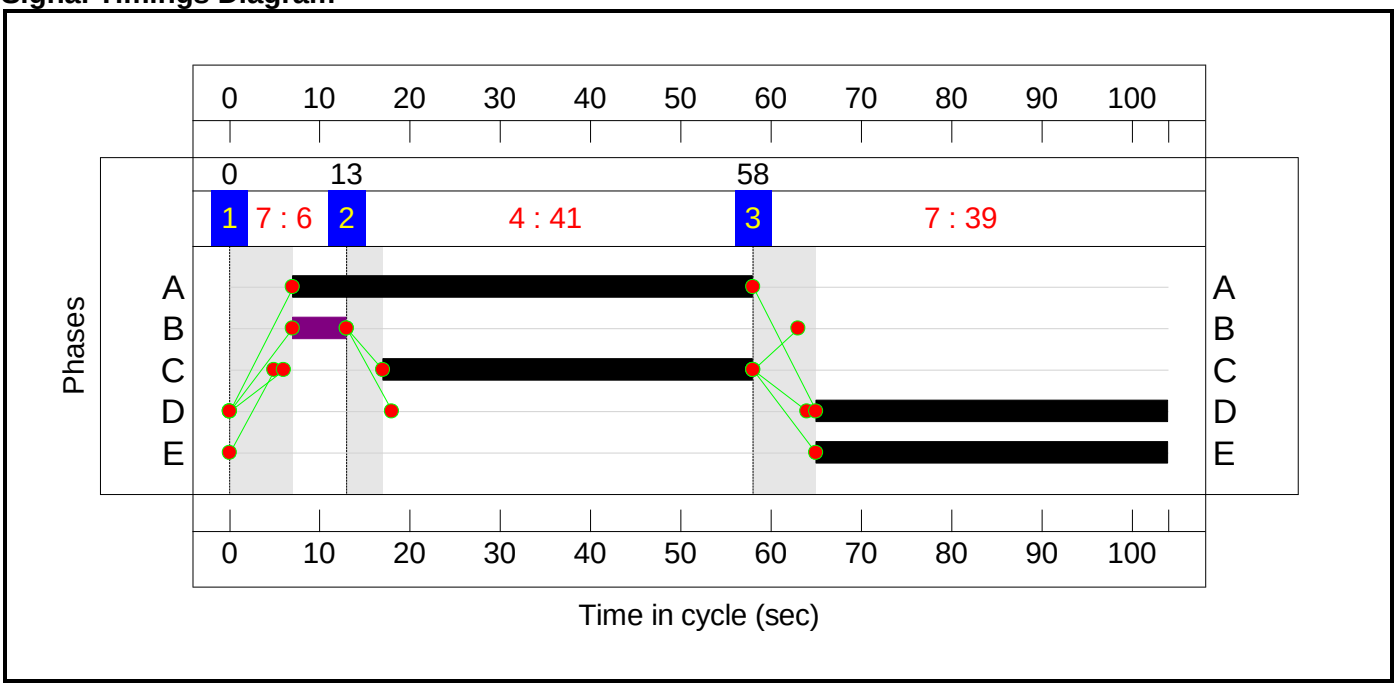
Stage Sequence Diagram



Stage Timings

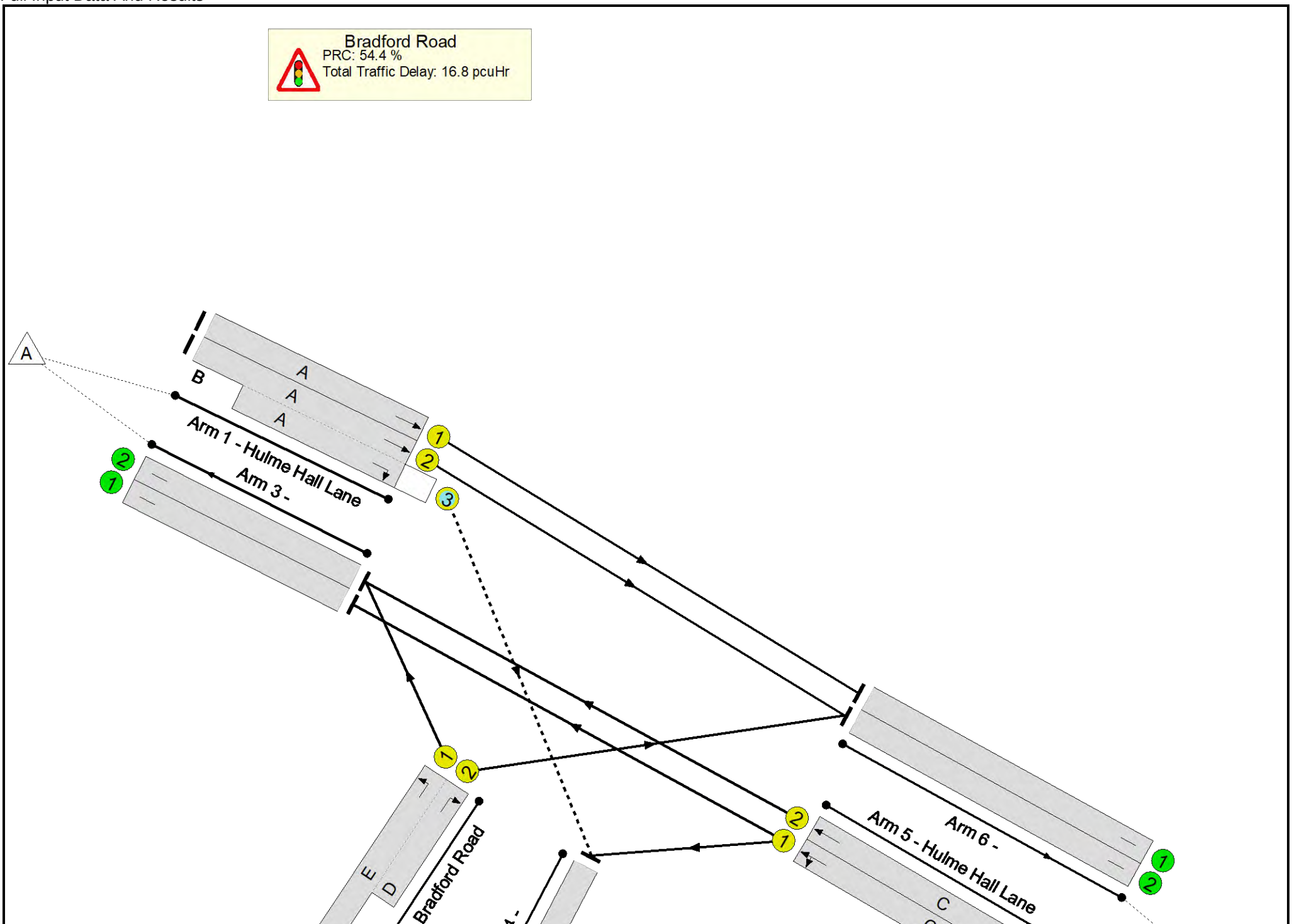
Stage	1	2	3
Duration	6	41	39
Change Point	0	13	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 54.4 %
Total Traffic Delay: 16.8 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.3%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.3%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	51	-	532	1940	970	54.8%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	51	6	157	2080:1724	0+273	0.0 : 57.5%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	39	-	545	1800:1842	440+508	57.5 : 57.5%
3/1		U	N/A	N/A	-		-	-	-	178	1965	1965	9.1%
3/2		U	N/A	N/A	-		-	-	-	714	1965	1965	36.3%
4/1		U	N/A	N/A	-		-	-	-	410	1925	1925	21.3%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	41	-	431	1831	739	58.3%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	41	-	461	1965	794	58.1%
6/1		U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	292	2115	2115	13.8%

Full Input Data And Results

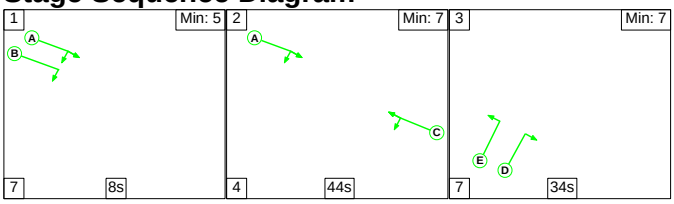
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**66**	**91**	**0**	**12.8**	**3.9**	**0.2**	**16.8**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**66**	**91**	**0**	**12.8**	**3.9**	**0.2**	**16.8**	**-**	**-**	**-**	**-**
1/1	532	532	-	-	-	2.6	0.6	-	3.3	22.0	10.5	0.6	11.1
1/2+1/3	157	157	66	91	0	0.6	0.7	0.2	1.5	33.3	2.5	0.7	3.2
2/1+2/2	545	545	-	-	-	3.5	0.7	-	4.2	27.6	6.2	0.7	6.8
3/1	178	178	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	714	714	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/1	410	410	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	431	431	-	-	-	2.9	0.7	-	3.6	30.0	9.7	0.7	10.4
5/2	461	461	-	-	-	3.1	0.7	-	3.8	29.5	10.4	0.7	11.1
6/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	292	292	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 54.4 Total Delay for Signalled Lanes (pcuHr): 16.26 Cycle Time (s): 104
PRC Over All Lanes (%): 54.4 Total Delay Over All Lanes(pcuHr): 16.81

Full Input Data And Results

Scenario 15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

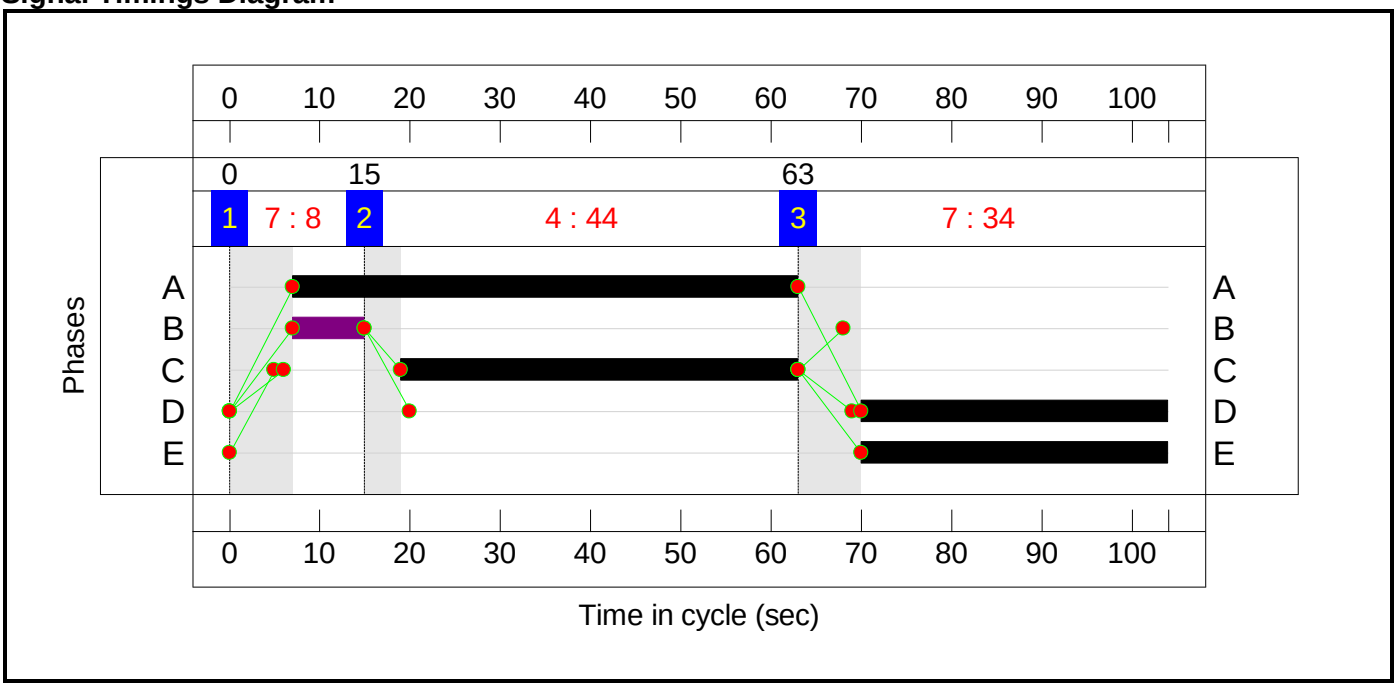
Stage Sequence Diagram



Stage Timings

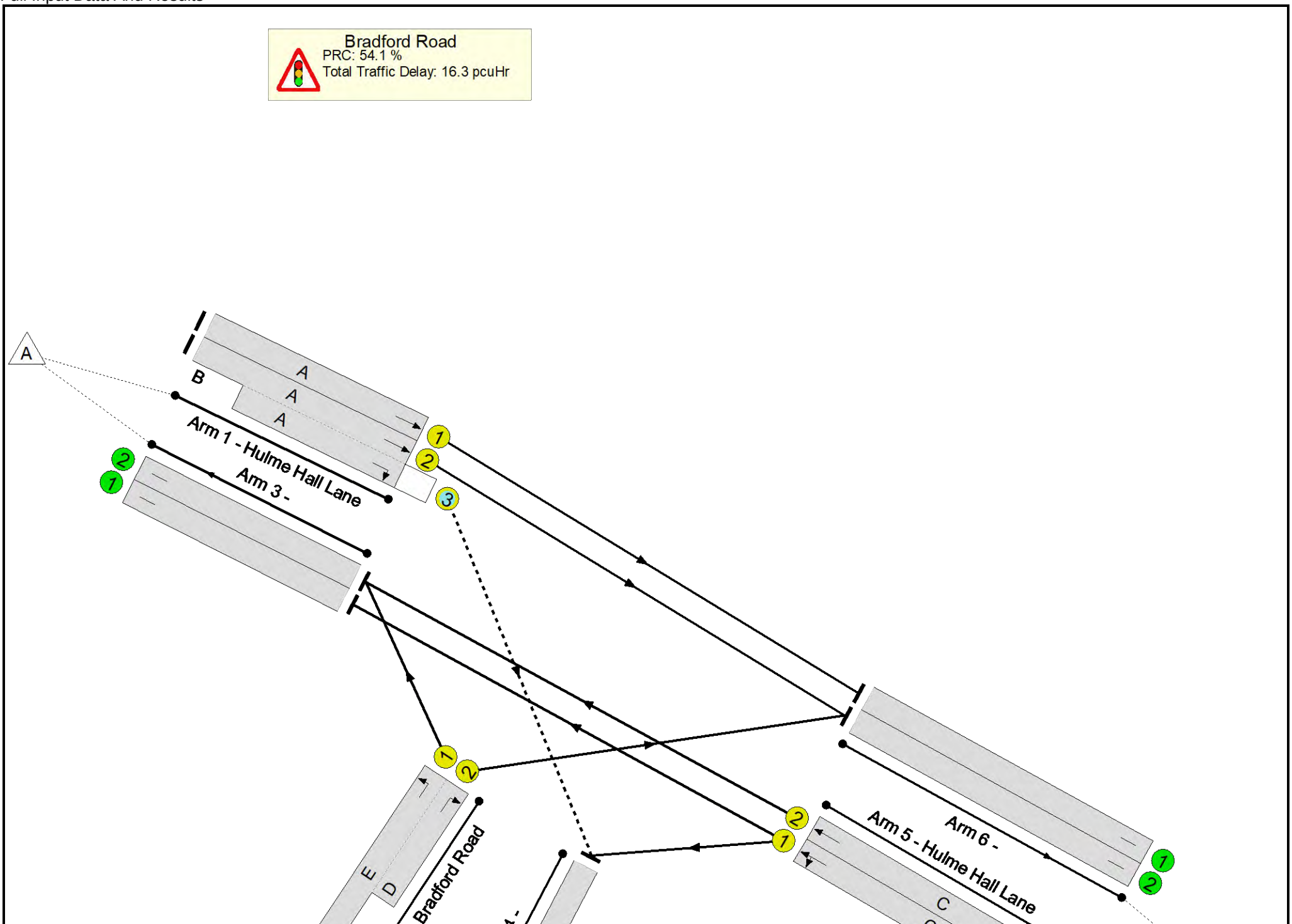
Stage	1	2	3
Duration	8	44	34
Change Point	0	15	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 54.1 %
Total Traffic Delay: 16.3 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.4%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.4%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	56	-	621	1940	1063	58.4%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	56	8	180	2080:1724	0+313	0.0 : 57.6%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	34	-	482	1800:1842	354+474	58.2 : 58.2%
3/1		U	N/A	N/A	-		-	-	-	237	1965	1965	12.1%
3/2		U	N/A	N/A	-		-	-	-	669	1965	1965	34.0%
4/1		U	N/A	N/A	-		-	-	-	383	1925	1925	19.9%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	44	-	440	1858	804	54.7%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	44	-	463	1965	850	54.5%
6/1		U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	276	2115	2115	13.0%

Full Input Data And Results

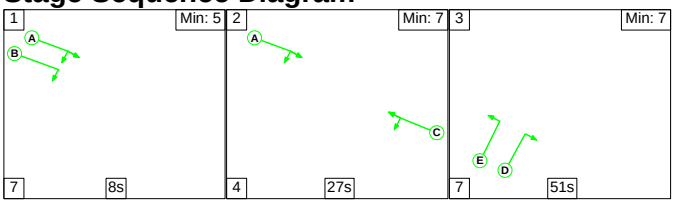
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**81**	**99**	**0**	**12.3**	**3.8**	**0.2**	**16.3**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**81**	**99**	**0**	**12.3**	**3.8**	**0.2**	**16.3**	**-**	**-**	**-**	**-**
1/1	621	621	-	-	-	2.7	0.7	-	3.4	19.7	11.9	0.7	12.6
1/2+1/3	180	180	81	99	0	0.6	0.7	0.2	1.5	29.1	2.6	0.7	3.3
2/1+2/2	482	482	-	-	-	3.5	0.7	-	4.2	31.7	6.2	0.7	6.9
3/1	237	237	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/2	669	669	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/1	383	383	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	440	440	-	-	-	2.7	0.6	-	3.3	26.9	9.4	0.6	10.0
5/2	463	463	-	-	-	2.8	0.6	-	3.4	26.5	9.9	0.6	10.5
6/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	276	276	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 54.1 Total Delay for Signalled Lanes (pcuHr): 15.78 Cycle Time (s): 104
PRC Over All Lanes (%): 54.1 Total Delay Over All Lanes(pcuHr): 16.31

Full Input Data And Results

Scenario 16: '2023 Base (Match) - Weekday PM Network Peak' (FG16: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

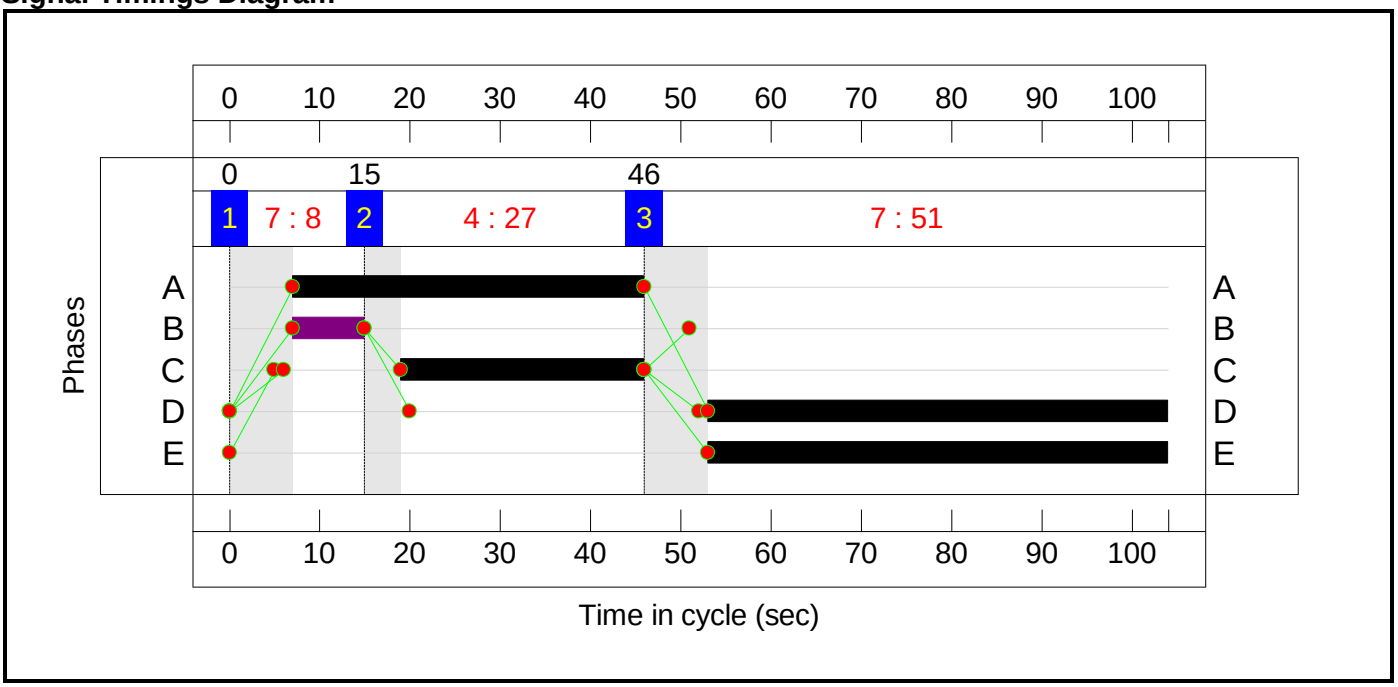
Stage Sequence Diagram



Stage Timings

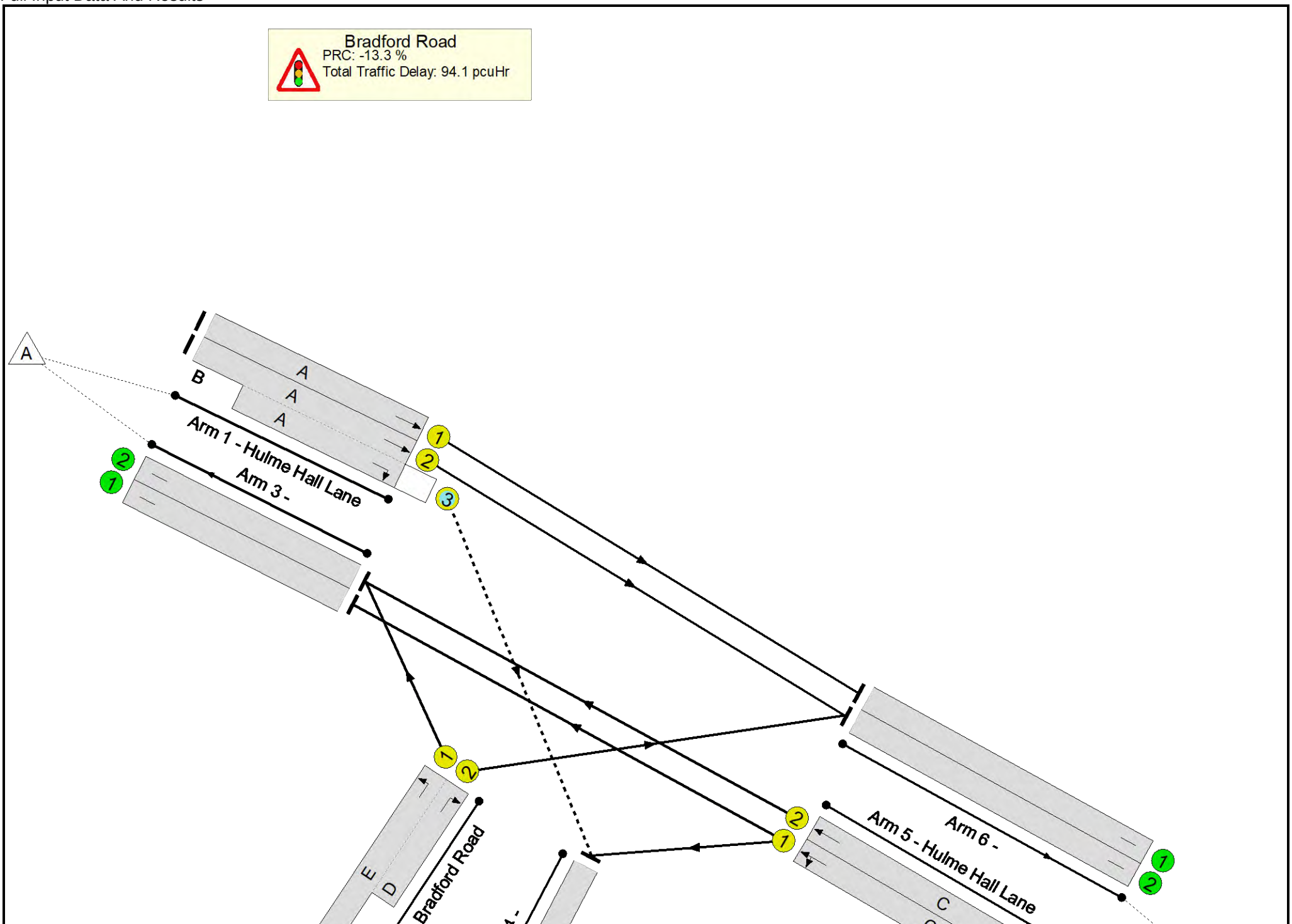
Stage	1	2	3
Duration	8	27	51
Change Point	0	15	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: -13.3 %
Total Traffic Delay: 94.1 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 6 -
Arm 5 - Hulme Hall Lane
C
E
D
Bradford Road

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.9%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.9%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	39	-	740	1940	746	99.2%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	39	8	412	2080:1724	216+208	97.3 : 97.3%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	51	-	1108	1800:1842	408+679	101.9 : 101.9%
3/1		U	N/A	N/A	-		-	-	-	294	1965	1965	15.0%
3/2		U	N/A	N/A	-		-	-	-	945	1965	1965	47.7%
4/1		U	N/A	N/A	-		-	-	-	410	1925	1925	21.3%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	27	-	502	1868	503	99.8%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	27	-	529	1965	529	100.0%
6/1		U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	902	2115	2115	42.0%

Full Input Data And Results

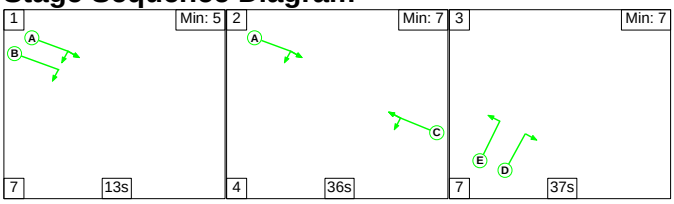
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**138**	**64**	**27.7**	**66.0**	**0.4**	**94.1**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**0**	**138**	**64**	**27.7**	**66.0**	**0.4**	**94.1**	**-**	**-**	**-**	**-**
1/1	740	740	-	-	-	6.5	12.1	-	18.7	90.9	21.2	12.1	33.3
1/2+1/3	412	412	0	138	64	2.5	7.7	0.4	10.6	92.5	4.1	7.7	11.8
2/1+2/2	1108	1087	-	-	-	7.7	22.7	-	30.4	98.9	28.2	22.7	50.9
3/1	294	294	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	937	937	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
4/1	410	410	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	502	502	-	-	-	5.3	11.0	-	16.3	116.7	14.4	11.0	25.3
5/2	529	529	-	-	-	5.6	11.5	-	17.1	116.2	15.1	11.5	26.6
6/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	889	889	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): -13.3 Total Delay for Signalled Lanes (pcuHr): 93.07 Cycle Time (s): 104
PRC Over All Lanes (%): -13.3 Total Delay Over All Lanes(pcuHr): 94.11

Full Input Data And Results

Scenario 17: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG17: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

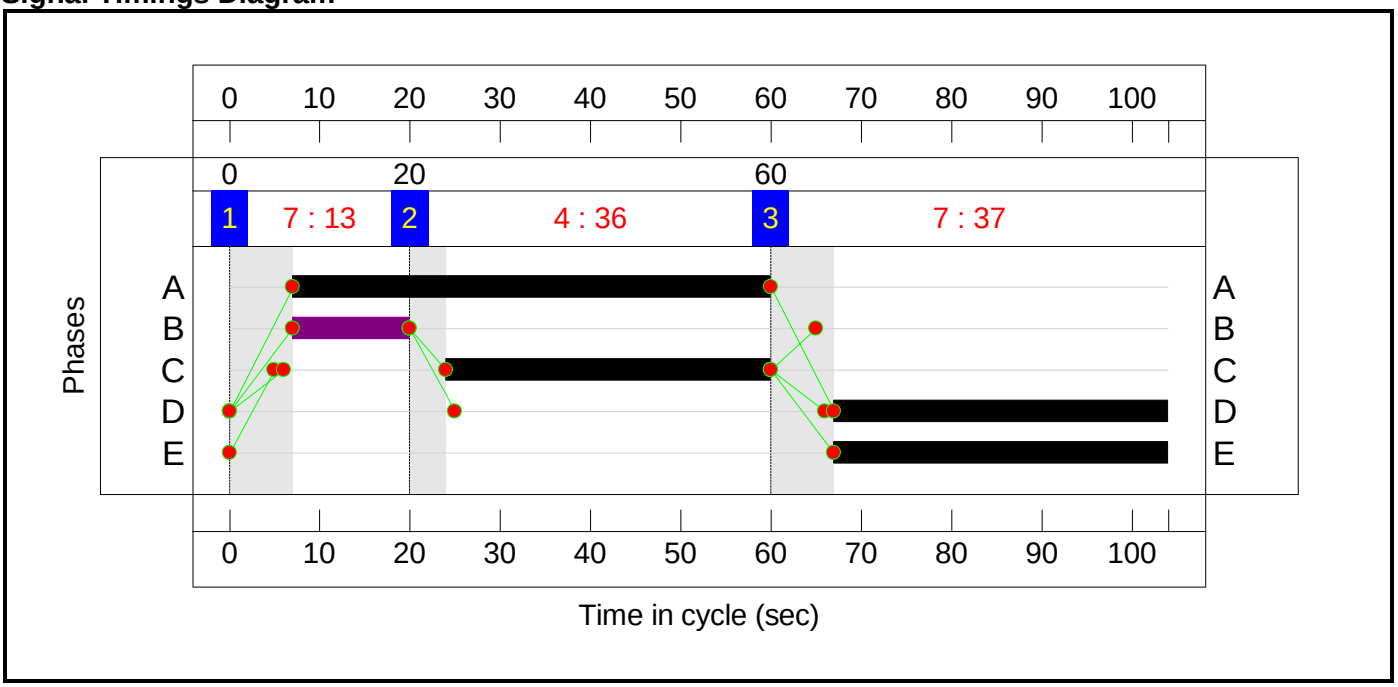
Stage Sequence Diagram



Stage Timings

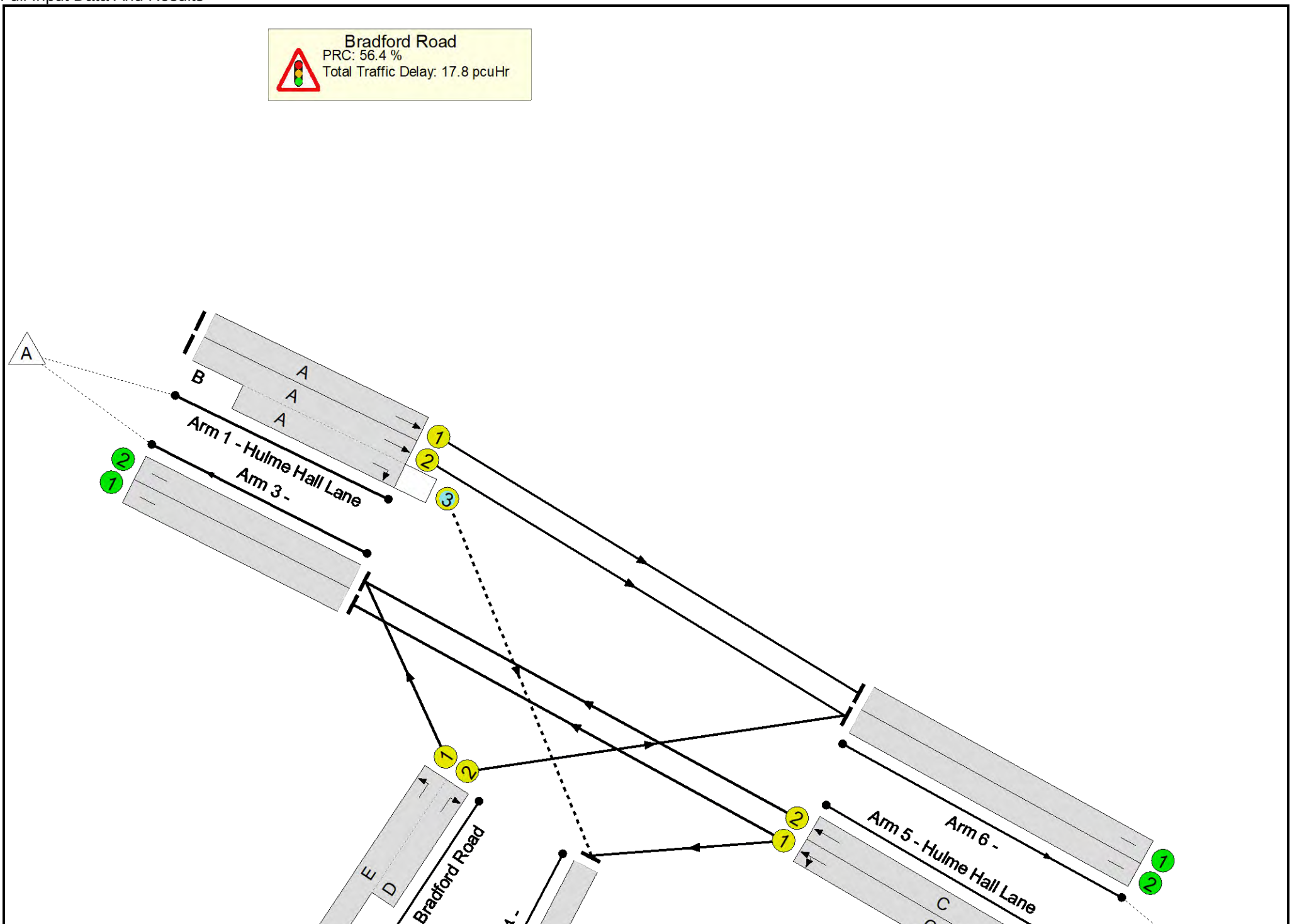
Stage	1	2	3
Duration	13	36	37
Change Point	0	20	60

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 56.4 %
Total Traffic Delay: 17.8 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.5%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.5%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	53	-	534	1940	1007	53.0%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	53	13	698	2080:1724	834+390	57.5 : 55.9%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	37	-	461	1800:1842	292+534	55.8 : 55.8%
3/1		U	N/A	N/A	-		-	-	-	154	1965	1965	7.8%
3/2		U	N/A	N/A	-		-	-	-	545	1965	1965	27.7%
4/1		U	N/A	N/A	-		-	-	-	418	1925	1925	21.7%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	36	-	354	1835	653	54.2%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	36	-	382	1965	699	54.6%
6/1		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	778	2115	2115	36.8%

Full Input Data And Results

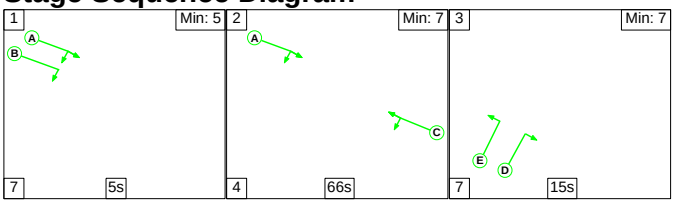
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**82**	**136**	**0**	**14.0**	**3.7**	**0.2**	**17.8**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**82**	**136**	**0**	**14.0**	**3.7**	**0.2**	**17.8**	**-**	**-**	**-**	**-**
1/1	534	534	-	-	-	2.5	0.6	-	3.0	20.4	10.1	0.6	10.6
1/2+1/3	698	698	82	136	0	2.9	0.7	0.2	3.8	19.4	8.5	0.7	9.2
2/1+2/2	461	461	-	-	-	3.1	0.6	-	3.7	29.2	6.5	0.6	7.1
3/1	154	154	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	545	545	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	418	418	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	354	354	-	-	-	2.6	0.6	-	3.2	32.7	8.2	0.6	8.8
5/2	382	382	-	-	-	2.8	0.6	-	3.4	32.4	8.8	0.6	9.4
6/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	778	778	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): 56.4 Total Delay for Signalled Lanes (pcuHr): 17.18 Cycle Time (s): 104
PRC Over All Lanes (%): 56.4 Total Delay Over All Lanes(pcuHr): 17.84

Full Input Data And Results

Scenario 18: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

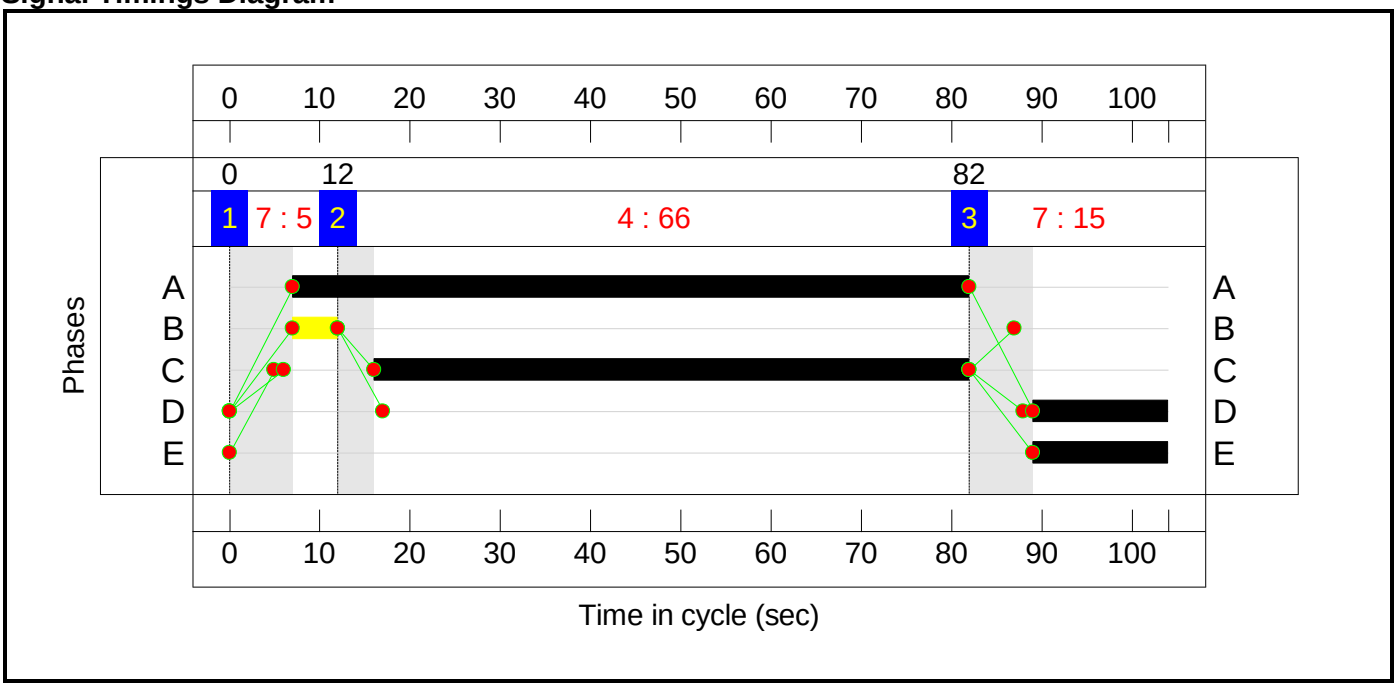
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	5	66	15
Change Point	0	12	82

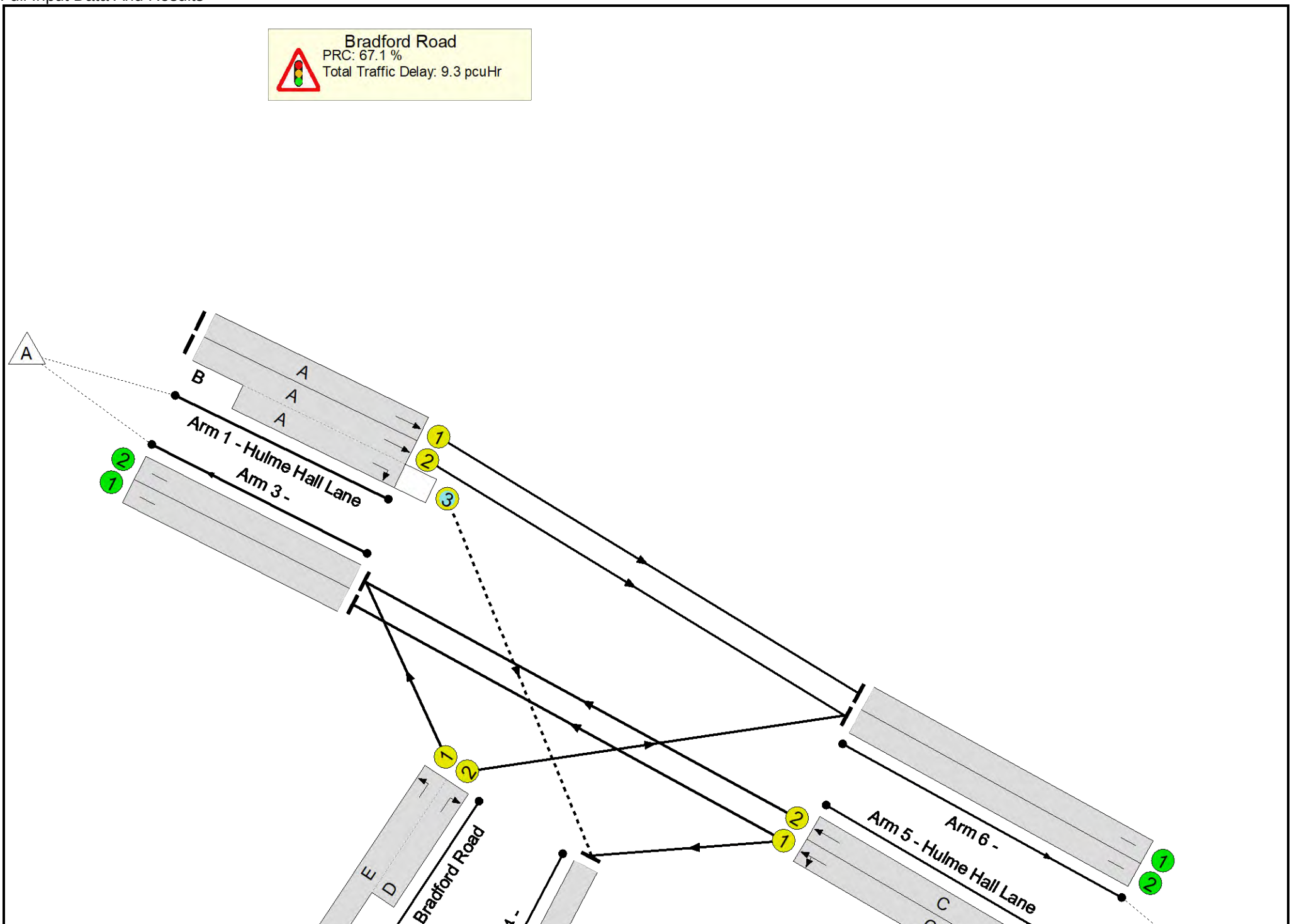
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.9%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.9%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	75	-	215	1940	1418	15.2%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	75	5	48	2080:1724	0+174	0.0 : 27.6%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	15	-	238	1800:1842	277+194	50.6 : 50.6%
3/1		U	N/A	N/A	-		-	-	-	322	1965	1965	16.4%
3/2		U	N/A	N/A	-		-	-	-	801	1965	1965	40.8%
4/1		U	N/A	N/A	-		-	-	-	368	1925	1925	19.1%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	66	-	642	1850	1192	53.9%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	66	-	661	1965	1266	52.2%
6/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	98	2115	2115	4.6%

Full Input Data And Results

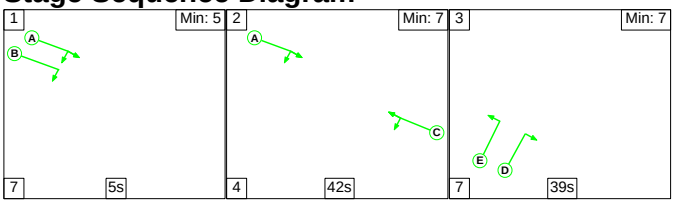
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**8**	**16**	**23**	**6.6**	**2.5**	**0.3**	**9.3**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**8**	**16**	**23**	**6.6**	**2.5**	**0.3**	**9.3**	**-**	**-**	**-**	**-**
1/1	215	215	-	-	-	0.3	0.1	-	0.3	5.7	1.9	0.1	1.9
1/2+1/3	48	48	8	16	23	0.1	0.2	0.3	0.5	37.3	0.4	0.2	0.6
2/1+2/2	238	238	-	-	-	2.6	0.5	-	3.2	47.6	3.7	0.5	4.2
3/1	322	322	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	801	801	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	368	368	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	642	642	-	-	-	1.8	0.6	-	2.4	13.3	10.0	0.6	10.6
5/2	661	661	-	-	-	1.8	0.5	-	2.4	12.9	10.1	0.5	10.6
6/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	98	98	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 67.1 Total Delay for Signalled Lanes (pcuHr): 8.74 Cycle Time (s): 104
PRC Over All Lanes (%): 67.1 Total Delay Over All Lanes(pcuHr): 9.32

Full Input Data And Results

Scenario 19: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG19: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

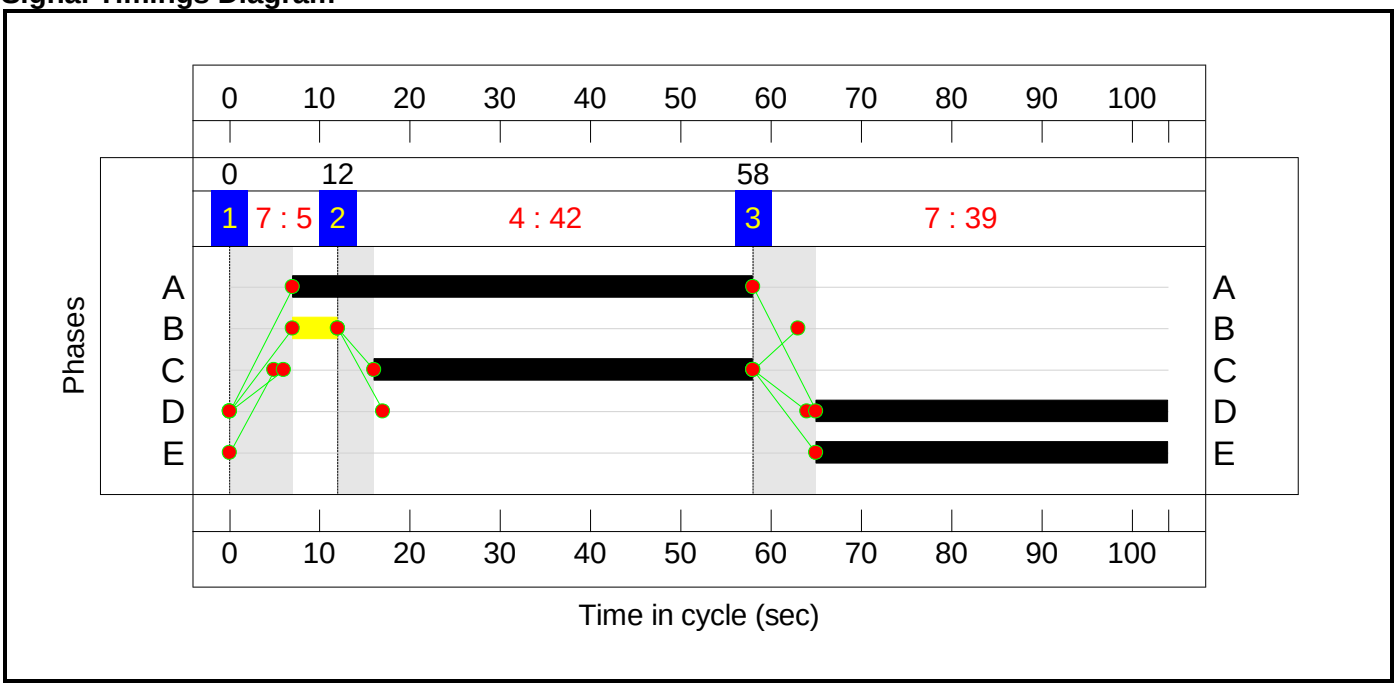
Stage Sequence Diagram



Stage Timings

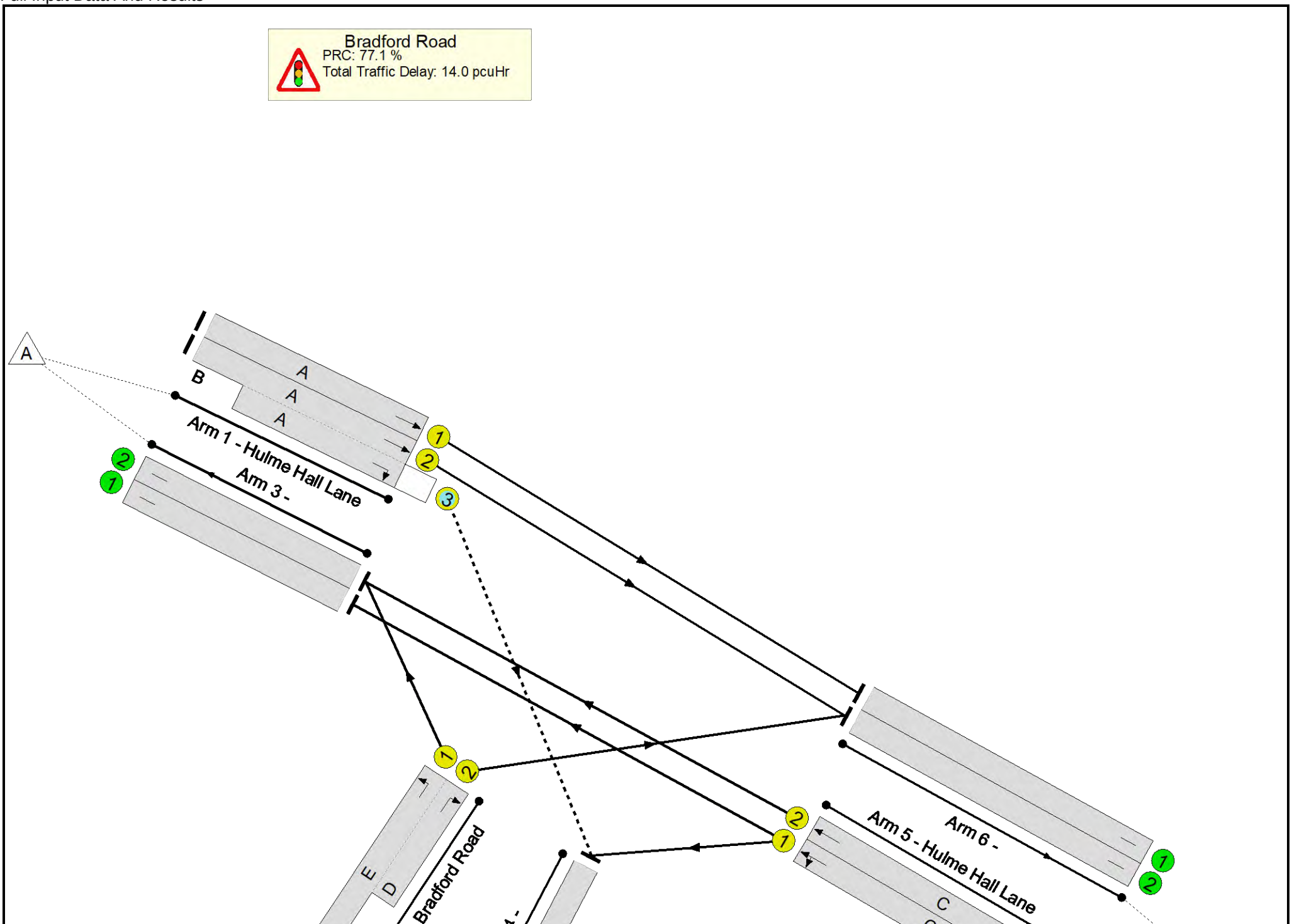
Stage	1	2	3
Duration	5	42	39
Change Point	0	12	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 77.1 %
Total Traffic Delay: 14.0 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.8%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.8%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	51	-	372	1940	970	38.4%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	51	5	443	2080:1724	804+303	37.6 : 46.5%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	39	-	430	1800:1842	277+569	50.8 : 50.8%
3/1		U	N/A	N/A	-		-	-	-	161	1965	1965	8.2%
3/2		U	N/A	N/A	-		-	-	-	551	1965	1965	28.0%
4/1		U	N/A	N/A	-		-	-	-	361	1925	1925	18.8%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	42	-	381	1833	758	50.3%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	42	-	410	1965	812	50.5%
6/1		U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	591	2115	2115	27.9%

Full Input Data And Results

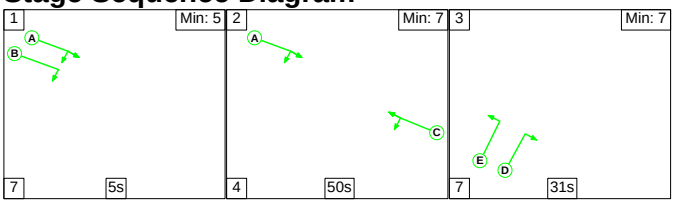
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**61**	**80**	**0**	**11.2**	**2.7**	**0.1**	**14.0**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**61**	**80**	**0**	**11.2**	**2.7**	**0.1**	**14.0**	**-**	**-**	**-**	**-**
1/1	372	372	-	-	-	1.7	0.3	-	2.0	19.1	6.6	0.3	6.9
1/2+1/3	443	443	61	80	0	1.8	0.3	0.1	2.3	18.3	5.0	0.3	5.4
2/1+2/2	430	430	-	-	-	2.7	0.5	-	3.2	27.0	6.0	0.5	6.5
3/1	161	161	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	551	551	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	361	361	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	381	381	-	-	-	2.4	0.5	-	2.9	27.3	8.1	0.5	8.7
5/2	410	410	-	-	-	2.6	0.5	-	3.1	27.1	8.8	0.5	9.3
6/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	591	591	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 77.1 Total Delay for Signalled Lanes (pcuHr): 13.44 Cycle Time (s): 104
PRC Over All Lanes (%): 77.1 Total Delay Over All Lanes(pcuHr): 13.98

Full Input Data And Results

Scenario 20: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG20: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

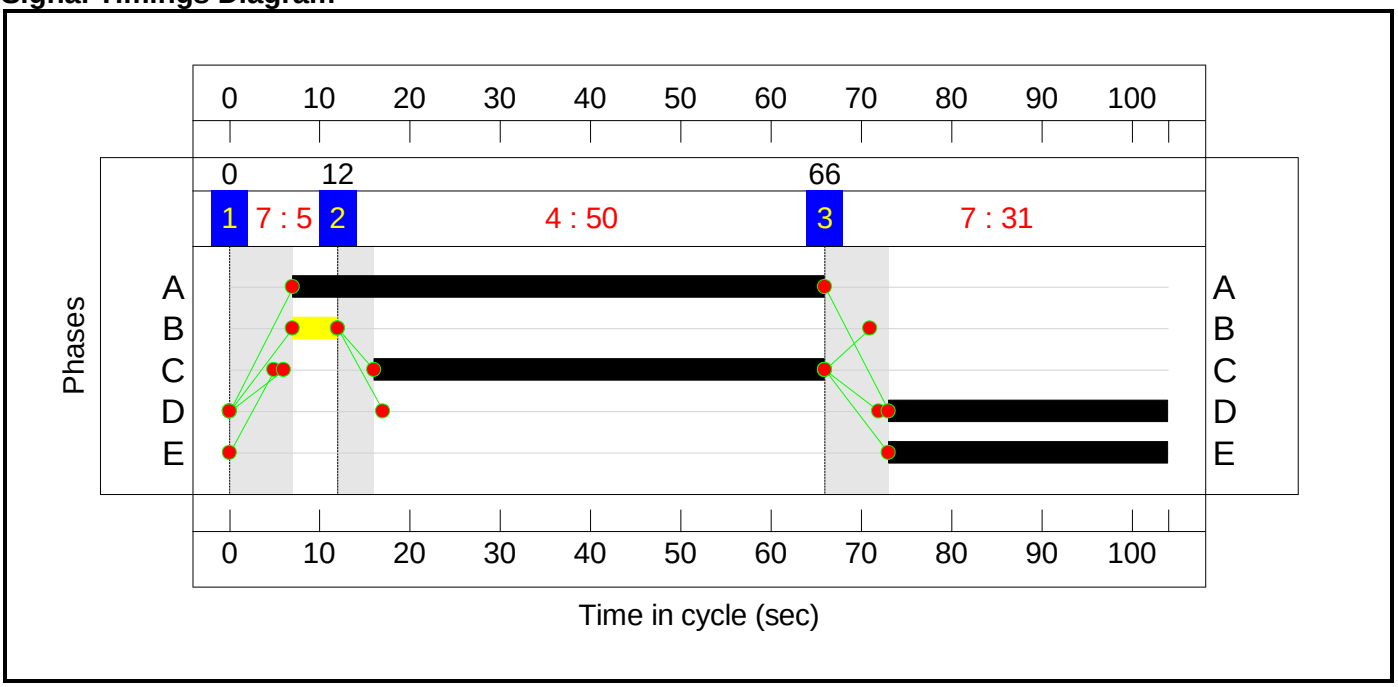
Stage Sequence Diagram



Stage Timings

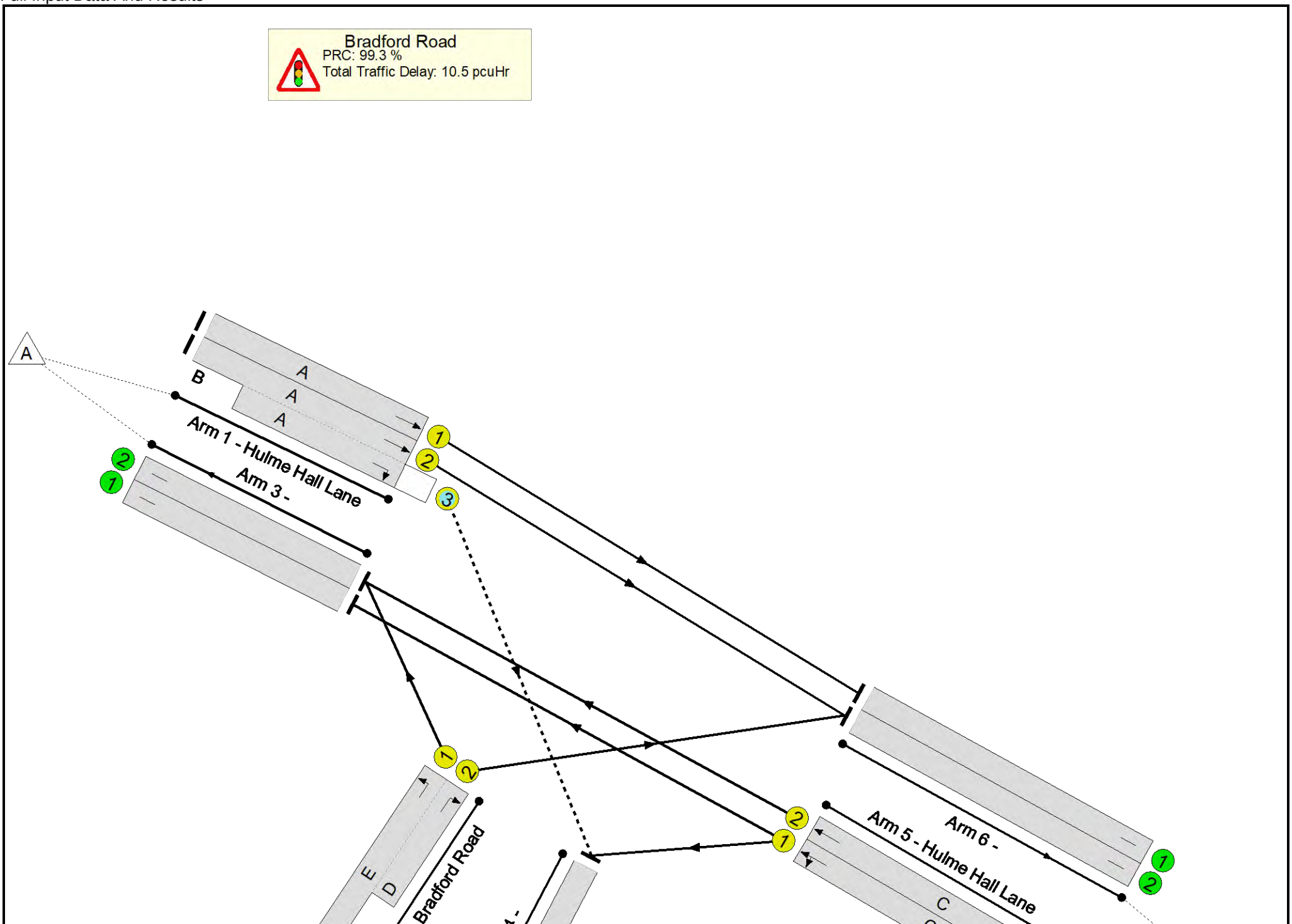
Stage	1	2	3
Duration	5	50	31
Change Point	0	12	66

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 99.3 %
Total Traffic Delay: 10.5 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.2%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.2%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	59	-	423	1940	1119	37.8%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	59	5	173	2080:1724	272+339	28.3 : 28.3%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	31	-	313	1800:1842	213+481	45.2 : 45.2%
3/1		U	N/A	N/A	-		-	-	-	199	1965	1965	10.1%
3/2		U	N/A	N/A	-		-	-	-	525	1965	1965	26.7%
4/1		U	N/A	N/A	-		-	-	-	302	1925	1925	15.7%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	50	-	405	1848	906	44.7%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	50	-	429	1965	964	44.5%
6/1		U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	294	2115	2115	13.9%

Full Input Data And Results

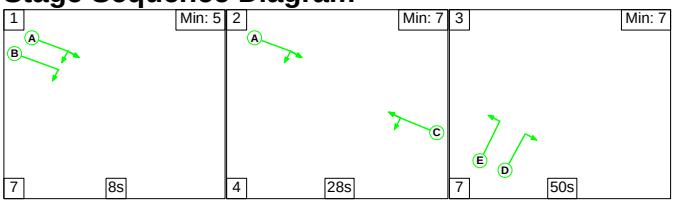
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**49**	**47**	**0**	**8.3**	**2.1**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**49**	**47**	**0**	**8.3**	**2.1**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
1/1	423	423	-	-	-	1.4	0.3	-	1.7	14.5	6.6	0.3	6.9
1/2+1/3	173	173	49	47	0	0.5	0.2	0.0	0.7	14.9	1.2	0.2	1.4
2/1+2/2	313	313	-	-	-	2.4	0.4	-	2.8	32.4	4.9	0.4	5.3
3/1	199	199	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/2	525	525	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	302	302	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	405	405	-	-	-	1.9	0.4	-	2.3	20.9	7.5	0.4	7.9
5/2	429	429	-	-	-	2.1	0.4	-	2.5	20.6	8.0	0.4	8.4
6/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	294	294	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 99.3 Total Delay for Signalled Lanes (pcuHr): 10.04 Cycle Time (s): 104
PRC Over All Lanes (%): 99.3 Total Delay Over All Lanes(pcuHr): 10.46

Full Input Data And Results

Scenario 21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

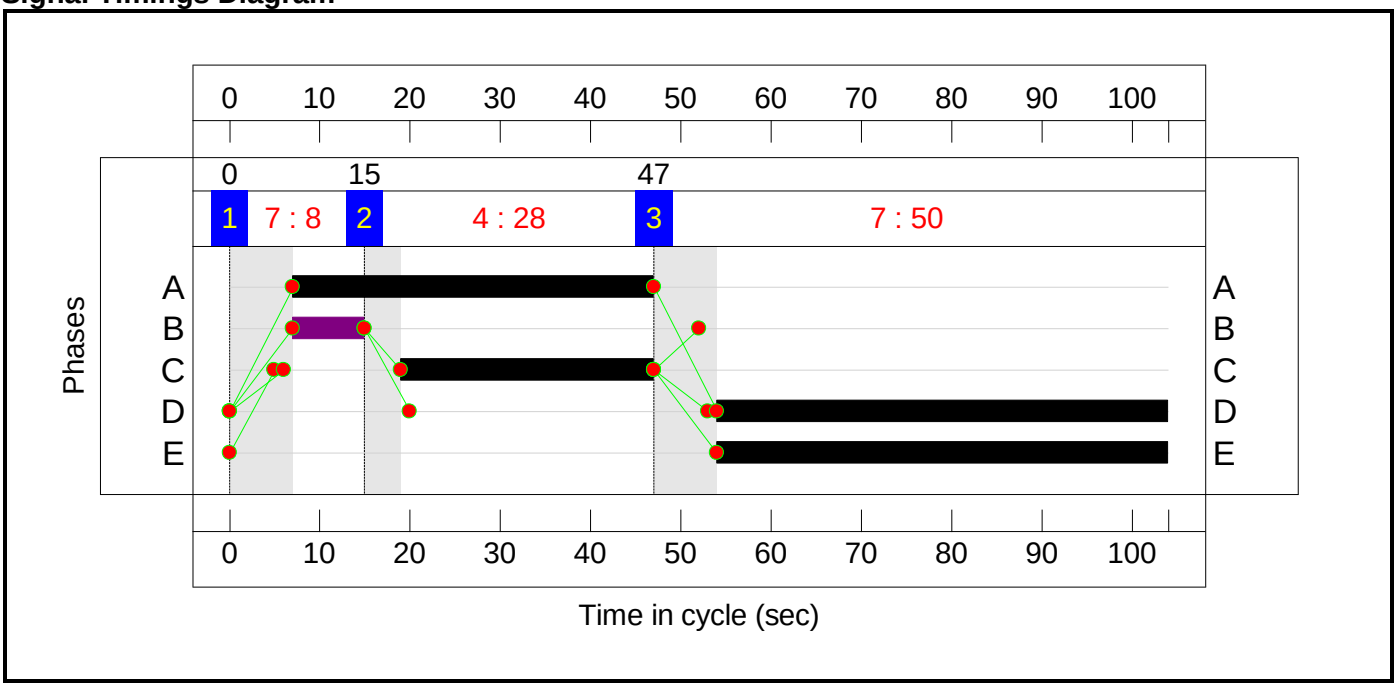
Stage Sequence Diagram



Stage Timings

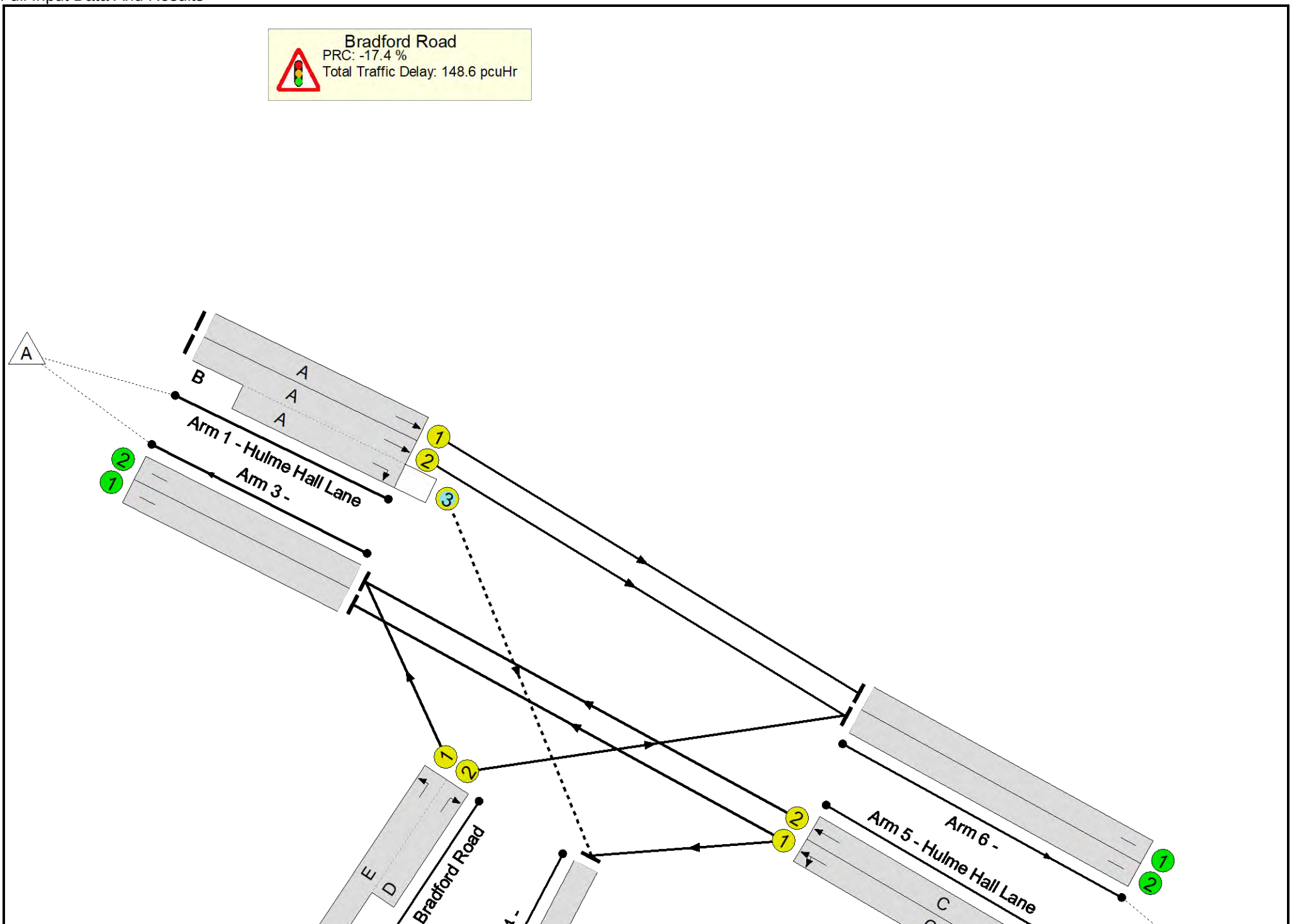
Stage	1	2	3
Duration	8	28	50
Change Point	0	15	47

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: -17.4 %
Total Traffic Delay: 148.6 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.7%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.7%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	40	-	802	1940	765	104.9%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	40	8	361	2080:1724	139+208	104.0 : 104.0%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	50	-	1136	1800:1842	413+663	105.7 : 105.7%
3/1		U	N/A	N/A	-		-	-	-	284	1965	1965	14.0%
3/2		U	N/A	N/A	-		-	-	-	1003	1965	1965	48.9%
4/1		U	N/A	N/A	-		-	-	-	468	1925	1925	23.4%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	28	-	536	1856	518	103.6%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	28	-	567	1965	548	103.5%
6/1		U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	845	2115	2115	38.2%

Full Input Data And Results

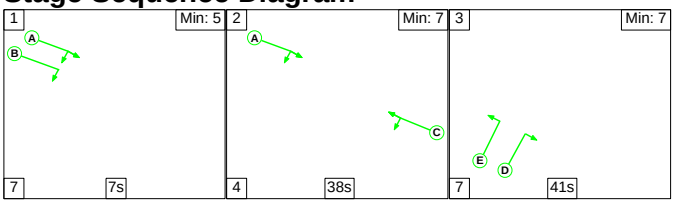
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**138**	**69**	**34.6**	**113.5**	**0.5**	**148.6**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**0**	**138**	**69**	**34.6**	**113.5**	**0.5**	**148.6**	**-**	**-**	**-**	**-**
1/1	802	765	-	-	-	8.9	26.2	-	35.1	157.6	24.2	26.2	50.5
1/2+1/3	361	353	0	138	69	2.5	13.6	0.5	16.6	165.7	4.6	13.6	18.2
2/1+2/2	1136	1075	-	-	-	10.0	37.9	-	47.9	151.7	30.7	37.9	68.5
3/1	274	274	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	961	961	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/1	451	451	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/1	536	518	-	-	-	6.5	17.1	-	23.5	158.2	16.0	17.1	33.1
5/2	567	548	-	-	-	6.8	17.6	-	24.4	155.0	16.9	17.6	34.5
6/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	808	808	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): -17.4 Total Delay for Signalled Lanes (pcuHr): 147.57 Cycle Time (s): 104
PRC Over All Lanes (%): -17.4 Total Delay Over All Lanes(pcuHr): 148.59

Full Input Data And Results

Scenario 22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

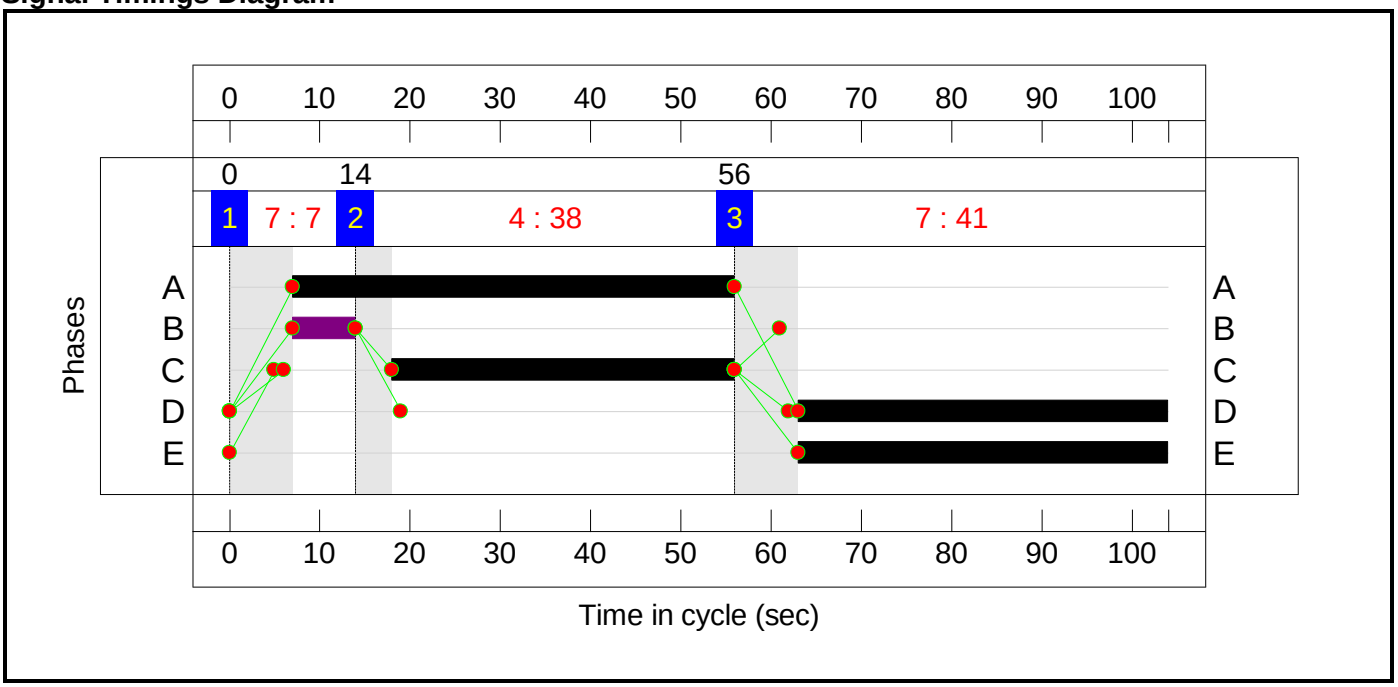
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	7	38	41
Change Point	0	14	56

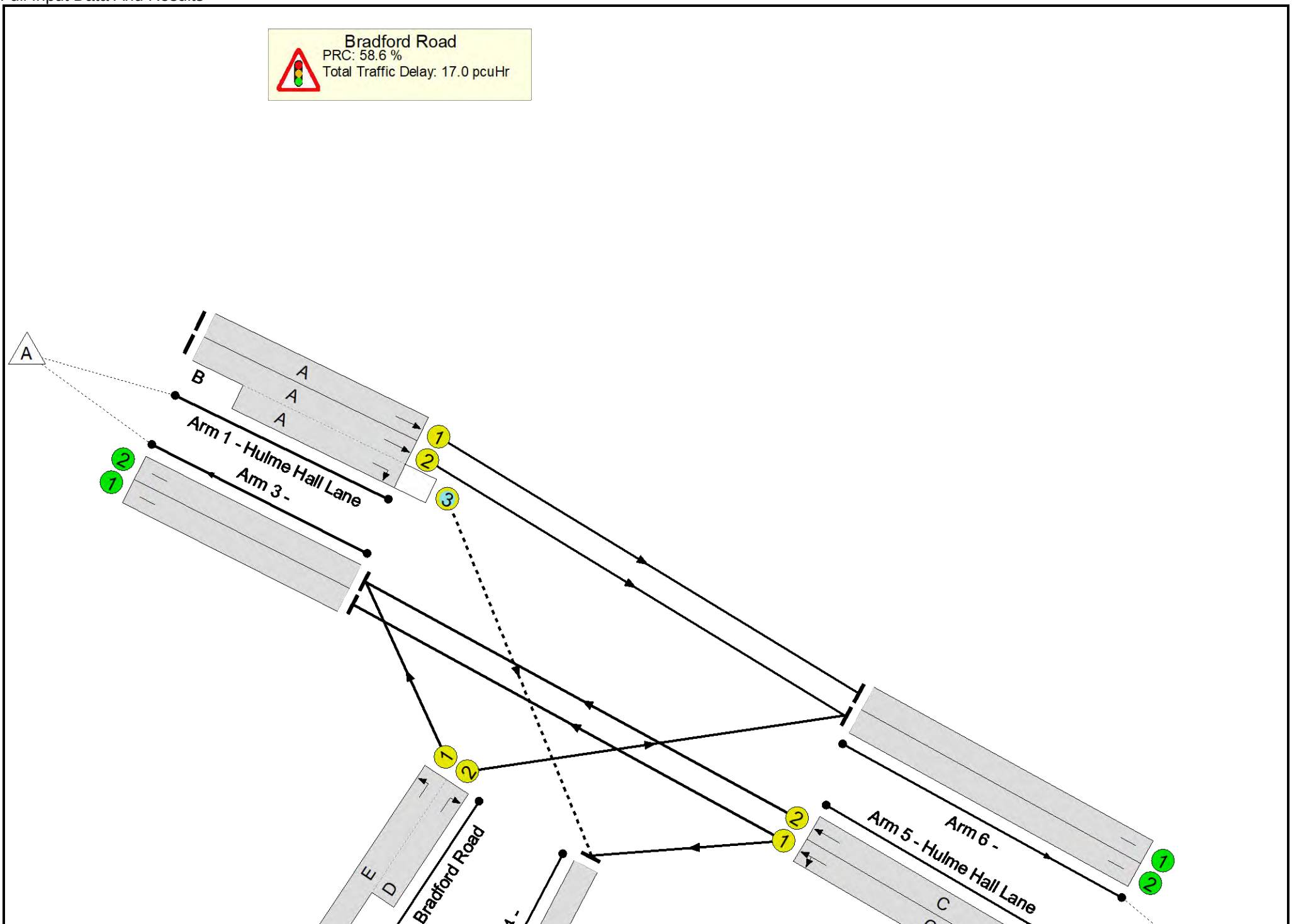
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.8%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.8%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	49	-	468	1940	933	50.2%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	49	7	598	2080:1724	790+323	52.9 : 55.8%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	41	-	516	1800:1842	338+571	56.8 : 56.8%
3/1		U	N/A	N/A	-		-	-	-	202	1965	1965	10.3%
3/2		U	N/A	N/A	-		-	-	-	569	1965	1965	29.0%
4/1		U	N/A	N/A	-		-	-	-	336	1925	1925	17.5%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	38	-	358	1863	699	51.2%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	38	-	377	1965	737	51.2%
6/1		U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	742	2115	2115	35.1%

Full Input Data And Results

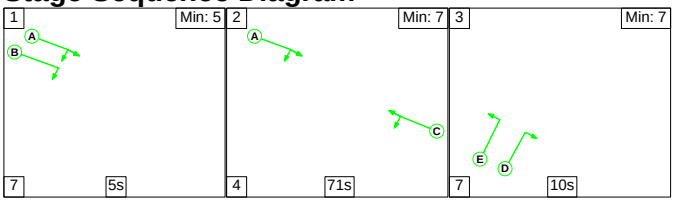
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**71**	**109**	**0**	**13.5**	**3.4**	**0.1**	**17.0**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**71**	**109**	**0**	**13.5**	**3.4**	**0.1**	**17.0**	**-**	**-**	**-**	**-**
1/1	468	468	-	-	-	2.4	0.5	-	2.9	22.3	9.2	0.5	9.7
1/2+1/3	598	598	71	109	0	2.8	0.6	0.1	3.5	21.2	7.8	0.6	8.4
2/1+2/2	516	516	-	-	-	3.1	0.7	-	3.8	26.3	6.8	0.7	7.4
3/1	202	202	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/2	569	569	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	336	336	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	358	358	-	-	-	2.5	0.5	-	3.0	30.4	8.0	0.5	8.5
5/2	377	377	-	-	-	2.6	0.5	-	3.2	30.1	8.4	0.5	8.9
6/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	742	742	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): 58.6 Total Delay for Signalled Lanes (pcuHr): 16.39 Cycle Time (s): 104
PRC Over All Lanes (%): 58.6 Total Delay Over All Lanes(pcuHr): 17.03

Full Input Data And Results

Scenario 23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

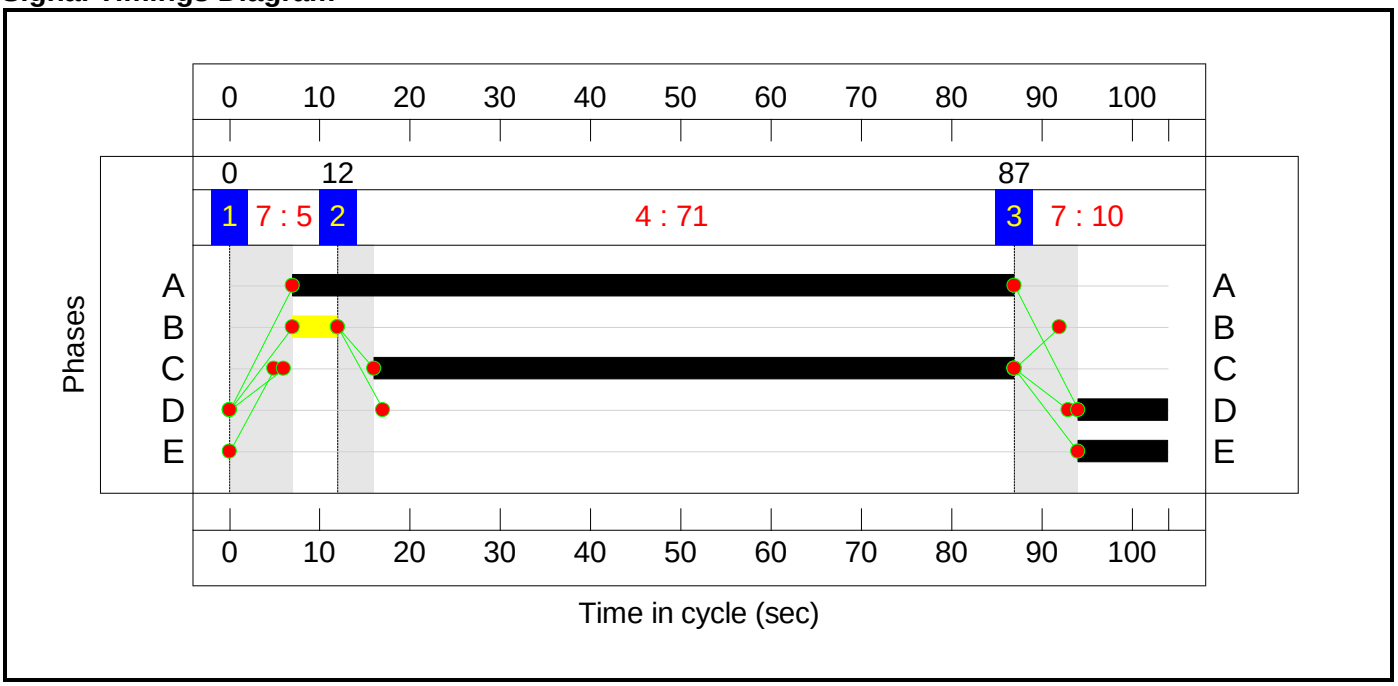
Stage Sequence Diagram



Stage Timings

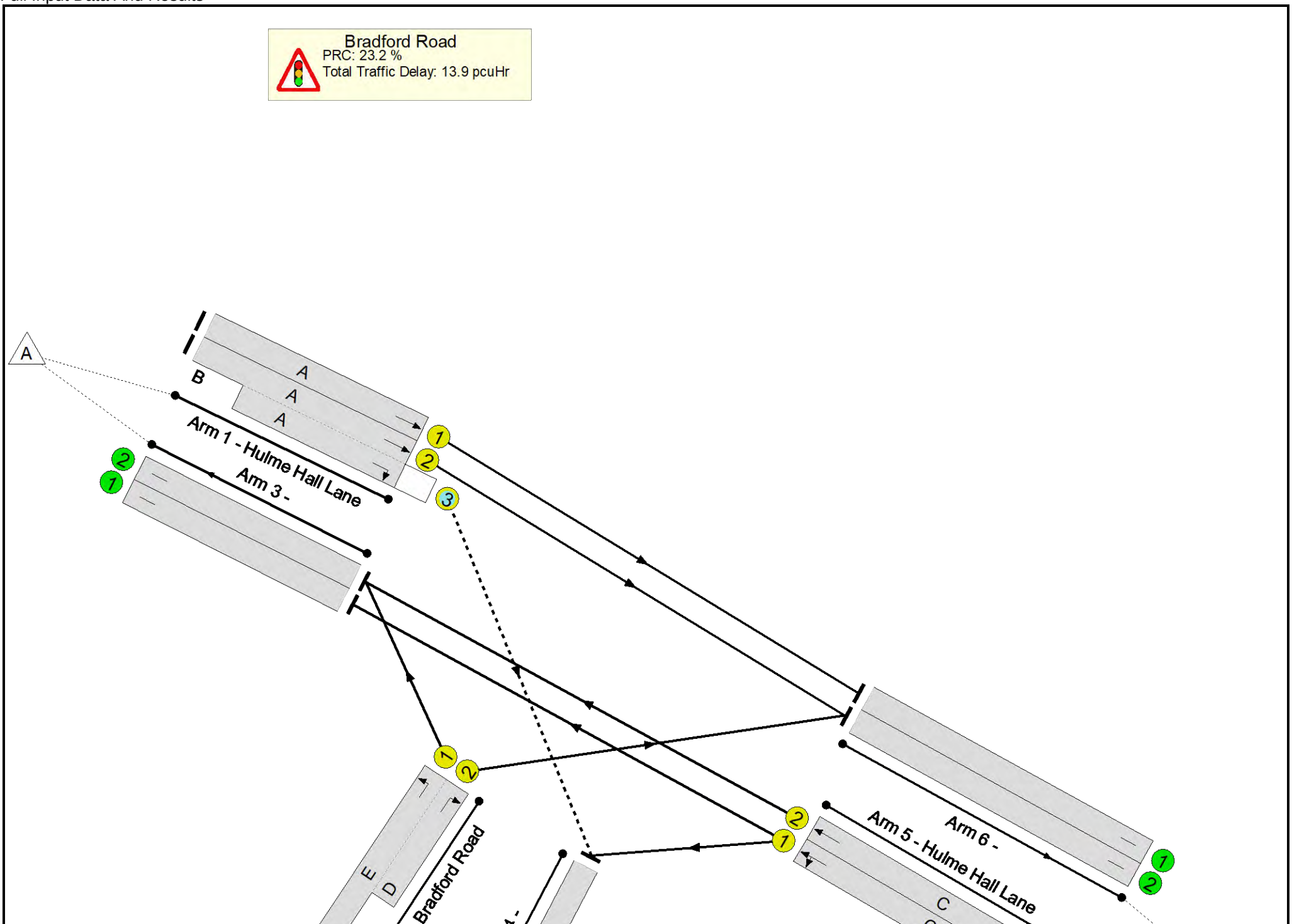
Stage	1	2	3
Duration	5	71	10
Change Point	0	12	87

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 23.2 %
Total Traffic Delay: 13.9 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 6 -
Arm 5 - Hulme Hall Lane
C
E
D
Bradford Road

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.0%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.0%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	80	-	222	1940	1511	14.7%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	80	5	54	2080:1724	0+166	0.0 : 32.5%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	10	-	255	1800:1842	190+195	66.7 : 65.7%
3/1		U	N/A	N/A	-		-	-	-	474	1965	1965	24.1%
3/2		U	N/A	N/A	-		-	-	-	1096	1965	1965	55.8%
4/1		U	N/A	N/A	-		-	-	-	516	1925	1925	26.8%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	71	-	936	1851	1281	73.0%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	71	-	969	1965	1360	71.2%
6/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	128	2115	2115	6.1%

Full Input Data And Results

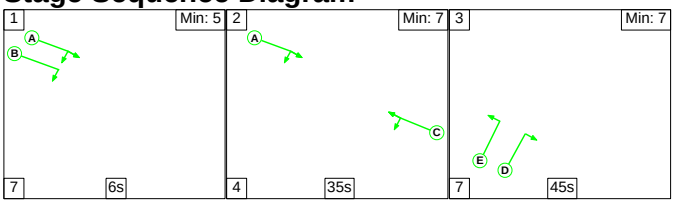
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**16**	**38**	**8.6**	**4.9**	**0.4**	**13.9**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**0**	**16**	**38**	**8.6**	**4.9**	**0.4**	**13.9**	**-**	**-**	**-**	**-**
1/1	222	222	-	-	-	0.2	0.1	-	0.3	4.3	1.5	0.1	1.6
1/2+1/3	54	54	0	16	38	0.0	0.2	0.4	0.7	46.0	0.3	0.2	0.6
2/1+2/2	255	255	-	-	-	3.2	1.0	-	4.1	58.3	3.5	1.0	4.5
3/1	474	474	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	1096	1096	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
4/1	516	516	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	936	936	-	-	-	2.6	1.3	-	3.9	15.1	16.6	1.3	18.0
5/2	969	969	-	-	-	2.6	1.2	-	3.8	14.3	17.0	1.2	18.2
6/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	128	128	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 23.2 Total Delay for Signalled Lanes (pcuHr): 12.86 Cycle Time (s): 104
PRC Over All Lanes (%): 23.2 Total Delay Over All Lanes(pcuHr): 13.87

Full Input Data And Results

Scenario 24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

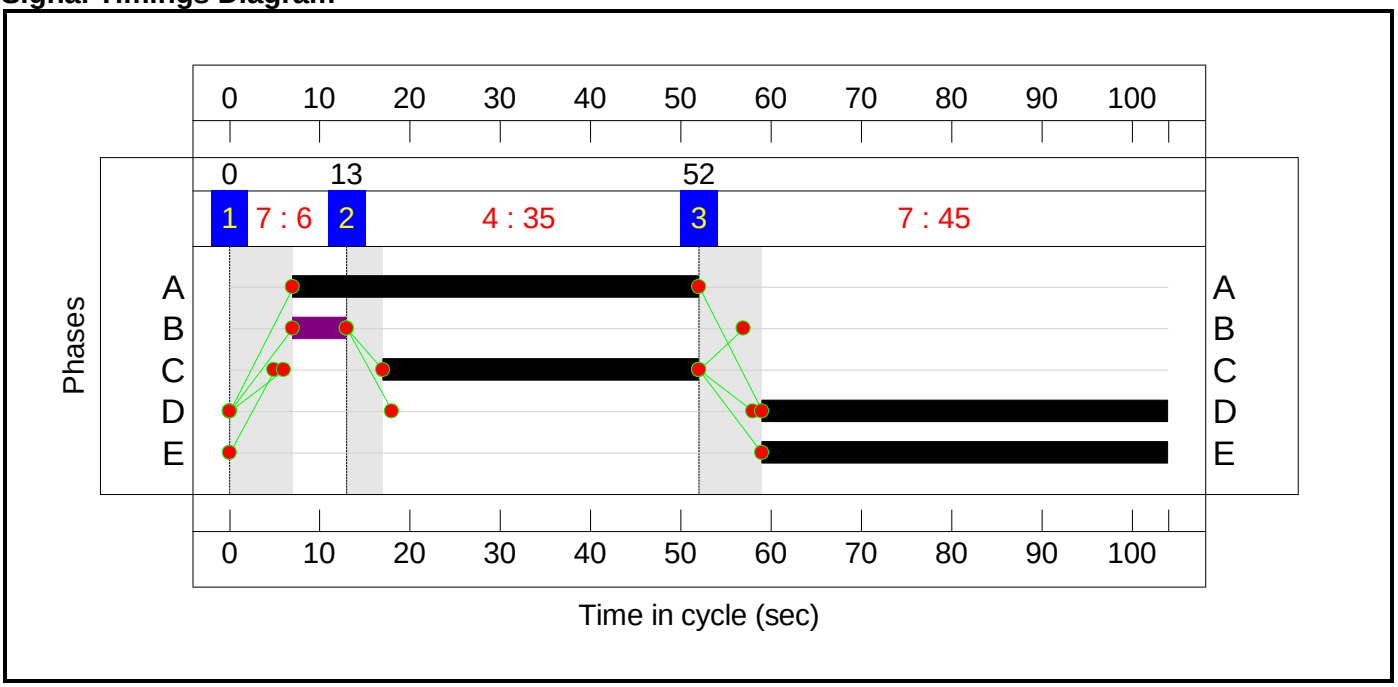
Stage Sequence Diagram



Stage Timings

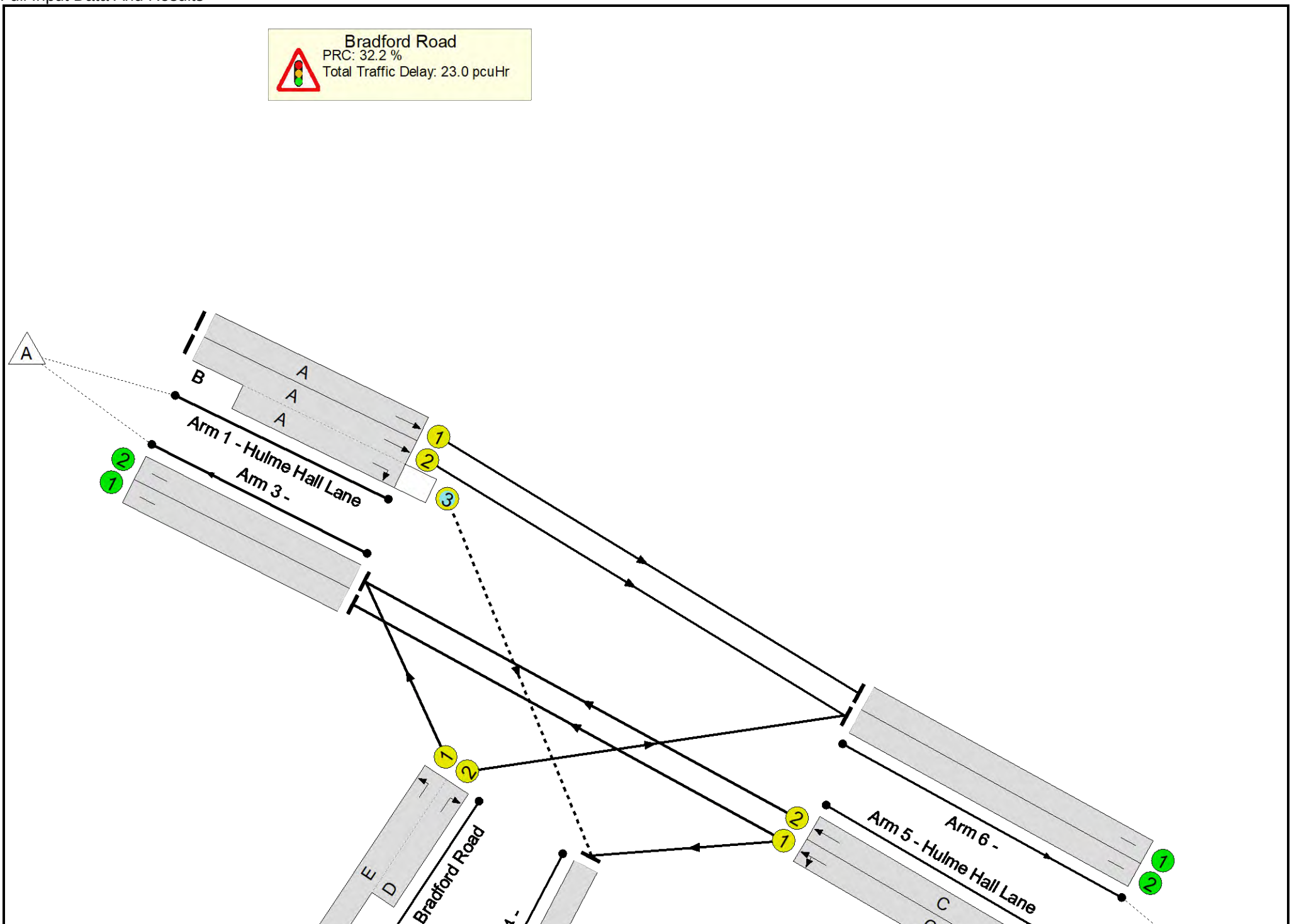
Stage	1	2	3
Duration	6	35	45
Change Point	0	13	52

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 32.2 %
Total Traffic Delay: 23.0 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.1%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.1%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	45	-	499	1940	858	58.2%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	45	6	614	2080:1724	766+238	59.7 : 65.9%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	45	-	666	1800:1842	374+611	67.6 : 67.6%
3/1		U	N/A	N/A	-		-	-	-	176	1965	1965	9.0%
3/2		U	N/A	N/A	-		-	-	-	716	1965	1965	36.4%
4/1		U	N/A	N/A	-		-	-	-	410	1925	1925	21.3%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	35	-	429	1830	633	67.7%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	35	-	463	1965	680	68.1%
6/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	870	2115	2115	41.1%

Full Input Data And Results

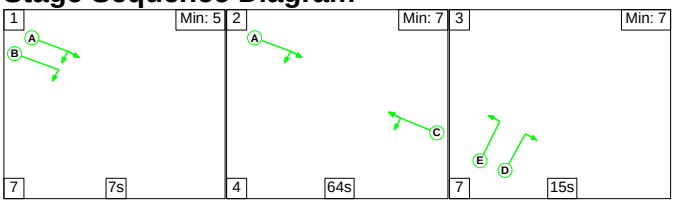
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**57**	**100**	**0**	**17.4**	**5.4**	**0.2**	**23.0**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**57**	**100**	**0**	**17.4**	**5.4**	**0.2**	**23.0**	**-**	**-**	**-**	**-**
1/1	499	499	-	-	-	3.0	0.7	-	3.7	26.8	10.8	0.7	11.5
1/2+1/3	614	614	57	100	0	3.4	0.8	0.2	4.4	25.7	9.4	0.8	10.2
2/1+2/2	666	666	-	-	-	3.7	1.0	-	4.8	25.8	9.3	1.0	10.3
3/1	176	176	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	716	716	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/1	410	410	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	429	429	-	-	-	3.5	1.0	-	4.5	37.8	10.5	1.0	11.5
5/2	463	463	-	-	-	3.7	1.1	-	4.8	37.3	11.3	1.1	12.4
6/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	870	870	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): 32.2 Total Delay for Signalled Lanes (pcuHr): 22.15 Cycle Time (s): 104
PRC Over All Lanes (%): 32.2 Total Delay Over All Lanes(pcuHr): 22.97

Full Input Data And Results

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

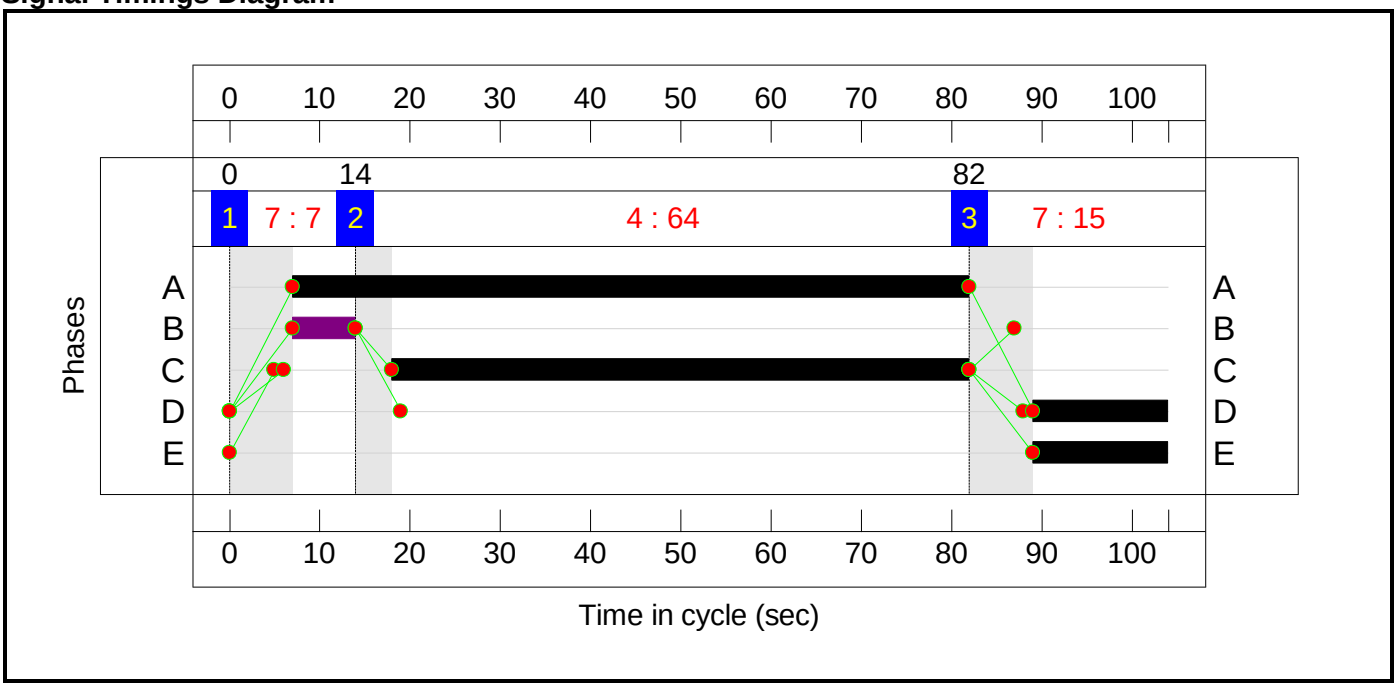
Stage Sequence Diagram



Stage Timings

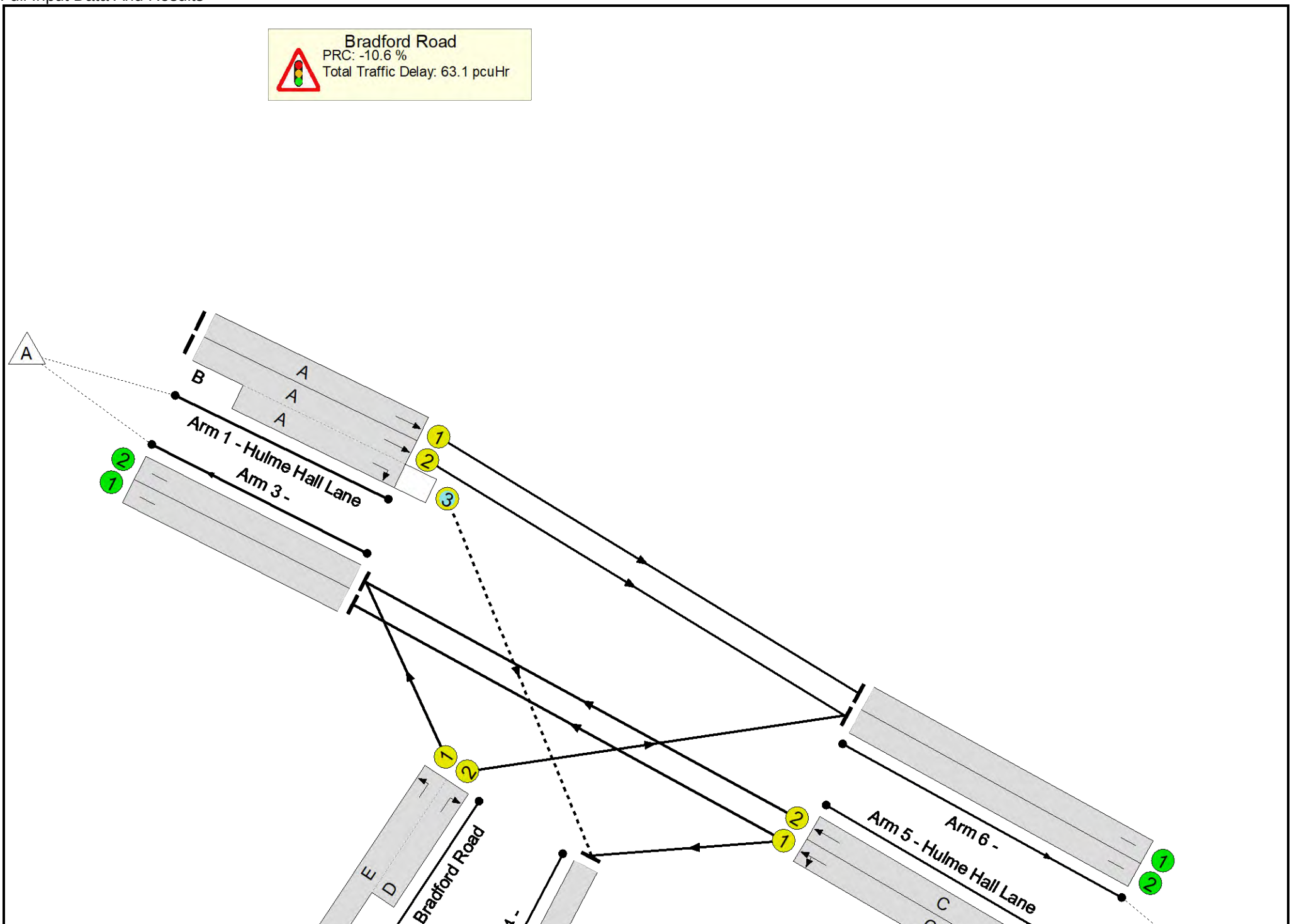
Stage	1	2	3
Duration	7	64	15
Change Point	0	14	82

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: -10.6 %
Total Traffic Delay: 63.1 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
C
E
D
Bradford Road

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.6%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.6%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	75	-	639	1940	1418	45.1%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	75	7	180	2080:1724	0+194	0.0 : 92.9%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	15	-	488	1800:1842	207+283	99.6 : 99.6%
3/1		U	N/A	N/A	-		-	-	-	582	1965	1965	29.6%
3/2		U	N/A	N/A	-		-	-	-	1411	1965	1965	71.8%
4/1		U	N/A	N/A	-		-	-	-	736	1925	1925	38.2%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	64	-	1138	1852	1157	98.3%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	64	-	1205	1965	1228	98.1%
6/1		U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	282	2115	2115	13.3%

Full Input Data And Results

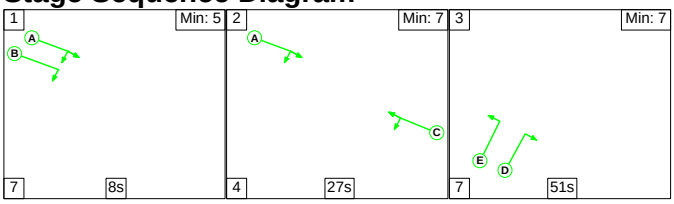
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**111**	**69**	**20.0**	**42.1**	**1.0**	**63.1**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**0**	**111**	**69**	**20.0**	**42.1**	**1.0**	**63.1**	**-**	**-**	**-**	**-**
1/1	639	639	-	-	-	1.0	0.4	-	1.4	7.9	7.3	0.4	7.7
1/2+1/3	180	180	0	111	69	0.8	4.1	1.0	5.9	117.6	3.1	4.1	7.1
2/1+2/2	488	488	-	-	-	5.9	10.5	-	16.4	120.9	8.3	10.5	18.9
3/1	582	582	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	1411	1411	-	-	-	0.0	1.3	-	1.3	3.2	13.6	1.3	14.9
4/1	736	736	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
5/1	1138	1138	-	-	-	6.0	12.7	-	18.7	59.1	31.9	12.7	44.6
5/2	1205	1205	-	-	-	6.3	12.5	-	18.8	56.3	33.5	12.5	46.0
6/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	282	282	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): -10.6 Total Delay for Signalled Lanes (pcuHr): 61.20 Cycle Time (s): 104
PRC Over All Lanes (%): -10.6 Total Delay Over All Lanes(pcuHr): 63.06

Full Input Data And Results

Scenario 26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

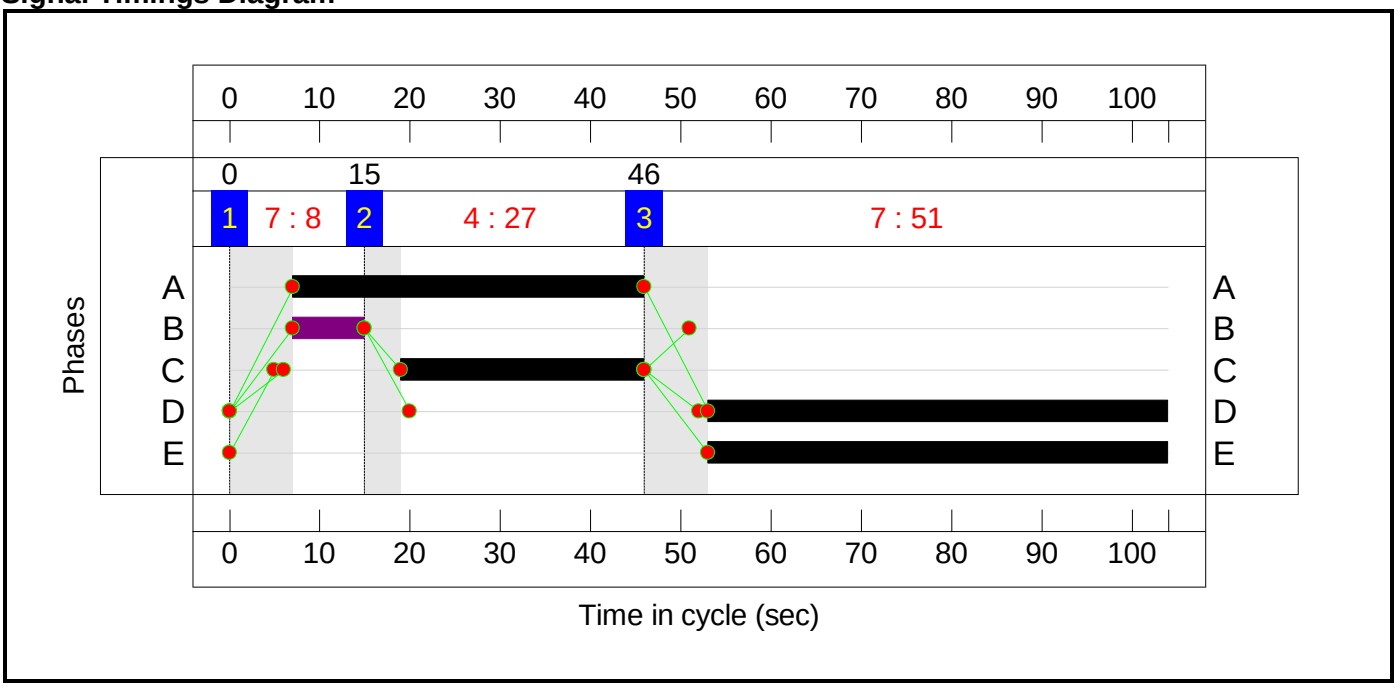
Stage Sequence Diagram



Stage Timings

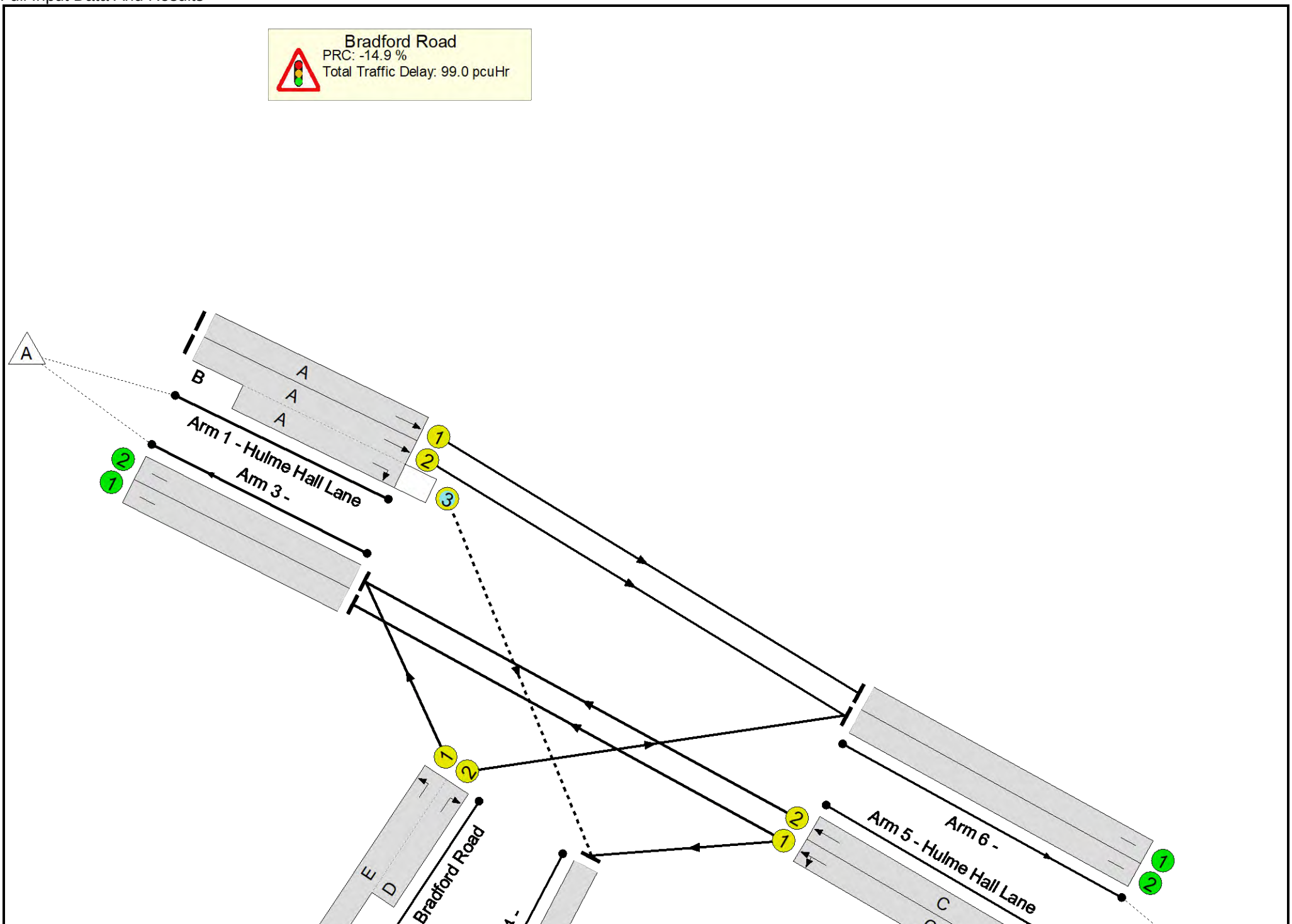
Stage	1	2	3
Duration	8	27	51
Change Point	0	15	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: -14.9 %
Total Traffic Delay: 99.0 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.4%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.4%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	39	-	732	1940	746	98.1%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	39	8	466	2080:1724	274+208	96.8 : 96.8%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	51	-	1121	1800:1842	402+682	103.4 : 103.4%
3/1		U	N/A	N/A	-		-	-	-	294	1965	1965	15.0%
3/2		U	N/A	N/A	-		-	-	-	945	1965	1965	47.4%
4/1		U	N/A	N/A	-		-	-	-	409	1925	1925	21.2%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	27	-	502	1868	503	99.8%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	27	-	529	1965	529	100.0%
6/1		U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	970	2115	2115	44.8%

Full Input Data And Results

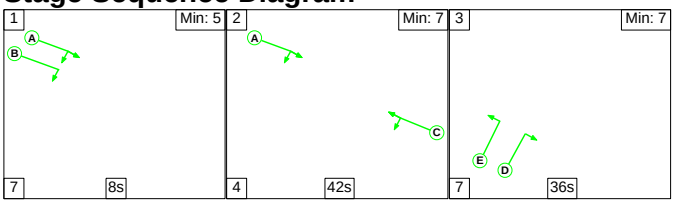
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**138**	**63**	**28.6**	**70.0**	**0.4**	**99.0**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**0**	**138**	**63**	**28.6**	**70.0**	**0.4**	**99.0**	**-**	**-**	**-**	**-**
1/1	732	732	-	-	-	6.4	10.4	-	16.9	83.0	20.7	10.4	31.2
1/2+1/3	466	466	0	138	63	2.9	7.6	0.4	10.9	84.1	5.4	7.6	13.0
2/1+2/2	1121	1084	-	-	-	8.4	28.4	-	36.8	118.1	29.3	28.4	57.7
3/1	294	294	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	931	931	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
4/1	409	409	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	502	502	-	-	-	5.3	11.0	-	16.3	116.7	14.4	11.0	25.3
5/2	529	529	-	-	-	5.6	11.5	-	17.1	116.2	15.1	11.5	26.6
6/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	947	947	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): -14.9 Total Delay for Signalled Lanes (pcuHr): 97.88 Cycle Time (s): 104
PRC Over All Lanes (%): -14.9 Total Delay Over All Lanes(pcuHr): 98.96

Full Input Data And Results

Scenario 27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

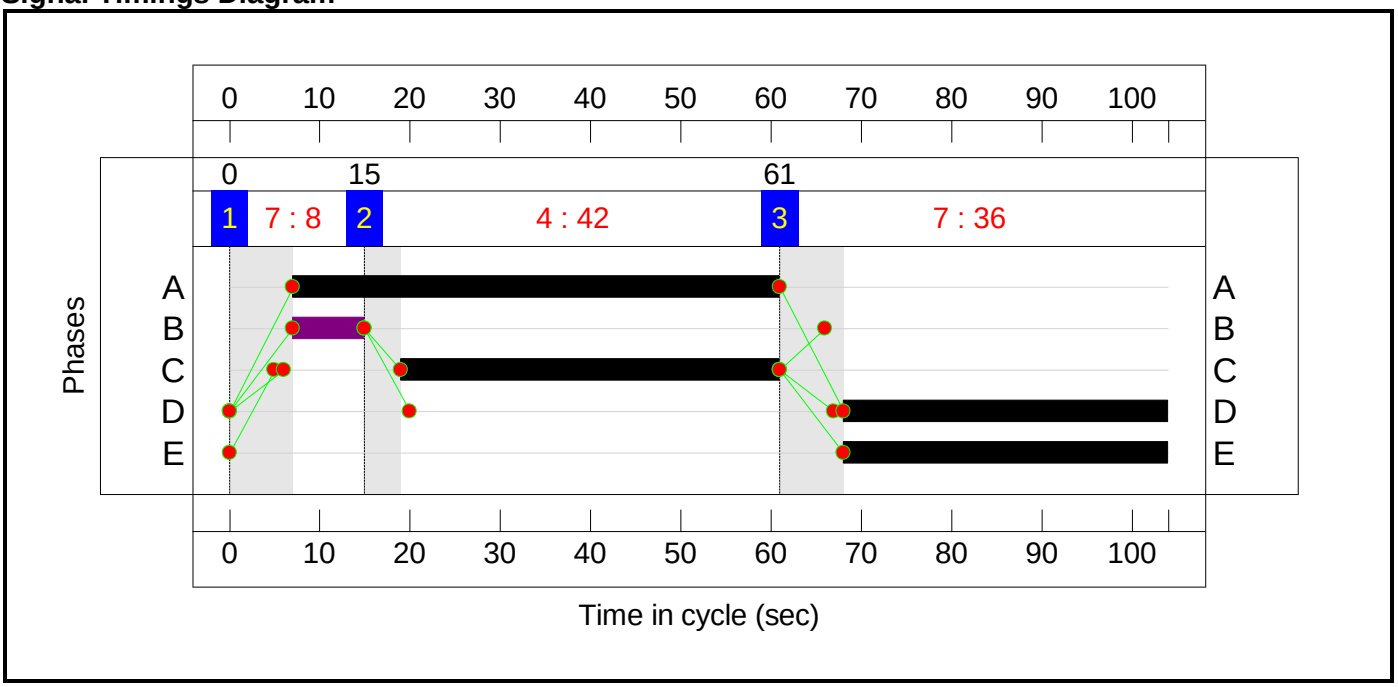
Stage Sequence Diagram



Stage Timings

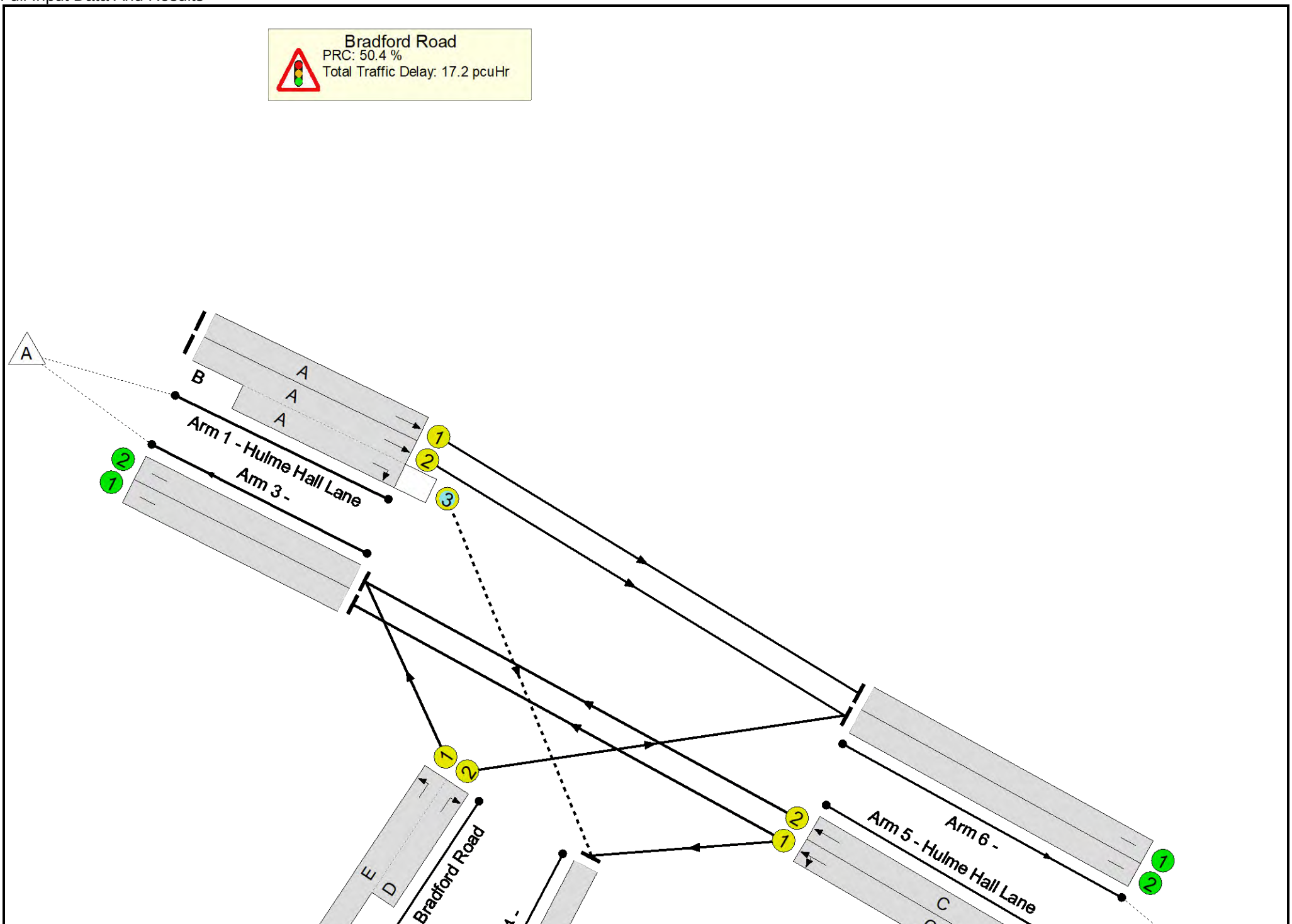
Stage	1	2	3
Duration	8	42	36
Change Point	0	15	61

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 50.4 %
Total Traffic Delay: 17.2 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 6 -
Arm 5 - Hulme Hall Lane
Bradford Road
E
D
C
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.8%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.8%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	54	-	569	1940	1026	55.5%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	54	8	725	2080:1724	857+367	59.2 : 59.2%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	36	-	479	1800:1842	272+528	59.8 : 59.8%
3/1		U	N/A	N/A	-		-	-	-	155	1965	1965	7.9%
3/2		U	N/A	N/A	-		-	-	-	544	1965	1965	27.7%
4/1		U	N/A	N/A	-		-	-	-	417	1925	1925	21.7%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	42	-	355	1836	759	46.8%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	42	-	381	1965	812	46.9%
6/1		U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	824	2115	2115	39.0%

Full Input Data And Results

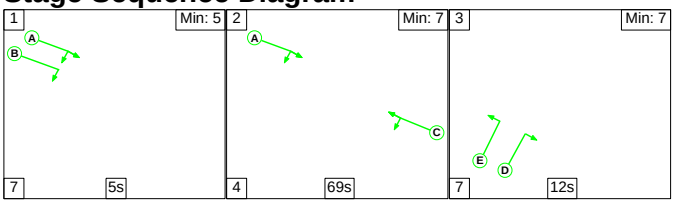
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**94**	**123**	**0**	**13.4**	**3.7**	**0.2**	**17.2**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**94**	**123**	**0**	**13.4**	**3.7**	**0.2**	**17.2**	**-**	**-**	**-**	**-**
1/1	569	569	-	-	-	2.6	0.6	-	3.2	20.3	10.9	0.6	11.5
1/2+1/3	725	725	94	123	0	3.0	0.7	0.2	3.8	19.0	9.0	0.7	9.8
2/1+2/2	479	479	-	-	-	3.4	0.7	-	4.1	30.8	7.0	0.7	7.8
3/1	155	155	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	544	544	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	417	417	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	355	355	-	-	-	2.2	0.4	-	2.6	26.6	7.4	0.4	7.8
5/2	381	381	-	-	-	2.3	0.4	-	2.8	26.4	7.9	0.4	8.4
6/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	824	824	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): 50.4 Total Delay for Signalled Lanes (pcuHr): 16.55 Cycle Time (s): 104
PRC Over All Lanes (%): 50.4 Total Delay Over All Lanes(pcuHr): 17.24

Full Input Data And Results

Scenario 28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

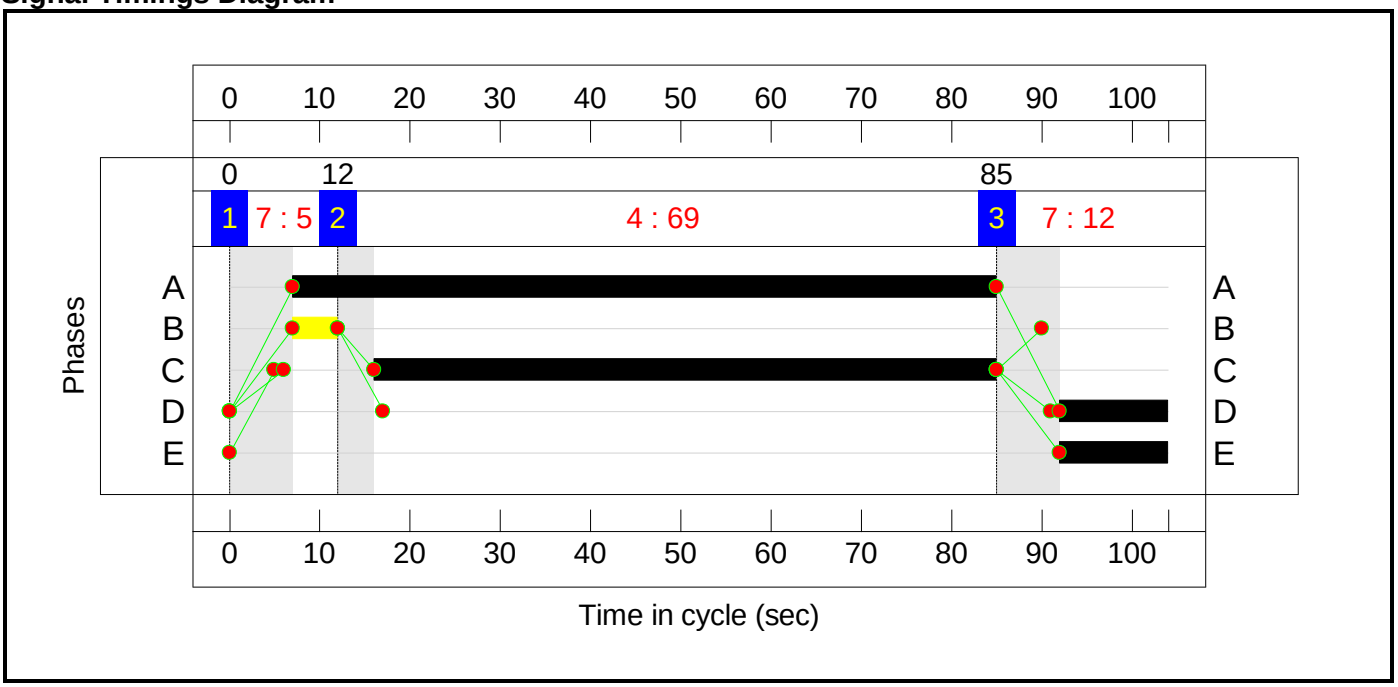
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	5	69	12
Change Point	0	12	85

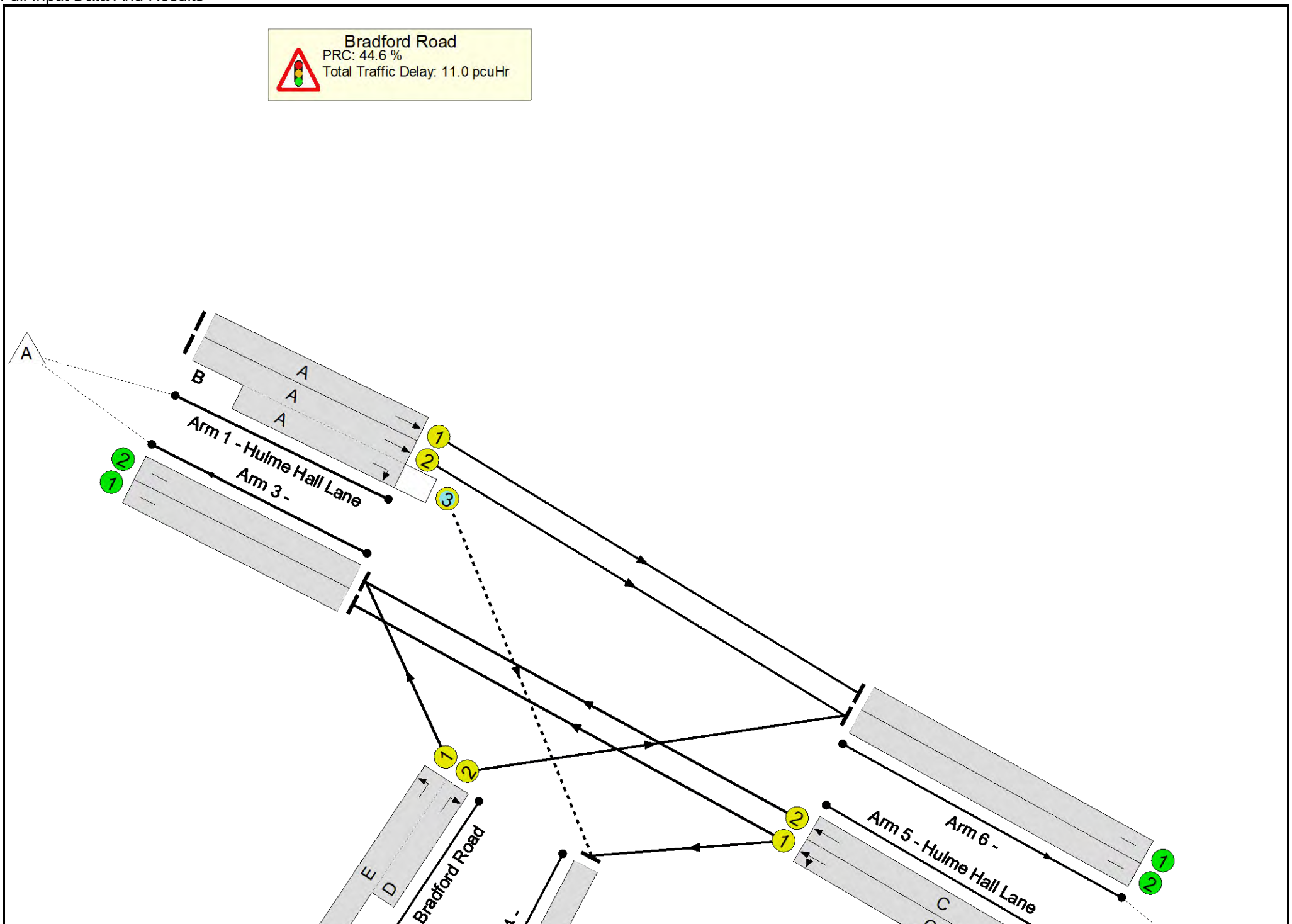
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.2%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.2%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	78	-	215	1940	1474	14.6%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	78	5	48	2080:1724	0+166	0.0 : 28.9%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	12	-	237	1800:1842	225+156	62.2 : 62.2%
3/1		U	N/A	N/A	-		-	-	-	389	1965	1965	19.8%
3/2		U	N/A	N/A	-		-	-	-	938	1965	1965	47.7%
4/1		U	N/A	N/A	-		-	-	-	434	1925	1925	22.5%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	69	-	775	1850	1245	62.2%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	69	-	798	1965	1323	60.3%
6/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	97	2115	2115	4.6%

Full Input Data And Results

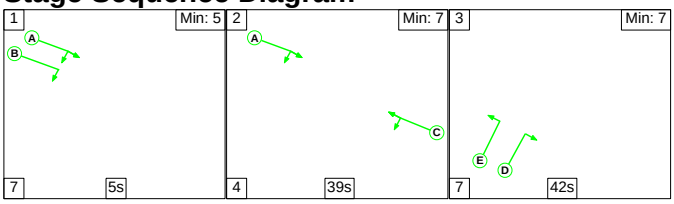
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**15**	**33**	**7.2**	**3.4**	**0.3**	**11.0**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**0**	**15**	**33**	**7.2**	**3.4**	**0.3**	**11.0**	**-**	**-**	**-**	**-**
1/1	215	215	-	-	-	0.2	0.1	-	0.3	4.8	1.7	0.1	1.8
1/2+1/3	48	48	0	15	33	0.0	0.2	0.3	0.6	44.1	0.3	0.2	0.5
2/1+2/2	237	237	-	-	-	2.8	0.8	-	3.6	55.1	3.8	0.8	4.6
3/1	389	389	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	938	938	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/1	434	434	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	775	775	-	-	-	2.1	0.8	-	2.9	13.4	12.5	0.8	13.3
5/2	798	798	-	-	-	2.1	0.8	-	2.8	12.8	12.6	0.8	13.4
6/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	97	97	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 44.6 Total Delay for Signalled Lanes (pcuHr): 10.22 Cycle Time (s): 104
PRC Over All Lanes (%): 44.6 Total Delay Over All Lanes(pcuHr): 10.96

Full Input Data And Results

Scenario 29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

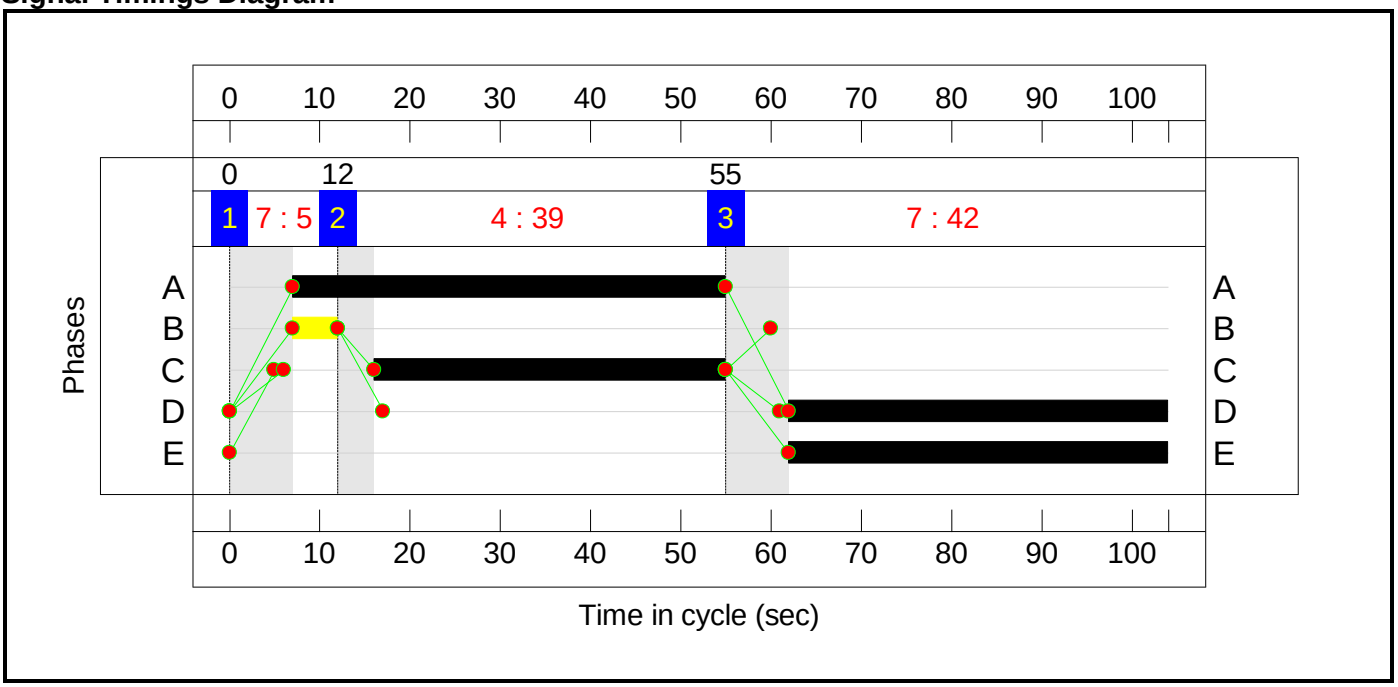
Stage Sequence Diagram



Stage Timings

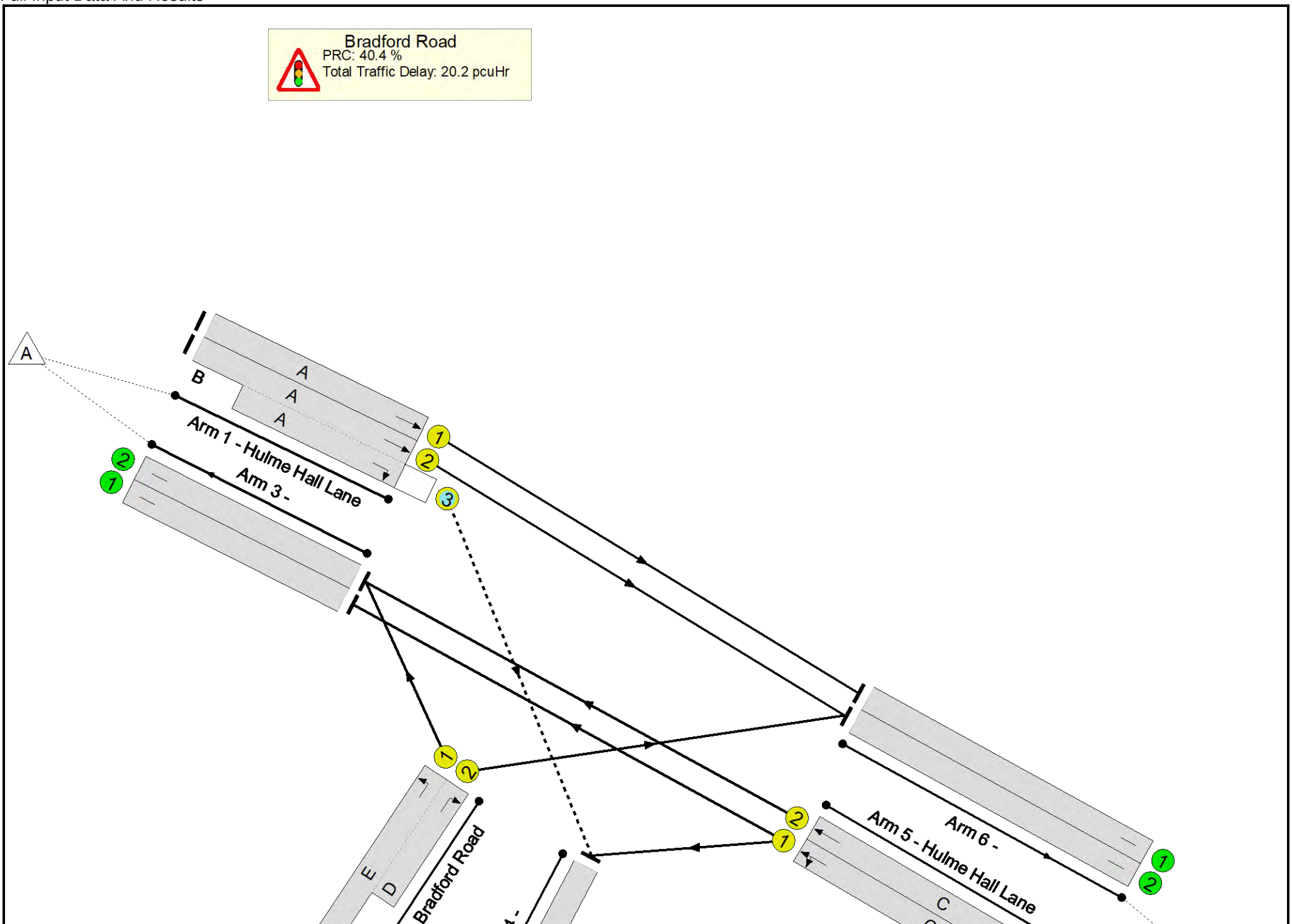
Stage	1	2	3
Duration	5	39	42
Change Point	0	12	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Bradford Road
PRC: 40.4 %
Total Traffic Delay: 20.2 pcuHr
A
B
A
A
A
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Hulme Hall Lane
Arm 6 -
Bradford Road
E
D
C

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.1%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.1%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	48	-	566	1940	914	61.9%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	48	5	675	2080:1724	839+224	63.5 : 63.5%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	42	-	552	1800:1842	221+639	64.1 : 64.1%
3/1		U	N/A	N/A	-		-	-	-	160	1965	1965	8.1%
3/2		U	N/A	N/A	-		-	-	-	552	1965	1965	28.1%
4/1		U	N/A	N/A	-		-	-	-	362	1925	1925	18.8%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	39	-	380	1832	705	53.9%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	39	-	410	1965	756	54.2%
6/1		U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	943	2115	2115	44.6%

Full Input Data And Results

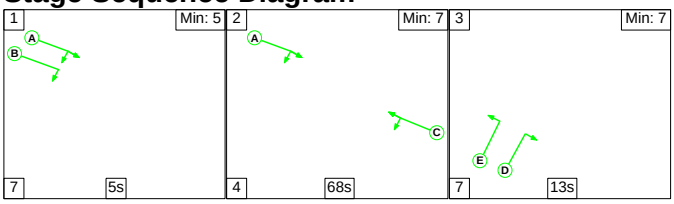
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**57**	**85**	**0**	**15.6**	**4.5**	**0.1**	**20.2**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**57**	**85**	**0**	**15.6**	**4.5**	**0.1**	**20.2**	**-**	**-**	**-**	**-**
1/1	566	566	-	-	-	3.2	0.8	-	4.0	25.7	12.1	0.8	12.9
1/2+1/3	675	675	57	85	0	3.5	0.9	0.1	4.5	23.9	11.0	0.9	11.8
2/1+2/2	552	552	-	-	-	3.4	0.9	-	4.3	28.0	9.3	0.9	10.2
3/1	160	160	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	552	552	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	362	362	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	380	380	-	-	-	2.6	0.6	-	3.2	30.4	8.4	0.6	9.0
5/2	410	410	-	-	-	2.8	0.6	-	3.4	30.1	9.1	0.6	9.7
6/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	943	943	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): 40.4 Total Delay for Signalled Lanes (pcuHr): 19.45 Cycle Time (s): 104
PRC Over All Lanes (%): 40.4 Total Delay Over All Lanes(pcuHr): 20.21

Full Input Data And Results

Scenario 30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

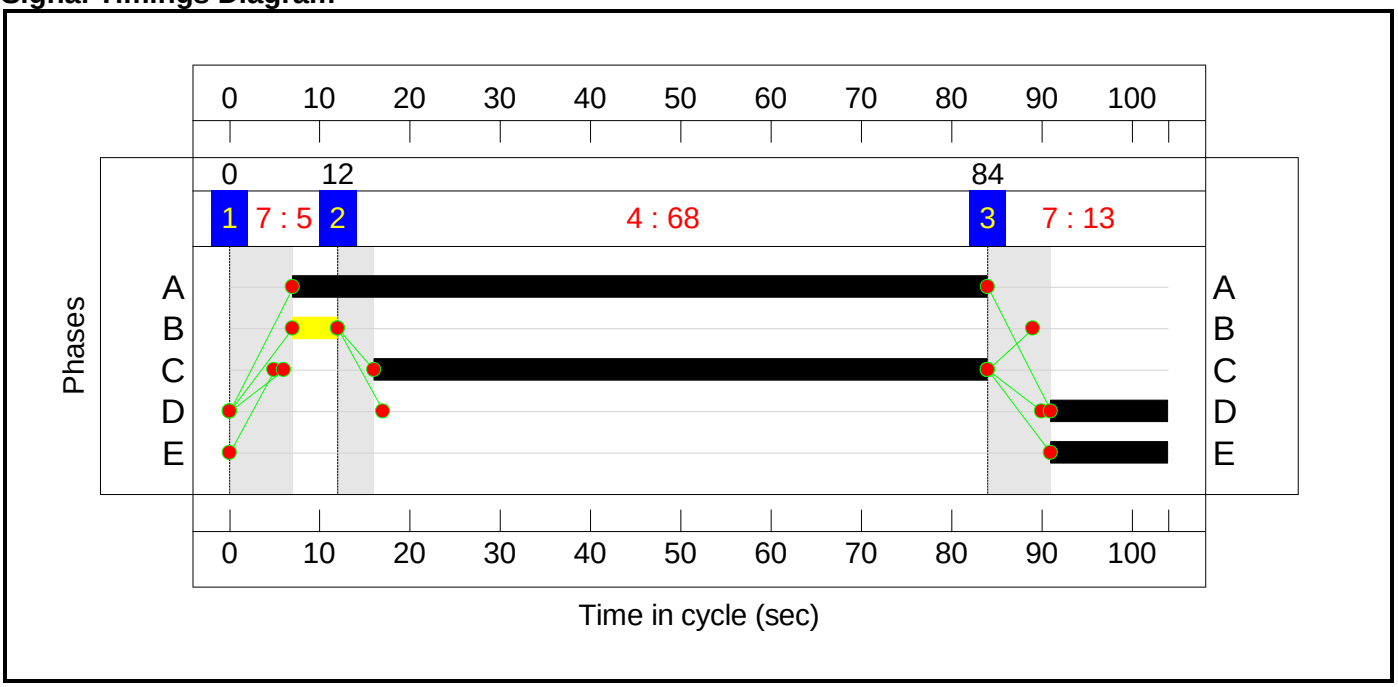
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	5	68	13
Change Point	0	12	84

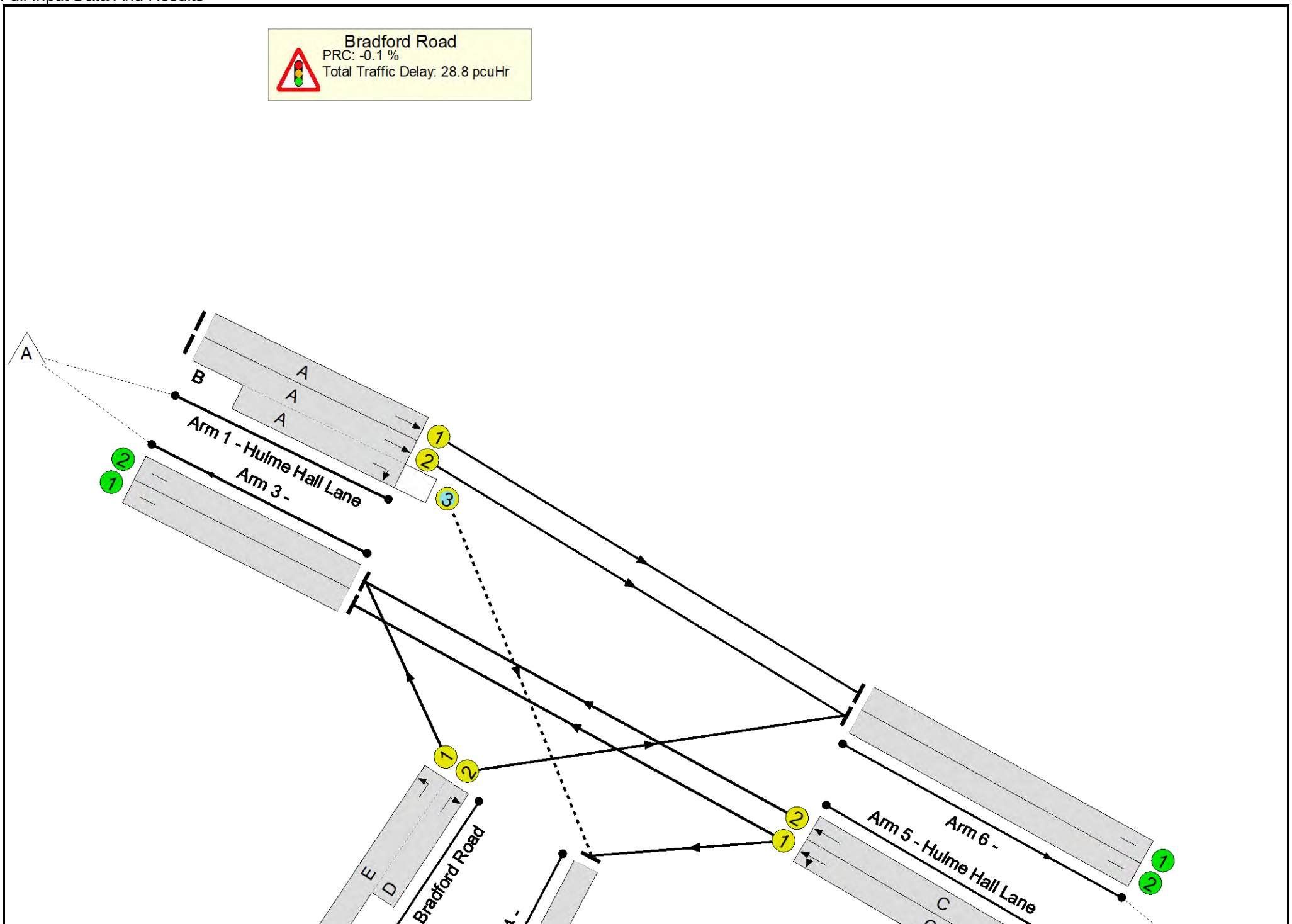
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.1%**
Bradford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.1%**
1/1	Hulme Hall Lane Ahead	U	N/A	N/A	A		1	77	-	517	1940	1455	35.5%
1/2+1/3	Hulme Hall Lane Right Ahead	U+O	N/A	N/A	A	B	1	77	5	96	2080:1724	0+166	0.0 : 57.8%
2/1+2/2	Bradford Road Left Right	U	N/A	N/A	E D		1	13	-	318	1800:1842	107+248	89.5 : 89.5%
3/1		U	N/A	N/A	-		-	-	-	545	1965	1965	27.7%
3/2		U	N/A	N/A	-		-	-	-	1265	1965	1965	64.4%
4/1		U	N/A	N/A	-		-	-	-	656	1925	1925	34.1%
5/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	68	-	1105	1848	1226	90.1%
5/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	68	-	1169	1965	1304	89.7%
6/1		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	222	2115	2115	10.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**30**	**66**	**13.8**	**14.3**	**0.7**	**28.8**	**-**	**-**	**-**	**-**
Bradford Road	**-**	**-**	**0**	**30**	**66**	**13.8**	**14.3**	**0.7**	**28.8**	**-**	**-**	**-**	**-**
1/1	517	517	-	-	-	0.6	0.3	-	0.9	6.4	5.0	0.3	5.3
1/2+1/3	96	96	0	30	66	0.1	0.7	0.7	1.5	54.6	0.7	0.7	1.4
2/1+2/2	318	318	-	-	-	3.8	3.6	-	7.4	83.9	6.3	3.6	9.9
3/1	545	545	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	1265	1265	-	-	-	0.0	0.9	-	0.9	2.6	8.2	0.9	9.1
4/1	656	656	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	1105	1105	-	-	-	4.5	4.3	-	8.8	28.5	26.7	4.3	31.0
5/2	1169	1169	-	-	-	4.7	4.1	-	8.8	27.1	27.9	4.1	32.0
6/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	222	222	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

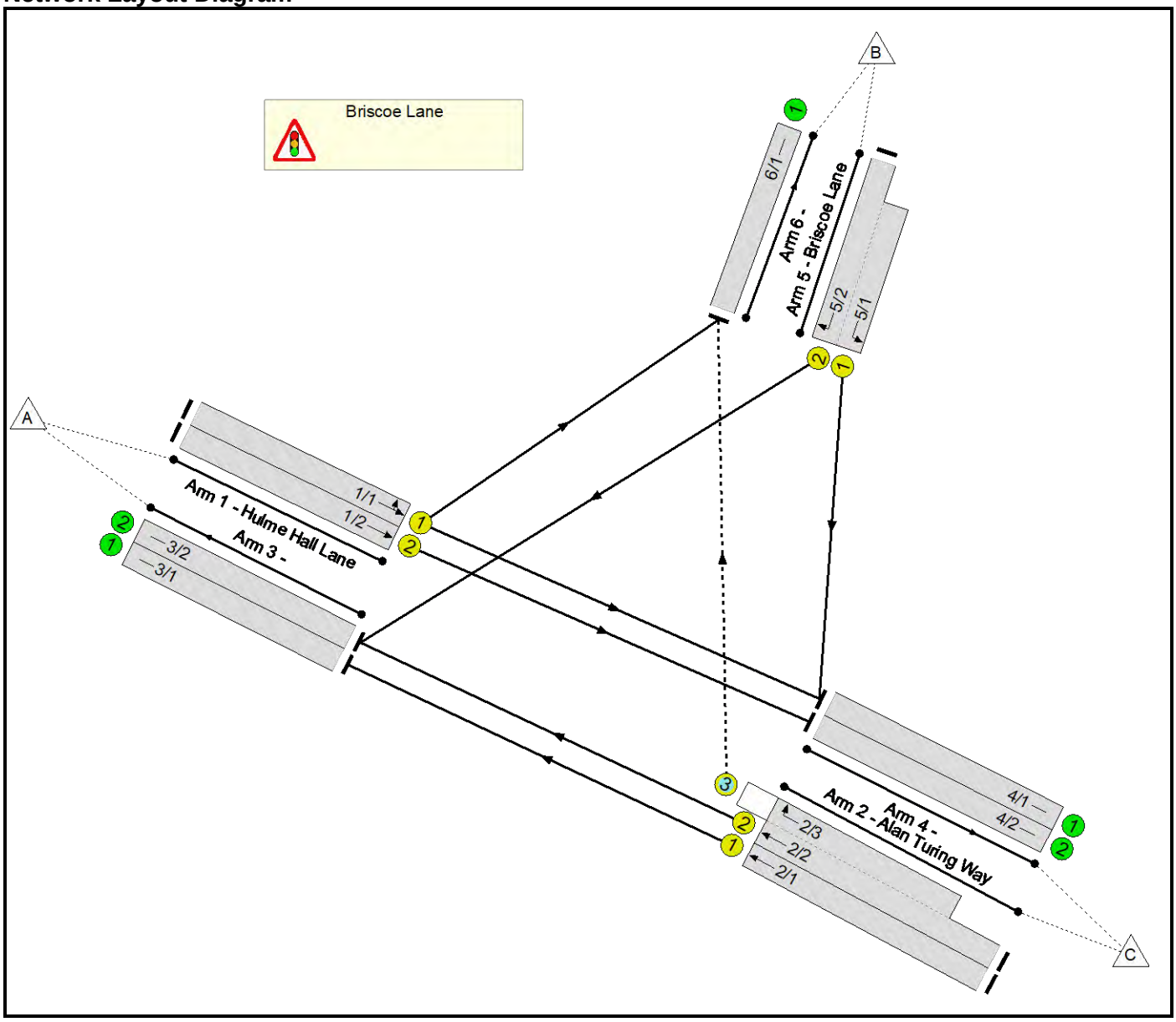
C1 PRC for Signalled Lanes (%): -0.1 Total Delay for Signalled Lanes (pcuHr): 27.35 Cycle Time (s): 104
PRC Over All Lanes (%): -0.1 Total Delay Over All Lanes(pcuHr): 28.76

Full Input Data And Results

User and Project Details

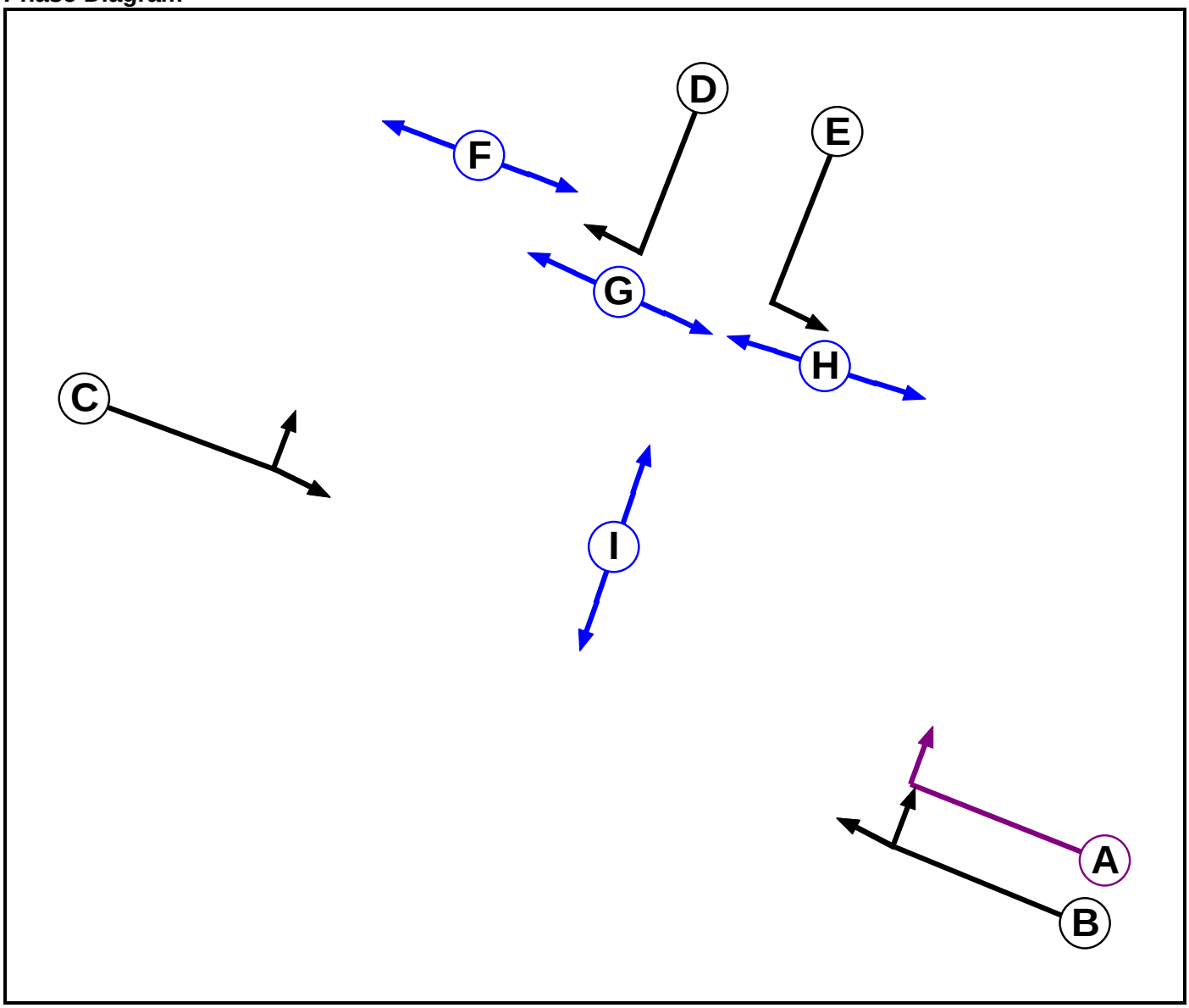
Project:	
Title:	
Location:	
Additional detail:	
File name:	Briscoe Lane.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Ind. Arrow	B	3	3
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		7	7
I	Pedestrian		12	12

Full Input Data And Results

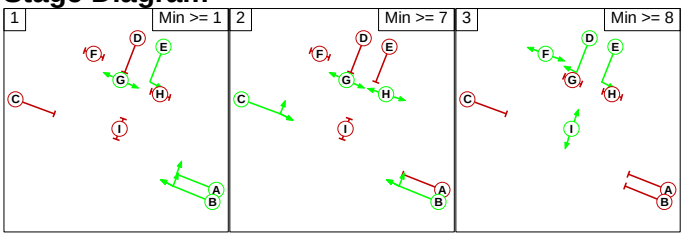
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	3	6	-	9	-	-	5
B	-		-	5	-	9	-	-	5
C	6	-		6	8	7	-	-	8
D	6	6	5		-	-	5	-	-
E	-	-	5	-		-	-	5	-
F	6	6	6	-	-		-	-	-
G	-	-	-	5	-	-		-	-
H	-	-	-	-	8	-	-		-
I	10	10	10	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		5	9
2	8		10
3	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Briscoe Lane											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/3 (Alan Turing Way)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
				1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Briscoe Lane

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 (Hulme Hall Lane)	U	C	2	3	17.4	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	13.50
1/2 (Hulme Hall Lane)	U	C	2	3	17.4	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
2/1 (Alan Turing Way)	U	B	2	3	50.4	Geom	-	3.60	0.00	Y	Arm 3 Ahead	Inf
2/2 (Alan Turing Way)	U	B	2	3	50.4	Geom	-	3.75	0.00	Y	Arm 3 Ahead	Inf
2/3 (Alan Turing Way)	O	B A	2	3	12.2	Geom	-	3.80	0.00	Y	Arm 6 Right	20.00
3/1	U		2	3	17.4	Geom	-	3.50	0.00	Y		
3/2	U		2	3	17.4	Geom	-	3.50	0.00	Y		
4/1	U		2	3	52.2	Geom	-	3.10	0.00	Y		
4/2	U		2	3	52.2	Geom	-	3.10	0.00	Y		
5/1 (Briscoe Lane)	U	E	2	3	12.2	Geom	-	5.00	0.00	Y	Arm 4 Left	42.50
5/2 (Briscoe Lane)	U	D	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 3 Right	26.50
6/1	U		2	3	60.0	Geom	-	5.00	0.00	Y		

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 Base (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
6: '2019 Base (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
7: '2019 Base (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
8: '2019 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
9: '2019 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
10: '2019 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
11: '2023 Base (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F1*1.05
12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F2*1.0529
13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F3*1.0529
14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F4*1.0547
15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F5*1.0547
16: '2023 Base (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F6*1.05
17: '2023 Base (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F7*1.0529
18: '2023 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F8*1.0529
19: '2023 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F9*1.0547
20: '2023 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F10*1.0547
21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	

Scenario 1: '2019 Base (Non-Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Traffic Lane Flows

Lane	Scenario 1: 2019 Base (Non-Match) - Weekday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	659
1/2	658
2/1	420
2/2 (with short)	898(In) 420(Out)
2/3 (short)	478
3/1	420
3/2	599
4/1	415
4/2	658
5/1 (short)	268
5/2 (with short)	447(In) 179(Out)
6/1	990

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
				Arm 6 Left	13.50			
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf			
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf			
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00			
3/1	3.50	0.00	Y					
3/2	3.50	0.00	Y					
4/1	3.10	0.00	Y					
4/2	3.10	0.00	Y					
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50			
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50			
6/1	5.00	0.00	Y					

Scenario 2: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG1: '2019 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	477	746	1223
	B	167	0	271	438
	C	885	479	0	1364
	Tot.	1052	956	1017	3025

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 Base (Non-Match) - Weekday PM Network Peak
Junction: Briscoe Lane	
1/1	612
1/2	611
2/1	443
2/2 (with short)	921(In) 442(Out)
2/3 (short)	479
3/1	443
3/2	609
4/1	406
4/2	611
5/1 (short)	271
5/2 (with short)	438(In) 167(Out)
6/1	956

Lane Saturation Flows

Junction: Briscoe Lane

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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	22.1 %	1808	1808
				Arm 6 Left	13.50	77.9 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	139	550	689
	B	99	0	213	312
	C	599	328	0	927
	Tot.	698	467	763	1928

Traffic Lane Flows

Lane	Scenario 3: 2019 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Briscoe Lane	
1/1	344
1/2	345
2/1	300
2/2 (with short)	627(In) 299(Out)
2/3 (short)	328
3/1	300
3/2	398
4/1	418
4/2	345
5/1 (short)	213
5/2 (with short)	312(In) 99(Out)
6/1	467

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	59.6 %	1881	1881
				Arm 6 Left	13.50	40.4 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 4: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	111	222	333
	B	39	0	83	122
	C	232	167	0	399
	Tot.	271	278	305	854

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2019 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: Briscoe Lane	
1/1	167
1/2	166
2/1	116
2/2 (with short)	283(In) 116(Out)
2/3 (short)	167
3/1	116
3/2	155
4/1	139
4/2	166
5/1 (short)	83
5/2 (with short)	122(In) 39(Out)
6/1	278

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	33.5 %	1830	1830
				Arm 6 Left	13.50	66.5 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	172	609	781
	B	169	0	303	472
	C	676	297	0	973
	Tot.	845	469	912	2226

Traffic Lane Flows

Lane	Scenario 5: 2019 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: Briscoe Lane	
1/1	390
1/2	391
2/1	338
2/2 (with short)	635(In) 338(Out)
2/3 (short)	297
3/1	338
3/2	507
4/1	521
4/2	391
5/1 (short)	303
5/2 (with short)	472(In) 169(Out)
6/1	469

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	55.9 %	1873	1873
				Arm 6 Left	13.50	44.1 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 6: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	207	645	852
	B	123	0	226	349
	C	733	370	0	1103
	Tot.	856	577	871	2304

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2019 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	426
1/2	426
2/1	367
2/2 (with short)	736(In) 366(Out)
2/3 (short)	370
3/1	367
3/2	489
4/1	445
4/2	426
5/1 (short)	226
5/2 (with short)	349(In) 123(Out)
6/1	577

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	51.4 %	1864	1864
				Arm 6 Left	13.50	48.6 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 7: '2019 Base (Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Traffic Lane Flows

Lane	Scenario 7: 2019 Base (Match) - Weekday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	751
1/2	750
2/1	449
2/2 (with short)	860(In) 448(Out)
2/3 (short)	412
3/1	449
3/2	603
4/1	506
4/2	750
5/1 (short)	289
5/2 (with short)	444(In) 155(Out)
6/1	946

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
				Arm 6 Left	13.50			
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf			
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf			
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00			
3/1	3.50	0.00	Y					
3/2	3.50	0.00	Y					
4/1	3.10	0.00	Y					
4/2	3.10	0.00	Y					
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50			
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50			
6/1	5.00	0.00	Y					

Scenario 8: '2019 Base (Match) - Weekday PM Network Peak' (FG6: '2019 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	556	1007	1563
	B	122	0	293	415
	C	860	411	0	1271
	Tot.	982	967	1300	3249

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2019 Base (Match) - Weekday PM Network Peak
Junction: Briscoe Lane	
1/1	781
1/2	782
2/1	430
2/2 (with short)	841(In) 430(Out)
2/3 (short)	411
3/1	430
3/2	552
4/1	518
4/2	782
5/1 (short)	293
5/2 (with short)	415(In) 122(Out)
6/1	967

Lane Saturation Flows

Junction: Briscoe Lane

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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	28.8 %	1821	1821
				Arm 6 Left	13.50	71.2 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 9: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG7: '2019 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	240	1007	1247
	B	148	0	305	453
	C	551	251	0	802
	Tot.	699	491	1312	2502

Traffic Lane Flows

Lane	Scenario 9: 2019 Base (Match) - Weekday PM Arena Arrival Peak
Junction: Briscoe Lane	
1/1	623
1/2	624
2/1	276
2/2 (with short)	526(In) 275(Out)
2/3 (short)	251
3/1	276
3/2	423
4/1	688
4/2	624
5/1 (short)	305
5/2 (with short)	453(In) 148(Out)
6/1	491

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	61.5 %	1884	1884
				Arm 6 Left	13.50	38.5 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 10: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	73	227	300
	B	137	0	48	185
	C	1104	257	0	1361
	Tot.	1241	330	275	1846

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2019 Base (Match) - Weekday PM Arena Departure Peak
Junction: Briscoe Lane	
1/1	150
1/2	150
2/1	552
2/2 (with short)	809(In) 552(Out)
2/3 (short)	257
3/1	552
3/2	689
4/1	125
4/2	150
5/1 (short)	48
5/2 (with short)	185(In) 137(Out)
6/1	330

Lane Saturation Flows

Junction: Briscoe Lane

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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	51.3 %	1864	1864
				Arm 6 Left	13.50	48.7 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 11: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG9: '2019 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	187	726	913
	B	163	0	243	406
	C	587	213	0	800
	Tot.	750	400	969	2119

Traffic Lane Flows

Lane	Scenario 11: 2019 Base (Match) - Saturday Matinee Arrival Peak
Junction: Briscoe Lane	
1/1	457
1/2	456
2/1	294
2/2 (with short)	506(In) 293(Out)
2/3 (short)	213
3/1	294
3/2	456
4/1	513
4/2	456
5/1 (short)	243
5/2 (with short)	406(In) 163(Out)
6/1	400

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	59.1 %	1880	1880
				Arm 6 Left	13.50	40.9 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 12: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG10: '2019 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	121	561	682
	B	107	0	205	312
	C	685	259	0	944
	Tot.	792	380	766	1938

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2019 Base (Match) - Saturday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	341
1/2	341
2/1	343
2/2 (with short)	601(In) 342(Out)
2/3 (short)	259
3/1	343
3/2	449
4/1	425
4/2	341
5/1 (short)	205
5/2 (with short)	312(In) 107(Out)
6/1	380

Lane Saturation Flows

Junction: Briscoe Lane

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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	64.5 %	1890	1890
				Arm 6 Left	13.50	35.5 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 13: '2023 Base (Non-Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Traffic Lane Flows

Lane	Scenario 13: 2023 Base (Non-Match) - Weekday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	692
1/2	691
2/1	441
2/2 (with short)	943(In) 441(Out)
2/3 (short)	502
3/1	441
3/2	629
4/1	435
4/2	691
5/1 (short)	281
5/2 (with short)	469(In) 188(Out)
6/1	1040

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
				Arm 6 Left	13.50			
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf			
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf			
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00			
3/1	3.50	0.00	Y					
3/2	3.50	0.00	Y					
4/1	3.10	0.00	Y					
4/2	3.10	0.00	Y					
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50			
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50			
6/1	5.00	0.00	Y					

Scenario 14: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG11: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	501	783	1284
	B	175	0	285	460
	C	929	503	0	1432
	Tot.	1104	1004	1068	3176

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2023 Base (Non-Match) - Weekday PM Network Peak
Junction: Briscoe Lane	
1/1	642
1/2	642
2/1	465
2/2 (with short)	967(In) 464(Out)
2/3 (short)	503
3/1	465
3/2	639
4/1	426
4/2	642
5/1 (short)	285
5/2 (with short)	460(In) 175(Out)
6/1	1004

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	22.0 %	1808	1808
				Arm 6 Left	13.50	78.0 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 15: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	146	579	725
	B	104	0	224	328
	C	631	345	0	976
	Tot.	735	491	803	2029

Traffic Lane Flows

Lane	Scenario 15: 2023 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Briscoe Lane	
1/1	362
1/2	363
2/1	315
2/2 (with short)	661(In) 316(Out)
2/3 (short)	345
3/1	315
3/2	420
4/1	440
4/2	363
5/1 (short)	224
5/2 (with short)	328(In) 104(Out)
6/1	491

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	59.7 %	1881	1881
				Arm 6 Left	13.50	40.3 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 16: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	117	234	351
	B	41	0	87	128
	C	244	176	0	420
	Tot.	285	293	321	899

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2023 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: Briscoe Lane	
1/1	175
1/2	176
2/1	122
2/2 (with short)	298(In) 122(Out)
2/3 (short)	176
3/1	122
3/2	163
4/1	145
4/2	176
5/1 (short)	87
5/2 (with short)	128(In) 41(Out)
6/1	293

Lane Saturation Flows

Junction: Briscoe Lane

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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	33.1 %	1829	1829
				Arm 6 Left	13.50	66.9 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 17: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	181	642	823
	B	178	0	320	498
	C	713	313	0	1026
	Tot.	891	494	962	2347

Traffic Lane Flows

Lane	Scenario 17: 2023 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: Briscoe Lane	
1/1	411
1/2	412
2/1	356
2/2 (with short)	670(In) 357(Out)
2/3 (short)	313
3/1	356
3/2	535
4/1	550
4/2	412
5/1 (short)	320
5/2 (with short)	498(In) 178(Out)
6/1	494

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	56.0 %	1873	1873
				Arm 6 Left	13.50	44.0 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 18: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	218	680	898
	B	130	0	238	368
	C	773	390	0	1163
	Tot.	903	608	918	2429

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2023 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	449
1/2	449
2/1	387
2/2 (with short)	776(In) 386(Out)
2/3 (short)	390
3/1	387
3/2	516
4/1	469
4/2	449
5/1 (short)	238
5/2 (with short)	368(In) 130(Out)
6/1	608

Lane Saturation Flows

Junction: Briscoe Lane

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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	51.4 %	1864	1864
				Arm 6 Left	13.50	48.6 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 19: '2023 Base (Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Traffic Lane Flows

Lane	Scenario 19: 2023 Base (Match) - Weekday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	788
1/2	788
2/1	471
2/2 (with short)	904(In) 471(Out)
2/3 (short)	433
3/1	471
3/2	634
4/1	530
4/2	788
5/1 (short)	303
5/2 (with short)	466(In) 163(Out)
6/1	994

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
				Arm 6 Left	13.50			
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf			
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf			
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00			
3/1	3.50	0.00	Y					
3/2	3.50	0.00	Y					
4/1	3.10	0.00	Y					
4/2	3.10	0.00	Y					
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50			
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50			
6/1	5.00	0.00	Y					

Scenario 20: '2023 Base (Match) - Weekday PM Network Peak' (FG16: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	584	1057	1641
	B	128	0	308	436
	C	903	432	0	1335
	Tot.	1031	1016	1365	3412

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: 2023 Base (Match) - Weekday PM Network Peak
Junction: Briscoe Lane	
1/1	821
1/2	820
2/1	452
2/2 (with short)	883(In) 451(Out)
2/3 (short)	432
3/1	452
3/2	579
4/1	545
4/2	820
5/1 (short)	308
5/2 (with short)	436(In) 128(Out)
6/1	1016

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	28.9 %	1821	1821
				Arm 6 Left	13.50	71.1 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 21: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG17: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	253	1060	1313
	B	156	0	321	477
	C	580	264	0	844
	Tot.	736	517	1381	2634

Traffic Lane Flows

Lane	Scenario 21: 2023 Base (Match) - Weekday PM Arena Arrival Peak
Junction: Briscoe Lane	
1/1	657
1/2	656
2/1	290
2/2 (with short)	554(In) 290(Out)
2/3 (short)	264
3/1	290
3/2	446
4/1	725
4/2	656
5/1 (short)	321
5/2 (with short)	477(In) 156(Out)
6/1	517

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	61.5 %	1884	1884
				Arm 6 Left	13.50	38.5 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 22: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	77	239	316
	B	144	0	51	195
	C	1162	271	0	1433
	Tot.	1306	348	290	1944

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 2023 Base (Match) - Weekday PM Arena Departure Peak
Junction: Briscoe Lane	
1/1	158
1/2	158
2/1	581
2/2 (with short)	852(In) 581(Out)
2/3 (short)	271
3/1	581
3/2	725
4/1	132
4/2	158
5/1 (short)	51
5/2 (with short)	195(In) 144(Out)
6/1	348

Lane Saturation Flows

Junction: Briscoe Lane

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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	51.3 %	1864	1864
				Arm 6 Left	13.50	48.7 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 23: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG19: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	197	766	963
	B	172	0	256	428
	C	619	225	0	844
	Tot.	791	422	1022	2235

Traffic Lane Flows

Lane	Scenario 23: 2023 Base (Match) - Saturday Matinee Arrival Peak
Junction: Briscoe Lane	
1/1	481
1/2	482
2/1	310
2/2 (with short)	534(In) 309(Out)
2/3 (short)	225
3/1	310
3/2	481
4/1	540
4/2	482
5/1 (short)	256
5/2 (with short)	428(In) 172(Out)
6/1	422

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	59.0 %	1879	1879
				Arm 6 Left	13.50	41.0 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 24: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG20: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	128	592	720
	B	113	0	216	329
	C	722	273	0	995
	Tot.	835	401	808	2044

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: 2023 Base (Match) - Saturday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	360
1/2	360
2/1	361
2/2 (with short)	634(In) 361(Out)
2/3 (short)	273
3/1	361
3/2	474
4/1	448
4/2	360
5/1 (short)	216
5/2 (with short)	329(In) 113(Out)
6/1	401

Lane Saturation Flows

Junction: Briscoe Lane

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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	64.4 %	1890	1890
				Arm 6 Left	13.50	35.6 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Traffic Lane Flows

Lane	Scenario 25: 2023 Base + Arena Matinee (Non-Match) - Weekday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	700
1/2	700
2/1	844
2/2 (with short)	1532(In) 843(Out)
2/3 (short)	689
3/1	844
3/2	1037
4/1	444
4/2	700
5/1 (short)	281
5/2 (with short)	475(In) 194(Out)
6/1	1226

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
				Arm 6 Left	13.50			
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf			
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf			
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00			
3/1	3.50	0.00	Y					
3/2	3.50	0.00	Y					
4/1	3.10	0.00	Y					
4/2	3.10	0.00	Y					
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50			
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50			
6/1	5.00	0.00	Y					

Scenario 26: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	501	1147	1648
	B	281	0	284	565
	C	929	503	0	1432
	Tot.	1210	1004	1431	3645

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak
Junction: Briscoe Lane	
1/1	824
1/2	824
2/1	465
2/2 (with short)	967(In) 464(Out)
2/3 (short)	503
3/1	465
3/2	745
4/1	607
4/2	824
5/1 (short)	284
5/2 (with short)	565(In) 281(Out)
6/1	1004

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	39.2 %	1841	1841
				Arm 6 Left	13.50	60.8 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 27: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	146	1064	1210
	B	244	0	224	468
	C	631	345	0	976
	Tot.	875	491	1288	2654

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 27: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Briscoe Lane	
1/1	605
1/2	605
2/1	316
2/2 (with short)	660(In) 315(Out)
2/3 (short)	345
3/1	316
3/2	559
4/1	683
4/2	605
5/1 (short)	224
5/2 (with short)	468(In) 244(Out)
6/1	491

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	75.9 %	1914	1914
				Arm 6 Left	13.50	24.1 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 28: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	116	234	350
	B	41	0	87	128
	C	1868	554	0	2422
	Tot.	1909	670	321	2900

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 28: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak
Junction: Briscoe Lane	
1/1	175
1/2	175
2/1	934
2/2 (with short)	1488(In) 934(Out)
2/3 (short)	554
3/1	934
3/2	975
4/1	146
4/2	175
5/1 (short)	87
5/2 (with short)	128(In) 41(Out)
6/1	670

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	33.7 %	1830	1830
				Arm 6 Left	13.50	66.3 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 29: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	181	1188	1369
	B	337	0	320	657
	C	713	313	0	1026
	Tot.	1050	494	1508	3052

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 29: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak
Junction: Briscoe Lane	
1/1	685
1/2	684
2/1	357
2/2 (with short)	669(In) 356(Out)
2/3 (short)	313
3/1	357
3/2	693
4/1	824
4/2	684
5/1 (short)	320
5/2 (with short)	657(In) 337(Out)
6/1	494

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	73.6 %	1909	1909
				Arm 6 Left	13.50	26.4 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 30: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	218	702	920
	B	136	0	238	374
	C	2217	726	0	2943
	Tot.	2353	944	940	4237

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 30: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	460
1/2	460
2/1	1109
2/2 (with short)	1834(In) 1108(Out)
2/3 (short)	726
3/1	1109
3/2	1244
4/1	480
4/2	460
5/1 (short)	238
5/2 (with short)	374(In) 136(Out)
6/1	944

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	52.6 %	1867	1867
				Arm 6 Left	13.50	47.4 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 31: '2023 Base + Arena Matinee (Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 31: 2023 Base + Arena Matinee (Match) - Weekday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	797
1/2	796
2/1	874
2/2 (with short)	1494(In) 874(Out)
2/3 (short)	620
3/1	874
3/2	1042
4/1	540
4/2	796
5/1 (short)	303
5/2 (with short)	471(In) 168(Out)
6/1	1180

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
				Arm 6 Left	13.50			
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf			
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf			
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00			
3/1	3.50	0.00	Y					
3/2	3.50	0.00	Y					
4/1	3.10	0.00	Y					
4/2	3.10	0.00	Y					
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50			
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50			
6/1	5.00	0.00	Y					

Scenario 32: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	584	1118	1702
	B	145	0	307	452
	C	903	432	0	1335
	Tot.	1048	1016	1425	3489

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 32: 2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak
Junction: Briscoe Lane	
1/1	851
1/2	851
2/1	452
2/2 (with short)	883(In) 451(Out)
2/3 (short)	432
3/1	452
3/2	596
4/1	574
4/2	851
5/1 (short)	307
5/2 (with short)	452(In) 145(Out)
6/1	1016

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	31.4 %	1826	1826
				Arm 6 Left	13.50	68.6 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 33: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	252	1141	1393
	B	180	0	321	501
	C	580	265	0	845
	Tot.	760	517	1462	2739

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 33: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak
Junction: Briscoe Lane	
1/1	696
1/2	697
2/1	290
2/2 (with short)	555(In) 290(Out)
2/3 (short)	265
3/1	290
3/2	470
4/1	765
4/2	697
5/1 (short)	321
5/2 (with short)	501(In) 180(Out)
6/1	517

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	63.8 %	1889	1889
				Arm 6 Left	13.50	36.2 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 34: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	77	239	316
	B	144	0	51	195
	C	1433	334	0	1767
	Tot.	1577	411	290	2278

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 34: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak
Junction: Briscoe Lane	
1/1	158
1/2	158
2/1	717
2/2 (with short)	1050(In) 716(Out)
2/3 (short)	334
3/1	717
3/2	860
4/1	132
4/2	158
5/1 (short)	51
5/2 (with short)	195(In) 144(Out)
6/1	411

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	51.3 %	1864	1864
				Arm 6 Left	13.50	48.7 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 35: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	197	1311	1508
	B	329	0	256	585
	C	619	225	0	844
	Tot.	948	422	1567	2937

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 35: 2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak
Junction: Briscoe Lane	
1/1	754
1/2	754
2/1	310
2/2 (with short)	534(In) 309(Out)
2/3 (short)	225
3/1	310
3/2	638
4/1	813
4/2	754
5/1 (short)	256
5/2 (with short)	585(In) 329(Out)
6/1	422

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	73.9 %	1910	1910
				Arm 6 Left	13.50	26.1 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 36: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	127	613	740
	B	119	0	216	335
	C	2167	609	0	2776
	Tot.	2286	736	829	3851

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 36: 2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	370
1/2	370
2/1	1084
2/2 (with short)	1692(In) 1083(Out)
2/3 (short)	609
3/1	1084
3/2	1202
4/1	459
4/2	370
5/1 (short)	216
5/2 (with short)	335(In) 119(Out)
6/1	736

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	65.7 %	1893	1893
				Arm 6 Left	13.50	34.3 %		
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1975	1975
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1990	1990
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00	100.0 %	1856	1856
3/1	3.50	0.00	Y				1965	1965
3/2	3.50	0.00	Y				1965	1965
4/1	3.10	0.00	Y				1925	1925
4/2	3.10	0.00	Y				1925	1925
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50	100.0 %	2043	2043
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50	100.0 %	1907	1907
6/1	5.00	0.00	Y				2115	2115

Scenario 37: '2023 Base + Arena Non-Event (Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 37: 2023 Base + Arena Non-Event (Match) - Weekday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	787
1/2	788
2/1	474
2/2 (with short)	908(In) 474(Out)
2/3 (short)	434
3/1	474
3/2	637
4/1	530
4/2	788
5/1 (short)	303
5/2 (with short)	466(In) 163(Out)
6/1	994

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
				Arm 6 Left	13.50			
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf			
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf			
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00			
3/1	3.50	0.00	Y					
3/2	3.50	0.00	Y					
4/1	3.10	0.00	Y					
4/2	3.10	0.00	Y					
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50			
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50			
6/1	5.00	0.00	Y					

Scenario 38: '2023 Base + Arena Non-Event (Match) - Weekday PM Network Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 38: 2023 Base + Arena Non-Event (Match) - Weekday PM Network Peak
Junction: Briscoe Lane	
1/1	821
1/2	820
2/1	458
2/2 (with short)	891(In) 457(Out)
2/3 (short)	434
3/1	458
3/2	585
4/1	544
4/2	820
5/1 (short)	307
5/2 (with short)	435(In) 128(Out)
6/1	1018

Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
				Arm 6 Left	13.50			
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf			
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf			
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00			
3/1	3.50	0.00	Y					
3/2	3.50	0.00	Y					
4/1	3.10	0.00	Y					
4/2	3.10	0.00	Y					
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50			
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50			
6/1	5.00	0.00	Y					

Scenario 39: '2023 Base + Arena Non-Event (Match) - Saturday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 39: 2023 Base + Arena Non-Event (Match) - Saturday Matinee Departure Peak
Junction: Briscoe Lane	
1/1	359
1/2	359
2/1	365
2/2 (with short)	638(In) 364(Out)
2/3 (short)	274
3/1	365
3/2	477
4/1	448
4/2	359
5/1 (short)	216
5/2 (with short)	329(In) 113(Out)
6/1	401

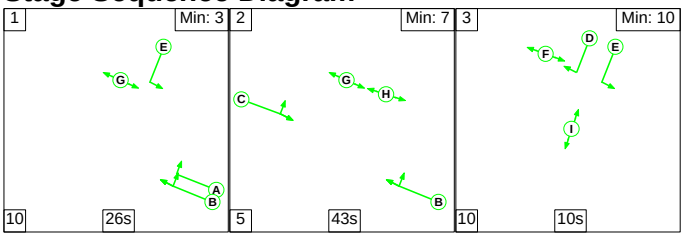
Full Input Data And Results

Lane Saturation Flows

Junction: Briscoe Lane								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
				Arm 6 Left	13.50			
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/1 (Alan Turing Way)	3.60	0.00	Y	Arm 3 Ahead	Inf			
2/2 (Alan Turing Way)	3.75	0.00	Y	Arm 3 Ahead	Inf			
2/3 (Alan Turing Way)	3.80	0.00	Y	Arm 6 Right	20.00			
3/1	3.50	0.00	Y					
3/2	3.50	0.00	Y					
4/1	3.10	0.00	Y					
4/2	3.10	0.00	Y					
5/1 (Briscoe Lane)	5.00	0.00	Y	Arm 4 Left	42.50			
5/2 (Briscoe Lane)	4.00	0.00	Y	Arm 3 Right	26.50			
6/1	5.00	0.00	Y					

Scenario 1: '2019 Base (Non-Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

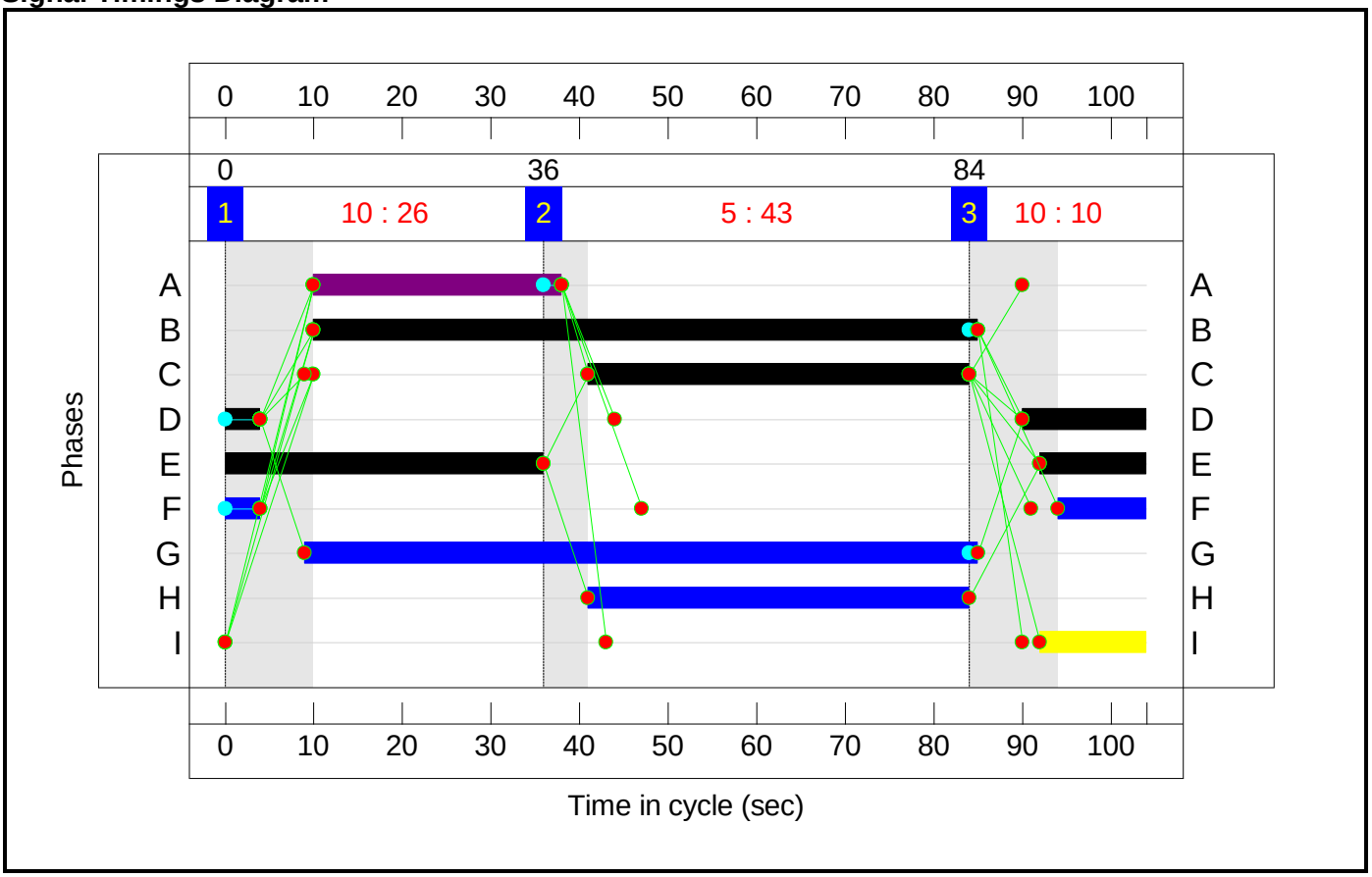


Stage Timings

Stage	1	2	3
Duration	26	43	10
Change Point	0	36	84

Full Input Data And Results

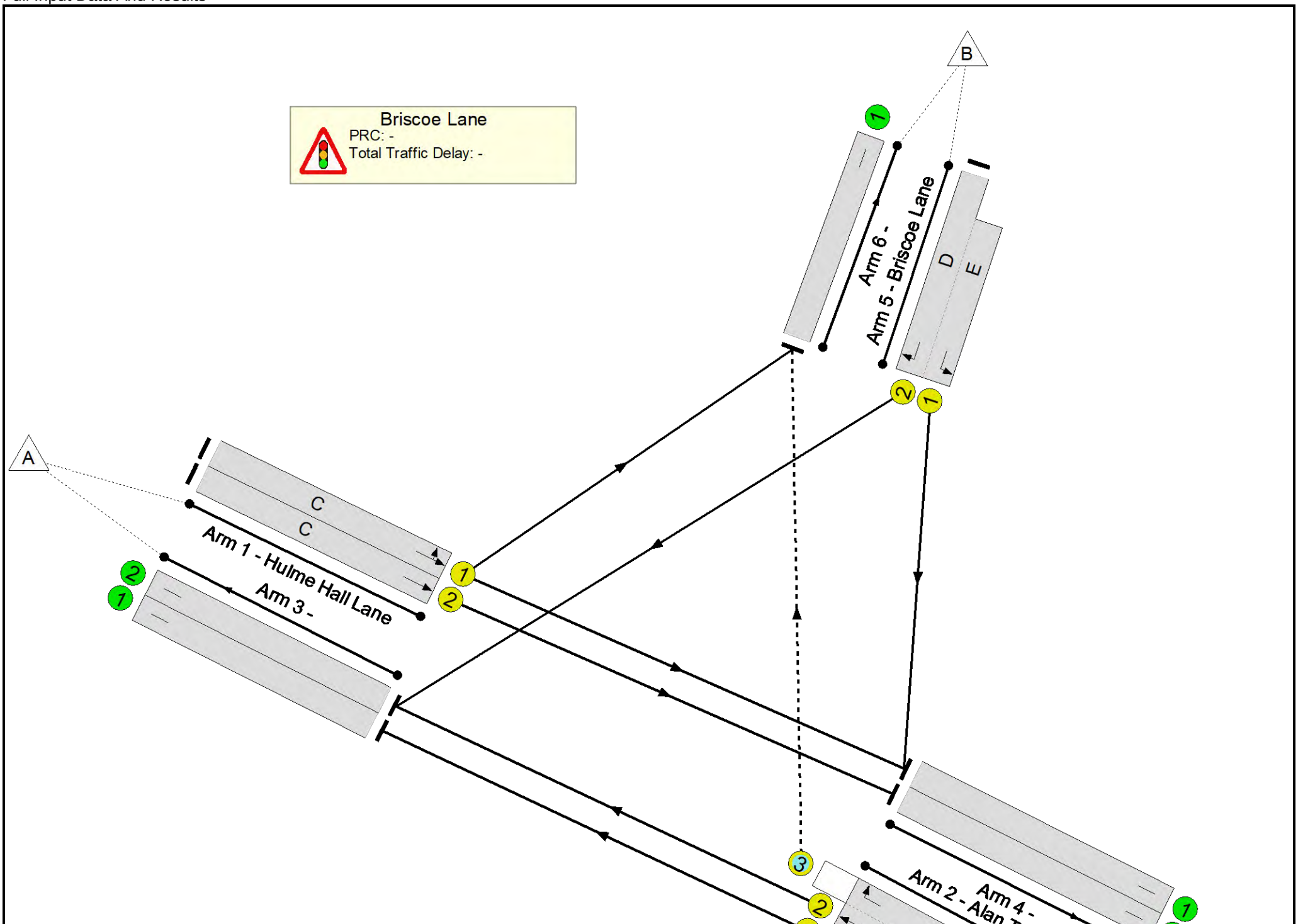
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	43	-	659	1809	-	-
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	43	-	658	1965	-	-
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	420	1975	-	-
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	28	898	1990:1856	-	-
3/1		U	N/A	N/A	-		-	-	-	420	1965	-	-
3/2		U	N/A	N/A	-		-	-	-	599	1965	-	-
4/1		U	N/A	N/A	-		-	-	-	415	1925	-	-
4/2		U	N/A	N/A	-		-	-	-	658	1925	-	-
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:48	-	447	1907:2043	-	-
6/1		U	N/A	N/A	-		-	-	-	990	2115	-	-

Full Input Data And Results

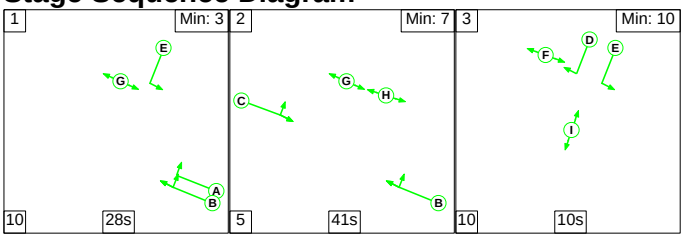
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2+5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 104
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 0.00

Full Input Data And Results

Scenario 2: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG1: '2019 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

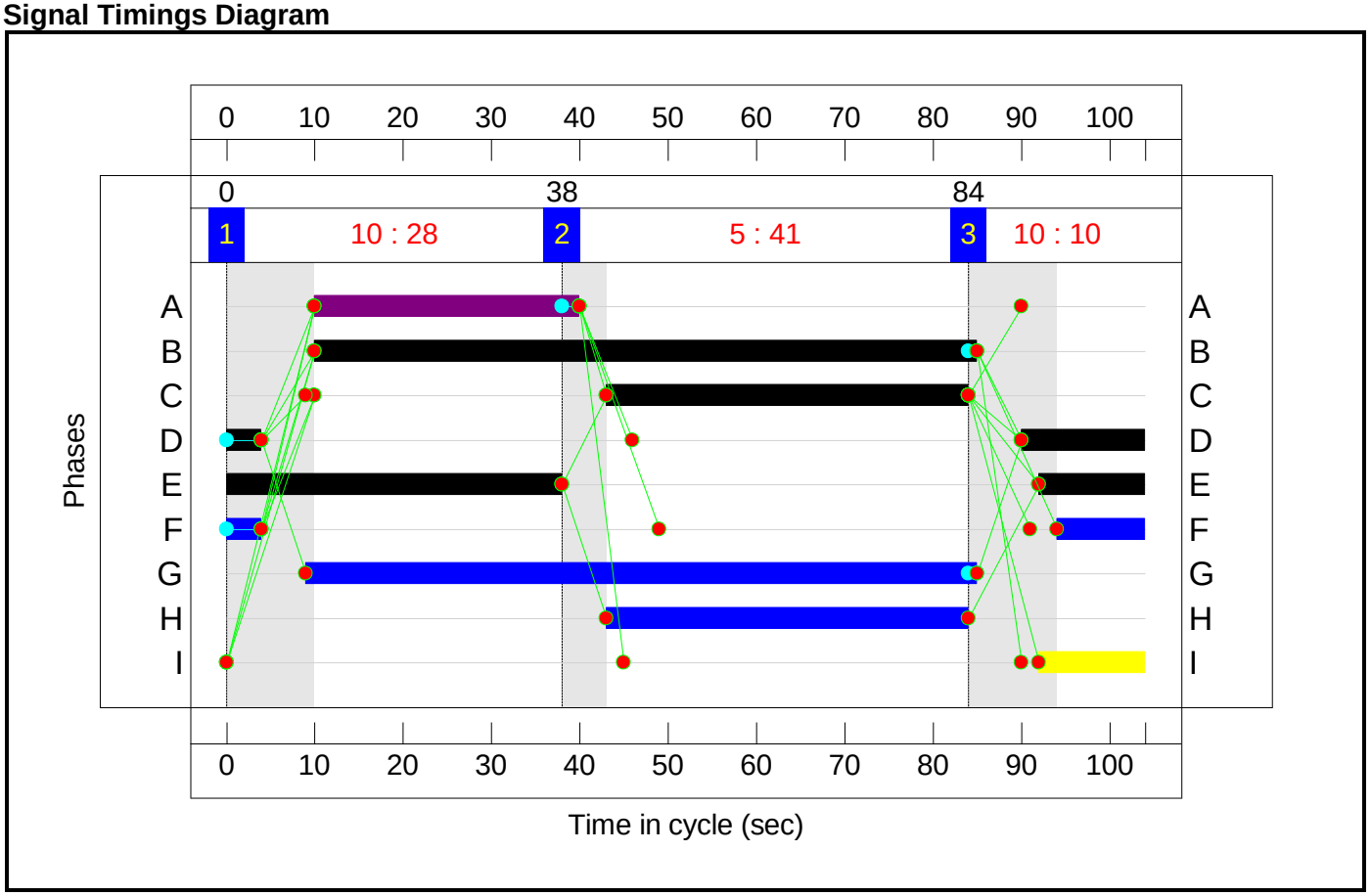
Stage Sequence Diagram



Stage Timings

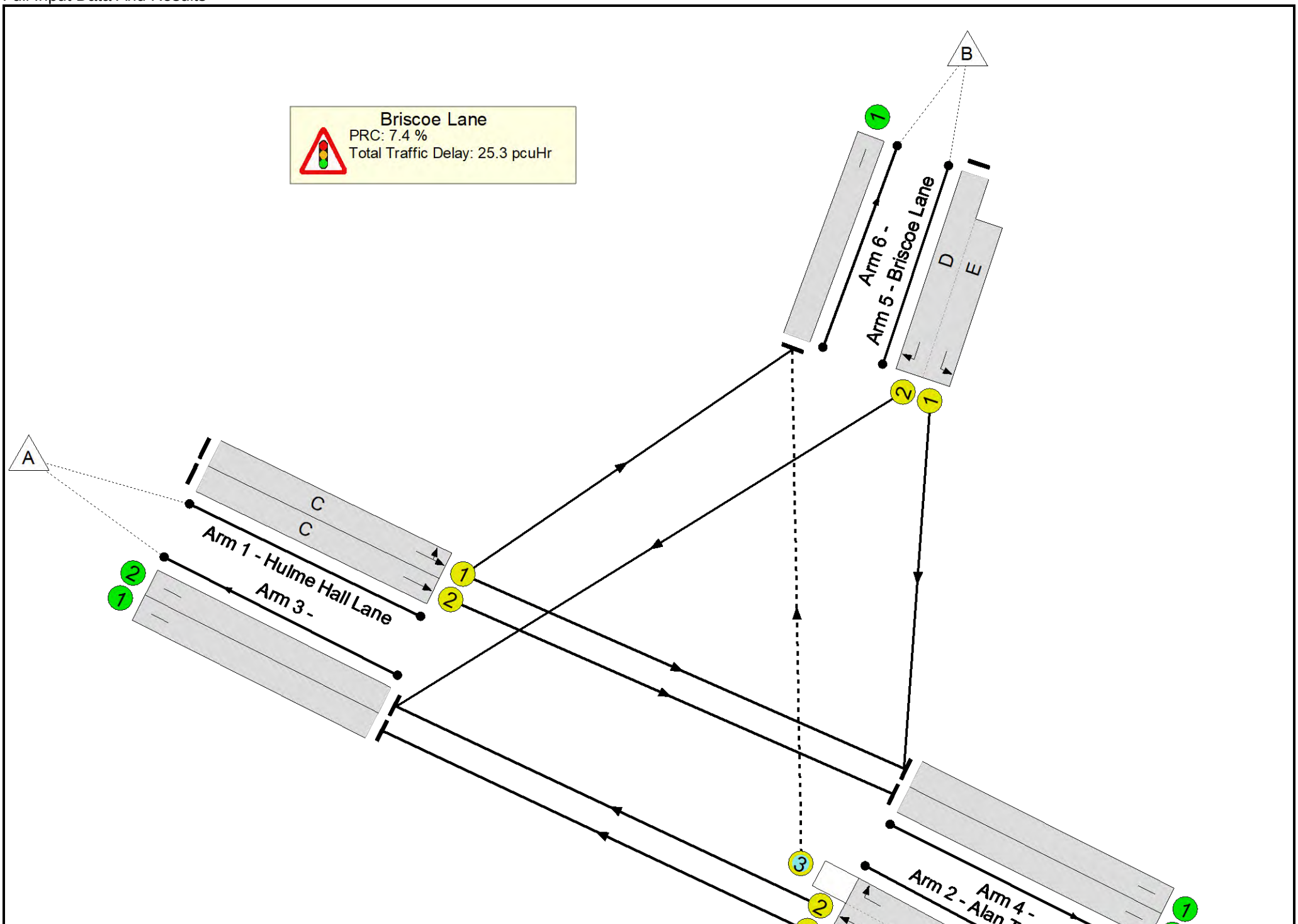
Stage	1	2	3
Duration	28	41	10
Change Point	0	38	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 7.4 %
Total Traffic Delay: 25.3 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.8%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	41	-	612	1808	730	83.8%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	41	-	611	1965	794	77.0%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	443	1975	1443	30.7%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	30	921	1990:1856	532+576	83.1 : 83.1%
3/1		U	N/A	N/A	-		-	-	-	443	1965	1965	22.5%
3/2		U	N/A	N/A	-		-	-	-	609	1965	1965	31.0%
4/1		U	N/A	N/A	-		-	-	-	406	1925	1925	21.1%
4/2		U	N/A	N/A	-		-	-	-	611	1925	1925	31.7%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:50	-	438	1907:2043	348+565	47.9 : 47.9%
6/1		U	N/A	N/A	-		-	-	-	956	2115	2115	45.2%

Full Input Data And Results

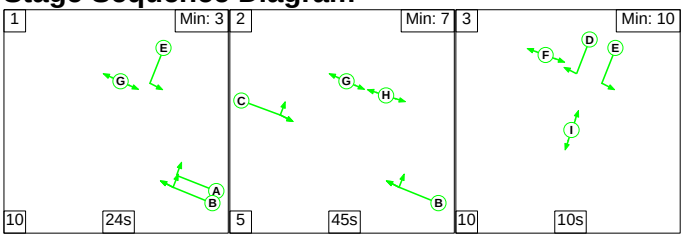
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**10**	**401**	**68**	**16.2**	**8.4**	**0.7**	**25.3**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**10**	**401**	**68**	**16.2**	**8.4**	**0.7**	**25.3**	**-**	**-**	**-**	**-**
1/1	612	612	-	-	-	4.7	2.5	-	7.2	42.6	15.8	2.5	18.3
1/2	611	611	-	-	-	4.6	1.6	-	6.2	36.5	15.1	1.6	16.7
2/1	443	443	-	-	-	0.6	0.2	-	0.8	6.7	4.4	0.2	4.7
2/2+2/3	921	921	10	401	68	3.4	2.4	0.7	6.5	25.4	10.0	2.4	12.4
3/1	443	443	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
3/2	609	609	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	406	406	-	-	-	0.0	0.1	-	0.1	1.2	1.7	0.1	1.8
4/2	611	611	-	-	-	0.0	0.2	-	0.3	1.5	11.8	0.2	12.1
5/2+5/1	438	438	-	-	-	2.9	0.5	-	3.4	27.9	4.6	0.5	5.1
6/1	956	956	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 24.14 Cycle Time (s): 104
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 25.31

Full Input Data And Results

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

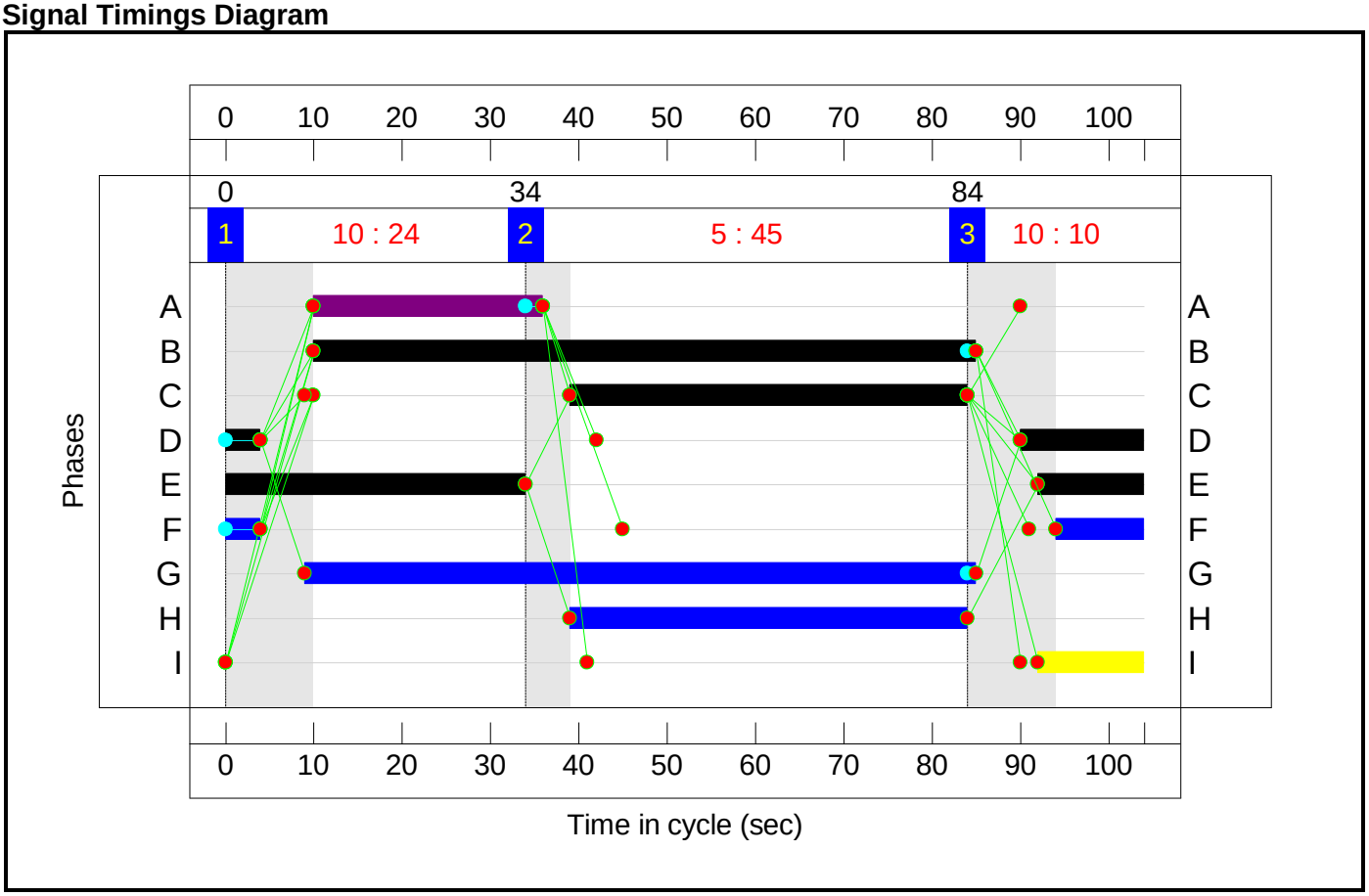
Stage Sequence Diagram



Stage Timings

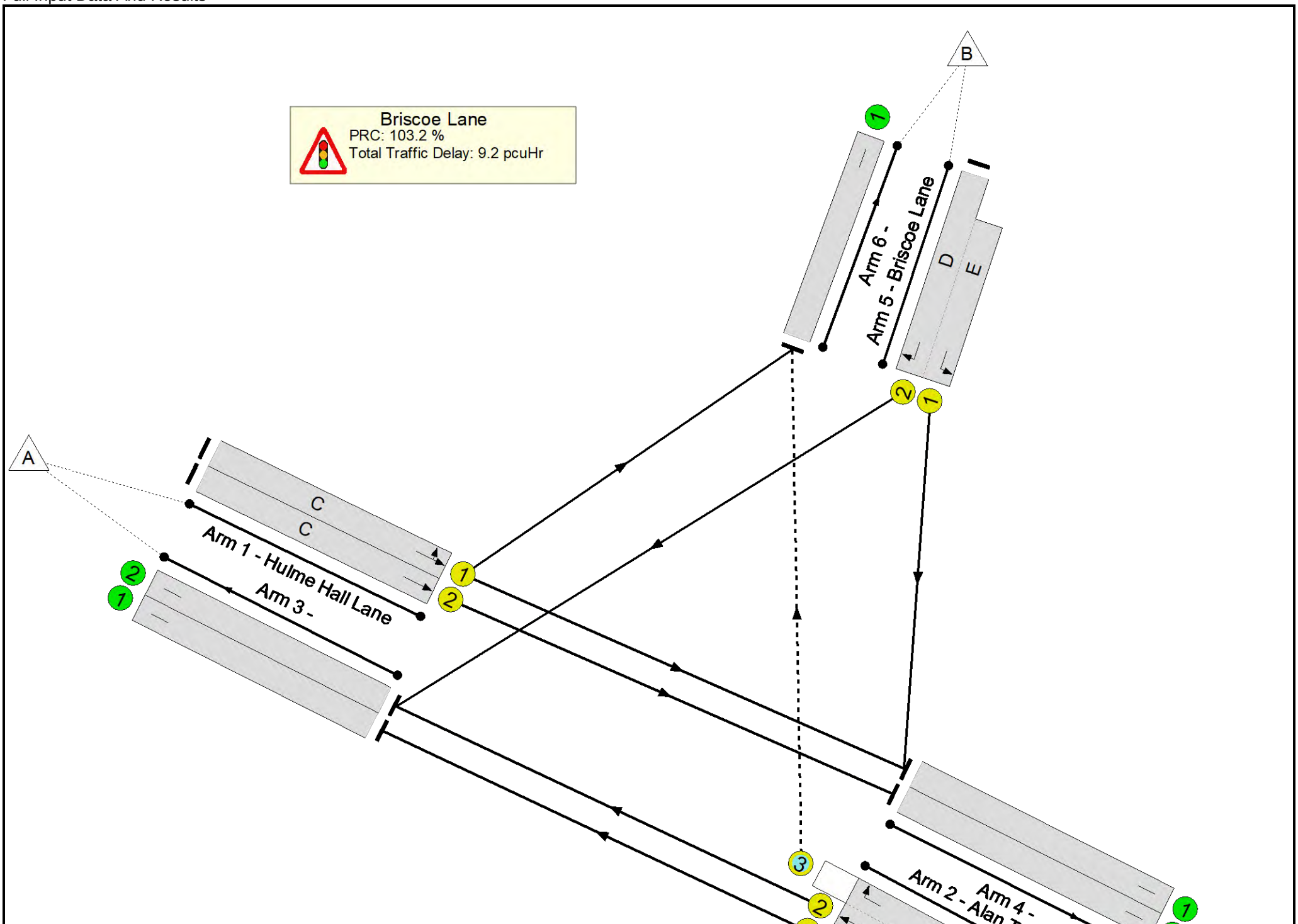
Stage	1	2	3
Duration	24	45	10
Change Point	0	34	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 103.2 %
Total Traffic Delay: 9.2 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.3%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.3%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	45	-	344	1881	832	41.3%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	45	-	345	1965	869	39.7%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	300	1975	1443	20.8%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	26	627	1990:1856	675+741	44.3 : 44.3%
3/1		U	N/A	N/A	-		-	-	-	300	1965	1965	15.3%
3/2		U	N/A	N/A	-		-	-	-	398	1965	1965	20.3%
4/1		U	N/A	N/A	-		-	-	-	418	1925	1925	21.7%
4/2		U	N/A	N/A	-		-	-	-	345	1925	1925	17.9%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:46	-	312	1907:2043	348+761	28.4 : 28.0%
6/1		U	N/A	N/A	-		-	-	-	467	2115	2115	22.1%

Full Input Data And Results

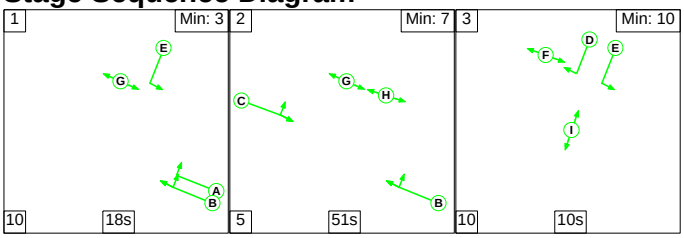
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**151**	**173**	**3**	**7.0**	**2.0**	**0.2**	**9.2**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**151**	**173**	**3**	**7.0**	**2.0**	**0.2**	**9.2**	**-**	**-**	**-**	**-**
1/1	344	344	-	-	-	1.9	0.4	-	2.2	23.5	6.7	0.4	7.0
1/2	345	345	-	-	-	1.9	0.3	-	2.2	23.1	6.7	0.3	7.0
2/1	300	300	-	-	-	0.4	0.1	-	0.5	6.0	2.7	0.1	2.9
2/2+2/3	627	627	151	173	3	0.8	0.4	0.2	1.4	7.9	3.1	0.4	3.5
3/1	300	300	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	398	398	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	418	418	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
4/2	345	345	-	-	-	0.0	0.1	-	0.1	1.1	2.7	0.1	2.8
5/2+5/1	312	312	-	-	-	2.0	0.2	-	2.2	25.8	3.7	0.2	3.9
6/1	467	467	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 103.2 Total Delay for Signalled Lanes (pcuHr): 8.56 Cycle Time (s): 104
PRC Over All Lanes (%): 103.2 Total Delay Over All Lanes(pcuHr): 9.17

Full Input Data And Results

Scenario 4: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

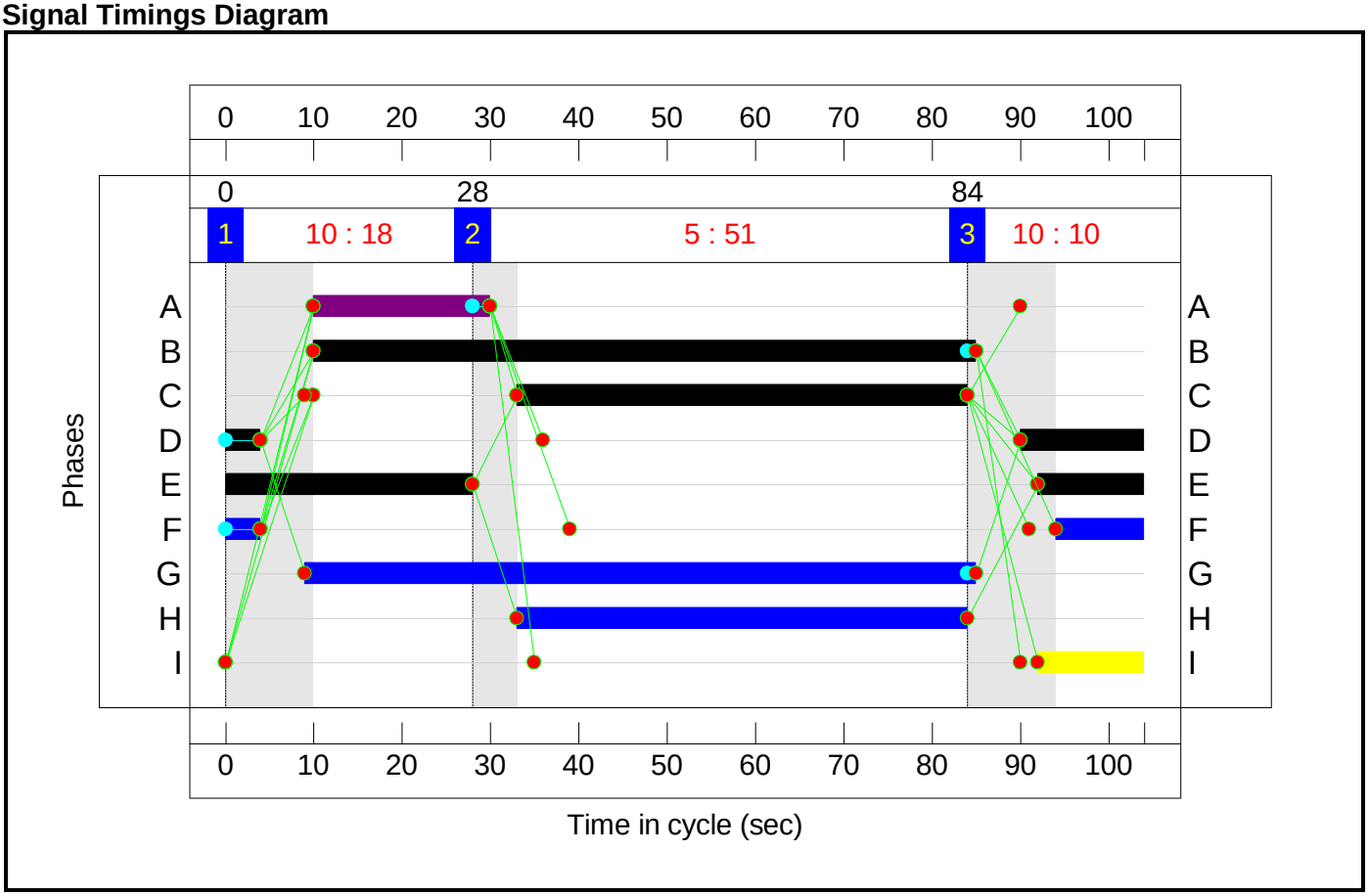
Stage Sequence Diagram



Stage Timings

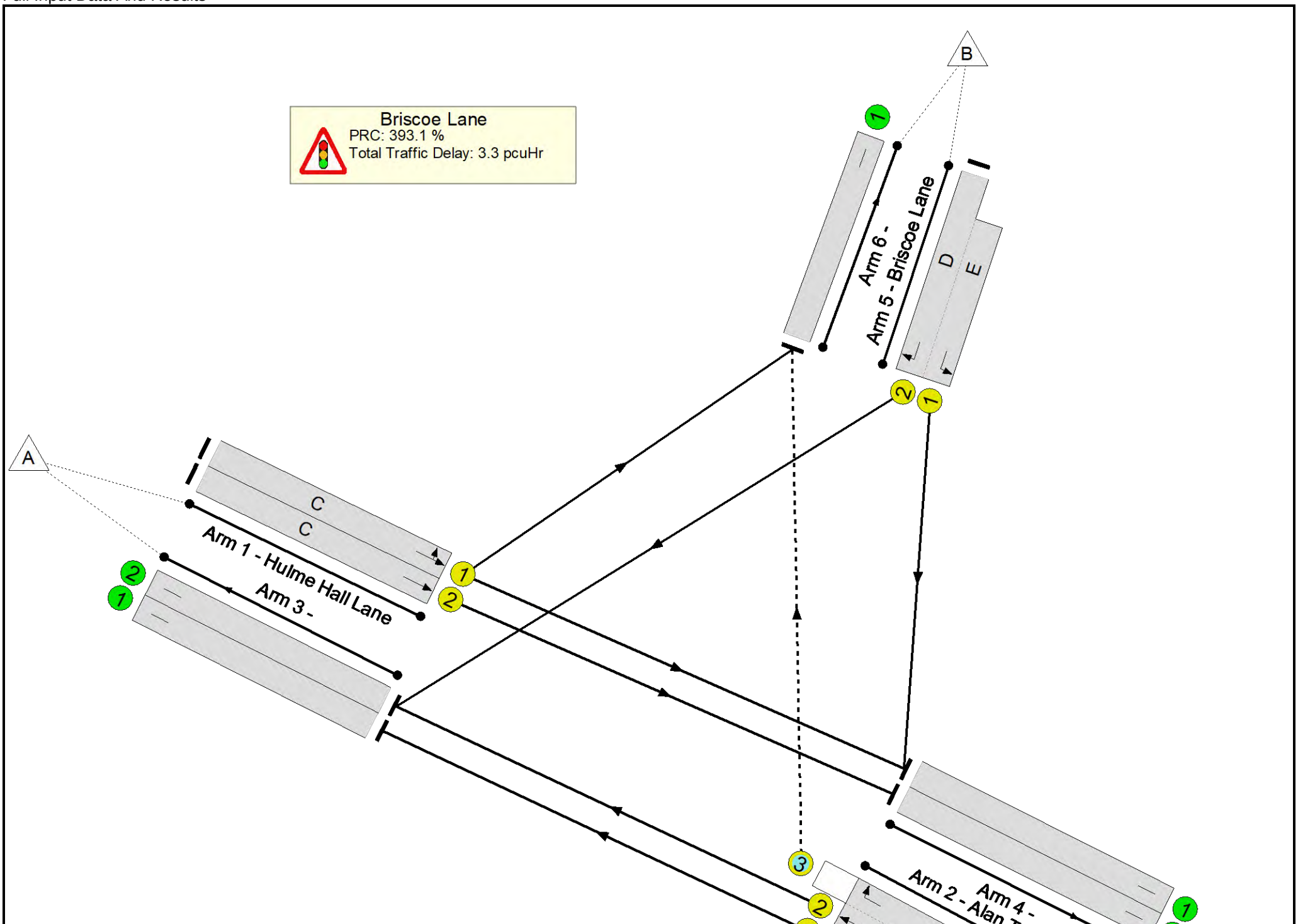
Stage	1	2	3
Duration	18	51	10
Change Point	0	28	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 393.1 %
Total Traffic Delay: 3.3 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**18.3%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**18.3%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	51	-	167	1830	915	18.3%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	51	-	166	1965	982	16.9%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	116	1975	1443	8.0%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	20	283	1990:1856	636+916	18.2 : 18.2%
3/1		U	N/A	N/A	-		-	-	-	116	1965	1965	5.9%
3/2		U	N/A	N/A	-		-	-	-	155	1965	1965	7.9%
4/1		U	N/A	N/A	-		-	-	-	139	1925	1925	7.2%
4/2		U	N/A	N/A	-		-	-	-	166	1925	1925	8.6%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:40	-	122	1907:2043	320+682	12.2 : 12.2%
6/1		U	N/A	N/A	-		-	-	-	278	2115	2115	13.1%

Full Input Data And Results

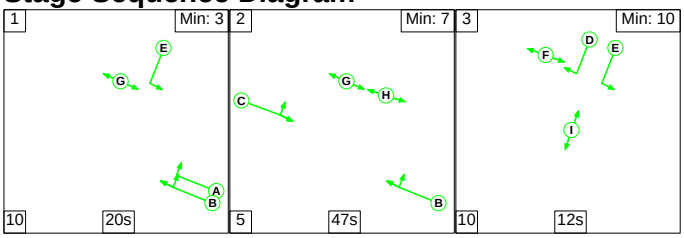
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**87**	**79**	**2**	**2.6**	**0.7**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**87**	**79**	**2**	**2.6**	**0.7**	**0.0**	**3.3**	**-**	**-**	**-**	**-**
1/1	167	167	-	-	-	0.7	0.1	-	0.8	16.7	2.6	0.1	2.8
1/2	166	166	-	-	-	0.7	0.1	-	0.8	16.4	2.6	0.1	2.7
2/1	116	116	-	-	-	0.1	0.0	-	0.2	5.4	0.9	0.0	1.0
2/2+2/3	283	283	87	79	2	0.3	0.1	0.0	0.4	5.7	1.4	0.1	1.5
3/1	116	116	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	155	155	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
4/1	139	139	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
4/2	166	166	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/2+5/1	122	122	-	-	-	0.8	0.1	-	0.9	26.9	1.5	0.1	1.6
6/1	278	278	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 393.1 Total Delay for Signalled Lanes (pcuHr): 3.07 Cycle Time (s): 104
PRC Over All Lanes (%): 393.1 Total Delay Over All Lanes(pcuHr): 3.30

Full Input Data And Results

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

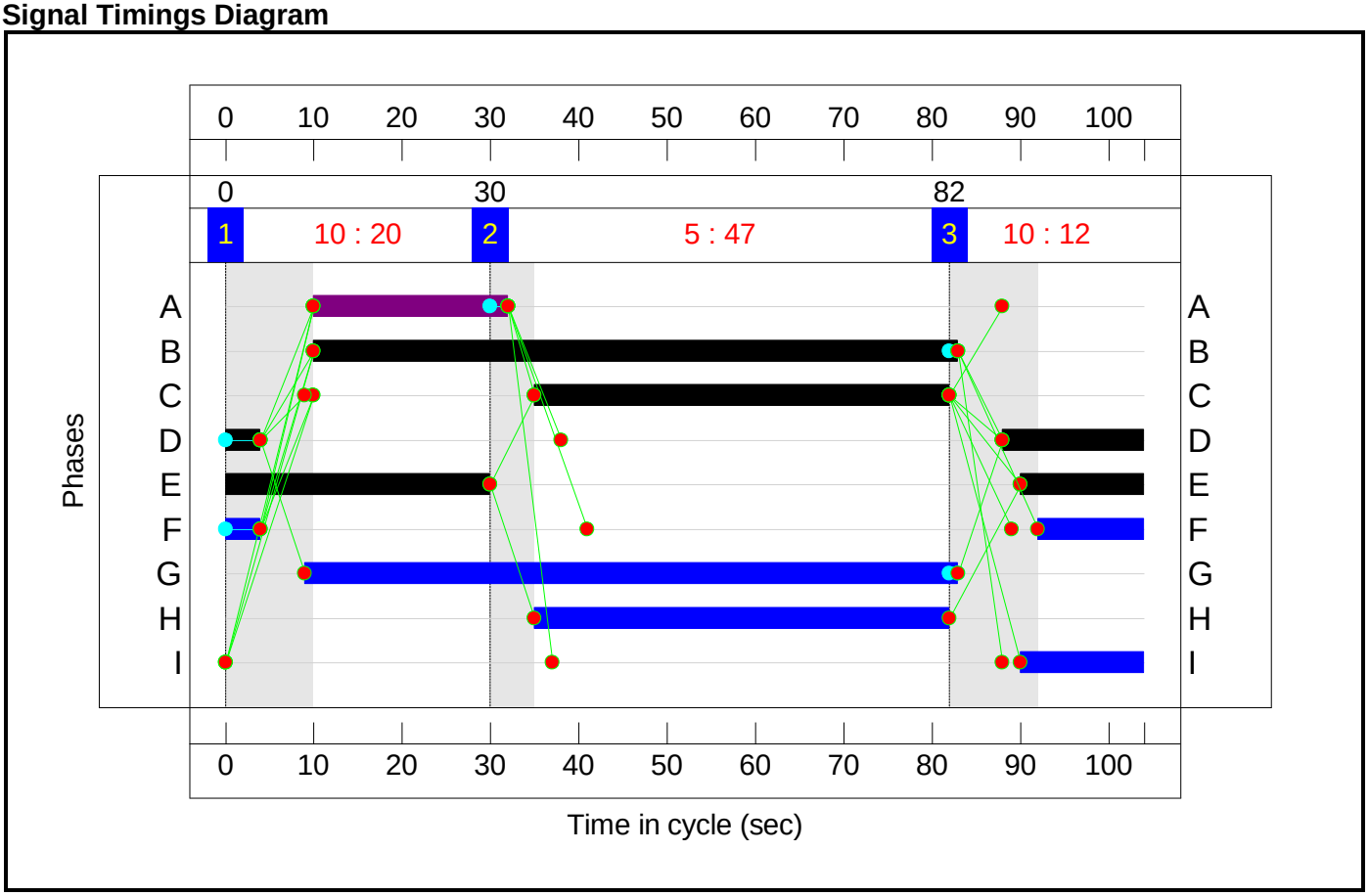
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	20	47	12
Change Point	0	30	82

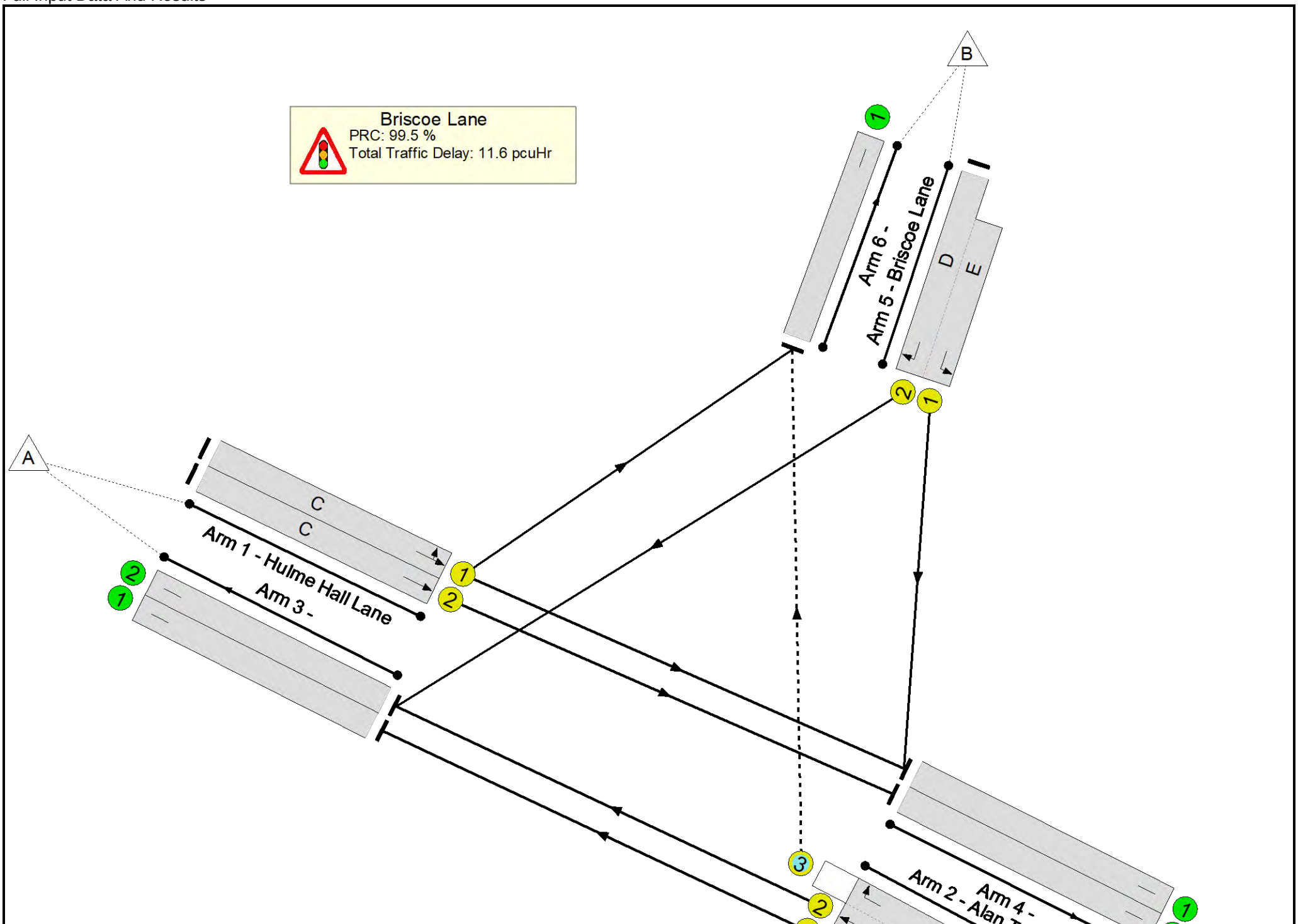
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.1%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.1%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	47	-	390	1873	864	45.1%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	47	-	391	1965	907	43.1%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	73	-	338	1975	1405	24.1%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	73	22	635	1990:1856	752+661	45.0 : 45.0%
3/1		U	N/A	N/A	-		-	-	-	338	1965	1965	17.2%
3/2		U	N/A	N/A	-		-	-	-	507	1965	1965	25.8%
4/1		U	N/A	N/A	-		-	-	-	521	1925	1925	27.1%
4/2		U	N/A	N/A	-		-	-	-	391	1925	1925	20.3%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	20:44	-	472	1907:2043	385+716	43.9 : 42.3%
6/1		U	N/A	N/A	-		-	-	-	469	2115	2115	22.2%

Full Input Data And Results

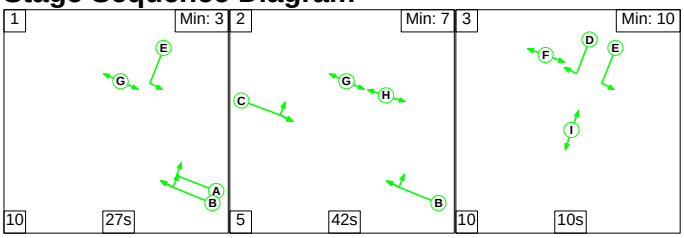
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**143**	**151**	**3**	**8.9**	**2.5**	**0.2**	**11.6**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**143**	**151**	**3**	**8.9**	**2.5**	**0.2**	**11.6**	**-**	**-**	**-**	**-**
1/1	390	390	-	-	-	2.1	0.4	-	2.5	22.8	7.6	0.4	8.0
1/2	391	391	-	-	-	2.0	0.4	-	2.4	22.3	7.5	0.4	7.9
2/1	338	338	-	-	-	0.5	0.2	-	0.6	6.9	3.4	0.2	3.5
2/2+2/3	635	635	143	151	3	0.9	0.4	0.2	1.6	8.8	3.4	0.4	3.8
3/1	338	338	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	507	507	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	521	521	-	-	-	0.0	0.2	-	0.2	1.3	2.8	0.2	3.0
4/2	391	391	-	-	-	0.0	0.1	-	0.1	1.2	3.8	0.1	3.9
5/2+5/1	472	472	-	-	-	3.4	0.4	-	3.7	28.5	5.8	0.4	6.2
6/1	469	469	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 99.5 Total Delay for Signalled Lanes (pcuHr): 10.84 Cycle Time (s): 104
PRC Over All Lanes (%): 99.5 Total Delay Over All Lanes(pcuHr): 11.57

Full Input Data And Results

Scenario 6: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

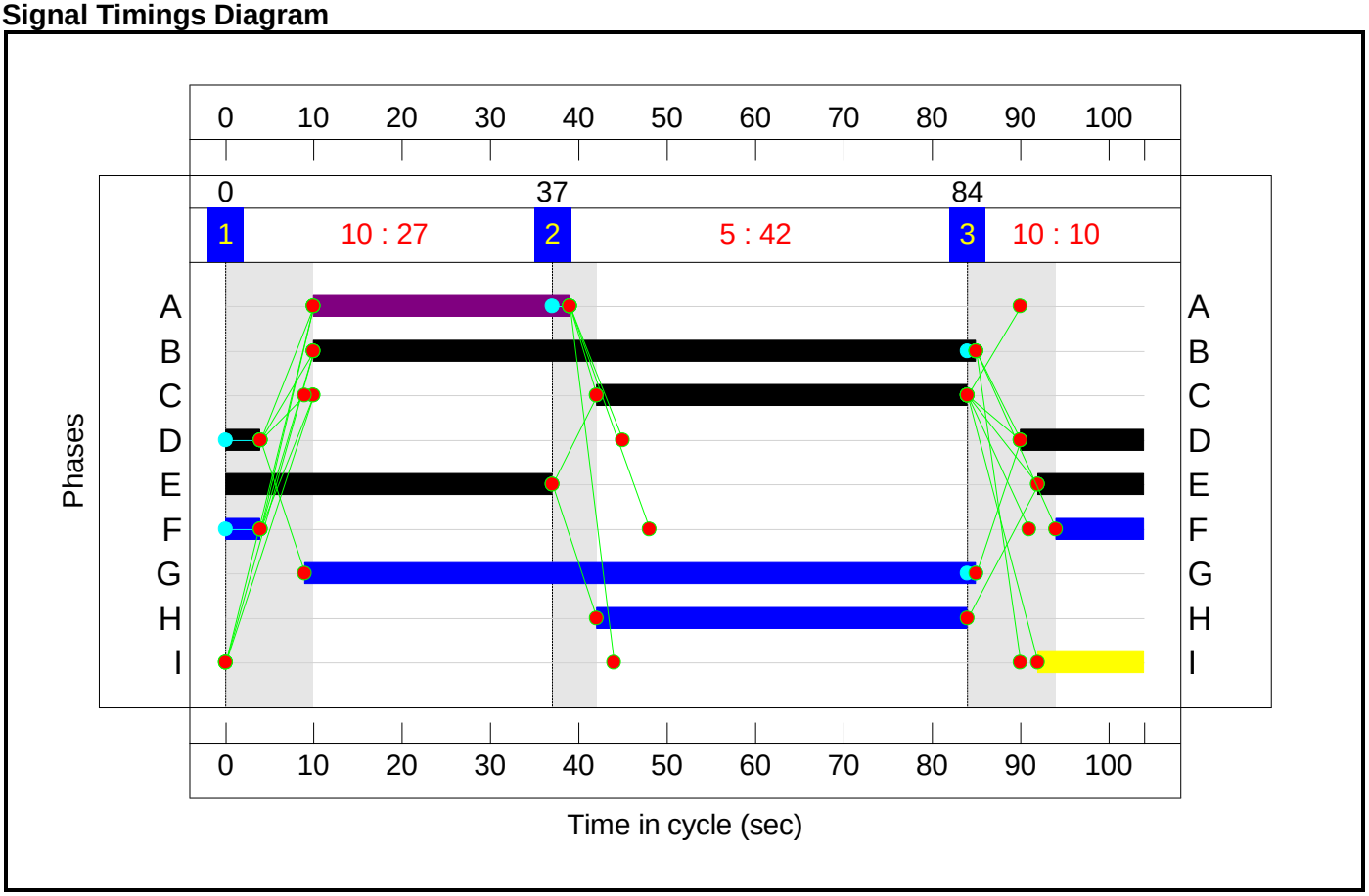
Stage Sequence Diagram



Stage Timings

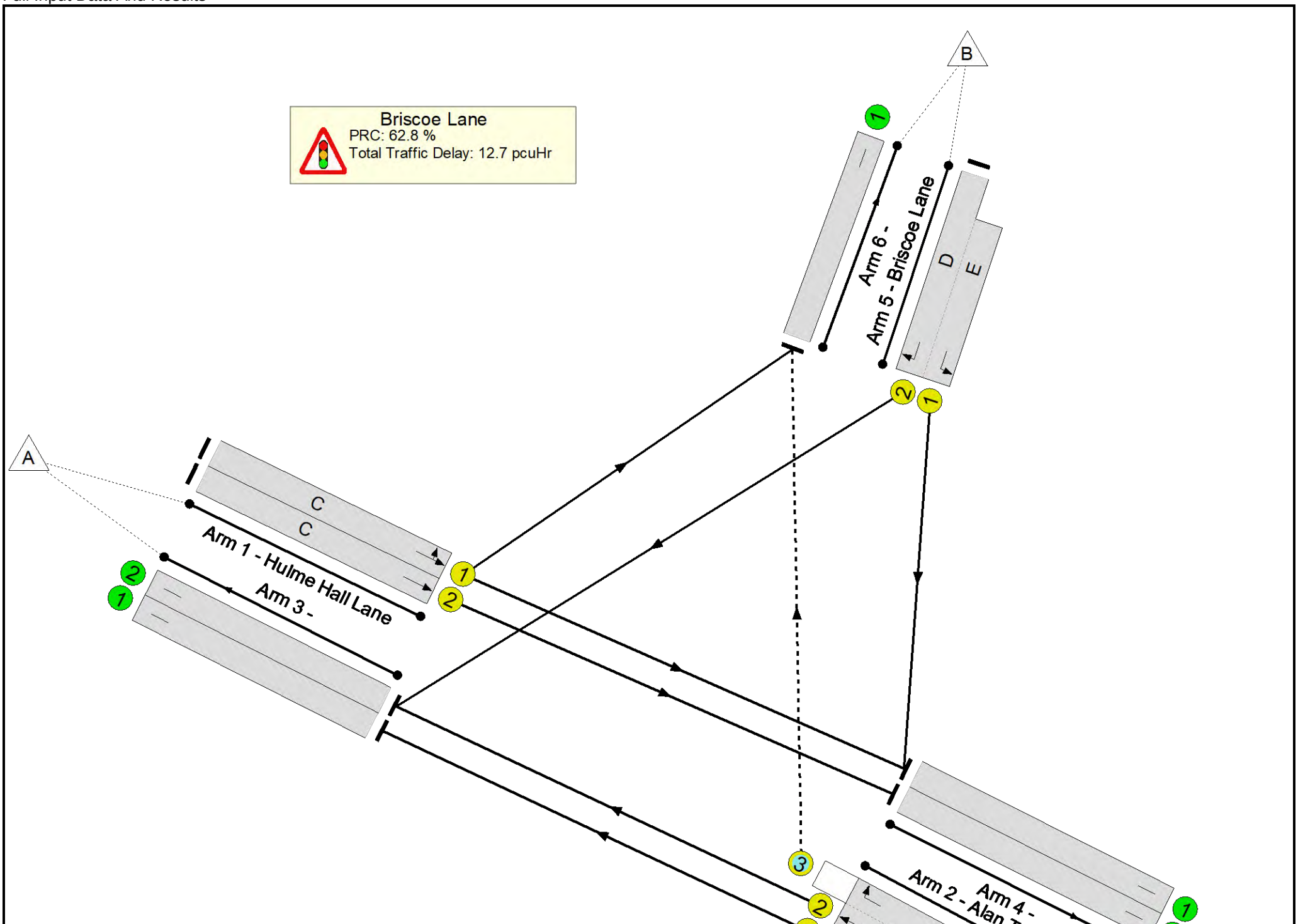
Stage	1	2	3
Duration	27	42	10
Change Point	0	37	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 62.8 %
Total Traffic Delay: 12.7 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.3%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.3%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	42	-	426	1864	771	55.3%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	42	-	426	1965	812	52.4%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	367	1975	1443	25.4%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	29	736	1990:1856	665+672	55.0 : 55.0%
3/1		U	N/A	N/A	-		-	-	-	367	1965	1965	18.7%
3/2		U	N/A	N/A	-		-	-	-	489	1965	1965	24.9%
4/1		U	N/A	N/A	-		-	-	-	445	1925	1925	23.1%
4/2		U	N/A	N/A	-		-	-	-	426	1925	1925	22.1%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:49	-	349	1907:2043	348+640	35.3 : 35.3%
6/1		U	N/A	N/A	-		-	-	-	577	2115	2115	27.3%

Full Input Data And Results

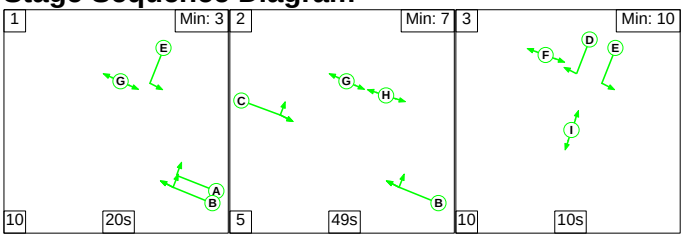
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**122**	**206**	**42**	**9.2**	**3.0**	**0.6**	**12.7**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**122**	**206**	**42**	**9.2**	**3.0**	**0.6**	**12.7**	**-**	**-**	**-**	**-**
1/1	426	426	-	-	-	2.7	0.6	-	3.4	28.4	9.3	0.6	10.0
1/2	426	426	-	-	-	2.7	0.5	-	3.3	27.5	9.1	0.5	9.7
2/1	367	367	-	-	-	0.5	0.2	-	0.6	6.3	3.5	0.2	3.6
2/2+2/3	736	736	122	206	42	1.0	0.6	0.6	2.2	10.6	3.5	0.6	4.1
3/1	367	367	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	489	489	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	445	445	-	-	-	0.0	0.2	-	0.2	1.2	0.5	0.2	0.7
4/2	426	426	-	-	-	0.0	0.1	-	0.1	1.2	5.4	0.1	5.6
5/2+5/1	349	349	-	-	-	2.3	0.3	-	2.5	26.1	3.8	0.3	4.0
6/1	577	577	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 62.8 Total Delay for Signalled Lanes (pcuHr): 11.95 Cycle Time (s): 104
PRC Over All Lanes (%): 62.8 Total Delay Over All Lanes(pcuHr): 12.71

Full Input Data And Results

Scenario 7: '2019 Base (Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

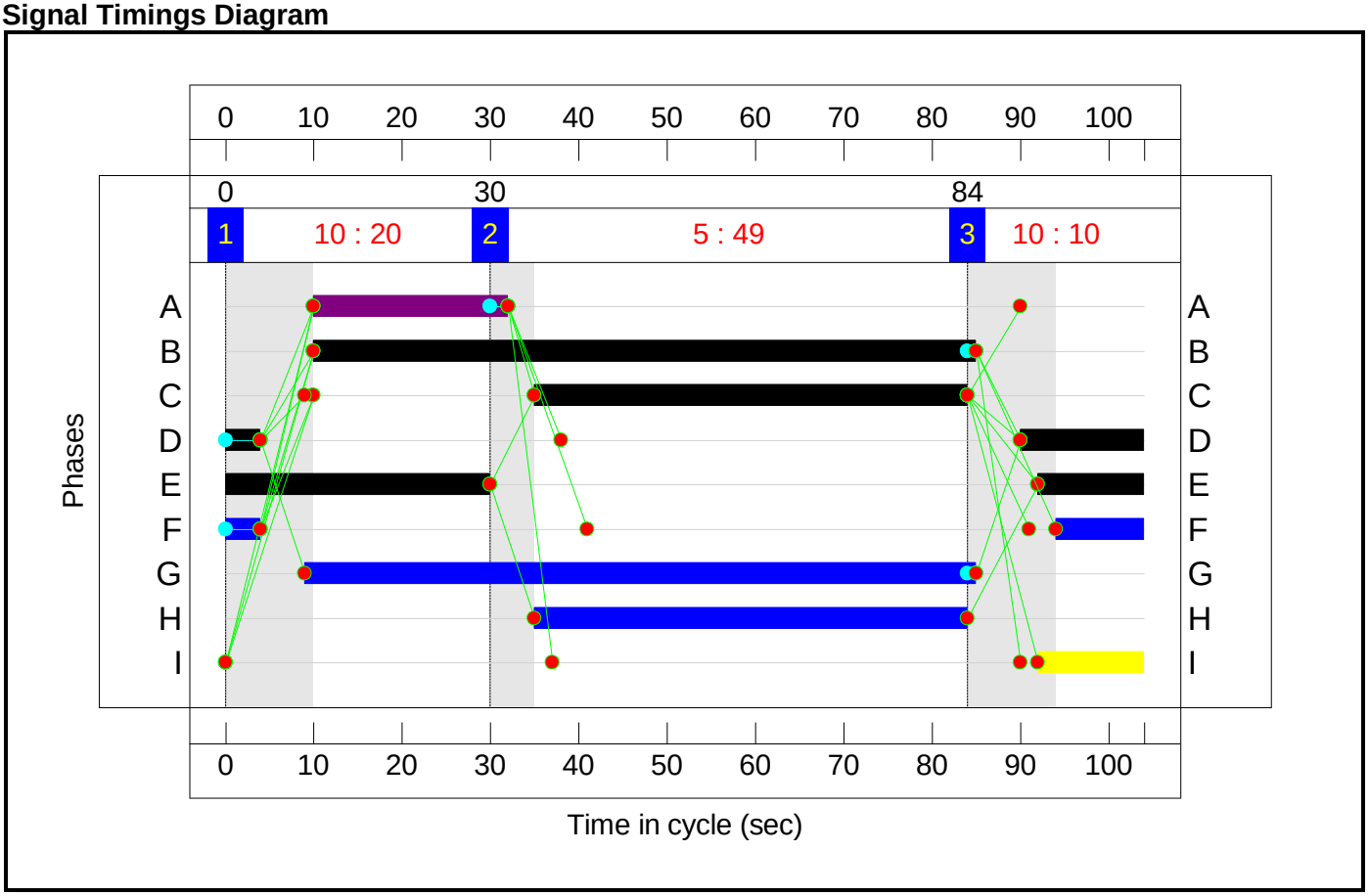
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	20	49	10
Change Point	0	30	84

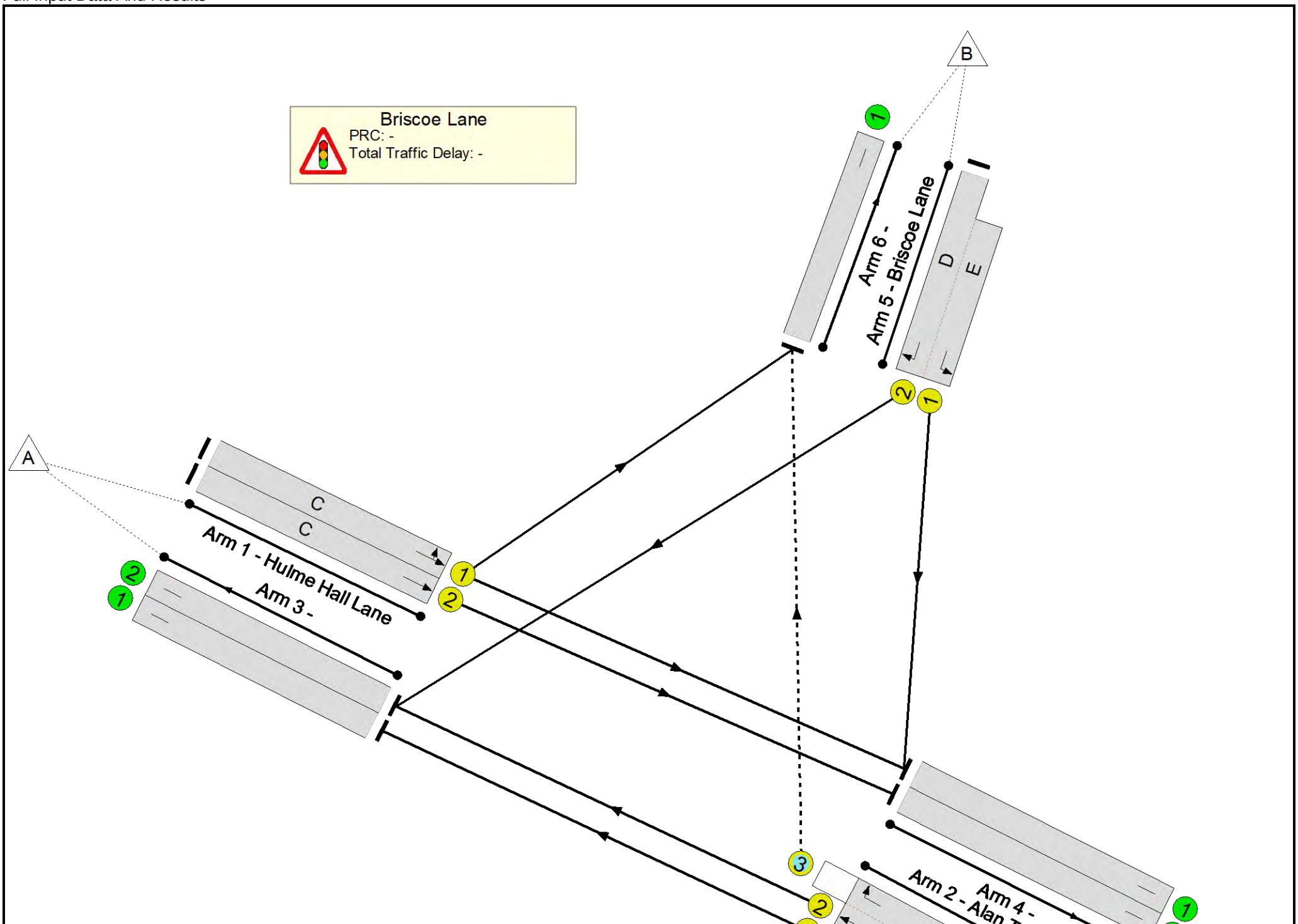
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	49	-	751	1821	-	-
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	49	-	750	1965	-	-
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	449	1975	-	-
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	22	860	1990:1856	-	-
3/1		U	N/A	N/A	-		-	-	-	449	1965	-	-
3/2		U	N/A	N/A	-		-	-	-	603	1965	-	-
4/1		U	N/A	N/A	-		-	-	-	506	1925	-	-
4/2		U	N/A	N/A	-		-	-	-	750	1925	-	-
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:42	-	444	1907:2043	-	-
6/1		U	N/A	N/A	-		-	-	-	946	2115	-	-

Full Input Data And Results

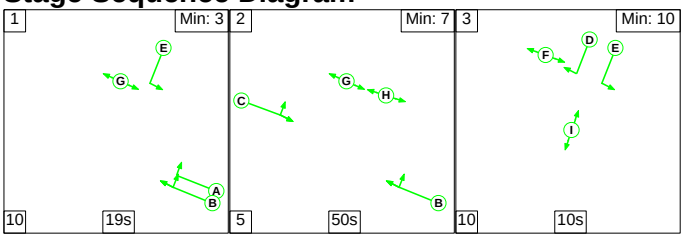
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2+5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 104
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 0.00

Full Input Data And Results

Scenario 8: '2019 Base (Match) - Weekday PM Network Peak' (FG6: '2019 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

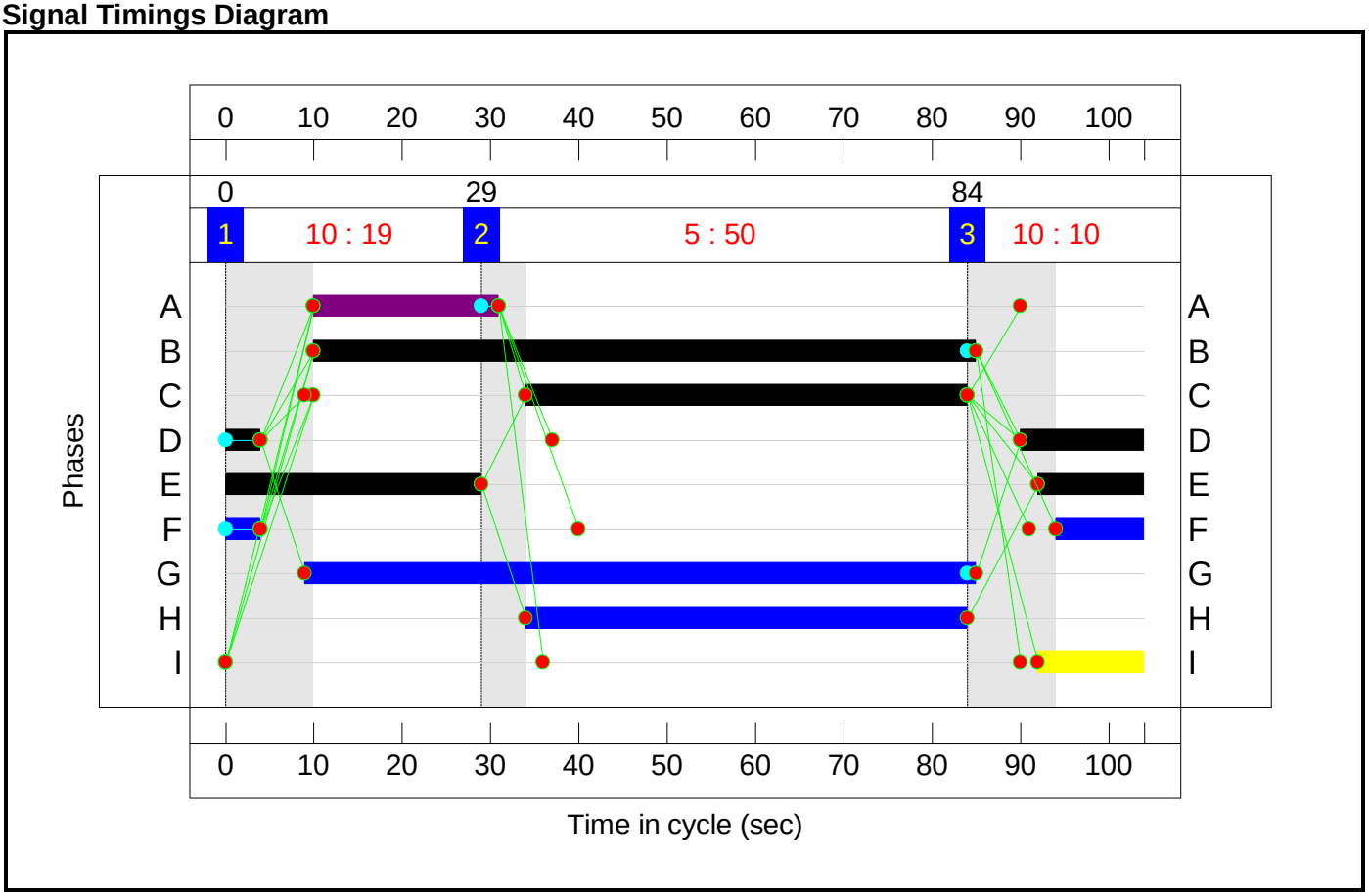
Stage Sequence Diagram



Stage Timings

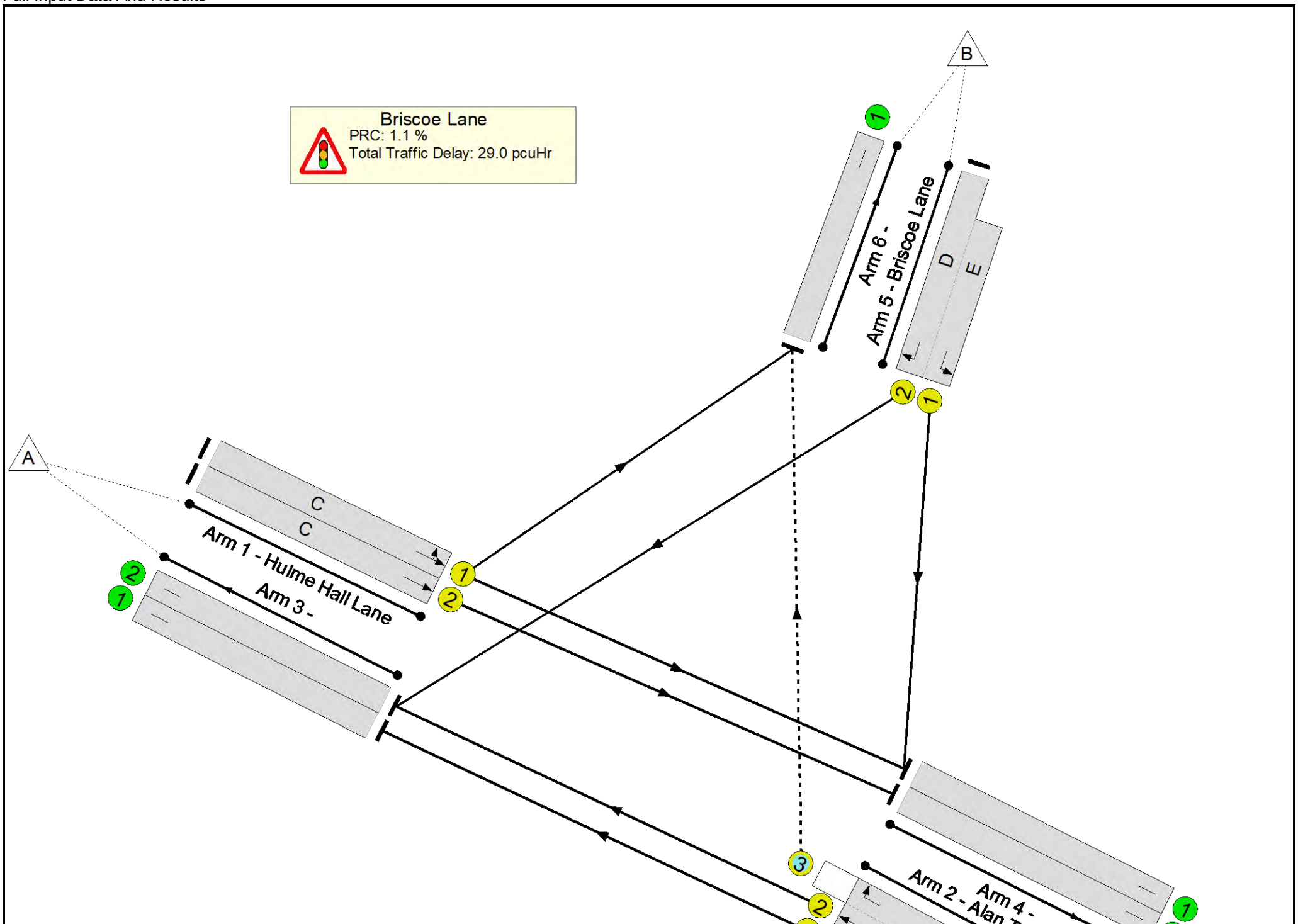
Stage	1	2	3
Duration	19	50	10
Change Point	0	29	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 1.1 %
Total Traffic Delay: 29.0 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	50	-	781	1821	893	87.5%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	50	-	782	1965	964	81.2%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	430	1975	1443	29.8%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	21	841	1990:1856	483+462	89.0 : 89.0%
3/1		U	N/A	N/A	-		-	-	-	430	1965	1965	21.9%
3/2		U	N/A	N/A	-		-	-	-	552	1965	1965	28.1%
4/1		U	N/A	N/A	-		-	-	-	518	1925	1925	26.9%
4/2		U	N/A	N/A	-		-	-	-	782	1925	1925	40.6%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:41	-	415	1907:2043	294+706	41.5 : 41.5%
6/1		U	N/A	N/A	-		-	-	-	967	2115	2115	45.7%

Full Input Data And Results

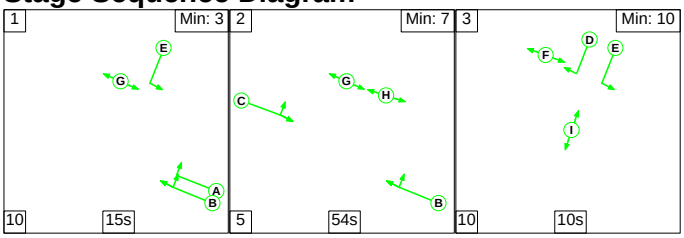
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**342**	**69**	**17.1**	**11.0**	**0.9**	**29.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**342**	**69**	**17.1**	**11.0**	**0.9**	**29.0**	**-**	**-**	**-**	**-**
1/1	781	781	-	-	-	5.1	3.3	-	8.4	38.8	20.0	3.3	23.3
1/2	782	782	-	-	-	4.9	2.1	-	7.0	32.1	19.1	2.1	21.2
2/1	430	430	-	-	-	0.6	0.2	-	0.8	6.6	4.2	0.2	4.4
2/2+2/3	841	841	0	342	69	3.5	3.8	0.9	8.2	34.9	9.4	3.8	13.2
3/1	430	430	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
3/2	552	552	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	518	518	-	-	-	0.0	0.2	-	0.2	1.3	3.2	0.2	3.4
4/2	782	782	-	-	-	0.0	0.3	-	0.4	1.8	15.7	0.3	16.0
5/2+5/1	415	415	-	-	-	3.0	0.4	-	3.4	29.2	5.9	0.4	6.2
6/1	967	967	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): 1.1 Total Delay for Signalled Lanes (pcuHr): 27.72 Cycle Time (s): 104
PRC Over All Lanes (%): 1.1 Total Delay Over All Lanes(pcuHr): 29.05

Full Input Data And Results

Scenario 9: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG7: '2019 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

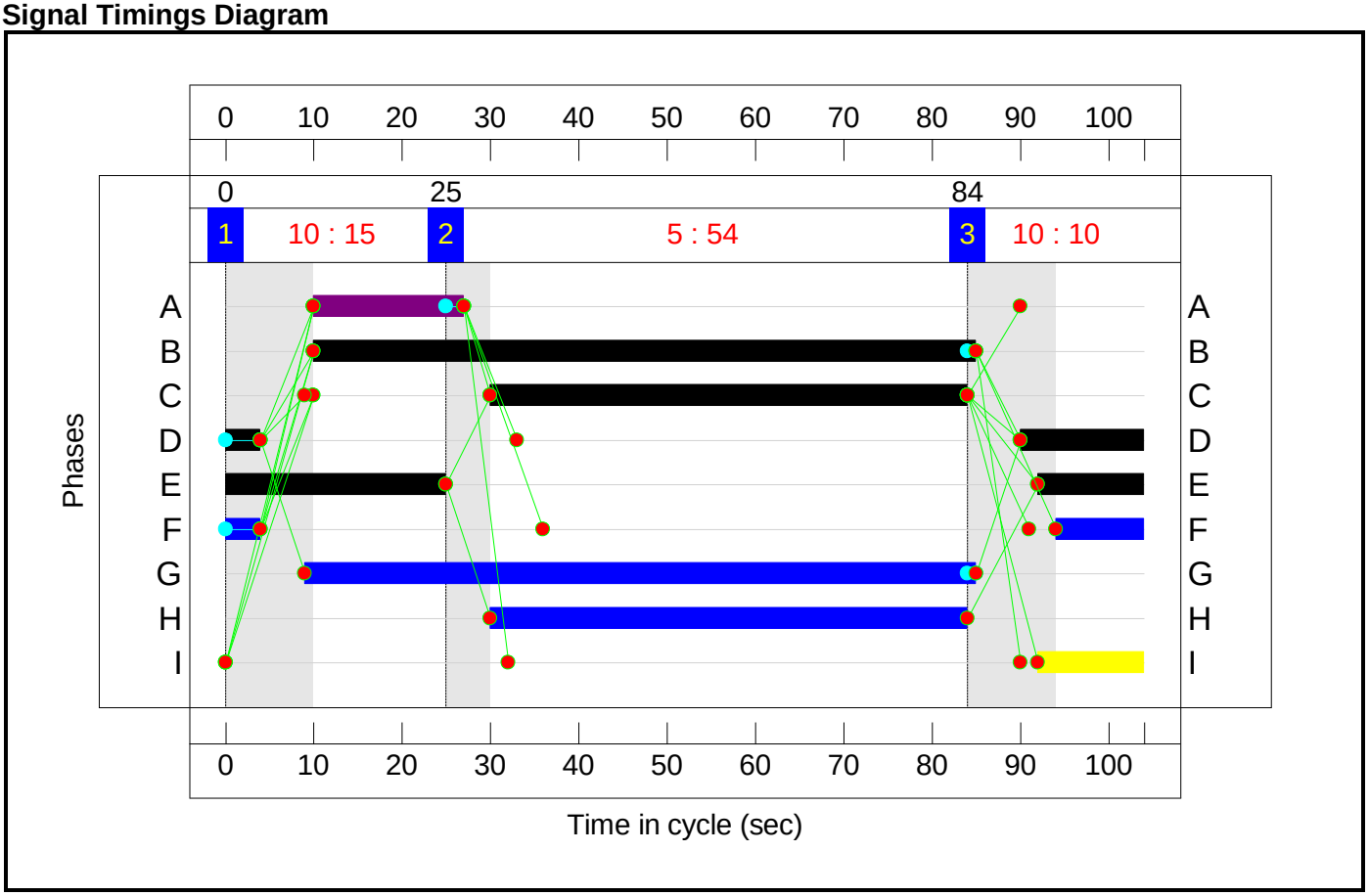
Stage Sequence Diagram



Stage Timings

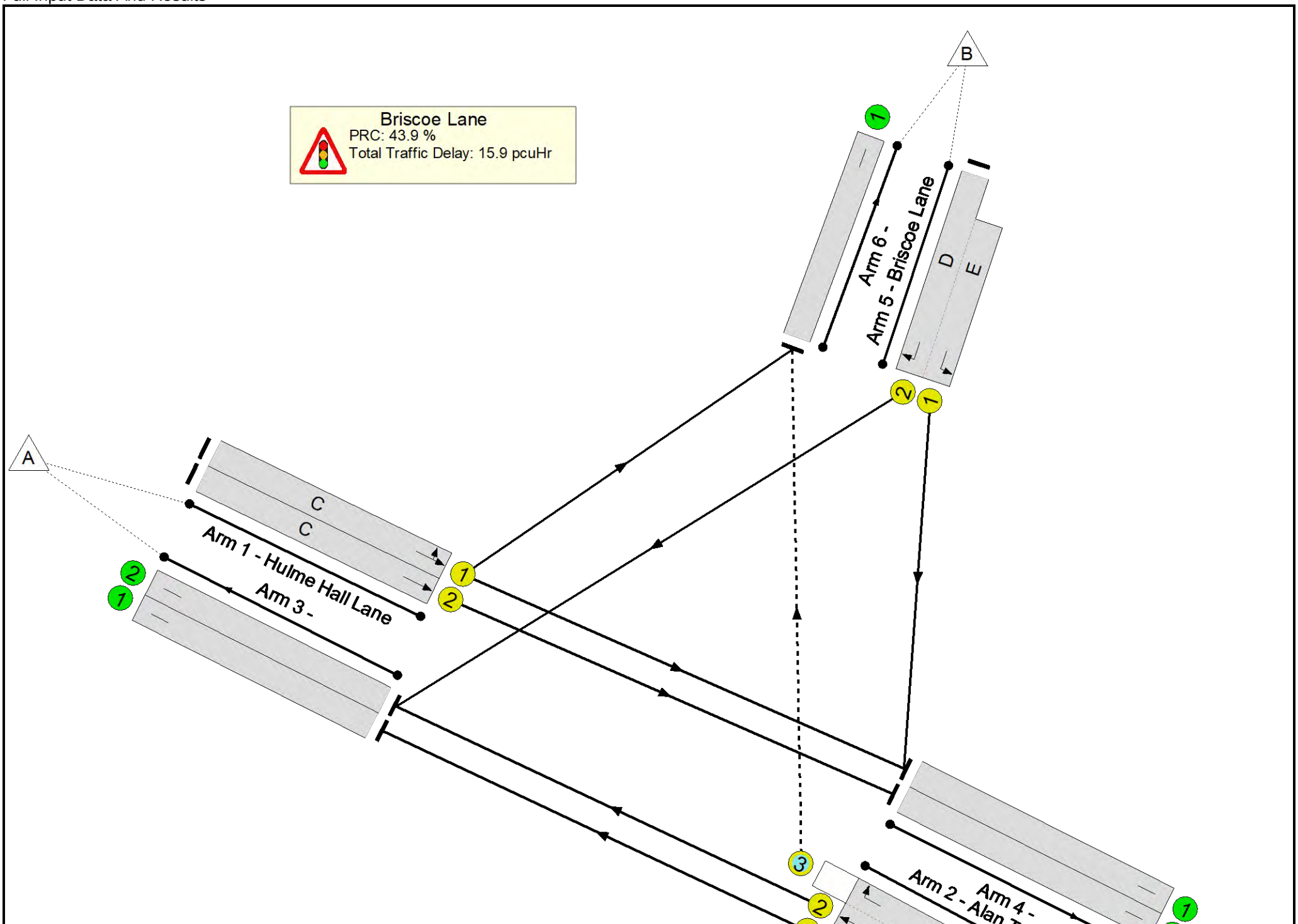
Stage	1	2	3
Duration	15	54	10
Change Point	0	25	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 43.9 %
Total Traffic Delay: 15.9 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.5%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.5%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	54	-	623	1884	996	62.5%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	54	-	624	1965	1039	60.0%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	276	1975	1443	19.1%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	17	526	1990:1856	452+413	60.8 : 60.8%
3/1		U	N/A	N/A	-		-	-	-	276	1965	1965	14.0%
3/2		U	N/A	N/A	-		-	-	-	423	1965	1965	21.5%
4/1		U	N/A	N/A	-		-	-	-	688	1925	1925	35.7%
4/2		U	N/A	N/A	-		-	-	-	624	1925	1925	32.4%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:37	-	453	1907:2043	311+640	47.6 : 47.6%
6/1		U	N/A	N/A	-		-	-	-	491	2115	2115	23.2%

Full Input Data And Results

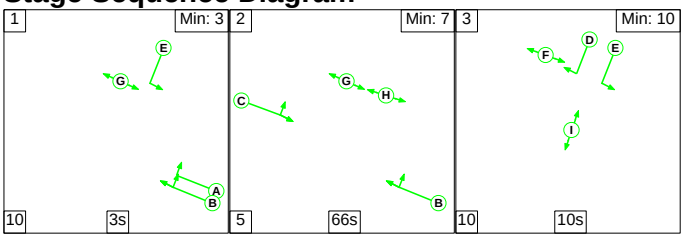
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**23**	**160**	**68**	**11.2**	**3.8**	**0.8**	**15.9**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**23**	**160**	**68**	**11.2**	**3.8**	**0.8**	**15.9**	**-**	**-**	**-**	**-**
1/1	623	623	-	-	-	3.0	0.8	-	3.8	22.0	12.6	0.8	13.5
1/2	624	624	-	-	-	2.9	0.7	-	3.7	21.2	12.3	0.7	13.1
2/1	276	276	-	-	-	0.3	0.1	-	0.5	5.9	2.5	0.1	2.6
2/2+2/3	526	526	23	160	68	1.3	0.8	0.8	2.9	19.9	3.8	0.8	4.6
3/1	276	276	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	423	423	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/1	688	688	-	-	-	0.0	0.3	-	0.3	1.5	3.8	0.3	4.1
4/2	624	624	-	-	-	0.0	0.2	-	0.3	1.5	8.7	0.2	8.9
5/2+5/1	453	453	-	-	-	3.6	0.5	-	4.1	32.5	6.5	0.5	7.0
6/1	491	491	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 43.9 Total Delay for Signalled Lanes (pcuHr): 14.95 Cycle Time (s): 104
PRC Over All Lanes (%): 43.9 Total Delay Over All Lanes(pcuHr): 15.86

Full Input Data And Results

Scenario 10: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

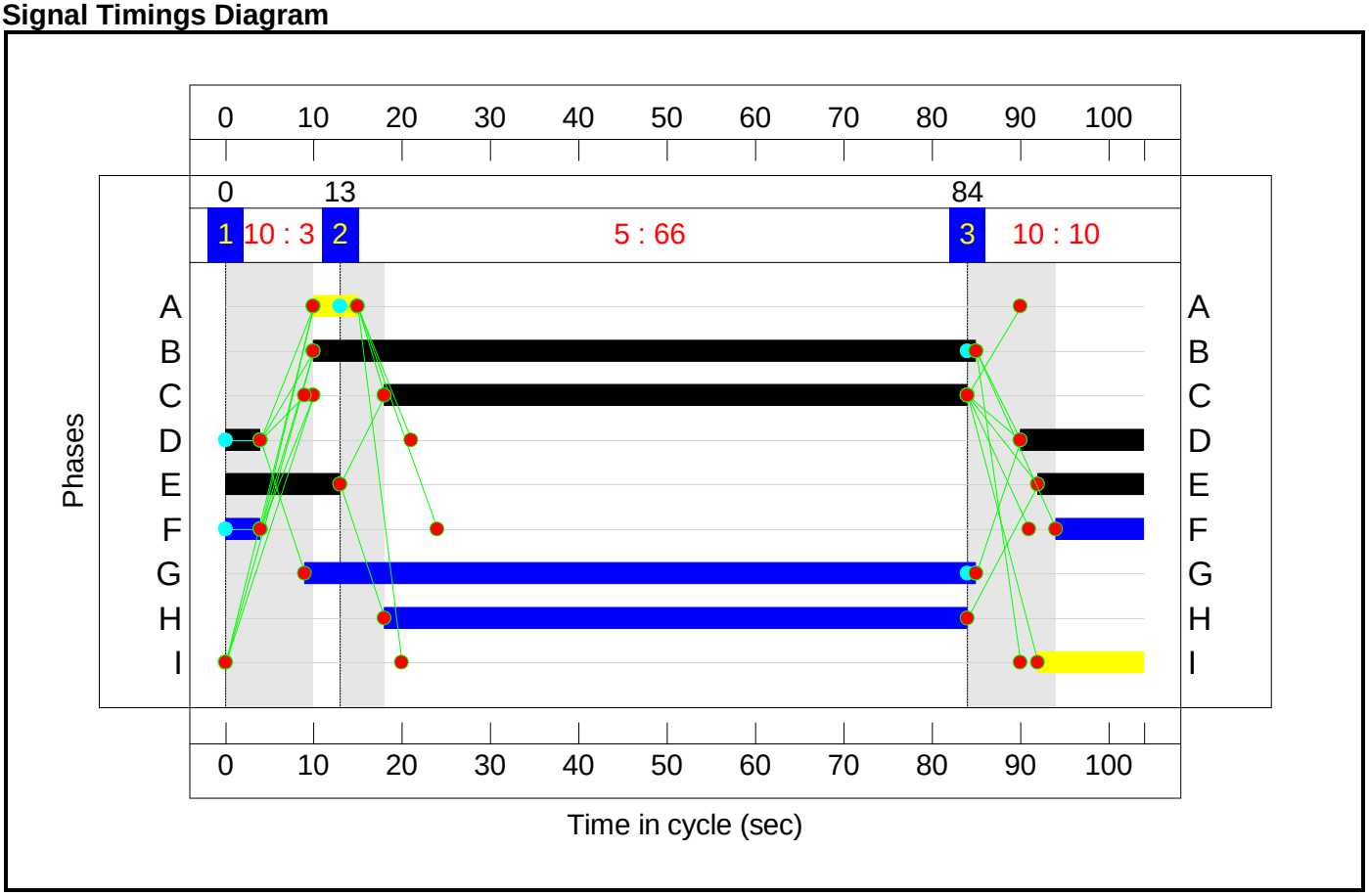
Stage Sequence Diagram



Stage Timings

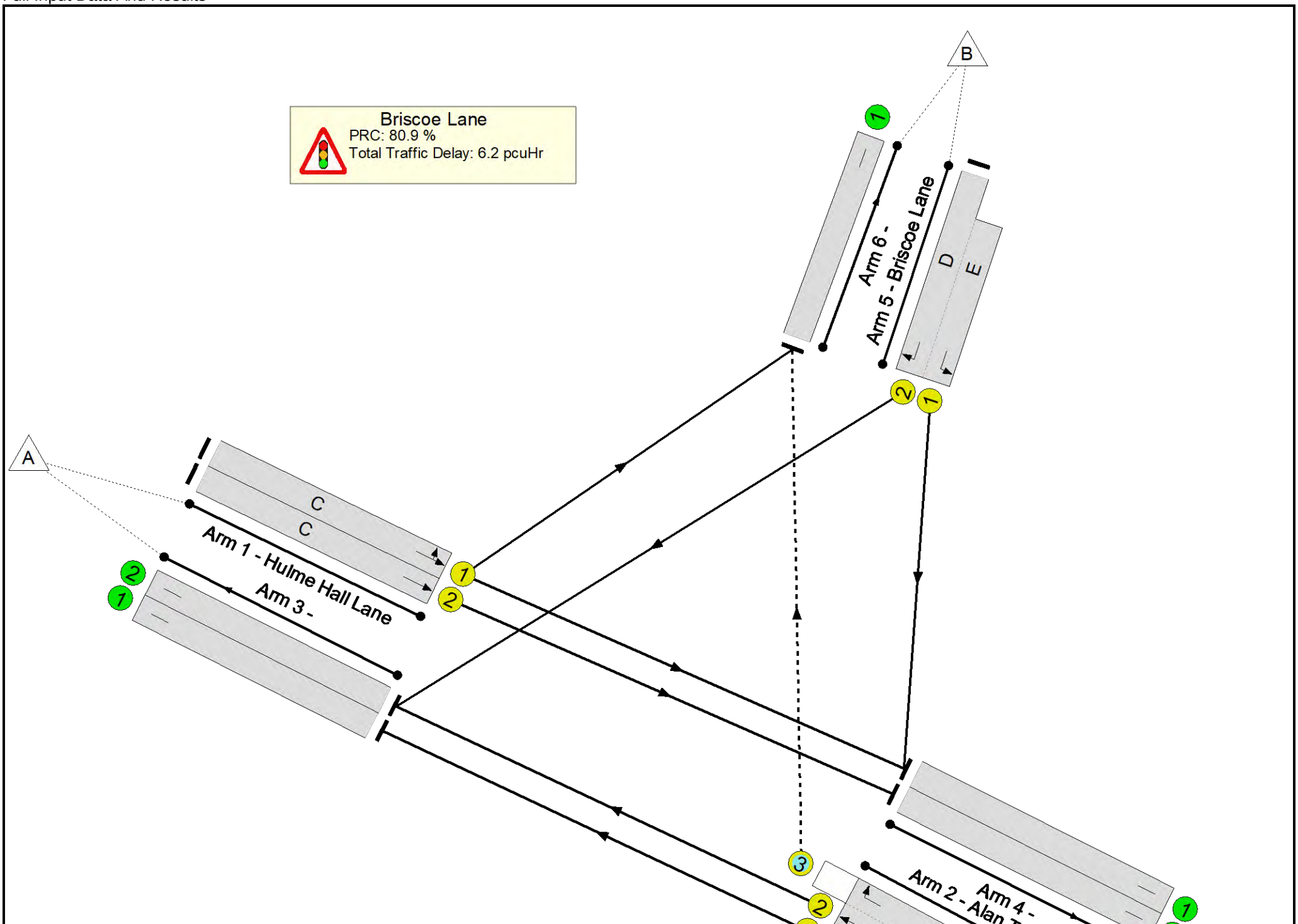
Stage	1	2	3
Duration	3	66	10
Change Point	0	13	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 80.9 %
Total Traffic Delay: 6.2 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.7%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.7%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	66	-	150	1864	1201	12.5%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	66	-	150	1965	1266	11.8%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	552	1975	1443	38.2%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	5	809	1990:1856	1110+517	49.7 : 49.7%
3/1		U	N/A	N/A	-		-	-	-	552	1965	1965	28.1%
3/2		U	N/A	N/A	-		-	-	-	689	1965	1965	35.1%
4/1		U	N/A	N/A	-		-	-	-	125	1925	1925	6.5%
4/2		U	N/A	N/A	-		-	-	-	150	1925	1925	7.8%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:25	-	185	1907:2043	348+122	39.3 : 39.3%
6/1		U	N/A	N/A	-		-	-	-	330	2115	2115	15.6%

Full Input Data And Results

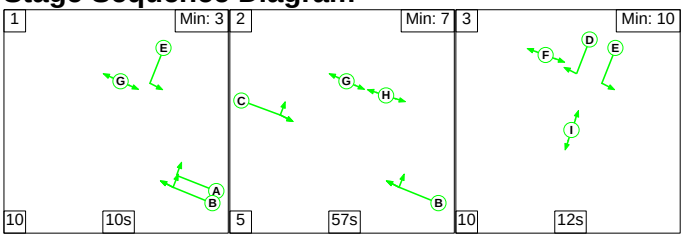
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**171**	**84**	**2**	**4.3**	**1.9**	**0.0**	**6.2**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**171**	**84**	**2**	**4.3**	**1.9**	**0.0**	**6.2**	**-**	**-**	**-**	**-**
1/1	150	150	-	-	-	0.3	0.1	-	0.4	8.9	1.7	0.1	1.7
1/2	150	150	-	-	-	0.3	0.1	-	0.4	8.7	1.7	0.1	1.7
2/1	552	552	-	-	-	0.8	0.3	-	1.1	7.3	5.8	0.3	6.1
2/2+2/3	809	809	171	84	2	1.1	0.5	0.0	1.6	7.2	5.8	0.5	6.3
3/1	552	552	-	-	-	0.0	0.2	-	0.2	1.3	0.5	0.2	0.7
3/2	689	689	-	-	-	0.0	0.3	-	0.3	1.4	1.1	0.3	1.4
4/1	125	125	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
4/2	150	150	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/2+5/1	185	185	-	-	-	1.8	0.3	-	2.1	41.8	3.5	0.3	3.8
6/1	330	330	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 80.9 Total Delay for Signalled Lanes (pcuHr): 5.61 Cycle Time (s): 104
PRC Over All Lanes (%): 80.9 Total Delay Over All Lanes(pcuHr): 6.25

Full Input Data And Results

Scenario 11: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG9: '2019 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

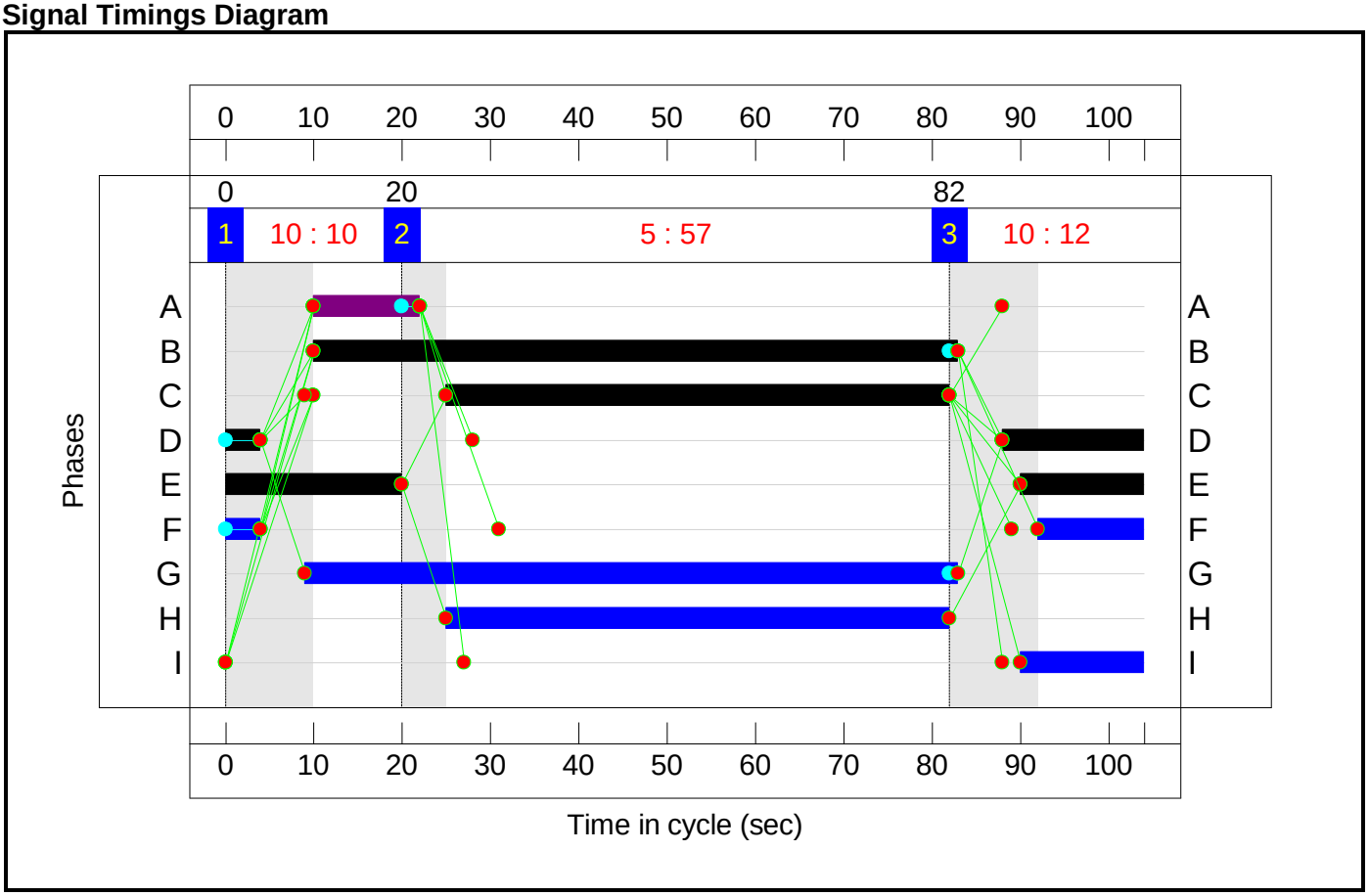
Stage Sequence Diagram



Stage Timings

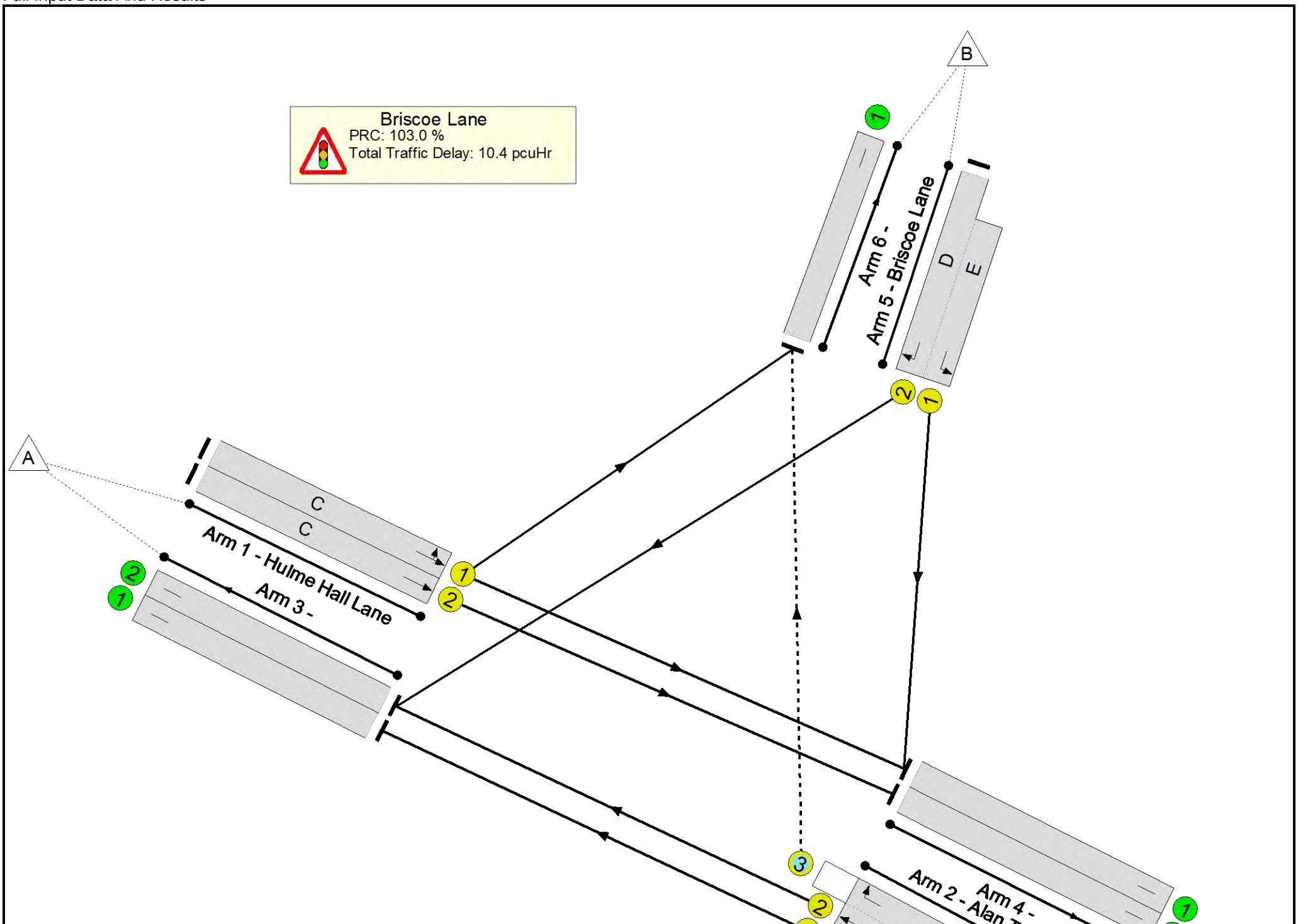
Stage	1	2	3
Duration	10	57	12
Change Point	0	20	82

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 103.0 %
Total Traffic Delay: 10.4 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.3%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.3%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	57	-	457	1880	1048	43.6%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	57	-	456	1965	1096	41.6%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	73	-	294	1975	1405	20.9%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	73	12	506	1990:1856	661+480	44.3 : 44.3%
3/1		U	N/A	N/A	-		-	-	-	294	1965	1965	15.0%
3/2		U	N/A	N/A	-		-	-	-	456	1965	1965	23.2%
4/1		U	N/A	N/A	-		-	-	-	513	1925	1925	26.6%
4/2		U	N/A	N/A	-		-	-	-	456	1925	1925	23.7%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	20:34	-	406	1907:2043	385+581	42.3 : 41.8%
6/1		U	N/A	N/A	-		-	-	-	400	2115	2115	18.9%

Full Input Data And Results

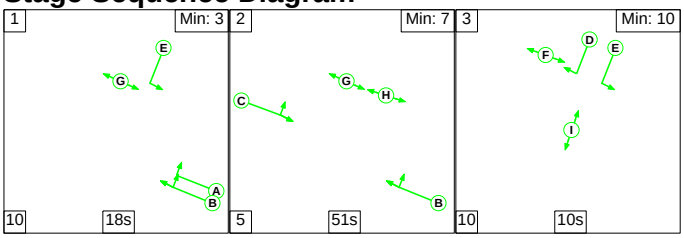
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**123**	**88**	**2**	**7.9**	**2.3**	**0.2**	**10.4**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**123**	**88**	**2**	**7.9**	**2.3**	**0.2**	**10.4**	**-**	**-**	**-**	**-**
1/1	457	457	-	-	-	1.7	0.4	-	2.1	16.5	7.6	0.4	8.0
1/2	456	456	-	-	-	1.7	0.4	-	2.0	16.1	7.5	0.4	7.8
2/1	294	294	-	-	-	0.4	0.1	-	0.5	6.7	2.9	0.1	3.0
2/2+2/3	506	506	123	88	2	0.7	0.4	0.2	1.3	9.0	2.8	0.4	3.2
3/1	294	294	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	456	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	513	513	-	-	-	0.0	0.2	-	0.2	1.3	2.2	0.2	2.4
4/2	456	456	-	-	-	0.0	0.2	-	0.2	1.2	3.8	0.2	3.9
5/2+5/1	406	406	-	-	-	3.4	0.4	-	3.8	33.3	5.3	0.4	5.6
6/1	400	400	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 103.0 Total Delay for Signalled Lanes (pcuHr): 9.69 Cycle Time (s): 104
PRC Over All Lanes (%): 103.0 Total Delay Over All Lanes(pcuHr): 10.39

Full Input Data And Results

Scenario 12: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG10: '2019 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

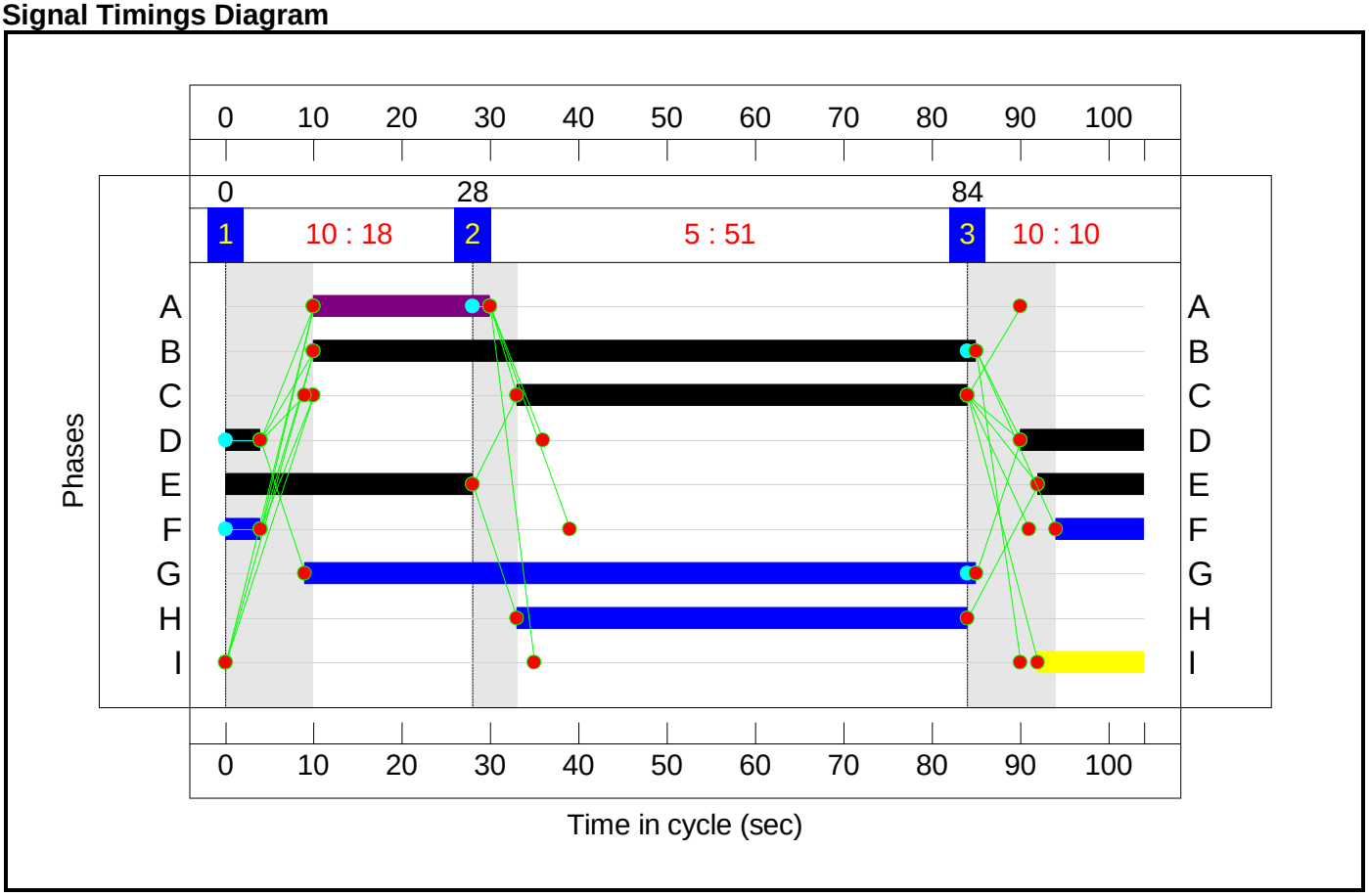
Stage Sequence Diagram



Stage Timings

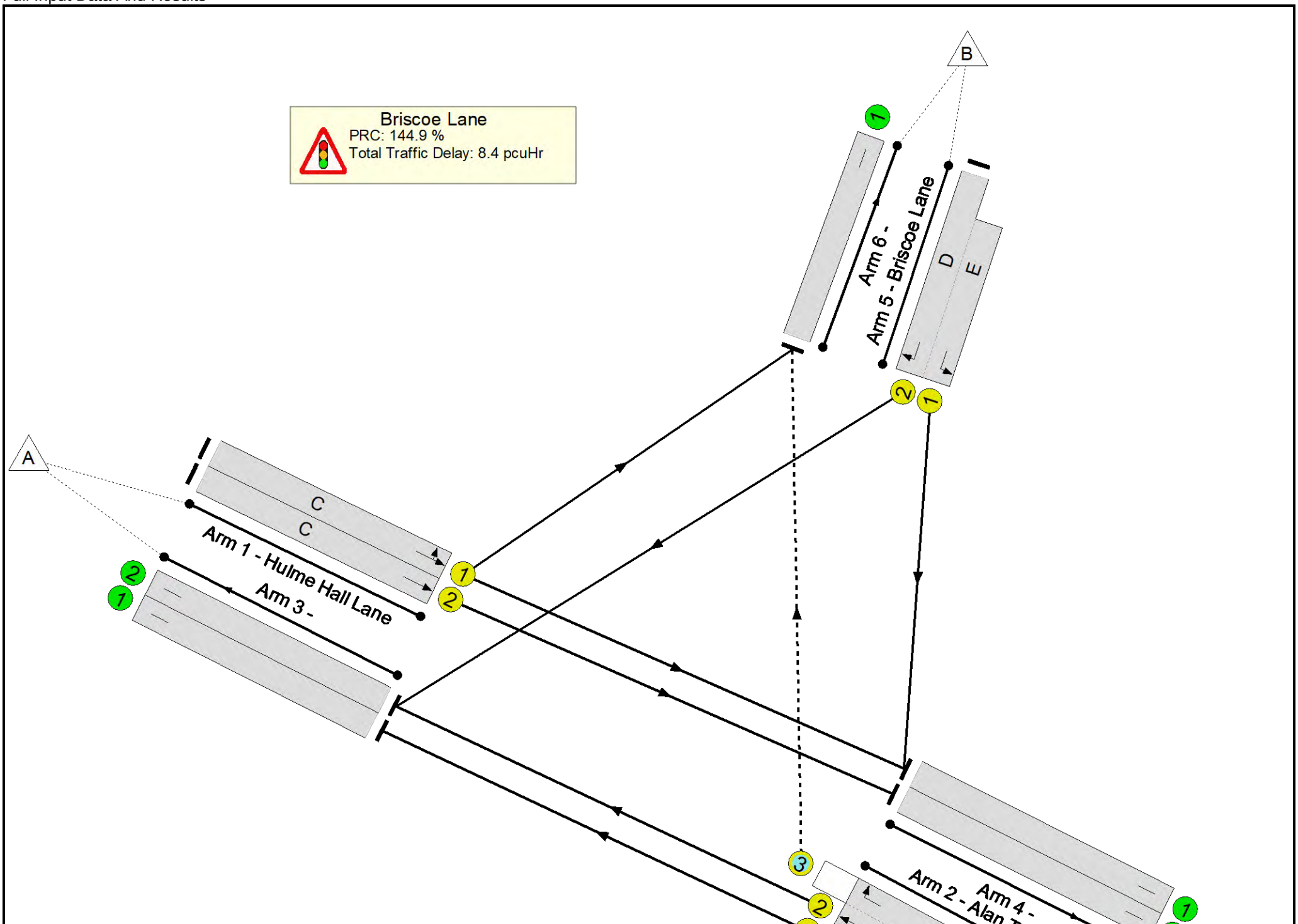
Stage	1	2	3
Duration	18	51	10
Change Point	0	28	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 144.9 %
Total Traffic Delay: 8.4 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.7%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.7%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	51	-	341	1890	945	36.1%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	51	-	341	1965	982	34.7%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	343	1975	1443	23.8%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	20	601	1990:1856	931+705	36.7 : 36.7%
3/1		U	N/A	N/A	-		-	-	-	343	1965	1965	17.5%
3/2		U	N/A	N/A	-		-	-	-	449	1965	1965	22.8%
4/1		U	N/A	N/A	-		-	-	-	425	1925	1925	22.1%
4/2		U	N/A	N/A	-		-	-	-	341	1925	1925	17.7%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:40	-	312	1907:2043	348+673	30.7 : 30.5%
6/1		U	N/A	N/A	-		-	-	-	380	2115	2115	18.0%

Full Input Data And Results

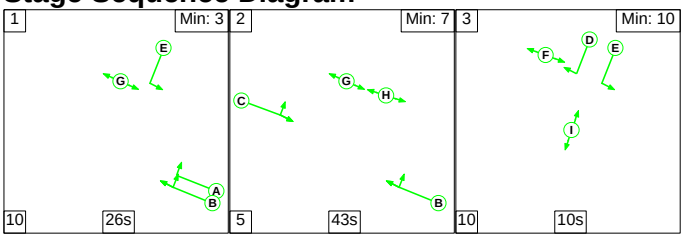
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**134**	**122**	**2**	**6.5**	**1.8**	**0.1**	**8.4**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**134**	**122**	**2**	**6.5**	**1.8**	**0.1**	**8.4**	**-**	**-**	**-**	**-**
1/1	341	341	-	-	-	1.5	0.3	-	1.8	18.8	6.0	0.3	6.2
1/2	341	341	-	-	-	1.5	0.3	-	1.8	18.5	5.9	0.3	6.1
2/1	343	343	-	-	-	0.4	0.2	-	0.6	6.2	3.1	0.2	3.3
2/2+2/3	601	601	134	122	2	0.7	0.3	0.1	1.1	6.9	3.1	0.3	3.4
3/1	343	343	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	449	449	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/1	425	425	-	-	-	0.0	0.1	-	0.1	1.2	1.1	0.1	1.2
4/2	341	341	-	-	-	0.0	0.1	-	0.1	1.1	2.2	0.1	2.3
5/2+5/1	312	312	-	-	-	2.3	0.2	-	2.5	29.1	4.0	0.2	4.2
6/1	380	380	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 144.9 Total Delay for Signalled Lanes (pcuHr): 7.80 Cycle Time (s): 104
PRC Over All Lanes (%): 144.9 Total Delay Over All Lanes(pcuHr): 8.41

Full Input Data And Results

Scenario 13: '2023 Base (Non-Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

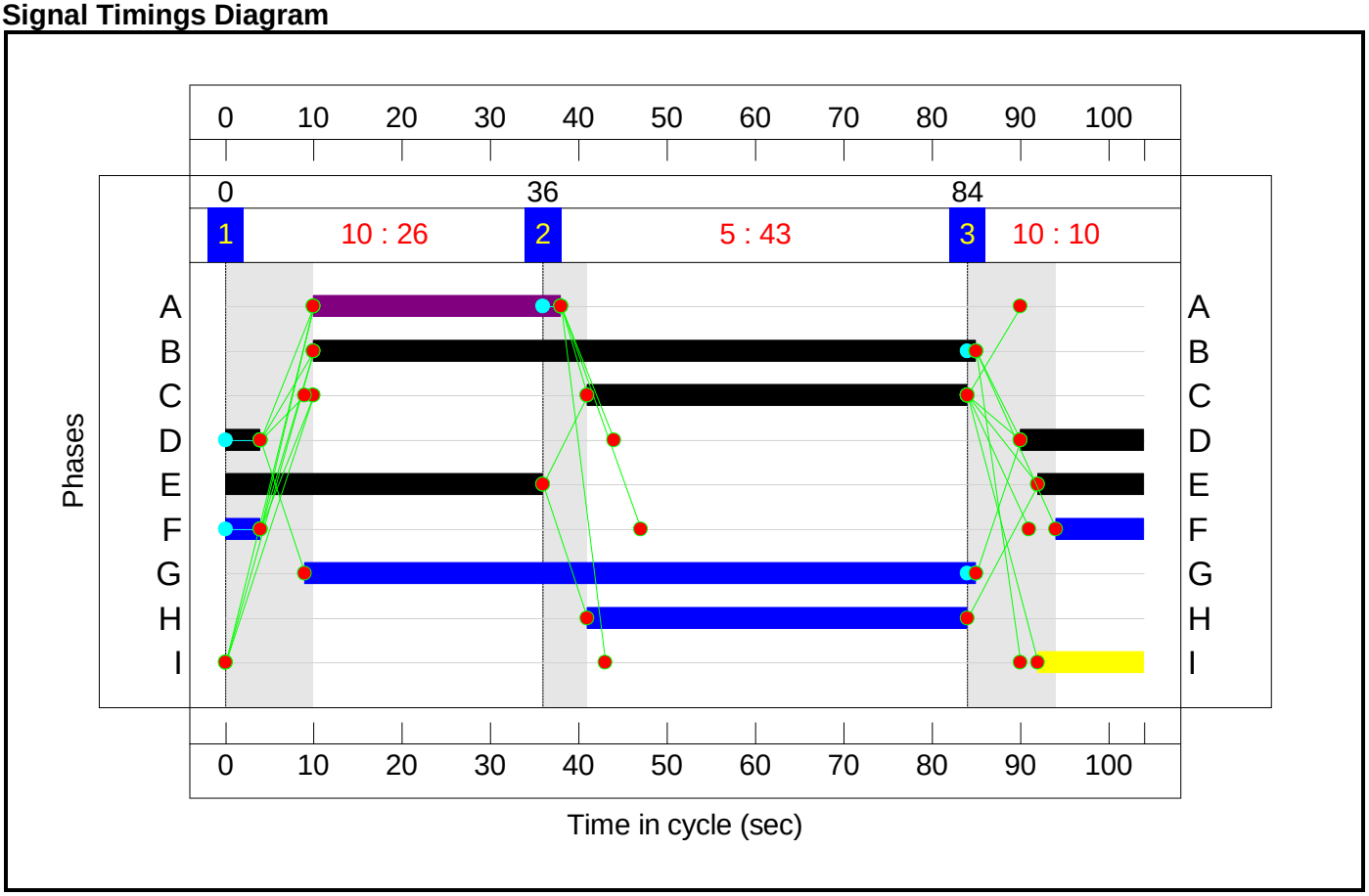
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	26	43	10
Change Point	0	36	84

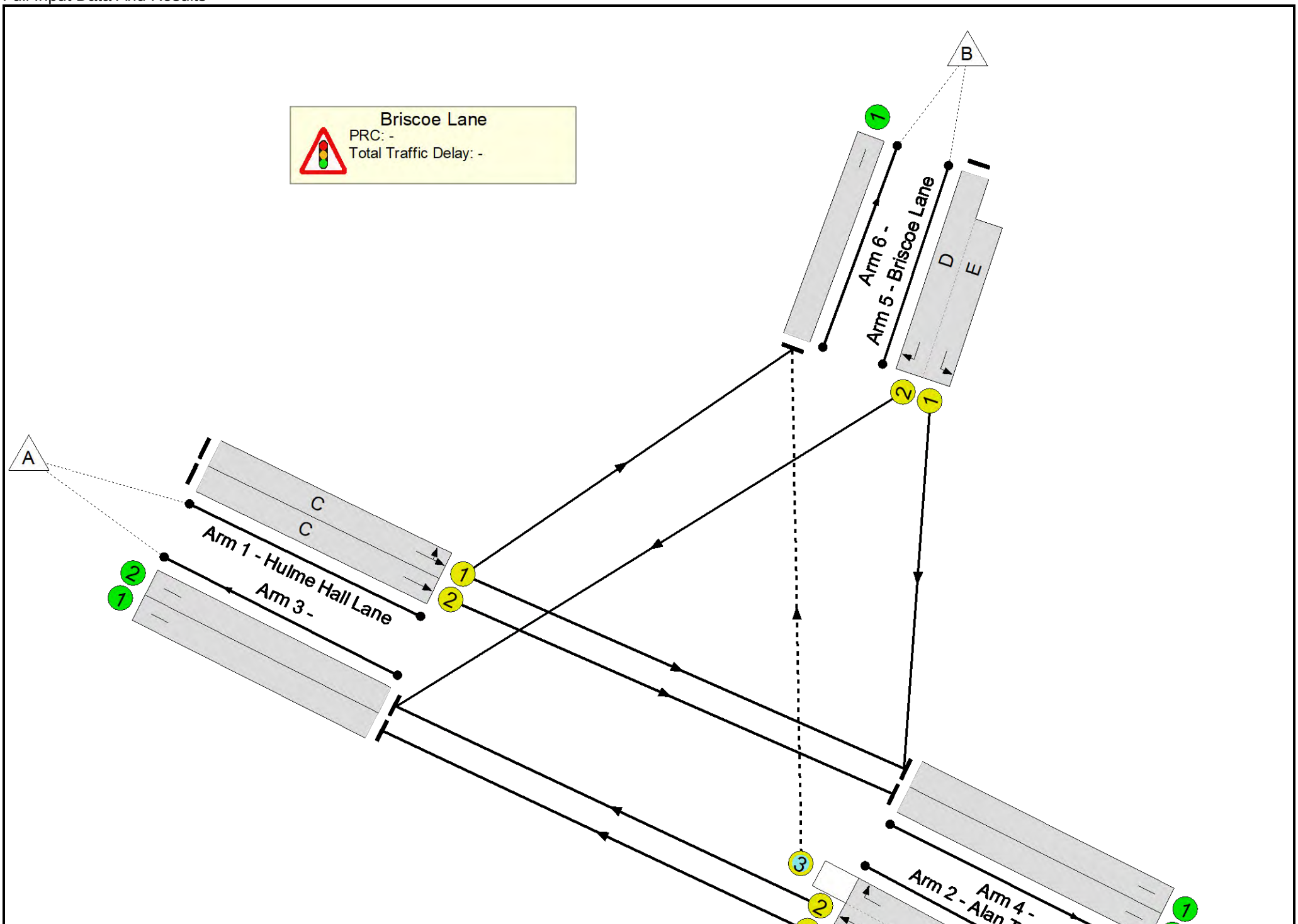
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	43	-	692	1809	-	-
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	43	-	691	1965	-	-
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	441	1975	-	-
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	28	943	1990:1856	-	-
3/1		U	N/A	N/A	-		-	-	-	441	1965	-	-
3/2		U	N/A	N/A	-		-	-	-	629	1965	-	-
4/1		U	N/A	N/A	-		-	-	-	435	1925	-	-
4/2		U	N/A	N/A	-		-	-	-	691	1925	-	-
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:48	-	469	1907:2043	-	-
6/1		U	N/A	N/A	-		-	-	-	1040	2115	-	-

Full Input Data And Results

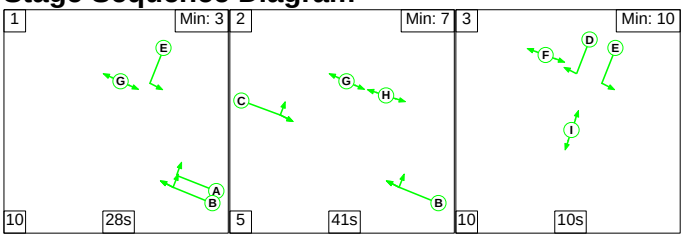
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2+5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 104
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 0.00

Full Input Data And Results

Scenario 14: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG11: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

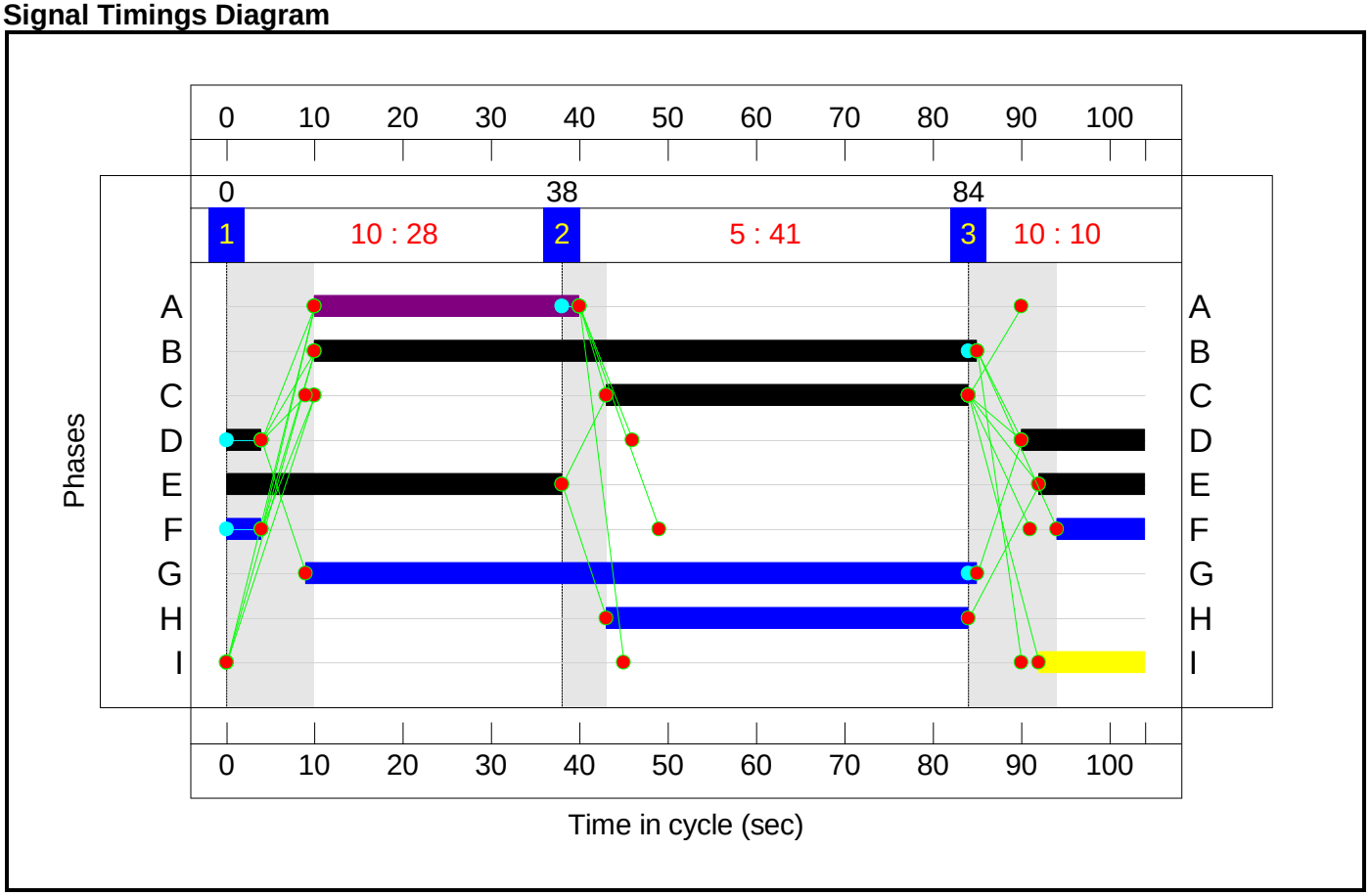
Stage Sequence Diagram



Stage Timings

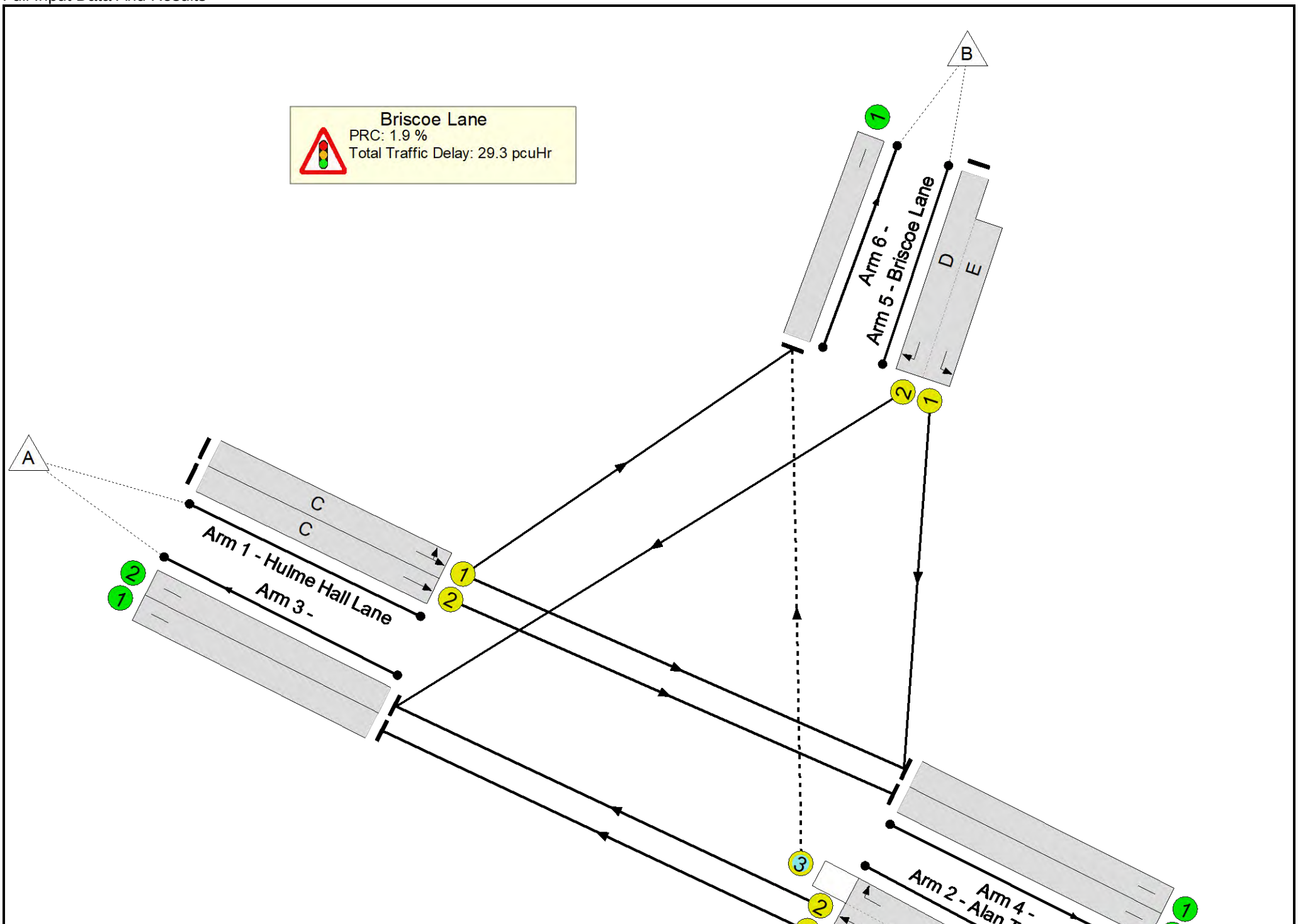
Stage	1	2	3
Duration	28	41	10
Change Point	0	38	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 1.9 %
Total Traffic Delay: 29.3 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.3%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.3%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	41	-	642	1808	730	87.9%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	41	-	642	1965	794	80.9%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	465	1975	1443	32.2%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	30	967	1990:1856	525+569	88.3 : 88.3%
3/1		U	N/A	N/A	-		-	-	-	465	1965	1965	23.7%
3/2		U	N/A	N/A	-		-	-	-	639	1965	1965	32.5%
4/1		U	N/A	N/A	-		-	-	-	426	1925	1925	22.1%
4/2		U	N/A	N/A	-		-	-	-	642	1925	1925	33.4%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:50	-	460	1907:2043	348+567	50.2 : 50.2%
6/1		U	N/A	N/A	-		-	-	-	1004	2115	2115	47.5%

Full Input Data And Results

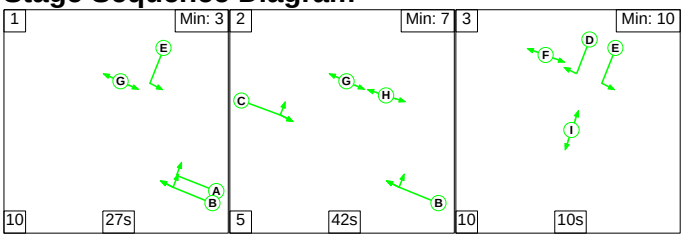
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3**	**431**	**69**	**17.5**	**11.0**	**0.7**	**29.3**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**3**	**431**	**69**	**17.5**	**11.0**	**0.7**	**29.3**	**-**	**-**	**-**	**-**
1/1	642	642	-	-	-	5.1	3.4	-	8.5	47.6	17.1	3.4	20.5
1/2	642	642	-	-	-	4.9	2.1	-	7.0	39.0	16.4	2.1	18.5
2/1	465	465	-	-	-	0.6	0.2	-	0.9	6.8	4.7	0.2	4.9
2/2+2/3	967	967	3	431	69	3.8	3.6	0.7	8.1	30.2	11.1	3.6	14.7
3/1	465	465	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	639	639	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
4/1	426	426	-	-	-	0.0	0.1	-	0.1	1.2	2.1	0.1	2.3
4/2	642	642	-	-	-	0.0	0.3	-	0.3	1.6	12.9	0.3	13.2
5/2+5/1	460	460	-	-	-	3.1	0.5	-	3.6	28.2	4.8	0.5	5.3
6/1	1004	1004	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5

C1 PRC for Signalled Lanes (%): 1.9 Total Delay for Signalled Lanes (pcuHr): 28.04 Cycle Time (s): 104
PRC Over All Lanes (%): 1.9 Total Delay Over All Lanes(pcuHr): 29.30

Full Input Data And Results

Scenario 15: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

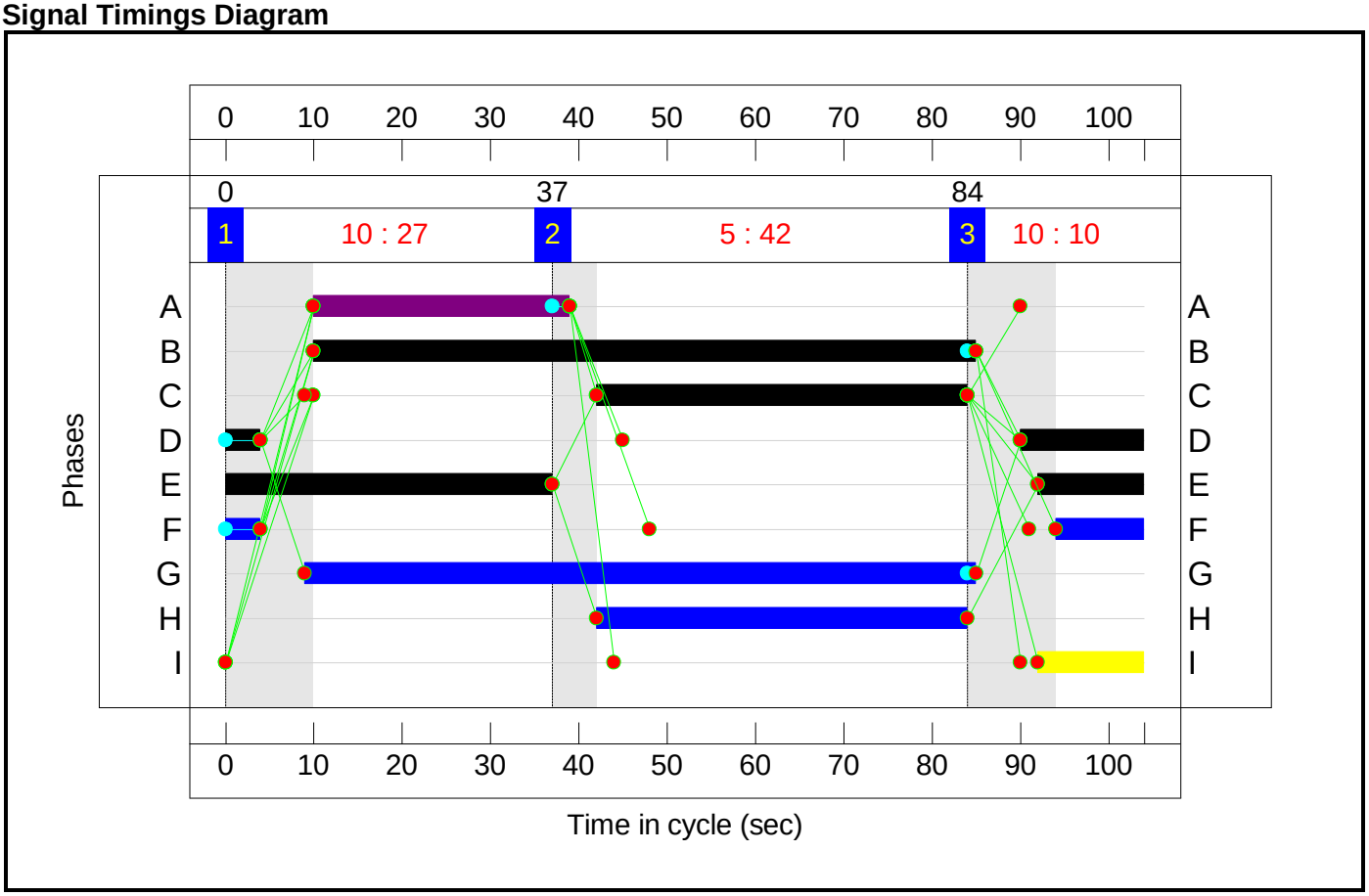
Stage Sequence Diagram



Stage Timings

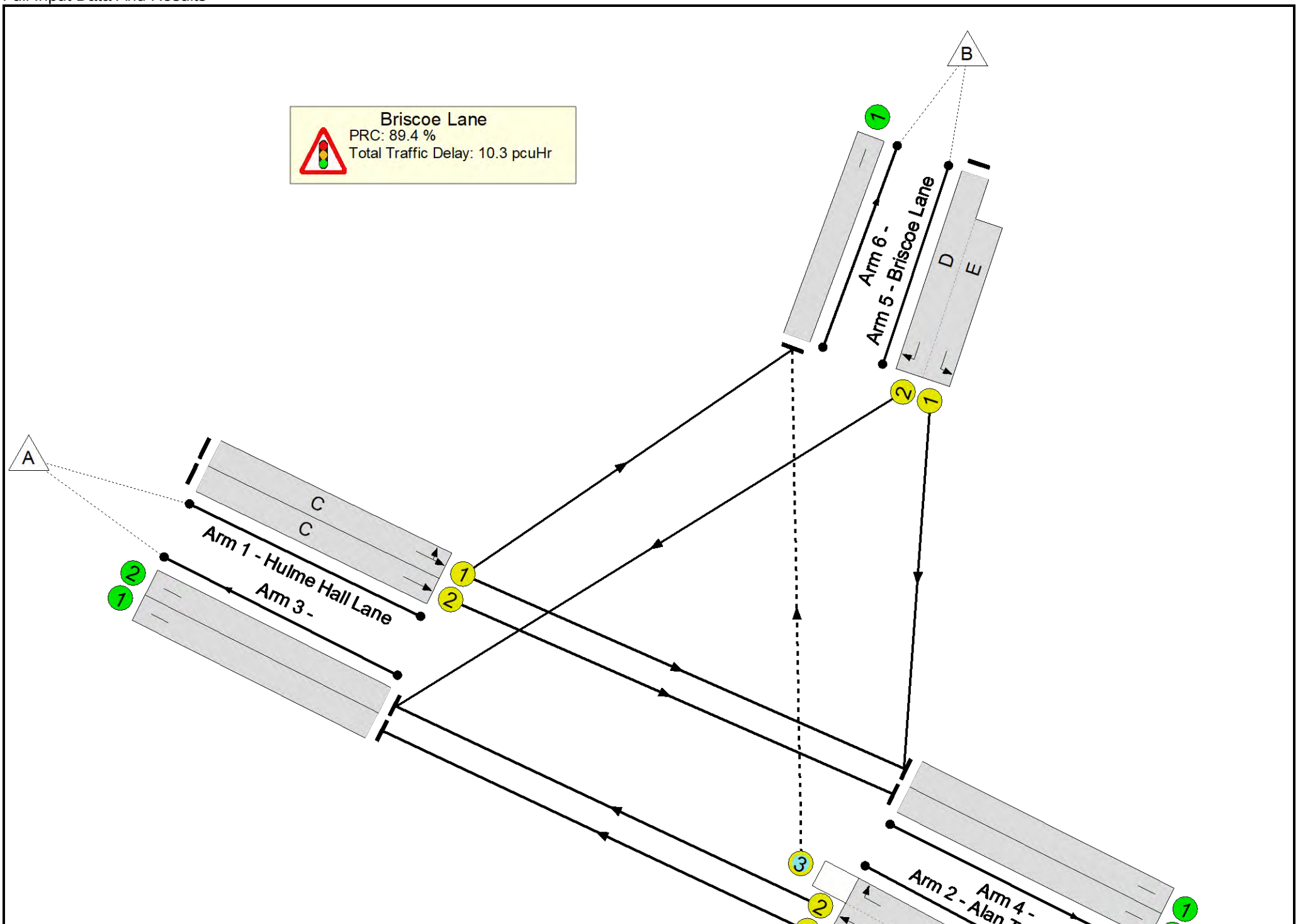
Stage	1	2	3
Duration	27	42	10
Change Point	0	37	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 89.4 %
Total Traffic Delay: 10.3 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.5%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.5%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	42	-	362	1881	778	46.5%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	42	-	363	1965	812	44.7%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	315	1975	1443	21.8%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	29	661	1990:1856	665+726	47.5 : 47.5%
3/1		U	N/A	N/A	-		-	-	-	315	1965	1965	16.0%
3/2		U	N/A	N/A	-		-	-	-	420	1965	1965	21.4%
4/1		U	N/A	N/A	-		-	-	-	440	1925	1925	22.9%
4/2		U	N/A	N/A	-		-	-	-	363	1925	1925	18.9%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:49	-	328	1907:2043	348+801	29.9 : 28.0%
6/1		U	N/A	N/A	-		-	-	-	491	2115	2115	23.2%

Full Input Data And Results

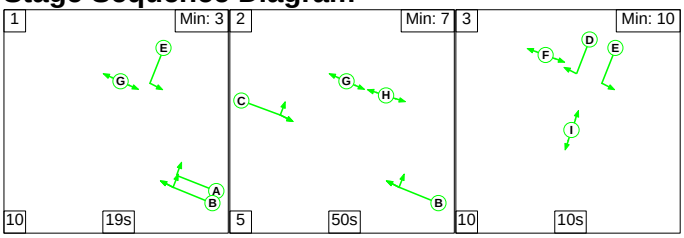
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**149**	**192**	**3**	**7.7**	**2.3**	**0.3**	**10.3**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**149**	**192**	**3**	**7.7**	**2.3**	**0.3**	**10.3**	**-**	**-**	**-**	**-**
1/1	362	362	-	-	-	2.2	0.4	-	2.7	26.5	7.5	0.4	8.0
1/2	363	363	-	-	-	2.2	0.4	-	2.6	25.9	7.5	0.4	7.9
2/1	315	315	-	-	-	0.4	0.1	-	0.5	6.1	2.9	0.1	3.0
2/2+2/3	661	661	149	192	3	0.8	0.5	0.3	1.6	8.6	3.3	0.5	3.7
3/1	315	315	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	420	420	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/1	440	440	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
4/2	363	363	-	-	-	0.0	0.1	-	0.1	1.2	3.8	0.1	3.9
5/2+5/1	328	328	-	-	-	2.0	0.2	-	2.2	24.6	3.7	0.2	3.9
6/1	491	491	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 89.4 Total Delay for Signalled Lanes (pcuHr): 9.63 Cycle Time (s): 104
PRC Over All Lanes (%): 89.4 Total Delay Over All Lanes(pcuHr): 10.28

Full Input Data And Results

Scenario 16: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

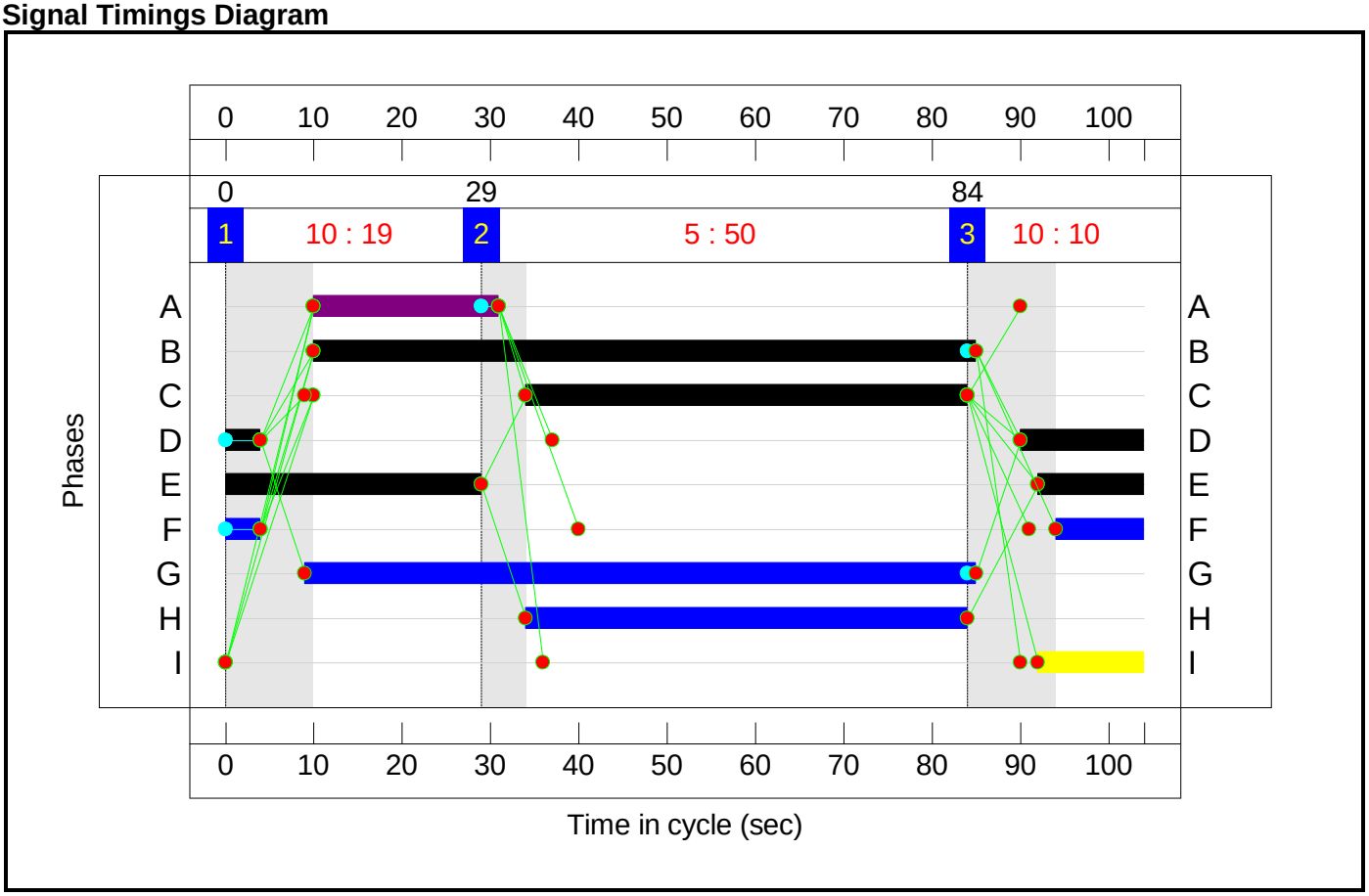
Stage Sequence Diagram



Stage Timings

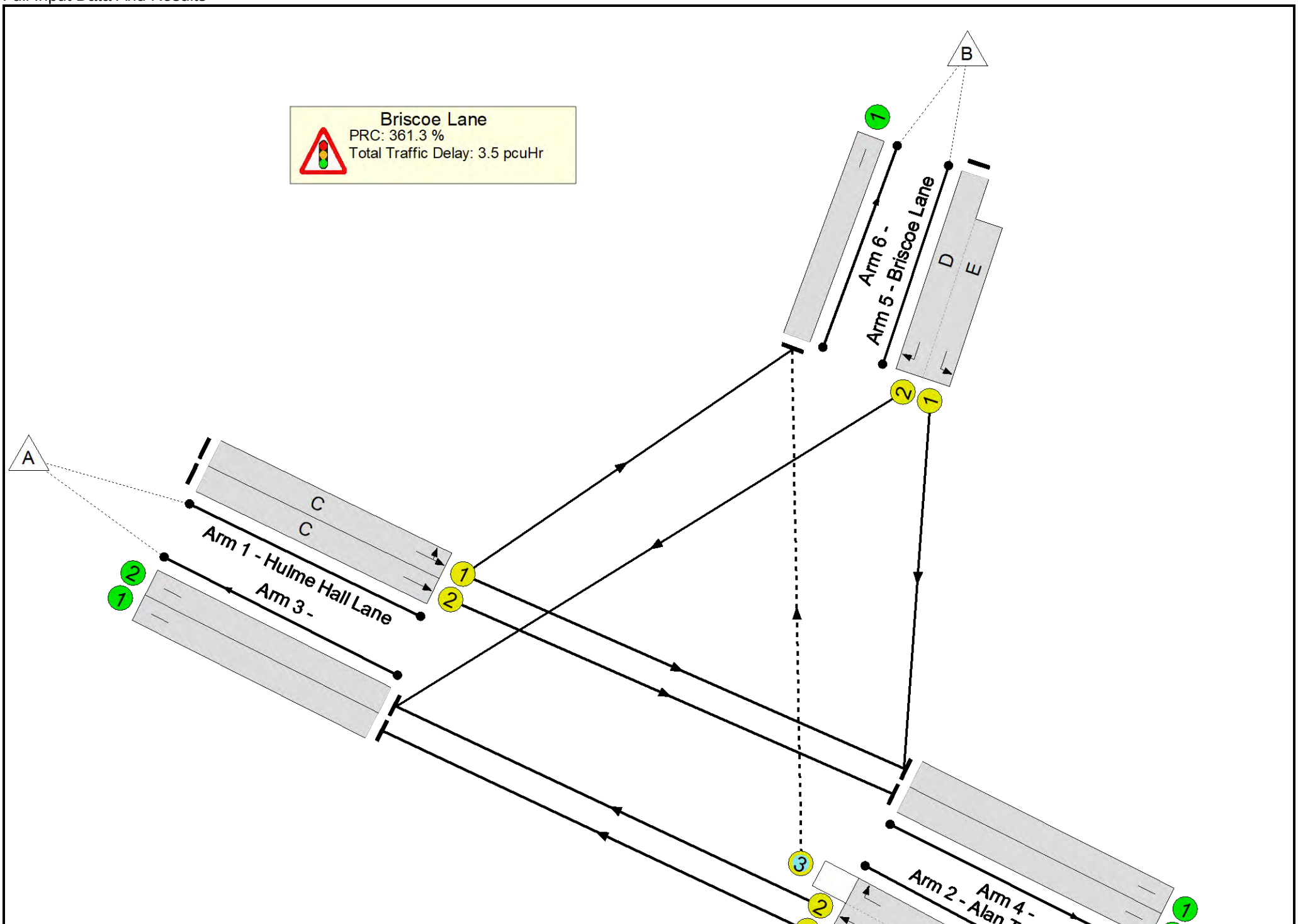
Stage	1	2	3
Duration	19	50	10
Change Point	0	29	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 361.3 %
Total Traffic Delay: 3.5 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**19.5%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**19.5%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	50	-	175	1829	897	19.5%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	50	-	176	1965	964	18.3%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	122	1975	1443	8.5%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	21	298	1990:1856	630+909	19.4 : 19.4%
3/1		U	N/A	N/A	-		-	-	-	122	1965	1965	6.2%
3/2		U	N/A	N/A	-		-	-	-	163	1965	1965	8.3%
4/1		U	N/A	N/A	-		-	-	-	145	1925	1925	7.5%
4/2		U	N/A	N/A	-		-	-	-	176	1925	1925	9.1%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:41	-	128	1907:2043	327+695	12.5 : 12.5%
6/1		U	N/A	N/A	-		-	-	-	293	2115	2115	13.9%

Full Input Data And Results

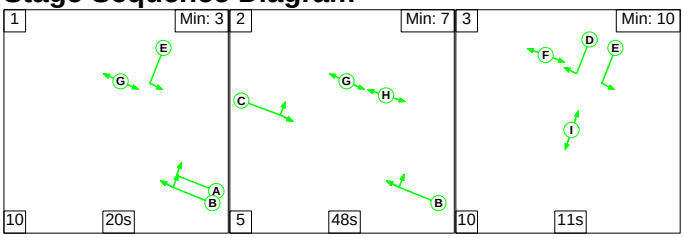
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**90**	**85**	**2**	**2.8**	**0.7**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**90**	**85**	**2**	**2.8**	**0.7**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
1/1	175	175	-	-	-	0.7	0.1	-	0.8	17.4	2.8	0.1	2.9
1/2	176	176	-	-	-	0.7	0.1	-	0.8	17.1	2.8	0.1	2.9
2/1	122	122	-	-	-	0.1	0.0	-	0.2	5.4	1.0	0.0	1.0
2/2+2/3	298	298	90	85	2	0.3	0.1	0.0	0.5	5.8	1.5	0.1	1.6
3/1	122	122	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
3/2	163	163	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
4/1	145	145	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
4/2	176	176	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2+5/1	128	128	-	-	-	0.9	0.1	-	0.9	26.5	1.5	0.1	1.6
6/1	293	293	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 361.3 Total Delay for Signalled Lanes (pcuHr): 3.29 Cycle Time (s): 104
PRC Over All Lanes (%): 361.3 Total Delay Over All Lanes(pcuHr): 3.54

Full Input Data And Results

Scenario 17: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

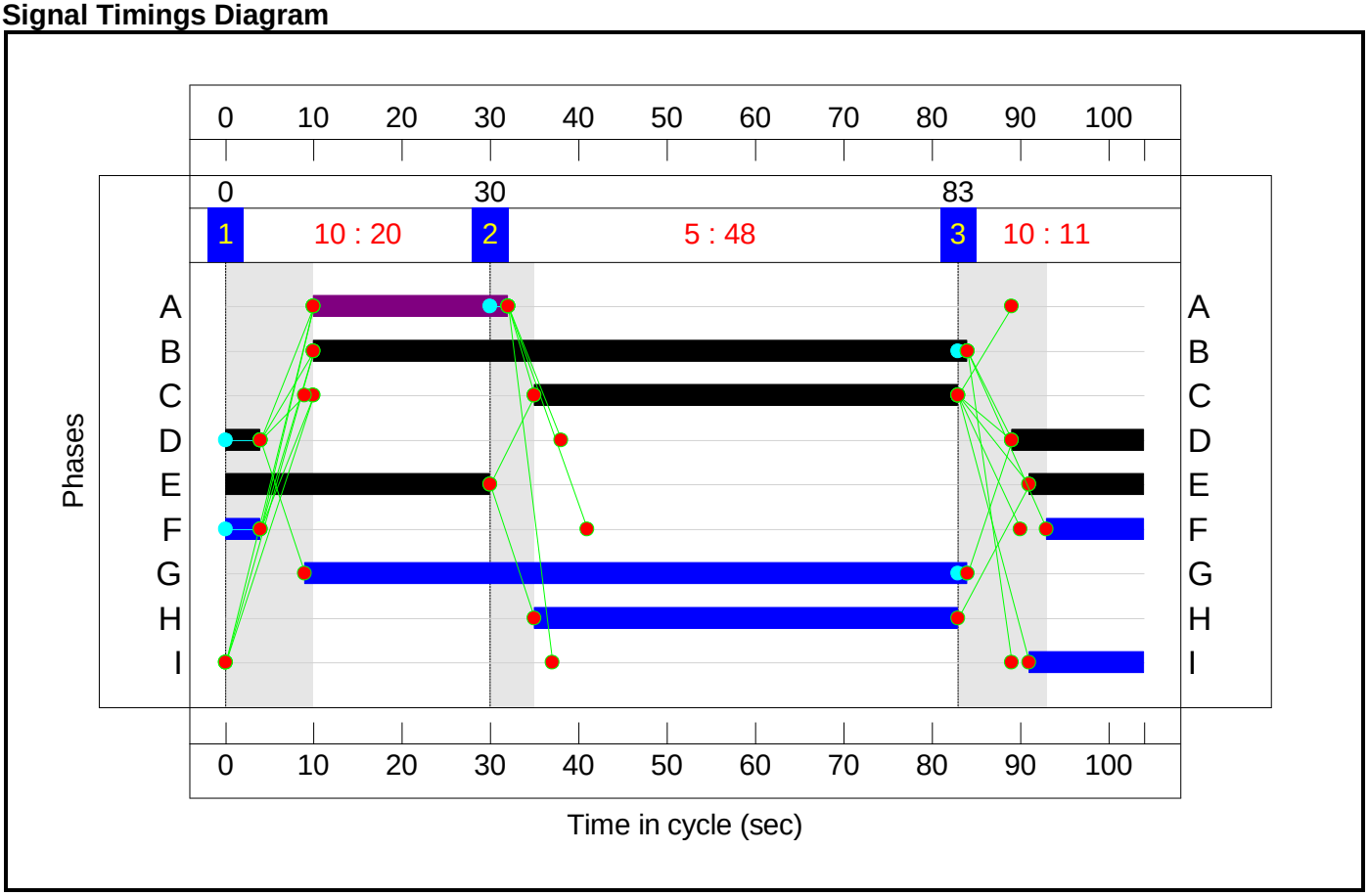
Stage Sequence Diagram



Stage Timings

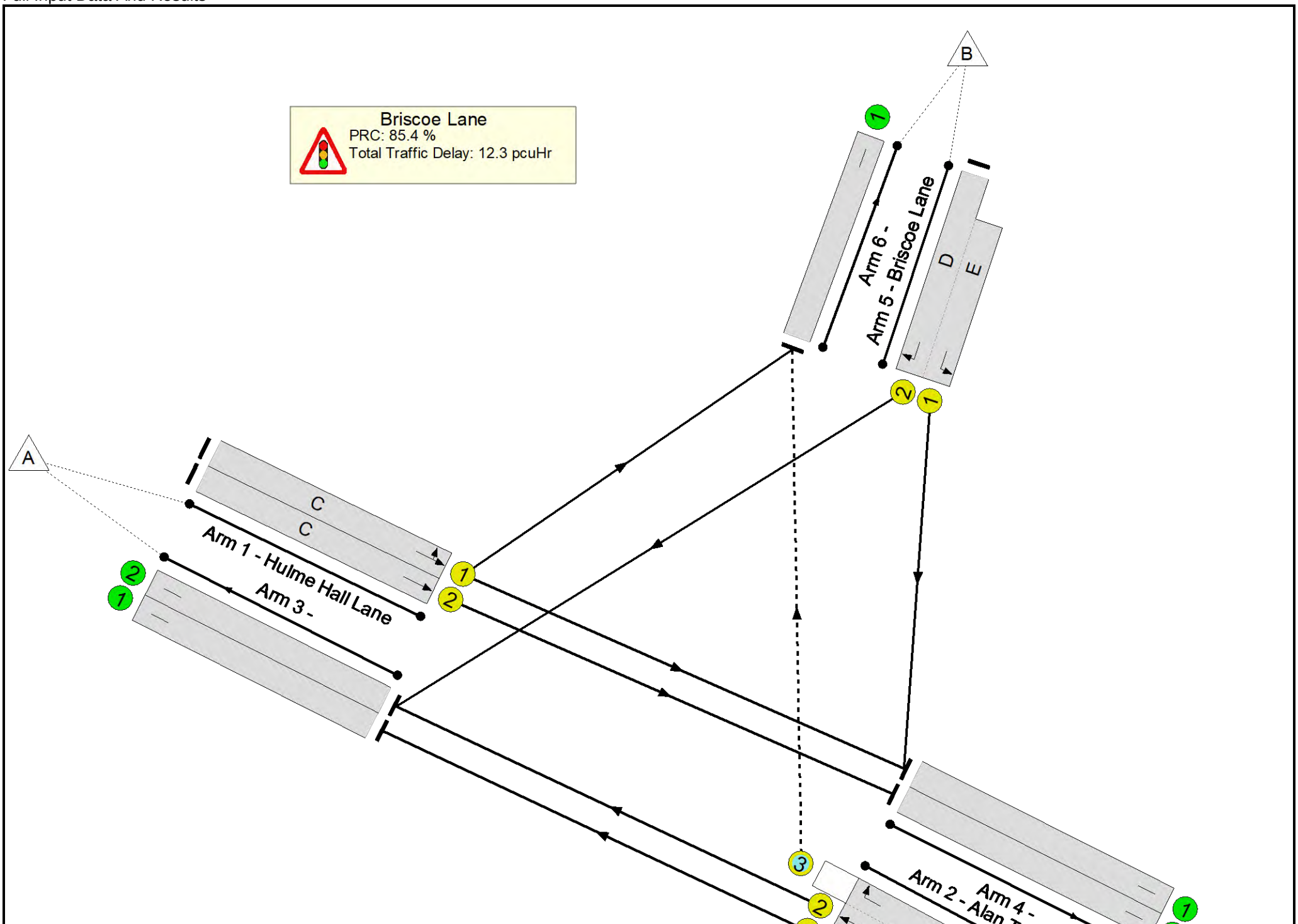
Stage	1	2	3
Duration	20	48	11
Change Point	0	30	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 85.4 %
Total Traffic Delay: 12.3 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**48.5%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**48.5%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	48	-	411	1873	882	46.6%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	48	-	412	1965	926	44.5%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	74	-	356	1975	1424	25.0%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	74	22	670	1990:1856	737+646	48.4 : 48.4%
3/1		U	N/A	N/A	-		-	-	-	356	1965	1965	18.1%
3/2		U	N/A	N/A	-		-	-	-	535	1965	1965	27.2%
4/1		U	N/A	N/A	-		-	-	-	550	1925	1925	28.6%
4/2		U	N/A	N/A	-		-	-	-	412	1925	1925	21.4%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	19:43	-	498	1907:2043	367+704	48.5 : 45.5%
6/1		U	N/A	N/A	-		-	-	-	494	2115	2115	23.4%

Full Input Data And Results

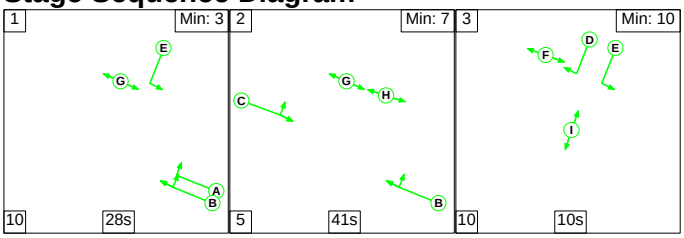
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**153**	**156**	**3**	**9.3**	**2.7**	**0.3**	**12.3**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**153**	**156**	**3**	**9.3**	**2.7**	**0.3**	**12.3**	**-**	**-**	**-**	**-**
1/1	411	411	-	-	-	2.1	0.4	-	2.6	22.4	8.0	0.4	8.4
1/2	412	412	-	-	-	2.1	0.4	-	2.5	21.9	7.9	0.4	8.3
2/1	356	356	-	-	-	0.5	0.2	-	0.7	6.6	3.5	0.2	3.6
2/2+2/3	670	670	153	156	3	0.9	0.5	0.3	1.7	9.1	3.5	0.5	3.9
3/1	356	356	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	535	535	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	550	550	-	-	-	0.0	0.2	-	0.2	1.3	3.7	0.2	3.9
4/2	412	412	-	-	-	0.0	0.1	-	0.1	1.2	3.8	0.1	3.9
5/2+5/1	498	498	-	-	-	3.7	0.4	-	4.1	29.7	6.3	0.4	6.7
6/1	494	494	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 85.4 Total Delay for Signalled Lanes (pcuHr): 11.54 Cycle Time (s): 104
PRC Over All Lanes (%): 85.4 Total Delay Over All Lanes(pcuHr): 12.33

Full Input Data And Results

Scenario 18: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

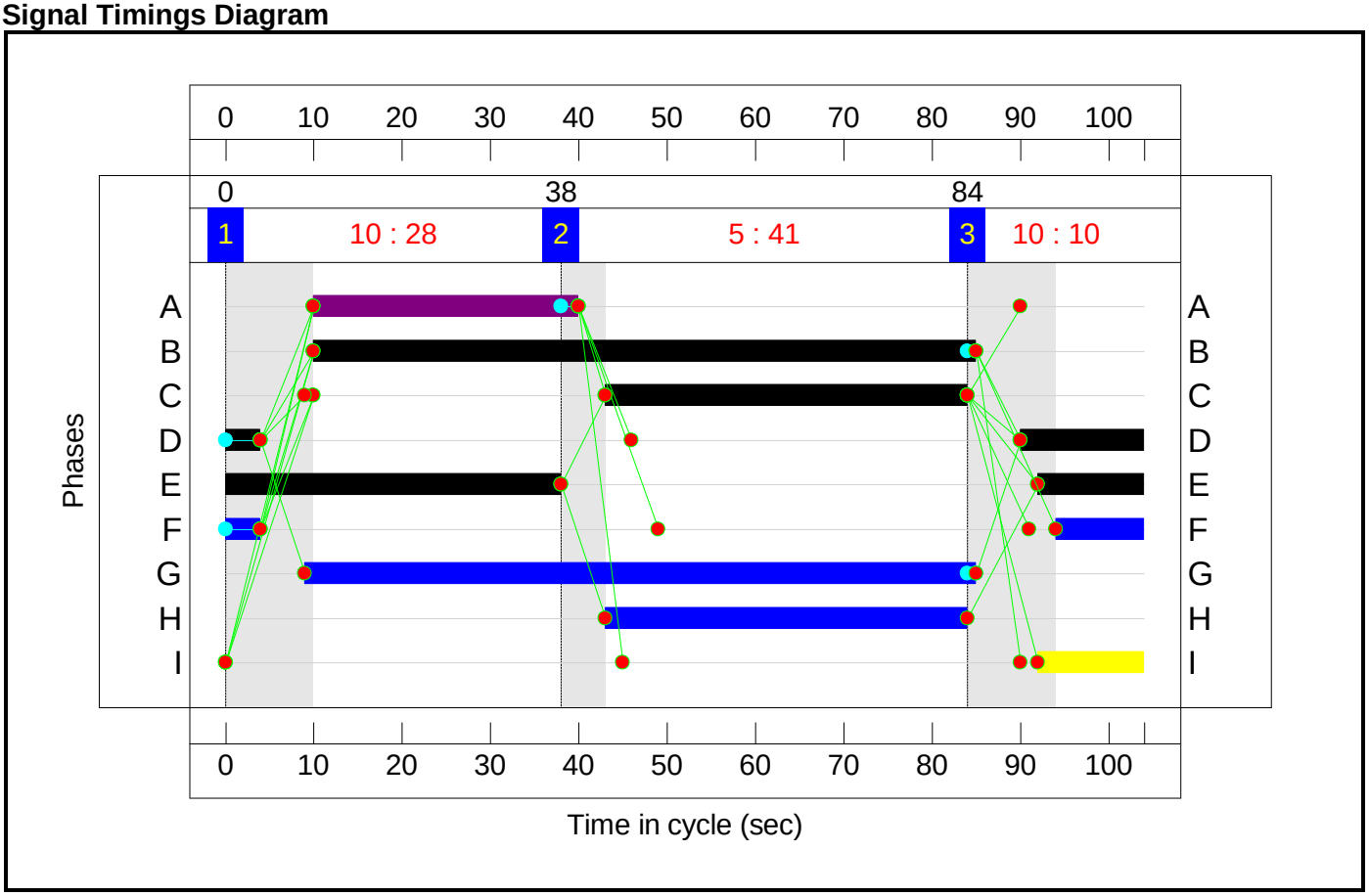
Stage Sequence Diagram



Stage Timings

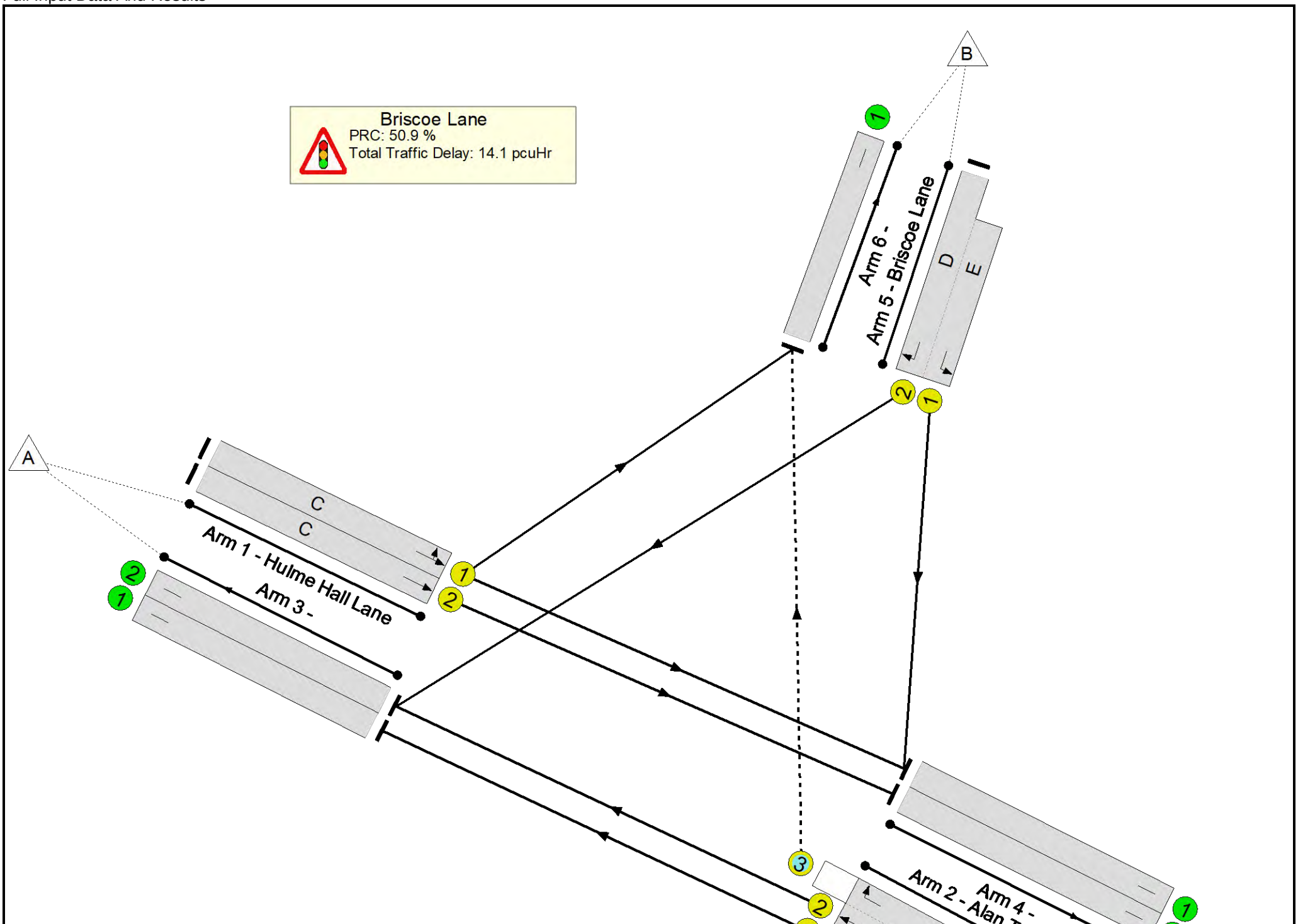
Stage	1	2	3
Duration	28	41	10
Change Point	0	38	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 50.9 %
Total Traffic Delay: 14.1 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.6%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	41	-	449	1864	753	59.6%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	41	-	449	1965	794	56.6%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	387	1975	1443	26.8%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	30	776	1990:1856	651+658	59.3 : 59.3%
3/1		U	N/A	N/A	-		-	-	-	387	1965	1965	19.7%
3/2		U	N/A	N/A	-		-	-	-	516	1965	1965	26.3%
4/1		U	N/A	N/A	-		-	-	-	469	1925	1925	24.4%
4/2		U	N/A	N/A	-		-	-	-	449	1925	1925	23.3%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:50	-	368	1907:2043	348+638	37.3 : 37.3%
6/1		U	N/A	N/A	-		-	-	-	608	2115	2115	28.7%

Full Input Data And Results

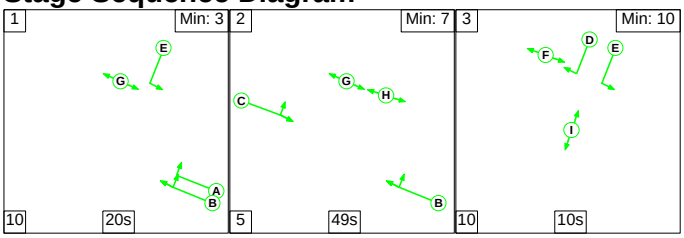
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**97**	**228**	**65**	**10.1**	**3.4**	**0.6**	**14.1**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**97**	**228**	**65**	**10.1**	**3.4**	**0.6**	**14.1**	**-**	**-**	**-**	**-**
1/1	449	449	-	-	-	3.0	0.7	-	3.8	30.2	10.1	0.7	10.8
1/2	449	449	-	-	-	3.0	0.6	-	3.6	29.2	10.0	0.6	10.6
2/1	387	387	-	-	-	0.5	0.2	-	0.7	6.4	3.7	0.2	3.8
2/2+2/3	776	776	97	228	65	1.2	0.7	0.6	2.6	11.9	4.0	0.7	4.7
3/1	387	387	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	516	516	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	469	469	-	-	-	0.0	0.2	-	0.2	1.2	1.1	0.2	1.3
4/2	449	449	-	-	-	0.0	0.2	-	0.2	1.3	6.4	0.2	6.6
5/2+5/1	368	368	-	-	-	2.4	0.3	-	2.7	26.0	3.9	0.3	4.2
6/1	608	608	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 50.9 Total Delay for Signalled Lanes (pcuHr): 13.31 Cycle Time (s): 104
PRC Over All Lanes (%): 50.9 Total Delay Over All Lanes(pcuHr): 14.13

Full Input Data And Results

Scenario 19: '2023 Base (Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

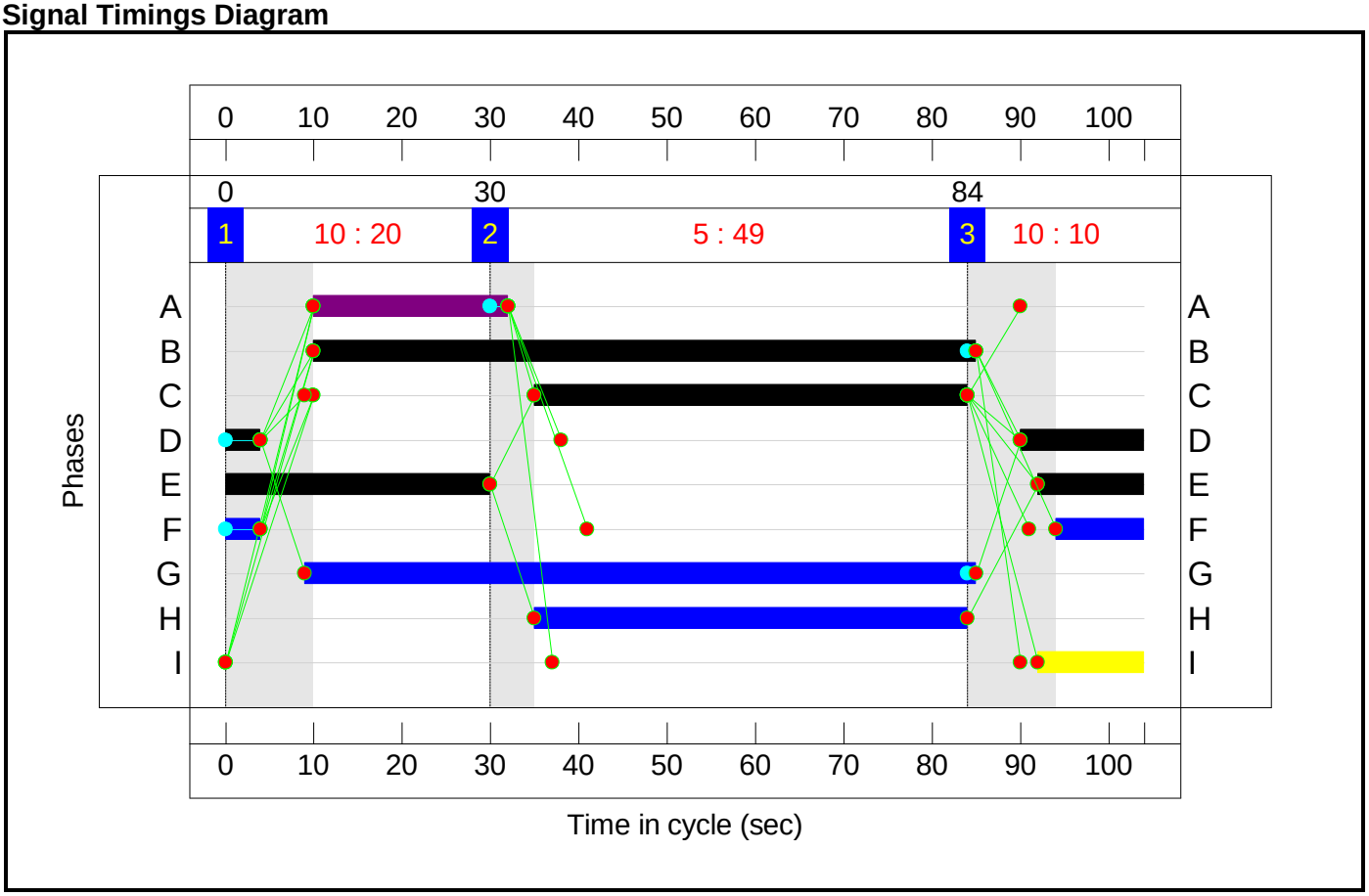
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	20	49	10
Change Point	0	30	84

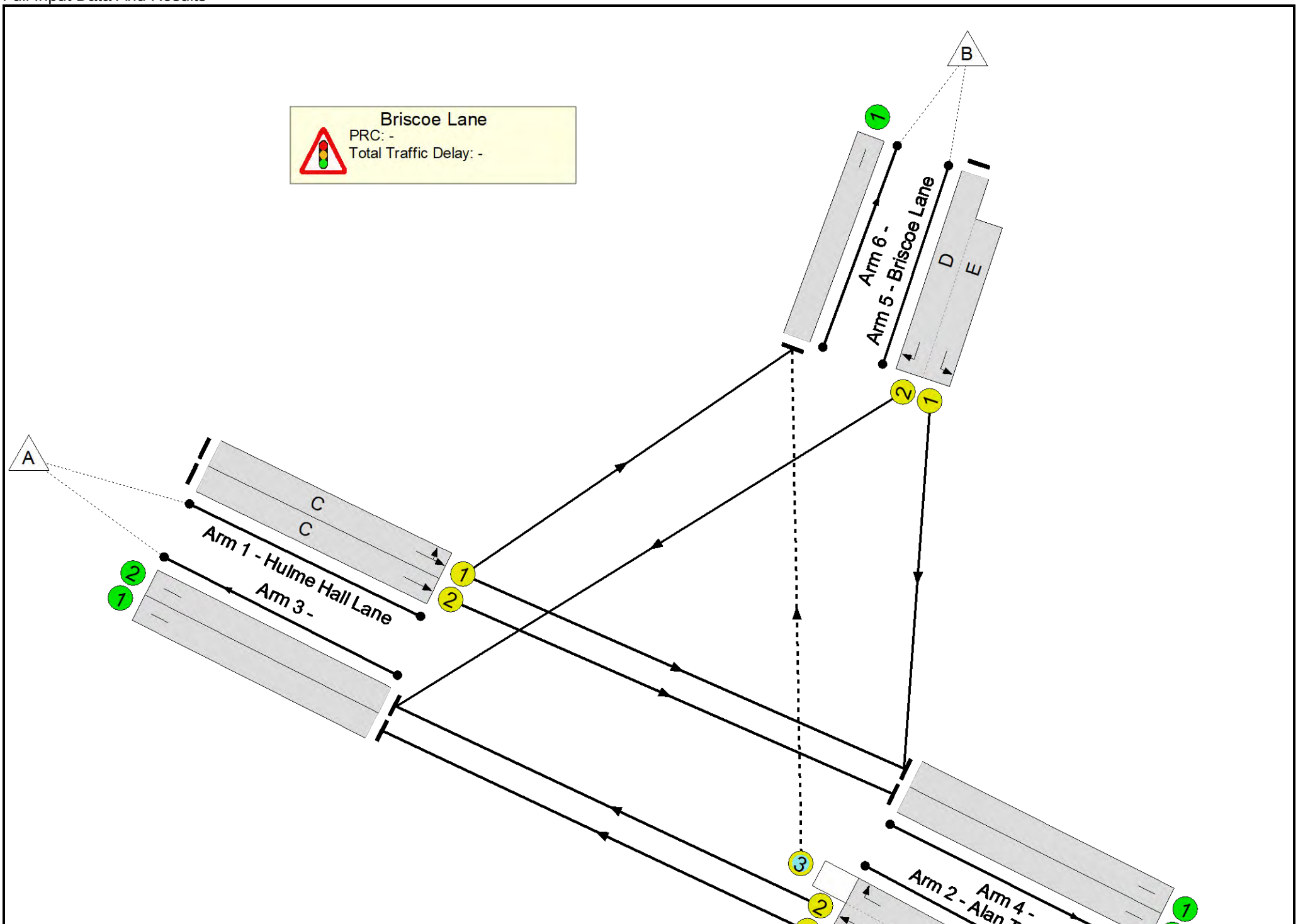
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	49	-	788	1821	-	-
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	49	-	788	1965	-	-
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	471	1975	-	-
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	22	904	1990:1856	-	-
3/1		U	N/A	N/A	-		-	-	-	471	1965	-	-
3/2		U	N/A	N/A	-		-	-	-	634	1965	-	-
4/1		U	N/A	N/A	-		-	-	-	530	1925	-	-
4/2		U	N/A	N/A	-		-	-	-	788	1925	-	-
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:42	-	466	1907:2043	-	-
6/1		U	N/A	N/A	-		-	-	-	994	2115	-	-

Full Input Data And Results

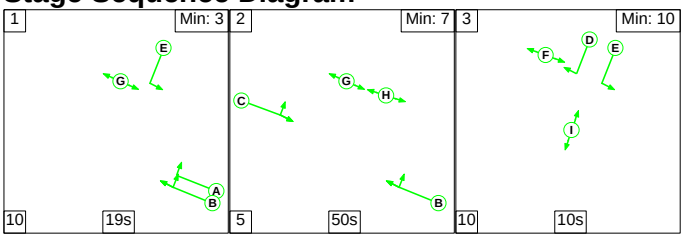
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2+5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 104
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 0.00

Full Input Data And Results

Scenario 20: '2023 Base (Match) - Weekday PM Network Peak' (FG16: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

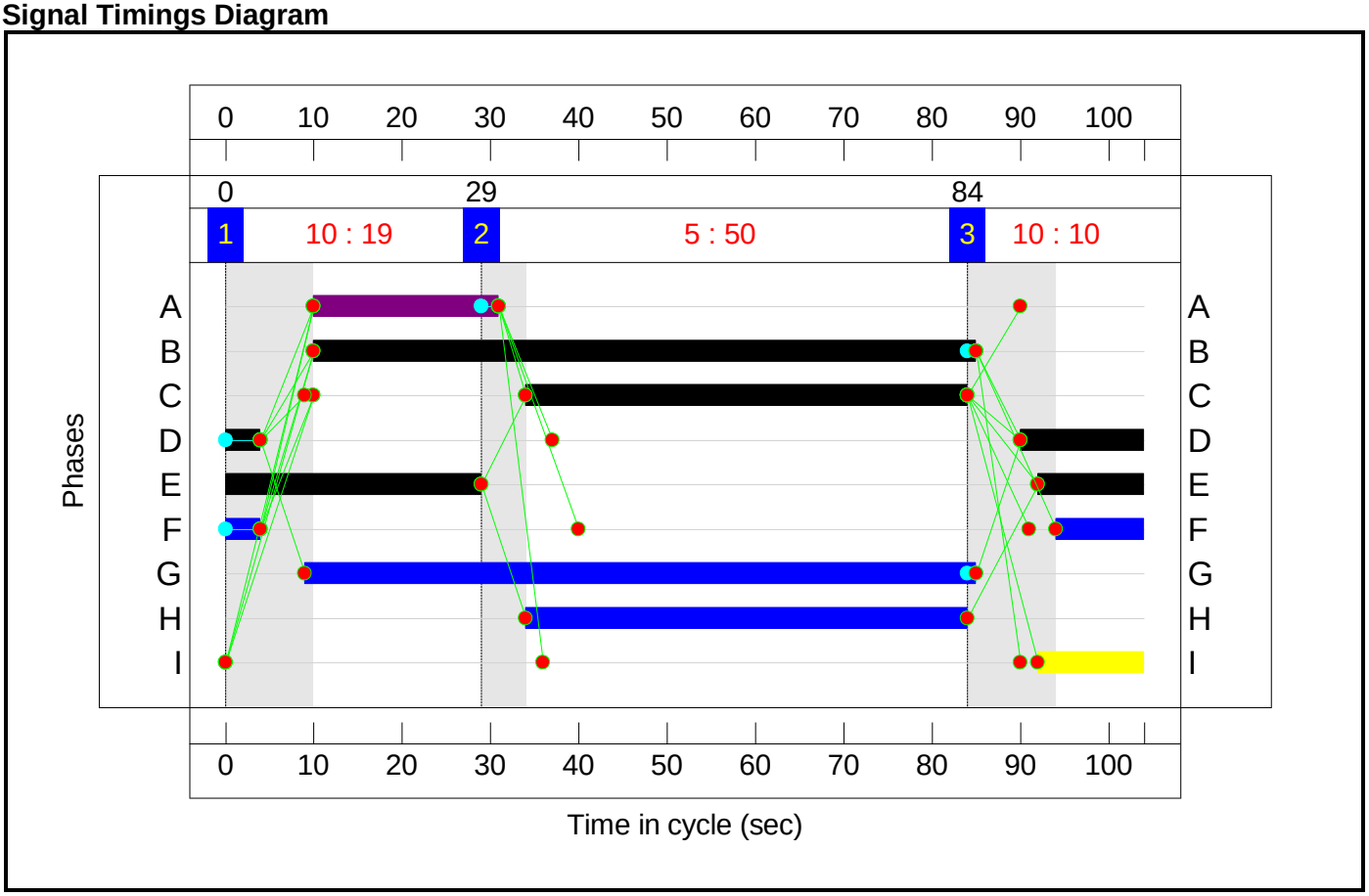
Stage Sequence Diagram



Stage Timings

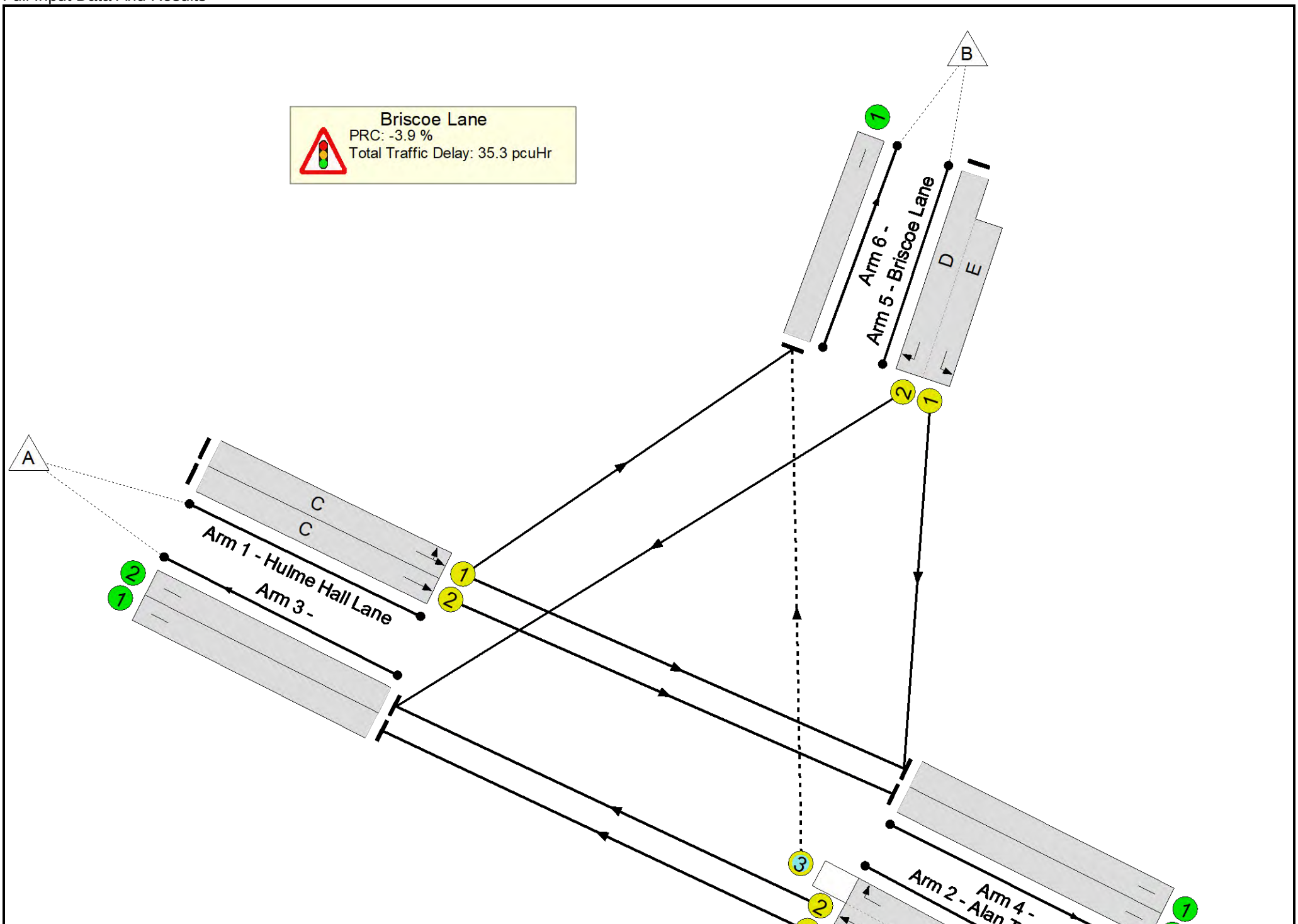
Stage	1	2	3
Duration	19	50	10
Change Point	0	29	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: -3.9 %
Total Traffic Delay: 35.3 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.5%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.5%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	50	-	821	1821	893	91.9%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	50	-	820	1965	964	85.1%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	452	1975	1443	31.3%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	21	883	1990:1856	482+462	93.5 : 93.5%
3/1		U	N/A	N/A	-		-	-	-	452	1965	1965	23.0%
3/2		U	N/A	N/A	-		-	-	-	579	1965	1965	29.5%
4/1		U	N/A	N/A	-		-	-	-	545	1925	1925	28.3%
4/2		U	N/A	N/A	-		-	-	-	820	1925	1925	42.6%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:41	-	436	1907:2043	293+706	43.6 : 43.6%
6/1		U	N/A	N/A	-		-	-	-	1016	2115	2115	48.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**363**	**69**	**18.6**	**15.8**	**0.9**	**35.3**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**363**	**69**	**18.6**	**15.8**	**0.9**	**35.3**	**-**	**-**	**-**	**-**
1/1	821	821	-	-	-	5.6	5.0	-	10.6	46.5	21.9	5.0	26.9
1/2	820	820	-	-	-	5.3	2.7	-	8.0	35.2	20.5	2.7	23.2
2/1	452	452	-	-	-	0.6	0.2	-	0.8	6.7	4.5	0.2	4.7
2/2+2/3	883	883	0	363	69	3.8	6.0	0.9	10.8	43.9	10.1	6.0	16.2
3/1	452	452	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
3/2	579	579	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	545	545	-	-	-	0.0	0.2	-	0.2	1.3	3.4	0.2	3.6
4/2	820	820	-	-	-	0.0	0.4	-	0.4	1.8	17.3	0.4	17.7
5/2+5/1	436	436	-	-	-	3.2	0.4	-	3.6	29.5	6.2	0.4	6.6
6/1	1016	1016	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5

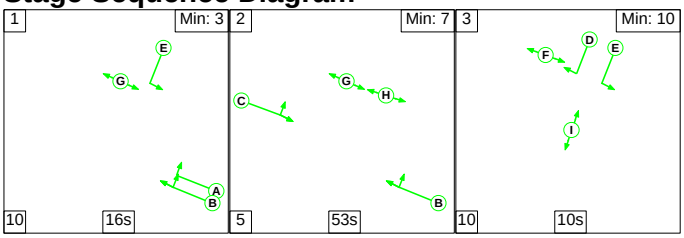
C1 PRC for Signalled Lanes (%): -3.9 Total Delay for Signalled Lanes (pcuHr): 33.82 Cycle Time (s): 104

PRC Over All Lanes (%): -3.9 Total Delay Over All Lanes(pcuHr): 35.26

Full Input Data And Results

Scenario 21: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG17: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

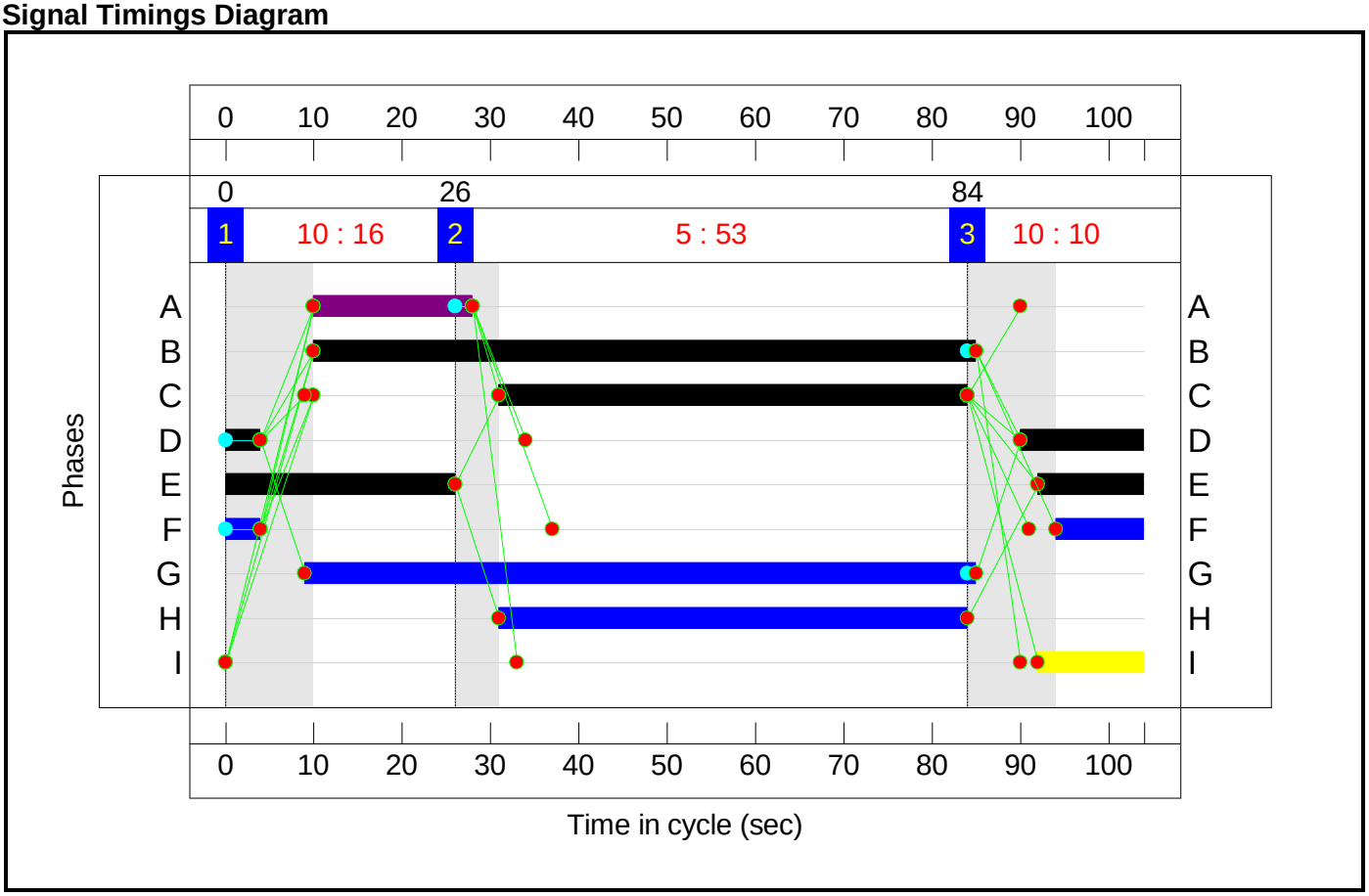
Stage Sequence Diagram



Stage Timings

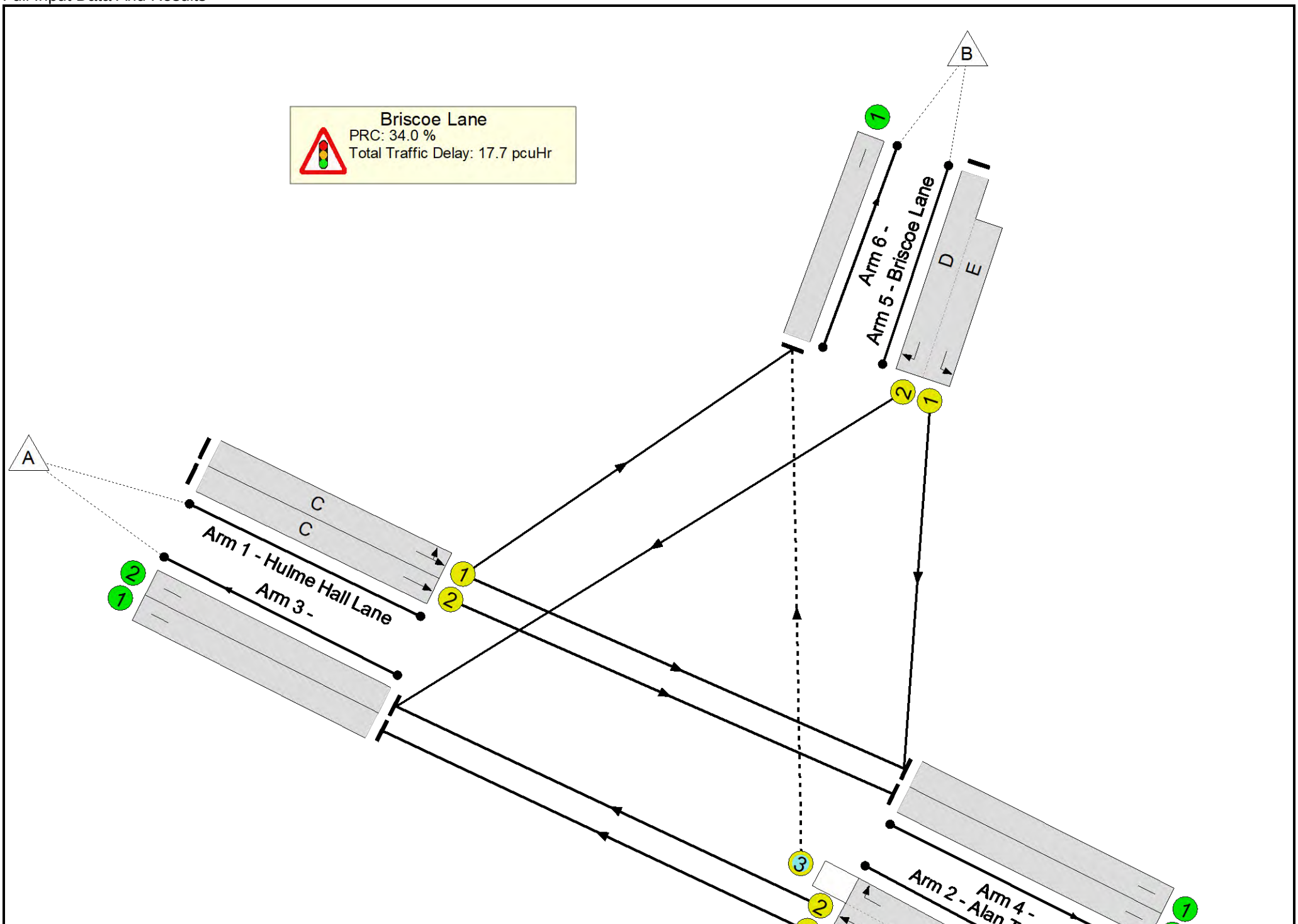
Stage	1	2	3
Duration	16	53	10
Change Point	0	26	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 34.0 %
Total Traffic Delay: 17.7 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.2%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.2%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	53	-	657	1884	978	67.2%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	53	-	656	1965	1020	64.3%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	290	1975	1443	20.1%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	18	554	1990:1856	451+410	64.4 : 64.4%
3/1		U	N/A	N/A	-		-	-	-	290	1965	1965	14.8%
3/2		U	N/A	N/A	-		-	-	-	446	1965	1965	22.7%
4/1		U	N/A	N/A	-		-	-	-	725	1925	1925	37.7%
4/2		U	N/A	N/A	-		-	-	-	656	1925	1925	34.1%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:38	-	477	1907:2043	317+653	49.2 : 49.2%
6/1		U	N/A	N/A	-		-	-	-	517	2115	2115	24.4%

Full Input Data And Results

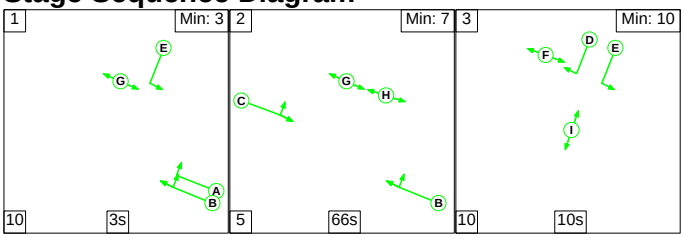
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2**	**193**	**69**	**12.5**	**4.4**	**0.9**	**17.7**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**2**	**193**	**69**	**12.5**	**4.4**	**0.9**	**17.7**	**-**	**-**	**-**	**-**
1/1	657	657	-	-	-	3.4	1.0	-	4.4	24.0	13.9	1.0	14.9
1/2	656	656	-	-	-	3.3	0.9	-	4.2	23.0	13.7	0.9	14.6
2/1	290	290	-	-	-	0.4	0.1	-	0.5	6.0	2.6	0.1	2.7
2/2+2/3	554	554	2	193	69	1.7	0.9	0.9	3.4	22.4	4.8	0.9	5.7
3/1	290	290	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	446	446	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/1	725	725	-	-	-	0.0	0.3	-	0.3	1.5	4.3	0.3	4.6
4/2	656	656	-	-	-	0.0	0.3	-	0.3	1.5	10.2	0.3	10.5
5/2+5/1	477	477	-	-	-	3.8	0.5	-	4.3	32.2	6.9	0.5	7.3
6/1	517	517	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 34.0 Total Delay for Signalled Lanes (pcuHr): 16.77 Cycle Time (s): 104
PRC Over All Lanes (%): 34.0 Total Delay Over All Lanes(pcuHr): 17.75

Full Input Data And Results

Scenario 22: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

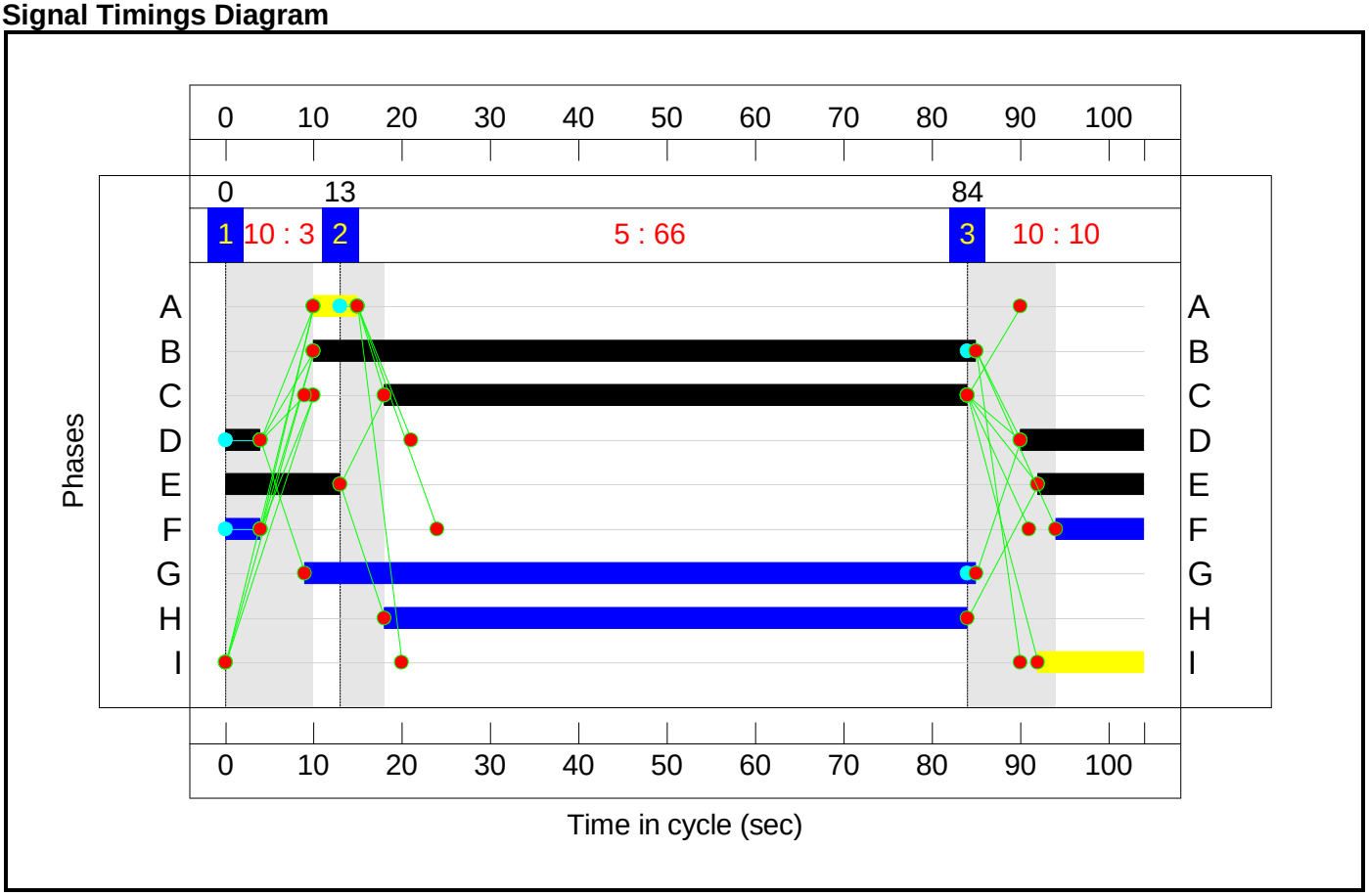
Stage Sequence Diagram



Stage Timings

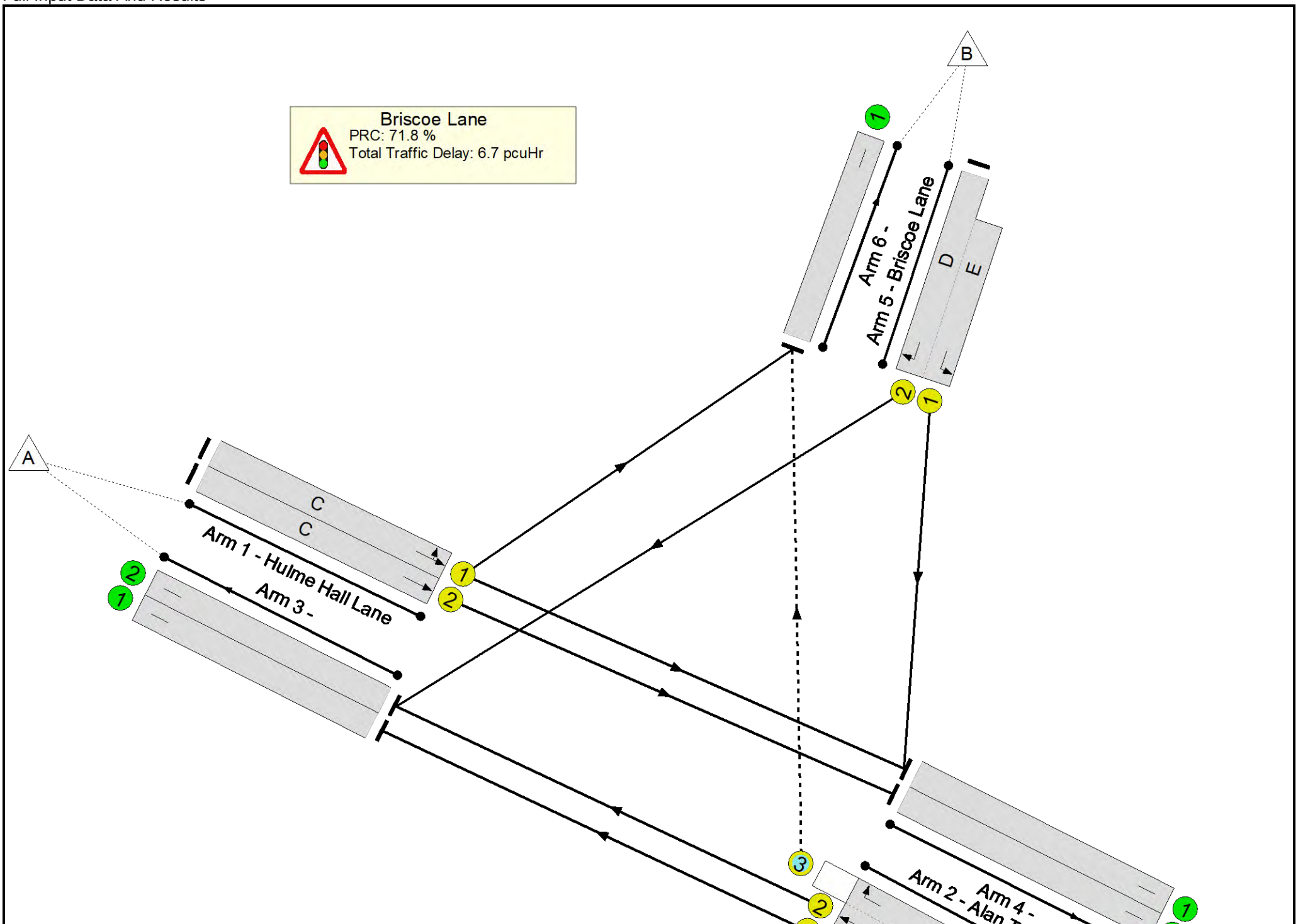
Stage	1	2	3
Duration	3	66	10
Change Point	0	13	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 71.8 %
Total Traffic Delay: 6.7 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.4%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.4%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	66	-	158	1864	1201	13.2%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	66	-	158	1965	1266	12.5%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	581	1975	1443	40.3%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	5	852	1990:1856	1109+517	52.4 : 52.4%
3/1		U	N/A	N/A	-		-	-	-	581	1965	1965	29.6%
3/2		U	N/A	N/A	-		-	-	-	725	1965	1965	36.9%
4/1		U	N/A	N/A	-		-	-	-	132	1925	1925	6.9%
4/2		U	N/A	N/A	-		-	-	-	158	1925	1925	8.2%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:25	-	195	1907:2043	348+123	41.3 : 41.3%
6/1		U	N/A	N/A	-		-	-	-	348	2115	2115	16.5%

Full Input Data And Results

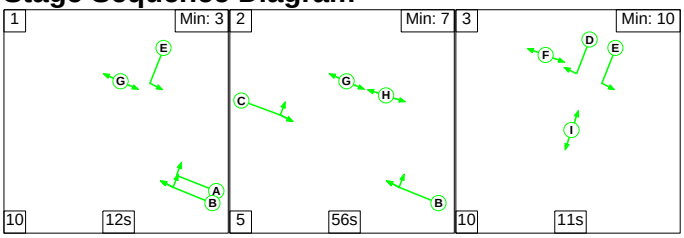
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**180**	**89**	**3**	**4.6**	**2.1**	**0.0**	**6.7**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**180**	**89**	**3**	**4.6**	**2.1**	**0.0**	**6.7**	**-**	**-**	**-**	**-**
1/1	158	158	-	-	-	0.3	0.1	-	0.4	8.9	1.8	0.1	1.8
1/2	158	158	-	-	-	0.3	0.1	-	0.4	8.8	1.8	0.1	1.8
2/1	581	581	-	-	-	0.9	0.3	-	1.2	7.4	6.3	0.3	6.6
2/2+2/3	852	852	180	89	3	1.2	0.5	0.0	1.8	7.4	6.3	0.5	6.8
3/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	1.1	0.2	1.3
3/2	725	725	-	-	-	0.0	0.3	-	0.3	1.5	1.7	0.3	1.9
4/1	132	132	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
4/2	158	158	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/2+5/1	195	195	-	-	-	1.9	0.4	-	2.3	42.1	3.6	0.4	4.0
6/1	348	348	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 71.8 Total Delay for Signalled Lanes (pcuHr): 6.01 Cycle Time (s): 104
PRC Over All Lanes (%): 71.8 Total Delay Over All Lanes(pcuHr): 6.70

Full Input Data And Results

Scenario 23: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG19: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

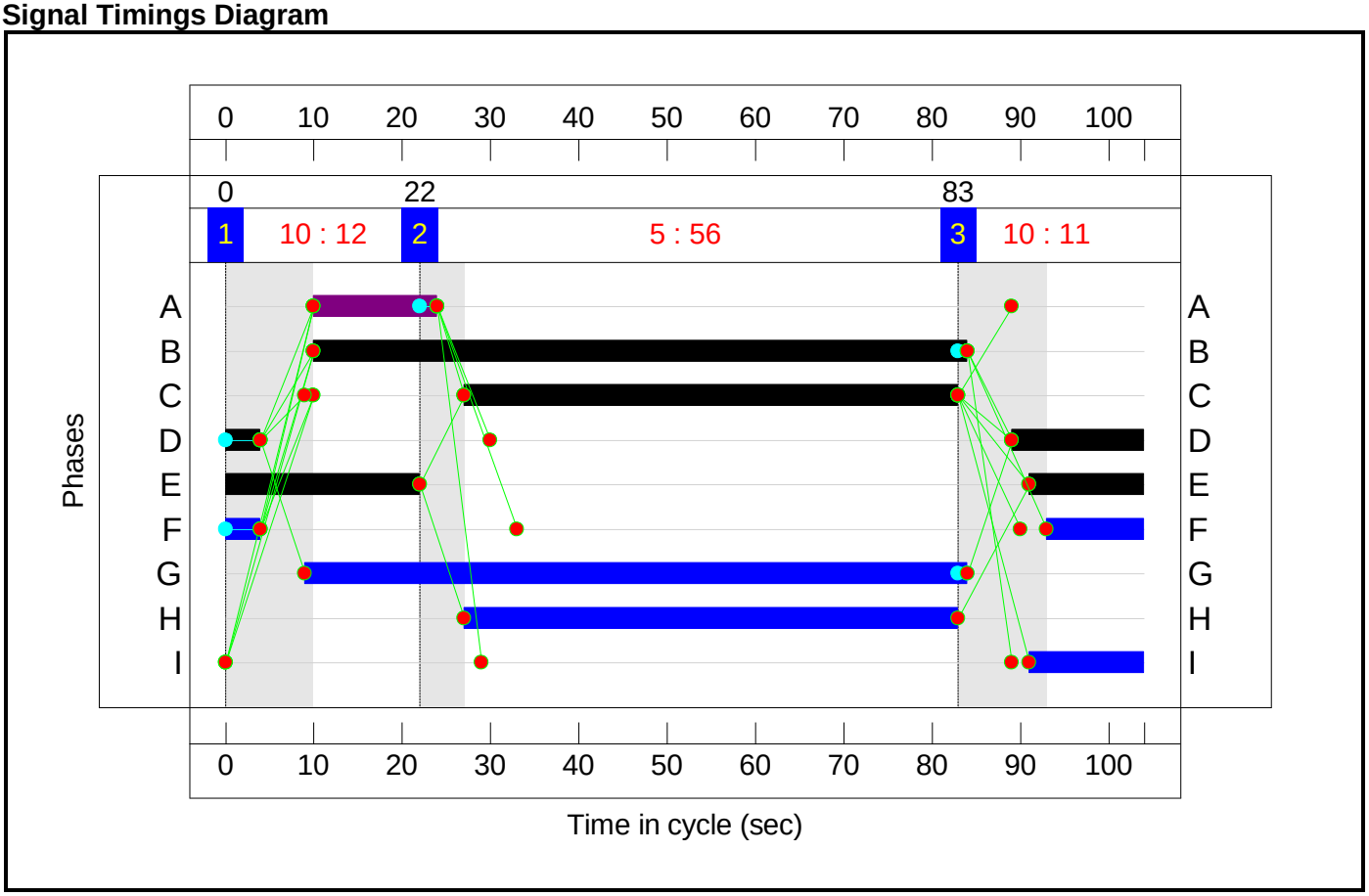
Stage Sequence Diagram



Stage Timings

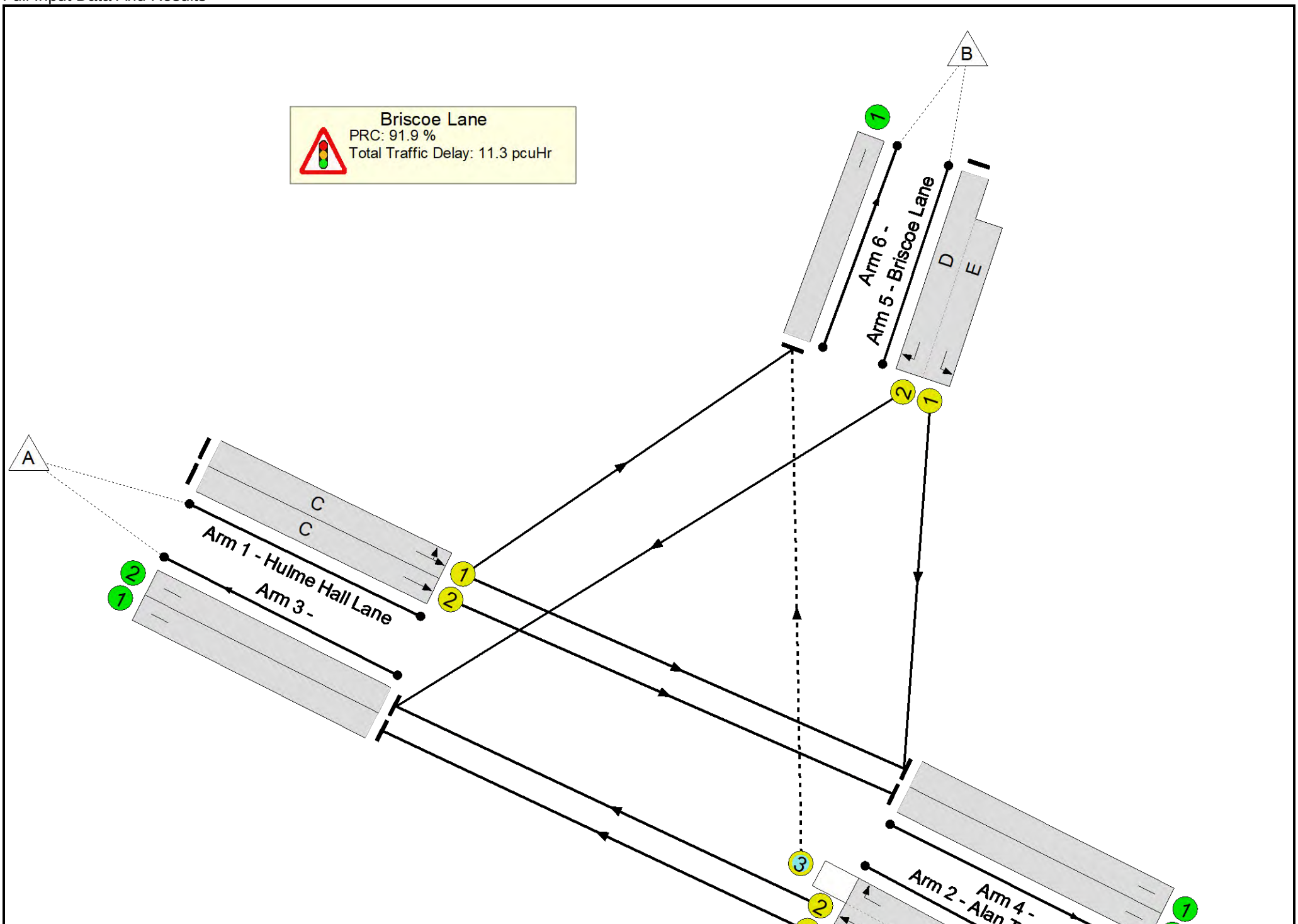
Stage	1	2	3
Duration	12	56	11
Change Point	0	22	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 91.9 %
Total Traffic Delay: 11.3 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.9%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.9%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	56	-	481	1879	1030	46.7%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	56	-	482	1965	1077	44.8%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	74	-	310	1975	1424	21.8%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	74	14	534	1990:1856	665+484	46.5 : 46.5%
3/1		U	N/A	N/A	-		-	-	-	310	1965	1965	15.8%
3/2		U	N/A	N/A	-		-	-	-	481	1965	1965	24.5%
4/1		U	N/A	N/A	-		-	-	-	540	1925	1925	28.1%
4/2		U	N/A	N/A	-		-	-	-	482	1925	1925	25.0%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	19:35	-	428	1907:2043	367+591	46.9 : 43.3%
6/1		U	N/A	N/A	-		-	-	-	422	2115	2115	20.0%

Full Input Data And Results

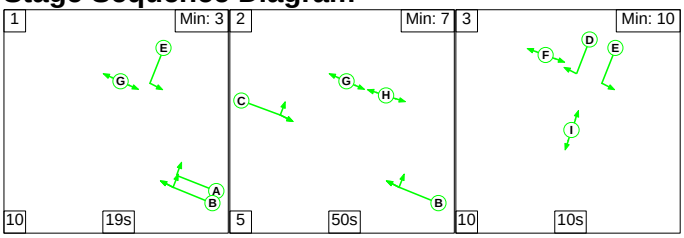
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**128**	**95**	**2**	**8.5**	**2.6**	**0.2**	**11.3**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**128**	**95**	**2**	**8.5**	**2.6**	**0.2**	**11.3**	**-**	**-**	**-**	**-**
1/1	481	481	-	-	-	1.9	0.4	-	2.3	17.6	8.4	0.4	8.9
1/2	482	482	-	-	-	1.9	0.4	-	2.3	17.1	8.3	0.4	8.7
2/1	310	310	-	-	-	0.4	0.1	-	0.6	6.4	2.9	0.1	3.1
2/2+2/3	534	534	128	95	2	0.7	0.4	0.2	1.4	9.3	2.9	0.4	3.4
3/1	310	310	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	481	481	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	540	540	-	-	-	0.0	0.2	-	0.2	1.3	2.7	0.2	2.9
4/2	482	482	-	-	-	0.0	0.2	-	0.2	1.3	4.3	0.2	4.5
5/2+5/1	428	428	-	-	-	3.6	0.4	-	4.0	33.6	5.5	0.4	5.9
6/1	422	422	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 91.9 Total Delay for Signalled Lanes (pcuHr): 10.56 Cycle Time (s): 104
PRC Over All Lanes (%): 91.9 Total Delay Over All Lanes(pcuHr): 11.31

Full Input Data And Results

Scenario 24: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG20: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

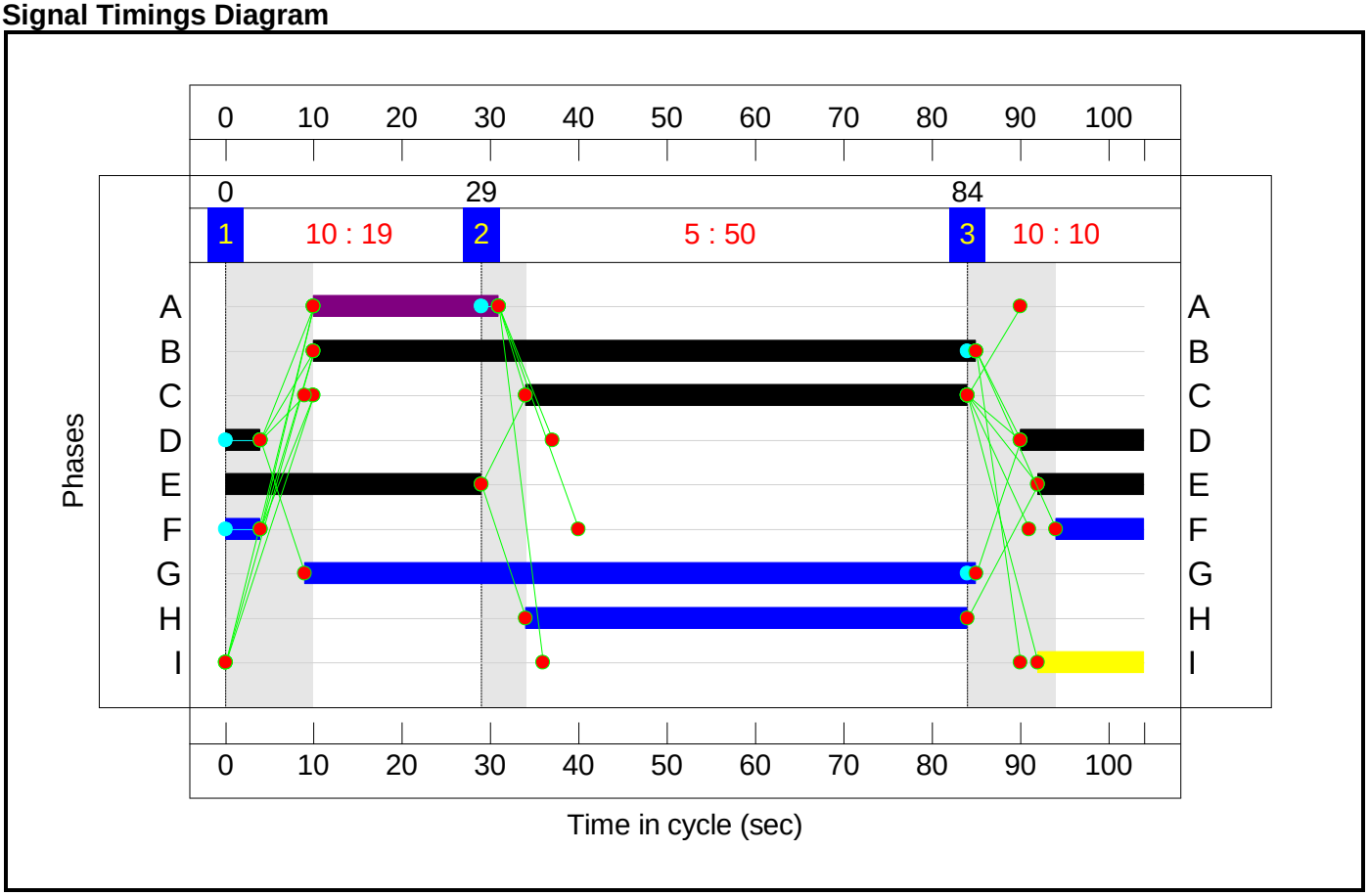
Stage Sequence Diagram



Stage Timings

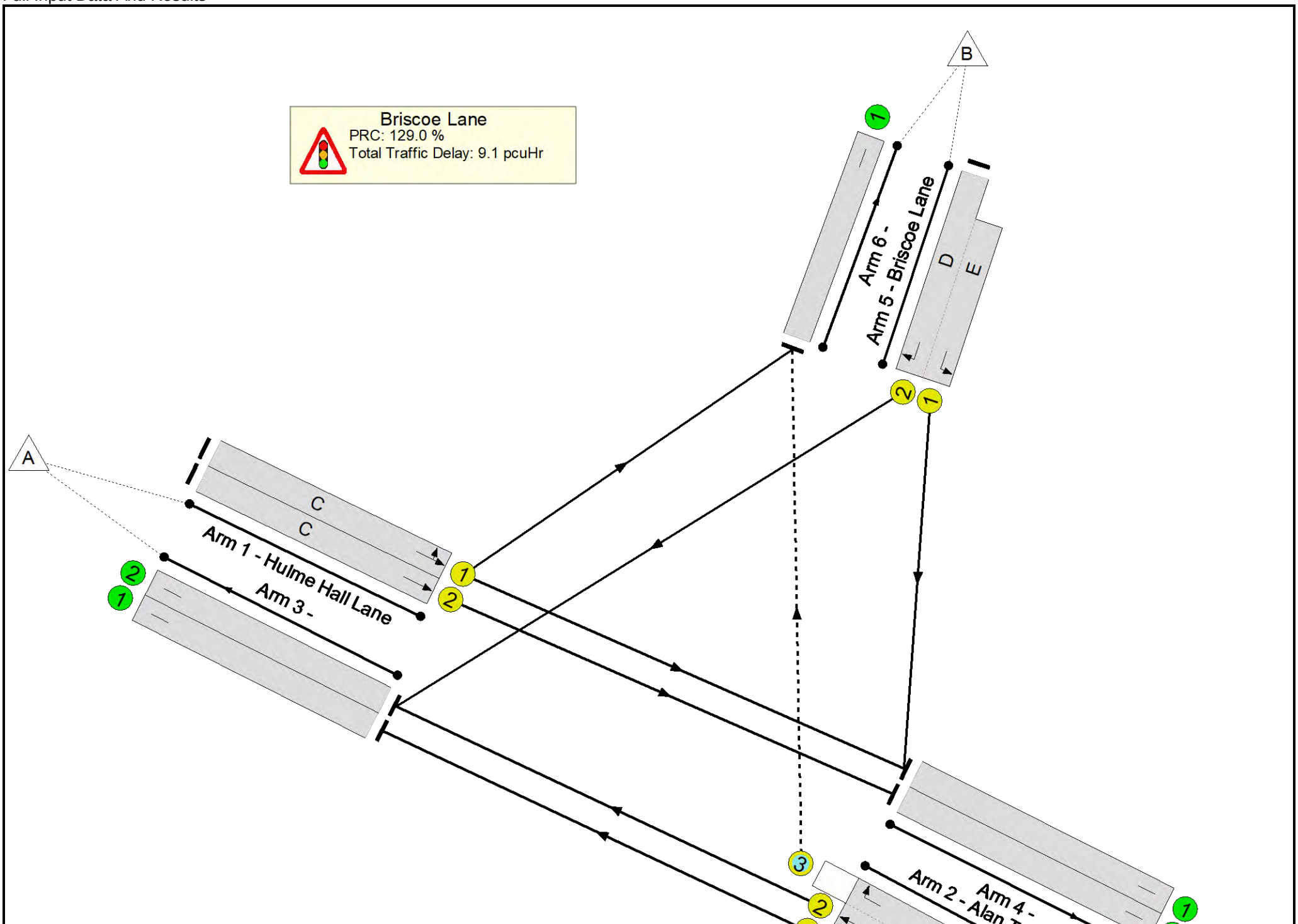
Stage	1	2	3
Duration	19	50	10
Change Point	0	29	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 129.0 %
Total Traffic Delay: 9.1 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.3%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.3%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	50	-	360	1890	927	38.8%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	50	-	360	1965	964	37.4%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	361	1975	1443	25.0%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	21	634	1990:1856	918+695	39.3 : 39.3%
3/1		U	N/A	N/A	-		-	-	-	361	1965	1965	18.4%
3/2		U	N/A	N/A	-		-	-	-	474	1965	1965	24.1%
4/1		U	N/A	N/A	-		-	-	-	448	1925	1925	23.3%
4/2		U	N/A	N/A	-		-	-	-	360	1925	1925	18.7%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:41	-	329	1907:2043	348+685	32.4 : 31.5%
6/1		U	N/A	N/A	-		-	-	-	401	2115	2115	19.0%

Full Input Data And Results

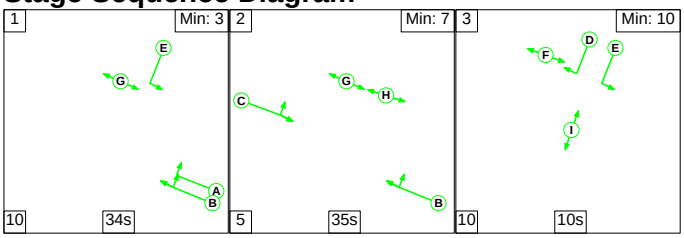
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**139**	**131**	**3**	**7.0**	**2.0**	**0.1**	**9.1**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**139**	**131**	**3**	**7.0**	**2.0**	**0.1**	**9.1**	**-**	**-**	**-**	**-**
1/1	360	360	-	-	-	1.7	0.3	-	2.0	19.9	6.5	0.3	6.8
1/2	360	360	-	-	-	1.7	0.3	-	2.0	19.5	6.4	0.3	6.7
2/1	361	361	-	-	-	0.5	0.2	-	0.6	6.3	3.4	0.2	3.6
2/2+2/3	634	634	139	131	3	0.8	0.3	0.1	1.3	7.2	3.4	0.3	3.7
3/1	361	361	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	474	474	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	448	448	-	-	-	0.0	0.2	-	0.2	1.2	1.1	0.2	1.3
4/2	360	360	-	-	-	0.0	0.1	-	0.1	1.2	2.7	0.1	2.8
5/2+5/1	329	329	-	-	-	2.4	0.2	-	2.6	28.8	4.1	0.2	4.4
6/1	401	401	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 129.0 Total Delay for Signalled Lanes (pcuHr): 8.46 Cycle Time (s): 104
PRC Over All Lanes (%): 129.0 Total Delay Over All Lanes(pcuHr): 9.12

Full Input Data And Results

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

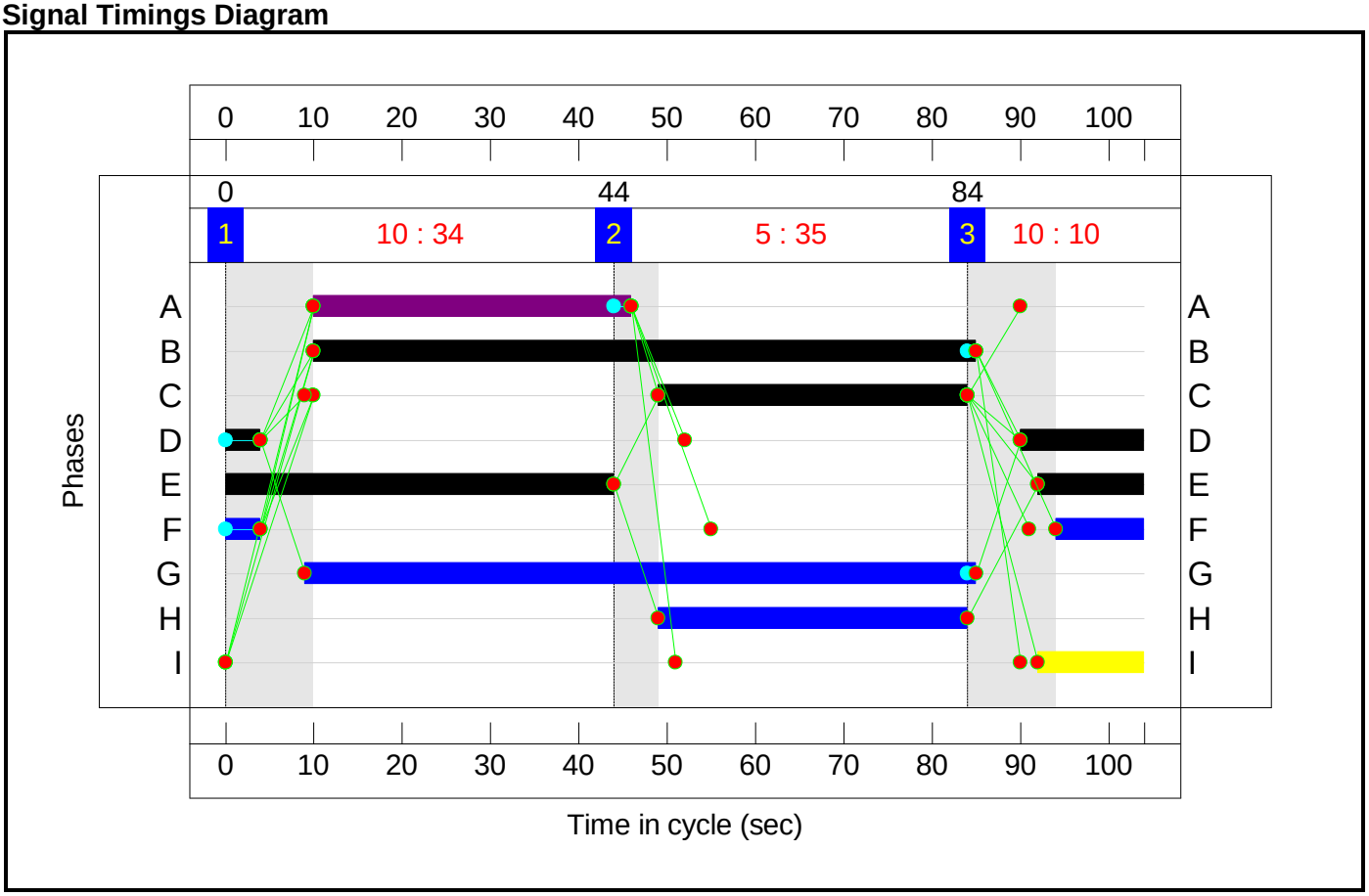
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	35	10
Change Point	0	44	84

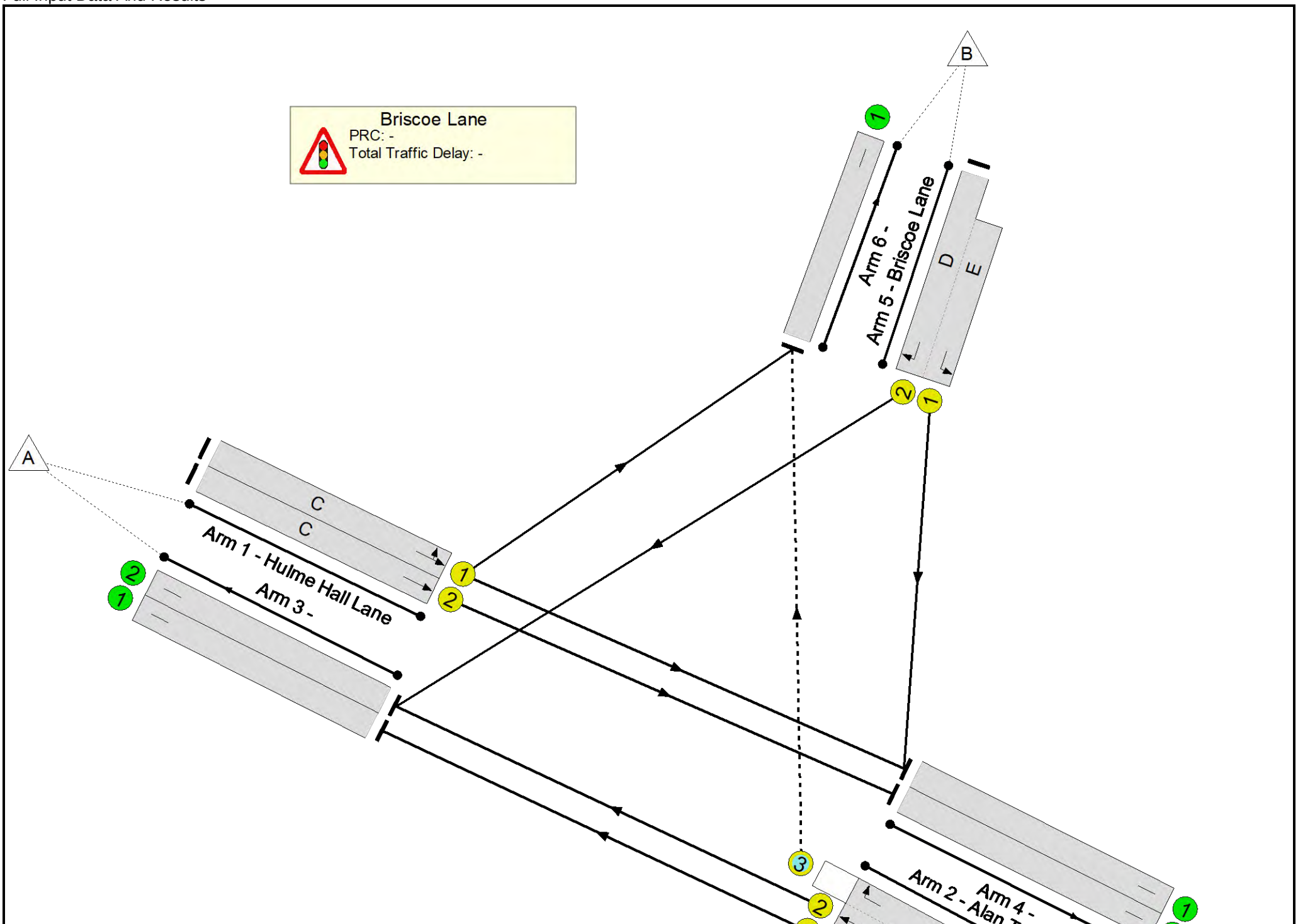
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	35	-	700	1811	-	-
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	35	-	700	1965	-	-
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	844	1975	-	-
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	36	1532	1990:1856	-	-
3/1		U	N/A	N/A	-		-	-	-	844	1965	-	-
3/2		U	N/A	N/A	-		-	-	-	1037	1965	-	-
4/1		U	N/A	N/A	-		-	-	-	444	1925	-	-
4/2		U	N/A	N/A	-		-	-	-	700	1925	-	-
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:56	-	475	1907:2043	-	-
6/1		U	N/A	N/A	-		-	-	-	1226	2115	-	-

Full Input Data And Results

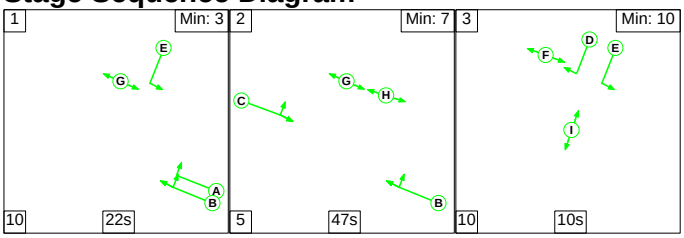
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2+5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 104
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 0.00

Full Input Data And Results

Scenario 26: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

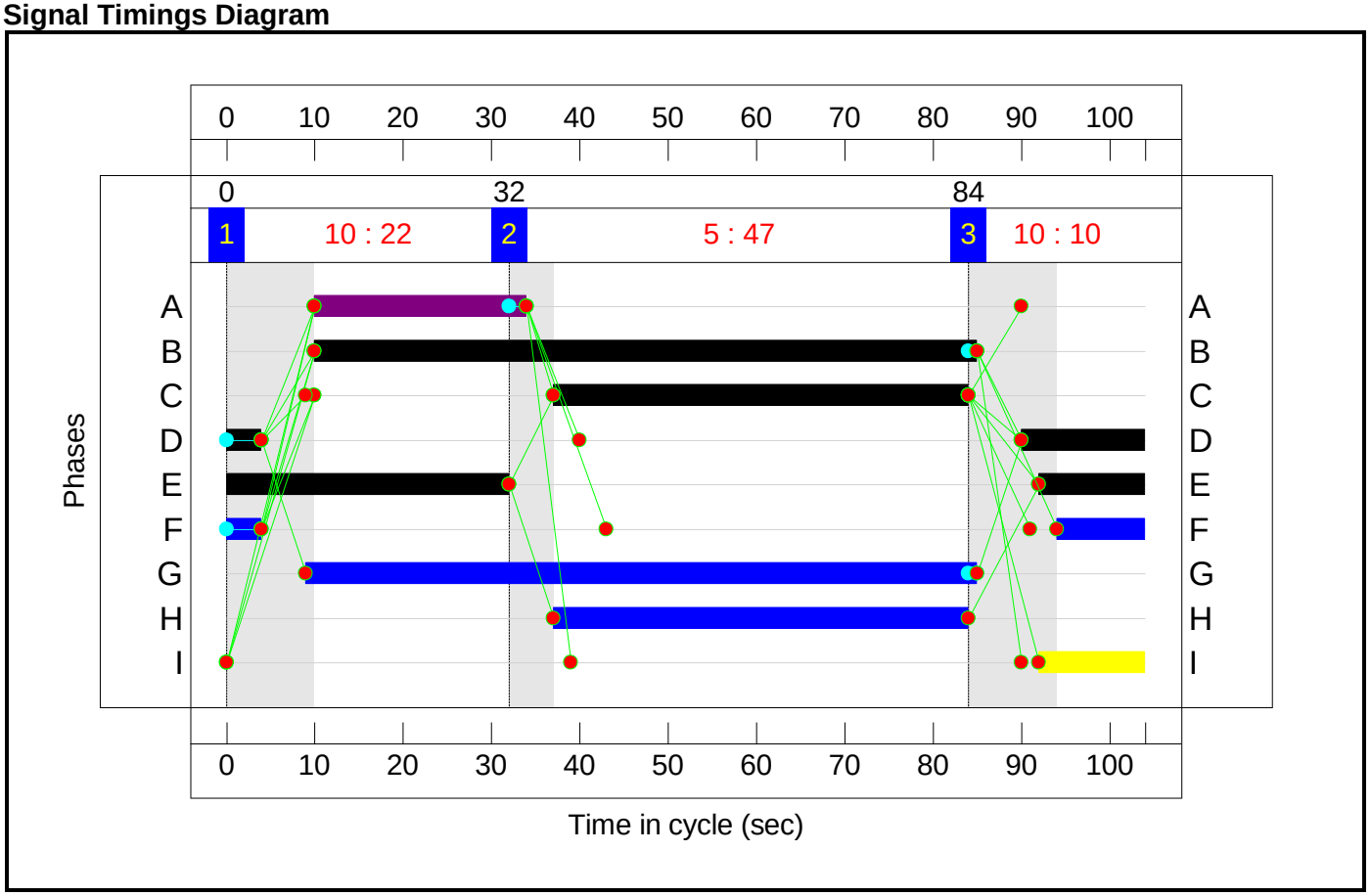
Stage Sequence Diagram



Stage Timings

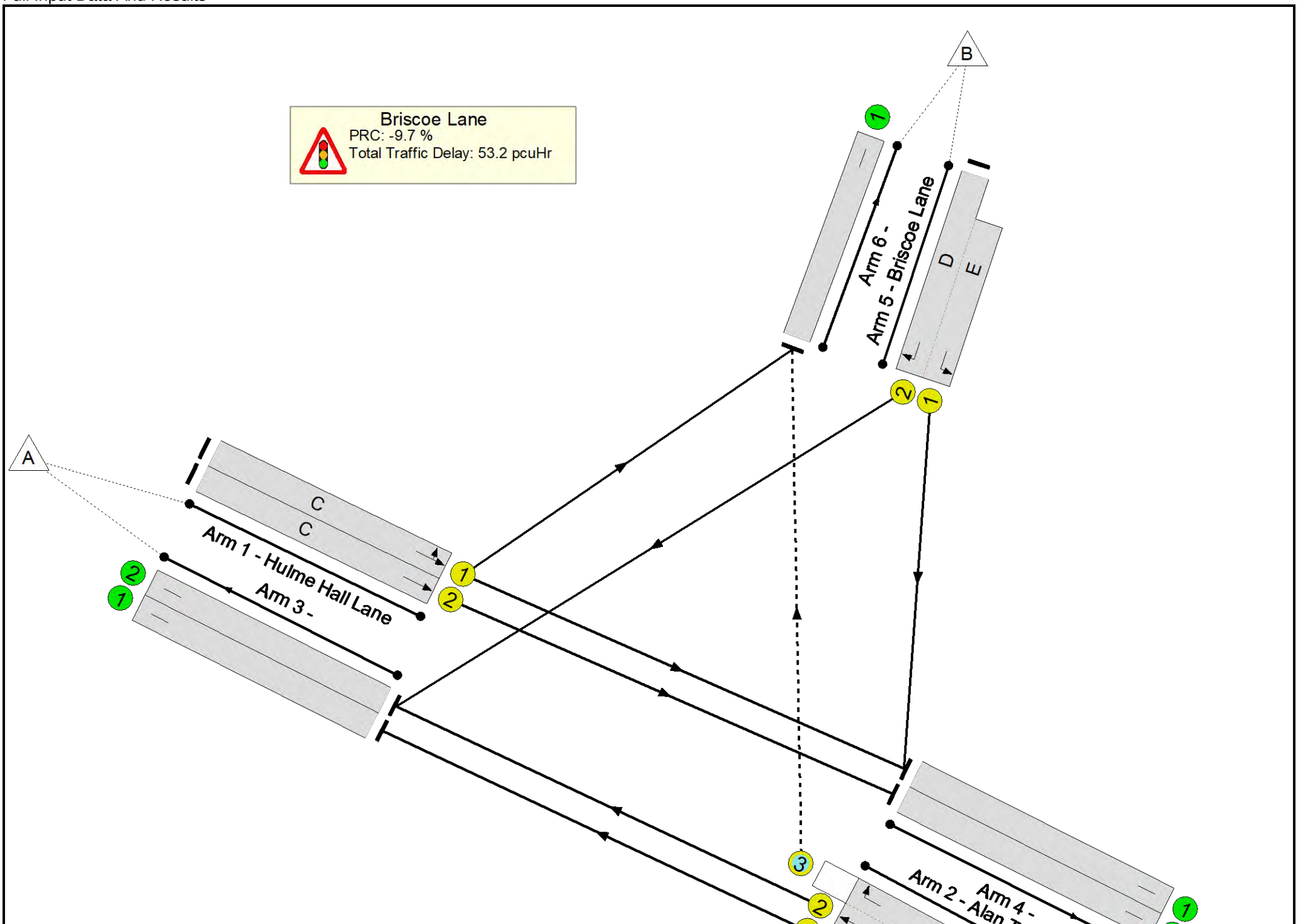
Stage	1	2	3
Duration	22	47	10
Change Point	0	32	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: -9.7 %
Total Traffic Delay: 53.2 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.7%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.7%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	47	-	824	1841	850	97.0%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	47	-	824	1965	907	90.9%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	465	1975	1443	32.2%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	24	967	1990:1856	470+510	98.7 : 98.7%
3/1		U	N/A	N/A	-		-	-	-	465	1965	1965	23.7%
3/2		U	N/A	N/A	-		-	-	-	745	1965	1965	37.9%
4/1		U	N/A	N/A	-		-	-	-	607	1925	1925	31.5%
4/2		U	N/A	N/A	-		-	-	-	824	1925	1925	42.8%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:44	-	565	1907:2043	348+352	80.7 : 80.7%
6/1		U	N/A	N/A	-		-	-	-	1004	2115	2115	47.5%

Full Input Data And Results

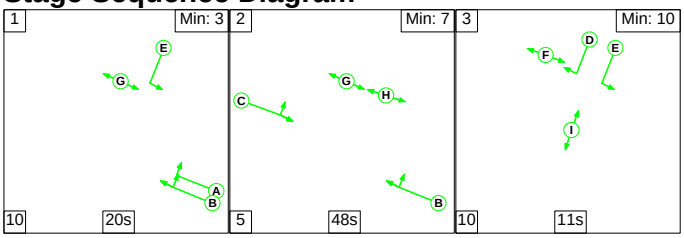
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**434**	**69**	**22.1**	**30.3**	**0.9**	**53.2**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**434**	**69**	**22.1**	**30.3**	**0.9**	**53.2**	**-**	**-**	**-**	**-**
1/1	824	824	-	-	-	6.2	9.3	-	15.5	67.9	23.1	9.3	32.4
1/2	824	824	-	-	-	5.9	4.5	-	10.4	45.6	22.0	4.5	26.5
2/1	465	465	-	-	-	0.6	0.2	-	0.9	6.8	4.7	0.2	4.9
2/2+2/3	967	967	0	434	69	4.5	12.7	0.9	18.1	67.2	12.5	12.7	25.2
3/1	465	465	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/2	745	745	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	607	607	-	-	-	0.0	0.2	-	0.2	1.4	2.7	0.2	2.9
4/2	824	824	-	-	-	0.1	0.4	-	0.4	1.9	18.8	0.4	19.2
5/2+5/1	565	565	-	-	-	4.7	2.0	-	6.7	42.9	7.7	2.0	9.8
6/1	1004	1004	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5

C1 PRC for Signalled Lanes (%): -9.7 Total Delay for Signalled Lanes (pcuHr): 51.64 Cycle Time (s): 104
PRC Over All Lanes (%): -9.7 Total Delay Over All Lanes(pcuHr): 53.22

Full Input Data And Results

Scenario 27: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

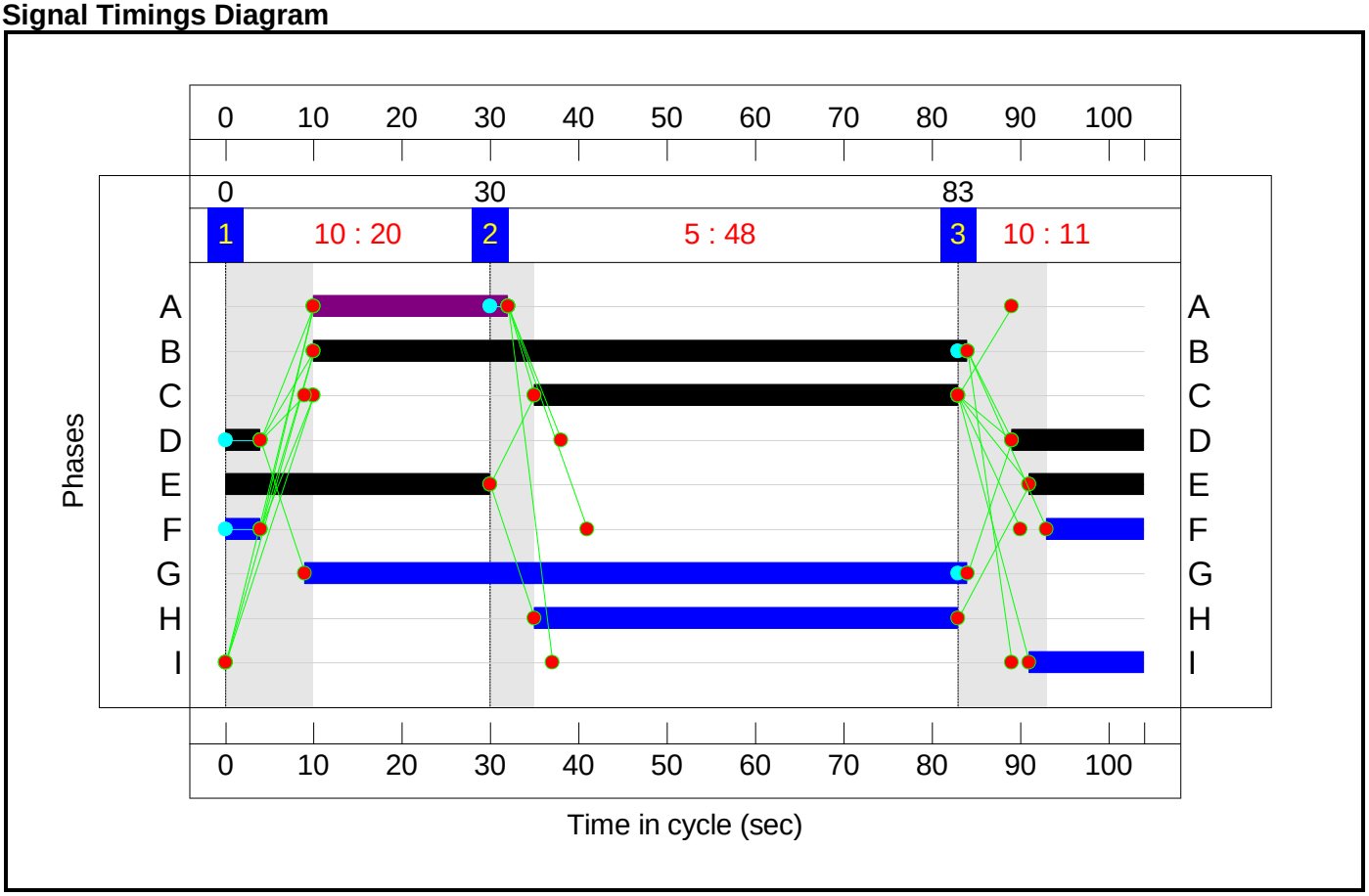
Stage Sequence Diagram



Stage Timings

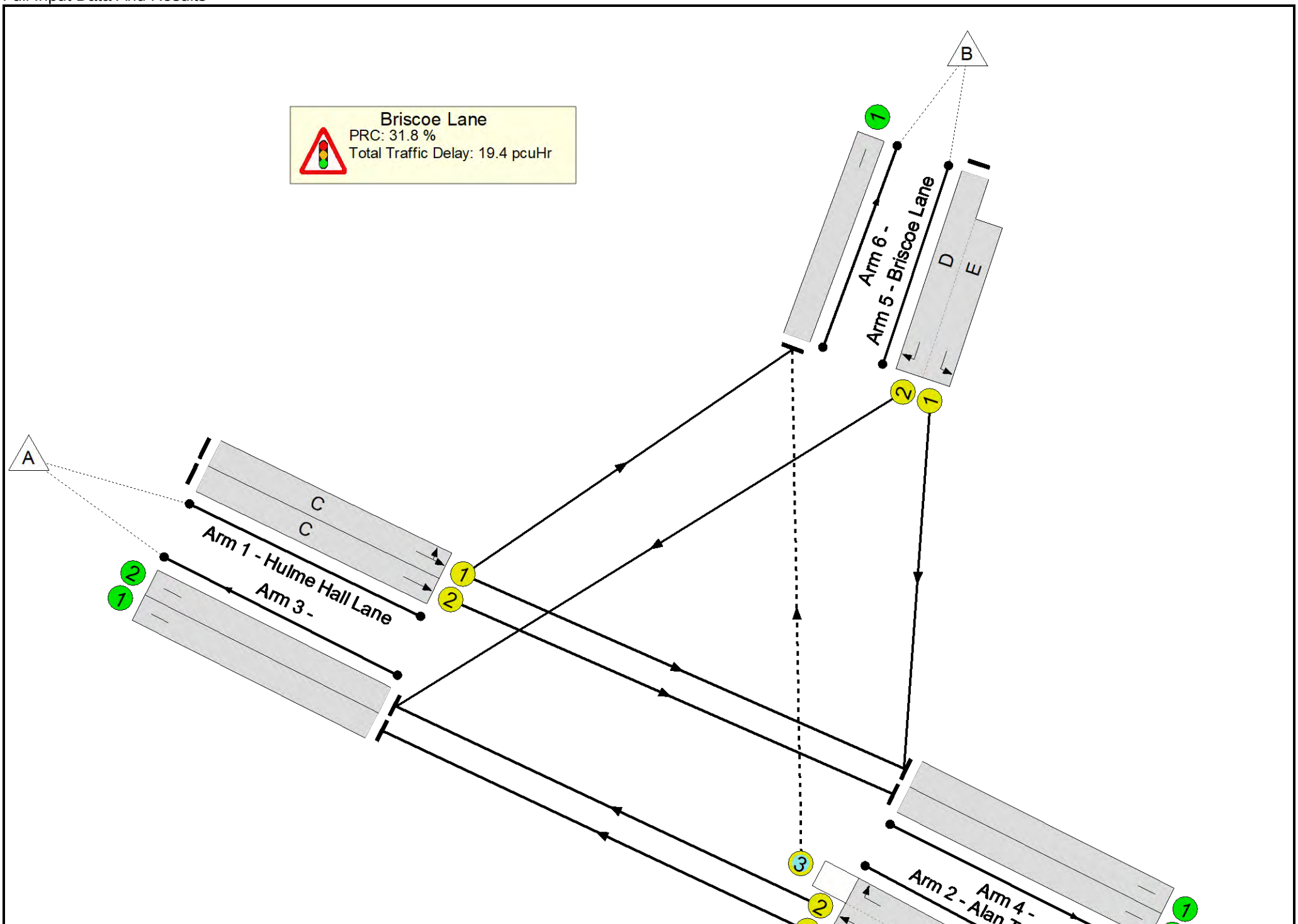
Stage	1	2	3
Duration	20	48	11
Change Point	0	30	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 31.8 %
Total Traffic Delay: 19.4 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	48	-	605	1914	902	67.1%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	48	-	605	1965	926	65.3%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	74	-	316	1975	1424	22.2%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	74	22	660	1990:1856	461+505	68.3 : 68.3%
3/1		U	N/A	N/A	-		-	-	-	316	1965	1965	16.1%
3/2		U	N/A	N/A	-		-	-	-	559	1965	1965	28.4%
4/1		U	N/A	N/A	-		-	-	-	683	1925	1925	35.5%
4/2		U	N/A	N/A	-		-	-	-	605	1925	1925	31.4%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	19:43	-	468	1907:2043	367+337	66.5 : 66.5%
6/1		U	N/A	N/A	-		-	-	-	491	2115	2115	23.2%

Full Input Data And Results

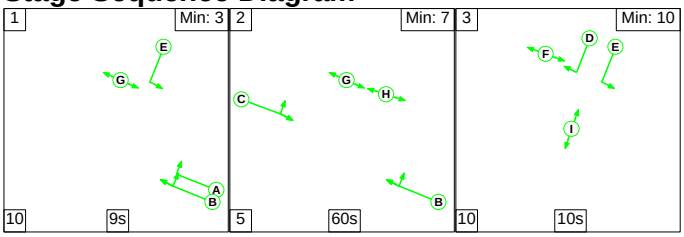
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**27**	**250**	**68**	**13.5**	**5.1**	**0.8**	**19.4**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**27**	**250**	**68**	**13.5**	**5.1**	**0.8**	**19.4**	**-**	**-**	**-**	**-**
1/1	605	605	-	-	-	3.6	1.0	-	4.6	27.3	13.4	1.0	14.5
1/2	605	605	-	-	-	3.5	0.9	-	4.5	26.6	13.3	0.9	14.2
2/1	316	316	-	-	-	0.4	0.1	-	0.6	6.4	3.0	0.1	3.1
2/2+2/3	660	660	27	250	68	2.1	1.1	0.8	4.0	21.6	6.1	1.1	7.2
3/1	316	316	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	559	559	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	683	683	-	-	-	0.0	0.3	-	0.3	1.5	1.1	0.3	1.4
4/2	605	605	-	-	-	0.0	0.2	-	0.2	1.5	9.7	0.2	10.0
5/2+5/1	468	468	-	-	-	3.8	1.0	-	4.8	37.2	6.5	1.0	7.5
6/1	491	491	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 31.8 Total Delay for Signalled Lanes (pcuHr): 18.42 Cycle Time (s): 104
PRC Over All Lanes (%): 31.8 Total Delay Over All Lanes(pcuHr): 19.39

Full Input Data And Results

Scenario 28: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

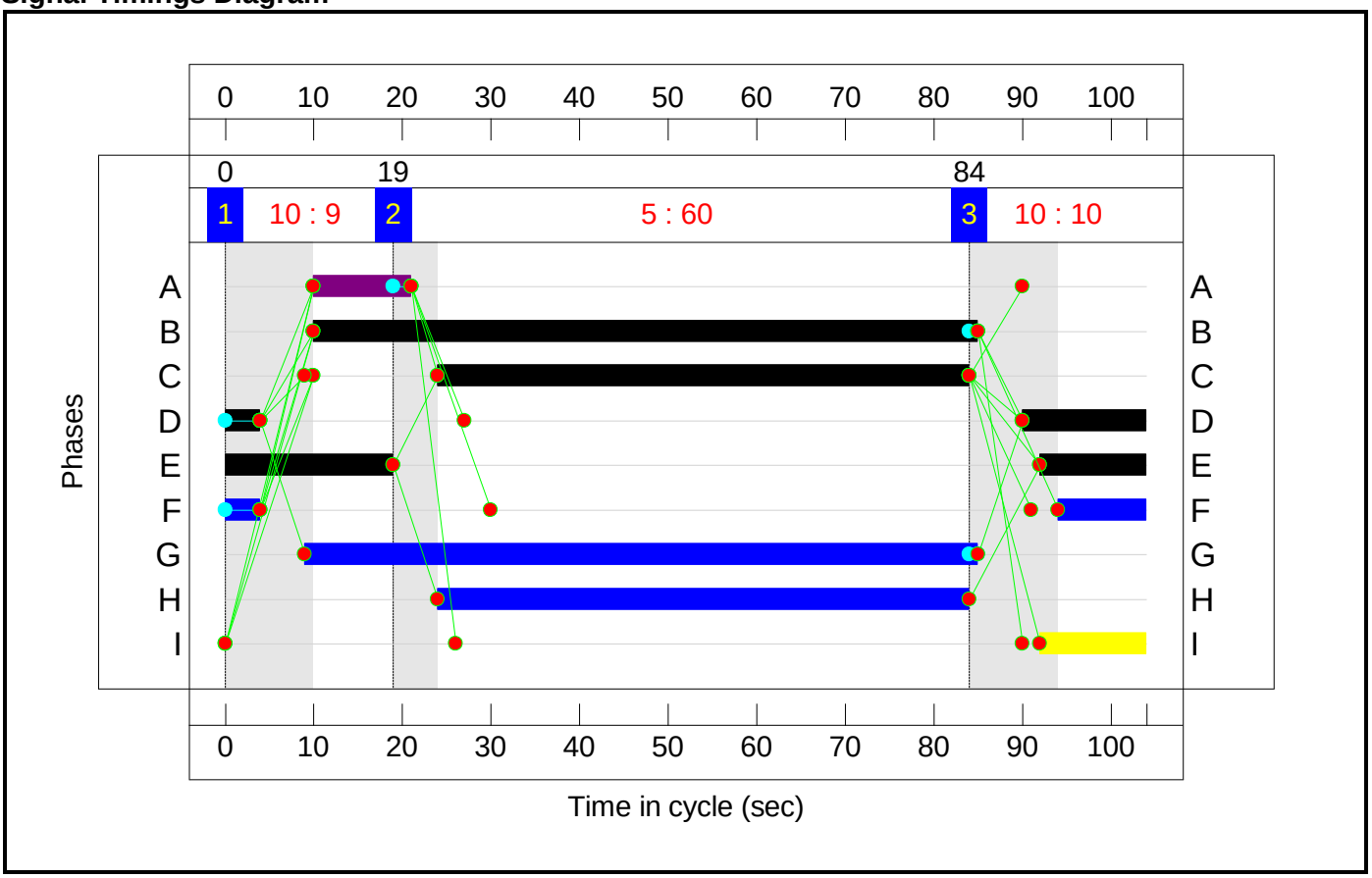
Stage Sequence Diagram



Stage Timings

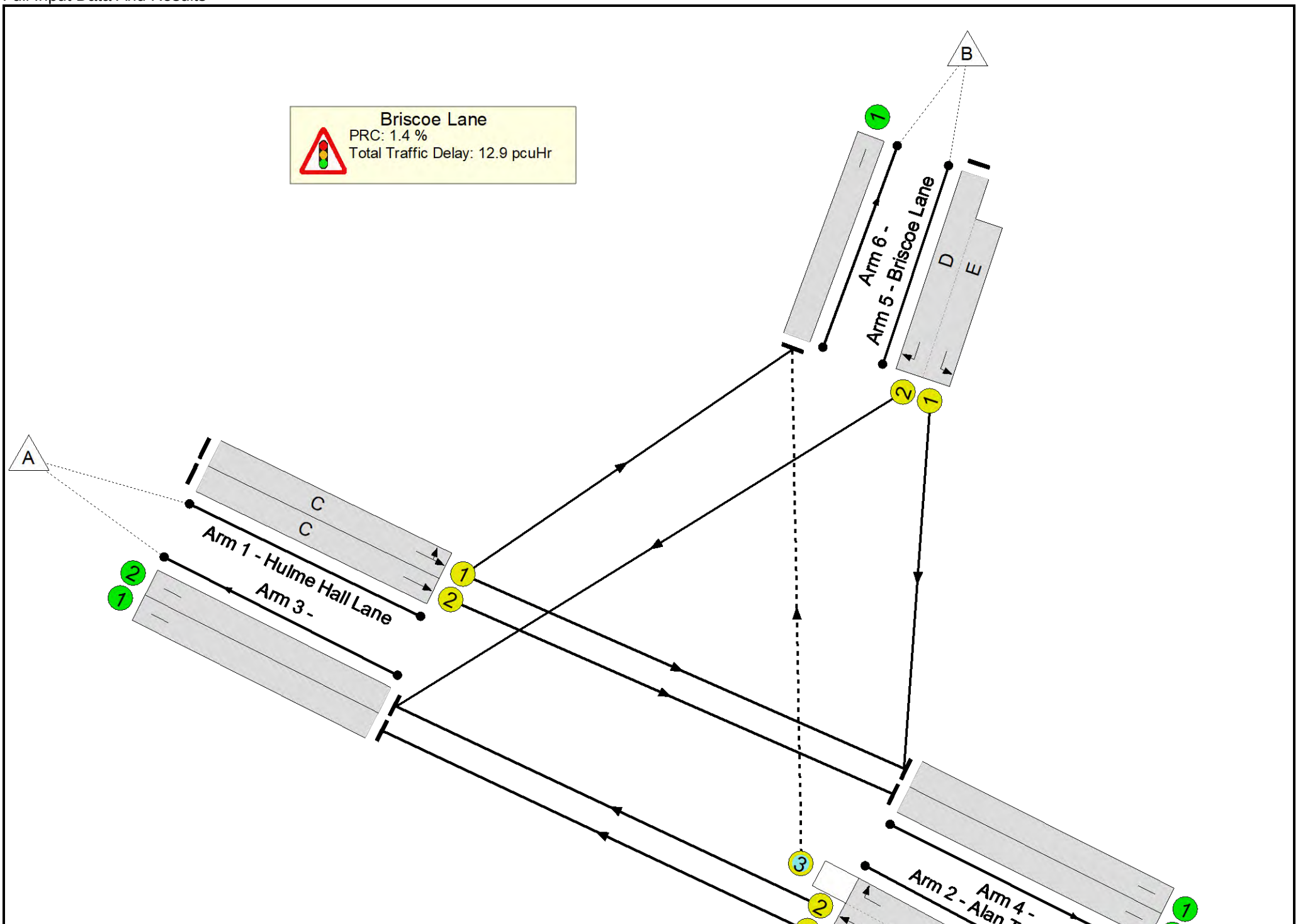
Stage	1	2	3
Duration	9	60	10
Change Point	0	19	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 1.4 %
Total Traffic Delay: 12.9 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.8%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.8%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	60	-	175	1830	1073	16.3%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	60	-	175	1965	1153	15.2%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	934	1975	1443	64.7%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	11	1488	1990:1856	1052+624	88.8 : 88.8%
3/1		U	N/A	N/A	-		-	-	-	934	1965	1965	47.5%
3/2		U	N/A	N/A	-		-	-	-	975	1965	1965	49.6%
4/1		U	N/A	N/A	-		-	-	-	146	1925	1925	7.6%
4/2		U	N/A	N/A	-		-	-	-	175	1925	1925	9.1%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:31	-	128	1907:2043	266+564	15.4 : 15.4%
6/1		U	N/A	N/A	-		-	-	-	670	2115	2115	31.7%

Full Input Data And Results

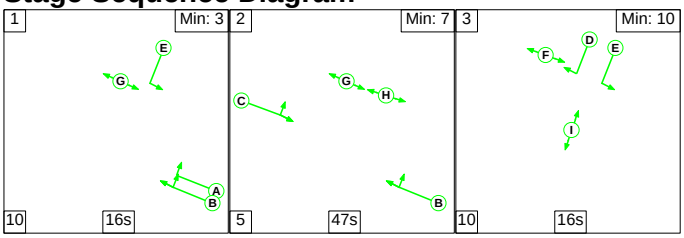
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**336**	**213**	**5**	**6.6**	**6.3**	**0.1**	**12.9**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**336**	**213**	**5**	**6.6**	**6.3**	**0.1**	**12.9**	**-**	**-**	**-**	**-**
1/1	175	175	-	-	-	0.5	0.1	-	0.6	11.8	2.3	0.1	2.4
1/2	175	175	-	-	-	0.5	0.1	-	0.6	11.6	2.3	0.1	2.4
2/1	934	934	-	-	-	1.9	0.9	-	2.8	10.7	13.8	0.9	14.7
2/2+2/3	1488	1488	336	213	5	2.7	3.8	0.1	6.6	15.9	18.0	3.8	21.8
3/1	934	934	-	-	-	0.0	0.5	-	0.5	1.8	8.8	0.5	9.2
3/2	975	975	-	-	-	0.0	0.5	-	0.5	1.8	8.2	0.5	8.7
4/1	146	146	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
4/2	175	175	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/2+5/1	128	128	-	-	-	1.0	0.1	-	1.1	31.6	1.8	0.1	1.9
6/1	670	670	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 11.62 Cycle Time (s): 104
PRC Over All Lanes (%): 1.4 Total Delay Over All Lanes(pcuHr): 12.89

Full Input Data And Results

Scenario 29: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

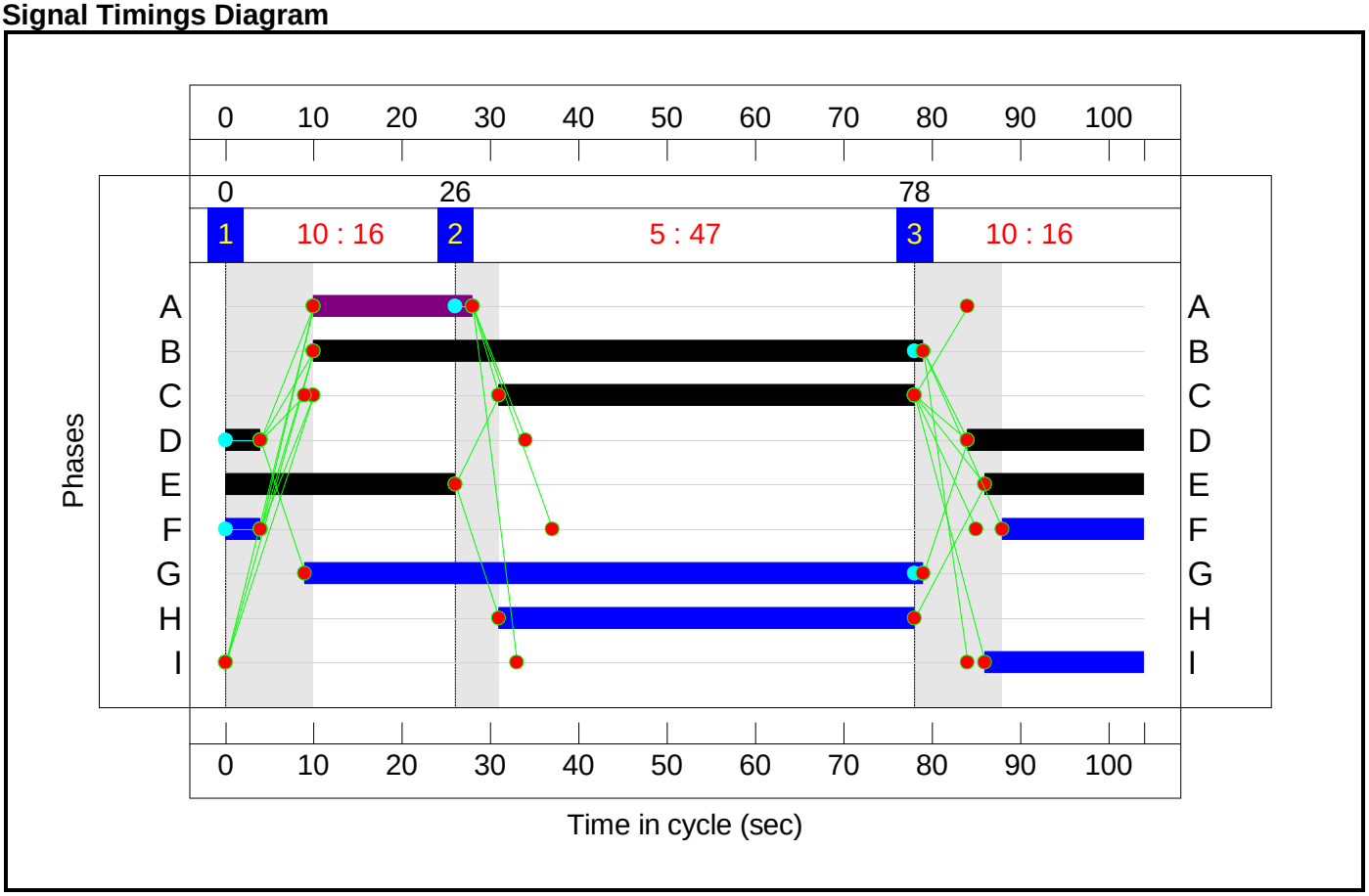
Stage Sequence Diagram



Stage Timings

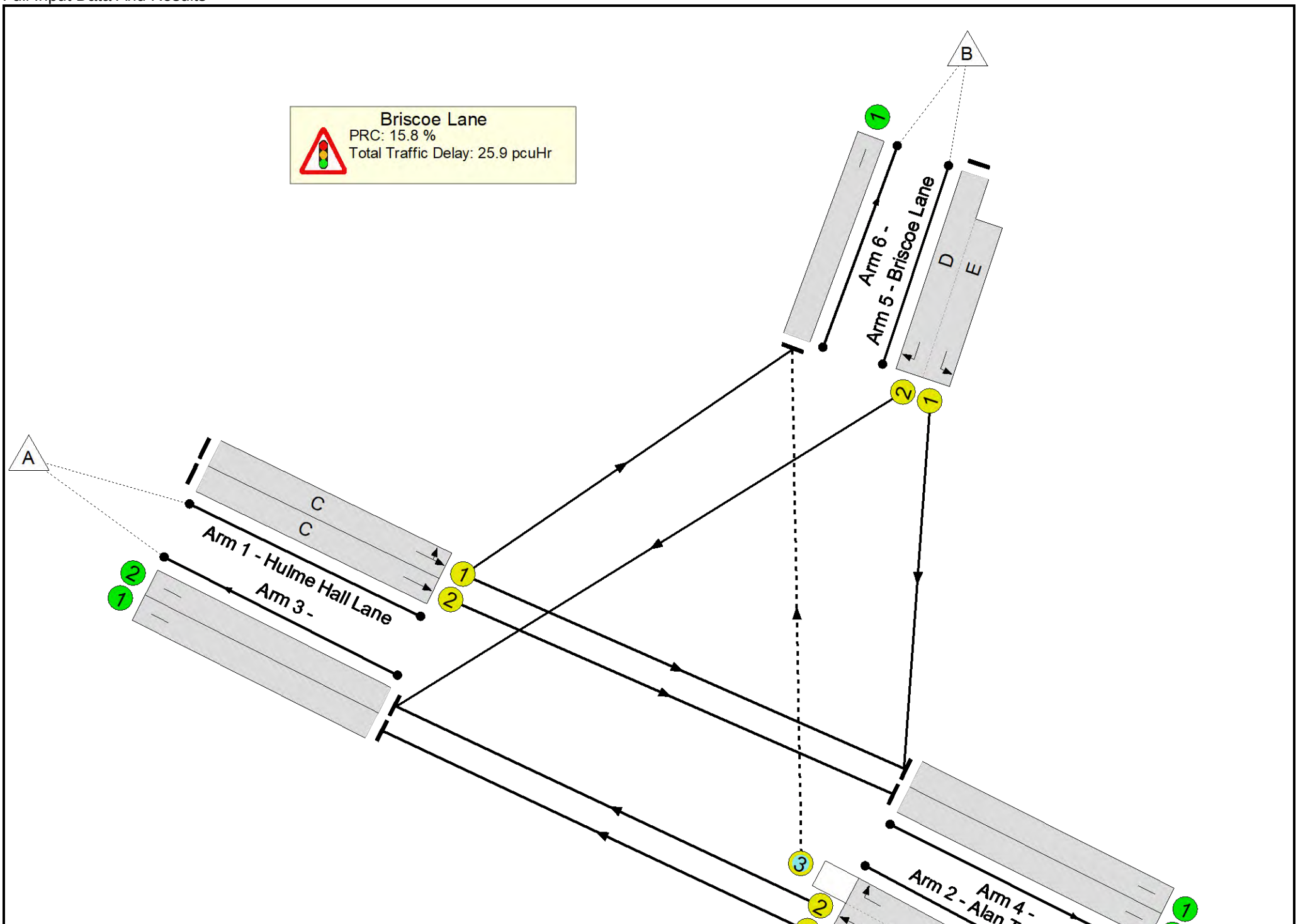
Stage	1	2	3
Duration	16	47	16
Change Point	0	26	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 15.8 %
Total Traffic Delay: 25.9 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	47	-	685	1909	881	77.7%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	47	-	684	1965	907	75.4%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	69	-	357	1975	1329	26.9%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	69	18	669	1990:1856	464+408	76.7 : 76.7%
3/1		U	N/A	N/A	-		-	-	-	357	1965	1965	18.2%
3/2		U	N/A	N/A	-		-	-	-	693	1965	1965	35.3%
4/1		U	N/A	N/A	-		-	-	-	824	1925	1925	42.8%
4/2		U	N/A	N/A	-		-	-	-	684	1925	1925	35.5%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	24:44	-	657	1907:2043	441+418	76.5 : 76.5%
6/1		U	N/A	N/A	-		-	-	-	494	2115	2115	23.4%

Full Input Data And Results

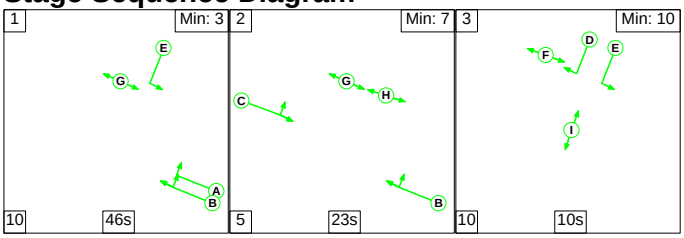
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**244**	**69**	**17.4**	**7.8**	**0.8**	**25.9**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**244**	**69**	**17.4**	**7.8**	**0.8**	**25.9**	**-**	**-**	**-**	**-**
1/1	685	685	-	-	-	4.5	1.7	-	6.2	32.5	16.6	1.7	18.3
1/2	684	684	-	-	-	4.4	1.5	-	5.9	31.1	16.2	1.5	17.7
2/1	357	357	-	-	-	0.7	0.2	-	0.9	8.6	4.1	0.2	4.2
2/2+2/3	669	669	0	244	69	2.6	1.6	0.8	5.0	26.9	6.4	1.6	8.1
3/1	357	357	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	693	693	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/1	824	824	-	-	-	0.0	0.4	-	0.4	1.7	3.3	0.4	3.7
4/2	684	684	-	-	-	0.0	0.3	-	0.3	1.6	12.9	0.3	13.2
5/2+5/1	657	657	-	-	-	5.2	1.6	-	6.8	37.1	8.9	1.6	10.5
6/1	494	494	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 15.8 Total Delay for Signalled Lanes (pcuHr): 24.73 Cycle Time (s): 104
PRC Over All Lanes (%): 15.8 Total Delay Over All Lanes(pcuHr): 25.95

Full Input Data And Results

Scenario 30: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

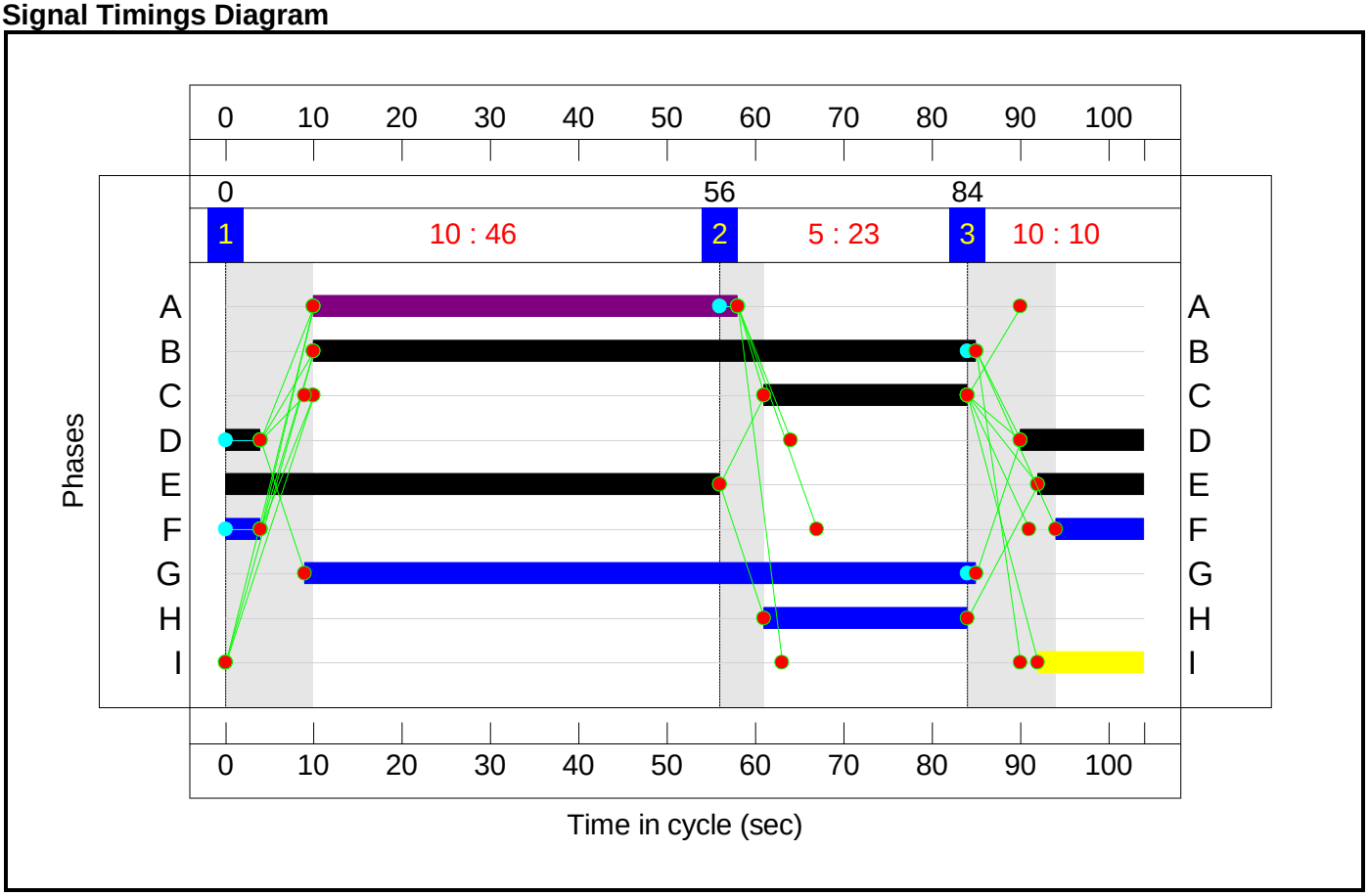
Stage Sequence Diagram



Stage Timings

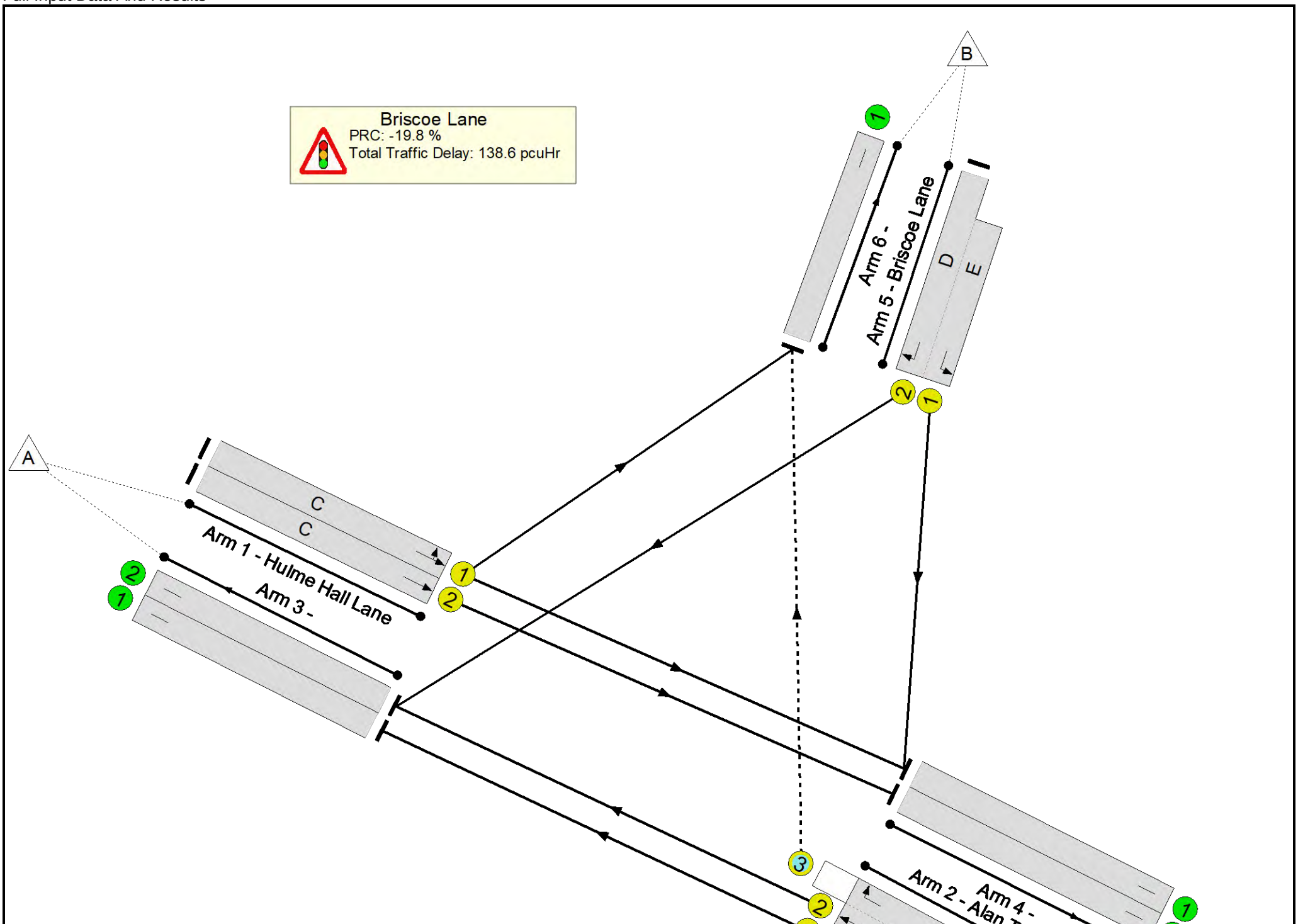
Stage	1	2	3
Duration	46	23	10
Change Point	0	56	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: -19.8 %
Total Traffic Delay: 138.6 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.8%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.8%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	23	-	460	1867	431	106.8%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	23	-	460	1965	453	101.4%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	1109	1975	1443	76.8%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	48	1834	1990:1856	1028+673	107.8 : 107.8%
3/1		U	N/A	N/A	-		-	-	-	1109	1965	1965	56.4%
3/2		U	N/A	N/A	-		-	-	-	1244	1965	1965	59.2%
4/1		U	N/A	N/A	-		-	-	-	480	1925	1925	24.1%
4/2		U	N/A	N/A	-		-	-	-	460	1925	1925	23.6%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:68	-	374	1907:2043	348+610	39.0 : 39.0%
6/1		U	N/A	N/A	-		-	-	-	944	2115	2115	41.5%

Full Input Data And Results

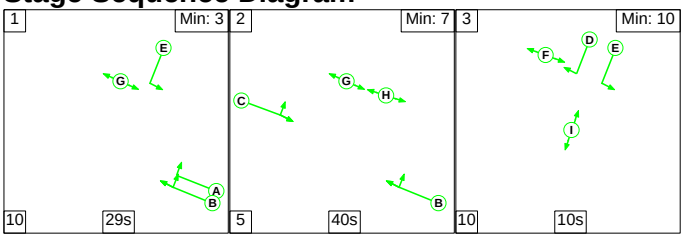
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**604**	**69**	**28.7**	**109.4**	**0.4**	**138.6**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**604**	**69**	**28.7**	**109.4**	**0.4**	**138.6**	**-**	**-**	**-**	**-**
1/1	460	431	-	-	-	6.2	20.3	-	26.4	207.0	14.1	20.3	34.4
1/2	460	453	-	-	-	5.4	12.5	-	17.8	139.6	13.5	12.5	26.0
2/1	1109	1109	-	-	-	2.6	1.6	-	4.3	13.9	19.4	1.6	21.1
2/2+2/3	1834	1702	0	604	69	12.6	72.7	0.4	85.7	168.3	54.0	72.7	126.7
3/1	1109	1109	-	-	-	0.0	0.6	-	0.7	2.1	14.8	0.6	15.4
3/2	1164	1164	-	-	-	0.0	0.7	-	0.7	2.3	8.2	0.7	8.9
4/1	465	465	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2	453	453	-	-	-	0.0	0.2	-	0.2	1.3	9.3	0.2	9.4
5/2+5/1	374	374	-	-	-	1.9	0.3	-	2.2	20.9	3.4	0.3	3.8
6/1	878	878	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): -19.8 Total Delay for Signalled Lanes (pcuHr): 136.49 Cycle Time (s): 104
PRC Over All Lanes (%): -19.8 Total Delay Over All Lanes(pcuHr): 138.56

Full Input Data And Results

Scenario 31: '2023 Base + Arena Matinee (Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

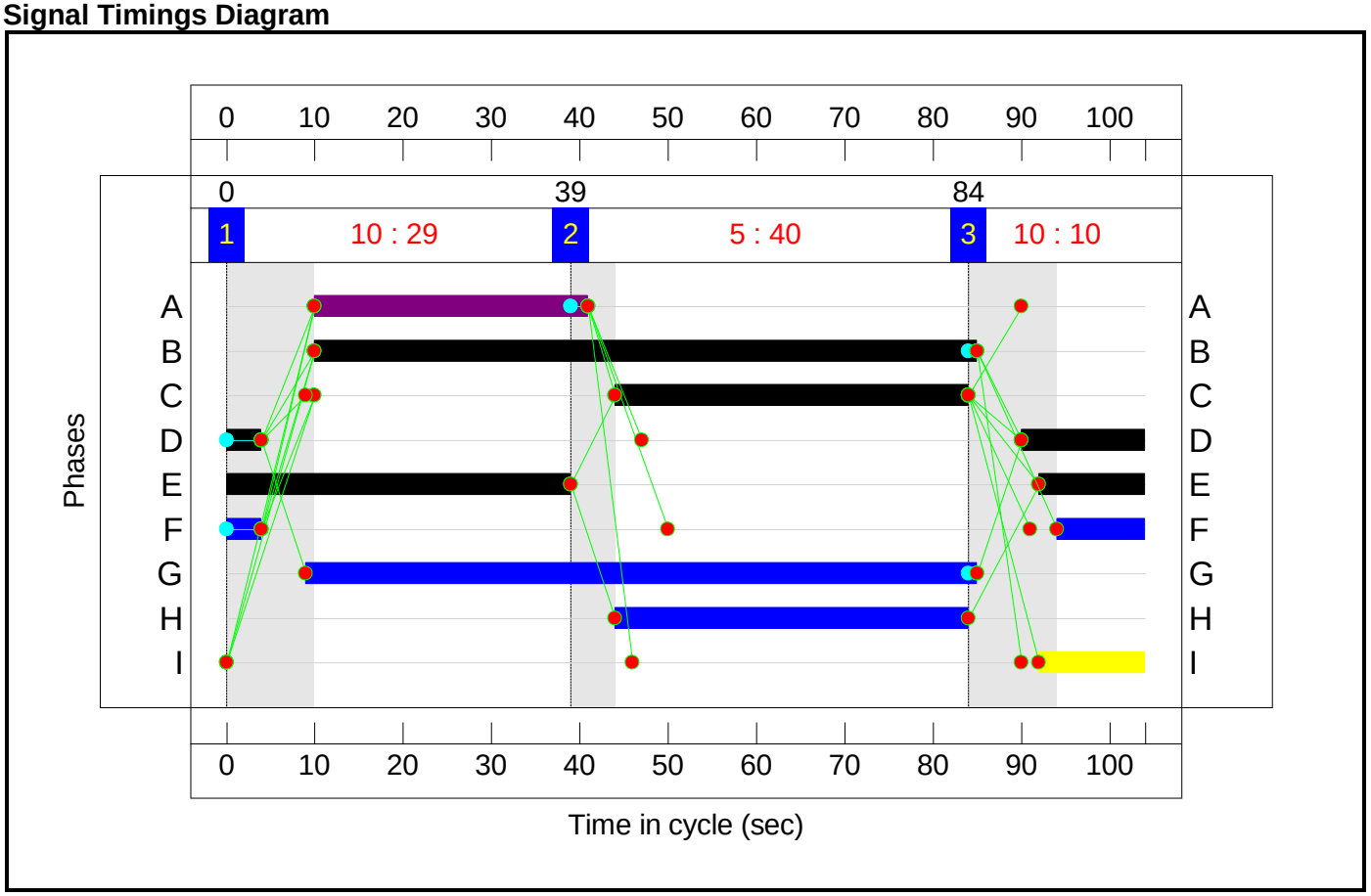
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	29	40	10
Change Point	0	39	84

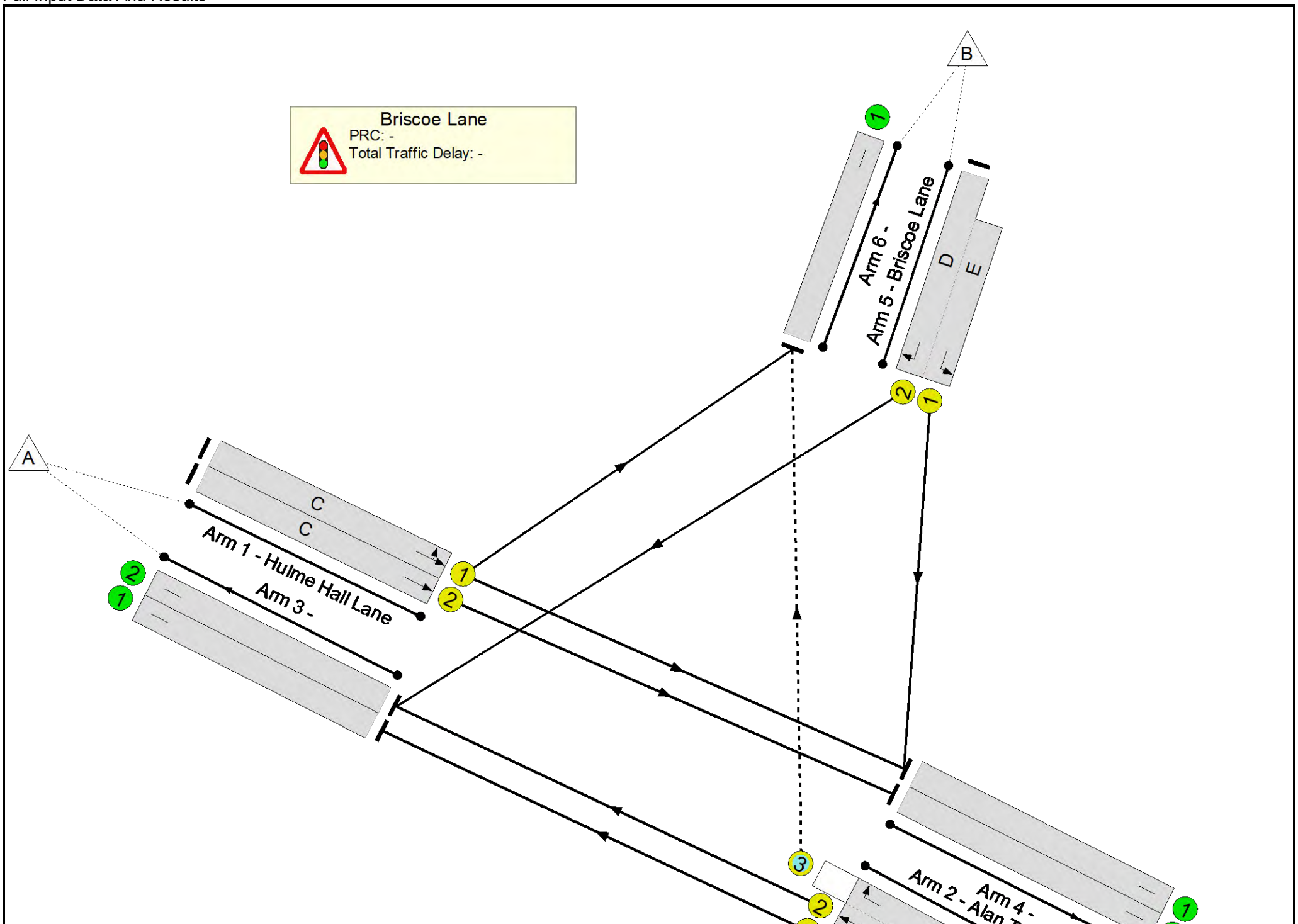
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	40	-	797	1823	-	-
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	40	-	796	1965	-	-
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	874	1975	-	-
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	31	1494	1990:1856	-	-
3/1		U	N/A	N/A	-		-	-	-	874	1965	-	-
3/2		U	N/A	N/A	-		-	-	-	1042	1965	-	-
4/1		U	N/A	N/A	-		-	-	-	540	1925	-	-
4/2		U	N/A	N/A	-		-	-	-	796	1925	-	-
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:51	-	471	1907:2043	-	-
6/1		U	N/A	N/A	-		-	-	-	1180	2115	-	-

Full Input Data And Results

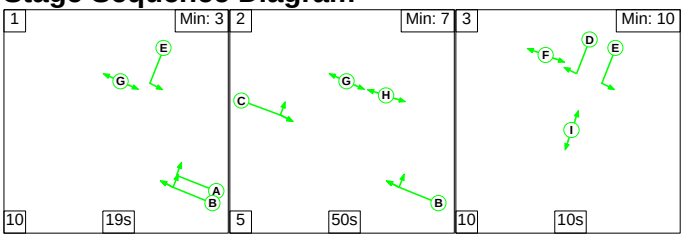
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2+5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 104
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 0.00

Full Input Data And Results

Scenario 32: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

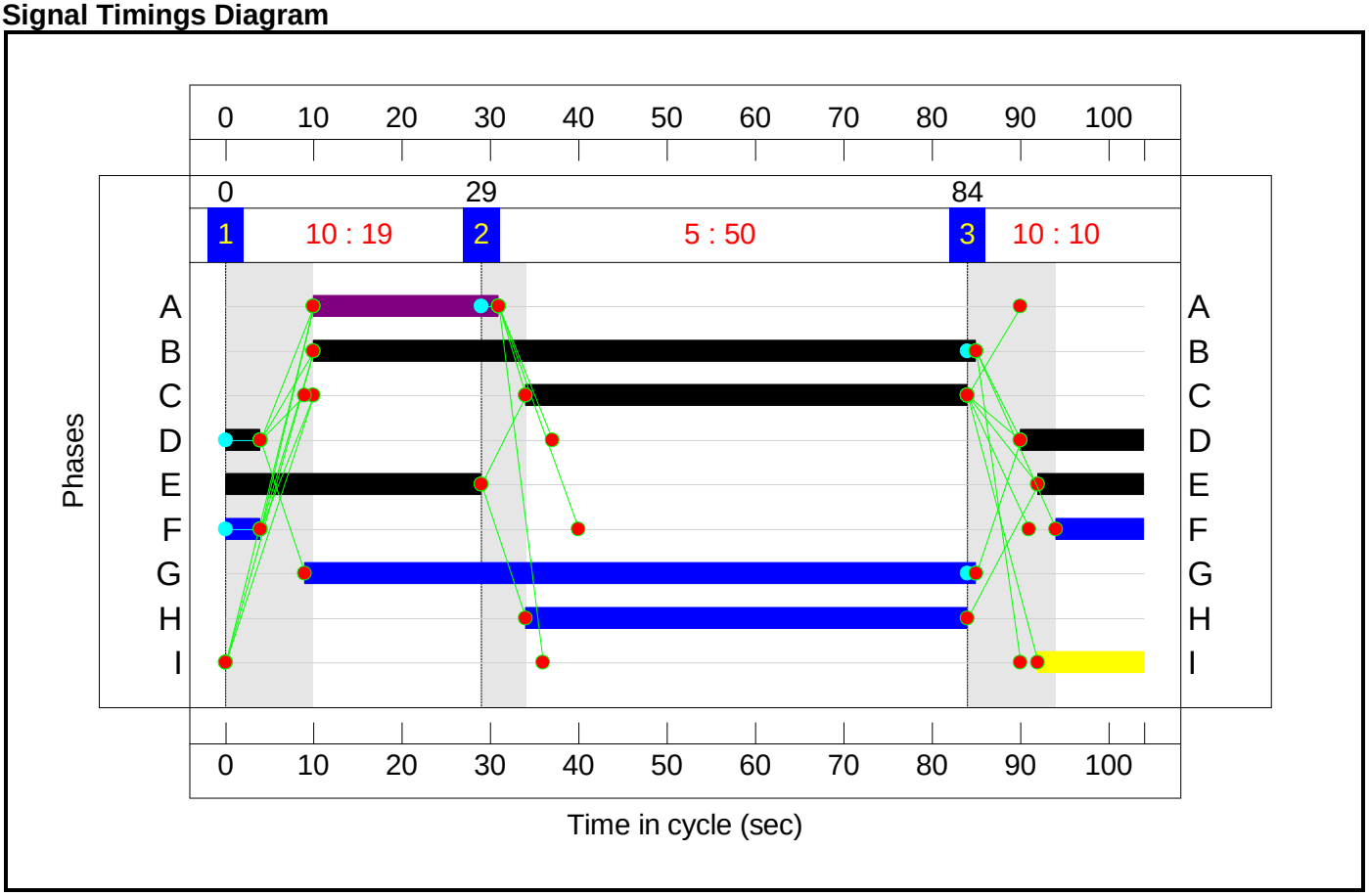
Stage Sequence Diagram



Stage Timings

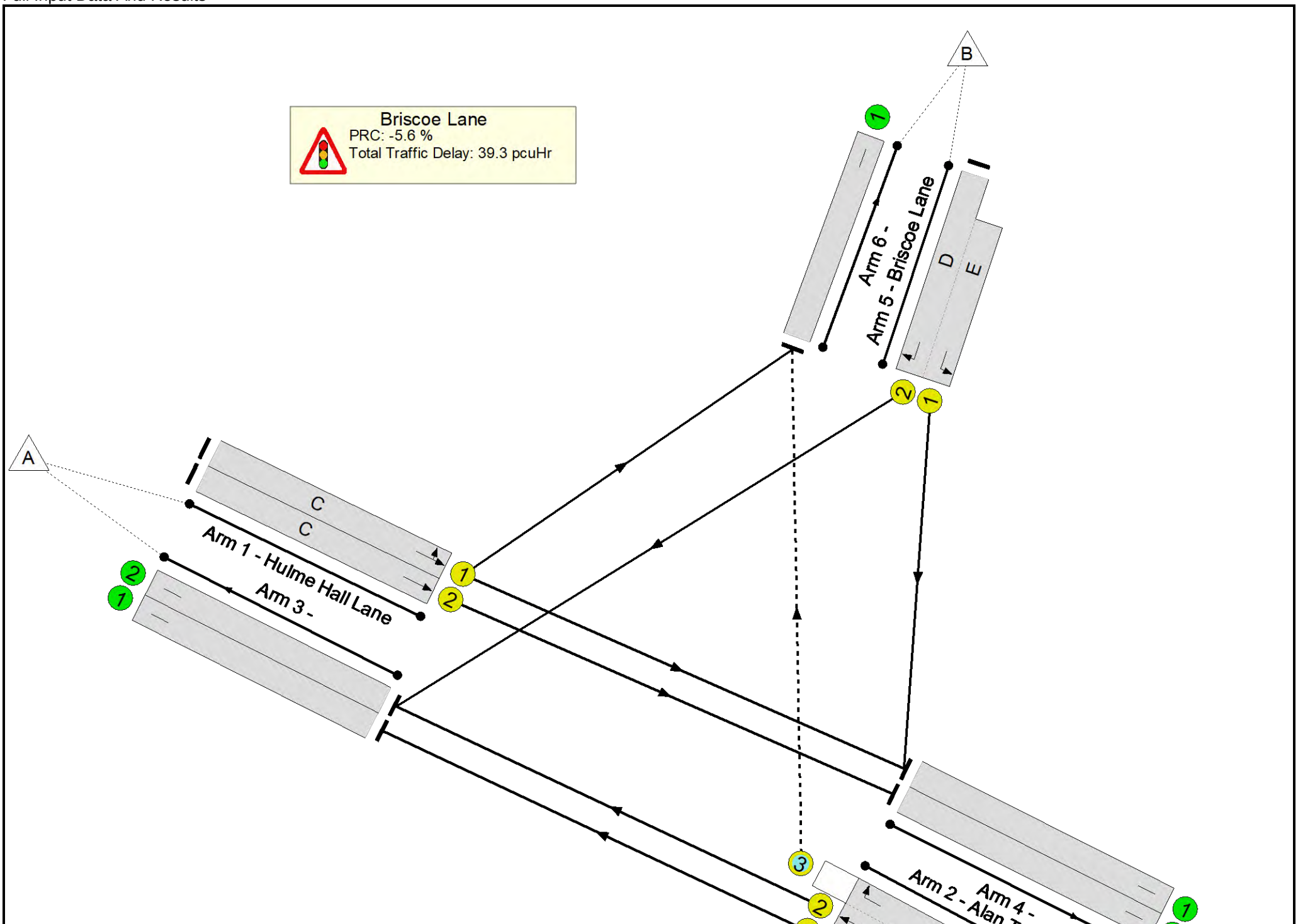
Stage	1	2	3
Duration	19	50	10
Change Point	0	29	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: -5.6 %
Total Traffic Delay: 39.3 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	50	-	851	1826	895	95.0%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	50	-	851	1965	964	88.3%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	452	1975	1443	31.3%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	21	883	1990:1856	482+462	93.5 : 93.5%
3/1		U	N/A	N/A	-		-	-	-	452	1965	1965	23.0%
3/2		U	N/A	N/A	-		-	-	-	596	1965	1965	30.3%
4/1		U	N/A	N/A	-		-	-	-	574	1925	1925	29.8%
4/2		U	N/A	N/A	-		-	-	-	851	1925	1925	44.2%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:41	-	452	1907:2043	328+694	44.2 : 44.2%
6/1		U	N/A	N/A	-		-	-	-	1016	2115	2115	48.0%

Full Input Data And Results

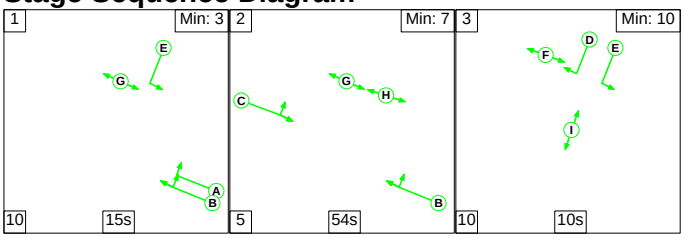
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**363**	**69**	**19.5**	**18.9**	**0.9**	**39.3**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**363**	**69**	**19.5**	**18.9**	**0.9**	**39.3**	**-**	**-**	**-**	**-**
1/1	851	851	-	-	-	6.0	7.2	-	13.2	55.9	23.4	7.2	30.6
1/2	851	851	-	-	-	5.6	3.6	-	9.2	38.9	22.0	3.6	25.5
2/1	452	452	-	-	-	0.6	0.2	-	0.8	6.7	4.5	0.2	4.7
2/2+2/3	883	883	0	363	69	3.8	6.0	0.9	10.8	43.9	10.1	6.0	16.2
3/1	452	452	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
3/2	596	596	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	574	574	-	-	-	0.0	0.2	-	0.2	1.4	3.3	0.2	3.6
4/2	851	851	-	-	-	0.1	0.4	-	0.5	1.9	18.9	0.4	19.2
5/2+5/1	452	452	-	-	-	3.4	0.4	-	3.8	30.0	6.1	0.4	6.5
6/1	1016	1016	-	-	-	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5

C1 PRC for Signalled Lanes (%): -5.6 Total Delay for Signalled Lanes (pcuHr): 37.75 Cycle Time (s): 104
PRC Over All Lanes (%): -5.6 Total Delay Over All Lanes(pcuHr): 39.25

Full Input Data And Results

Scenario 33: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

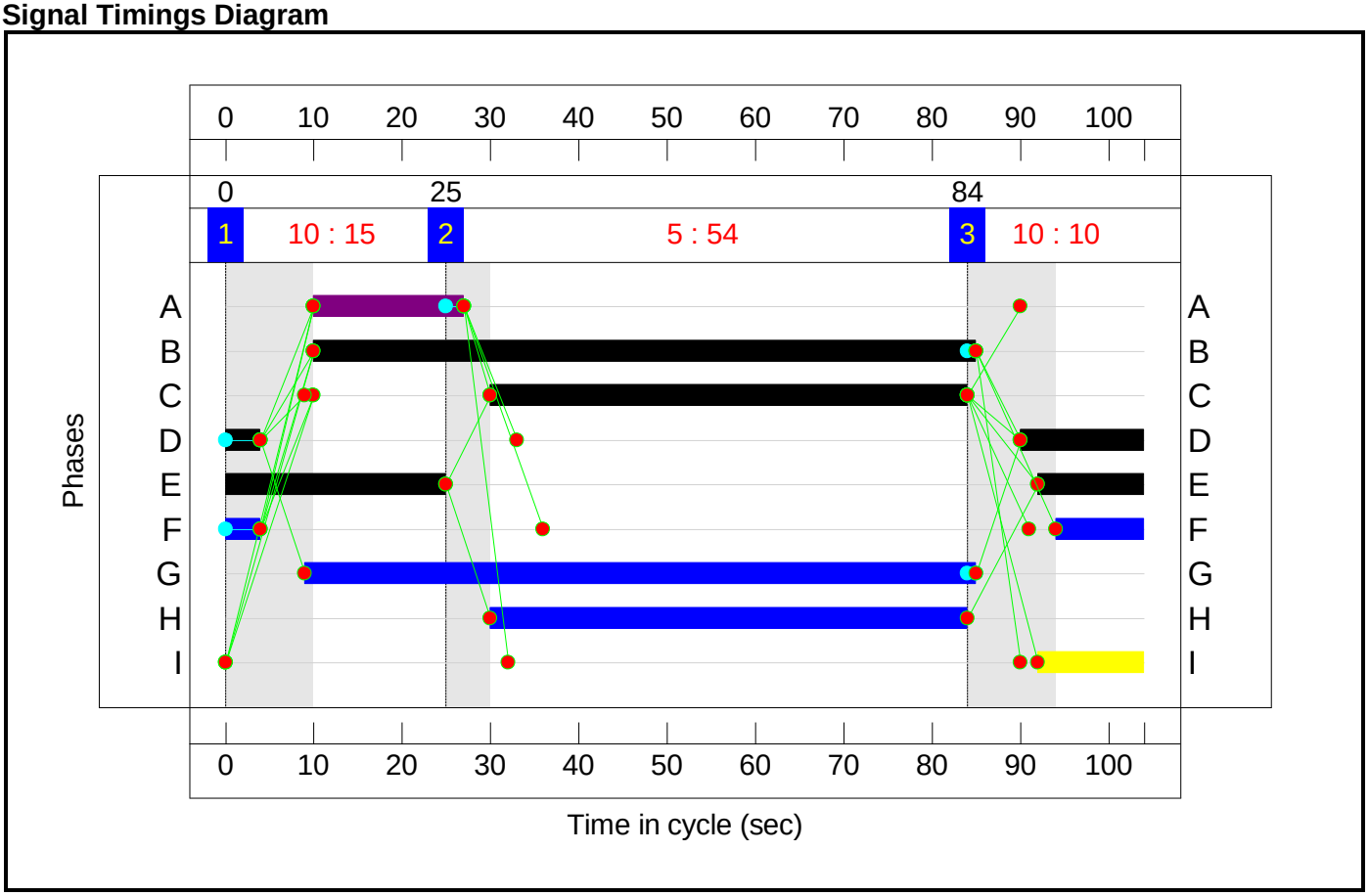
Stage Sequence Diagram



Stage Timings

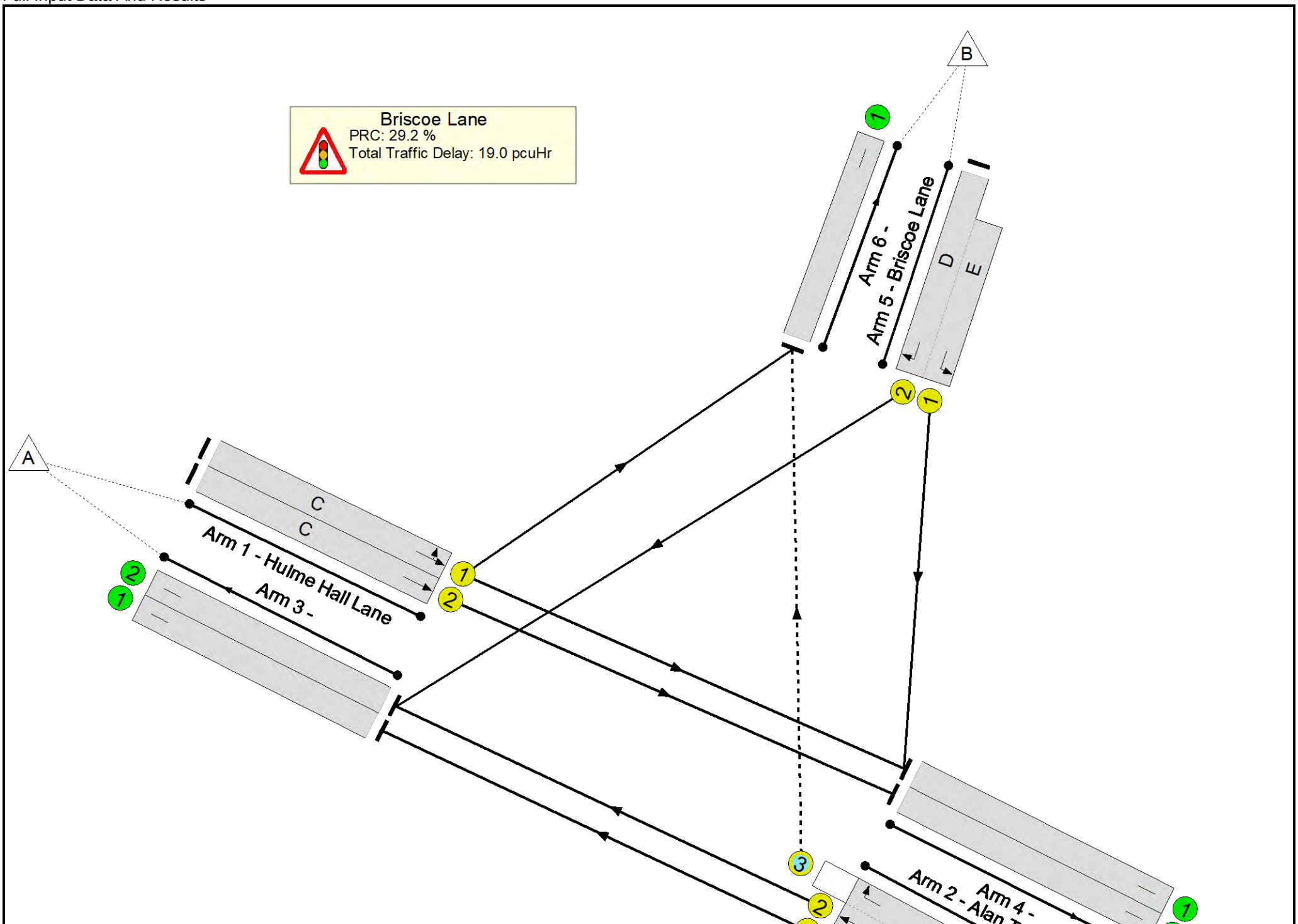
Stage	1	2	3
Duration	15	54	10
Change Point	0	25	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 29.2 %
Total Traffic Delay: 19.0 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.7%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.7%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	54	-	696	1889	999	69.7%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	54	-	697	1965	1039	67.1%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	290	1975	1443	20.1%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	17	555	1990:1856	427+390	67.9 : 67.9%
3/1		U	N/A	N/A	-		-	-	-	290	1965	1965	14.8%
3/2		U	N/A	N/A	-		-	-	-	470	1965	1965	23.9%
4/1		U	N/A	N/A	-		-	-	-	765	1925	1925	39.7%
4/2		U	N/A	N/A	-		-	-	-	697	1925	1925	36.2%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:37	-	501	1907:2043	348+629	51.7 : 51.0%
6/1		U	N/A	N/A	-		-	-	-	517	2115	2115	24.4%

Full Input Data And Results

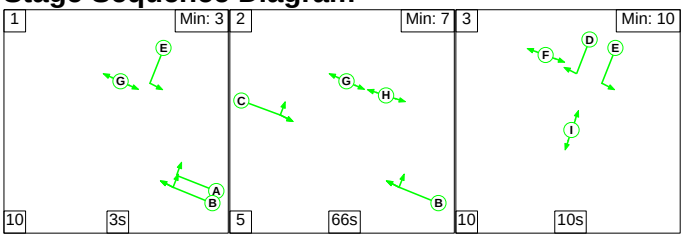
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**196**	**69**	**13.3**	**4.9**	**0.9**	**19.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**196**	**69**	**13.3**	**4.9**	**0.9**	**19.0**	**-**	**-**	**-**	**-**
1/1	696	696	-	-	-	3.5	1.1	-	4.7	24.2	14.9	1.1	16.0
1/2	697	697	-	-	-	3.5	1.0	-	4.5	23.1	14.5	1.0	15.5
2/1	290	290	-	-	-	0.4	0.1	-	0.5	6.0	2.6	0.1	2.7
2/2+2/3	555	555	0	196	69	1.8	1.0	0.9	3.7	24.0	5.0	1.0	6.0
3/1	290	290	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	470	470	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	765	765	-	-	-	0.0	0.3	-	0.3	1.6	4.3	0.3	4.7
4/2	697	697	-	-	-	0.0	0.3	-	0.3	1.6	11.3	0.3	11.6
5/2+5/1	501	501	-	-	-	4.1	0.5	-	4.7	33.5	7.0	0.5	7.5
6/1	517	517	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 29.2 Total Delay for Signalled Lanes (pcuHr): 18.00 Cycle Time (s): 104
PRC Over All Lanes (%): 29.2 Total Delay Over All Lanes(pcuHr): 19.04

Full Input Data And Results

Scenario 34: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

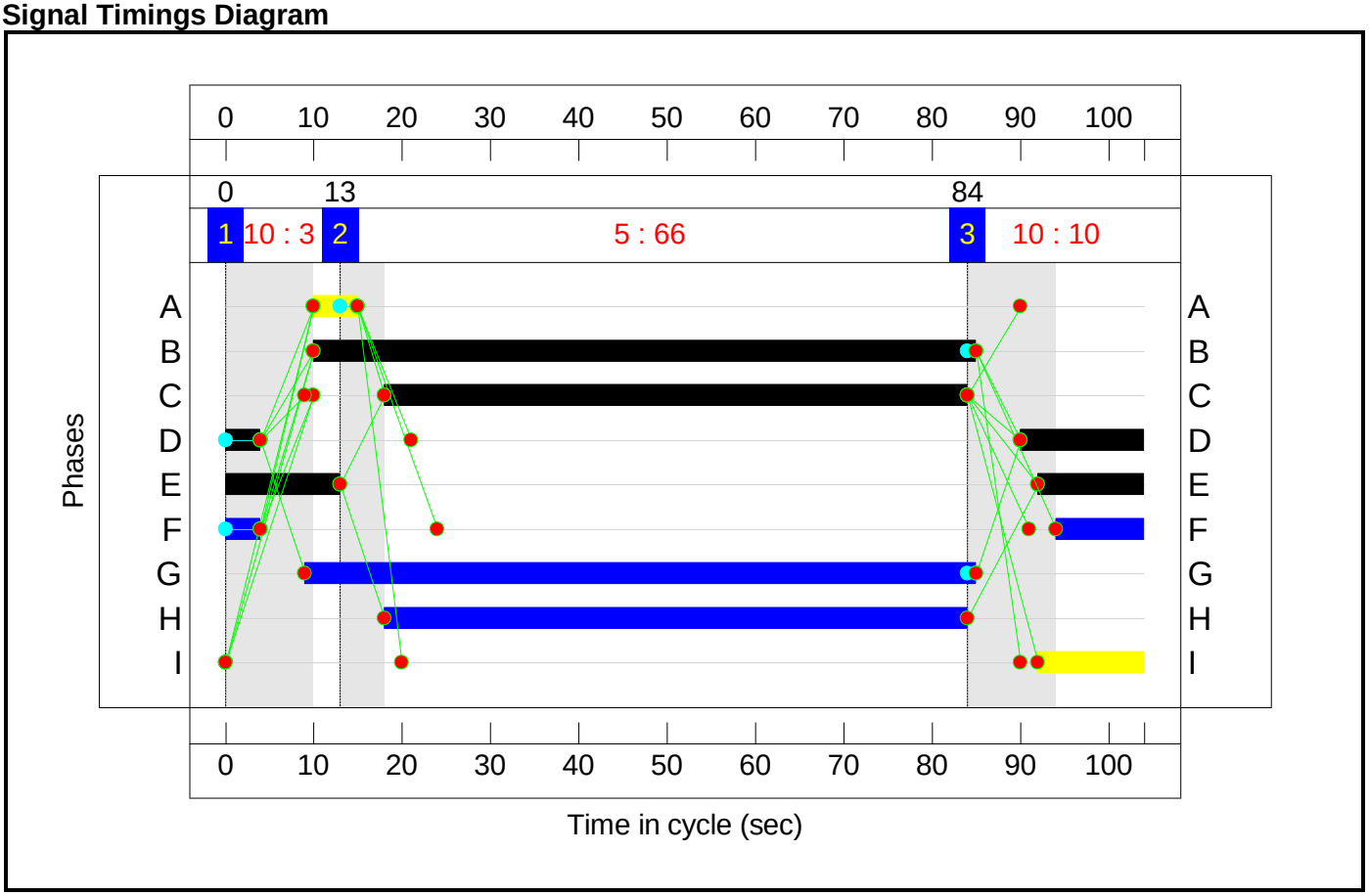
Stage Sequence Diagram



Stage Timings

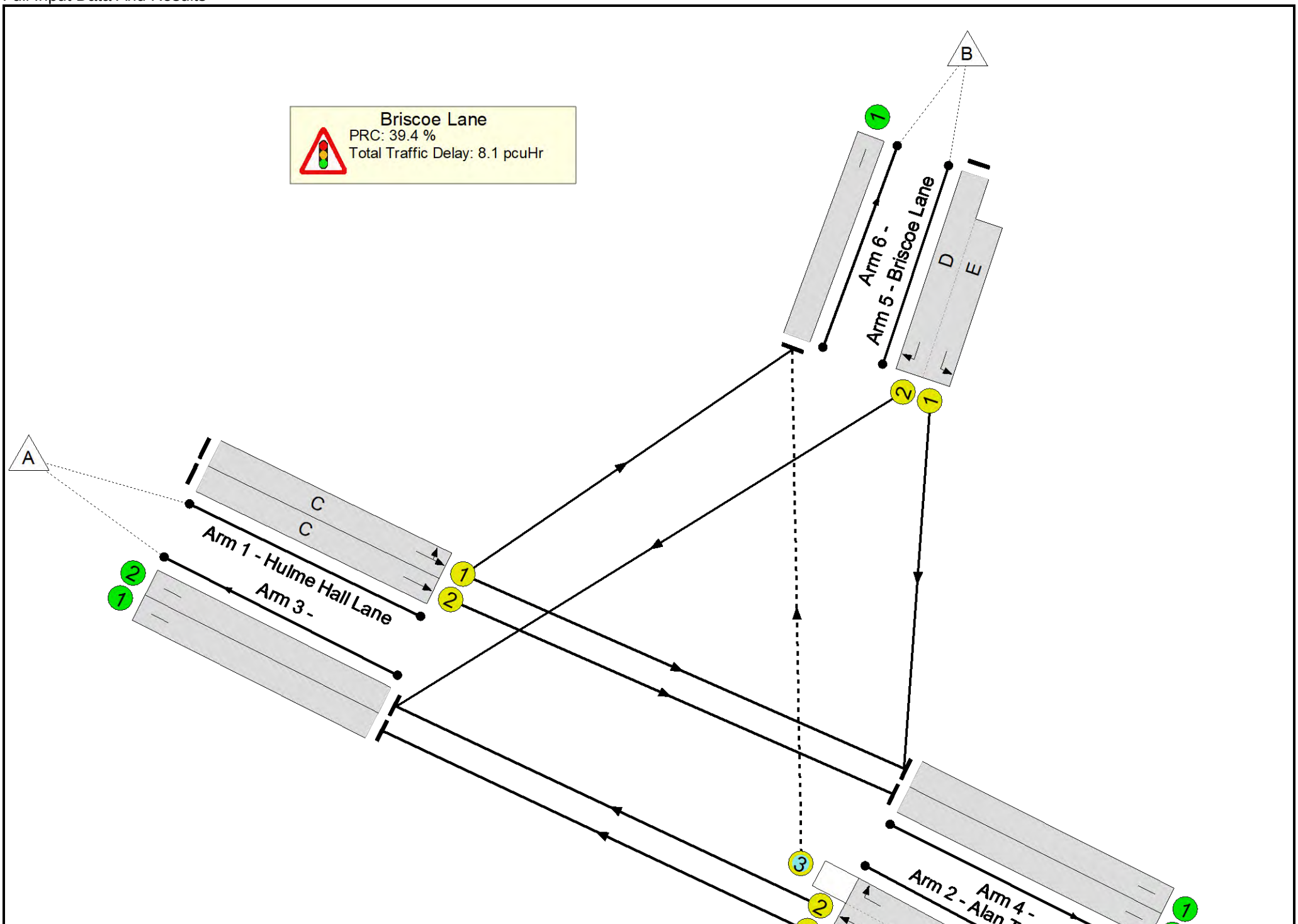
Stage	1	2	3
Duration	3	66	10
Change Point	0	13	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 39.4 %
Total Traffic Delay: 8.1 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.5%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.5%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	66	-	158	1864	1201	13.2%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	66	-	158	1965	1266	12.5%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	717	1975	1443	49.7%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	5	1050	1990:1856	1109+517	64.5 : 64.5%
3/1		U	N/A	N/A	-		-	-	-	717	1965	1965	36.5%
3/2		U	N/A	N/A	-		-	-	-	860	1965	1965	43.8%
4/1		U	N/A	N/A	-		-	-	-	132	1925	1925	6.9%
4/2		U	N/A	N/A	-		-	-	-	158	1925	1925	8.2%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:25	-	195	1907:2043	348+123	41.3 : 41.3%
6/1		U	N/A	N/A	-		-	-	-	411	2115	2115	19.4%

Full Input Data And Results

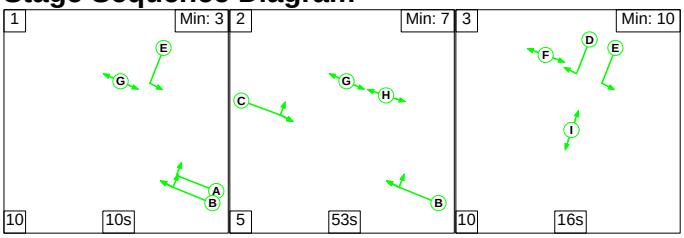
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**224**	**107**	**3**	**5.3**	**2.8**	**0.0**	**8.1**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**224**	**107**	**3**	**5.3**	**2.8**	**0.0**	**8.1**	**-**	**-**	**-**	**-**
1/1	158	158	-	-	-	0.3	0.1	-	0.4	8.9	1.8	0.1	1.8
1/2	158	158	-	-	-	0.3	0.1	-	0.4	8.8	1.8	0.1	1.8
2/1	717	717	-	-	-	1.2	0.5	-	1.7	8.4	8.6	0.5	9.1
2/2+2/3	1050	1050	224	107	3	1.6	0.9	0.0	2.5	8.7	8.6	0.9	9.5
3/1	717	717	-	-	-	0.0	0.3	-	0.3	1.4	3.8	0.3	4.1
3/2	860	860	-	-	-	0.0	0.4	-	0.4	1.6	4.4	0.4	4.8
4/1	132	132	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
4/2	158	158	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/2+5/1	195	195	-	-	-	1.9	0.4	-	2.3	42.1	3.6	0.4	4.0
6/1	411	411	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 39.4 Total Delay for Signalled Lanes (pcuHr): 7.26 Cycle Time (s): 104
PRC Over All Lanes (%): 39.4 Total Delay Over All Lanes(pcuHr): 8.14

Full Input Data And Results

Scenario 35: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

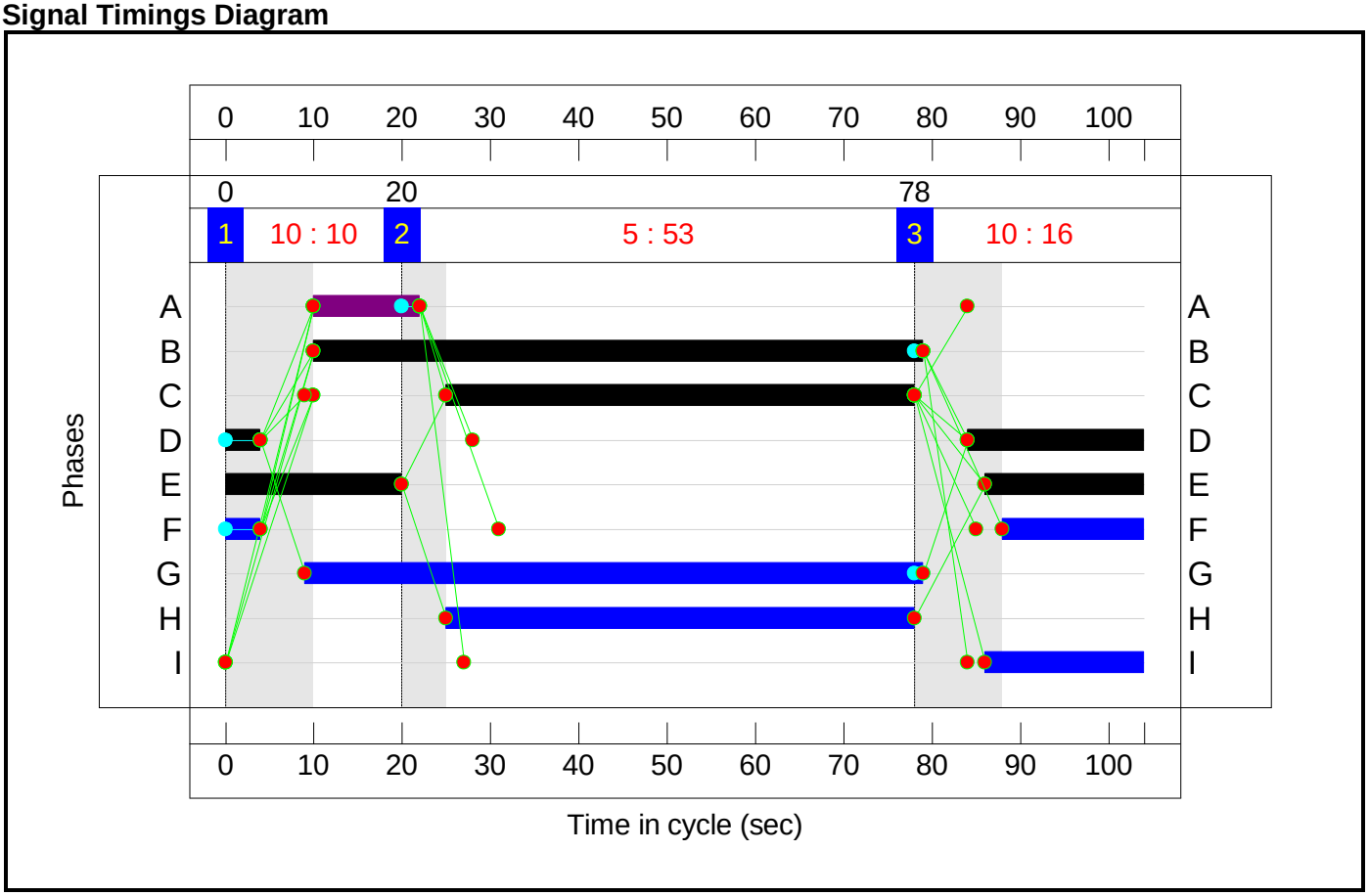
Stage Sequence Diagram



Stage Timings

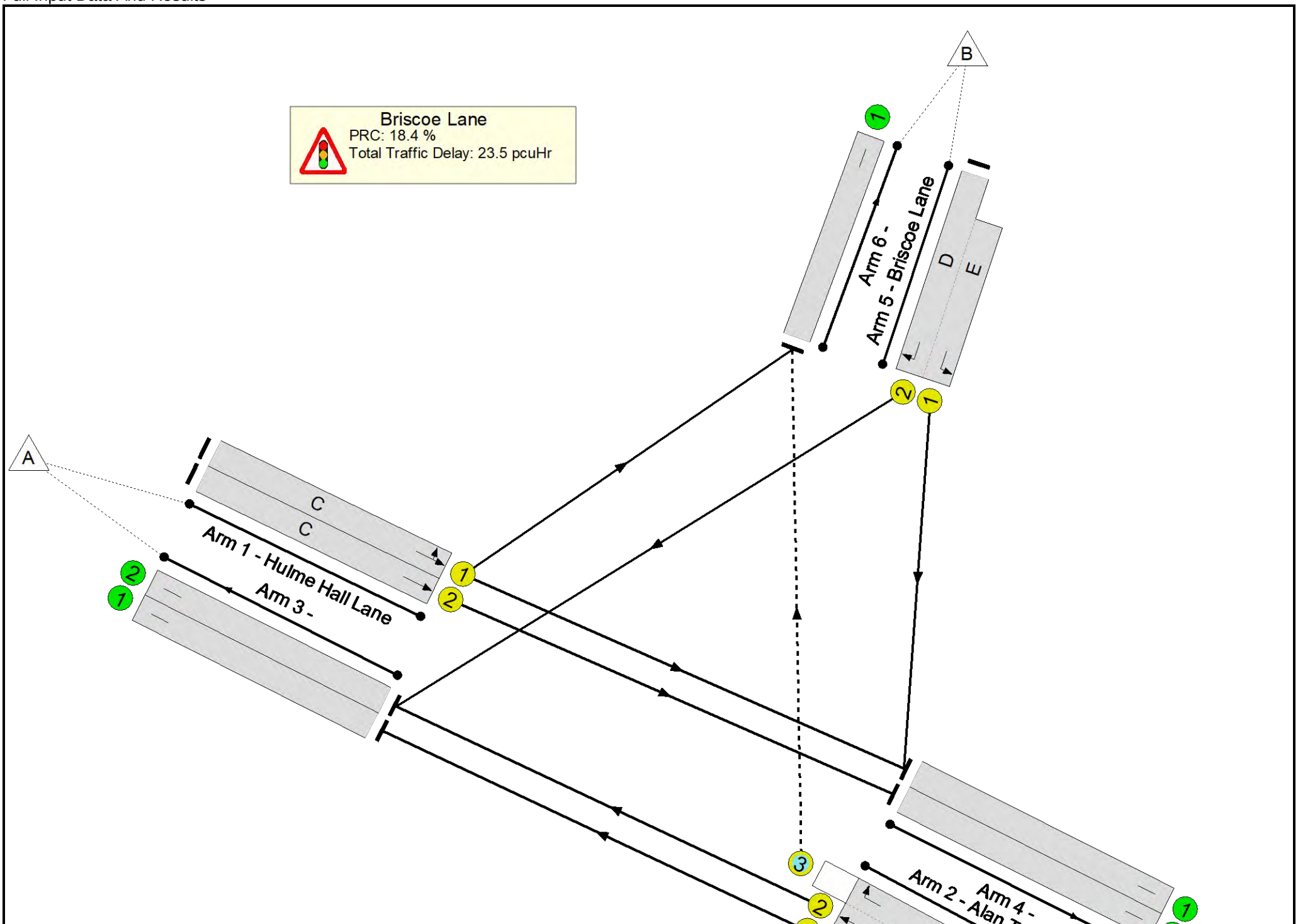
Stage	1	2	3
Duration	10	53	16
Change Point	0	20	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: 18.4 %
Total Traffic Delay: 23.5 pcuHr
A
B
C
C
D
E
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	53	-	754	1910	992	76.0%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	53	-	754	1965	1020	73.9%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	69	-	310	1975	1329	23.3%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	69	12	534	1990:1856	414+301	74.7 : 74.7%
3/1		U	N/A	N/A	-		-	-	-	310	1965	1965	15.8%
3/2		U	N/A	N/A	-		-	-	-	638	1965	1965	32.5%
4/1		U	N/A	N/A	-		-	-	-	813	1925	1925	42.2%
4/2		U	N/A	N/A	-		-	-	-	754	1925	1925	39.2%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	24:38	-	585	1907:2043	442+344	74.4 : 74.4%
6/1		U	N/A	N/A	-		-	-	-	422	2115	2115	20.0%

Full Input Data And Results

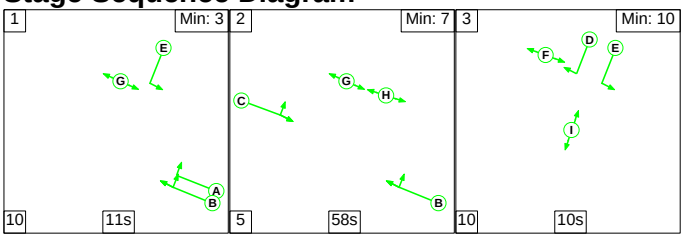
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**156**	**69**	**15.6**	**7.1**	**0.8**	**23.5**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**156**	**69**	**15.6**	**7.1**	**0.8**	**23.5**	**-**	**-**	**-**	**-**
1/1	754	754	-	-	-	4.2	1.6	-	5.7	27.3	17.2	1.6	18.7
1/2	754	754	-	-	-	4.1	1.4	-	5.5	26.2	17.0	1.4	18.4
2/1	310	310	-	-	-	0.6	0.2	-	0.7	8.4	3.4	0.2	3.6
2/2+2/3	534	534	0	156	69	1.8	1.5	0.8	4.0	27.1	4.2	1.5	5.6
3/1	310	310	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
3/2	638	638	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
4/1	813	813	-	-	-	0.0	0.4	-	0.4	1.6	2.2	0.4	2.6
4/2	754	754	-	-	-	0.0	0.3	-	0.4	1.7	13.5	0.3	13.8
5/2+5/1	585	585	-	-	-	5.0	1.4	-	6.4	39.4	8.7	1.4	10.1
6/1	422	422	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 18.4 Total Delay for Signalled Lanes (pcuHr): 22.34 Cycle Time (s): 104
PRC Over All Lanes (%): 18.4 Total Delay Over All Lanes(pcuHr): 23.52

Full Input Data And Results

Scenario 36: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

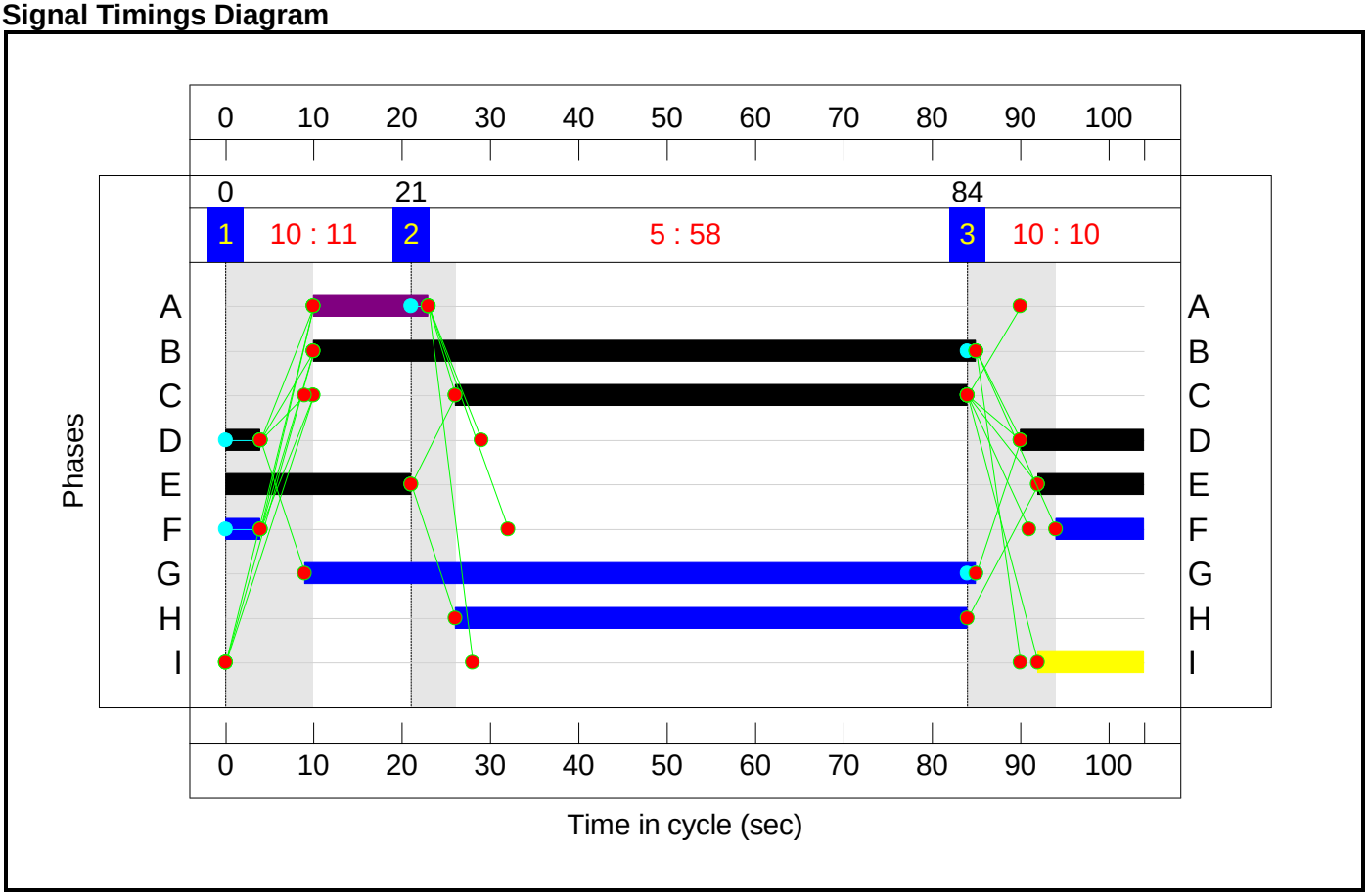
Stage Sequence Diagram



Stage Timings

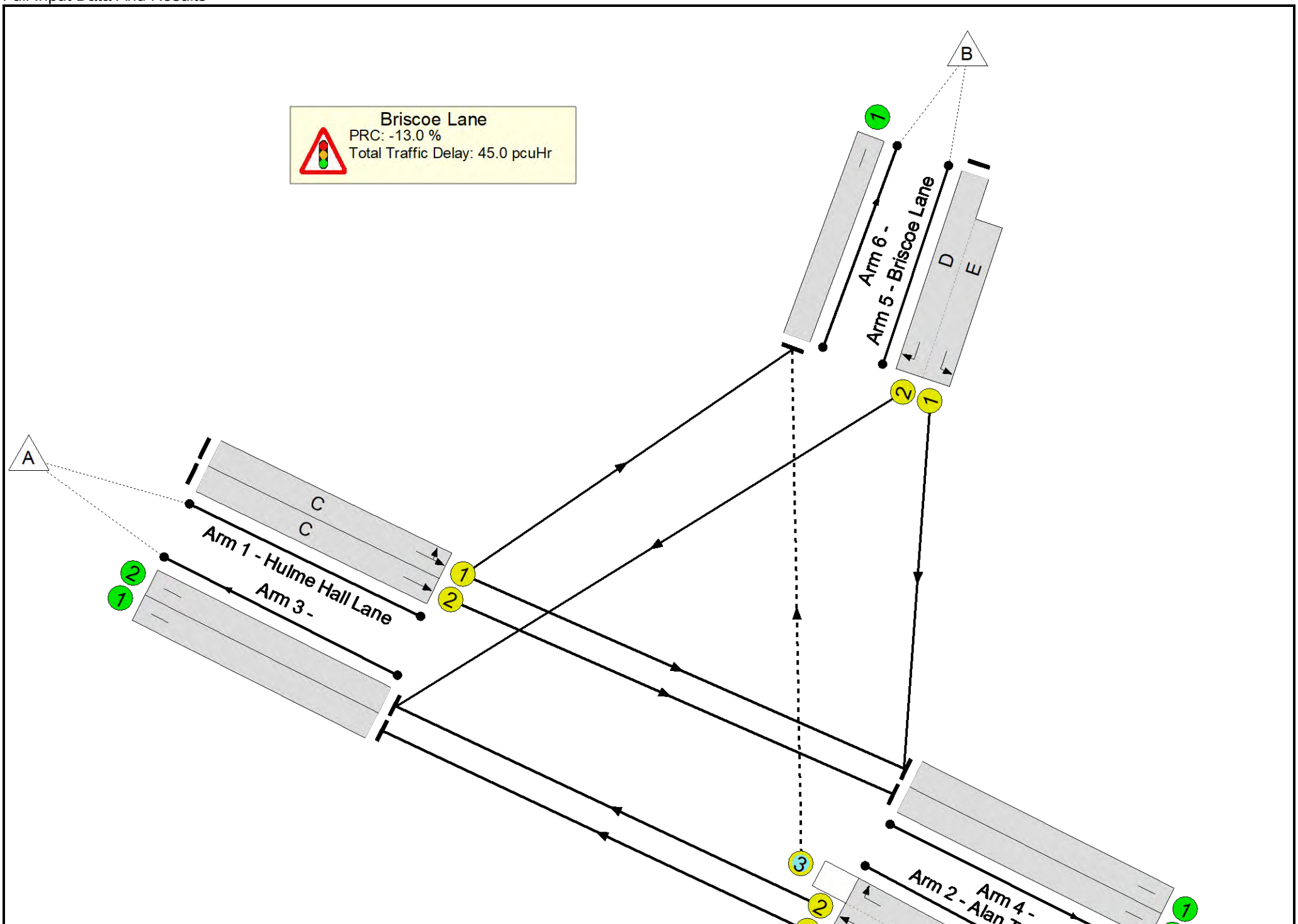
Stage	1	2	3
Duration	11	58	10
Change Point	0	21	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Briscoe Lane
PRC: -13.0 %
Total Traffic Delay: 45.0 pcuHr
A
B
C
C
Arm 1 - Hulme Hall Lane
Arm 3 -
Arm 5 - Briscoe Lane
Arm 6 -
D
E
Arm 2 - Alan
Arm 4 -

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.7%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	58	-	370	1893	1074	34.5%
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	58	-	370	1965	1115	33.2%
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	1084	1975	1443	75.1%
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	13	1692	1990:1856	1065+605	101.7 : 100.7%
3/1		U	N/A	N/A	-		-	-	-	1084	1965	1965	55.2%
3/2		U	N/A	N/A	-		-	-	-	1202	1965	1965	60.3%
4/1		U	N/A	N/A	-		-	-	-	459	1925	1925	23.8%
4/2		U	N/A	N/A	-		-	-	-	370	1925	1925	19.2%
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:33	-	335	1907:2043	320+581	37.2 : 37.2%
6/1		U	N/A	N/A	-		-	-	-	736	2115	2115	34.4%

Full Input Data And Results

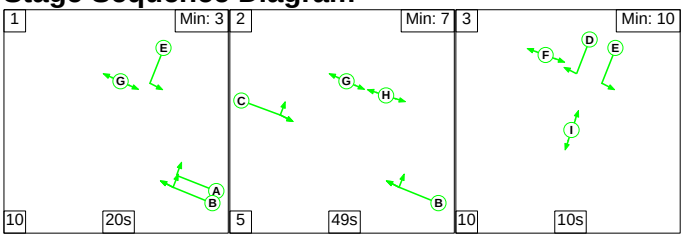
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**292**	**246**	**63**	**13.5**	**31.0**	**0.6**	**45.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**292**	**246**	**63**	**13.5**	**31.0**	**0.6**	**45.0**	**-**	**-**	**-**	**-**
1/1	370	370	-	-	-	1.2	0.3	-	1.5	14.7	5.7	0.3	5.9
1/2	370	370	-	-	-	1.2	0.2	-	1.5	14.4	5.7	0.2	5.9
2/1	1084	1084	-	-	-	2.5	1.5	-	4.0	13.3	18.7	1.5	20.2
2/2+2/3	1692	1666	292	246	63	5.7	26.7	0.6	33.0	70.2	47.9	26.7	74.7
3/1	1084	1084	-	-	-	0.0	0.6	-	0.6	2.1	13.7	0.6	14.3
3/2	1184	1184	-	-	-	0.0	0.8	-	0.8	2.3	8.2	0.8	8.9
4/1	459	459	-	-	-	0.0	0.2	-	0.2	1.2	1.7	0.2	1.8
4/2	370	370	-	-	-	0.0	0.1	-	0.1	1.2	1.6	0.1	1.7
5/2+5/1	335	335	-	-	-	2.8	0.3	-	3.1	33.3	4.7	0.3	5.0
6/1	727	727	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): -13.0 Total Delay for Signalled Lanes (pcuHr): 43.11 Cycle Time (s): 104
PRC Over All Lanes (%): -13.0 Total Delay Over All Lanes(pcuHr): 45.03

Full Input Data And Results

Scenario 37: '2023 Base + Arena Non-Event (Match) - Weekday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

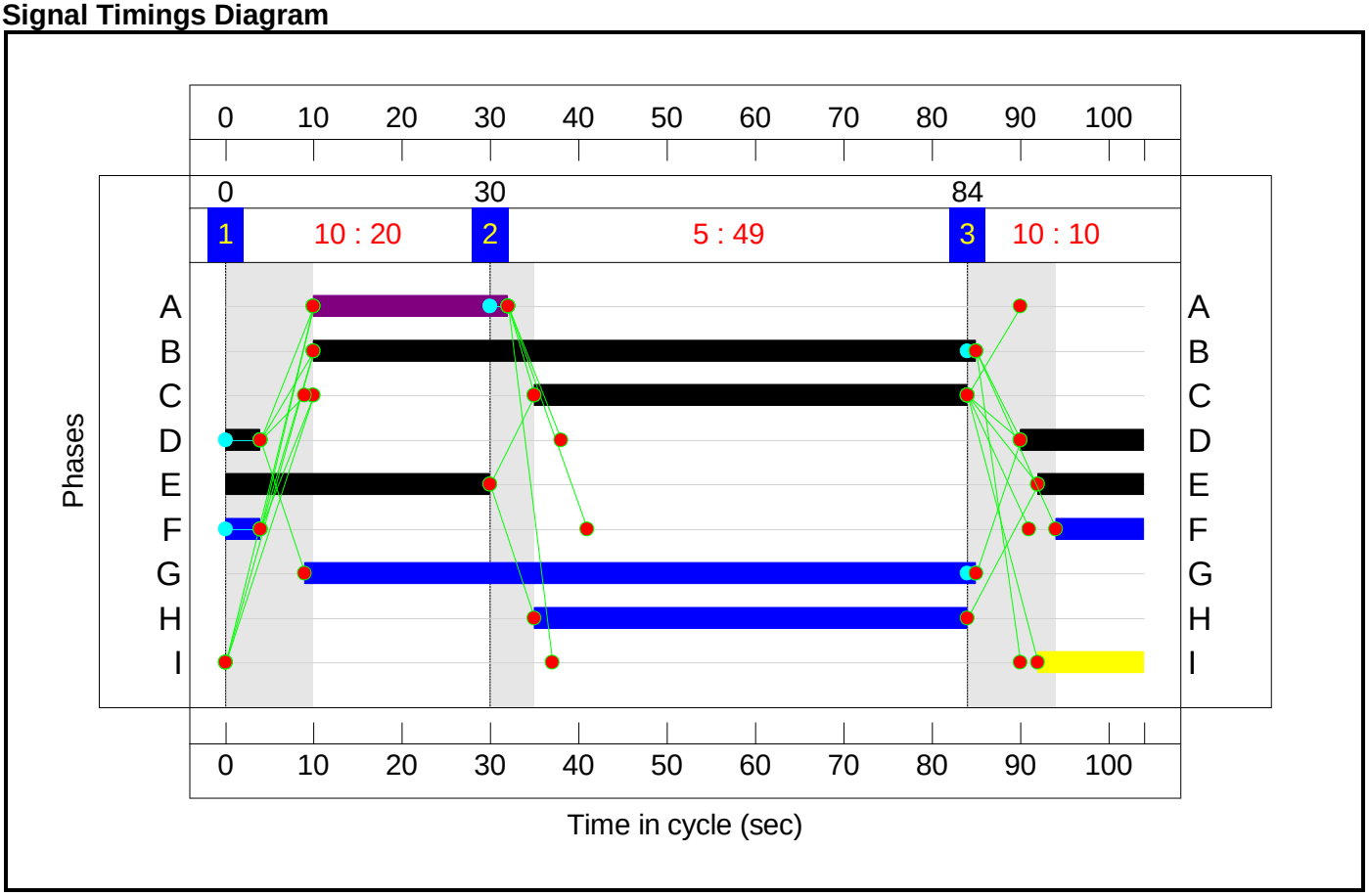
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	20	49	10
Change Point	0	30	84

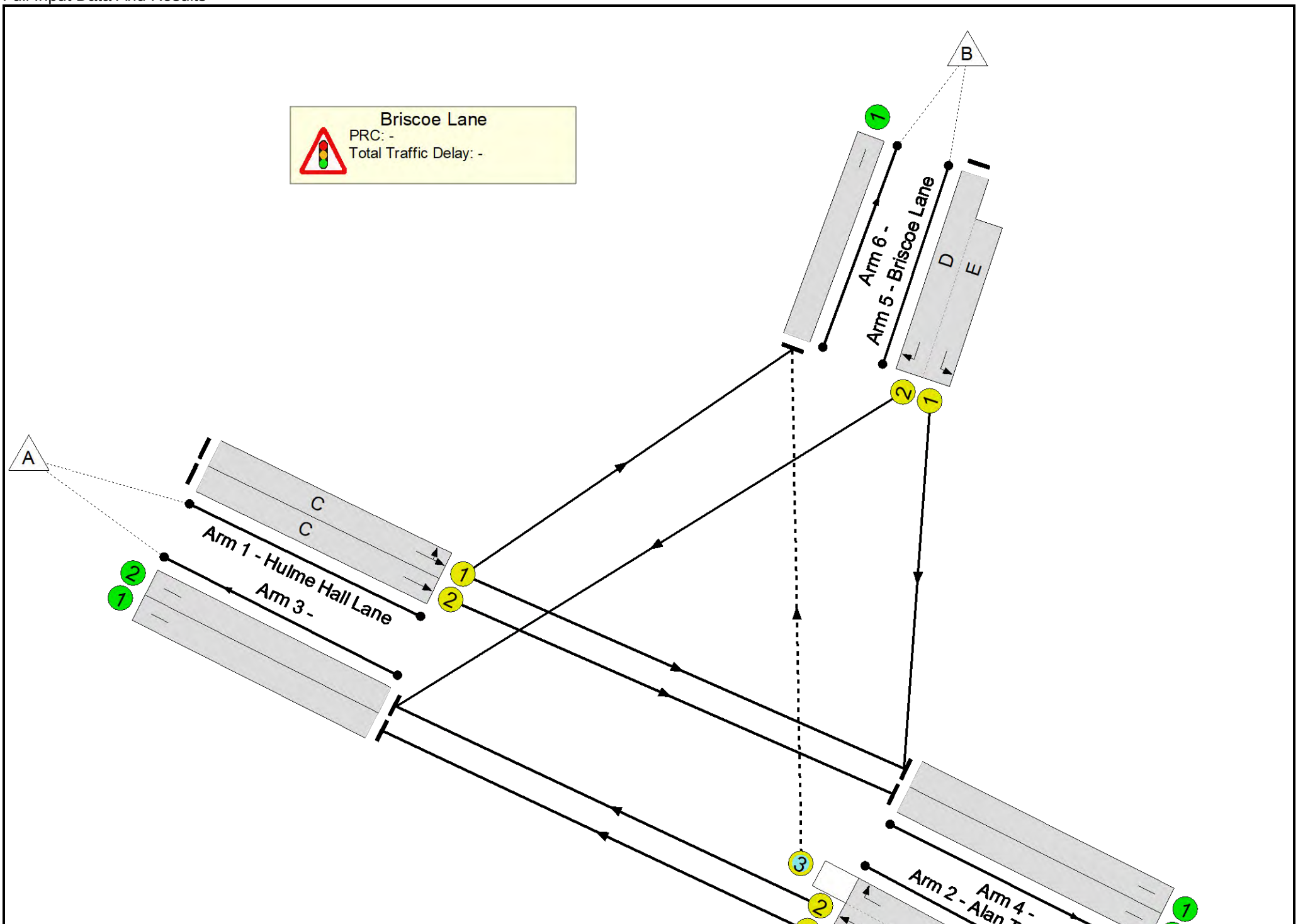
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	49	-	787	1821	-	-
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	49	-	788	1965	-	-
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	474	1975	-	-
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	22	908	1990:1856	-	-
3/1		U	N/A	N/A	-		-	-	-	474	1965	-	-
3/2		U	N/A	N/A	-		-	-	-	637	1965	-	-
4/1		U	N/A	N/A	-		-	-	-	530	1925	-	-
4/2		U	N/A	N/A	-		-	-	-	788	1925	-	-
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:42	-	466	1907:2043	-	-
6/1		U	N/A	N/A	-		-	-	-	994	2115	-	-

Full Input Data And Results

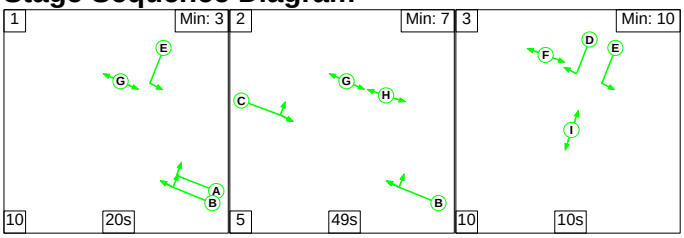
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2+5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 104
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 0.00

Full Input Data And Results

Scenario 38: '2023 Base + Arena Non-Event (Match) - Weekday PM Network Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

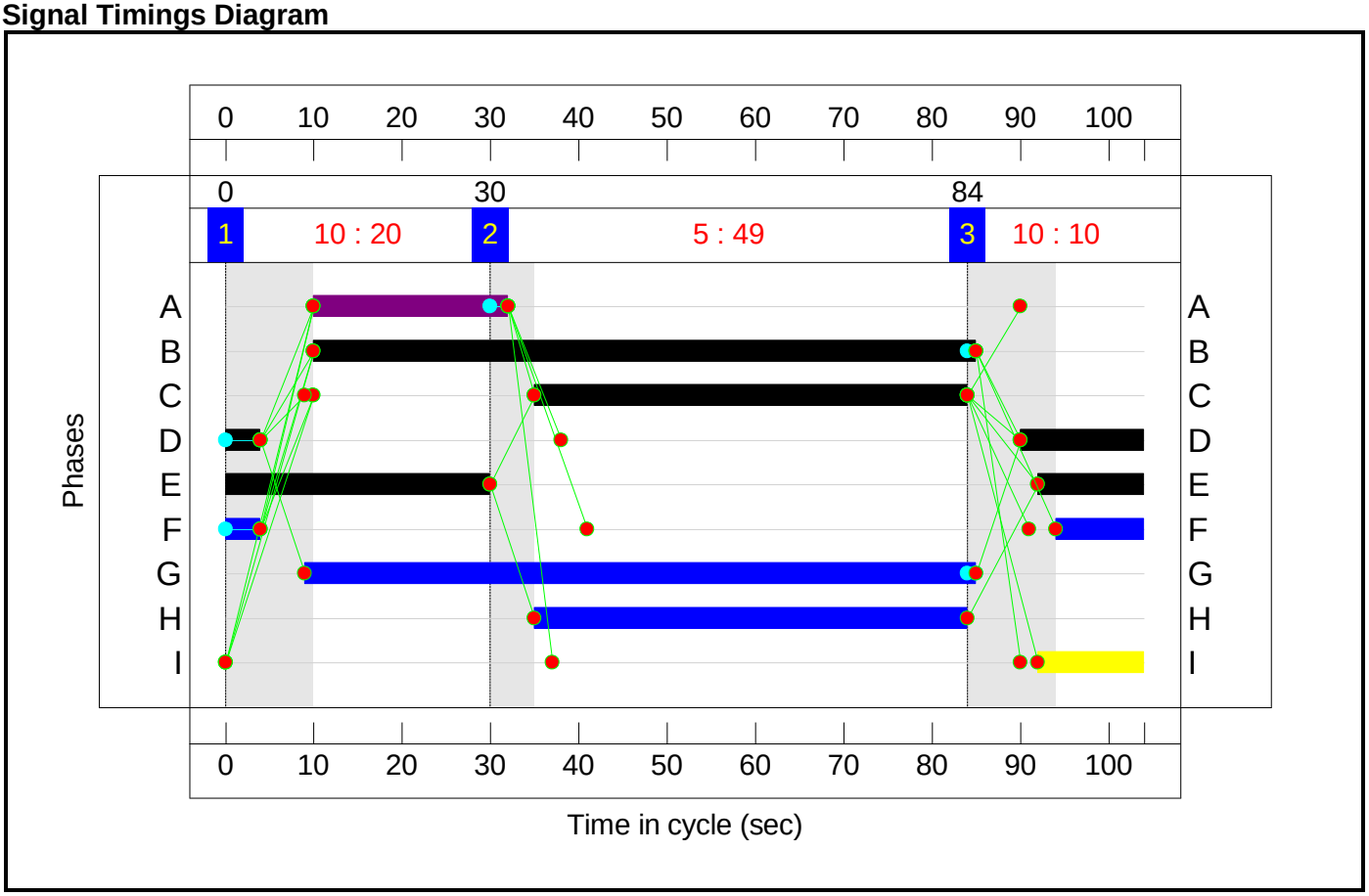
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	20	49	10
Change Point	0	30	84

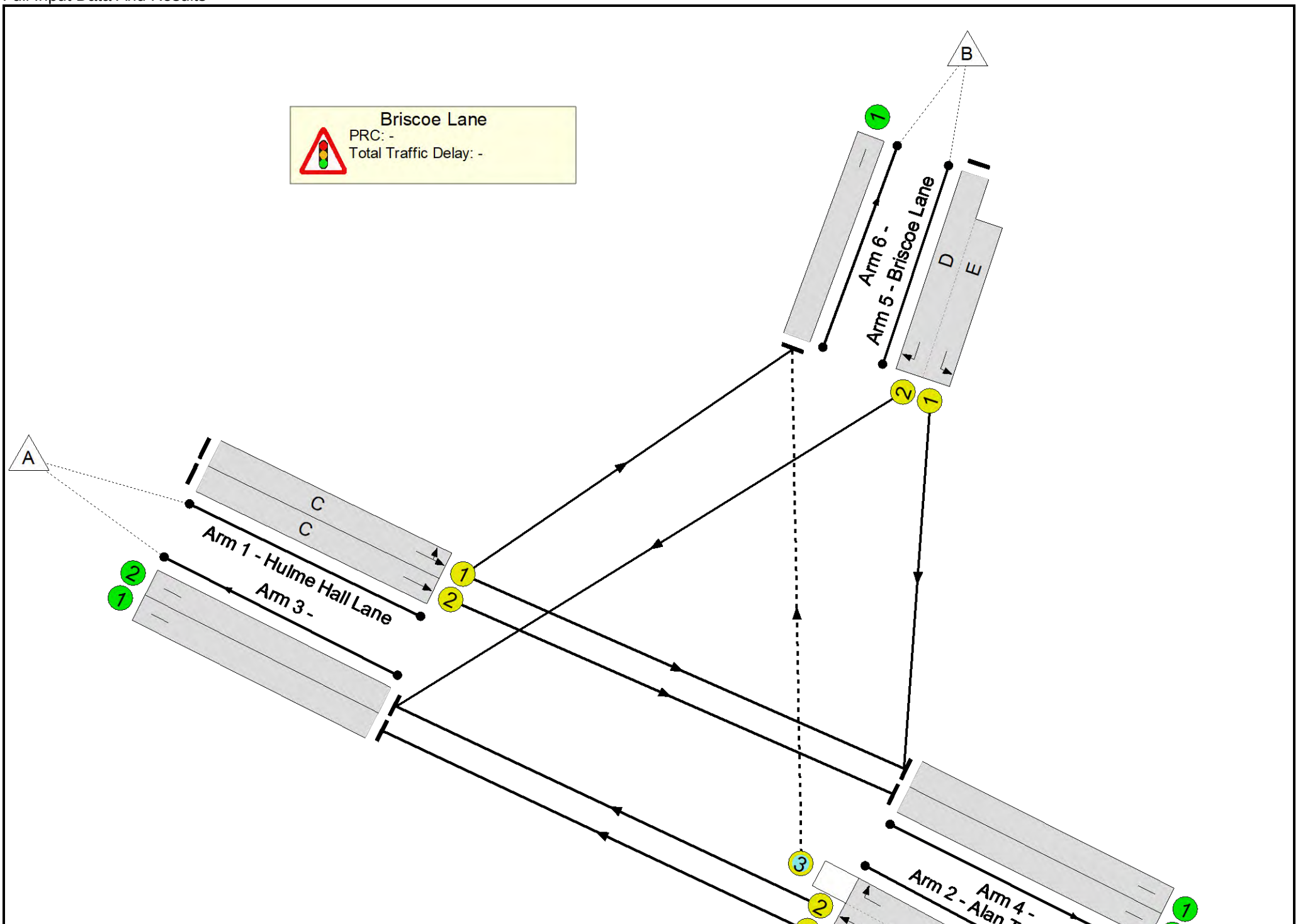
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	49	-	821	1821	-	-
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	49	-	820	1965	-	-
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	458	1975	-	-
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	22	891	1990:1856	-	-
3/1		U	N/A	N/A	-		-	-	-	458	1965	-	-
3/2		U	N/A	N/A	-		-	-	-	585	1965	-	-
4/1		U	N/A	N/A	-		-	-	-	544	1925	-	-
4/2		U	N/A	N/A	-		-	-	-	820	1925	-	-
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:42	-	435	1907:2043	-	-
6/1		U	N/A	N/A	-		-	-	-	1018	2115	-	-

Full Input Data And Results

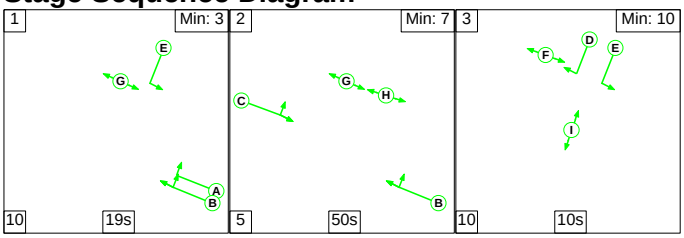
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2+5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 104
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 0.00

Full Input Data And Results

Scenario 39: '2023 Base + Arena Non-Event (Match) - Saturday Matinee Departure Peak' (No Flow Group, Plan 1: 'Network Control Plan 1')

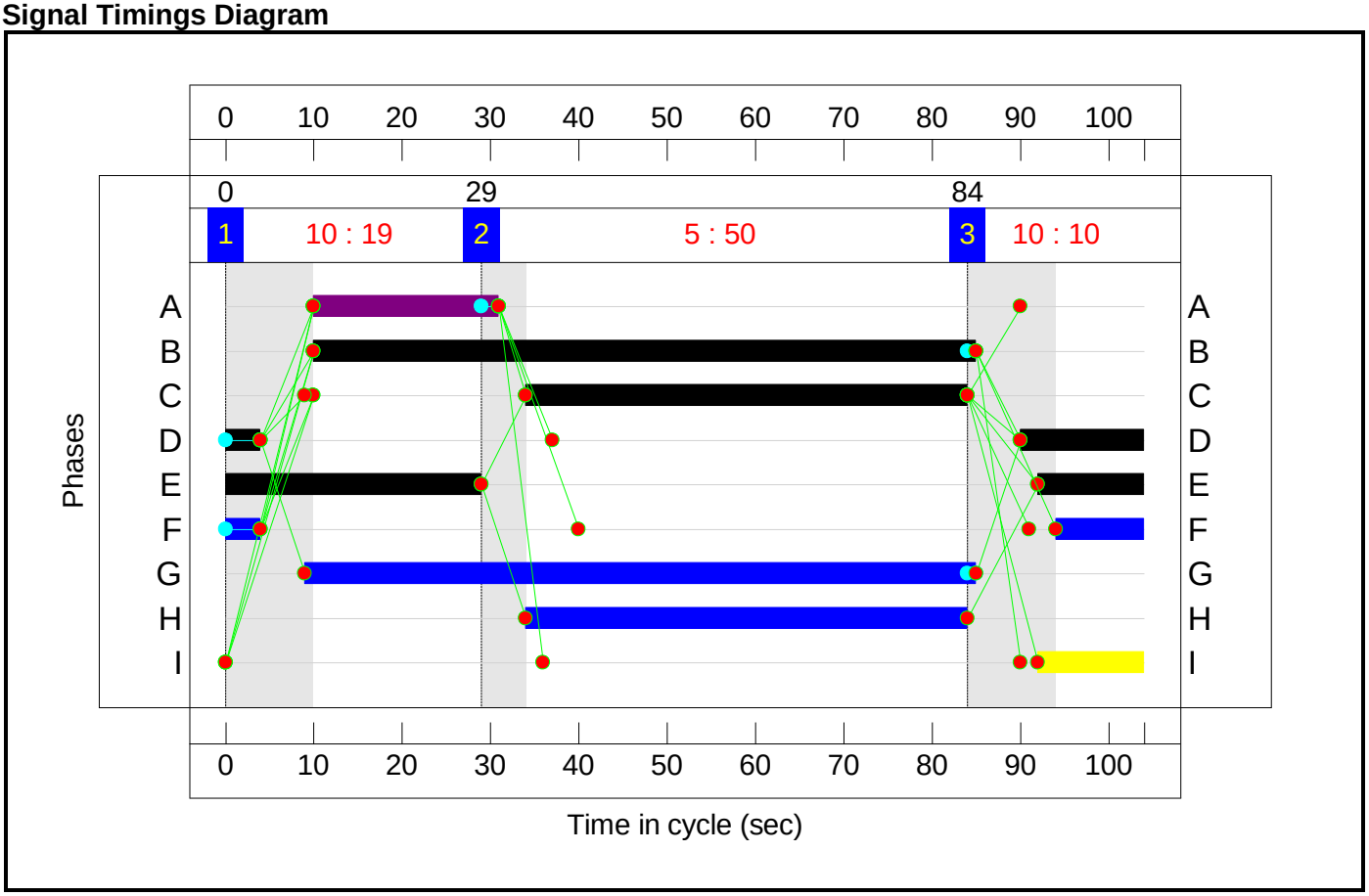
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	19	50	10
Change Point	0	29	84

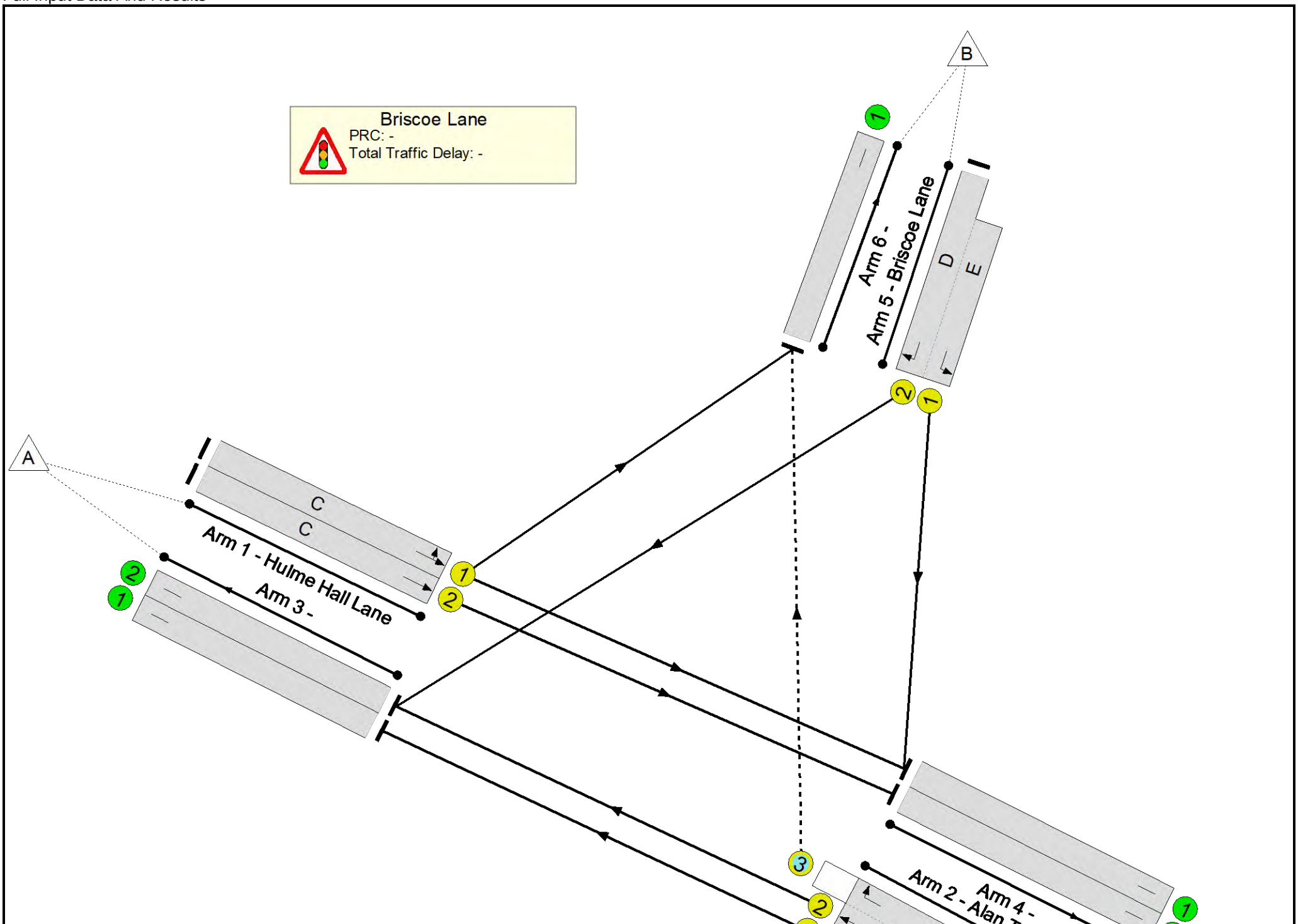
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
Briscoe Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Hulme Hall Lane Ahead Left	U	N/A	N/A	C		1	50	-	359	1891	-	-
1/2	Hulme Hall Lane Ahead	U	N/A	N/A	C		1	50	-	359	1965	-	-
2/1	Alan Turing Way Ahead	U	N/A	N/A	B		1	75	-	365	1975	-	-
2/2+2/3	Alan Turing Way Ahead Right	U+O	N/A	N/A	B	A	1	75	21	638	1990:1856	-	-
3/1		U	N/A	N/A	-		-	-	-	365	1965	-	-
3/2		U	N/A	N/A	-		-	-	-	477	1965	-	-
4/1		U	N/A	N/A	-		-	-	-	448	1925	-	-
4/2		U	N/A	N/A	-		-	-	-	359	1925	-	-
5/2+5/1	Briscoe Lane Right Left	U	N/A	N/A	D E		1	18:41	-	329	1907:2043	-	-
6/1		U	N/A	N/A	-		-	-	-	401	2115	-	-

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
Briscoe Lane	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2+5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 104
PRC Over All Lanes (%): 0.0 Total Delay Over All Lanes(pcuHr): 0.00

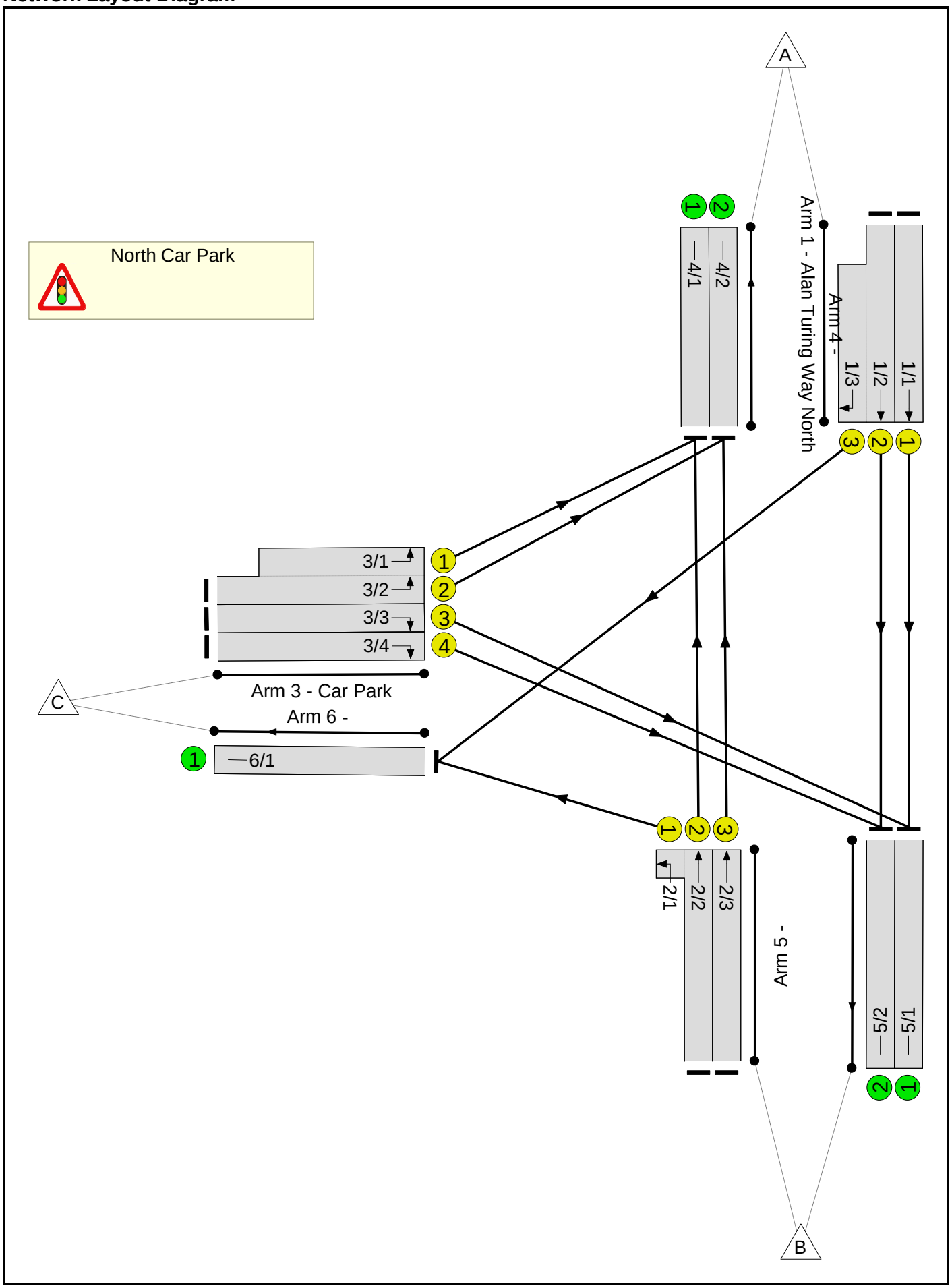
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	North Car Park (Additional Access).lsg3x
Author:	
Company:	
Address:	

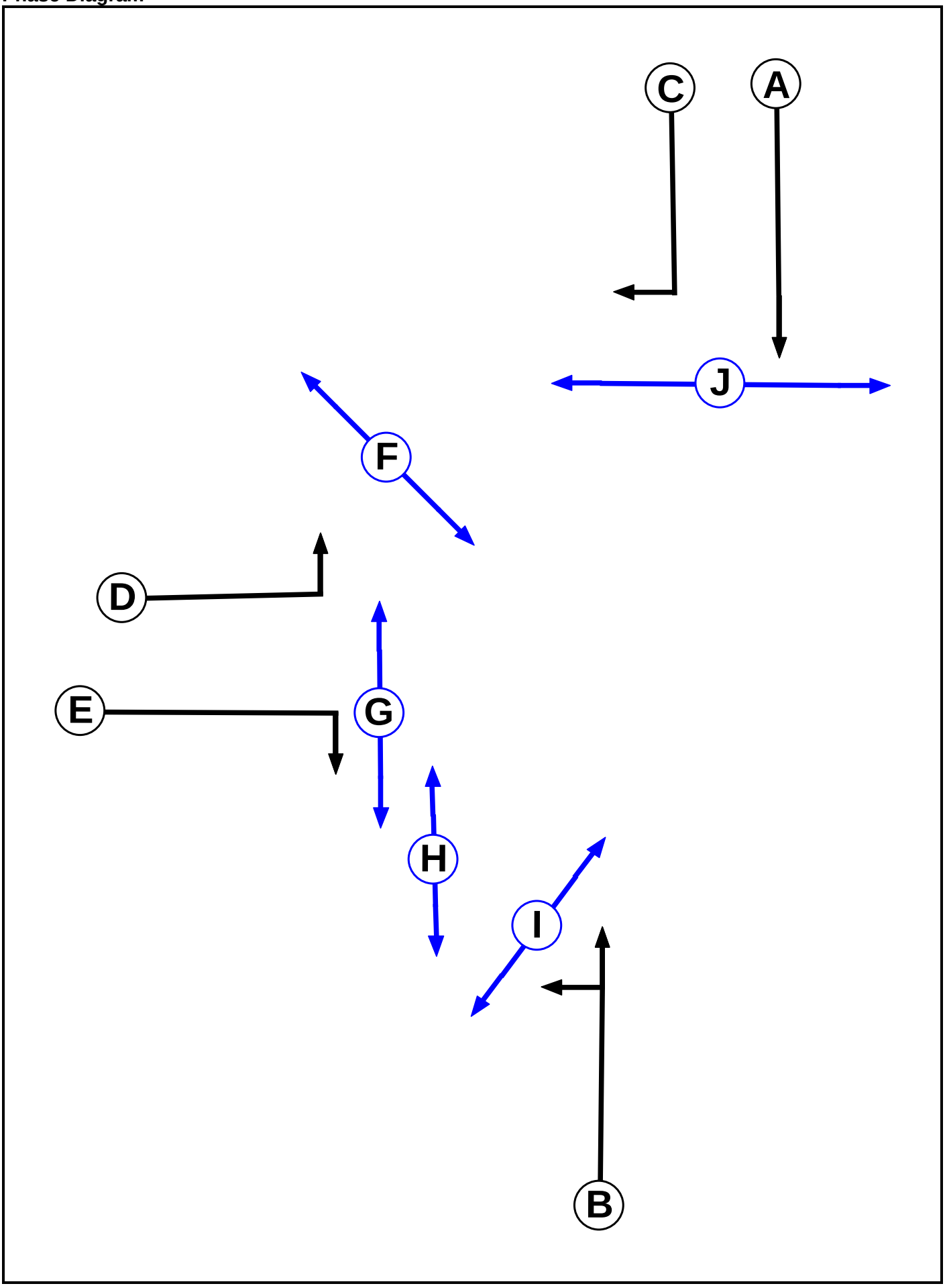
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	6
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		9	9

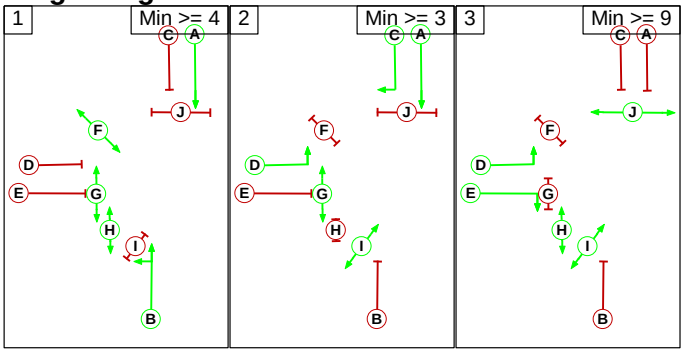
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	-	6	-	-	-	-	8
B	-		5	9	5	-	-	-	5	8
C	-	5		-	5	-	-	8	-	8
D	-	3	-		-	5	-	-	-	-
E	6	6	6	-		-	5	-	-	-
F	-	-	-	7	-		-	-	-	-
G	-	-	-	-	7	-		-	-	-
H	-	-	5	-	-	-	-		-	-
I	-	5	-	-	-	-	-	-		-
J	12	12	12	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	1	1
2	3	A	Losing	1	1
3	1	D	Losing	3	3
3	1	E	Losing	6	6

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		9	9
	2	8		9
	3	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: North Car Park
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: North Car Park												
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 (Alan Turing Way North)	U	A	2	3	52.2	Geom	-	4.75	0.00	Y	Arm 5 Ahead	Inf
1/2 (Alan Turing Way North)	U	A	2	3	52.2	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
1/3 (Alan Turing Way North)	U	C	2	3	15.7	Geom	-	3.50	0.00	Y	Arm 6 Right	16.00
2/1 (Alan Turing Way South)	U	B	2	3	1.5	Geom	-	5.00	0.00	Y	Arm 6 Left	45.00
2/2 (Alan Turing Way South)	U	B	2	3	46.3	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
2/3 (Alan Turing Way South)	U	B	2	3	46.3	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
3/1 (Car Park)	U	D	2	3	22.6	Geom	-	4.30	0.00	Y	Arm 4 Left	31.50
3/2 (Car Park)	U	D	2	3	2.0	Geom	-	4.50	0.00	Y	Arm 4 Left	35.00
3/3 (Car Park)	U	E	2	3	52.2	Geom	-	3.50	0.00	Y	Arm 5 Right	24.00
3/4 (Car Park)	U	E	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Right	20.00
4/1	U		2	3	52.2	Geom	-	3.25	0.00	Y		
4/2	U		2	3	52.2	Geom	-	3.25	0.00	Y		
5/1	U		2	3	43.5	Geom	-	3.30	0.00	Y		
5/2	U		2	3	43.5	Geom	-	3.20	0.00	Y		
6/1	U		2	3	34.8	Geom	-	4.25	0.00	Y		

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Access)'	17:00	18:00	01:00	
2: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)'	19:00	20:00	01:00	
3: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)'	22:00	23:00	01:00	
4: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)'	12:00	13:00	01:00	
5: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)'	16:00	17:00	01:00	
6: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)'	17:00	18:00	01:00	
7: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Access)'	19:00	20:00	01:00	
8: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)'	22:00	23:00	01:00	
9: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)'	12:00	13:00	01:00	
10: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)'	16:00	17:00	01:00	

Scenario 1: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Access)' (FG1: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1054	241	1295
	B	1634	0	225	1859
	C	10	9	0	19
	Tot.	1644	1063	466	3173

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Access)
Junction: North Car Park	
1/1	1054
1/2 (with short)	241(In) 0(Out)
1/3 (short)	241
2/1 (short)	225
2/2 (with short)	954(In) 729(Out)
2/3	905
3/1 (short)	7
3/2 (with short)	10(In) 3(Out)
3/3	0
3/4	9
4/1	736
4/2	908
5/1	1054
5/2	9
6/1	466

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 2: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)'
(FG2: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	811	314	1125
	B	1266	0	303	1569
	C	7	10	0	17
	Tot.	1273	821	617	2711

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)
Junction: North Car Park	
1/1	811
1/2 (with short)	314(In) 0(Out)
1/3 (short)	314
2/1 (short)	303
2/2 (with short)	821(In) 518(Out)
2/3	748
3/1 (short)	6
3/2 (with short)	7(In) 1(Out)
3/3	0
3/4	10
4/1	524
4/2	749
5/1	811
5/2	10
6/1	617

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 3: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)' (FG3: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	838	0	838
	B	413	0	0	413
	C	1005	517	0	1522
	Tot.	1418	1355	0	2773

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)
Junction: North Car Park	
1/1	440
1/2 (with short)	398(In) 398(Out)
1/3 (short)	0
2/1 (short)	0
2/2 (with short)	208(In) 208(Out)
2/3	205
3/1 (short)	500
3/2 (with short)	1005(In) 505(Out)
3/3	245
3/4	272
4/1	708
4/2	710
5/1	685
5/2	670
6/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	0.0 %	1965	1965
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	0.0 %	2115	2115
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 4: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)' (FG4: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	974	356	1330
	B	1370	0	361	1731
	C	10	18	0	28
	Tot.	1380	992	717	3089

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)
Junction: North Car Park	
1/1	974
1/2 (with short)	356(In) 0(Out)
1/3 (short)	356
2/1 (short)	361
2/2 (with short)	901(In) 540(Out)
2/3	830
3/1 (short)	8
3/2 (with short)	10(In) 2(Out)
3/3	0
3/4	18
4/1	548
4/2	832
5/1	974
5/2	18
6/1	717

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 5: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)' (FG5: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1405	19	1424
	B	1135	0	22	1157
	C	909	500	0	1409
	Tot.	2044	1905	41	3990

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)
Junction: North Car Park	
1/1	728
1/2 (with short)	696(In) 677(Out)
1/3 (short)	19
2/1 (short)	22
2/2 (with short)	588(In) 566(Out)
2/3	569
3/1 (short)	453
3/2 (with short)	909(In) 456(Out)
3/3	238
3/4	262
4/1	1019
4/2	1025
5/1	966
5/2	939
6/1	41

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 6: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)' (FG6: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1260	95	1355
	B	1384	0	125	1509
	C	34	17	0	51
	Tot.	1418	1277	220	2915

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)
Junction: North Car Park	
1/1	670
1/2 (with short)	685(In) 590(Out)
1/3 (short)	95
2/1 (short)	125
2/2 (with short)	779(In) 654(Out)
2/3	730
3/1 (short)	21
3/2 (with short)	34(In) 13(Out)
3/3	1
3/4	16
4/1	675
4/2	743
5/1	671
5/2	606
6/1	220

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 7: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Access)' (FG7: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1010	244	1254
	B	1034	0	229	1263
	C	18	21	0	39
	Tot.	1052	1031	473	2556

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Access)
Junction: North Car Park	
1/1	1010
1/2 (with short)	244(In) 0(Out)
1/3 (short)	244
2/1 (short)	229
2/2 (with short)	671(In) 442(Out)
2/3	592
3/1 (short)	13
3/2 (with short)	18(In) 5(Out)
3/3	0
3/4	21
4/1	455
4/2	597
5/1	1010
5/2	21
6/1	473

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 8: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)'
(FG8: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	503	12	515
	B	677	0	5	682
	C	531	271	0	802
	Tot.	1208	774	17	1999

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)
Junction: North Car Park	
1/1	268
1/2 (with short)	247(In) 235(Out)
1/3 (short)	12
2/1 (short)	5
2/2 (with short)	346(In) 341(Out)
2/3	336
3/1 (short)	264
3/2 (with short)	531(In) 267(Out)
3/3	126
3/4	145
4/1	605
4/2	603
5/1	394
5/2	380
6/1	17

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 9: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)' (FG9: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	901	412	1313
	B	1153	0	379	1532
	C	29	13	0	42
	Tot.	1182	914	791	2887

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)
Junction: North Car Park	
1/1	901
1/2 (with short)	412(In) 0(Out)
1/3 (short)	412
2/1 (short)	379
2/2 (with short)	809(In) 430(Out)
2/3	723
3/1 (short)	26
3/2 (with short)	29(In) 3(Out)
3/3	0
3/4	13
4/1	456
4/2	726
5/1	901
5/2	13
6/1	791

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 10: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)' (FG10: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1304	22	1326
	B	927	0	20	947
	C	934	516	0	1450
	Tot.	1861	1820	42	3723

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)
Junction: North Car Park	
1/1	677
1/2 (with short)	649(In) 627(Out)
1/3 (short)	22
2/1 (short)	20
2/2 (with short)	483(In) 463(Out)
2/3	464
3/1 (short)	465
3/2 (with short)	934(In) 469(Out)
3/3	246
3/4	270
4/1	928
4/2	933
5/1	923
5/2	897
6/1	42

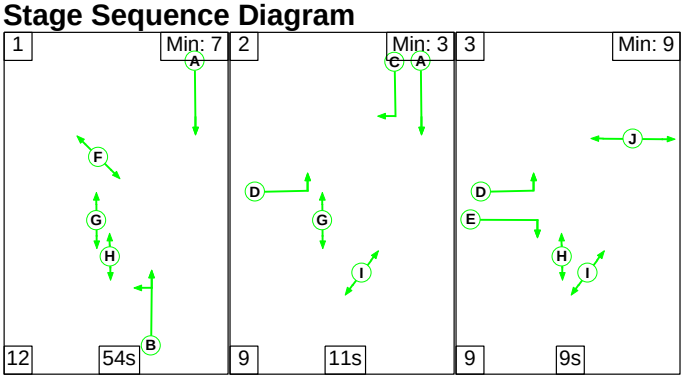
Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 1: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Access)' (FG1: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

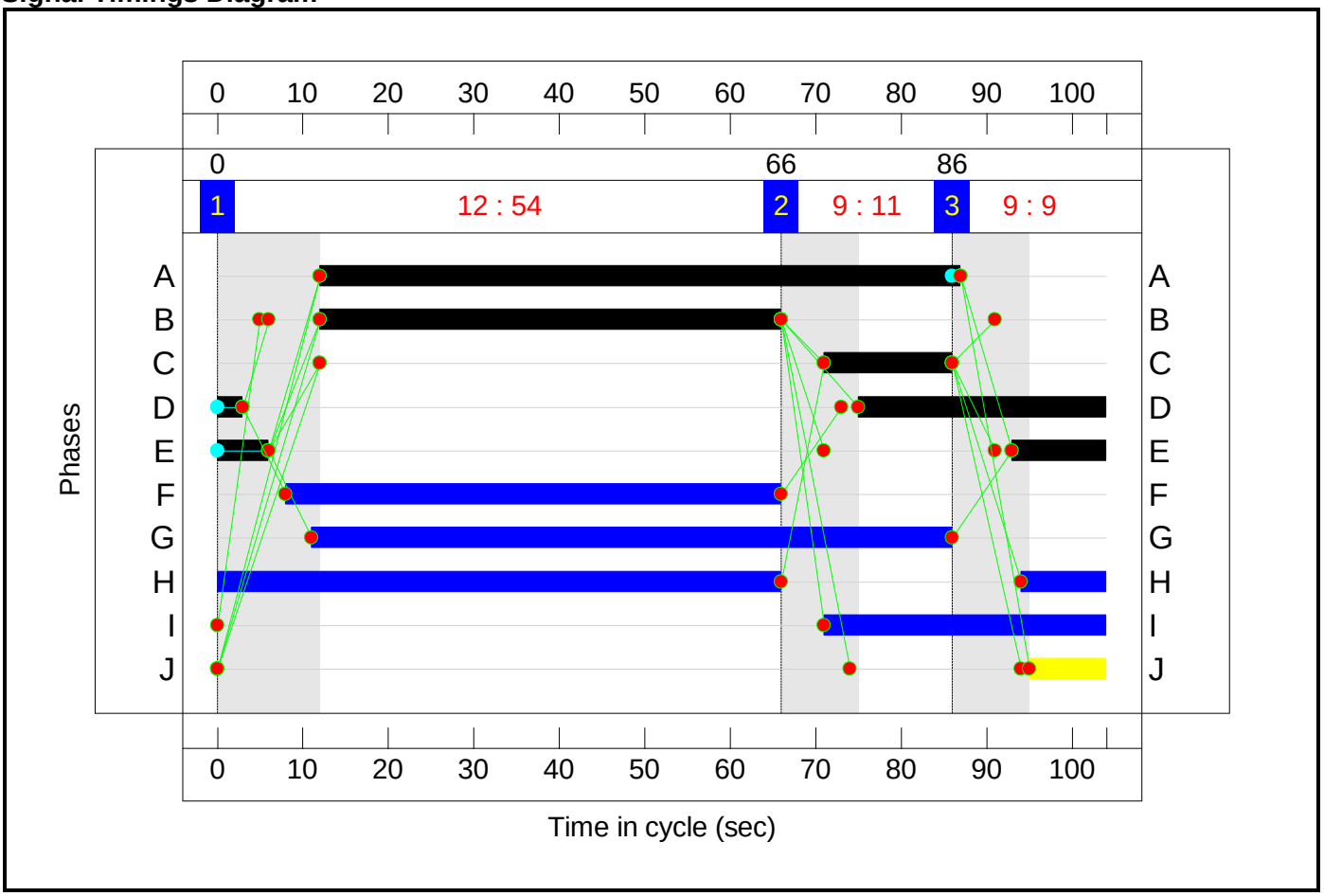


Stage Timings

Stage	1	2	3
Duration	54	11	9
Change Point	0	66	86

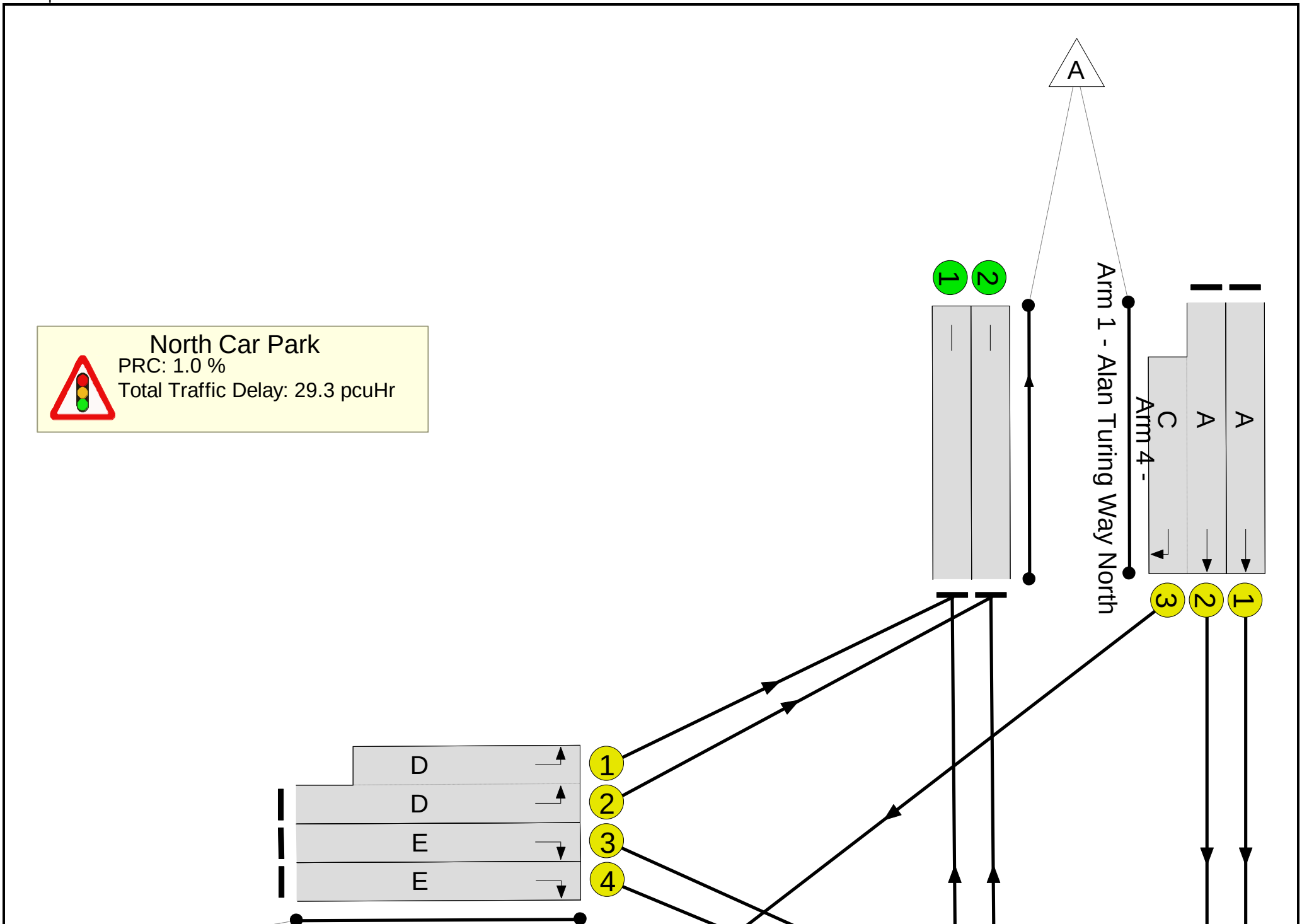
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 1.0 %
Total Traffic Delay: 29.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	1054	2090	1527	69.0%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:15	-	241	1940:1797	0+276	0.0 : 87.2%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	54	-	954	1965:2047	818+252	89.1 : 89.1%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	54	-	905	1945	1029	88.0%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	32	-	10	1980:1952	265+619	1.1 : 1.1%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	9	1967	340	2.6%
4/1		U	N/A	N/A	-		-	-	-	736	1940	1940	37.9%
4/2		U	N/A	N/A	-		-	-	-	908	1940	1940	46.8%
5/1		U	N/A	N/A	-		-	-	-	1054	1945	1945	54.2%
5/2		U	N/A	N/A	-		-	-	-	9	1935	1935	0.5%
6/1		U	N/A	N/A	-		-	-	-	466	2040	2040	22.8%

Full Input Data And Results

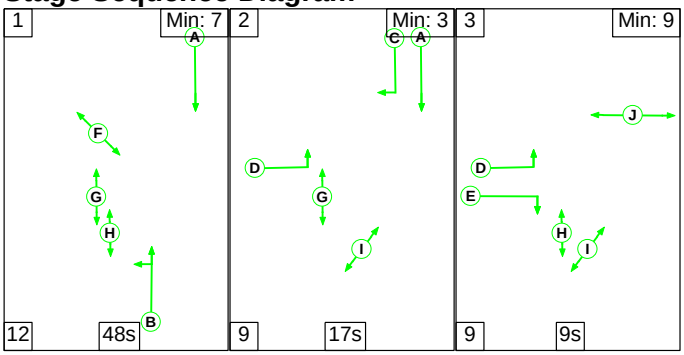
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**16.5**	**12.8**	**0.0**	**29.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**16.5**	**12.8**	**0.0**	**29.3**	**-**	**-**	**-**	**-**
1/1	1054	1054	-	-	-	2.2	1.1	-	3.3	11.4	16.4	1.1	17.5
1/2+1/3	241	241	-	-	-	2.9	2.9	-	5.8	86.6	6.8	2.9	9.7
2/2+2/1	954	954	-	-	-	5.6	3.8	-	9.5	35.8	23.9	3.8	27.8
2/3	905	905	-	-	-	5.4	3.5	-	8.9	35.4	22.9	3.5	26.3
3/2+3/1	10	10	-	-	-	0.1	0.0	-	0.1	26.6	0.1	0.0	0.1
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	9	9	-	-	-	0.1	0.0	-	0.1	41.4	0.2	0.0	0.2
4/1	736	736	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2	908	908	-	-	-	0.0	0.4	-	0.4	1.8	16.7	0.4	17.2
5/1	1054	1054	-	-	-	0.1	0.6	-	0.7	2.4	15.8	0.6	16.4
5/2	9	9	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	466	466	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 27.68 Cycle Time (s): 104
PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 29.29

Full Input Data And Results

Scenario 2: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)'
(FG2: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

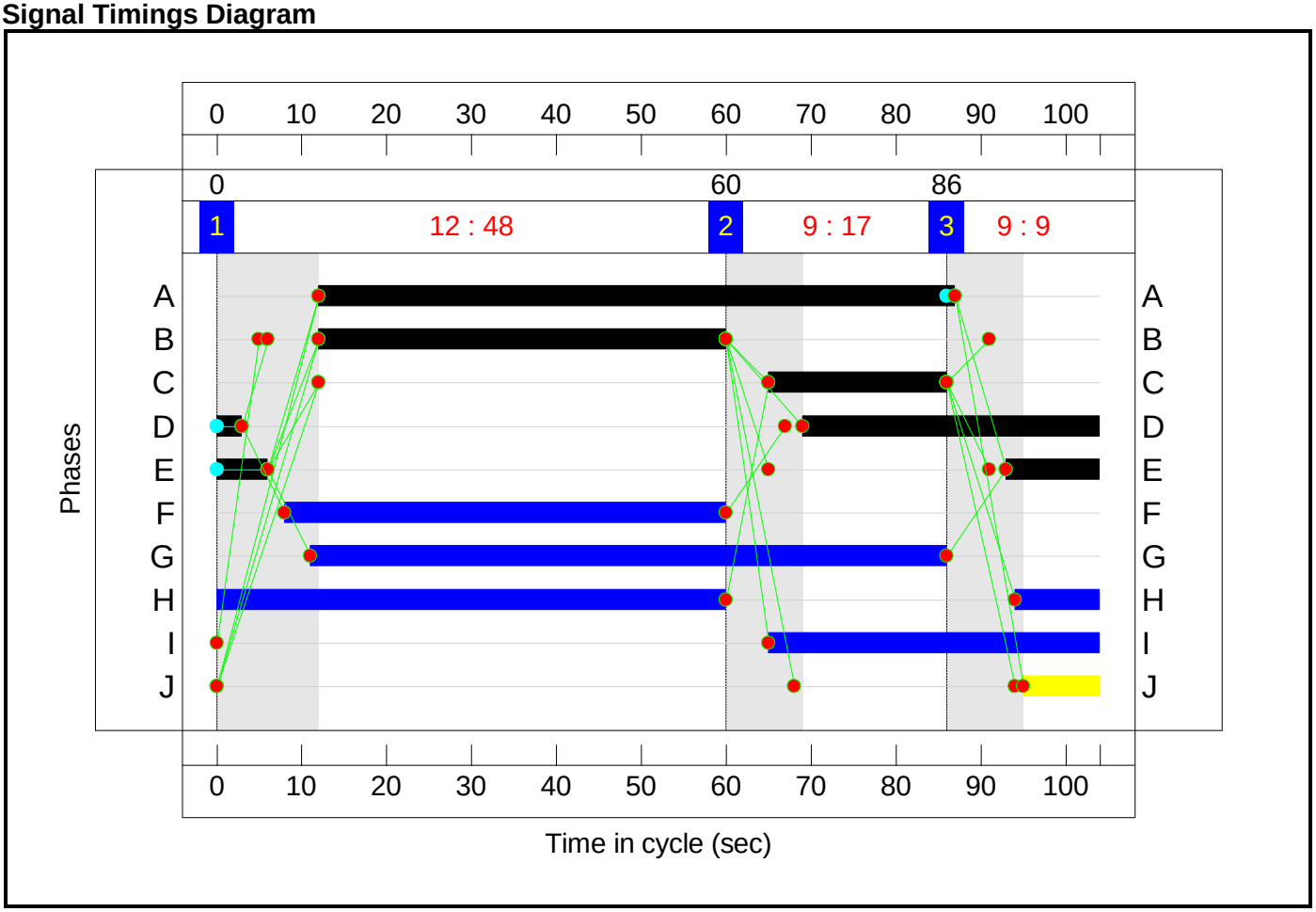
Stage Sequence Diagram



Stage Timings

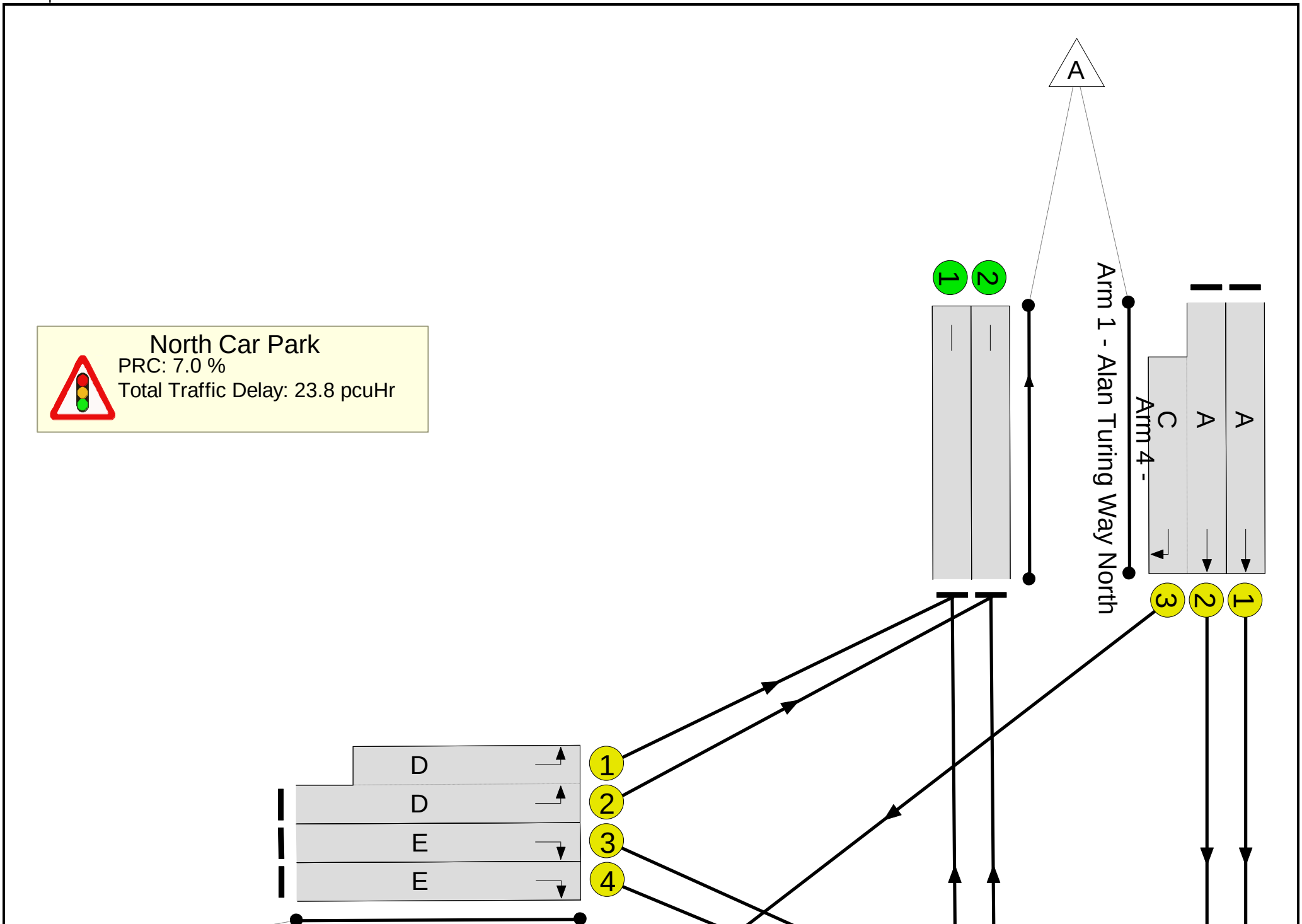
Stage	1	2	3
Duration	48	17	9
Change Point	0	60	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 7.0 %
Total Traffic Delay: 23.8 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	811	2090	1527	53.1%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:21	-	314	1940:1797	0+380	0.0 : 82.6%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	48	-	821	1965:2047	616+360	84.1 : 84.1%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	48	-	748	1945	916	81.6%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	38	-	7	1980:1952	122+732	0.8 : 0.8%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	10	1967	340	2.9%
4/1		U	N/A	N/A	-		-	-	-	524	1940	1940	27.0%
4/2		U	N/A	N/A	-		-	-	-	749	1940	1940	38.6%
5/1		U	N/A	N/A	-		-	-	-	811	1945	1945	41.7%
5/2		U	N/A	N/A	-		-	-	-	10	1935	1935	0.5%
6/1		U	N/A	N/A	-		-	-	-	617	2040	2040	30.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**15.2**	**8.6**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**15.2**	**8.6**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
1/1	811	811	-	-	-	1.4	0.6	-	2.0	8.7	10.1	0.6	10.7
1/2+1/3	314	314	-	-	-	3.4	2.2	-	5.6	64.7	8.6	2.2	10.9
2/2+2/1	821	821	-	-	-	5.3	2.6	-	7.8	34.4	19.6	2.6	22.2
2/3	748	748	-	-	-	4.9	2.2	-	7.1	34.1	18.5	2.2	20.7
3/2+3/1	7	7	-	-	-	0.0	0.0	-	0.0	22.8	0.1	0.0	0.1
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	10	10	-	-	-	0.1	0.0	-	0.1	41.4	0.2	0.0	0.3
4/1	524	524	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2	749	749	-	-	-	0.0	0.3	-	0.3	1.5	12.4	0.3	12.7
5/1	811	811	-	-	-	0.0	0.4	-	0.4	1.7	8.7	0.4	9.1
5/2	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	617	617	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

C1

PRC for Signalled Lanes (%): 7.0
PRC Over All Lanes (%): 7.0

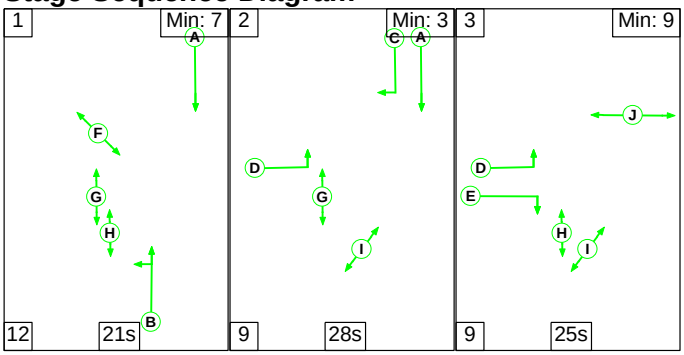
Total Delay for Signalled Lanes (pcuHr): 22.67
Total Delay Over All Lanes(pcuHr): 23.78

Cycle Time (s): 104

Full Input Data And Results

Scenario 3: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)' (FG3: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

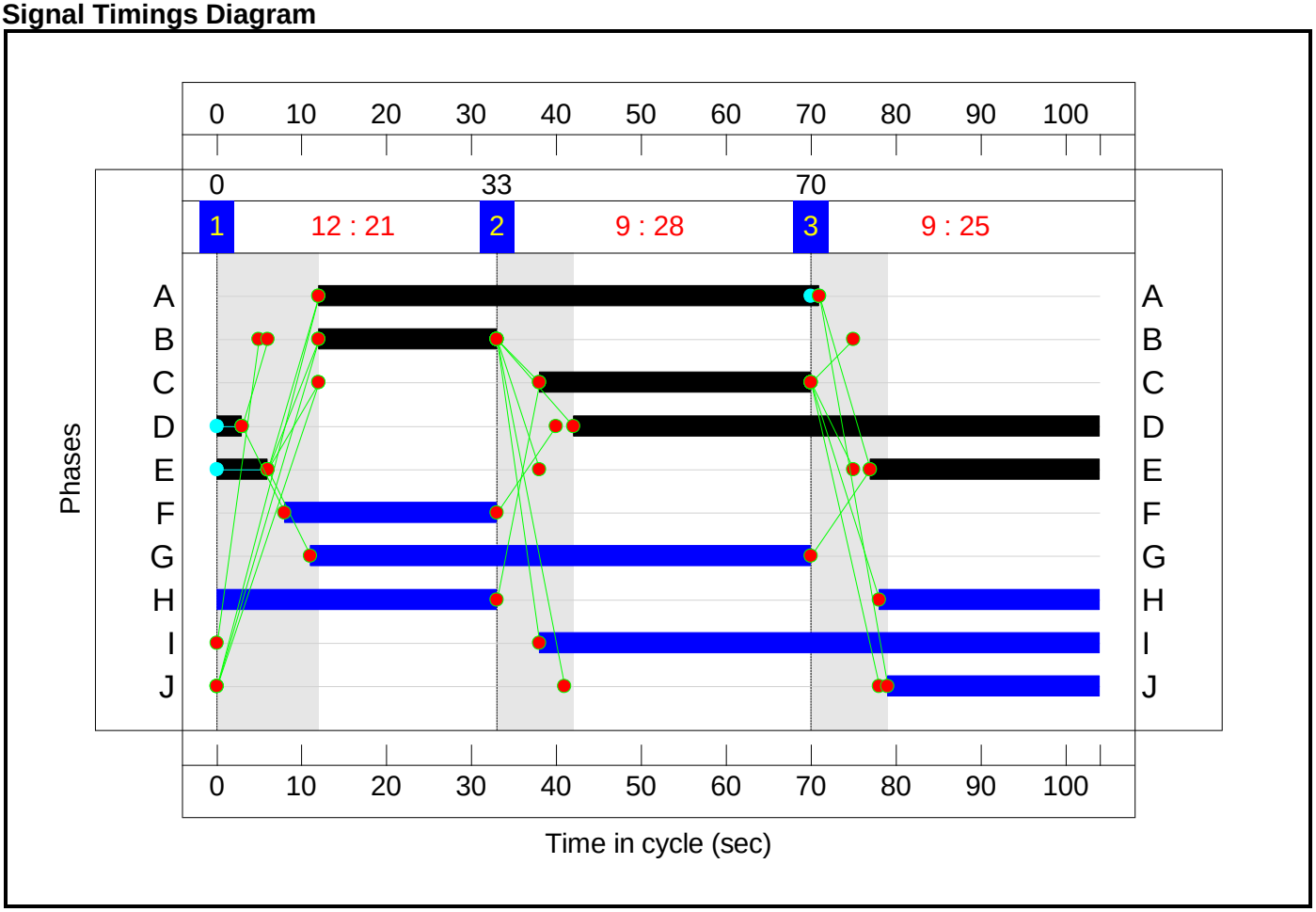
Stage Sequence Diagram



Stage Timings

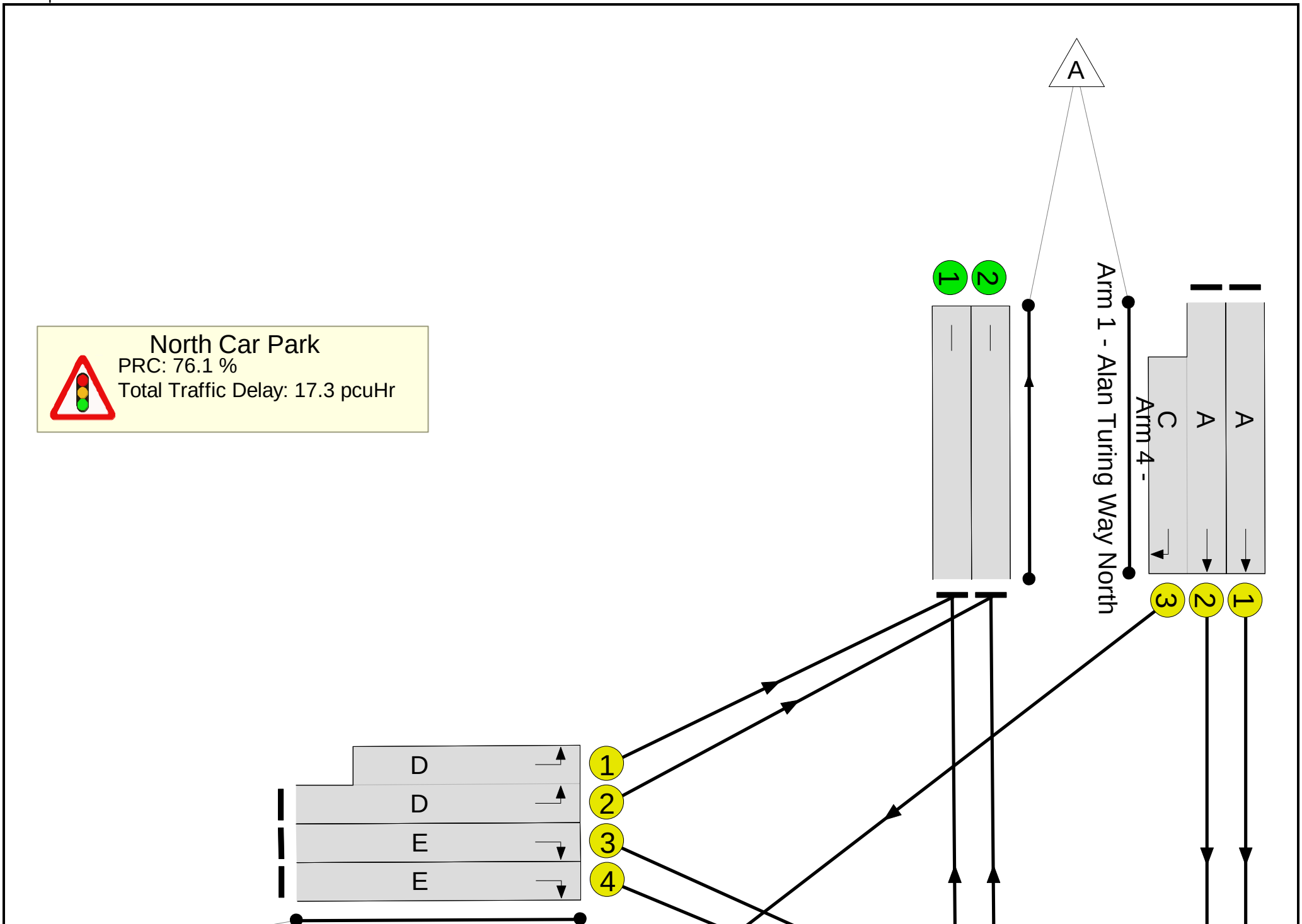
Stage	1	2	3
Duration	21	28	25
Change Point	0	33	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 76.1 %
Total Traffic Delay: 17.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	59	-	440	2090	1206	36.5%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	59:32	-	398	1940:1965	1119+0	35.6 : 0.0%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	21	-	208	1965:2115	416+0	50.0 : 0.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	21	-	205	1945	411	49.8%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	65	-	1005	1980:1952	988+978	51.1 : 51.1%
3/3	Car Park Right	U	N/A	N/A	E		1	33	-	245	1849	604	40.5%
3/4	Car Park Right	U	N/A	N/A	E		1	33	-	272	1967	643	42.3%
4/1		U	N/A	N/A	-		-	-	-	708	1940	1940	36.5%
4/2		U	N/A	N/A	-		-	-	-	710	1940	1940	36.6%
5/1		U	N/A	N/A	-		-	-	-	685	1945	1945	35.2%
5/2		U	N/A	N/A	-		-	-	-	670	1935	1935	34.6%
6/1		U	N/A	N/A	-		-	-	-	0	2040	2040	0.0%

Full Input Data And Results

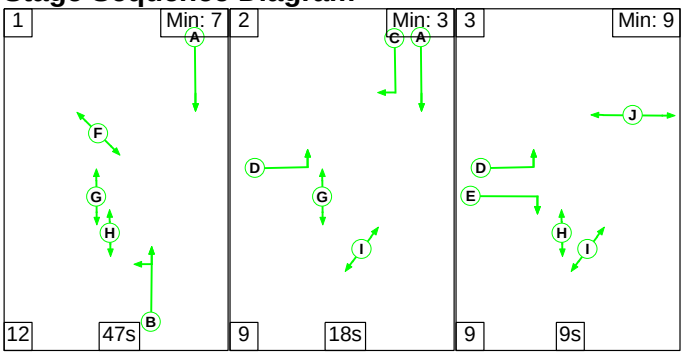
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.4**	**3.9**	**0.0**	**17.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**13.4**	**3.9**	**0.0**	**17.3**	**-**	**-**	**-**	**-**
1/1	440	440	-	-	-	1.4	0.3	-	1.7	14.1	6.7	0.3	7.0
1/2+1/3	398	398	-	-	-	1.3	0.3	-	1.6	14.2	6.1	0.3	6.4
2/2+2/1	208	208	-	-	-	2.1	0.5	-	2.6	44.8	5.3	0.5	5.8
2/3	205	205	-	-	-	2.1	0.5	-	2.6	44.8	5.2	0.5	5.7
3/2+3/1	1005	1005	-	-	-	2.6	0.5	-	3.1	11.2	7.2	0.5	7.7
3/3	245	245	-	-	-	1.8	0.3	-	2.2	32.2	5.4	0.3	5.8
3/4	272	272	-	-	-	2.1	0.4	-	2.4	32.2	6.1	0.4	6.5
4/1	708	708	-	-	-	0.0	0.3	-	0.3	1.5	2.2	0.3	2.5
4/2	710	710	-	-	-	0.0	0.3	-	0.3	1.5	3.3	0.3	3.6
5/1	685	685	-	-	-	0.0	0.3	-	0.3	1.5	4.5	0.3	4.8
5/2	670	670	-	-	-	0.0	0.3	-	0.3	1.4	2.2	0.3	2.4
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 76.1 Total Delay for Signalled Lanes (pcuHr): 16.19 Cycle Time (s): 104
PRC Over All Lanes (%): 76.1 Total Delay Over All Lanes(pcuHr): 17.31

Full Input Data And Results

Scenario 4: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)' (FG4: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

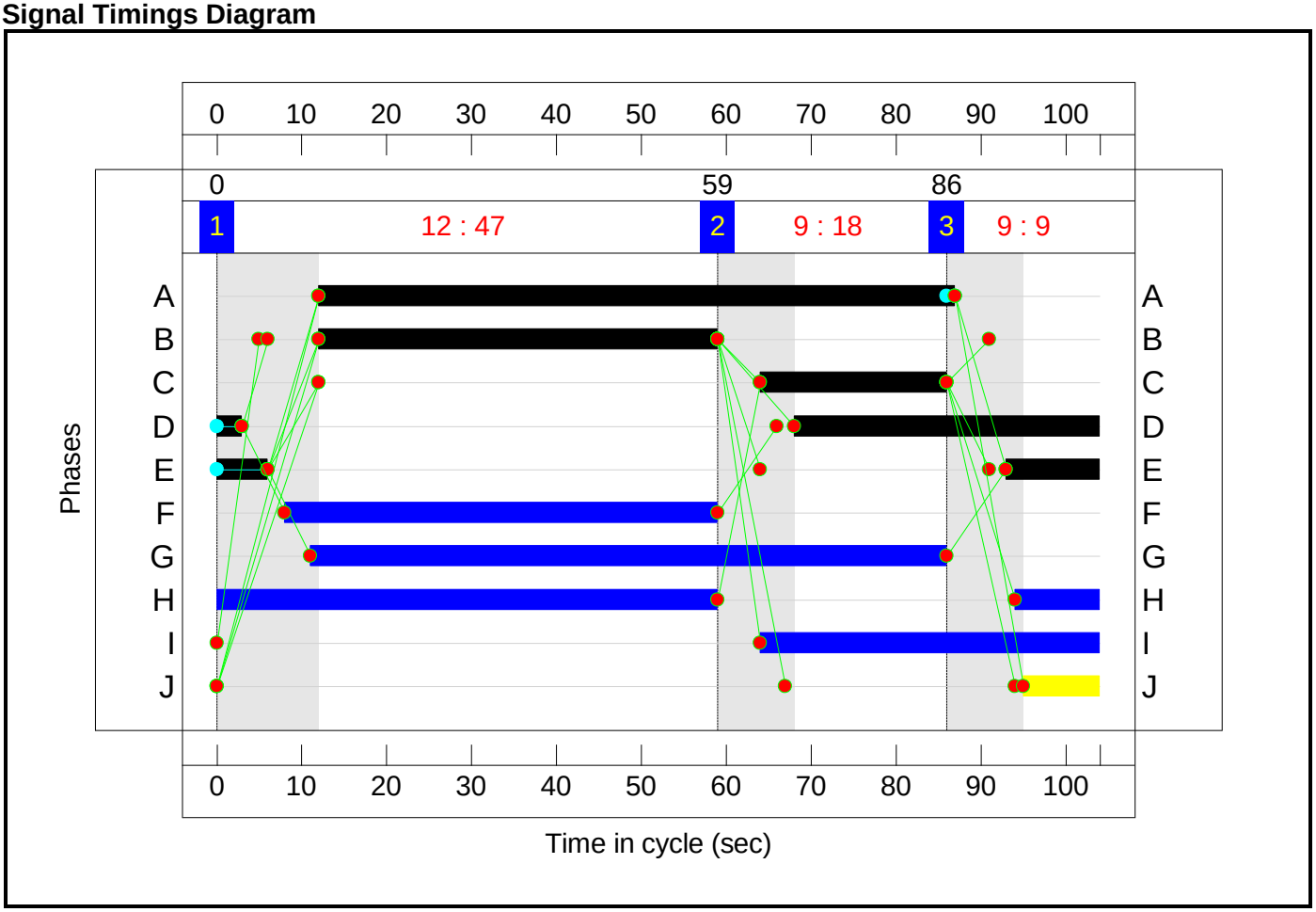
Stage Sequence Diagram



Stage Timings

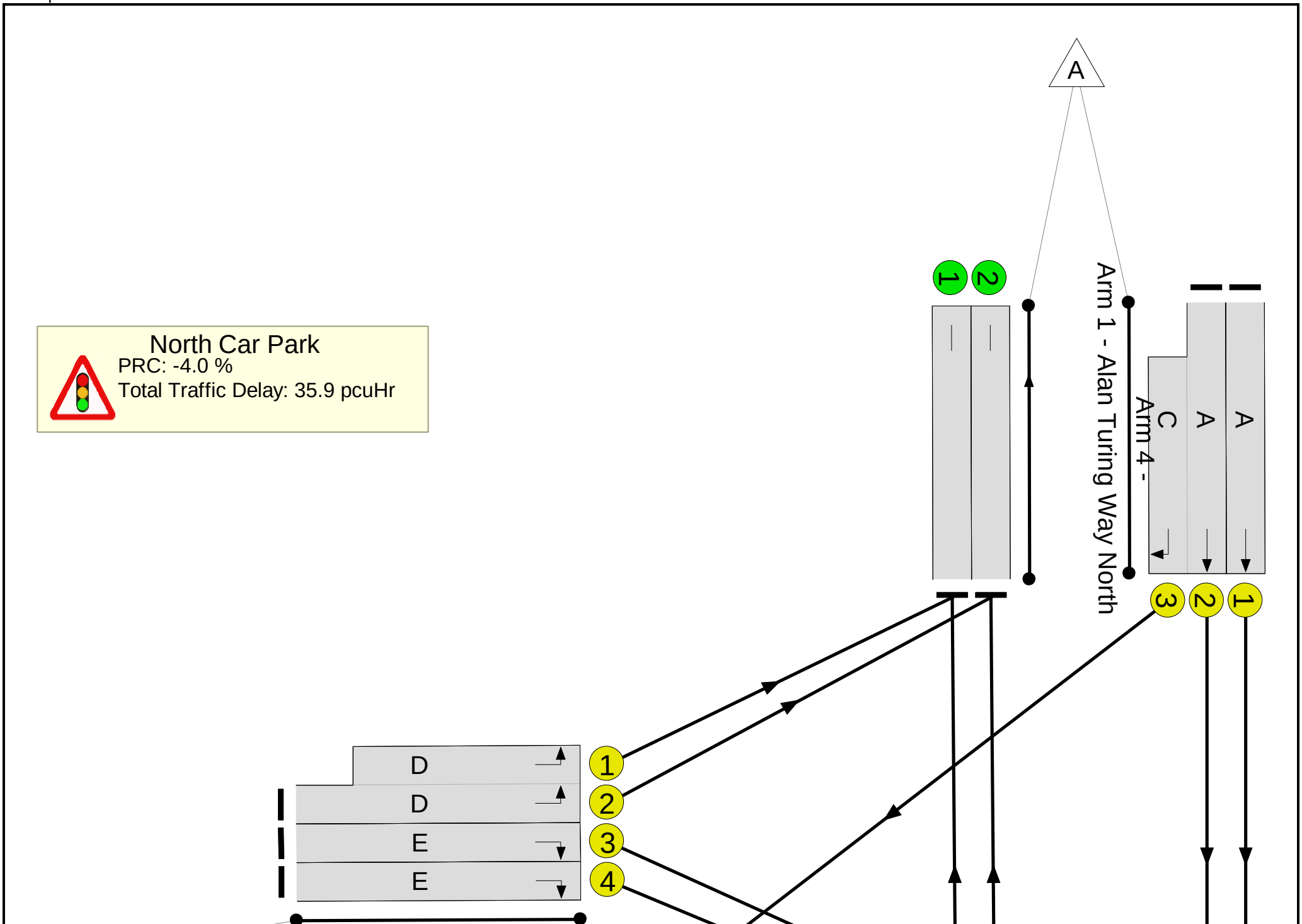
Stage	1	2	3
Duration	47	18	9
Change Point	0	59	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -4.0 %
Total Traffic Delay: 35.9 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.6%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.6%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	974	2090	1527	63.8%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:22	-	356	1940:1797	0+397	0.0 : 89.6%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	47	-	901	1965:2047	577+386	93.6 : 93.6%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	47	-	830	1945	898	92.5%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	39	-	10	1980:1952	188+751	1.1 : 1.1%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	18	1967	340	5.3%
4/1		U	N/A	N/A	-		-	-	-	548	1940	1940	28.2%
4/2		U	N/A	N/A	-		-	-	-	832	1940	1940	42.9%
5/1		U	N/A	N/A	-		-	-	-	974	1945	1945	50.1%
5/2		U	N/A	N/A	-		-	-	-	18	1935	1935	0.9%
6/1		U	N/A	N/A	-		-	-	-	717	2040	2040	35.1%

Full Input Data And Results

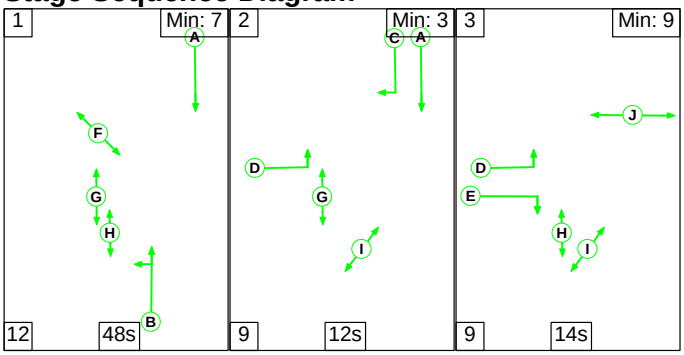
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**18.6**	**17.3**	**0.0**	**35.9**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**18.6**	**17.3**	**0.0**	**35.9**	**-**	**-**	**-**	**-**
1/1	974	974	-	-	-	1.9	0.9	-	2.8	10.3	14.1	0.9	14.9
1/2+1/3	356	356	-	-	-	3.9	3.7	-	7.5	76.3	10.0	3.7	13.6
2/2+2/1	901	901	-	-	-	6.4	6.1	-	12.5	49.9	23.5	6.1	29.6
2/3	830	830	-	-	-	6.1	5.3	-	11.4	49.3	22.4	5.3	27.7
3/2+3/1	10	10	-	-	-	0.1	0.0	-	0.1	21.9	0.1	0.0	0.1
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	18	18	-	-	-	0.2	0.0	-	0.2	41.6	0.4	0.0	0.5
4/1	548	548	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2	832	832	-	-	-	0.0	0.4	-	0.4	1.6	16.7	0.4	17.1
5/1	974	974	-	-	-	0.1	0.5	-	0.6	2.2	13.1	0.5	13.6
5/2	18	18	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	717	717	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): -4.0 Total Delay for Signalled Lanes (pcuHr): 34.45 Cycle Time (s): 104
PRC Over All Lanes (%): -4.0 Total Delay Over All Lanes(pcuHr): 35.89

Full Input Data And Results

Scenario 5: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)' (FG5: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

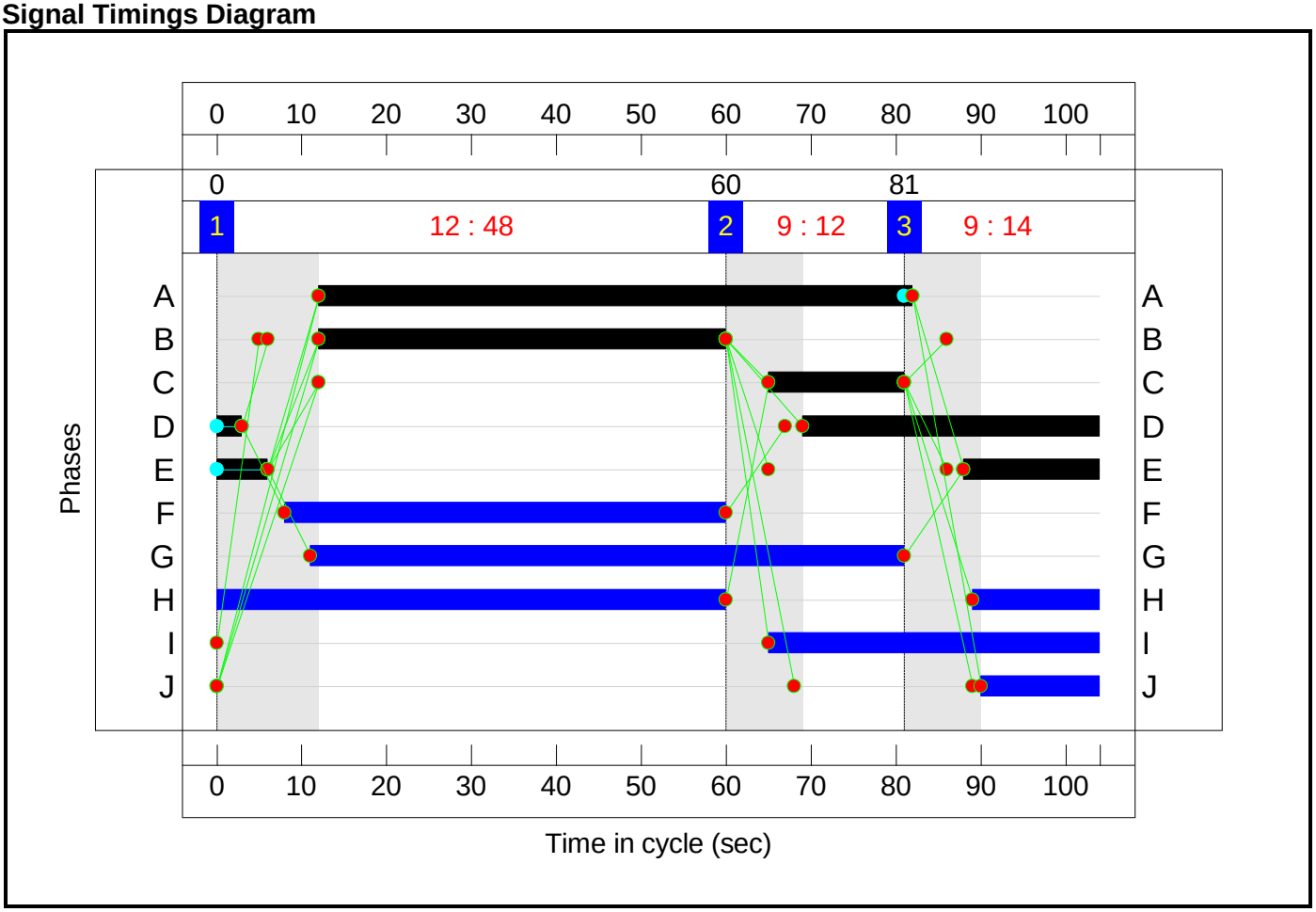
Stage Sequence Diagram



Stage Timings

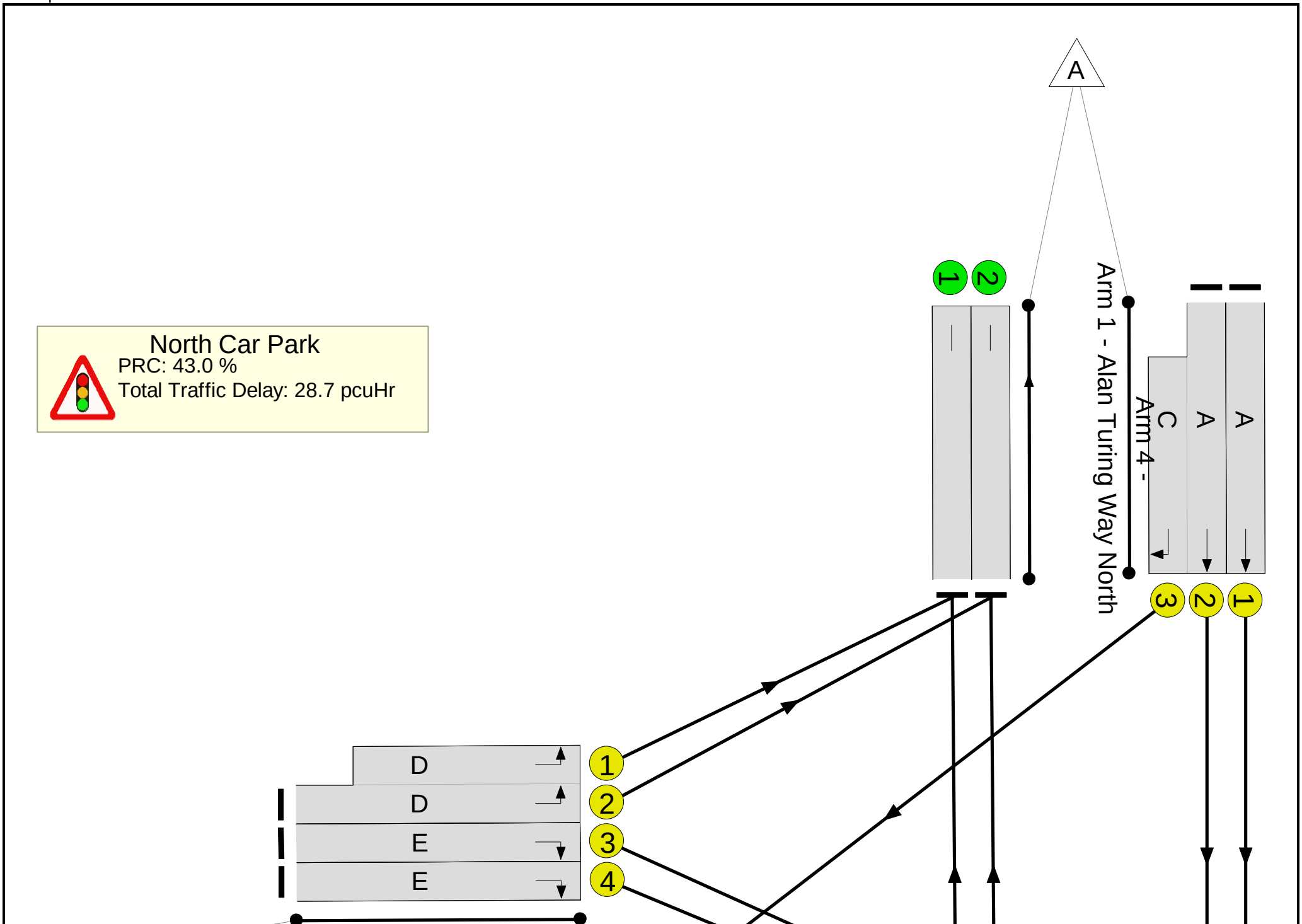
Stage	1	2	3
Duration	48	12	14
Change Point	0	60	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 43.0 %
Total Traffic Delay: 28.7 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.0%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.0%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	70	-	728	2090	1427	51.0%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	70:16	-	696	1940:1797	1309+37	51.7 : 51.7%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	48	-	588	1965:2047	899+35	63.0 : 63.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	48	-	569	1945	916	62.1%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	38	-	909	1980:1952	743+732	61.4 : 61.9%
3/3	Car Park Right	U	N/A	N/A	E		1	22	-	238	1849	409	58.2%
3/4	Car Park Right	U	N/A	N/A	E		1	22	-	262	1967	435	60.2%
4/1		U	N/A	N/A	-		-	-	-	1019	1940	1940	52.5%
4/2		U	N/A	N/A	-		-	-	-	1025	1940	1940	52.8%
5/1		U	N/A	N/A	-		-	-	-	966	1945	1945	49.7%
5/2		U	N/A	N/A	-		-	-	-	939	1935	1935	48.5%
6/1		U	N/A	N/A	-		-	-	-	41	2040	2040	2.0%

Full Input Data And Results

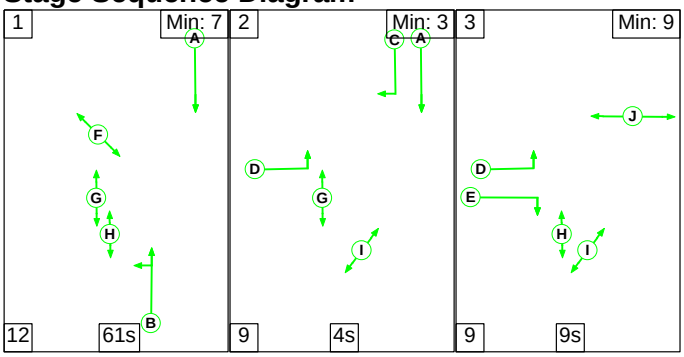
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**21.7**	**7.0**	**0.0**	**28.7**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**21.7**	**7.0**	**0.0**	**28.7**	**-**	**-**	**-**	**-**
1/1	728	728	-	-	-	1.6	0.5	-	2.1	10.6	10.1	0.5	10.6
1/2+1/3	696	696	-	-	-	1.7	0.5	-	2.2	11.6	9.4	0.5	9.9
2/2+2/1	588	588	-	-	-	3.4	0.8	-	4.2	25.7	12.5	0.8	13.4
2/3	569	569	-	-	-	3.2	0.8	-	4.1	25.7	12.2	0.8	13.0
3/2+3/1	909	909	-	-	-	6.7	0.8	-	7.5	29.6	10.6	0.8	11.4
3/3	238	238	-	-	-	2.4	0.7	-	3.1	46.7	6.1	0.7	6.8
3/4	262	262	-	-	-	2.6	0.8	-	3.4	46.7	6.8	0.8	7.5
4/1	1019	1019	-	-	-	0.0	0.6	-	0.6	2.0	5.4	0.6	6.0
4/2	1025	1025	-	-	-	0.0	0.6	-	0.6	2.0	7.0	0.6	7.6
5/1	966	966	-	-	-	0.0	0.5	-	0.5	2.0	8.7	0.5	9.2
5/2	939	939	-	-	-	0.0	0.5	-	0.5	1.8	3.2	0.5	3.7
6/1	41	41	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 43.0 Total Delay for Signalled Lanes (pcuHr): 26.61 Cycle Time (s): 104
PRC Over All Lanes (%): 43.0 Total Delay Over All Lanes(pcuHr): 28.73

Full Input Data And Results

Scenario 6: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)' (FG6: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)', Plan 1: 'Network Control Plan 1')

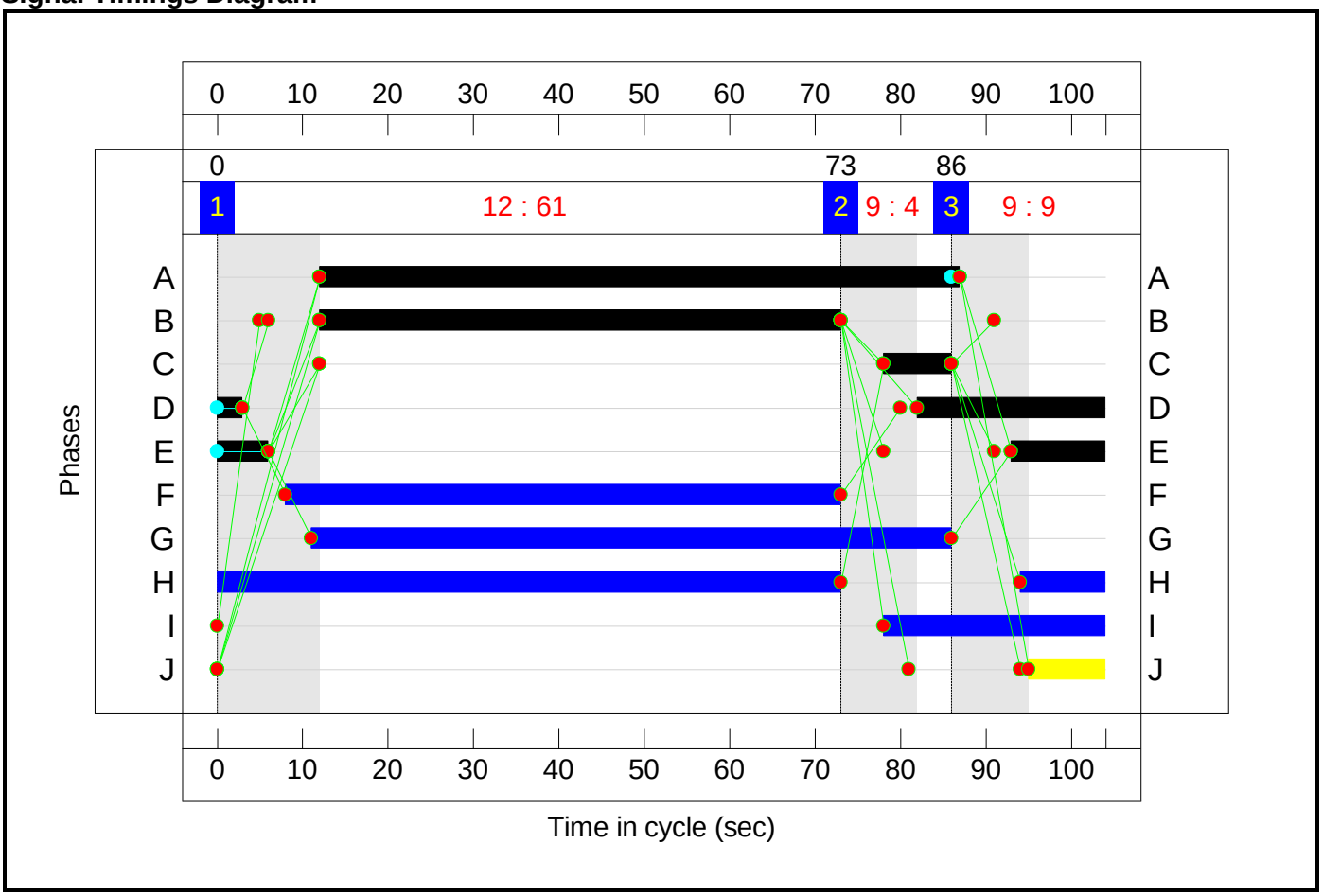
Stage Sequence Diagram



Stage Timings

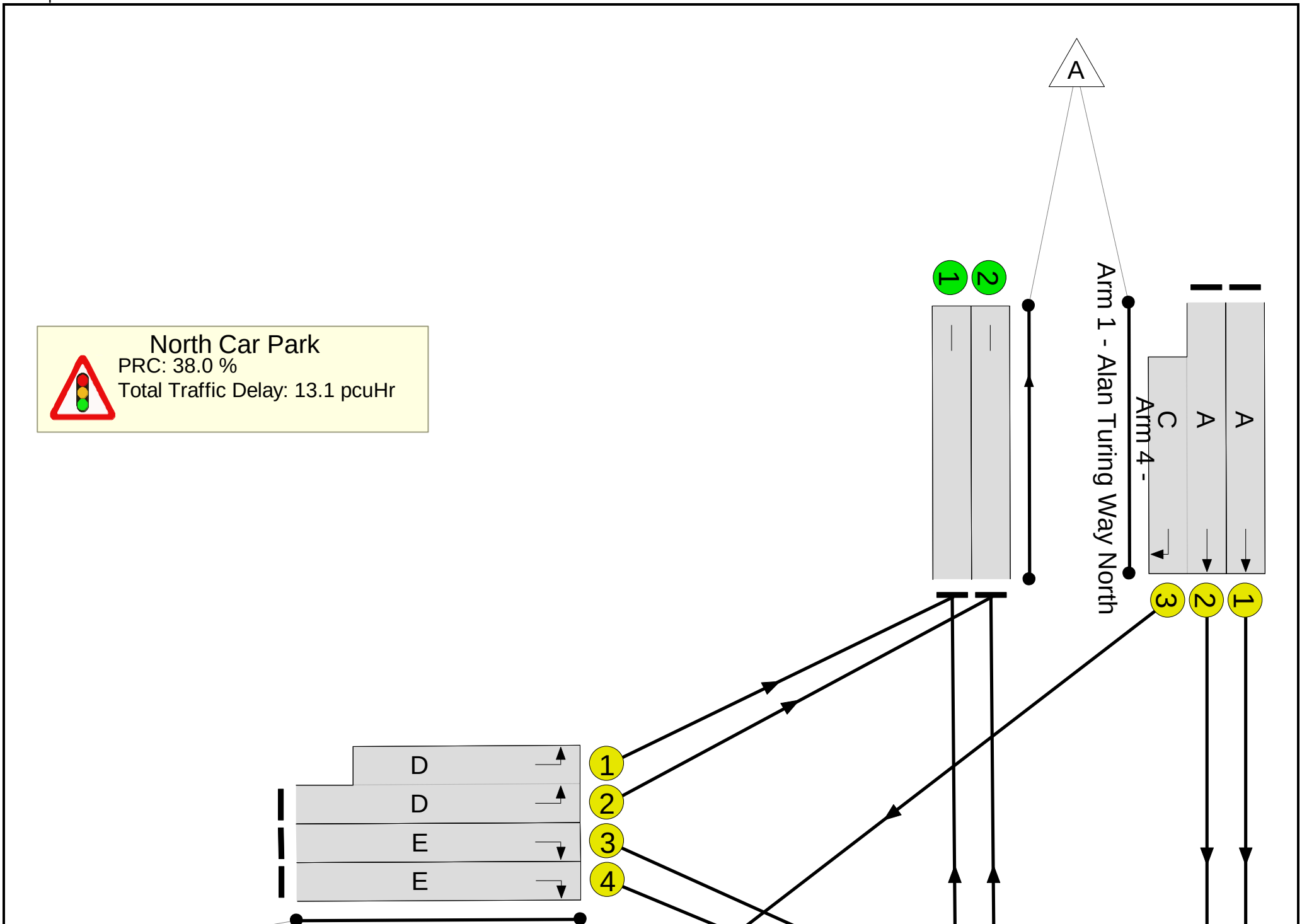
Stage	1	2	3
Duration	61	4	9
Change Point	0	73	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 38.0 %
Total Traffic Delay: 13.1 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	670	2090	1527	43.9%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:8	-	685	1940:1797	1296+156	45.5 : 61.1%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	61	-	779	1965:2047	1003+192	65.2 : 65.2%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	61	-	730	1945	1160	63.0%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	25	-	34	1980:1952	302+488	4.3 : 4.3%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	1	1849	320	0.3%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	16	1967	340	4.7%
4/1		U	N/A	N/A	-		-	-	-	675	1940	1940	34.8%
4/2		U	N/A	N/A	-		-	-	-	743	1940	1940	38.3%
5/1		U	N/A	N/A	-		-	-	-	671	1945	1945	34.5%
5/2		U	N/A	N/A	-		-	-	-	606	1935	1935	31.3%
6/1		U	N/A	N/A	-		-	-	-	220	2040	2040	10.8%

Full Input Data And Results

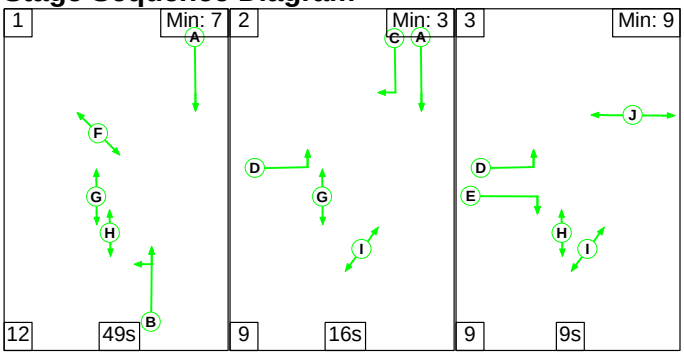
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.3**	**3.8**	**0.0**	**13.1**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**9.3**	**3.8**	**0.0**	**13.1**	**-**	**-**	**-**	**-**
1/1	670	670	-	-	-	1.0	0.4	-	1.4	7.6	7.6	0.4	8.0
1/2+1/3	685	685	-	-	-	2.1	0.4	-	2.5	13.4	6.6	0.4	7.0
2/2+2/1	779	779	-	-	-	2.9	0.9	-	3.9	17.8	14.2	0.9	15.1
2/3	730	730	-	-	-	2.8	0.8	-	3.6	17.8	13.6	0.8	14.4
3/2+3/1	34	34	-	-	-	0.3	0.0	-	0.3	32.0	0.5	0.0	0.5
3/3	1	1	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.0
3/4	16	16	-	-	-	0.2	0.0	-	0.2	41.5	0.4	0.0	0.4
4/1	675	675	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/2	743	743	-	-	-	0.0	0.3	-	0.3	1.5	7.6	0.3	7.9
5/1	671	671	-	-	-	0.0	0.3	-	0.3	1.5	5.6	0.3	5.8
5/2	606	606	-	-	-	0.0	0.2	-	0.2	1.4	0.5	0.2	0.8
6/1	220	220	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 38.0 Total Delay for Signalled Lanes (pcuHr): 11.92 Cycle Time (s): 104
PRC Over All Lanes (%): 38.0 Total Delay Over All Lanes(pcuHr): 13.06

Full Input Data And Results

Scenario 7: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Access)' (FG7: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

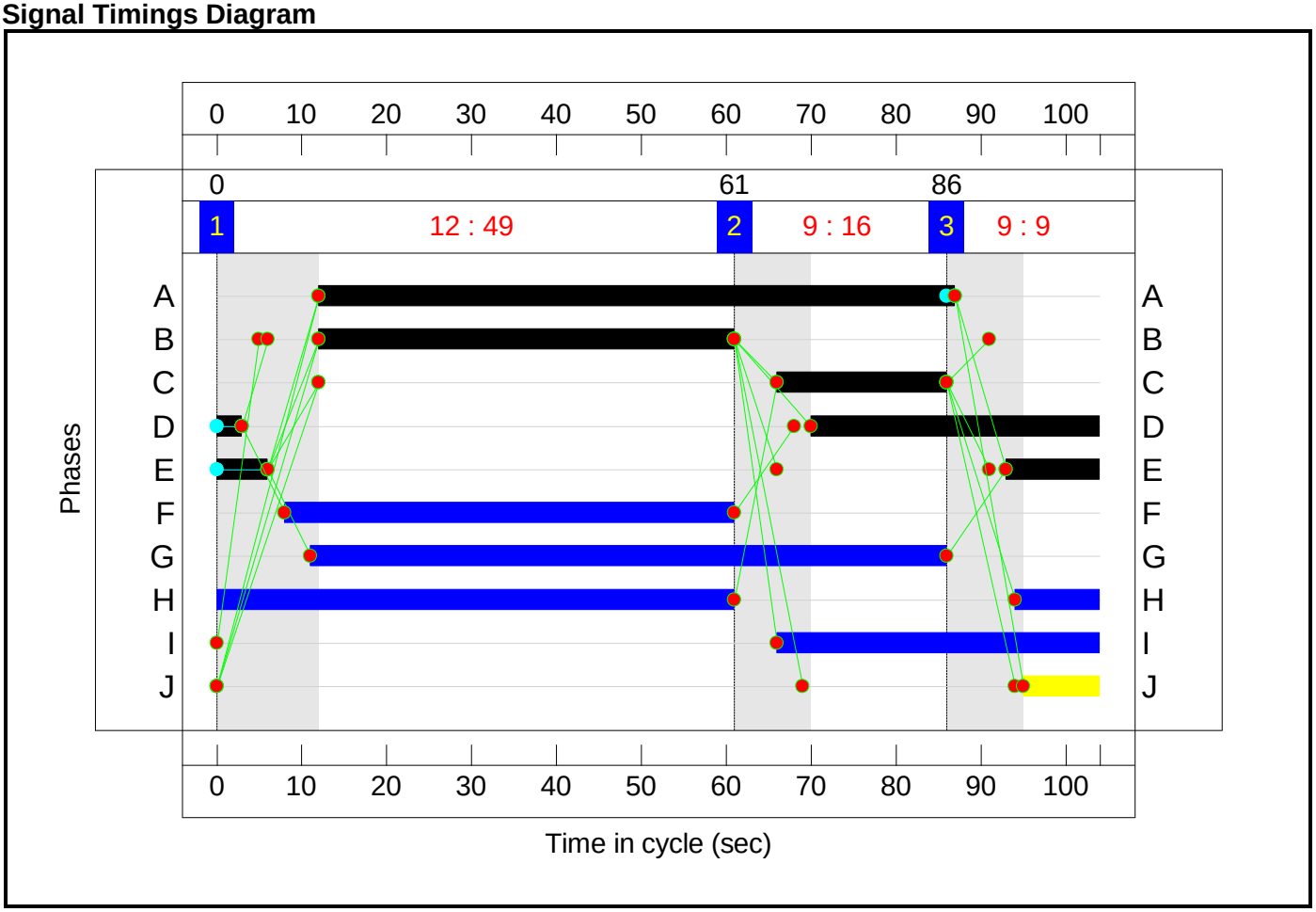
Stage Sequence Diagram



Stage Timings

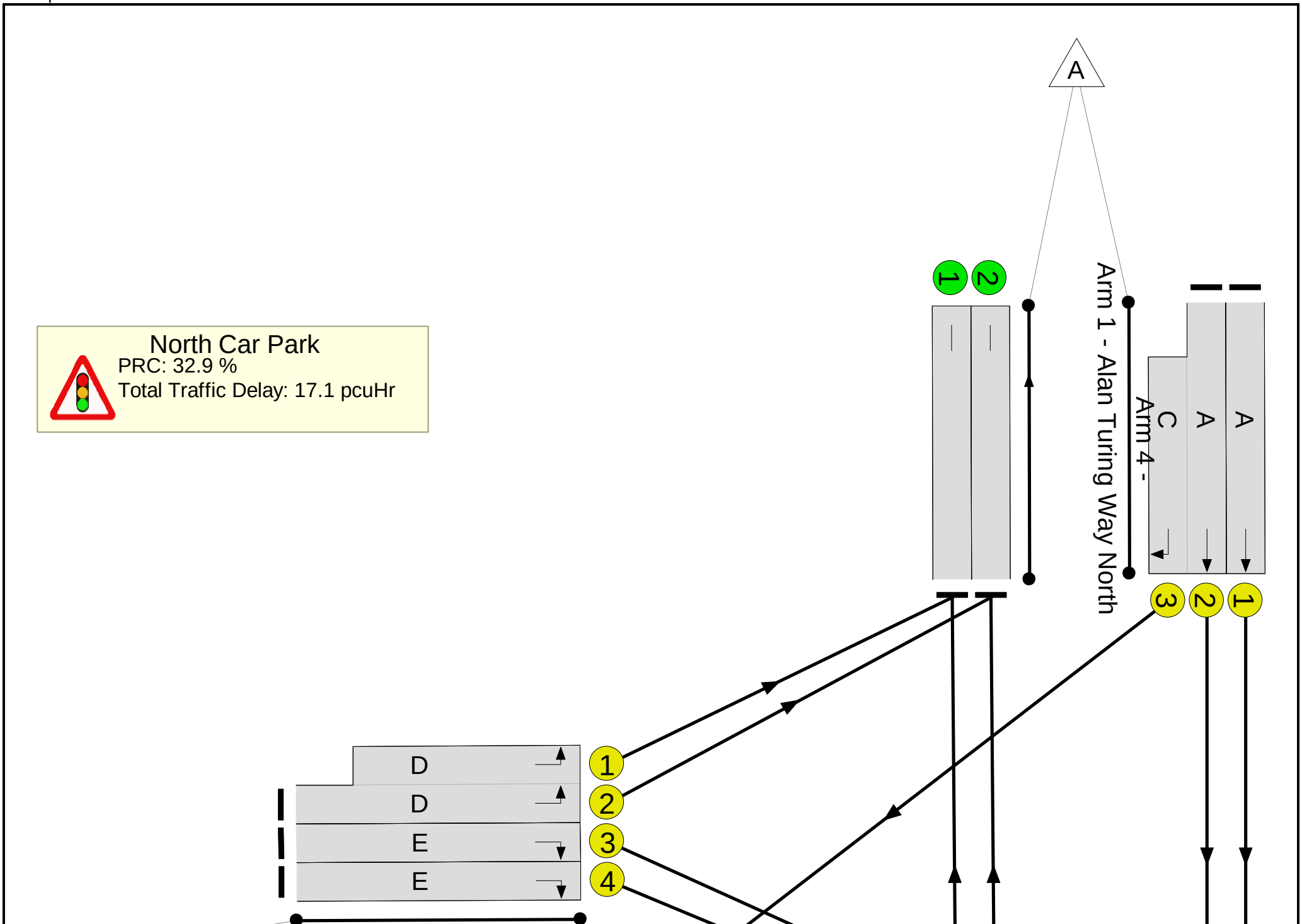
Stage	1	2	3
Duration	49	16	9
Change Point	0	61	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 32.9 %
Total Traffic Delay: 17.1 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.7%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.7%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	1010	2090	1527	66.1%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:20	-	244	1940:1797	0+363	0.0 : 67.2%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	49	-	671	1965:2047	653+338	67.7 : 67.7%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	49	-	592	1945	935	63.3%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	37	-	18	1980:1952	274+713	1.8 : 1.8%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	21	1967	340	6.2%
4/1		U	N/A	N/A	-		-	-	-	455	1940	1940	23.5%
4/2		U	N/A	N/A	-		-	-	-	597	1940	1940	30.8%
5/1		U	N/A	N/A	-		-	-	-	1010	1945	1945	51.9%
5/2		U	N/A	N/A	-		-	-	-	21	1935	1935	1.1%
6/1		U	N/A	N/A	-		-	-	-	473	2040	2040	23.2%

Full Input Data And Results

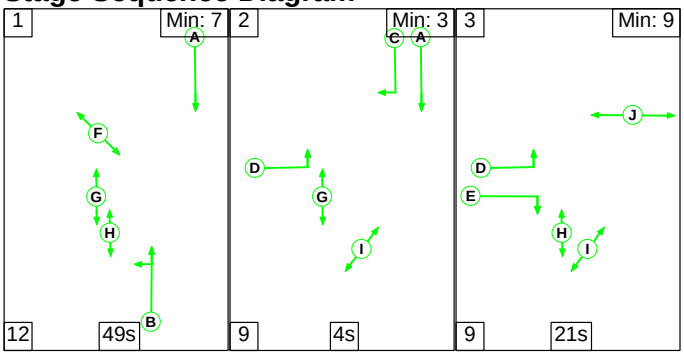
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.1**	**5.0**	**0.0**	**17.1**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**12.1**	**5.0**	**0.0**	**17.1**	**-**	**-**	**-**	**-**
1/1	1010	1010	-	-	-	2.0	1.0	-	3.0	10.8	15.2	1.0	16.1
1/2+1/3	244	244	-	-	-	2.6	1.0	-	3.6	53.2	6.5	1.0	7.5
2/2+2/1	671	671	-	-	-	3.7	1.0	-	4.8	25.5	13.8	1.0	14.8
2/3	592	592	-	-	-	3.3	0.9	-	4.2	25.4	12.7	0.9	13.5
3/2+3/1	18	18	-	-	-	0.1	0.0	-	0.1	23.1	0.2	0.0	0.2
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	21	21	-	-	-	0.2	0.0	-	0.2	41.6	0.5	0.0	0.5
4/1	455	455	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2	597	597	-	-	-	0.0	0.2	-	0.2	1.3	6.5	0.2	6.7
5/1	1010	1010	-	-	-	0.1	0.5	-	0.6	2.3	14.2	0.5	14.8
5/2	21	21	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	473	473	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 32.9 Total Delay for Signalled Lanes (pcuHr): 15.91 Cycle Time (s): 104
PRC Over All Lanes (%): 32.9 Total Delay Over All Lanes(pcuHr): 17.08

Full Input Data And Results

Scenario 8: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)'
(FG8: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

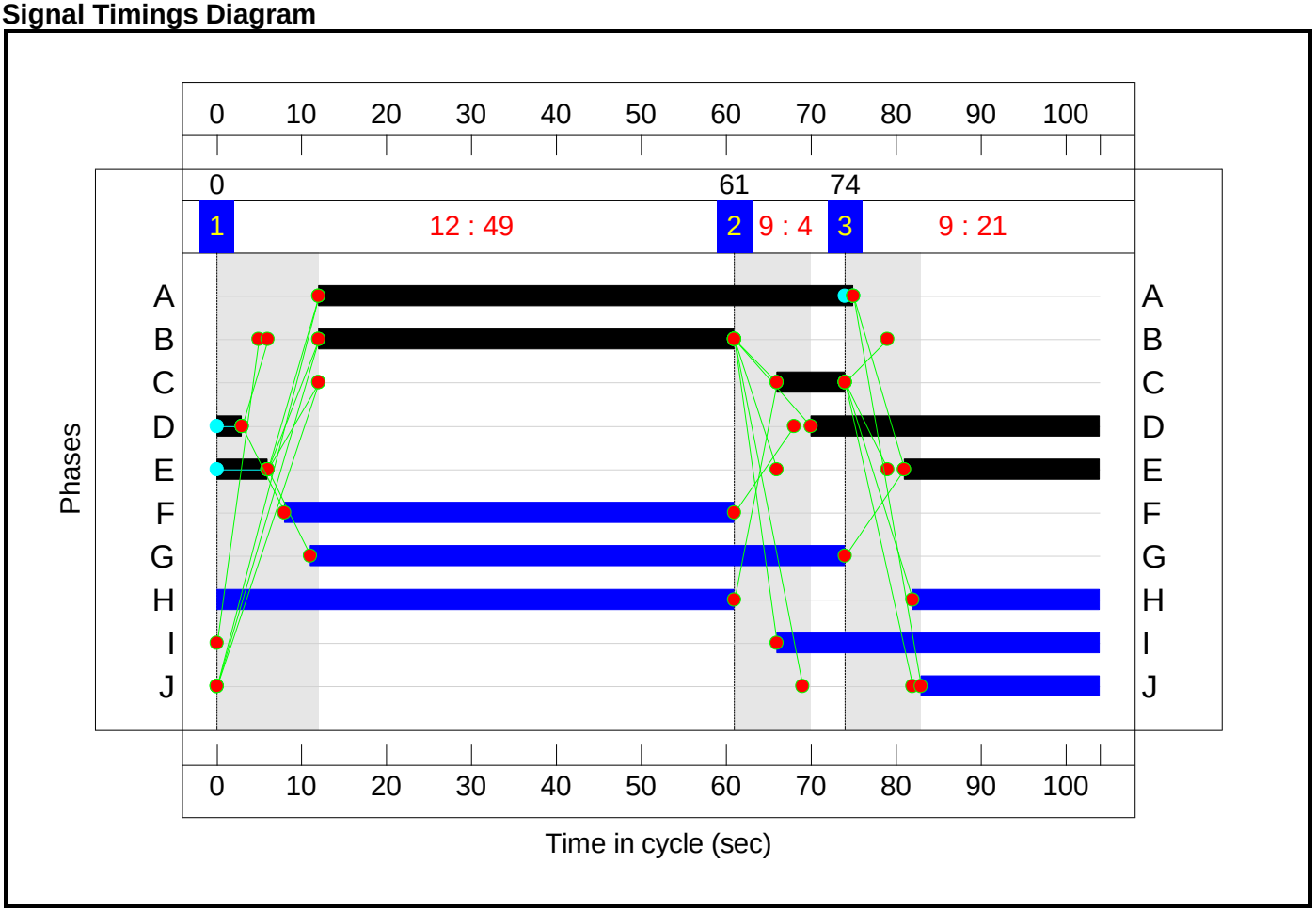
Stage Sequence Diagram



Stage Timings

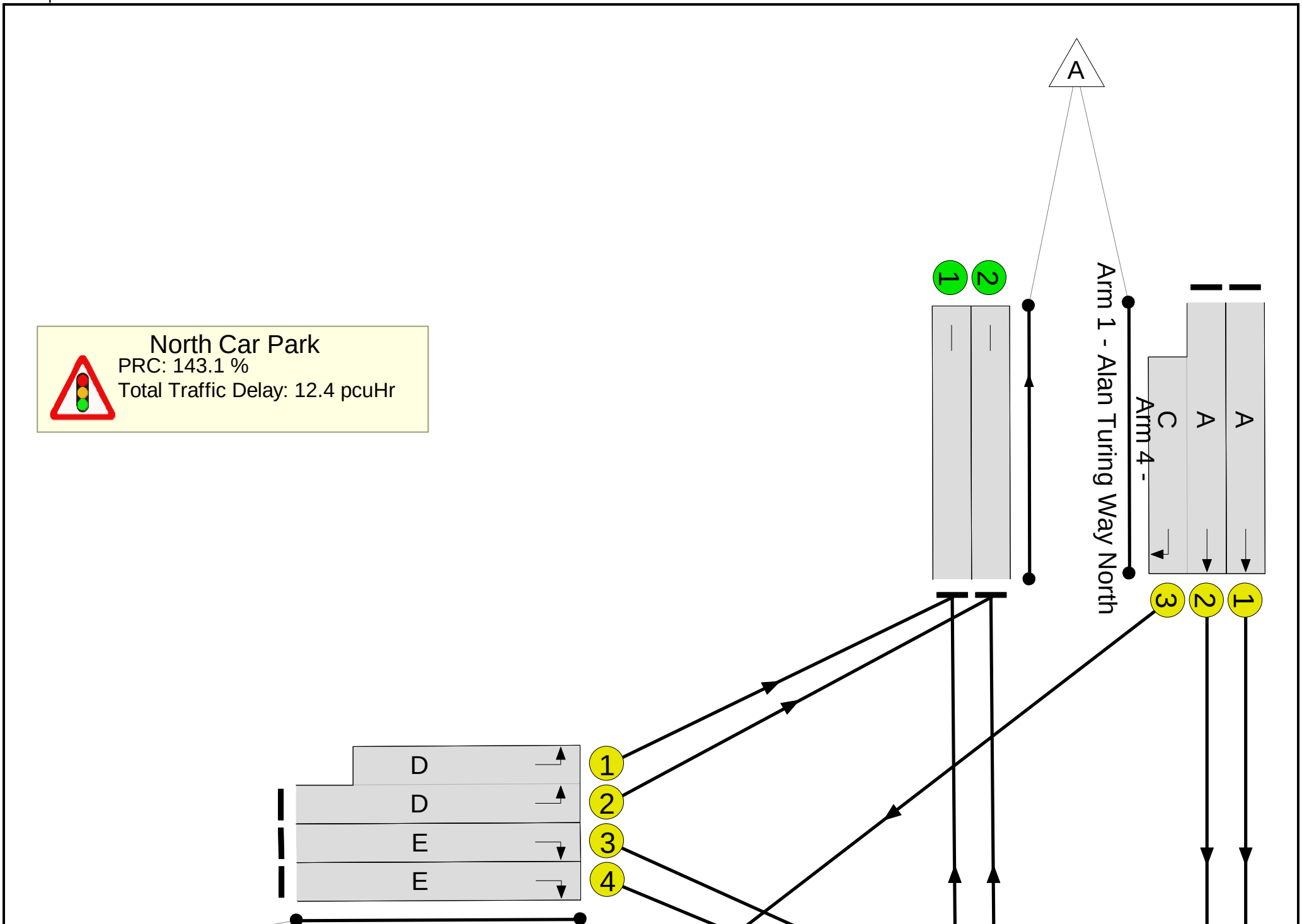
Stage	1	2	3
Duration	49	4	21
Change Point	0	61	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 143.1 %
Total Traffic Delay: 12.4 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.0%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.0%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	63	-	268	2090	1286	20.8%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	63:8	-	247	1940:1797	1168+60	20.1 : 20.1%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	49	-	346	1965:2047	937+14	36.4 : 36.4%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	49	-	336	1945	935	35.9%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	37	-	531	1980:1952	723+713	36.9 : 37.0%
3/3	Car Park Right	U	N/A	N/A	E		1	29	-	126	1849	533	23.6%
3/4	Car Park Right	U	N/A	N/A	E		1	29	-	145	1967	567	25.6%
4/1		U	N/A	N/A	-		-	-	-	605	1940	1940	31.2%
4/2		U	N/A	N/A	-		-	-	-	603	1940	1940	31.1%
5/1		U	N/A	N/A	-		-	-	-	394	1945	1945	20.3%
5/2		U	N/A	N/A	-		-	-	-	380	1935	1935	19.6%
6/1		U	N/A	N/A	-		-	-	-	17	2040	2040	0.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**10.3**	**2.1**	**0.0**	**12.4**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**10.3**	**2.1**	**0.0**	**12.4**	**-**	**-**	**-**	**-**
1/1	268	268	-	-	-	0.7	0.1	-	0.8	10.6	3.3	0.1	3.5
1/2+1/3	247	247	-	-	-	0.7	0.1	-	0.8	12.3	2.9	0.1	3.1
2/2+2/1	346	346	-	-	-	1.6	0.3	-	1.9	19.9	6.2	0.3	6.5
2/3	336	336	-	-	-	1.6	0.3	-	1.9	20.0	6.1	0.3	6.3
3/2+3/1	531	531	-	-	-	3.6	0.3	-	3.9	26.2	5.6	0.3	5.9
3/3	126	126	-	-	-	1.0	0.2	-	1.1	32.7	2.8	0.2	2.9
3/4	145	145	-	-	-	1.1	0.2	-	1.3	32.7	3.2	0.2	3.4
4/1	605	605	-	-	-	0.0	0.2	-	0.2	1.3	1.6	0.2	1.9
4/2	603	603	-	-	-	0.0	0.2	-	0.2	1.3	1.6	0.2	1.9
5/1	394	394	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
5/2	380	380	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	17	17	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 143.1
PRC Over All Lanes (%): 143.1

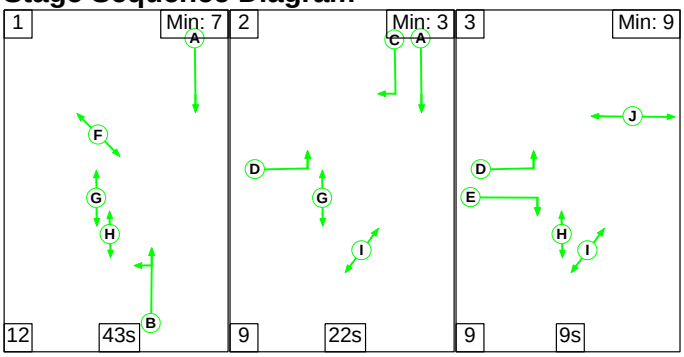
Total Delay for Signalled Lanes (pcuHr): 11.74
Total Delay Over All Lanes(pcuHr): 12.44

Cycle Time (s): 104

Full Input Data And Results

Scenario 9: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)' (FG9: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

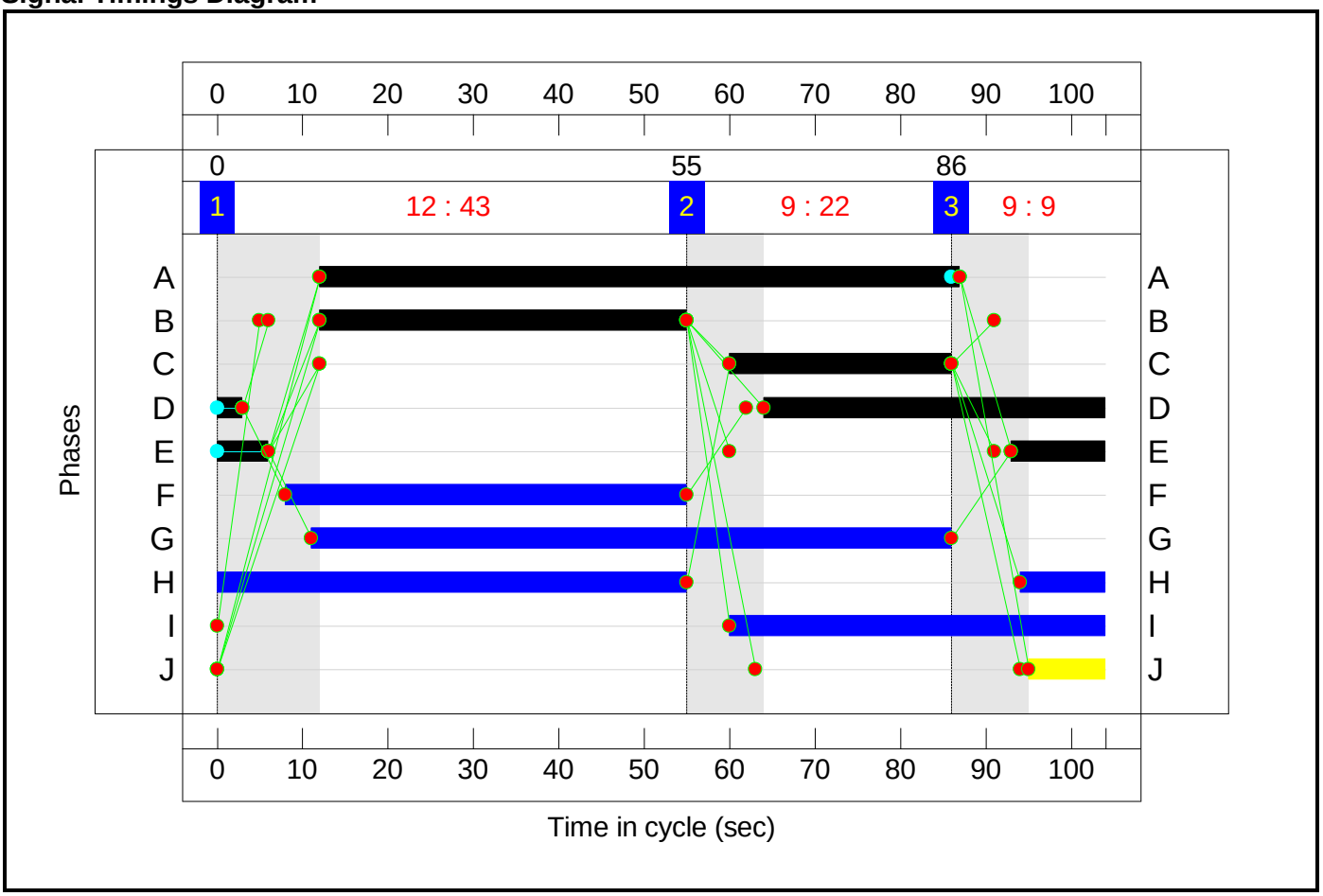
Stage Sequence Diagram



Stage Timings

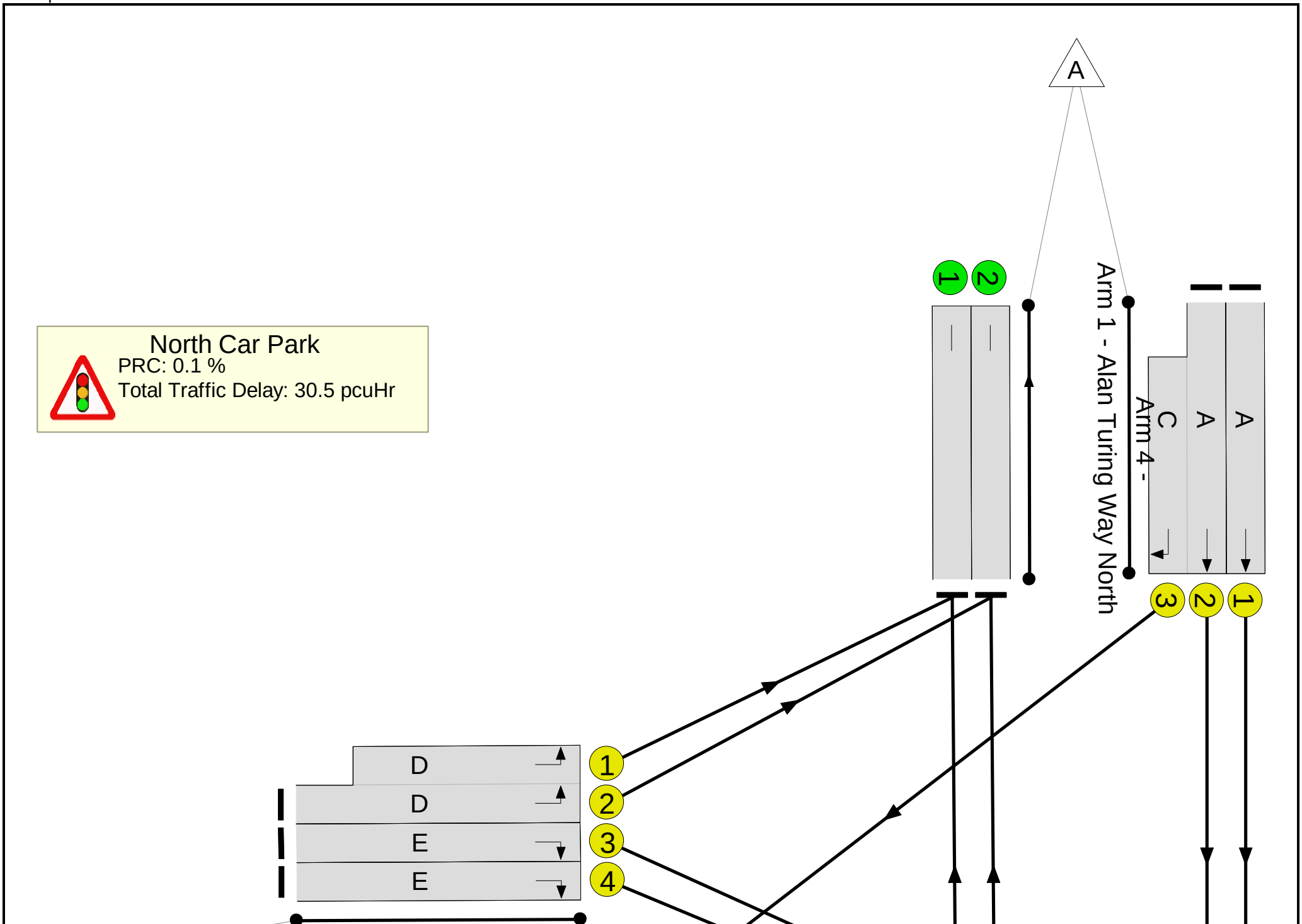
Stage	1	2	3
Duration	43	22	9
Change Point	0	55	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 0.1 %
Total Traffic Delay: 30.5 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	901	2090	1527	59.0%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:26	-	412	1940:1797	0+467	0.0 : 88.3%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	43	-	809	1965:2047	478+421	89.9 : 89.9%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	43	-	723	1945	823	87.9%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	43	-	29	1980:1952	95+823	3.2 : 3.2%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	13	1967	340	3.8%
4/1		U	N/A	N/A	-		-	-	-	456	1940	1940	23.5%
4/2		U	N/A	N/A	-		-	-	-	726	1940	1940	37.4%
5/1		U	N/A	N/A	-		-	-	-	901	1945	1945	46.3%
5/2		U	N/A	N/A	-		-	-	-	13	1935	1935	0.7%
6/1		U	N/A	N/A	-		-	-	-	791	2040	2040	38.8%

Full Input Data And Results

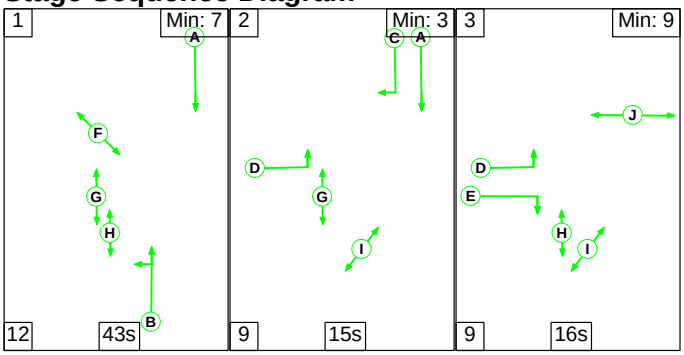
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.7**	**12.8**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**17.7**	**12.8**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
1/1	901	901	-	-	-	1.7	0.7	-	2.4	9.5	12.3	0.7	13.0
1/2+1/3	412	412	-	-	-	4.2	3.4	-	7.6	66.4	11.3	3.4	14.7
2/2+2/1	809	809	-	-	-	6.0	4.1	-	10.1	44.9	20.3	4.1	24.3
2/3	723	723	-	-	-	5.5	3.4	-	8.9	44.4	19.1	3.4	22.5
3/2+3/1	29	29	-	-	-	0.1	0.0	-	0.2	19.6	0.4	0.0	0.4
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	13	13	-	-	-	0.1	0.0	-	0.1	41.5	0.3	0.0	0.3
4/1	456	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2	726	726	-	-	-	0.0	0.3	-	0.3	1.5	13.0	0.3	13.3
5/1	901	901	-	-	-	0.1	0.4	-	0.5	1.9	11.0	0.4	11.4
5/2	13	13	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	791	791	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): 0.1 Total Delay for Signalled Lanes (pcuHr): 29.28 Cycle Time (s): 104
PRC Over All Lanes (%): 0.1 Total Delay Over All Lanes(pcuHr): 30.55

Full Input Data And Results

Scenario 10: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)' (FG10: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

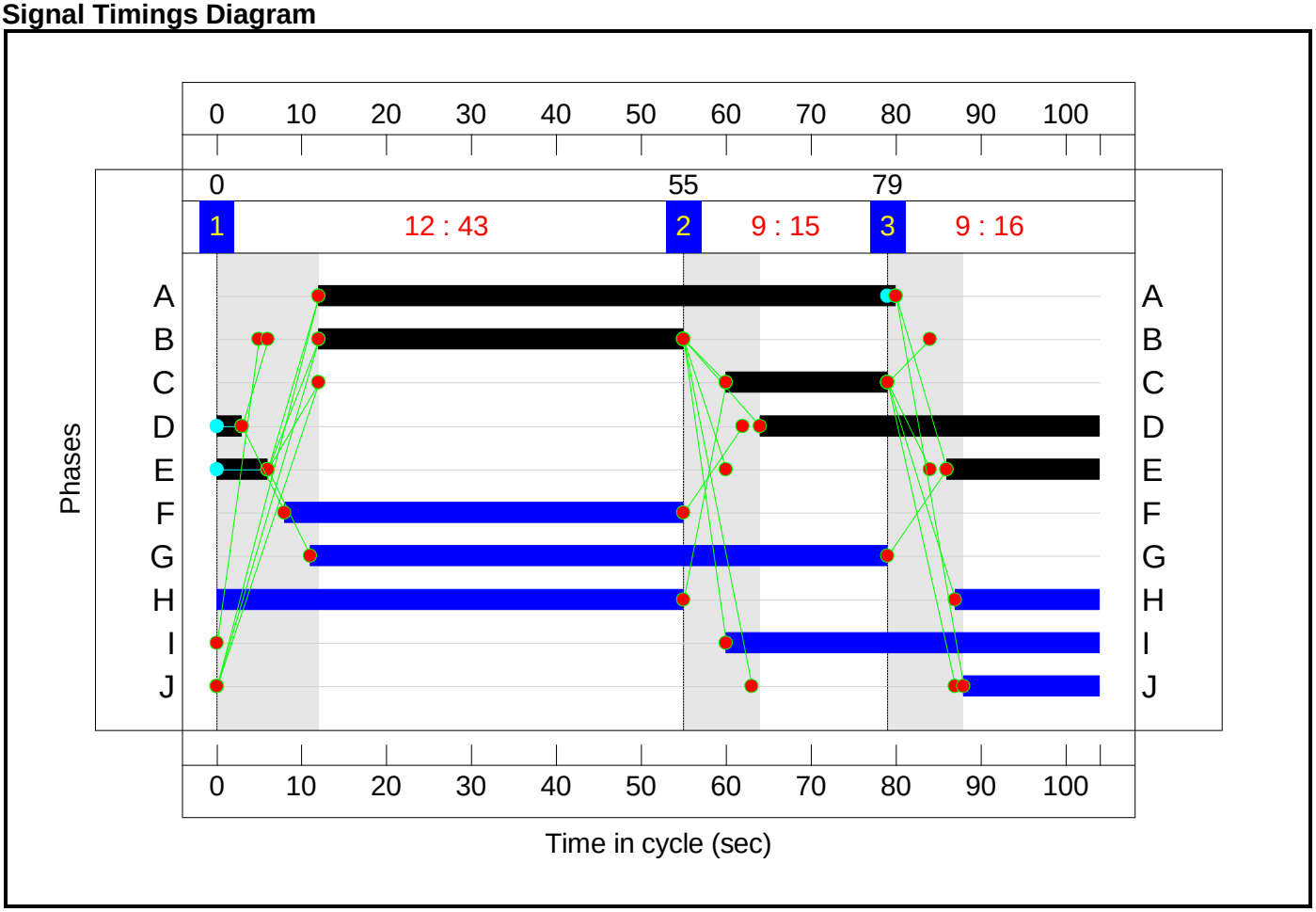
Stage Sequence Diagram



Stage Timings

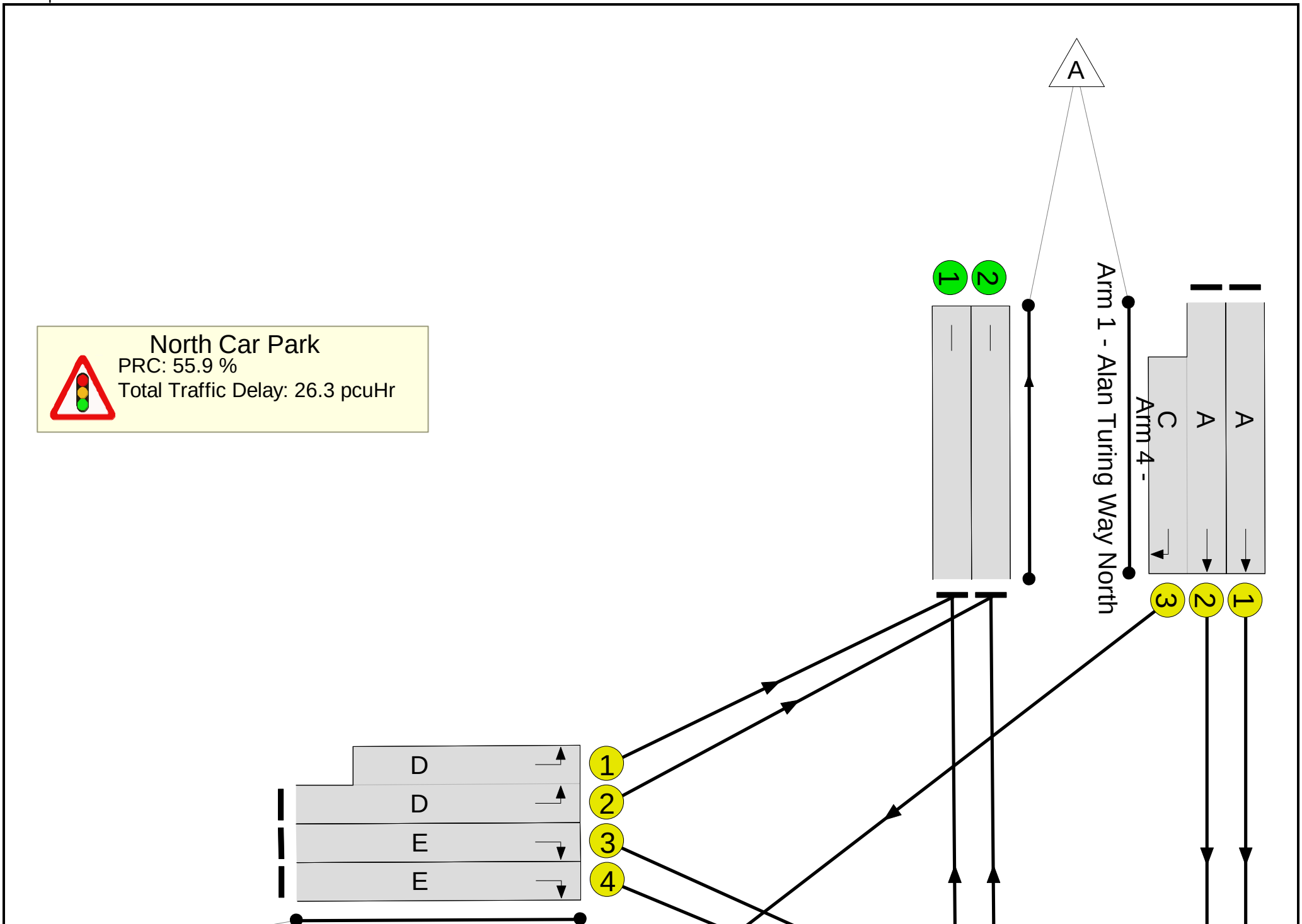
Stage	1	2	3
Duration	43	15	16
Change Point	0	55	79

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 55.9 %
Total Traffic Delay: 26.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.7%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.7%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	68	-	677	2090	1387	48.8%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	68:19	-	649	1940:1797	1268+44	49.5 : 49.5%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	43	-	483	1965:2047	805+35	57.5 : 57.5%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	43	-	464	1945	823	56.4%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	43	-	934	1980:1952	813+806	57.7 : 57.7%
3/3	Car Park Right	U	N/A	N/A	E		1	24	-	246	1849	444	55.3%
3/4	Car Park Right	U	N/A	N/A	E		1	24	-	270	1967	473	57.1%
4/1		U	N/A	N/A	-		-	-	-	928	1940	1940	47.8%
4/2		U	N/A	N/A	-		-	-	-	933	1940	1940	48.1%
5/1		U	N/A	N/A	-		-	-	-	923	1945	1945	47.5%
5/2		U	N/A	N/A	-		-	-	-	897	1935	1935	46.4%
6/1		U	N/A	N/A	-		-	-	-	42	2040	2040	2.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**20.2**	**6.1**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**20.2**	**6.1**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
1/1	677	677	-	-	-	1.6	0.5	-	2.1	11.2	9.6	0.5	10.1
1/2+1/3	649	649	-	-	-	1.7	0.5	-	2.2	12.3	8.9	0.5	9.4
2/2+2/1	483	483	-	-	-	3.0	0.7	-	3.7	27.7	10.5	0.7	11.2
2/3	464	464	-	-	-	2.9	0.6	-	3.6	27.7	10.1	0.6	10.7
3/2+3/1	934	934	-	-	-	5.9	0.7	-	6.6	25.3	10.2	0.7	10.8
3/3	246	246	-	-	-	2.4	0.6	-	3.0	43.6	6.2	0.6	6.8
3/4	270	270	-	-	-	2.6	0.7	-	3.3	43.6	6.8	0.7	7.5
4/1	928	928	-	-	-	0.0	0.5	-	0.5	1.8	4.9	0.5	5.3
4/2	933	933	-	-	-	0.0	0.5	-	0.5	1.8	6.5	0.5	7.0
5/1	923	923	-	-	-	0.0	0.5	-	0.5	1.9	8.1	0.5	8.6
5/2	897	897	-	-	-	0.0	0.4	-	0.4	1.7	2.7	0.4	3.1
6/1	42	42	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 55.9 Total Delay for Signalled Lanes (pcuHr): 24.45 Cycle Time (s): 104
PRC Over All Lanes (%): 55.9 Total Delay Over All Lanes(pcuHr): 26.30

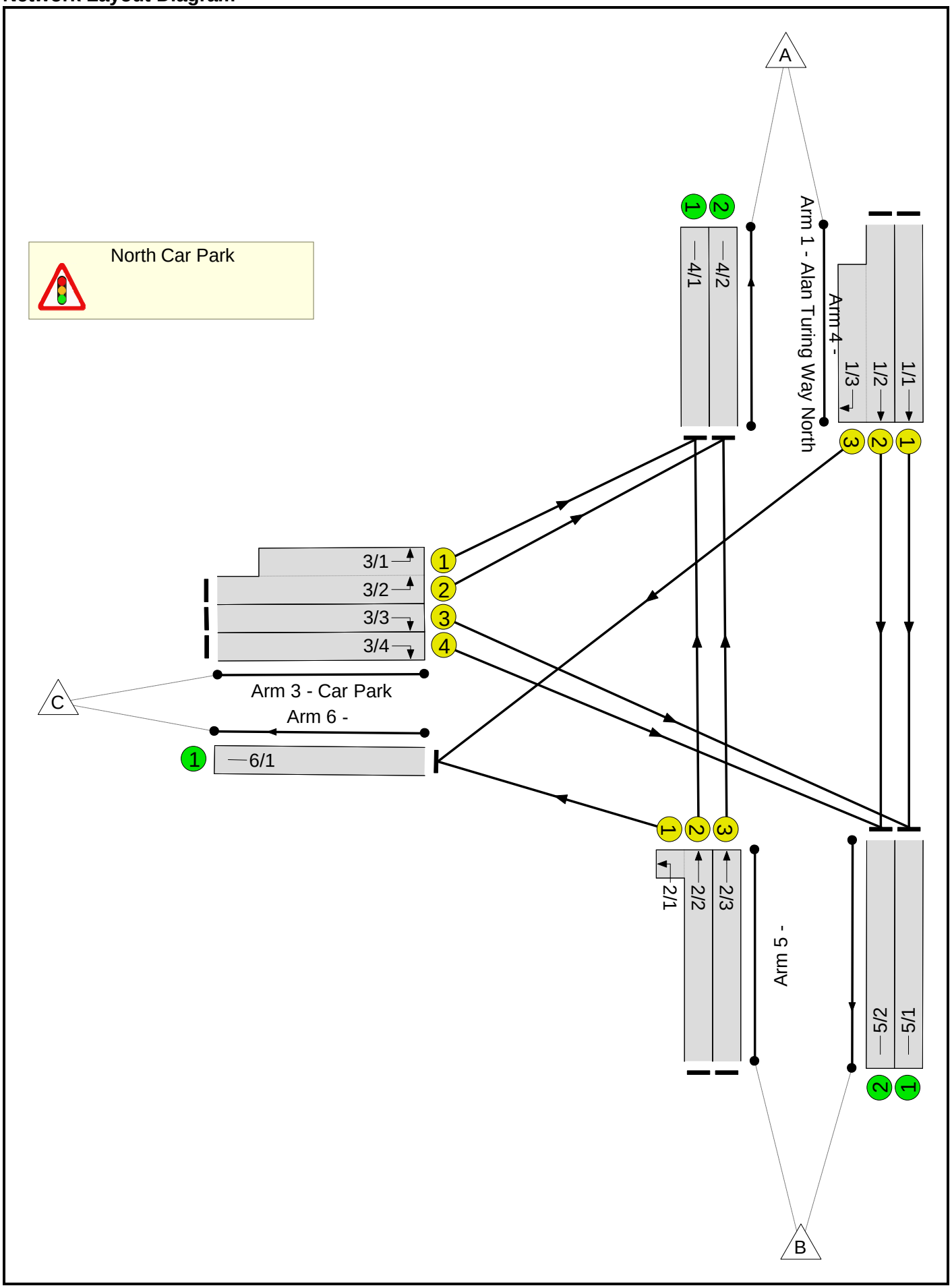
Full Input Data And Results

User and Project Details

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Title:	
Location:	
Additional detail:	
File name:	North Car Park.lsg3x
Author:	
Company:	
Address:	

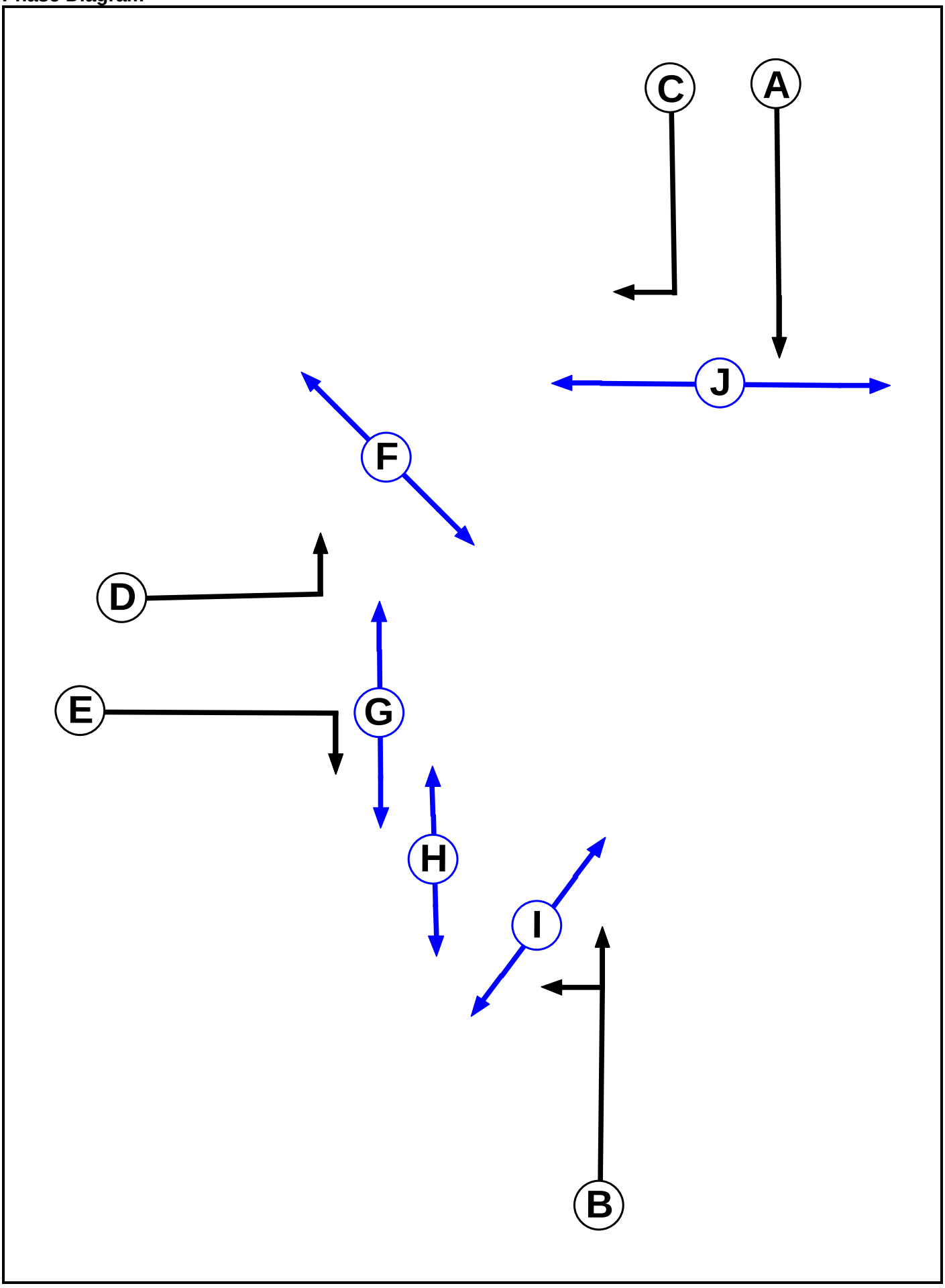
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	6
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		9	9

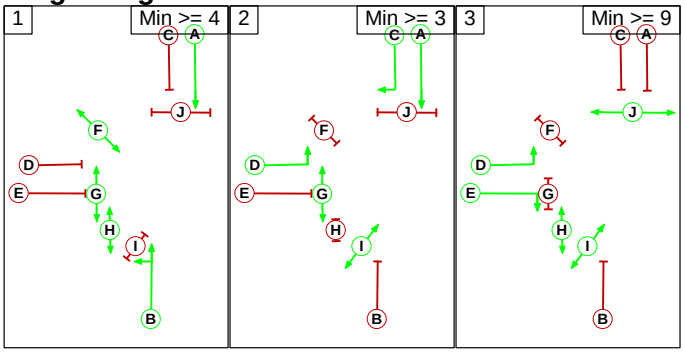
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	-	6	-	-	-	-	8
B	-		5	9	5	-	-	-	5	8
C	-	5		-	5	-	-	8	-	8
D	-	3	-		-	5	-	-	-	-
E	6	6	6	-		-	5	-	-	-
F	-	-	-	7	-		-	-	-	-
G	-	-	-	-	7	-		-	-	-
H	-	-	5	-	-	-	-		-	-
I	-	5	-	-	-	-	-	-		-
J	12	12	12	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	A	Losing	1	1
2	3	A	Losing	1	1
3	1	D	Losing	3	3
3	1	E	Losing	6	6

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		9	9
	2	8		9
	3	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: North Car Park
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: North Car Park												
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 (Alan Turing Way North)	U	A	2	3	52.2	Geom	-	4.75	0.00	Y	Arm 5 Ahead	Inf
1/2 (Alan Turing Way North)	U	A	2	3	52.2	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
1/3 (Alan Turing Way North)	U	C	2	3	15.7	Geom	-	3.50	0.00	Y	Arm 6 Right	16.00
2/1 (Alan Turing Way South)	U	B	2	3	1.5	Geom	-	5.00	0.00	Y	Arm 6 Left	45.00
2/2 (Alan Turing Way South)	U	B	2	3	46.3	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
2/3 (Alan Turing Way South)	U	B	2	3	46.3	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
3/1 (Car Park)	U	D	2	3	22.6	Geom	-	4.30	0.00	Y	Arm 4 Left	31.50
3/2 (Car Park)	U	D	2	3	2.0	Geom	-	4.50	0.00	Y	Arm 4 Left	35.00
3/3 (Car Park)	U	E	2	3	52.2	Geom	-	3.50	0.00	Y	Arm 5 Right	24.00
3/4 (Car Park)	U	E	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Right	20.00
4/1	U		2	3	52.2	Geom	-	3.25	0.00	Y		
4/2	U		2	3	52.2	Geom	-	3.25	0.00	Y		
5/1	U		2	3	43.5	Geom	-	3.30	0.00	Y		
5/2	U		2	3	43.5	Geom	-	3.20	0.00	Y		
6/1	U		2	3	34.8	Geom	-	4.25	0.00	Y		

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 Base (Non-Match) - Weekday PM Network Peak '	17:00	18:00	01:00	
2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak '	19:00	20:00	01:00	
3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
6: '2019 Base (Match) - Weekday PM Network Peak '	17:00	18:00	01:00	
7: '2019 Base (Match) - Weekday PM Arena Arrival Peak '	19:00	20:00	01:00	
8: '2019 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
9: '2019 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
10: '2019 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
11: '2023 Base (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F1*1.05
12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F2*1.0529
13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F3*1.0529
14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F4*1.0547
15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F5*1.0547
16: '2023 Base (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F6*1.05
17: '2023 Base (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F7*1.0529
18: '2023 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F8*1.0529
19: '2023 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F9*1.0547
20: '2023 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F10*1.0547
21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak '	17:00	18:00	01:00	
22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak '	19:00	20:00	01:00	
23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak '	17:00	18:00	01:00	
27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak '	19:00	20:00	01:00	
28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
31: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Access)'	17:00	18:00	01:00	
32: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)'	19:00	20:00	01:00	
33: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)'	22:00	23:00	01:00	
34: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)'	12:00	13:00	01:00	

35: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)'	16:00	17:00	01:00	
36: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)'	17:00	18:00	01:00	
37: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Access)'	19:00	20:00	01:00	
38: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)'	22:00	23:00	01:00	
39: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)'	12:00	13:00	01:00	
40: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)'	16:00	17:00	01:00	

Scenario 1: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG1: '2019 Base (Non-Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	995	13	1008
	B	1342	0	17	1359
	C	18	17	0	35
	Tot.	1360	1012	30	2402

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2019 Base (Non-Match) - Weekday PM Network Peak
Junction: North Car Park	
1/1	523
1/2 (with short)	485(In) 472(Out)
1/3 (short)	13
2/1 (short)	17
2/2 (with short)	690(In) 673(Out)
2/3	669
3/1 (short)	8
3/2 (with short)	18(In) 10(Out)
3/3	1
3/4	16
4/1	681
4/2	679
5/1	524
5/2	488
6/1	30

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	761	3	764
	B	915	0	29	944
	C	12	18	0	30
	Tot.	927	779	32	1738

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: North Car Park	
1/1	405
1/2 (with short)	359(In) 356(Out)
1/3 (short)	3
2/1 (short)	29
2/2 (with short)	486(In) 457(Out)
2/3	458
3/1 (short)	6
3/2 (with short)	12(In) 6(Out)
3/3	2
3/4	16
4/1	463
4/2	464
5/1	407
5/2	372
6/1	32

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	305	0	305
	B	392	3	0	395
	C	7	12	0	19
	Tot.	399	320	0	719

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2019 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: North Car Park	
1/1	171
1/2 (with short)	134(In) 134(Out)
1/3 (short)	0
2/1 (short)	0
2/2 (with short)	198(In) 198(Out)
2/3	194
3/1 (short)	3
3/2 (with short)	7(In) 4(Out)
3/3	1
3/4	11
4/1	201
4/2	198
5/1	172
5/2	145
6/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	0.0 %	1965	1965
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	0.0 %	2115	2115
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	906	8	914
	B	957	0	70	1027
	C	18	33	0	51
	Tot.	975	939	78	1992

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2019 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: North Car Park	
1/1	478
1/2 (with short)	436(In) 428(Out)
1/3 (short)	8
2/1 (short)	70
2/2 (with short)	535(In) 465(Out)
2/3	492
3/1 (short)	9
3/2 (with short)	18(In) 9(Out)
3/3	8
3/4	25
4/1	474
4/2	501
5/1	486
5/2	453
6/1	78

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	859	8	867
	B	1056	0	16	1072
	C	36	87	0	123
	Tot.	1092	946	24	2062

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2019 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: North Car Park	
1/1	454
1/2 (with short)	413(In) 405(Out)
1/3 (short)	8
2/1 (short)	16
2/2 (with short)	546(In) 530(Out)
2/3	526
3/1 (short)	17
3/2 (with short)	36(In) 19(Out)
3/3	37
3/4	50
4/1	547
4/2	545
5/1	491
5/2	455
6/1	24

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 6: '2019 Base (Match) - Weekday PM Network Peak' (FG6: '2019 Base (Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1184	106	1290
	B	1199	0	168	1367
	C	65	31	0	96
	Tot.	1264	1215	274	2753

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2019 Base (Match) - Weekday PM Network Peak
Junction: North Car Park	
1/1	634
1/2 (with short)	656(In) 550(Out)
1/3 (short)	106
2/1 (short)	168
2/2 (with short)	717(In) 549(Out)
2/3	650
3/1 (short)	35
3/2 (with short)	65(In) 30(Out)
3/3	6
3/4	25
4/1	584
4/2	680
5/1	640
5/2	575
6/1	274

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 7: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG7: '2019 Base (Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	939	364	1303
	B	765	0	343	1108
	C	33	39	0	72
	Tot.	798	978	707	2483

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2019 Base (Match) - Weekday PM Arena Arrival Peak
Junction: North Car Park	
1/1	939
1/2 (with short)	364(In) 0(Out)
1/3 (short)	364
2/1 (short)	343
2/2 (with short)	601(In) 258(Out)
2/3	507
3/1 (short)	29
3/2 (with short)	33(In) 4(Out)
3/3	2
3/4	37
4/1	287
4/2	511
5/1	941
5/2	37
6/1	707

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 8: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	221	23	244
	B	638	0	9	647
	C	692	353	0	1045
	Tot.	1330	574	32	1936

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2019 Base (Match) - Weekday PM Arena Departure Peak
Junction: North Car Park	
1/1	121
1/2 (with short)	123(In) 100(Out)
1/3 (short)	23
2/1 (short)	9
2/2 (with short)	330(In) 321(Out)
2/3	317
3/1 (short)	344
3/2 (with short)	692(In) 348(Out)
3/3	166
3/4	187
4/1	665
4/2	665
5/1	287
5/2	287
6/1	32

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 9: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG9: '2019 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	842	115	957
	B	734	0	104	838
	C	55	25	0	80
	Tot.	789	867	219	1875

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2019 Base (Match) - Saturday Matinee Arrival Peak
Junction: North Car Park	
1/1	842
1/2 (with short)	115(In) 0(Out)
1/3 (short)	115
2/1 (short)	104
2/2 (with short)	451(In) 347(Out)
2/3	387
3/1 (short)	28
3/2 (with short)	55(In) 27(Out)
3/3	1
3/4	24
4/1	375
4/2	414
5/1	843
5/2	24
6/1	219

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 10: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG10: '2019 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	747	14	761
	B	860	0	13	873
	C	83	118	0	201
	Tot.	943	865	27	1835

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2019 Base (Match) - Saturday Matinee Departure Peak
Junction: North Car Park	
1/1	397
1/2 (with short)	364(In) 350(Out)
1/3 (short)	14
2/1 (short)	13
2/2 (with short)	445(In) 432(Out)
2/3	428
3/1 (short)	41
3/2 (with short)	83(In) 42(Out)
3/3	52
3/4	66
4/1	473
4/2	470
5/1	449
5/2	416
6/1	27

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 11: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG11: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1045	14	1059
	B	1409	0	18	1427
	C	19	18	0	37
	Tot.	1428	1063	32	2523

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2023 Base (Non-Match) - Weekday PM Network Peak
Junction: North Car Park	
1/1	549
1/2 (with short)	510(In) 496(Out)
1/3 (short)	14
2/1 (short)	18
2/2 (with short)	724(In) 706(Out)
2/3	703
3/1 (short)	9
3/2 (with short)	19(In) 10(Out)
3/3	2
3/4	16
4/1	715
4/2	713
5/1	551
5/2	512
6/1	32

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	801	3	804
	B	963	0	31	994
	C	13	19	0	32
	Tot.	976	820	34	1830

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2023 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: North Car Park	
1/1	425
1/2 (with short)	379(In) 376(Out)
1/3 (short)	3
2/1 (short)	31
2/2 (with short)	511(In) 480(Out)
2/3	483
3/1 (short)	6
3/2 (with short)	13(In) 7(Out)
3/3	2
3/4	17
4/1	486
4/2	490
5/1	427
5/2	393
6/1	34

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	321	0	321
	B	413	3	0	416
	C	7	13	0	20
	Tot.	420	337	0	757

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2023 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: North Car Park	
1/1	180
1/2 (with short)	141(In) 141(Out)
1/3 (short)	0
2/1 (short)	0
2/2 (with short)	209(In) 209(Out)
2/3	204
3/1 (short)	3
3/2 (with short)	7(In) 4(Out)
3/3	1
3/4	12
4/1	212
4/2	208
5/1	181
5/2	153
6/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	0.0 %	1965	1965
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	0.0 %	2115	2115
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	956	8	964
	B	1009	0	74	1083
	C	19	35	0	54
	Tot.	1028	991	82	2101

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2023 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: North Car Park	
1/1	504
1/2 (with short)	460(In) 452(Out)
1/3 (short)	8
2/1 (short)	74
2/2 (with short)	564(In) 490(Out)
2/3	519
3/1 (short)	10
3/2 (with short)	19(In) 9(Out)
3/3	9
3/4	26
4/1	500
4/2	528
5/1	513
5/2	478
6/1	82

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	906	8	914
	B	1114	0	17	1131
	C	38	92	0	130
	Tot.	1152	998	25	2175

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2023 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: North Car Park	
1/1	478
1/2 (with short)	436(In) 428(Out)
1/3 (short)	8
2/1 (short)	17
2/2 (with short)	576(In) 559(Out)
2/3	555
3/1 (short)	18
3/2 (with short)	38(In) 20(Out)
3/3	40
3/4	52
4/1	577
4/2	575
5/1	518
5/2	480
6/1	25

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 16: '2023 Base (Match) - Weekday PM Network Peak' (FG16: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1243	111	1354
	B	1259	0	176	1435
	C	68	33	0	101
	Tot.	1327	1276	287	2890

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2023 Base (Match) - Weekday PM Network Peak
Junction: North Car Park	
1/1	665
1/2 (with short)	689(In) 578(Out)
1/3 (short)	111
2/1 (short)	176
2/2 (with short)	751(In) 575(Out)
2/3	684
3/1 (short)	37
3/2 (with short)	68(In) 31(Out)
3/3	7
3/4	26
4/1	612
4/2	715
5/1	672
5/2	604
6/1	287

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 17: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG17: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	989	383	1372
	B	805	0	361	1166
	C	35	41	0	76
	Tot.	840	1030	744	2614

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 2023 Base (Match) - Weekday PM Arena Arrival Peak
Junction: North Car Park	
1/1	989
1/2 (with short)	383(In) 0(Out)
1/3 (short)	383
2/1 (short)	361
2/2 (with short)	628(In) 267(Out)
2/3	538
3/1 (short)	31
3/2 (with short)	35(In) 4(Out)
3/3	2
3/4	39
4/1	298
4/2	542
5/1	991
5/2	39
6/1	744

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 18: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	233	24	257
	B	672	0	9	681
	C	729	372	0	1101
	Tot.	1401	605	33	2039

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2023 Base (Match) - Weekday PM Arena Departure Peak
Junction: North Car Park	
1/1	126
1/2 (with short)	131(In) 107(Out)
1/3 (short)	24
2/1 (short)	9
2/2 (with short)	347(In) 338(Out)
2/3	334
3/1 (short)	362
3/2 (with short)	729(In) 367(Out)
3/3	175
3/4	197
4/1	700
4/2	701
5/1	301
5/2	304
6/1	33

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 19: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG19: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	888	121	1009
	B	774	0	110	884
	C	58	26	0	84
	Tot.	832	914	231	1977

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: 2023 Base (Match) - Saturday Matinee Arrival Peak
Junction: North Car Park	
1/1	888
1/2 (with short)	121(In) 0(Out)
1/3 (short)	121
2/1 (short)	110
2/2 (with short)	474(In) 364(Out)
2/3	410
3/1 (short)	30
3/2 (with short)	58(In) 28(Out)
3/3	1
3/4	25
4/1	394
4/2	438
5/1	889
5/2	25
6/1	231

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 20: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG20: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	788	15	803
	B	907	0	14	921
	C	88	124	0	212
	Tot.	995	912	29	1936

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: 2023 Base (Match) - Saturday Matinee Departure Peak
Junction: North Car Park	
1/1	418
1/2 (with short)	385(In) 370(Out)
1/3 (short)	15
2/1 (short)	14
2/2 (with short)	470(In) 456(Out)
2/3	451
3/1 (short)	44
3/2 (with short)	88(In) 44(Out)
3/3	55
3/4	69
4/1	500
4/2	495
5/1	473
5/2	439
6/1	29

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1045	482	1527
	B	1409	0	449	1858
	C	19	18	0	37
	Tot.	1428	1063	931	3422

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak
Junction: North Car Park	
1/1	1045
1/2 (with short)	482(In) 0(Out)
1/3 (short)	482
2/1 (short)	449
2/2 (with short)	970(In) 521(Out)
2/3	888
3/1 (short)	18
3/2 (with short)	19(In) 1(Out)
3/3	0
3/4	18
4/1	539
4/2	889
5/1	1045
5/2	18
6/1	931

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	801	628	1429
	B	963	0	606	1569
	C	13	19	0	32
	Tot.	976	820	1234	3030

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak
Junction: North Car Park	
1/1	801
1/2 (with short)	628(In) 0(Out)
1/3 (short)	628
2/1 (short)	606
2/2 (with short)	813(In) 207(Out)
2/3	756
3/1 (short)	12
3/2 (with short)	13(In) 1(Out)
3/3	0
3/4	19
4/1	219
4/2	757
5/1	801
5/2	19
6/1	1234

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	321	0	321
	B	413	0	0	413
	C	2009	1033	0	3042
	Tot.	2422	1354	0	3776

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak
Junction: North Car Park	
1/1	173
1/2 (with short)	148(In) 148(Out)
1/3 (short)	0
2/1 (short)	0
2/2 (with short)	208(In) 208(Out)
2/3	205
3/1 (short)	1003
3/2 (with short)	2009(In) 1006(Out)
3/3	495
3/4	538
4/1	1211
4/2	1211
5/1	668
5/2	686
6/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	0.0 %	1965	1965
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	0.0 %	2115	2115
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	956	712	1668
	B	1009	0	722	1731
	C	19	35	0	54
	Tot.	1028	991	1434	3453

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak
Junction: North Car Park	
1/1	956
1/2 (with short)	712(In) 0(Out)
1/3 (short)	712
2/1 (short)	722
2/2 (with short)	894(In) 172(Out)
2/3	837
3/1 (short)	18
3/2 (with short)	19(In) 1(Out)
3/3	1
3/4	34
4/1	190
4/2	838
5/1	957
5/2	34
6/1	1434

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	905	37	942
	B	1113	0	43	1156
	C	1818	999	0	2817
	Tot.	2931	1904	80	4915

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 25: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak
Junction: North Car Park	
1/1	469
1/2 (with short)	473(In) 436(Out)
1/3 (short)	37
2/1 (short)	43
2/2 (with short)	587(In) 544(Out)
2/3	569
3/1 (short)	911
3/2 (with short)	1818(In) 907(Out)
3/3	480
3/4	519
4/1	1455
4/2	1476
5/1	949
5/2	955
6/1	80

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1243	189	1432
	B	1259	0	249	1508
	C	68	33	0	101
	Tot.	1327	1276	438	3041

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: 2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak
Junction: North Car Park	
1/1	1243
1/2 (with short)	189(In) 0(Out)
1/3 (short)	189
2/1 (short)	249
2/2 (with short)	793(In) 544(Out)
2/3	715
3/1 (short)	39
3/2 (with short)	68(In) 29(Out)
3/3	0
3/4	33
4/1	583
4/2	744
5/1	1243
5/2	33
6/1	438

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	989	488	1477
	B	805	0	457	1262
	C	35	41	0	76
	Tot.	840	1030	945	2815

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 27: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak
Junction: North Car Park	
1/1	989
1/2 (with short)	488(In) 0(Out)
1/3 (short)	488
2/1 (short)	457
2/2 (with short)	662(In) 205(Out)
2/3	600
3/1 (short)	33
3/2 (with short)	35(In) 2(Out)
3/3	2
3/4	39
4/1	238
4/2	602
5/1	991
5/2	39
6/1	945

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	232	24	256
	B	672	0	9	681
	C	1062	542	0	1604
	Tot.	1734	774	33	2541

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 28: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak
Junction: North Car Park	
1/1	120
1/2 (with short)	136(In) 112(Out)
1/3 (short)	24
2/1 (short)	9
2/2 (with short)	347(In) 338(Out)
2/3	334
3/1 (short)	529
3/2 (with short)	1062(In) 533(Out)
3/3	258
3/4	284
4/1	867
4/2	867
5/1	378
5/2	396
6/1	33

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	888	824	1712
	B	774	0	758	1532
	C	58	26	0	84
	Tot.	832	914	1582	3328

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 29: 2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak
Junction: North Car Park	
1/1	888
1/2 (with short)	824(In) 0(Out)
1/3 (short)	824
2/1 (short)	758
2/2 (with short)	788(In) 30(Out)
2/3	744
3/1 (short)	56
3/2 (with short)	58(In) 2(Out)
3/3	0
3/4	26
4/1	86
4/2	746
5/1	888
5/2	26
6/1	1582

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	788	44	832
	B	907	0	40	947
	C	1867	1032	0	2899
	Tot.	2774	1820	84	4678

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 30: 2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak
Junction: North Car Park	
1/1	407
1/2 (with short)	425(In) 381(Out)
1/3 (short)	44
2/1 (short)	40
2/2 (with short)	482(In) 442(Out)
2/3	465
3/1 (short)	935
3/2 (with short)	1867(In) 932(Out)
3/3	496
3/4	536
4/1	1377
4/2	1397
5/1	903
5/2	917
6/1	84

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 31: '2023 Base + Arena Matinee (Non-Match) - Weekday Matinee Departure Peak (50% Access)' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 31: 2023 Base + Arena Matinee (Non-Match) - Weekday Matinee Departure Peak (50% Access)
Junction: North Car Park	
1/1	719
1/2 (with short)	682(In) 664(Out)
1/3 (short)	18
2/1 (short)	18
2/2 (with short)	708(In) 690(Out)
2/3	687
3/1 (short)	253
3/2 (with short)	509(In) 256(Out)
3/3	126
3/4	143
4/1	943
4/2	943
5/1	845
5/2	807
6/1	36

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf			
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf			
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00			
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00			
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf			
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50			
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00			
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00			
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00			
4/1	3.25	0.00	Y					
4/2	3.25	0.00	Y					
5/1	3.30	0.00	Y					
5/2	3.20	0.00	Y					
6/1	4.25	0.00	Y					

Scenario 32: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Ac' (FG31: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1054	241	1295
	B	1634	0	225	1859
	C	10	9	0	19
	Tot.	1644	1063	466	3173

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 32: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Ac
Junction: North Car Park	
1/1	1054
1/2 (with short)	241(In) 0(Out)
1/3 (short)	241
2/1 (short)	225
2/2 (with short)	954(In) 729(Out)
2/3	905
3/1 (short)	7
3/2 (with short)	10(In) 3(Out)
3/3	0
3/4	9
4/1	736
4/2	908
5/1	1054
5/2	9
6/1	466

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 33: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)'
(FG32: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	811	314	1125
	B	1266	0	303	1569
	C	7	10	0	17
	Tot.	1273	821	617	2711

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 33: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)
Junction: North Car Park	
1/1	811
1/2 (with short)	314(In) 0(Out)
1/3 (short)	314
2/1 (short)	303
2/2 (with short)	821(In) 518(Out)
2/3	748
3/1 (short)	6
3/2 (with short)	7(In) 1(Out)
3/3	0
3/4	10
4/1	524
4/2	749
5/1	811
5/2	10
6/1	617

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 34: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)' (FG33: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	838	0	838
	B	413	0	0	413
	C	1005	517	0	1522
	Tot.	1418	1355	0	2773

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 34: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)
Junction: North Car Park	
1/1	440
1/2 (with short)	398(In) 398(Out)
1/3 (short)	0
2/1 (short)	0
2/2 (with short)	208(In) 208(Out)
2/3	205
3/1 (short)	500
3/2 (with short)	1005(In) 505(Out)
3/3	245
3/4	272
4/1	708
4/2	710
5/1	685
5/2	670
6/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	0.0 %	1965	1965
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	0.0 %	2115	2115
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 35: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)' (FG34: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	974	356	1330
	B	1370	0	361	1731
	C	10	18	0	28
	Tot.	1380	992	717	3089

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 35: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)
Junction: North Car Park	
1/1	974
1/2 (with short)	356(In) 0(Out)
1/3 (short)	356
2/1 (short)	361
2/2 (with short)	901(In) 540(Out)
2/3	830
3/1 (short)	8
3/2 (with short)	10(In) 2(Out)
3/3	0
3/4	18
4/1	548
4/2	832
5/1	974
5/2	18
6/1	717

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 36: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)'
(FG35: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1405	19	1424
	B	1135	0	22	1157
	C	909	500	0	1409
	Tot.	2044	1905	41	3990

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 36: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)
Junction: North Car Park	
1/1	728
1/2 (with short)	696(In) 677(Out)
1/3 (short)	19
2/1 (short)	22
2/2 (with short)	588(In) 566(Out)
2/3	569
3/1 (short)	453
3/2 (with short)	909(In) 456(Out)
3/3	238
3/4	262
4/1	1019
4/2	1025
5/1	966
5/2	939
6/1	41

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 37: '2023 Base + Arena Matinee (Match) - Weekday Matinee Departure Peak (50% Access)' (No Flow Group, Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow : Scenario has no Flowgroup

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 37: 2023 Base + Arena Matinee (Match) - Weekday Matinee Departure Peak (50% Access)
Junction: North Car Park	
1/1	768
1/2 (with short)	778(In) 706(Out)
1/3 (short)	72
2/1 (short)	97
2/2 (with short)	775(In) 678(Out)
2/3	731
3/1 (short)	265
3/2 (with short)	528(In) 263(Out)
3/3	132
3/4	149
4/1	943
4/2	994
5/1	900
5/2	855
6/1	169

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf			
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf			
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00			
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00			
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf			
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf			
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50			
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00			
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00			
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00			
4/1	3.25	0.00	Y					
4/2	3.25	0.00	Y					
5/1	3.30	0.00	Y					
5/2	3.20	0.00	Y					
6/1	4.25	0.00	Y					

Scenario 38: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)' (FG36: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1260	95	1355
	B	1384	0	125	1509
	C	34	17	0	51
	Tot.	1418	1277	220	2915

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 38: 2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)
Junction: North Car Park	
1/1	670
1/2 (with short)	685(In) 590(Out)
1/3 (short)	95
2/1 (short)	125
2/2 (with short)	779(In) 654(Out)
2/3	730
3/1 (short)	21
3/2 (with short)	34(In) 13(Out)
3/3	1
3/4	16
4/1	675
4/2	743
5/1	671
5/2	606
6/1	220

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 39: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Acc3e' (FG37: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1010	244	1254
	B	1034	0	229	1263
	C	18	21	0	39
	Tot.	1052	1031	473	2556

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 39: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Acc3e
Junction: North Car Park	
1/1	1010
1/2 (with short)	244(In) 0(Out)
1/3 (short)	244
2/1 (short)	229
2/2 (with short)	671(In) 442(Out)
2/3	592
3/1 (short)	13
3/2 (with short)	18(In) 5(Out)
3/3	0
3/4	21
4/1	455
4/2	597
5/1	1010
5/2	21
6/1	473

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 40: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)'
(FG38: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	503	12	515
	B	677	0	5	682
	C	531	271	0	802
	Tot.	1208	774	17	1999

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 40: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)
Junction: North Car Park	
1/1	268
1/2 (with short)	247(In) 235(Out)
1/3 (short)	12
2/1 (short)	5
2/2 (with short)	346(In) 341(Out)
2/3	336
3/1 (short)	264
3/2 (with short)	531(In) 267(Out)
3/3	126
3/4	145
4/1	605
4/2	603
5/1	394
5/2	380
6/1	17

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 41: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)' (FG39: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	901	412	1313
	B	1153	0	379	1532
	C	29	13	0	42
	Tot.	1182	914	791	2887

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 41: 2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)
Junction: North Car Park	
1/1	901
1/2 (with short)	412(In) 0(Out)
1/3 (short)	412
2/1 (short)	379
2/2 (with short)	809(In) 430(Out)
2/3	723
3/1 (short)	26
3/2 (with short)	29(In) 3(Out)
3/3	0
3/4	13
4/1	456
4/2	726
5/1	901
5/2	13
6/1	791

Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	0.0 %	1965	1965
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 42: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)' (FG40: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1304	22	1326
	B	927	0	20	947
	C	934	516	0	1450
	Tot.	1861	1820	42	3723

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 42: 2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)
Junction: North Car Park	
1/1	677
1/2 (with short)	649(In) 627(Out)
1/3 (short)	22
2/1 (short)	20
2/2 (with short)	483(In) 463(Out)
2/3	464
3/1 (short)	465
3/2 (with short)	934(In) 469(Out)
3/3	246
3/4	270
4/1	928
4/2	933
5/1	923
5/2	897
6/1	42

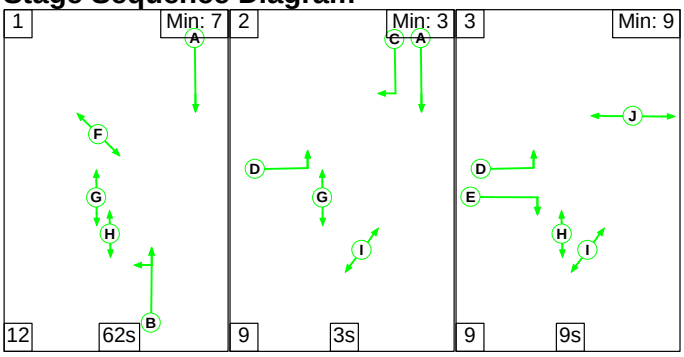
Full Input Data And Results

Lane Saturation Flows

Junction: North Car Park								
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 (Alan Turing Way North)	4.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2090	2090
1/2 (Alan Turing Way North)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Alan Turing Way North)	3.50	0.00	Y	Arm 6 Right	16.00	100.0 %	1797	1797
2/1 (Alan Turing Way South)	5.00	0.00	Y	Arm 6 Left	45.00	100.0 %	2047	2047
2/2 (Alan Turing Way South)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
2/3 (Alan Turing Way South)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Car Park)	4.30	0.00	Y	Arm 4 Left	31.50	100.0 %	1952	1952
3/2 (Car Park)	4.50	0.00	Y	Arm 4 Left	35.00	100.0 %	1980	1980
3/3 (Car Park)	3.50	0.00	Y	Arm 5 Right	24.00	100.0 %	1849	1849
3/4 (Car Park)	5.00	0.00	Y	Arm 5 Right	20.00	100.0 %	1967	1967
4/1	3.25	0.00	Y				1940	1940
4/2	3.25	0.00	Y				1940	1940
5/1	3.30	0.00	Y				1945	1945
5/2	3.20	0.00	Y				1935	1935
6/1	4.25	0.00	Y				2040	2040

Scenario 1: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG1: '2019 Base (Non-Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

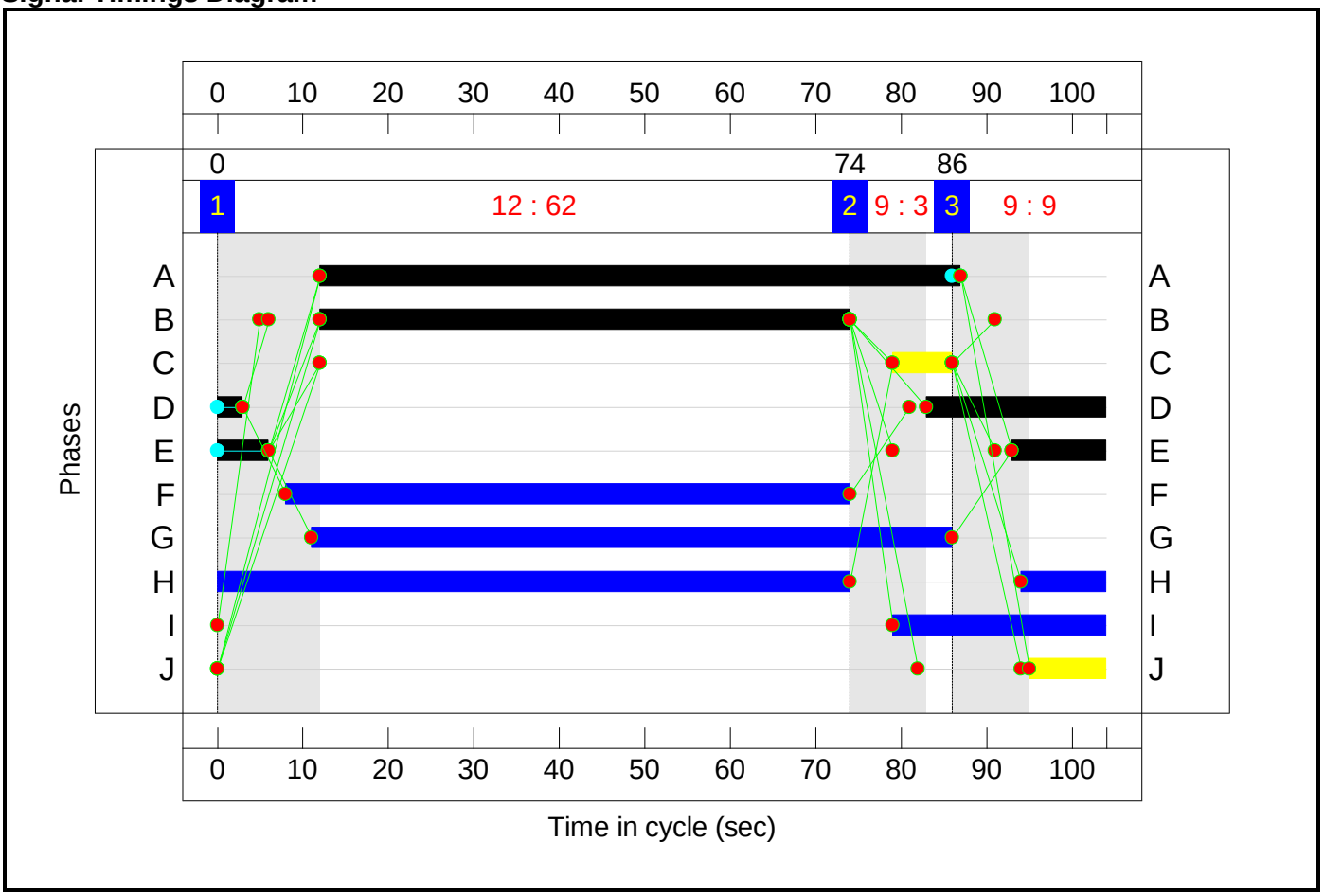


Stage Timings

Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

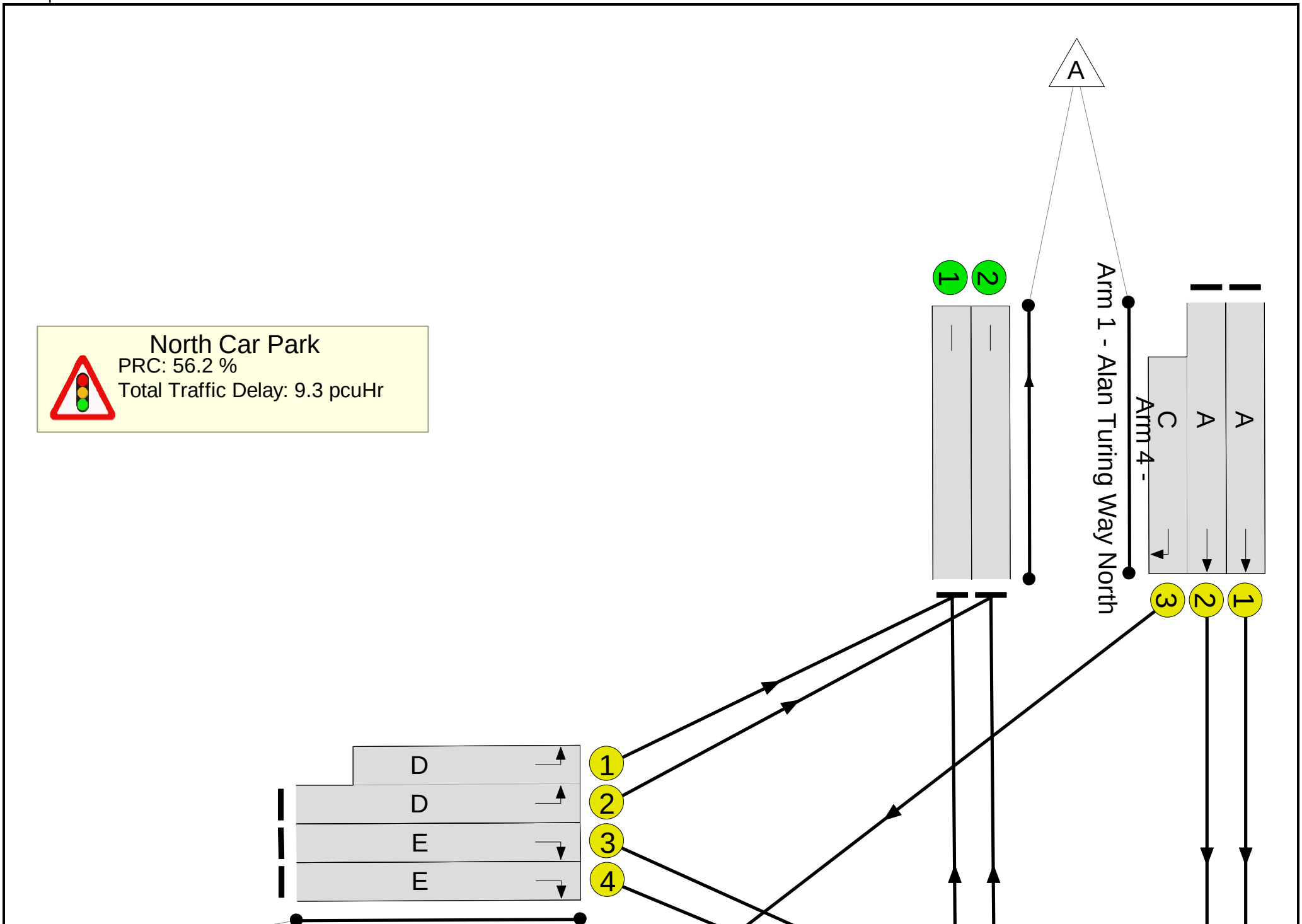
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 56.2 %
Total Traffic Delay: 9.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.6%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.6%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	523	2090	1527	34.2%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	485	1940:1797	1400+39	33.7 : 33.7%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	690	1965:2047	1168+30	57.6 : 57.6%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	669	1945	1178	56.8%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	18	1980:1952	476+469	2.1 : 1.7%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	1	1849	320	0.3%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	16	1967	340	4.7%
4/1		U	N/A	N/A	-		-	-	-	681	1940	1940	35.1%
4/2		U	N/A	N/A	-		-	-	-	679	1940	1940	35.0%
5/1		U	N/A	N/A	-		-	-	-	524	1945	1945	26.9%
5/2		U	N/A	N/A	-		-	-	-	488	1935	1935	25.2%
6/1		U	N/A	N/A	-		-	-	-	30	2040	2040	1.5%

Full Input Data And Results

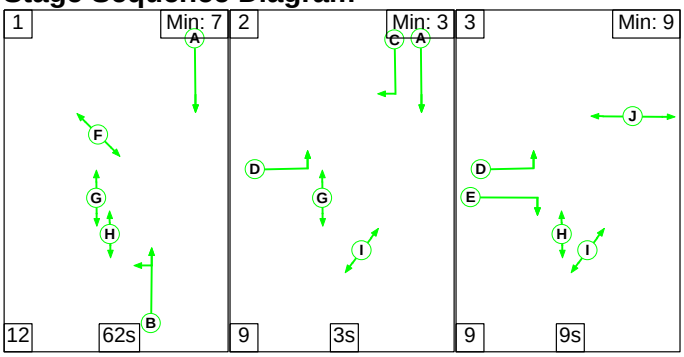
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**6.5**	**2.8**	**0.0**	**9.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**6.5**	**2.8**	**0.0**	**9.3**	**-**	**-**	**-**	**-**
1/1	523	523	-	-	-	0.7	0.3	-	1.0	6.8	5.4	0.3	5.6
1/2+1/3	485	485	-	-	-	0.8	0.3	-	1.1	7.9	4.9	0.3	5.1
2/2+2/1	690	690	-	-	-	2.4	0.7	-	3.0	15.9	11.8	0.7	12.5
2/3	669	669	-	-	-	2.3	0.7	-	2.9	15.8	11.5	0.7	12.2
3/2+3/1	18	18	-	-	-	0.2	0.0	-	0.2	32.3	0.2	0.0	0.2
3/3	1	1	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.0
3/4	16	16	-	-	-	0.2	0.0	-	0.2	41.5	0.4	0.0	0.4
4/1	681	681	-	-	-	0.0	0.3	-	0.3	1.4	6.5	0.3	6.7
4/2	679	679	-	-	-	0.0	0.3	-	0.3	1.4	5.4	0.3	5.7
5/1	524	524	-	-	-	0.0	0.2	-	0.2	1.3	3.3	0.2	3.5
5/2	488	488	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	30	30	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 56.2 Total Delay for Signalled Lanes (pcuHr): 8.40 Cycle Time (s): 104
PRC Over All Lanes (%): 56.2 Total Delay Over All Lanes(pcuHr): 9.31

Full Input Data And Results

Scenario 2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

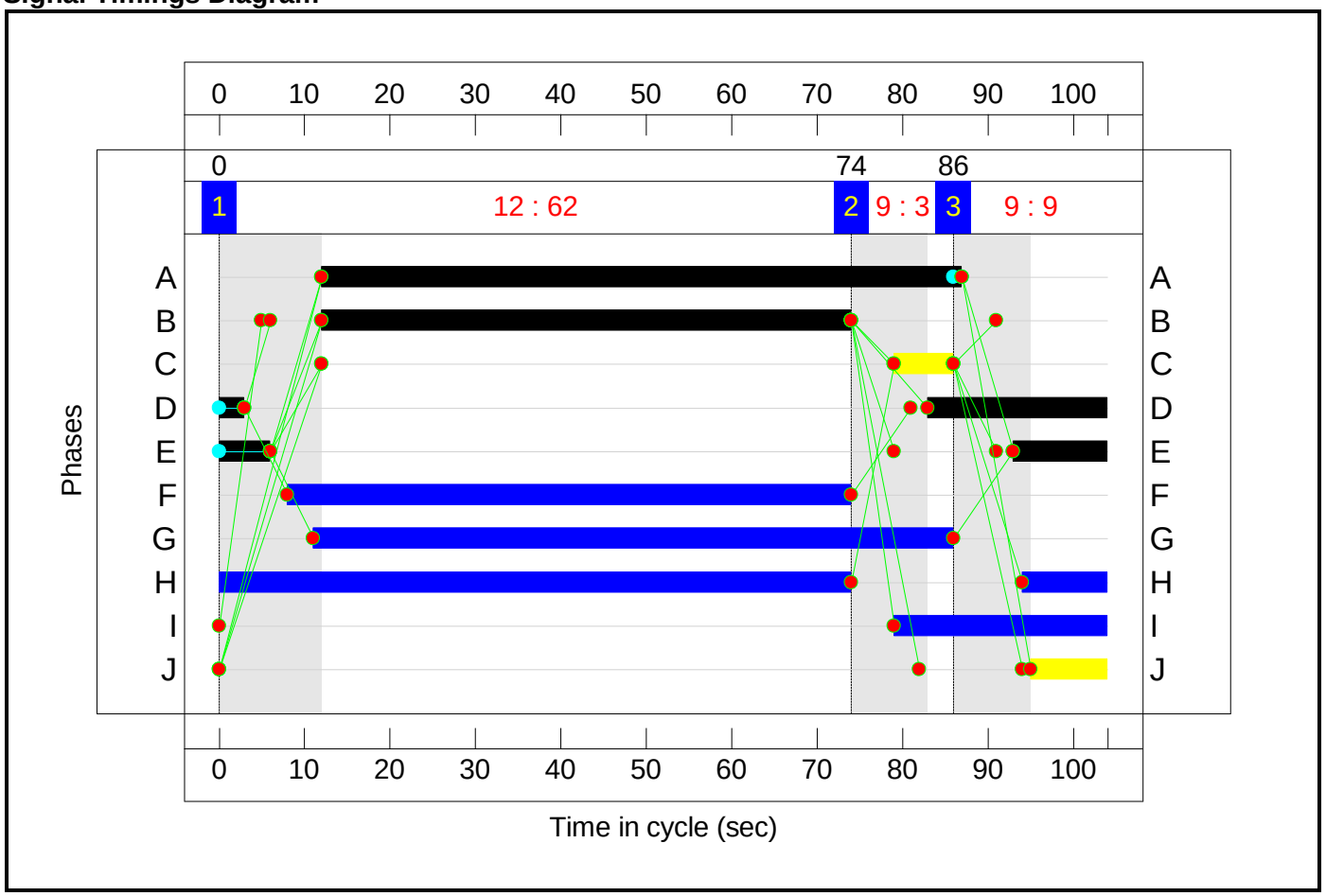
Stage Sequence Diagram



Stage Timings

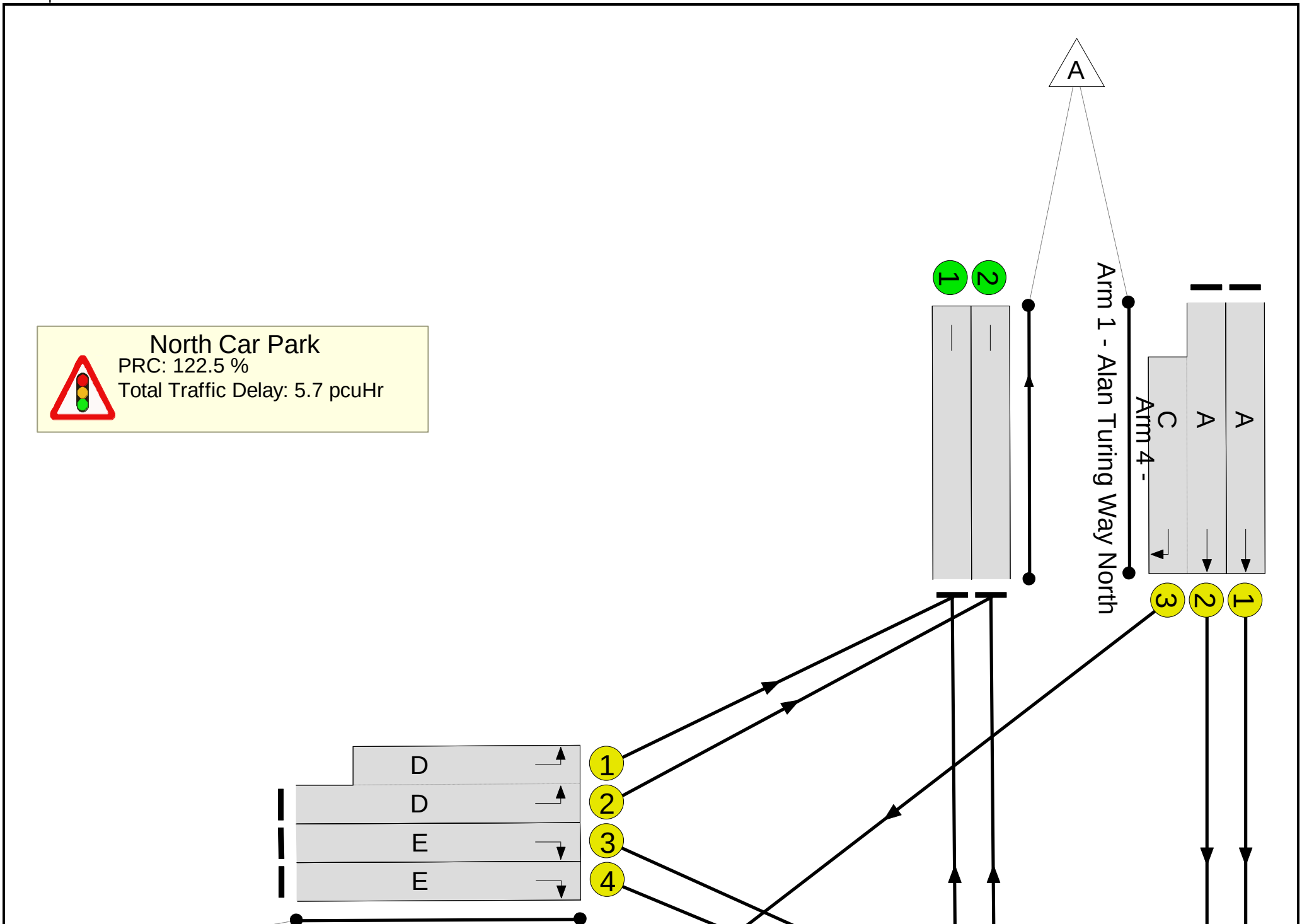
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 122.5 %
Total Traffic Delay: 5.7 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.5%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.5%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	405	2090	1527	26.5%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	359	1940:1797	1418+12	25.1 : 25.1%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	486	1965:2047	1130+72	40.5 : 40.5%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	458	1945	1178	38.9%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	12	1980:1952	476+469	1.3 : 1.3%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	2	1849	320	0.6%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	16	1967	340	4.7%
4/1		U	N/A	N/A	-		-	-	-	463	1940	1940	23.9%
4/2		U	N/A	N/A	-		-	-	-	464	1940	1940	23.9%
5/1		U	N/A	N/A	-		-	-	-	407	1945	1945	20.9%
5/2		U	N/A	N/A	-		-	-	-	372	1935	1935	19.2%
6/1		U	N/A	N/A	-		-	-	-	32	2040	2040	1.6%

Full Input Data And Results

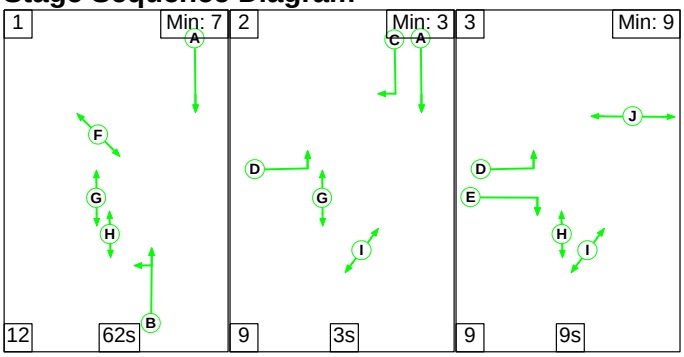
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**4.1**	**1.6**	**0.0**	**5.7**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**4.1**	**1.6**	**0.0**	**5.7**	**-**	**-**	**-**	**-**
1/1	405	405	-	-	-	0.5	0.2	-	0.7	6.3	3.8	0.2	4.0
1/2+1/3	359	359	-	-	-	0.5	0.2	-	0.7	6.6	3.4	0.2	3.5
2/2+2/1	486	486	-	-	-	1.4	0.3	-	1.8	13.1	7.1	0.3	7.4
2/3	458	458	-	-	-	1.3	0.3	-	1.7	13.1	6.7	0.3	7.1
3/2+3/1	12	12	-	-	-	0.1	0.0	-	0.1	32.3	0.1	0.0	0.1
3/3	2	2	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.1
3/4	16	16	-	-	-	0.2	0.0	-	0.2	41.5	0.4	0.0	0.4
4/1	463	463	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2	464	464	-	-	-	0.0	0.2	-	0.2	1.2	0.5	0.2	0.7
5/1	407	407	-	-	-	0.0	0.1	-	0.1	1.2	1.1	0.1	1.2
5/2	372	372	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	32	32	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 122.5 Total Delay for Signalled Lanes (pcuHr): 5.11 Cycle Time (s): 104
PRC Over All Lanes (%): 122.5 Total Delay Over All Lanes(pcuHr): 5.69

Full Input Data And Results

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

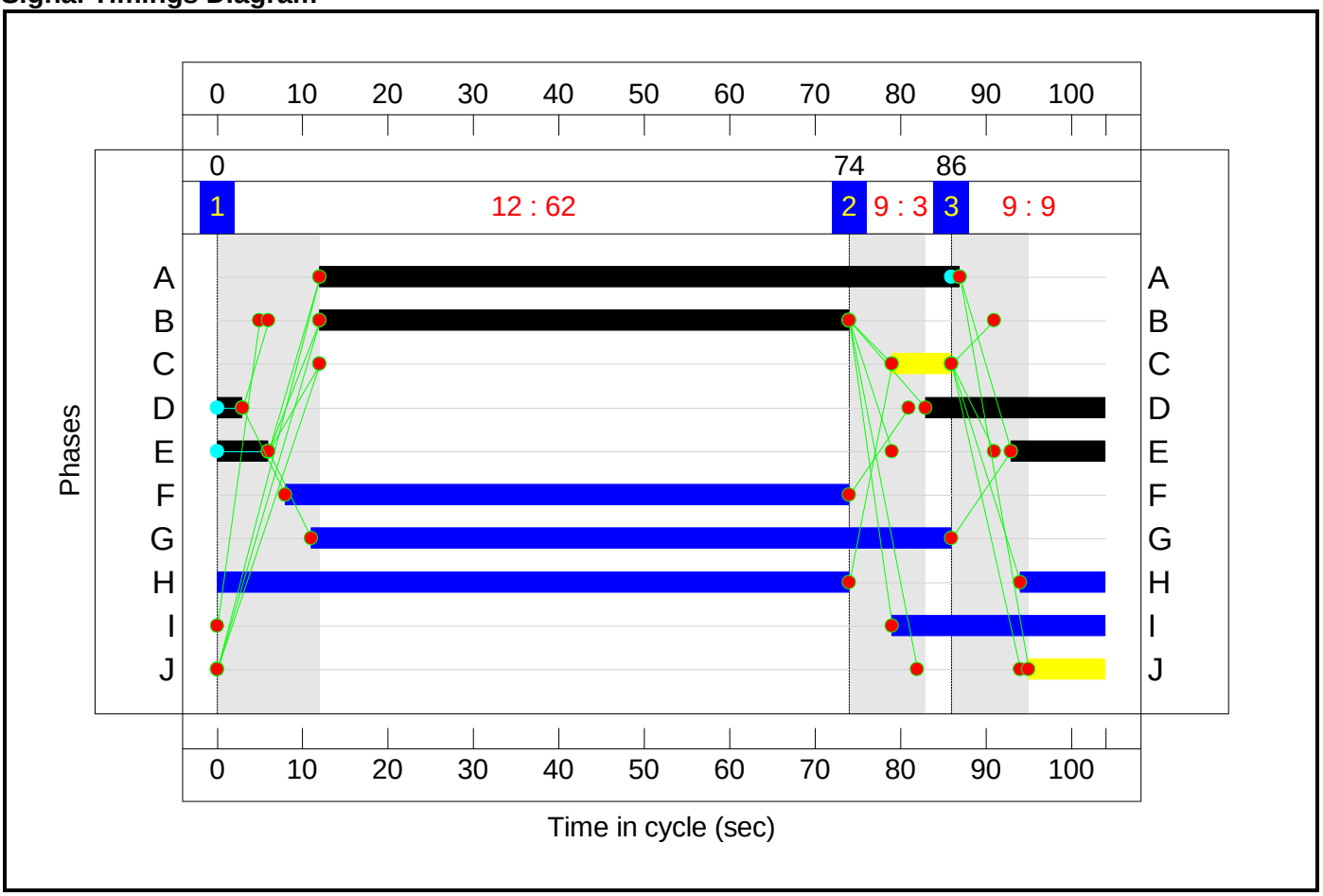
Stage Sequence Diagram



Stage Timings

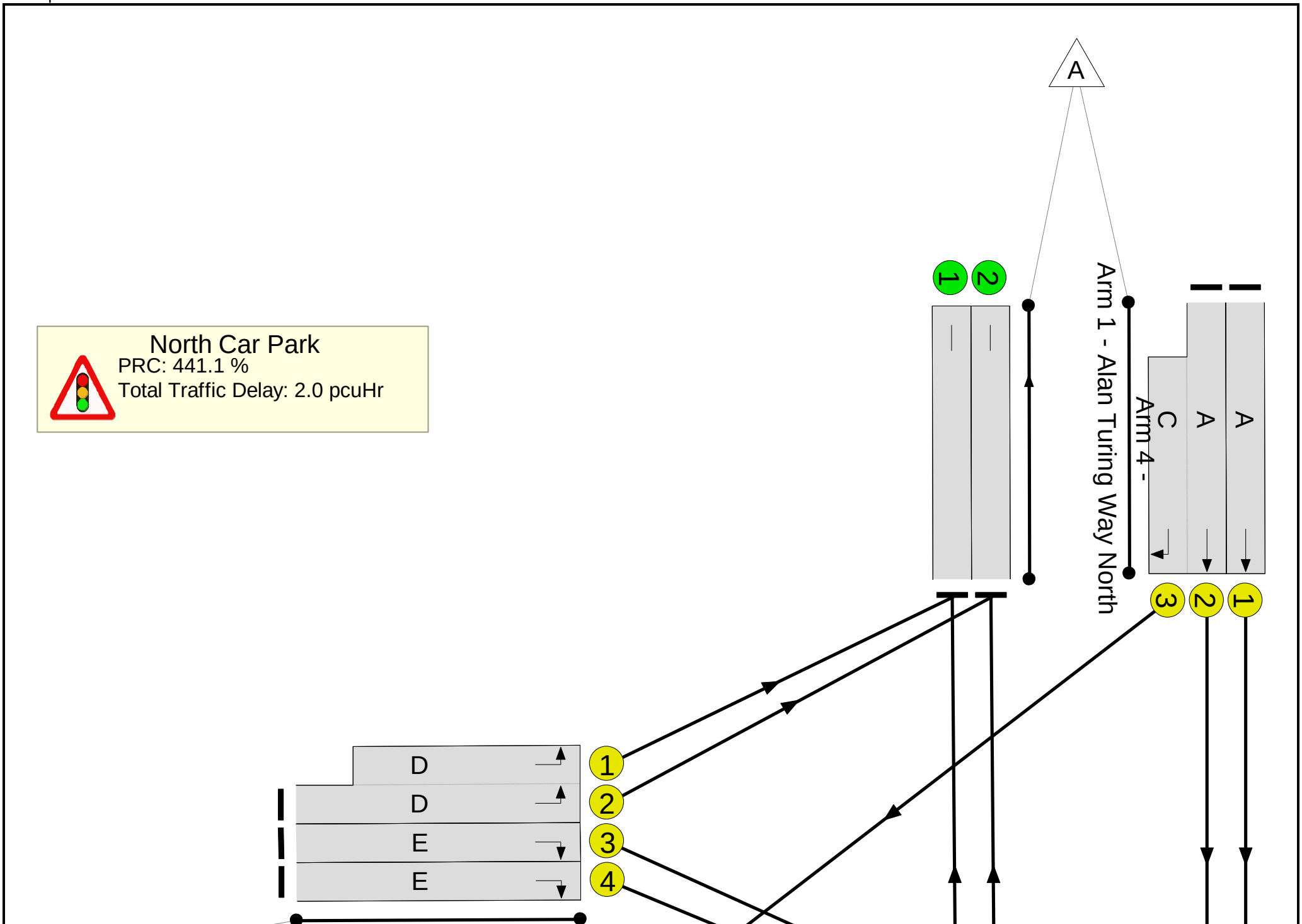
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 441.1 %
Total Traffic Delay: 2.0 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**16.6%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**16.6%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	171	2090	1527	11.2%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	134	1940:1965	1418+0	9.5 : 0.0%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	198	1965:2115	1190+0	16.6 : 0.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	194	1945	1178	16.5%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	7	1980:1952	476+469	0.8 : 0.6%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	1	1849	320	0.3%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	11	1967	340	3.2%
4/1		U	N/A	N/A	-		-	-	-	201	1940	1940	10.4%
4/2		U	N/A	N/A	-		-	-	-	198	1940	1940	10.2%
5/1		U	N/A	N/A	-		-	-	-	172	1945	1945	8.8%
5/2		U	N/A	N/A	-		-	-	-	145	1935	1935	7.5%
6/1		U	N/A	N/A	-		-	-	-	0	2040	2040	0.0%

Full Input Data And Results

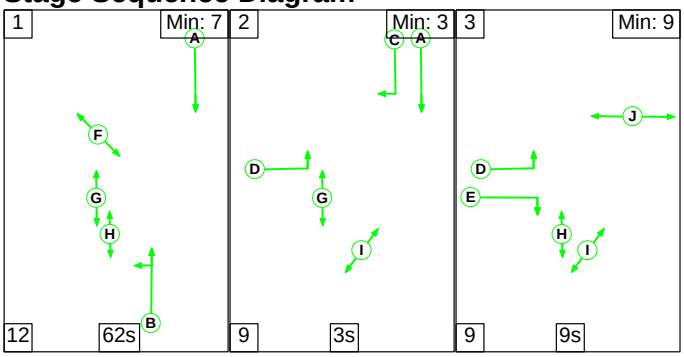
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**1.5**	**0.5**	**0.0**	**2.0**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**1.5**	**0.5**	**0.0**	**2.0**	**-**	**-**	**-**	**-**
1/1	171	171	-	-	-	0.2	0.1	-	0.3	5.4	1.4	0.1	1.5
1/2+1/3	134	134	-	-	-	0.2	0.1	-	0.2	5.5	1.1	0.1	1.2
2/2+2/1	198	198	-	-	-	0.5	0.1	-	0.6	10.8	2.5	0.1	2.6
2/3	194	194	-	-	-	0.5	0.1	-	0.6	10.8	2.4	0.1	2.5
3/2+3/1	7	7	-	-	-	0.1	0.0	-	0.1	32.3	0.1	0.0	0.1
3/3	1	1	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.0
3/4	11	11	-	-	-	0.1	0.0	-	0.1	41.4	0.3	0.0	0.3
4/1	201	201	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
4/2	198	198	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/1	172	172	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/2	145	145	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 441.1 Total Delay for Signalled Lanes (pcuHr): 1.84 Cycle Time (s): 104
PRC Over All Lanes (%): 441.1 Total Delay Over All Lanes(pcuHr): 2.04

Full Input Data And Results

Scenario 4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

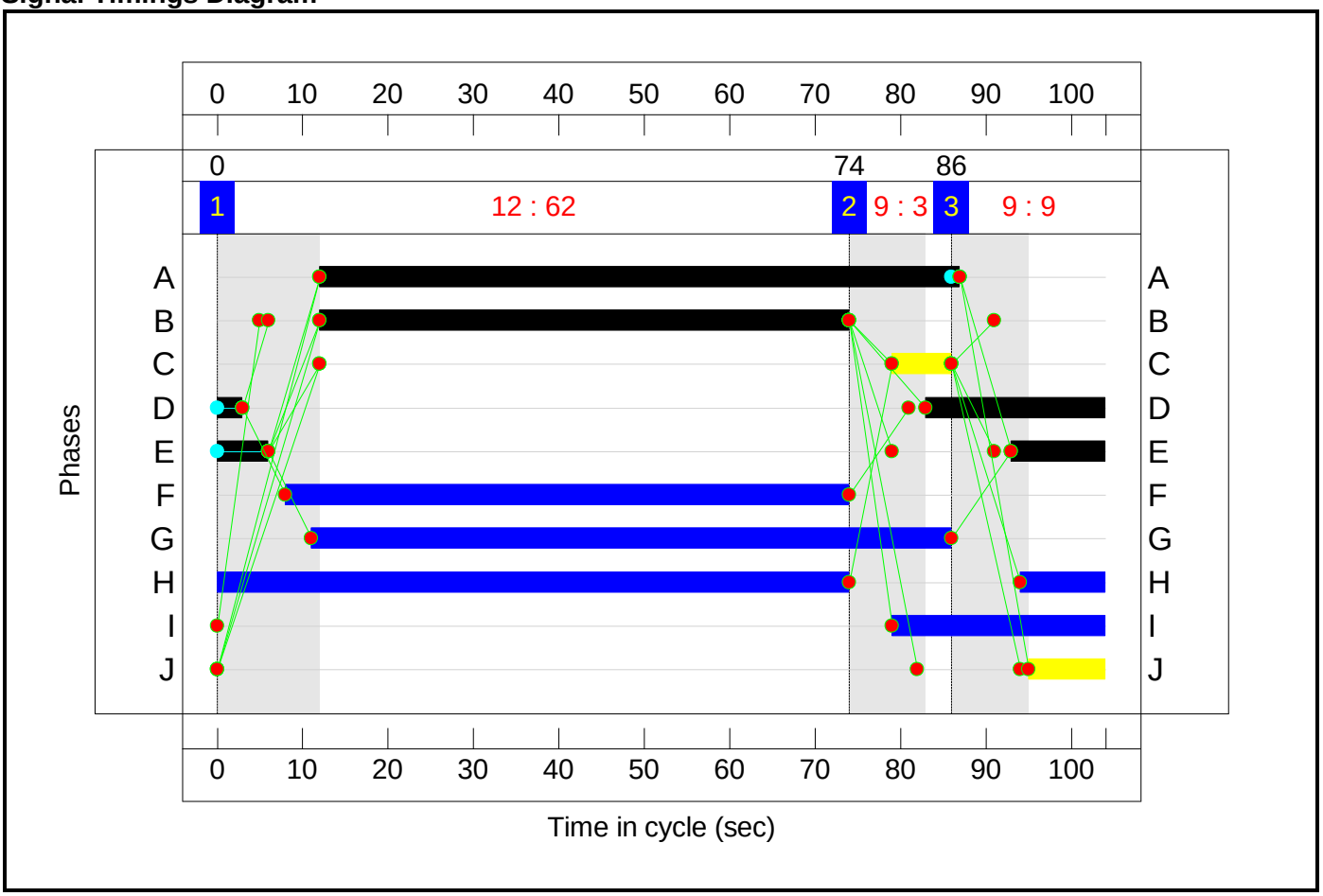
Stage Sequence Diagram



Stage Timings

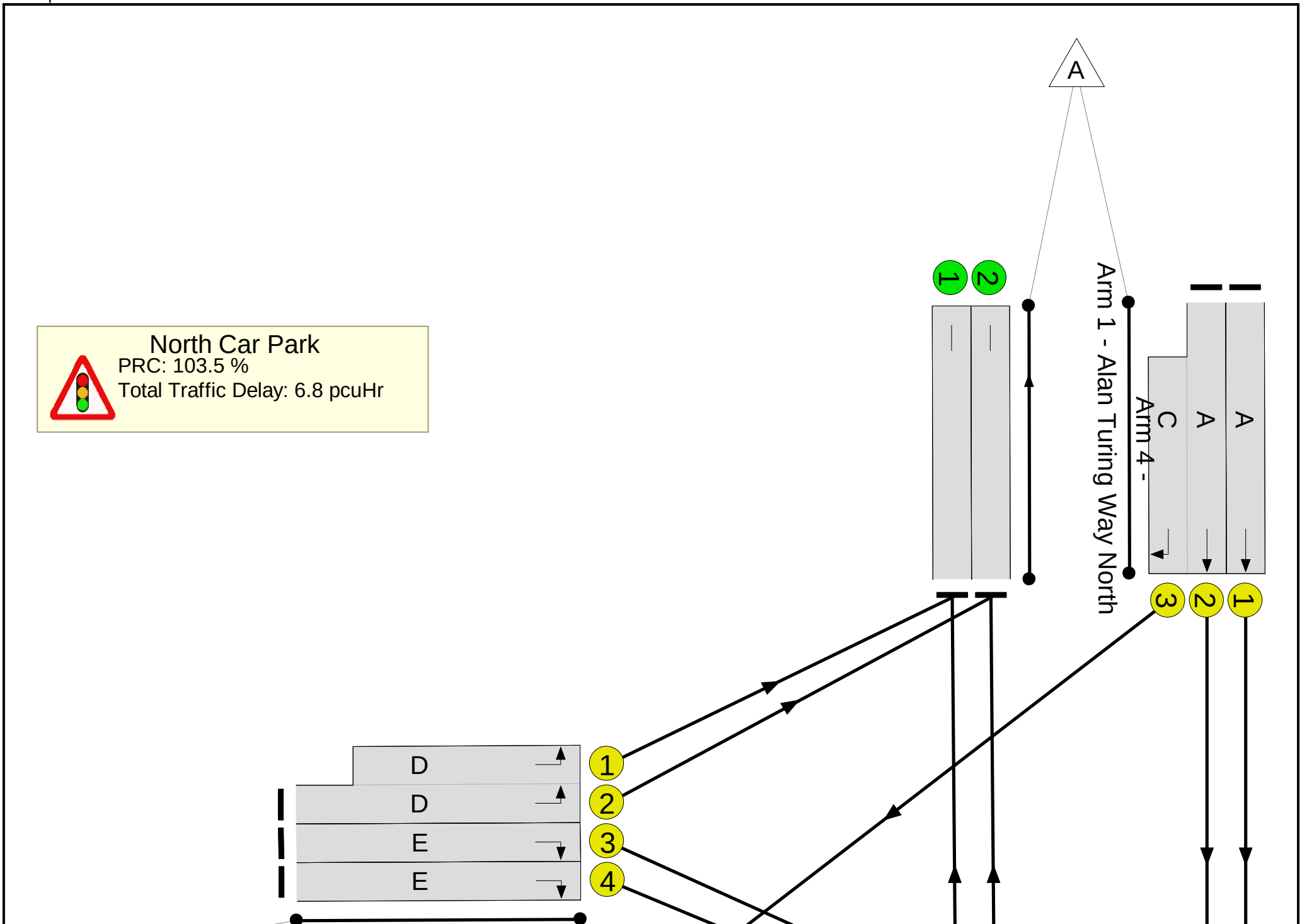
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 103.5 %
Total Traffic Delay: 6.8 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.2%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.2%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	478	2090	1527	31.3%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	436	1940:1797	1408+26	30.4 : 30.4%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	535	1965:2047	1051+158	44.2 : 44.2%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	492	1945	1178	41.8%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	18	1980:1952	476+469	1.9 : 1.9%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	8	1849	320	2.5%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	25	1967	340	7.3%
4/1		U	N/A	N/A	-		-	-	-	474	1940	1940	24.4%
4/2		U	N/A	N/A	-		-	-	-	501	1940	1940	25.8%
5/1		U	N/A	N/A	-		-	-	-	486	1945	1945	25.0%
5/2		U	N/A	N/A	-		-	-	-	453	1935	1935	23.4%
6/1		U	N/A	N/A	-		-	-	-	78	2040	2040	3.8%

Full Input Data And Results

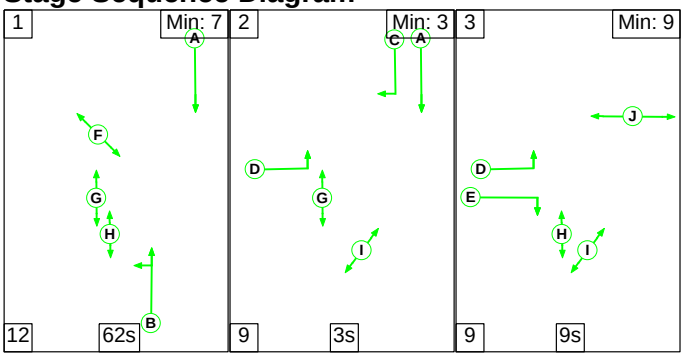
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**4.9**	**1.9**	**0.0**	**6.8**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**4.9**	**1.9**	**0.0**	**6.8**	**-**	**-**	**-**	**-**
1/1	478	478	-	-	-	0.6	0.2	-	0.9	6.6	4.8	0.2	5.0
1/2+1/3	436	436	-	-	-	0.7	0.2	-	0.9	7.4	4.2	0.2	4.4
2/2+2/1	535	535	-	-	-	1.6	0.4	-	2.0	13.4	7.9	0.4	8.3
2/3	492	492	-	-	-	1.5	0.4	-	1.8	13.4	7.4	0.4	7.7
3/2+3/1	18	18	-	-	-	0.2	0.0	-	0.2	32.3	0.2	0.0	0.2
3/3	8	8	-	-	-	0.1	0.0	-	0.1	41.7	0.2	0.0	0.2
3/4	25	25	-	-	-	0.3	0.0	-	0.3	41.8	0.6	0.0	0.6
4/1	474	474	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2	501	501	-	-	-	0.0	0.2	-	0.2	1.3	1.1	0.2	1.3
5/1	486	486	-	-	-	0.0	0.2	-	0.2	1.2	2.2	0.2	2.4
5/2	453	453	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	78	78	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 103.5 Total Delay for Signalled Lanes (pcuHr): 6.15 Cycle Time (s): 104
PRC Over All Lanes (%): 103.5 Total Delay Over All Lanes(pcuHr): 6.82

Full Input Data And Results

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

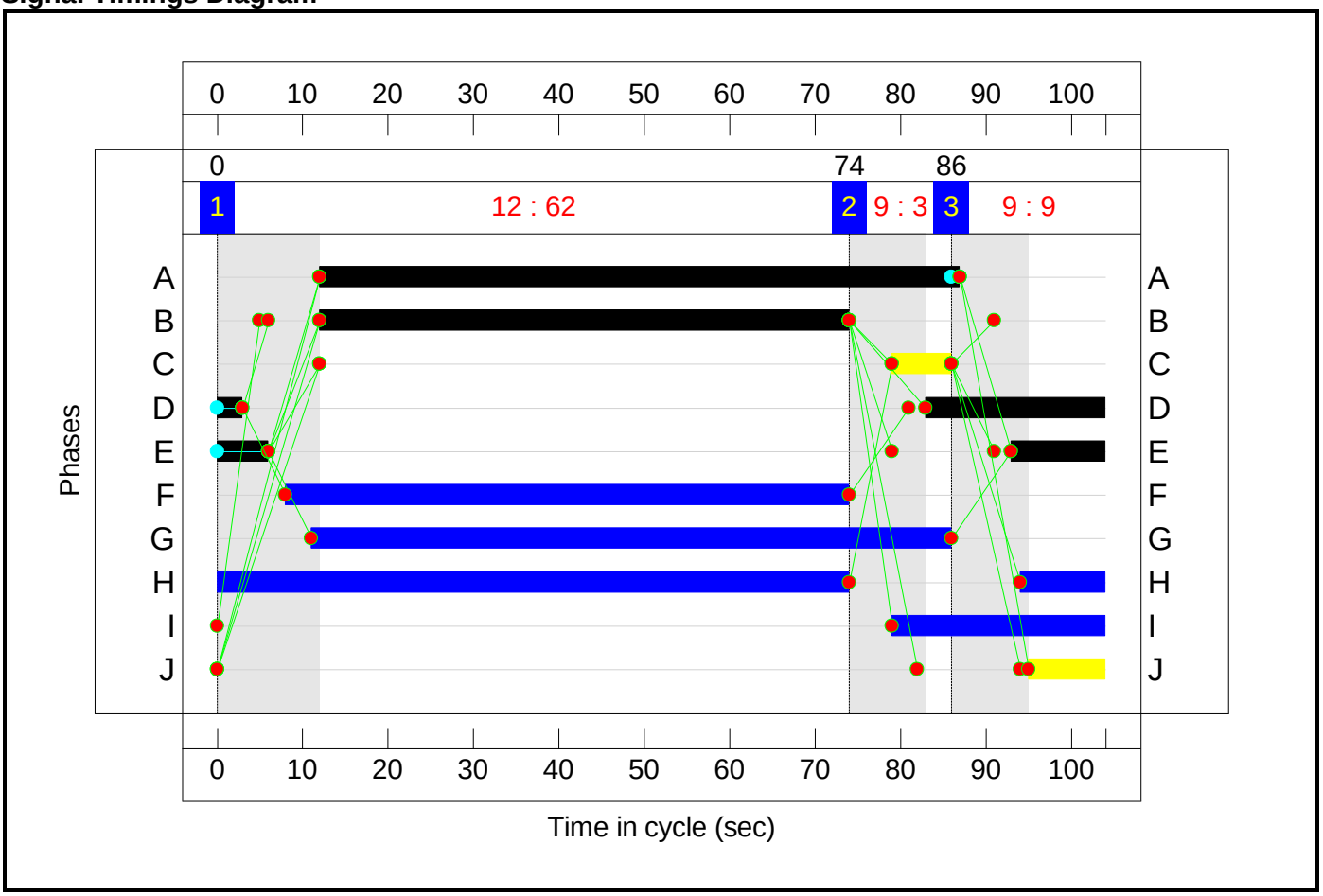
Stage Sequence Diagram



Stage Timings

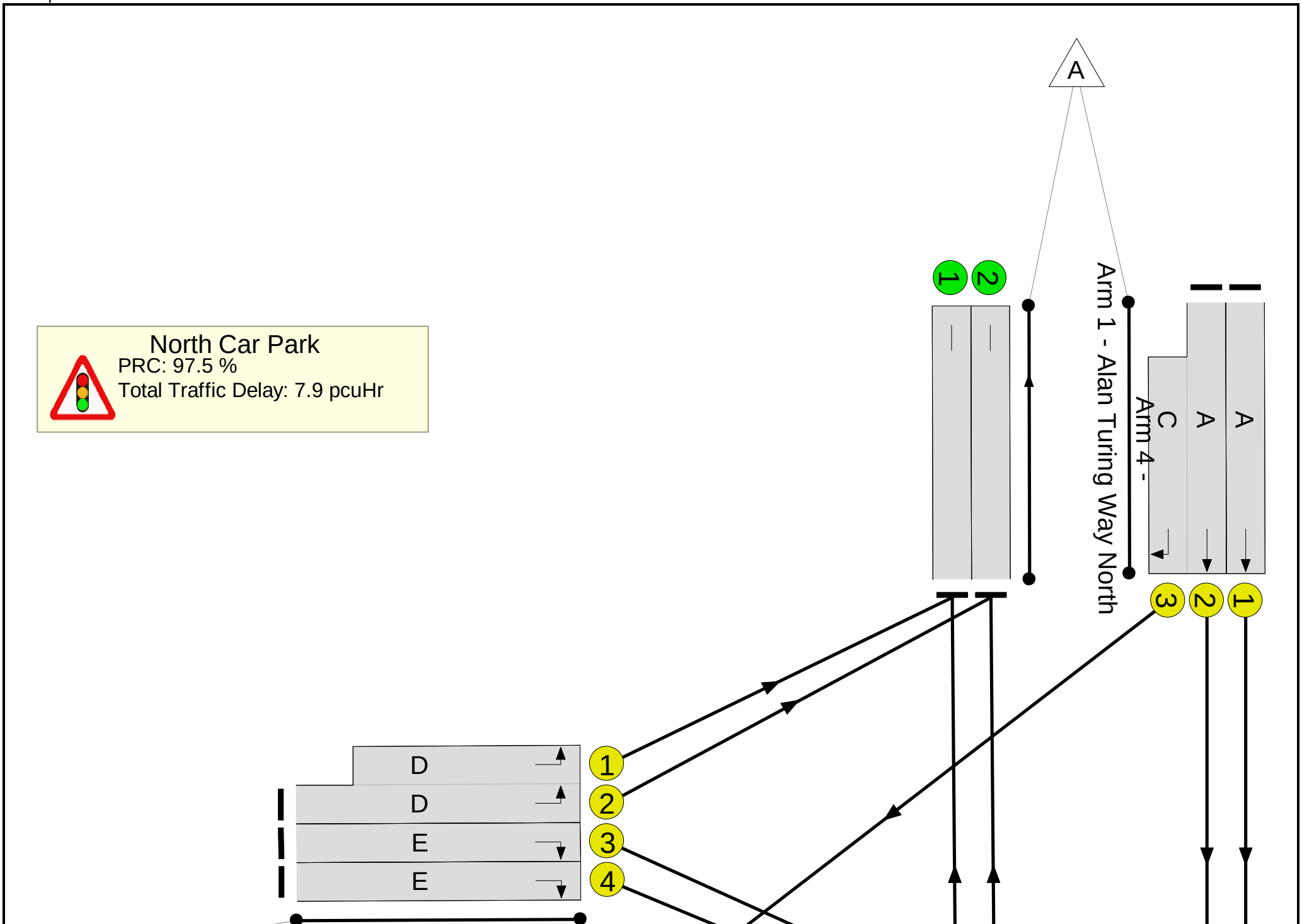
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 97.5 %
Total Traffic Delay: 7.9 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.6%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**45.6%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	454	2090	1527	29.7%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	413	1940:1797	1407+28	28.8 : 28.8%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	546	1965:2047	1163+35	45.6 : 45.6%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	526	1945	1178	44.6%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	36	1980:1952	476+469	4.0 : 3.6%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	37	1849	320	11.6%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	50	1967	340	14.7%
4/1		U	N/A	N/A	-		-	-	-	547	1940	1940	28.2%
4/2		U	N/A	N/A	-		-	-	-	545	1940	1940	28.1%
5/1		U	N/A	N/A	-		-	-	-	491	1945	1945	25.2%
5/2		U	N/A	N/A	-		-	-	-	455	1935	1935	23.5%
6/1		U	N/A	N/A	-		-	-	-	24	2040	2040	1.2%

Full Input Data And Results

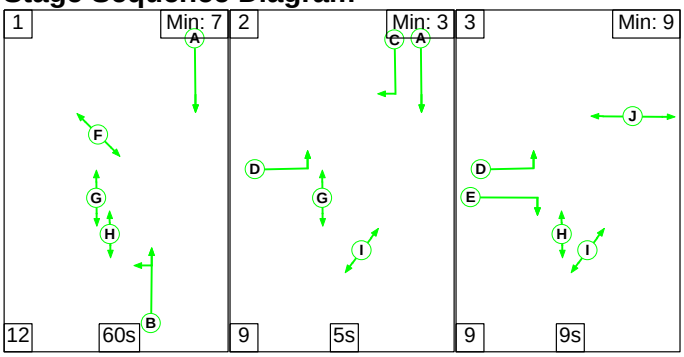
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.7**	**2.1**	**0.0**	**7.9**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**5.7**	**2.1**	**0.0**	**7.9**	**-**	**-**	**-**	**-**
1/1	454	454	-	-	-	0.6	0.2	-	0.8	6.5	4.4	0.2	4.6
1/2+1/3	413	413	-	-	-	0.6	0.2	-	0.8	7.3	3.9	0.2	4.1
2/2+2/1	546	546	-	-	-	1.7	0.4	-	2.1	13.8	8.4	0.4	8.9
2/3	526	526	-	-	-	1.6	0.4	-	2.0	13.8	8.2	0.4	8.6
3/2+3/1	36	36	-	-	-	0.3	0.0	-	0.3	32.4	0.4	0.0	0.4
3/3	37	37	-	-	-	0.4	0.1	-	0.4	42.7	0.9	0.1	1.0
3/4	50	50	-	-	-	0.5	0.1	-	0.6	42.7	1.2	0.1	1.3
4/1	547	547	-	-	-	0.0	0.2	-	0.2	1.3	3.8	0.2	4.0
4/2	545	545	-	-	-	0.0	0.2	-	0.2	1.3	2.2	0.2	2.4
5/1	491	491	-	-	-	0.0	0.2	-	0.2	1.2	2.2	0.2	2.4
5/2	455	455	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	24	24	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 97.5 Total Delay for Signalled Lanes (pcuHr): 7.13 Cycle Time (s): 104
PRC Over All Lanes (%): 97.5 Total Delay Over All Lanes(pcuHr): 7.85

Full Input Data And Results

Scenario 6: '2019 Base (Match) - Weekday PM Network Peak' (FG6: '2019 Base (Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

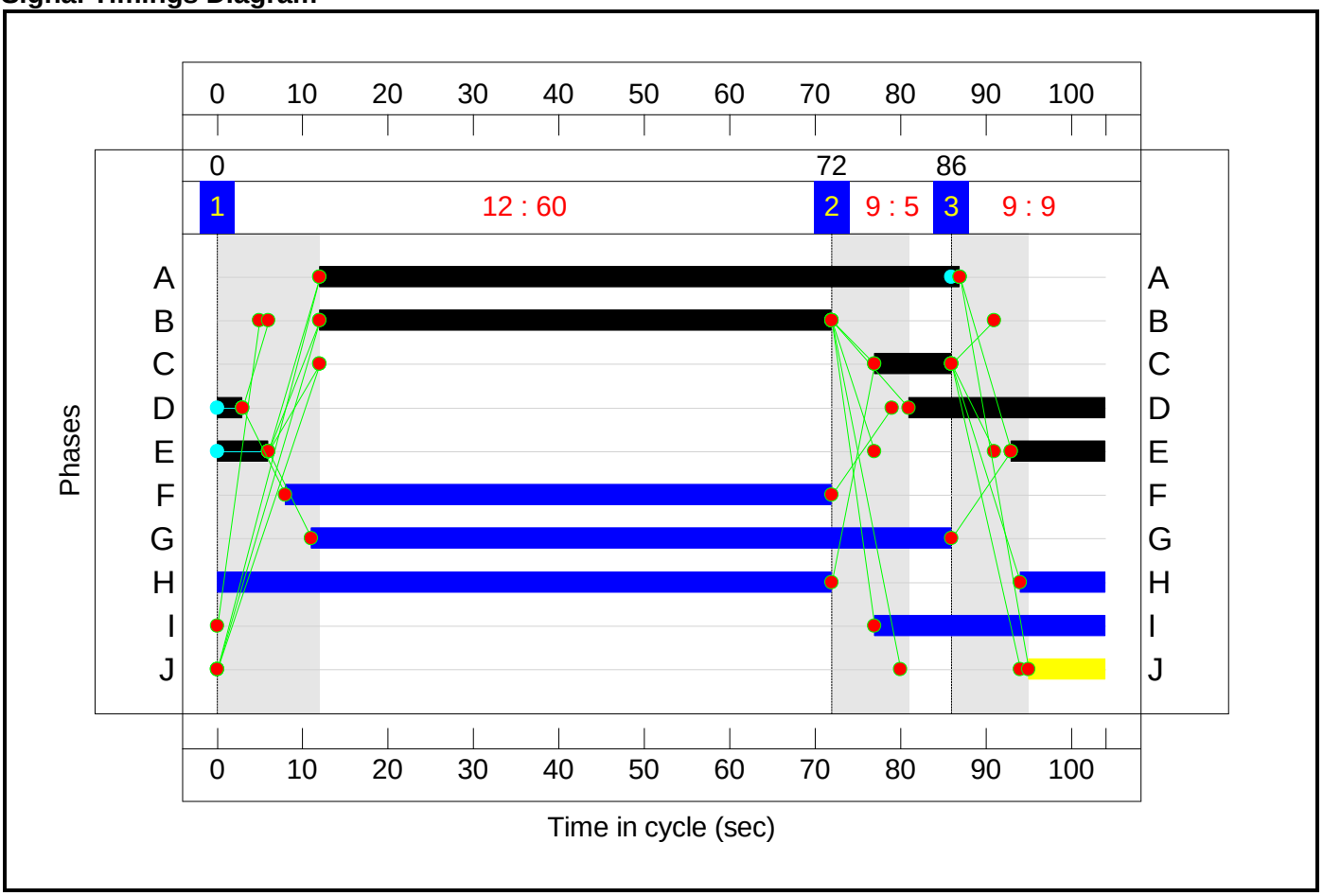
Stage Sequence Diagram



Stage Timings

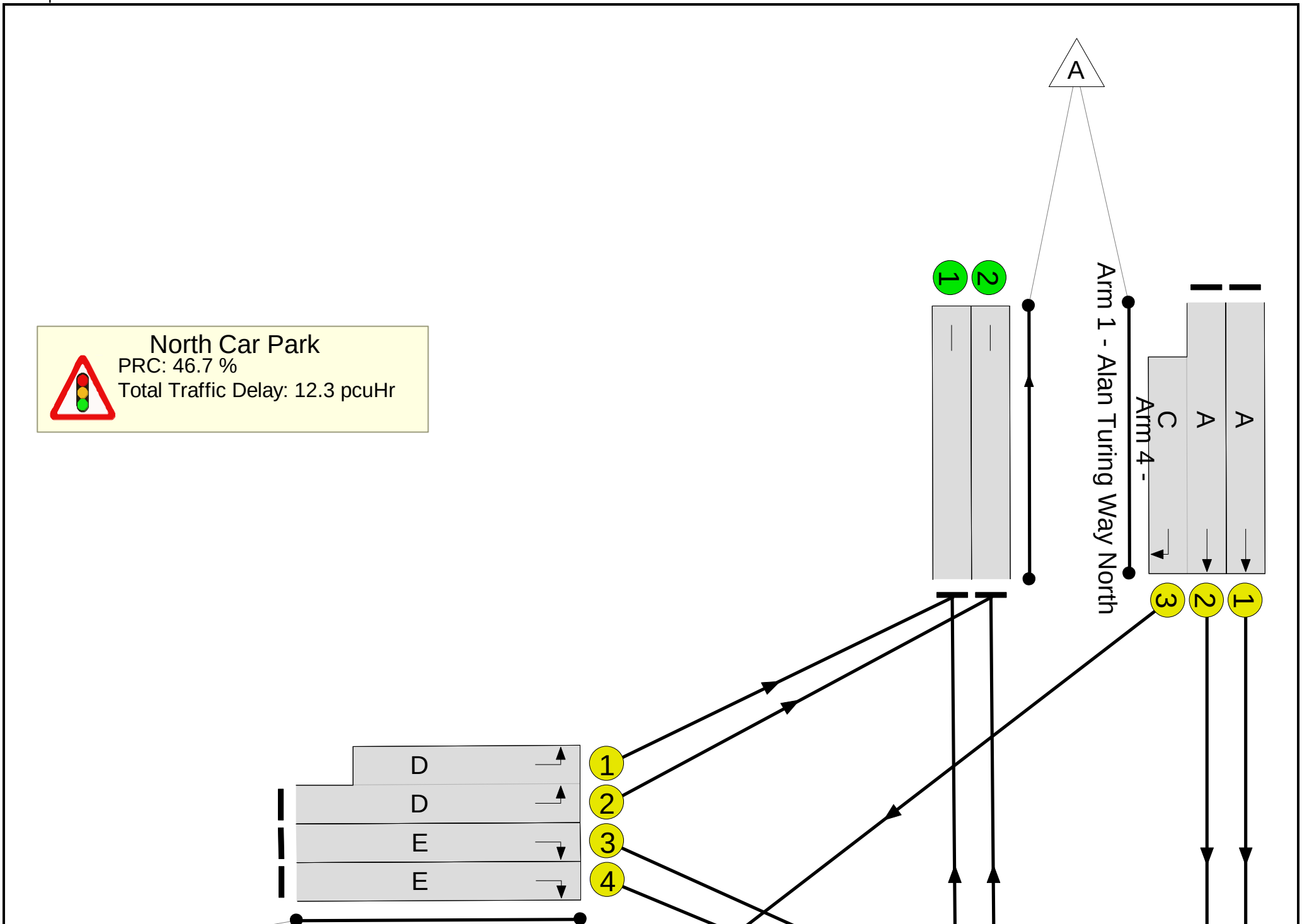
Stage	1	2	3
Duration	60	5	9
Change Point	0	72	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 46.7 %
Total Traffic Delay: 12.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.3%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.3%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	634	2090	1527	41.5%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:9	-	656	1940:1797	1274+173	43.2 : 61.3%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	60	-	717	1965:2047	907+278	60.5 : 60.5%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	60	-	650	1945	1141	57.0%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	26	-	65	1980:1952	514+507	5.8 : 6.9%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	6	1849	320	1.9%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	25	1967	340	7.3%
4/1		U	N/A	N/A	-		-	-	-	584	1940	1940	30.1%
4/2		U	N/A	N/A	-		-	-	-	680	1940	1940	35.1%
5/1		U	N/A	N/A	-		-	-	-	640	1945	1945	32.9%
5/2		U	N/A	N/A	-		-	-	-	575	1935	1935	29.7%
6/1		U	N/A	N/A	-		-	-	-	274	2040	2040	13.4%

Full Input Data And Results

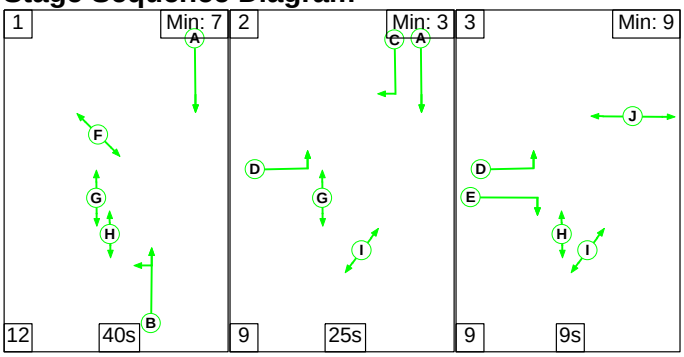
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.0**	**3.3**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**9.0**	**3.3**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
1/1	634	634	-	-	-	1.0	0.4	-	1.3	7.4	7.0	0.4	7.4
1/2+1/3	656	656	-	-	-	2.1	0.4	-	2.5	14.0	6.0	0.4	6.4
2/2+2/1	717	717	-	-	-	2.6	0.8	-	3.4	17.1	12.5	0.8	13.3
2/3	650	650	-	-	-	2.4	0.7	-	3.1	17.0	11.6	0.7	12.2
3/2+3/1	65	65	-	-	-	0.5	0.0	-	0.6	30.9	0.8	0.0	0.8
3/3	6	6	-	-	-	0.1	0.0	-	0.1	41.7	0.1	0.0	0.2
3/4	25	25	-	-	-	0.3	0.0	-	0.3	41.8	0.6	0.0	0.6
4/1	584	584	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2	680	680	-	-	-	0.0	0.3	-	0.3	1.4	5.4	0.3	5.7
5/1	640	640	-	-	-	0.0	0.2	-	0.3	1.4	5.0	0.2	5.2
5/2	575	575	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	274	274	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 46.7 Total Delay for Signalled Lanes (pcuHr): 11.25 Cycle Time (s): 104
PRC Over All Lanes (%): 46.7 Total Delay Over All Lanes(pcuHr): 12.28

Full Input Data And Results

Scenario 7: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG7: '2019 Base (Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

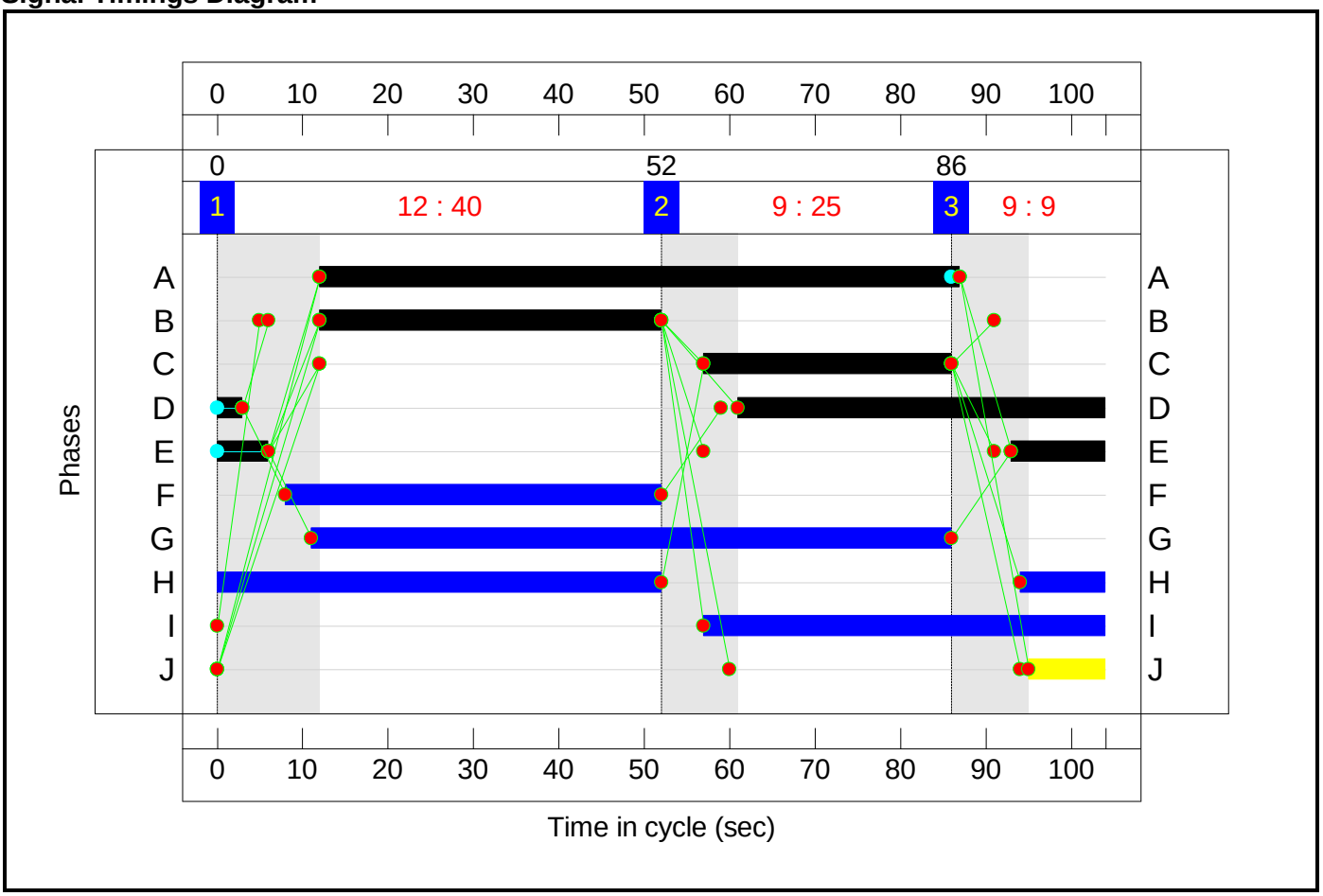
Stage Sequence Diagram



Stage Timings

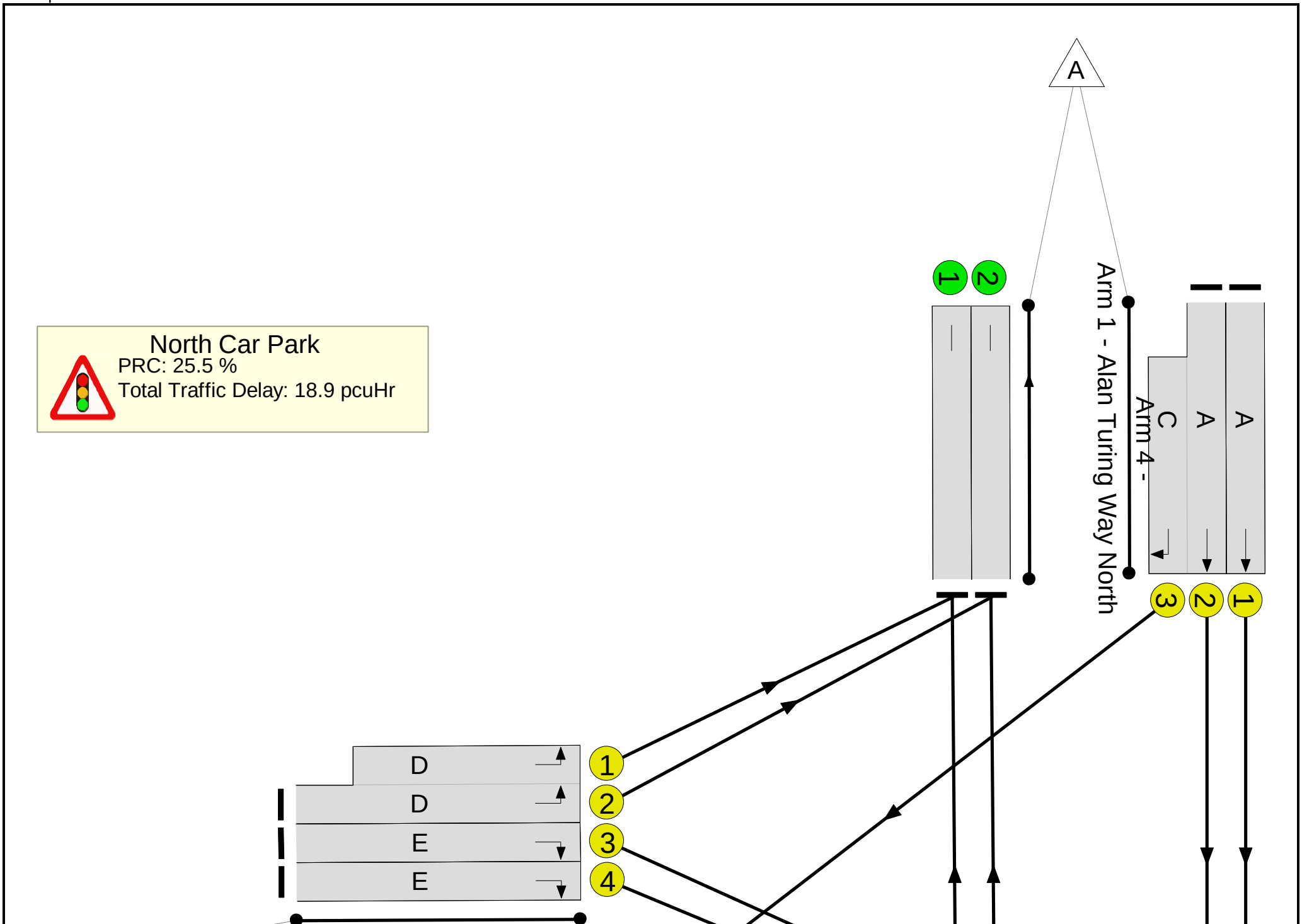
Stage	1	2	3
Duration	40	25	9
Change Point	0	52	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 25.5 %
Total Traffic Delay: 18.9 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.7%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.7%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	939	2090	1527	61.5%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:29	-	364	1940:1797	0+518	0.0 : 70.2%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	40	-	601	1965:2047	360+478	71.7 : 71.7%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	40	-	507	1945	767	66.1%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	46	-	33	1980:1952	120+872	3.3 : 3.3%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	2	1849	320	0.6%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	37	1967	340	10.9%
4/1		U	N/A	N/A	-		-	-	-	287	1940	1940	14.8%
4/2		U	N/A	N/A	-		-	-	-	511	1940	1940	26.3%
5/1		U	N/A	N/A	-		-	-	-	941	1945	1945	48.4%
5/2		U	N/A	N/A	-		-	-	-	37	1935	1935	1.9%
6/1		U	N/A	N/A	-		-	-	-	707	2040	2040	34.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**13.6**	**5.3**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**13.6**	**5.3**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
1/1	939	939	-	-	-	1.8	0.8	-	2.6	9.9	13.0	0.8	13.8
1/2+1/3	364	364	-	-	-	3.3	1.2	-	4.5	44.5	9.3	1.2	10.5
2/2+2/1	601	601	-	-	-	4.2	1.3	-	5.5	32.9	13.2	1.3	14.5
2/3	507	507	-	-	-	3.6	1.0	-	4.6	32.7	12.0	1.0	12.9
3/2+3/1	33	33	-	-	-	0.1	0.0	-	0.2	17.8	0.5	0.0	0.5
3/3	2	2	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.1
3/4	37	37	-	-	-	0.4	0.1	-	0.4	42.2	0.9	0.1	1.0
4/1	287	287	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/2	511	511	-	-	-	0.0	0.2	-	0.2	1.3	5.9	0.2	6.1
5/1	941	941	-	-	-	0.1	0.5	-	0.5	2.0	12.0	0.5	12.5
5/2	37	37	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	707	707	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3

C1

PRC for Signalled Lanes (%): 25.5
PRC Over All Lanes (%): 25.5

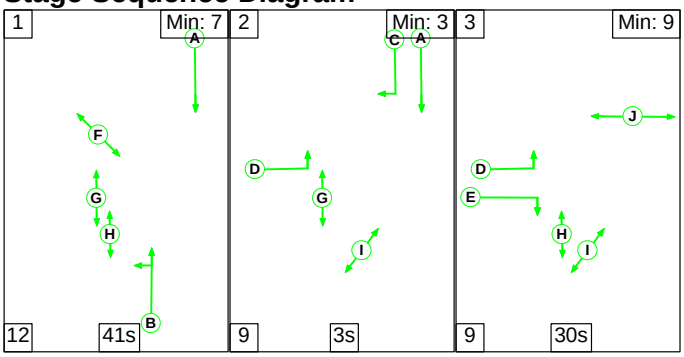
Total Delay for Signalled Lanes (pcuHr): 17.80
Total Delay Over All Lanes(pcuHr): 18.88

Cycle Time (s): 104

Full Input Data And Results

Scenario 8: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

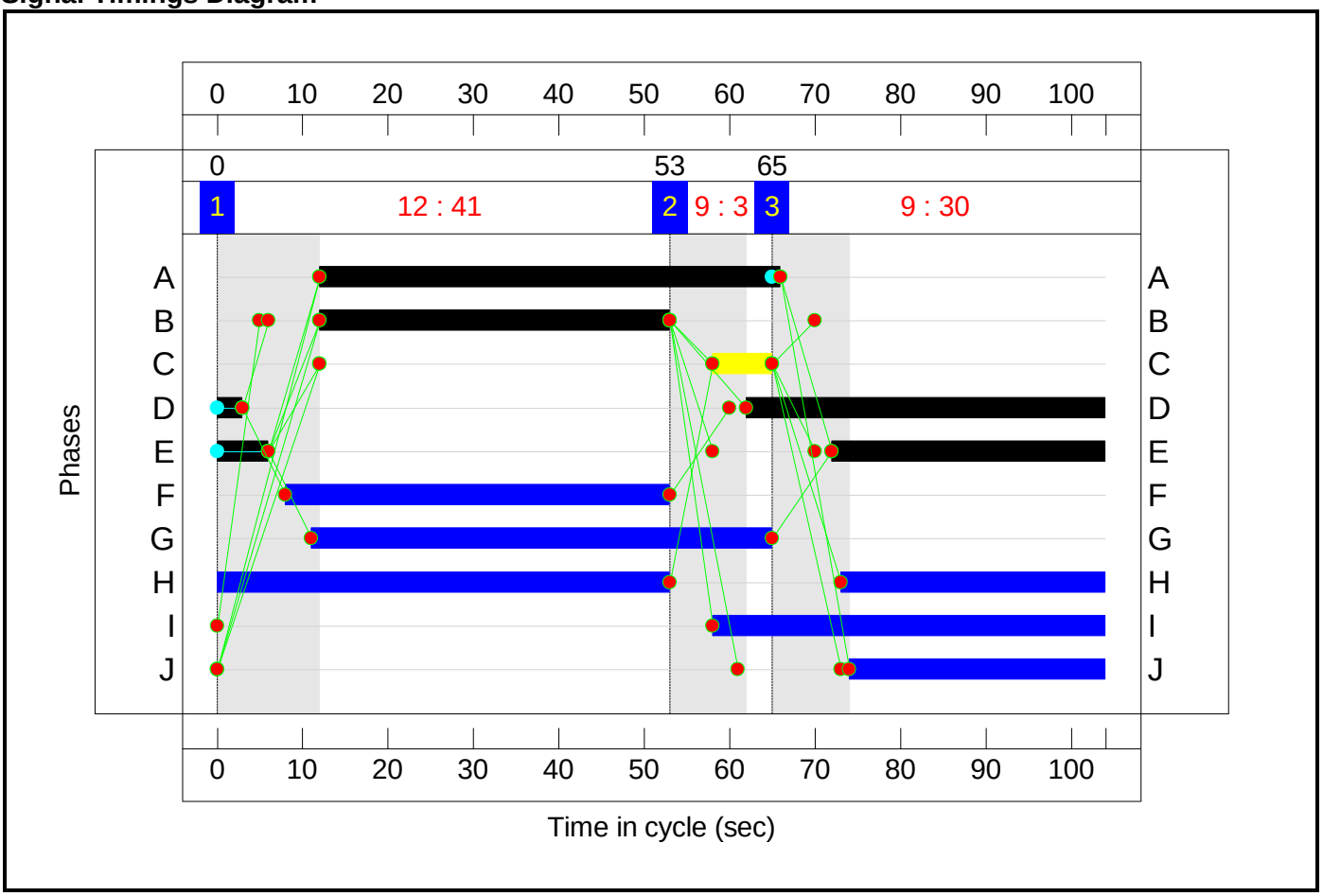
Stage Sequence Diagram



Stage Timings

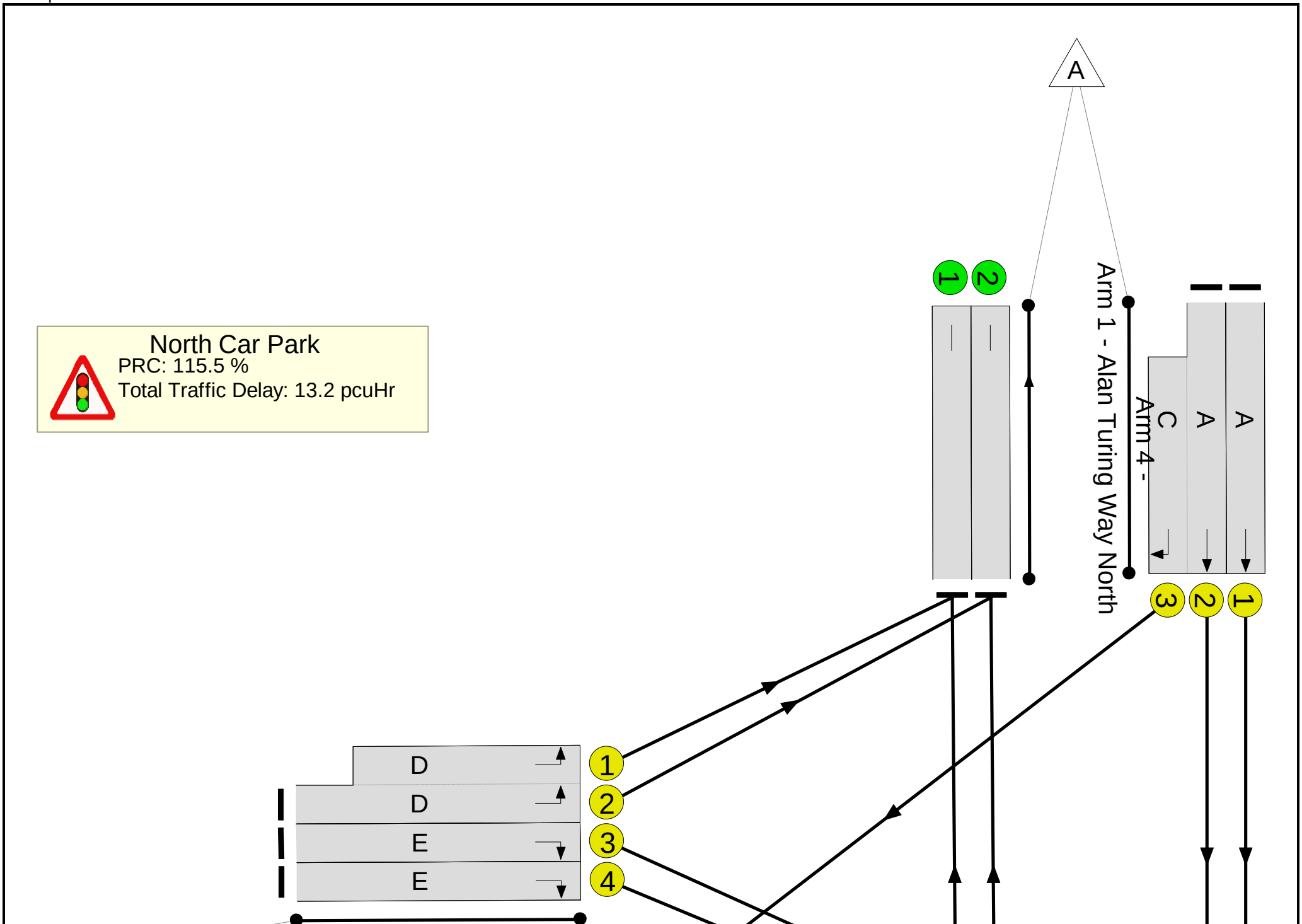
Stage	1	2	3
Duration	41	3	30
Change Point	0	53	65

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 115.5 %
Total Traffic Delay: 13.2 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.8%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.8%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	54	-	121	2090	1105	10.9%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	54:7	-	123	1940:1797	937+138	10.7 : 16.6%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	41	-	330	1965:2047	779+22	41.2 : 41.2%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	41	-	317	1945	785	40.4%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	45	-	692	1980:1952	833+824	41.8 : 41.8%
3/3	Car Park Right	U	N/A	N/A	E		1	38	-	166	1849	693	23.9%
3/4	Car Park Right	U	N/A	N/A	E		1	38	-	187	1967	738	25.4%
4/1		U	N/A	N/A	-		-	-	-	665	1940	1940	34.3%
4/2		U	N/A	N/A	-		-	-	-	665	1940	1940	34.3%
5/1		U	N/A	N/A	-		-	-	-	287	1945	1945	14.8%
5/2		U	N/A	N/A	-		-	-	-	287	1935	1935	14.8%
6/1		U	N/A	N/A	-		-	-	-	32	2040	2040	1.6%

Full Input Data And Results

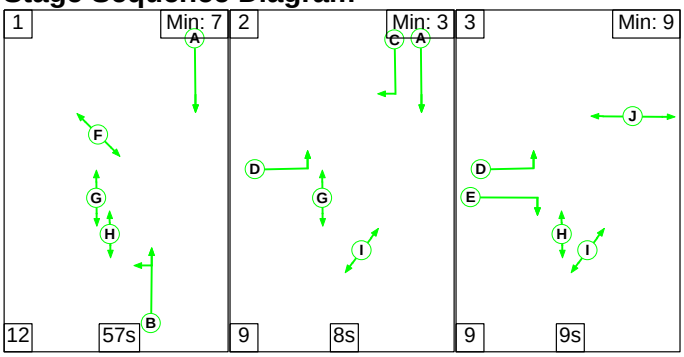
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.0**	**2.2**	**0.0**	**13.2**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**11.0**	**2.2**	**0.0**	**13.2**	**-**	**-**	**-**	**-**
1/1	121	121	-	-	-	0.4	0.1	-	0.5	14.1	1.7	0.1	1.8
1/2+1/3	123	123	-	-	-	0.6	0.1	-	0.7	20.2	1.4	0.1	1.5
2/2+2/1	330	330	-	-	-	2.0	0.4	-	2.4	25.9	6.7	0.4	7.1
2/3	317	317	-	-	-	1.9	0.3	-	2.3	25.9	6.5	0.3	6.9
3/2+3/1	692	692	-	-	-	3.8	0.4	-	4.1	21.5	6.8	0.4	7.1
3/3	166	166	-	-	-	1.0	0.2	-	1.2	25.7	3.3	0.2	3.4
3/4	187	187	-	-	-	1.2	0.2	-	1.3	25.7	3.7	0.2	3.9
4/1	665	665	-	-	-	0.0	0.3	-	0.3	1.4	2.2	0.3	2.4
4/2	665	665	-	-	-	0.0	0.3	-	0.3	1.4	2.7	0.3	3.0
5/1	287	287	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	287	287	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	32	32	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 115.5 Total Delay for Signalled Lanes (pcuHr): 12.48 Cycle Time (s): 104
PRC Over All Lanes (%): 115.5 Total Delay Over All Lanes(pcuHr): 13.18

Full Input Data And Results

Scenario 9: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG9: '2019 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

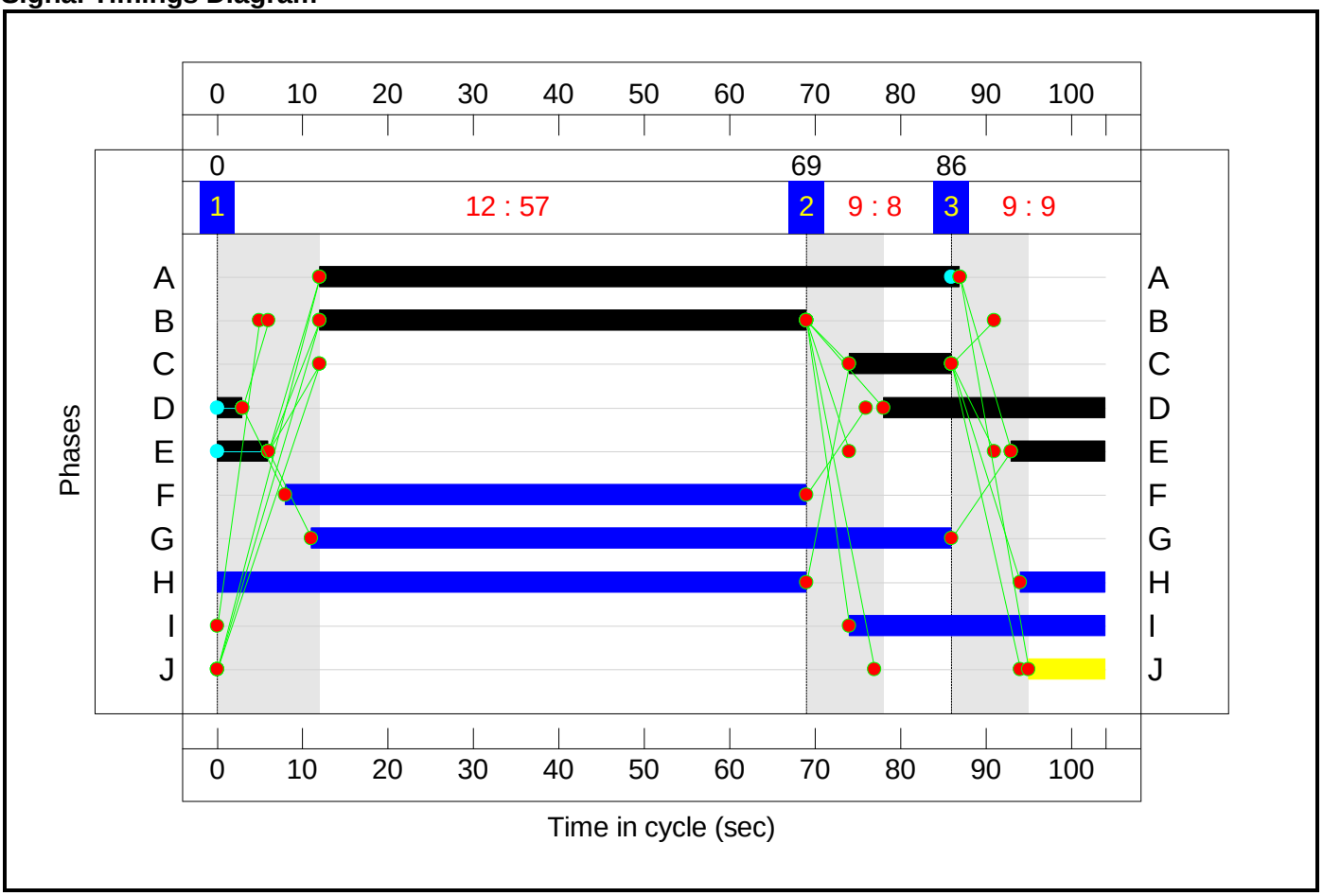
Stage Sequence Diagram



Stage Timings

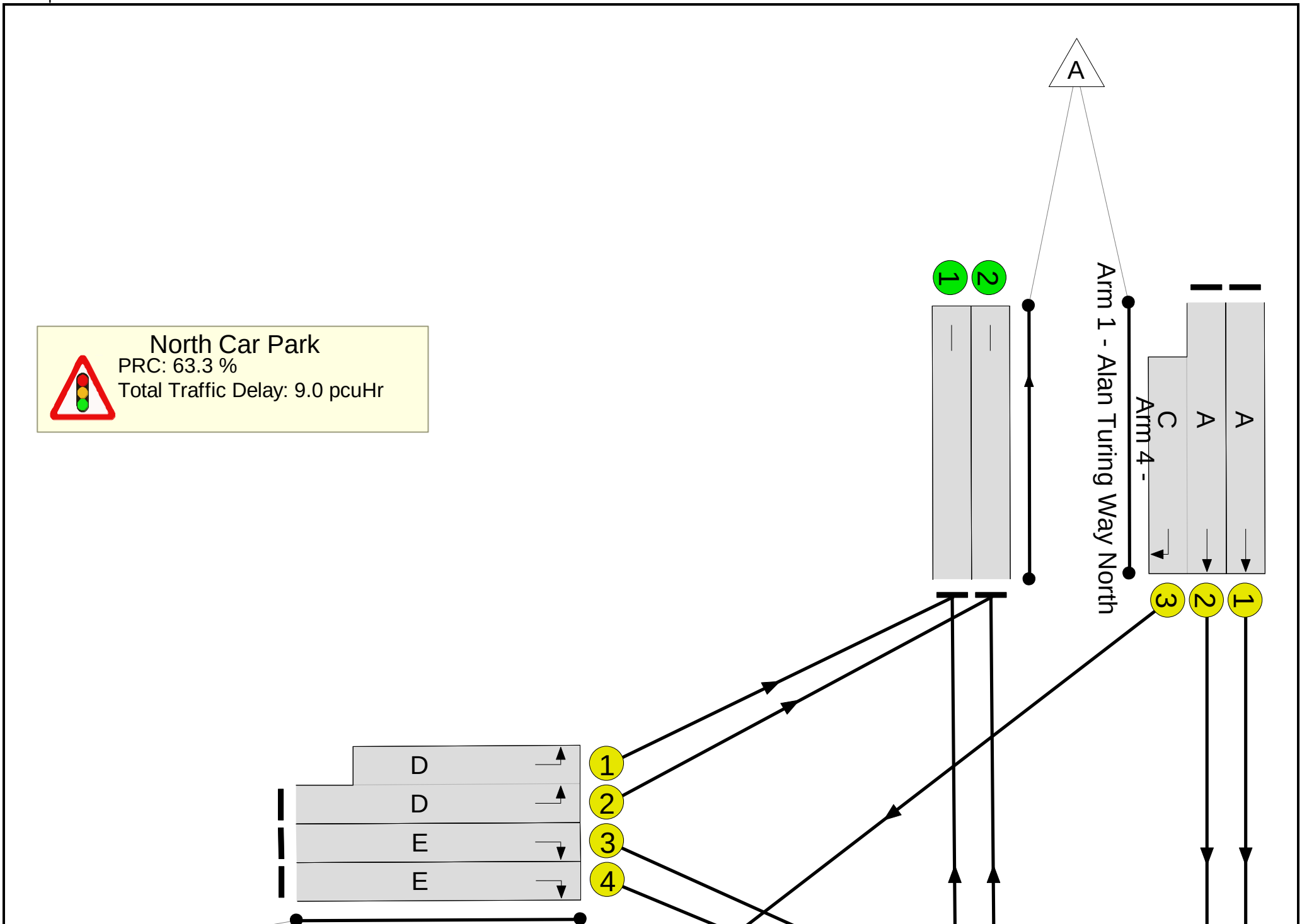
Stage	1	2	3
Duration	57	8	9
Change Point	0	69	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 63.3 %
Total Traffic Delay: 9.0 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	842	2090	1527	55.1%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:12	-	115	1940:1797	0+225	0.0 : 51.2%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	57	-	451	1965:2047	867+260	40.0 : 40.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	57	-	387	1945	1085	35.7%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	29	-	55	1980:1952	571+563	4.7 : 5.0%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	1	1849	320	0.3%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	24	1967	340	7.0%
4/1		U	N/A	N/A	-		-	-	-	375	1940	1940	19.3%
4/2		U	N/A	N/A	-		-	-	-	414	1940	1940	21.3%
5/1		U	N/A	N/A	-		-	-	-	843	1945	1945	43.3%
5/2		U	N/A	N/A	-		-	-	-	24	1935	1935	1.2%
6/1		U	N/A	N/A	-		-	-	-	219	2040	2040	10.7%

Full Input Data And Results

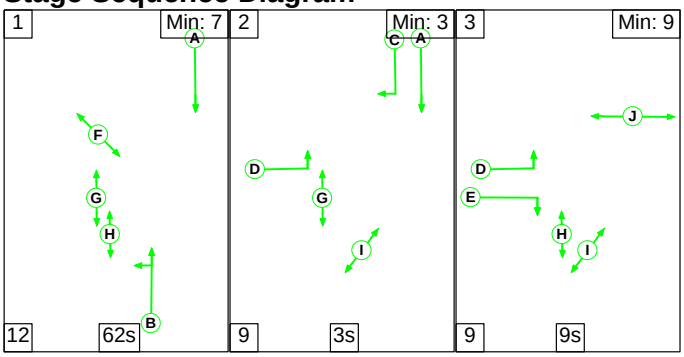
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**6.5**	**2.5**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**6.5**	**2.5**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
1/1	842	842	-	-	-	1.5	0.6	-	2.1	8.9	10.8	0.6	11.4
1/2+1/3	115	115	-	-	-	1.4	0.5	-	1.9	58.8	3.1	0.5	3.6
2/2+2/1	451	451	-	-	-	1.6	0.3	-	1.9	15.3	6.8	0.3	7.1
2/3	387	387	-	-	-	1.4	0.3	-	1.6	15.3	6.1	0.3	6.4
3/2+3/1	55	55	-	-	-	0.4	0.0	-	0.4	28.4	0.6	0.0	0.6
3/3	1	1	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.0
3/4	24	24	-	-	-	0.2	0.0	-	0.3	41.7	0.6	0.0	0.6
4/1	375	375	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/2	414	414	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	843	843	-	-	-	0.0	0.4	-	0.4	1.8	9.4	0.4	9.8
5/2	24	24	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	219	219	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 63.3 Total Delay for Signalled Lanes (pcuHr): 8.25 Cycle Time (s): 104
PRC Over All Lanes (%): 63.3 Total Delay Over All Lanes(pcuHr): 8.99

Full Input Data And Results

Scenario 10: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG10: '2019 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

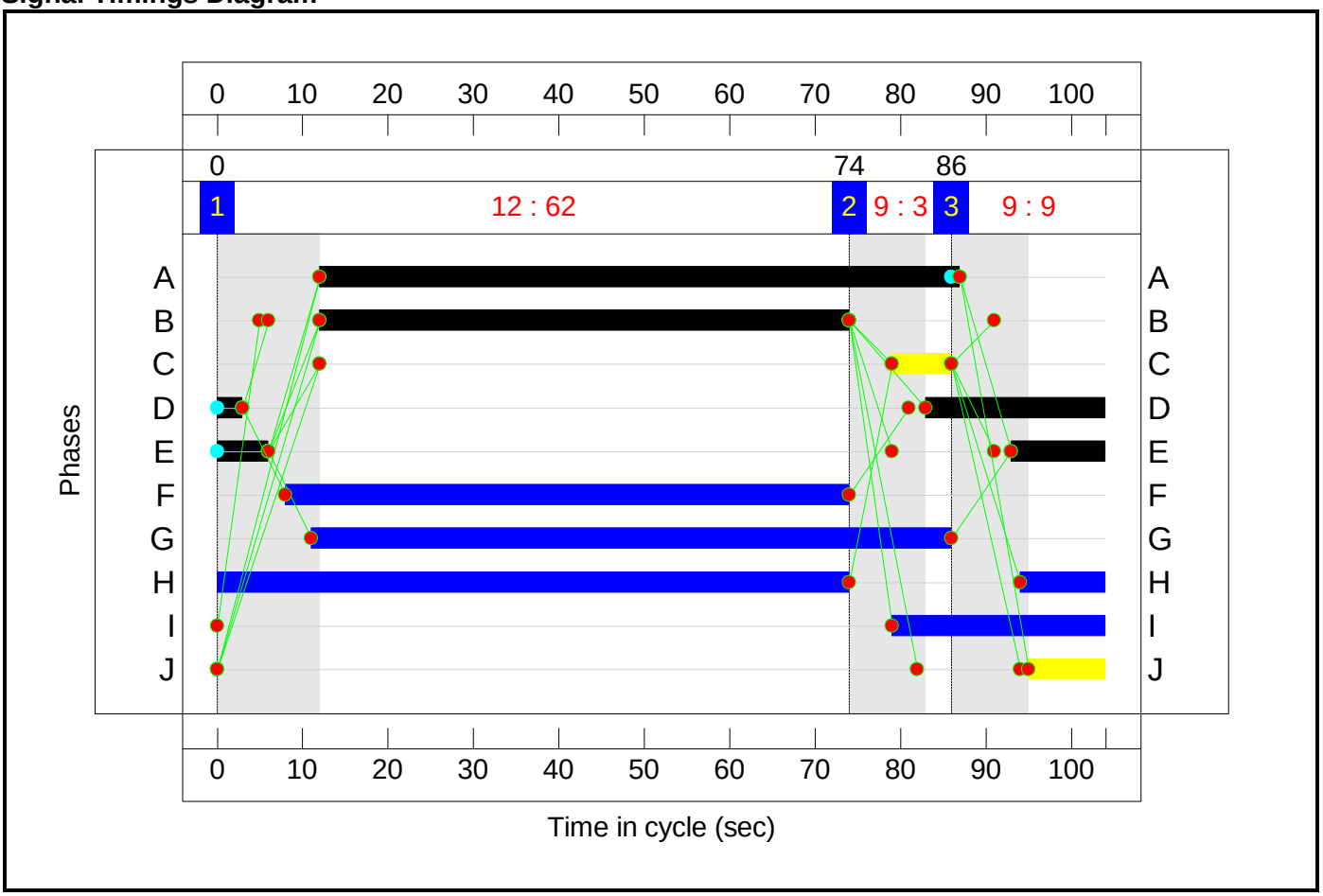
Stage Sequence Diagram



Stage Timings

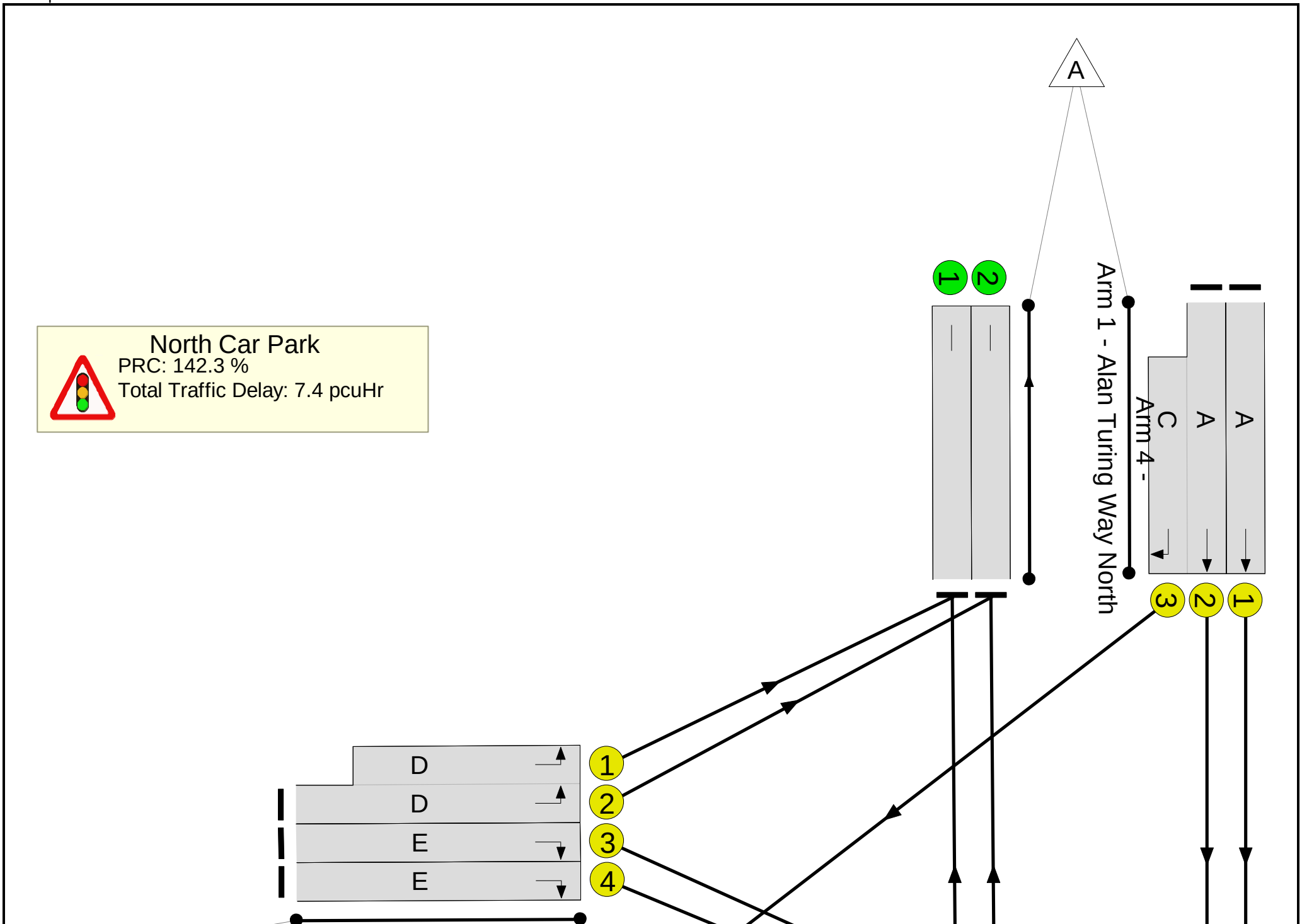
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 142.3 %
Total Traffic Delay: 7.4 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	397	2090	1527	26.0%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	364	1940:1797	1389+56	25.2 : 25.2%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	445	1965:2047	1163+35	37.1 : 37.1%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	428	1945	1178	36.3%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	83	1980:1952	476+469	8.8 : 8.7%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	52	1849	320	16.2%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	66	1967	340	19.4%
4/1		U	N/A	N/A	-		-	-	-	473	1940	1940	24.4%
4/2		U	N/A	N/A	-		-	-	-	470	1940	1940	24.2%
5/1		U	N/A	N/A	-		-	-	-	449	1945	1945	23.1%
5/2		U	N/A	N/A	-		-	-	-	416	1935	1935	21.5%
6/1		U	N/A	N/A	-		-	-	-	27	2040	2040	1.3%

Full Input Data And Results

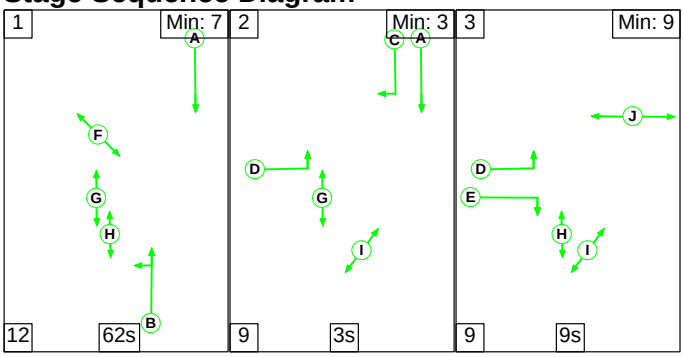
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.6**	**1.8**	**0.0**	**7.4**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**5.6**	**1.8**	**0.0**	**7.4**	**-**	**-**	**-**	**-**
1/1	397	397	-	-	-	0.5	0.2	-	0.7	6.3	3.7	0.2	3.9
1/2+1/3	364	364	-	-	-	0.6	0.2	-	0.8	7.8	3.3	0.2	3.5
2/2+2/1	445	445	-	-	-	1.3	0.3	-	1.6	12.7	6.4	0.3	6.7
2/3	428	428	-	-	-	1.2	0.3	-	1.5	12.8	6.2	0.3	6.5
3/2+3/1	83	83	-	-	-	0.7	0.0	-	0.8	32.8	0.9	0.0	1.0
3/3	52	52	-	-	-	0.5	0.1	-	0.6	43.3	1.3	0.1	1.4
3/4	66	66	-	-	-	0.7	0.1	-	0.8	43.3	1.6	0.1	1.7
4/1	473	473	-	-	-	0.0	0.2	-	0.2	1.2	1.6	0.2	1.8
4/2	470	470	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/1	449	449	-	-	-	0.0	0.2	-	0.2	1.2	1.1	0.2	1.2
5/2	416	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	27	27	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 142.3 Total Delay for Signalled Lanes (pcuHr): 6.75 Cycle Time (s): 104
PRC Over All Lanes (%): 142.3 Total Delay Over All Lanes(pcuHr): 7.36

Full Input Data And Results

Scenario 11: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG11: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

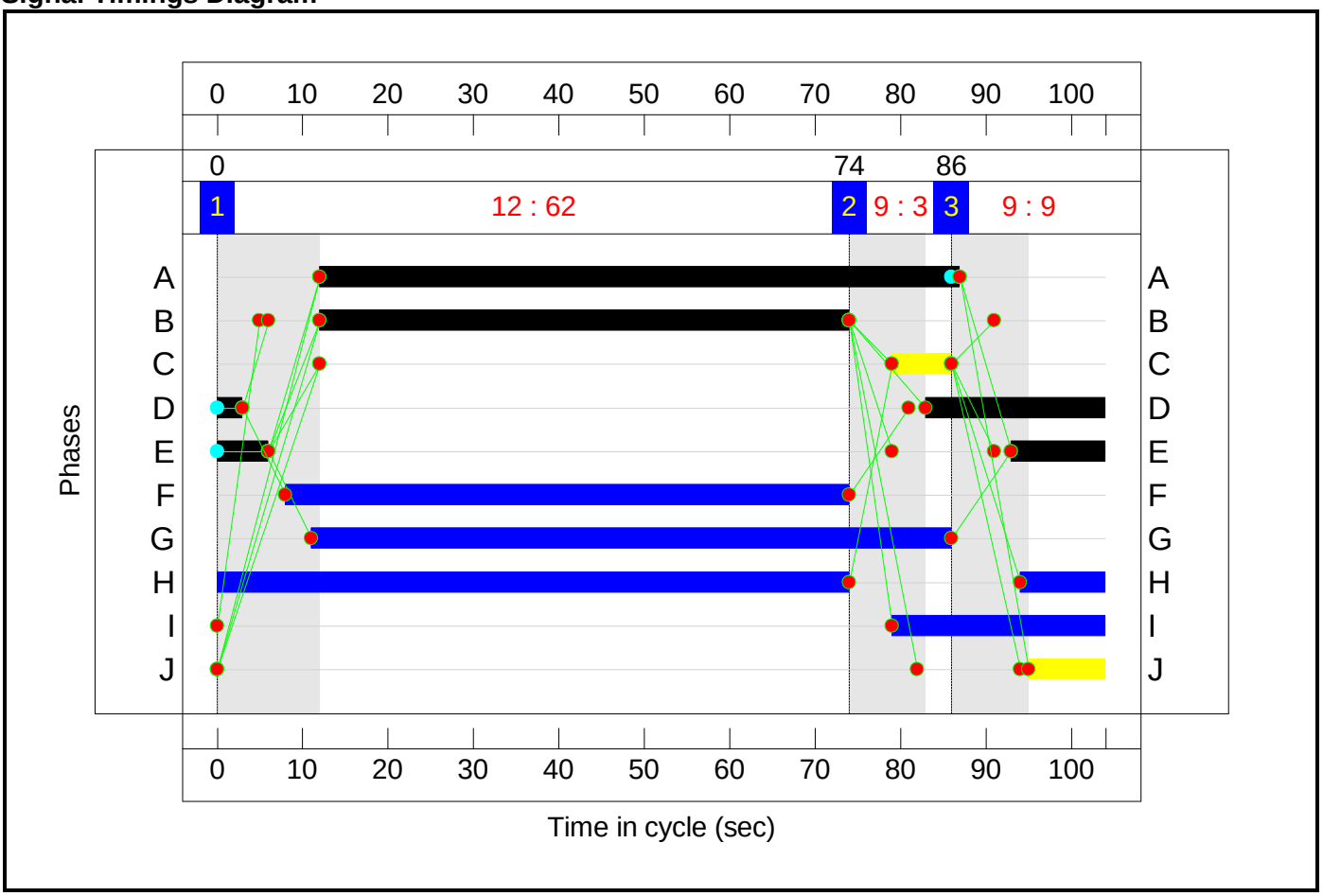
Stage Sequence Diagram



Stage Timings

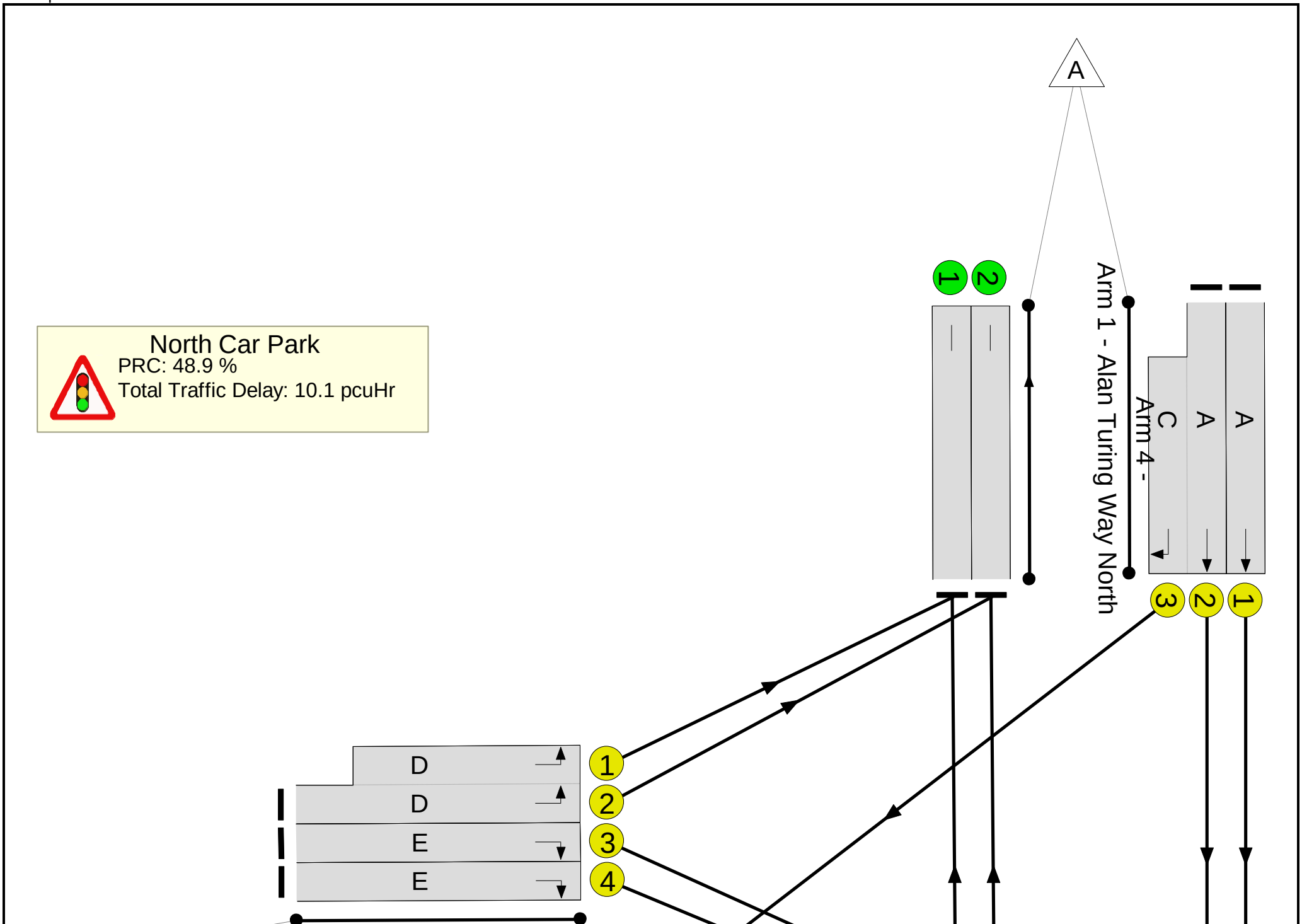
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 48.9 %
Total Traffic Delay: 10.1 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.5%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.5%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	549	2090	1527	35.9%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	510	1940:1797	1400+40	35.4 : 35.4%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	724	1965:2047	1168+30	60.5 : 60.5%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	703	1945	1178	59.7%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	19	1980:1952	476+469	2.1 : 1.9%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	2	1849	320	0.6%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	16	1967	340	4.7%
4/1		U	N/A	N/A	-		-	-	-	715	1940	1940	36.9%
4/2		U	N/A	N/A	-		-	-	-	713	1940	1940	36.8%
5/1		U	N/A	N/A	-		-	-	-	551	1945	1945	28.3%
5/2		U	N/A	N/A	-		-	-	-	512	1935	1935	26.5%
6/1		U	N/A	N/A	-		-	-	-	32	2040	2040	1.6%

Full Input Data And Results

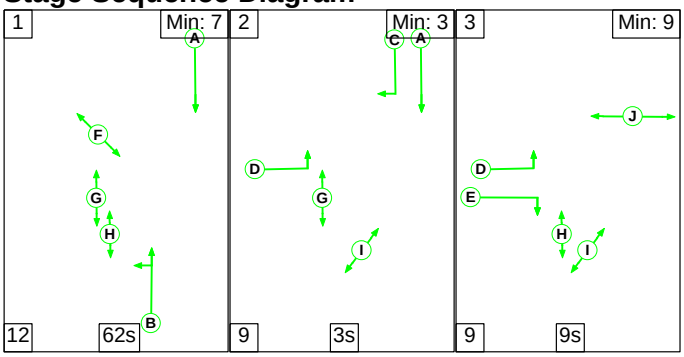
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.0**	**3.1**	**0.0**	**10.1**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**7.0**	**3.1**	**0.0**	**10.1**	**-**	**-**	**-**	**-**
1/1	549	549	-	-	-	0.8	0.3	-	1.1	7.0	5.6	0.3	5.9
1/2+1/3	510	510	-	-	-	0.9	0.3	-	1.1	8.1	5.1	0.3	5.4
2/2+2/1	724	724	-	-	-	2.5	0.8	-	3.3	16.4	12.8	0.8	13.6
2/3	703	703	-	-	-	2.5	0.7	-	3.2	16.4	12.5	0.7	13.2
3/2+3/1	19	19	-	-	-	0.2	0.0	-	0.2	32.3	0.2	0.0	0.2
3/3	2	2	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.1
3/4	16	16	-	-	-	0.2	0.0	-	0.2	41.5	0.4	0.0	0.4
4/1	715	715	-	-	-	0.0	0.3	-	0.3	1.5	6.5	0.3	6.8
4/2	713	713	-	-	-	0.0	0.3	-	0.3	1.5	6.5	0.3	6.8
5/1	551	551	-	-	-	0.0	0.2	-	0.2	1.3	3.8	0.2	4.0
5/2	512	512	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	32	32	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 48.9 Total Delay for Signalled Lanes (pcuHr): 9.10 Cycle Time (s): 104
PRC Over All Lanes (%): 48.9 Total Delay Over All Lanes(pcuHr): 10.07

Full Input Data And Results

Scenario 12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

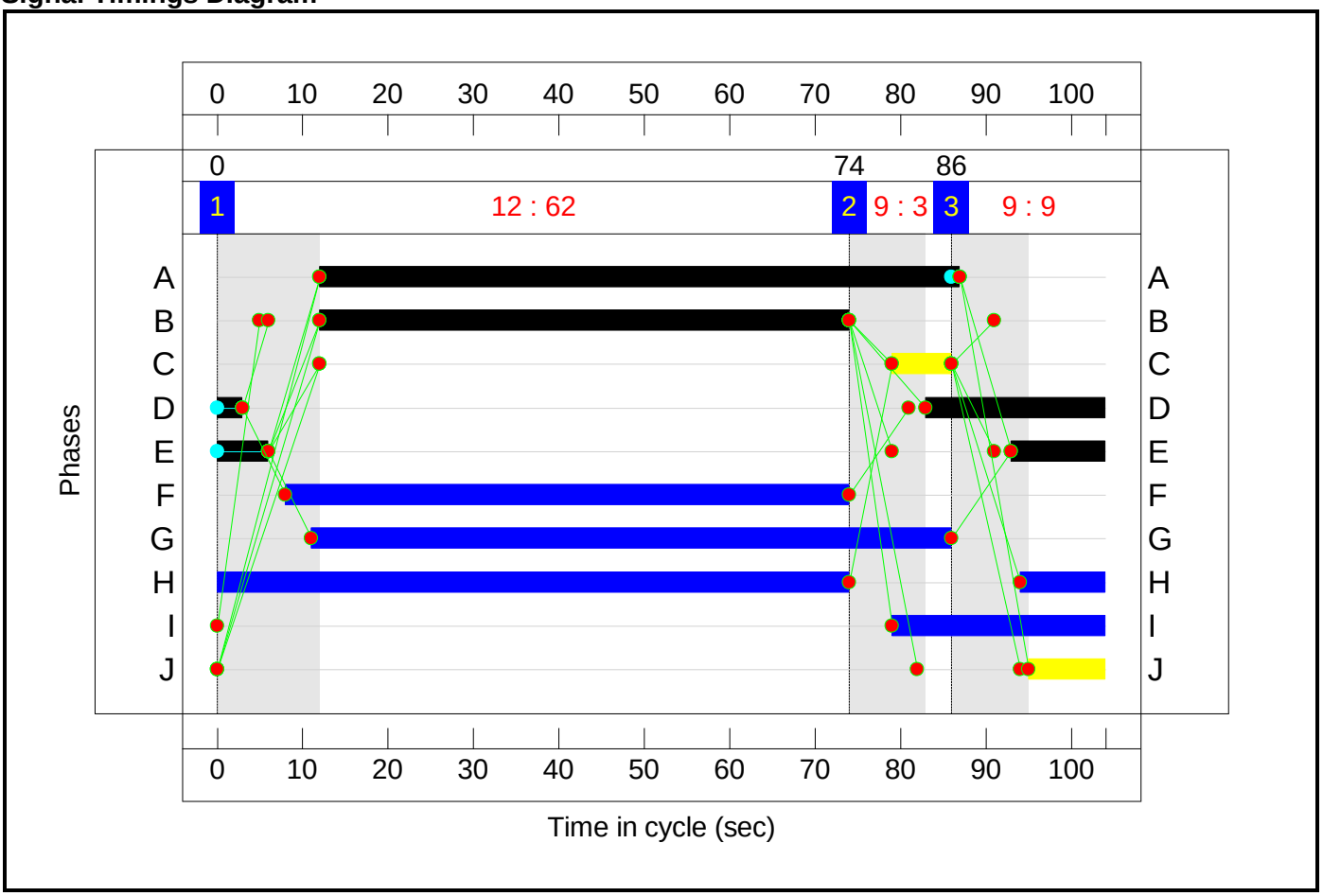
Stage Sequence Diagram



Stage Timings

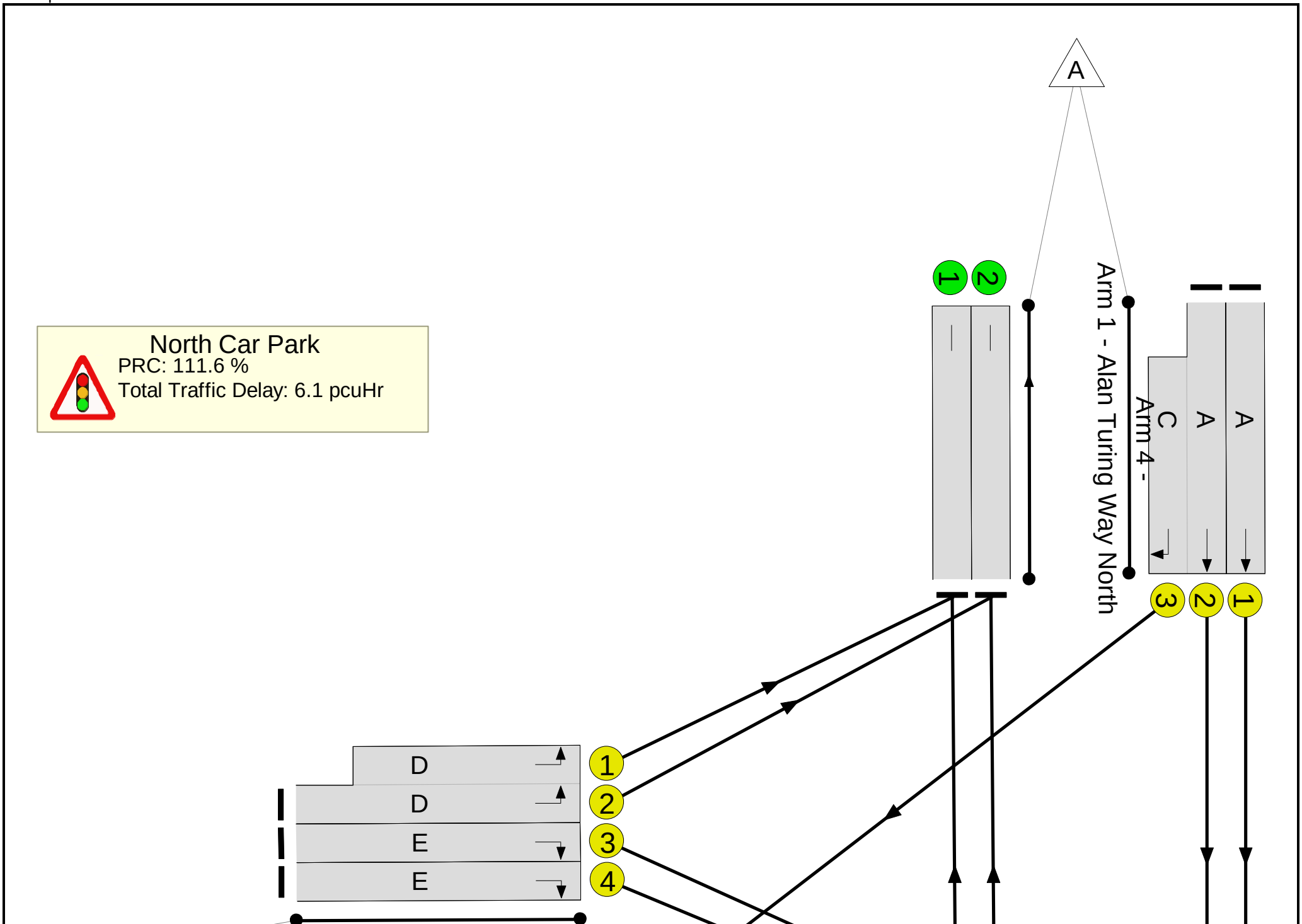
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 111.6 %
Total Traffic Delay: 6.1 pcuHr
A
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
D
D
E
E
1
2
3
4
1
2
3
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.5%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.5%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	425	2090	1527	27.8%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	379	1940:1797	1418+11	26.5 : 26.5%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	511	1965:2047	1129+73	42.5 : 42.5%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	483	1945	1178	41.0%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	13	1980:1952	476+469	1.5 : 1.3%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	2	1849	320	0.6%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	17	1967	340	5.0%
4/1		U	N/A	N/A	-		-	-	-	486	1940	1940	25.1%
4/2		U	N/A	N/A	-		-	-	-	490	1940	1940	25.3%
5/1		U	N/A	N/A	-		-	-	-	427	1945	1945	22.0%
5/2		U	N/A	N/A	-		-	-	-	393	1935	1935	20.3%
6/1		U	N/A	N/A	-		-	-	-	34	2040	2040	1.7%

Full Input Data And Results

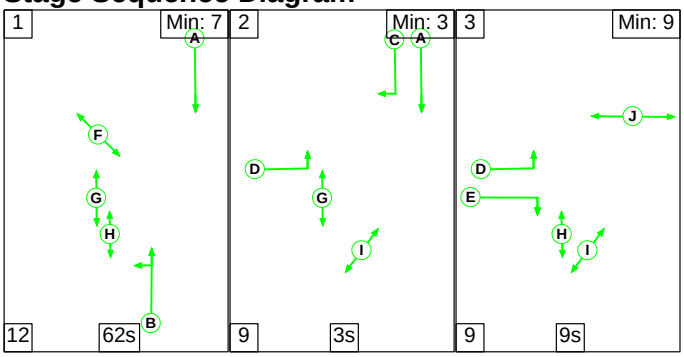
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**4.4**	**1.7**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**4.4**	**1.7**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
1/1	425	425	-	-	-	0.6	0.2	-	0.8	6.4	4.1	0.2	4.3
1/2+1/3	379	379	-	-	-	0.5	0.2	-	0.7	6.7	3.6	0.2	3.7
2/2+2/1	511	511	-	-	-	1.5	0.4	-	1.9	13.3	7.6	0.4	7.9
2/3	483	483	-	-	-	1.4	0.3	-	1.8	13.3	7.2	0.3	7.6
3/2+3/1	13	13	-	-	-	0.1	0.0	-	0.1	32.3	0.2	0.0	0.2
3/3	2	2	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.1
3/4	17	17	-	-	-	0.2	0.0	-	0.2	41.5	0.4	0.0	0.4
4/1	486	486	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2	490	490	-	-	-	0.0	0.2	-	0.2	1.2	1.1	0.2	1.2
5/1	427	427	-	-	-	0.0	0.1	-	0.1	1.2	1.7	0.1	1.8
5/2	393	393	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	34	34	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 111.6 Total Delay for Signalled Lanes (pcuHr): 5.48 Cycle Time (s): 104
PRC Over All Lanes (%): 111.6 Total Delay Over All Lanes(pcuHr): 6.09

Full Input Data And Results

Scenario 13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

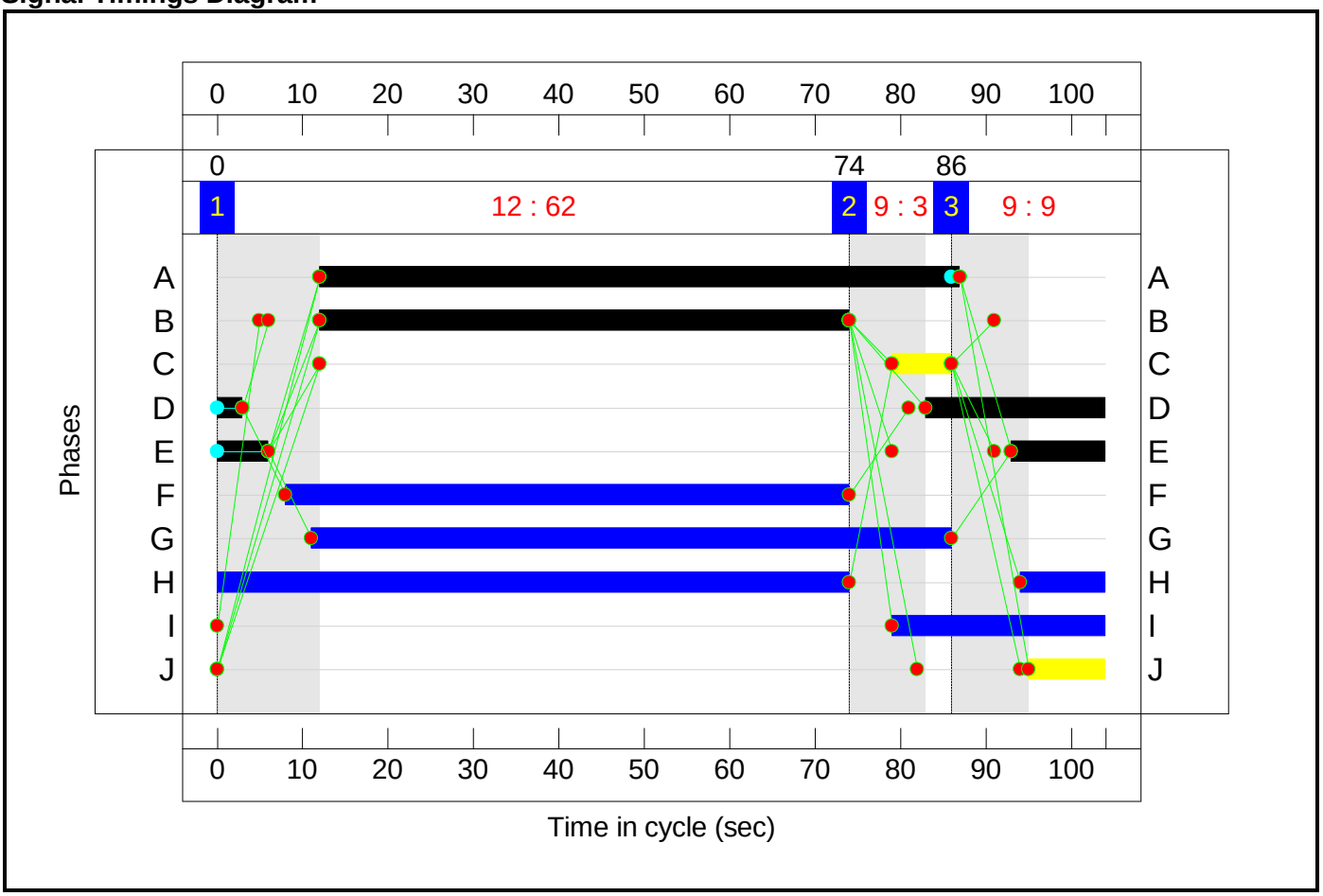
Stage Sequence Diagram



Stage Timings

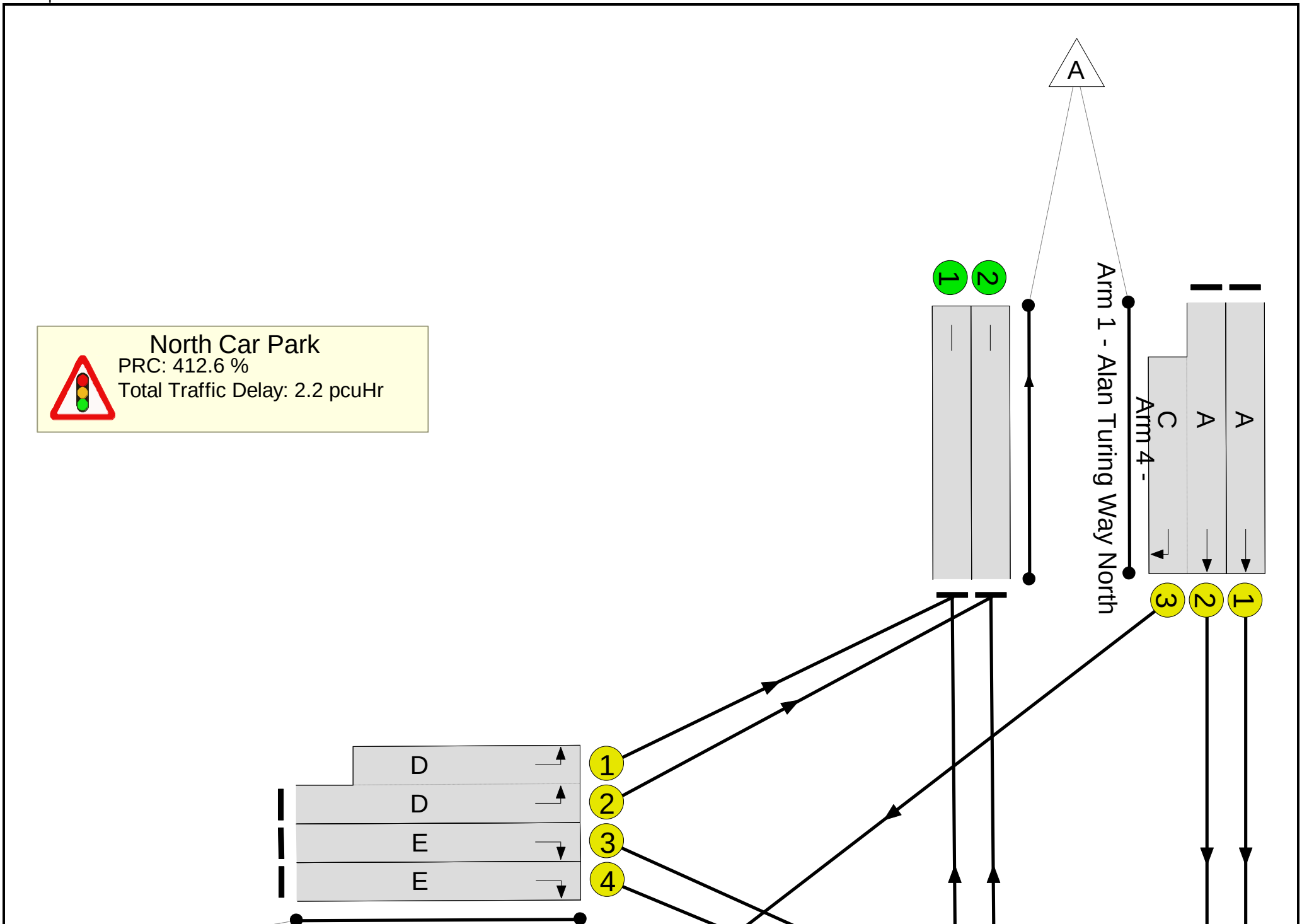
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 412.6 %
Total Traffic Delay: 2.2 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.6%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**17.6%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	180	2090	1527	11.8%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	141	1940:1965	1418+0	9.9 : 0.0%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	209	1965:2115	1190+0	17.6 : 0.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	204	1945	1178	17.3%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	7	1980:1952	476+469	0.8 : 0.6%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	1	1849	320	0.3%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	12	1967	340	3.5%
4/1		U	N/A	N/A	-		-	-	-	212	1940	1940	10.9%
4/2		U	N/A	N/A	-		-	-	-	208	1940	1940	10.7%
5/1		U	N/A	N/A	-		-	-	-	181	1945	1945	9.3%
5/2		U	N/A	N/A	-		-	-	-	153	1935	1935	7.9%
6/1		U	N/A	N/A	-		-	-	-	0	2040	2040	0.0%

Full Input Data And Results

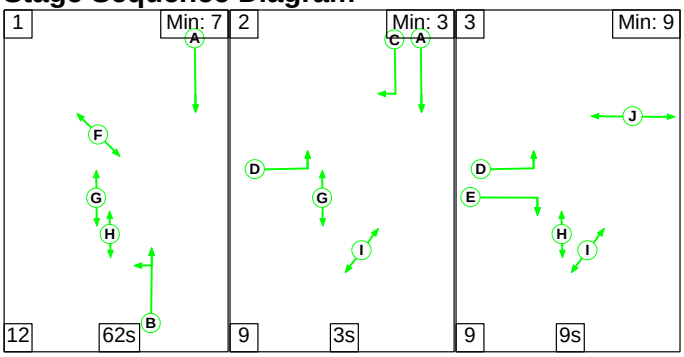
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**1.6**	**0.6**	**0.0**	**2.2**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**1.6**	**0.6**	**0.0**	**2.2**	**-**	**-**	**-**	**-**
1/1	180	180	-	-	-	0.2	0.1	-	0.3	5.5	1.5	0.1	1.6
1/2+1/3	141	141	-	-	-	0.2	0.1	-	0.2	5.5	1.2	0.1	1.2
2/2+2/1	209	209	-	-	-	0.5	0.1	-	0.6	10.9	2.6	0.1	2.7
2/3	204	204	-	-	-	0.5	0.1	-	0.6	10.9	2.6	0.1	2.7
3/2+3/1	7	7	-	-	-	0.1	0.0	-	0.1	32.3	0.1	0.0	0.1
3/3	1	1	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.0
3/4	12	12	-	-	-	0.1	0.0	-	0.1	41.4	0.3	0.0	0.3
4/1	212	212	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
4/2	208	208	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/1	181	181	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	153	153	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 412.6 Total Delay for Signalled Lanes (pcuHr): 1.95 Cycle Time (s): 104
PRC Over All Lanes (%): 412.6 Total Delay Over All Lanes(pcuHr): 2.16

Full Input Data And Results

Scenario 14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

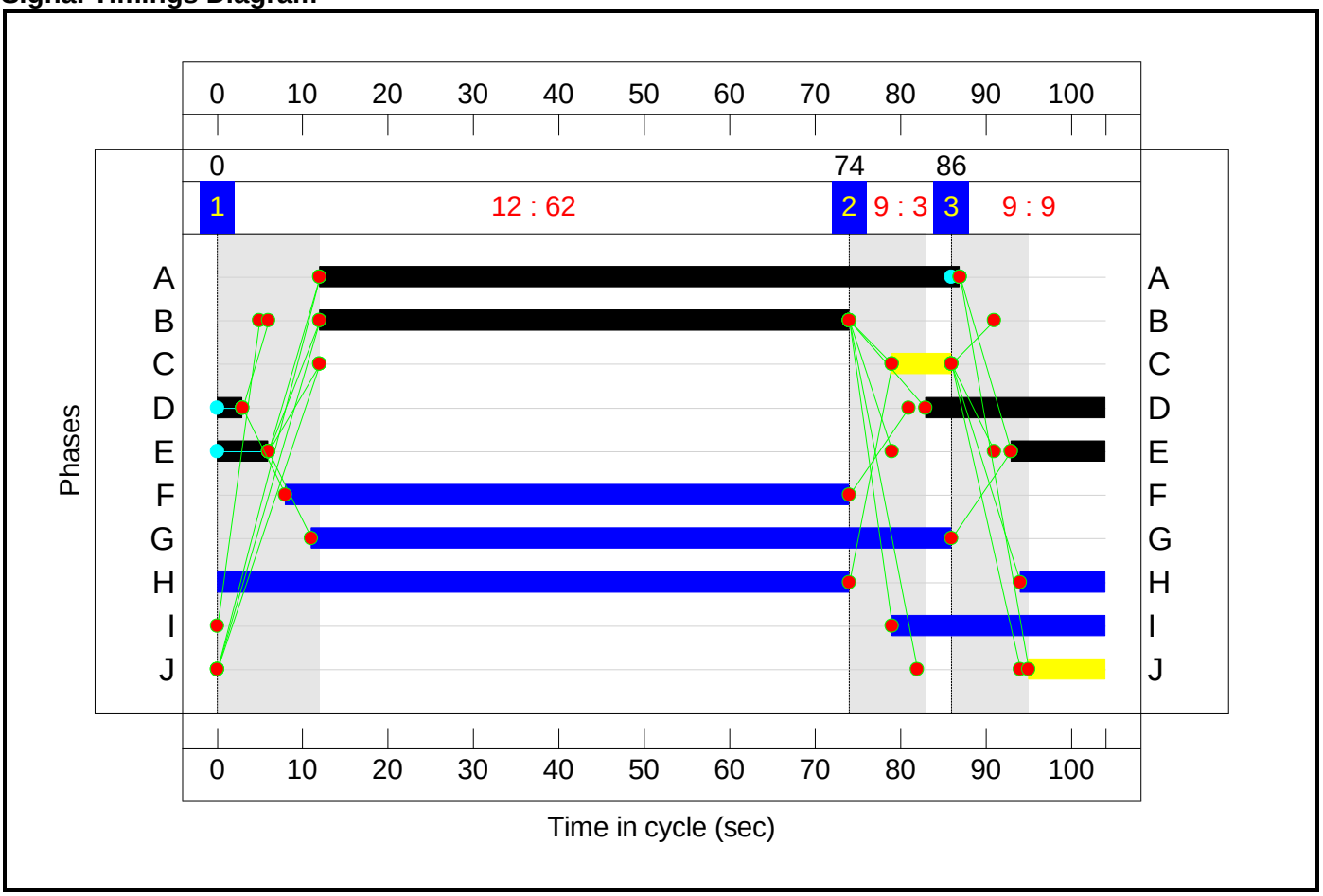
Stage Sequence Diagram



Stage Timings

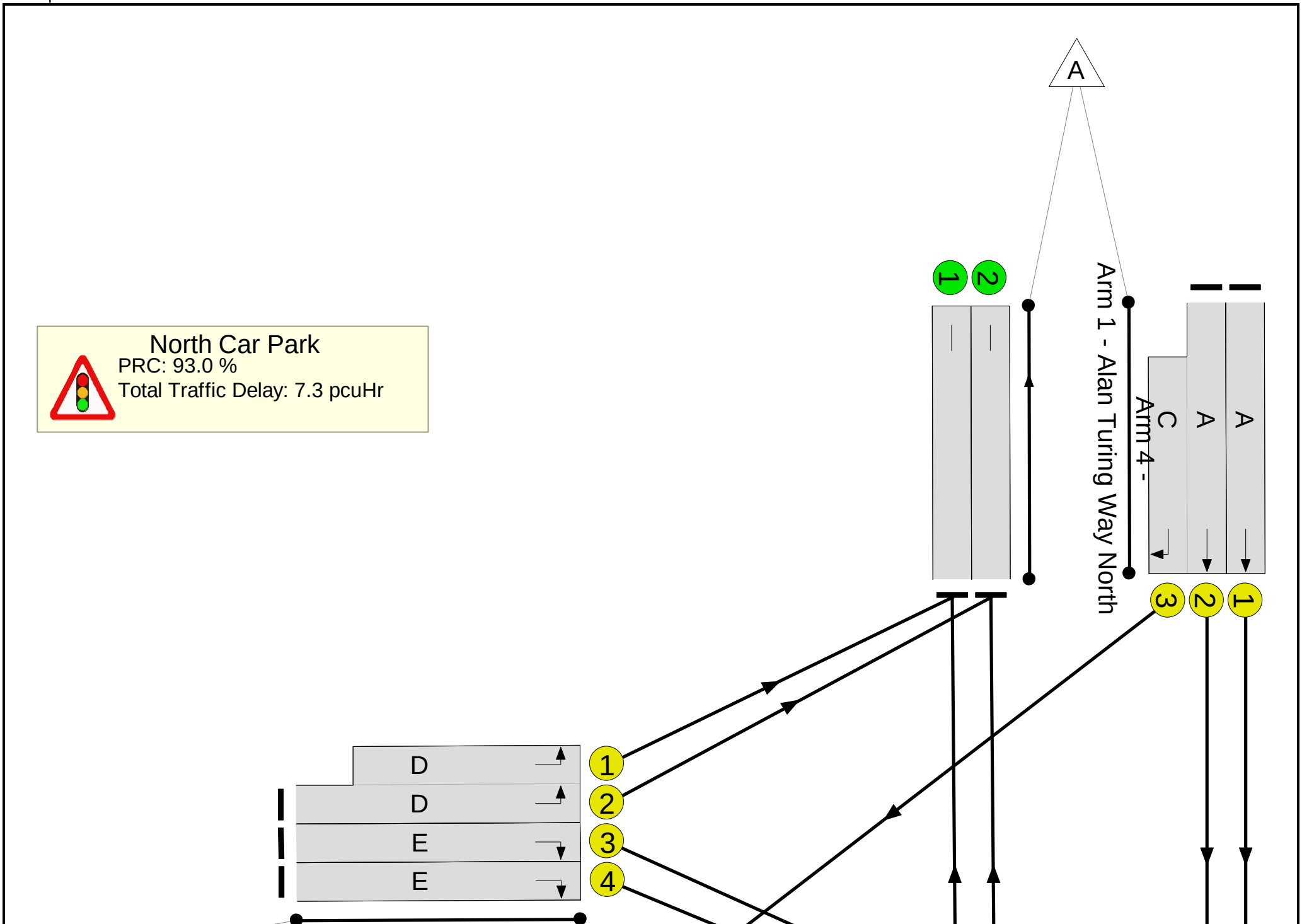
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 93.0 %
Total Traffic Delay: 7.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.6%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.6%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	504	2090	1527	33.0%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	460	1940:1797	1409+25	32.1 : 32.1%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	564	1965:2047	1051+159	46.6 : 46.6%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	519	1945	1178	44.0%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	19	1980:1952	476+469	1.9 : 2.1%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	9	1849	320	2.8%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	26	1967	340	7.6%
4/1		U	N/A	N/A	-		-	-	-	500	1940	1940	25.8%
4/2		U	N/A	N/A	-		-	-	-	528	1940	1940	27.2%
5/1		U	N/A	N/A	-		-	-	-	513	1945	1945	26.4%
5/2		U	N/A	N/A	-		-	-	-	478	1935	1935	24.7%
6/1		U	N/A	N/A	-		-	-	-	82	2040	2040	4.0%

Full Input Data And Results

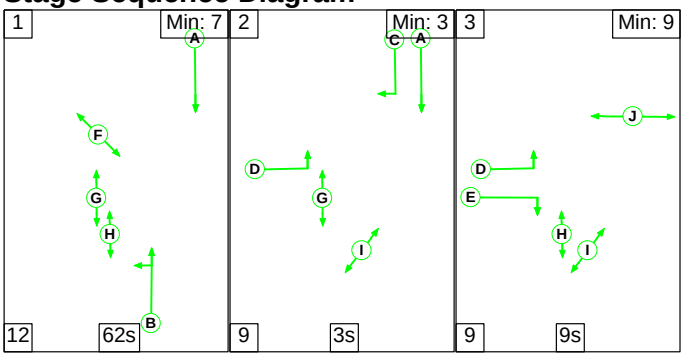
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.2**	**2.1**	**0.0**	**7.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**5.2**	**2.1**	**0.0**	**7.3**	**-**	**-**	**-**	**-**
1/1	504	504	-	-	-	0.7	0.2	-	0.9	6.7	5.0	0.2	5.3
1/2+1/3	460	460	-	-	-	0.7	0.2	-	1.0	7.5	4.5	0.2	4.8
2/2+2/1	564	564	-	-	-	1.7	0.4	-	2.2	13.8	8.5	0.4	9.0
2/3	519	519	-	-	-	1.6	0.4	-	2.0	13.8	7.9	0.4	8.3
3/2+3/1	19	19	-	-	-	0.2	0.0	-	0.2	32.3	0.2	0.0	0.2
3/3	9	9	-	-	-	0.1	0.0	-	0.1	41.8	0.2	0.0	0.2
3/4	26	26	-	-	-	0.3	0.0	-	0.3	41.8	0.6	0.0	0.7
4/1	500	500	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2	528	528	-	-	-	0.0	0.2	-	0.2	1.3	1.6	0.2	1.8
5/1	513	513	-	-	-	0.0	0.2	-	0.2	1.3	2.8	0.2	3.0
5/2	478	478	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	82	82	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 93.0 Total Delay for Signalled Lanes (pcuHr): 6.61 Cycle Time (s): 104
PRC Over All Lanes (%): 93.0 Total Delay Over All Lanes(pcuHr): 7.34

Full Input Data And Results

Scenario 15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

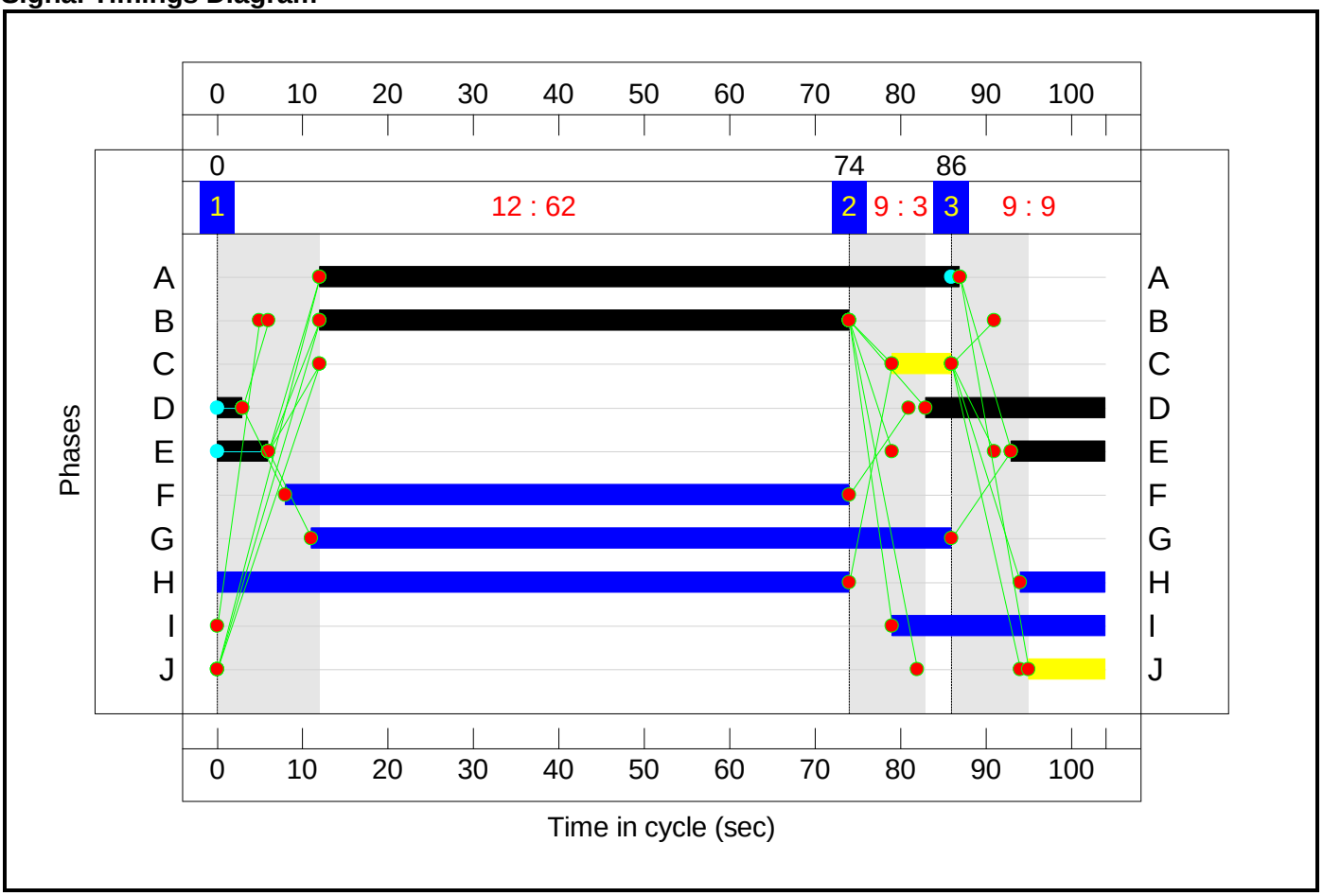
Stage Sequence Diagram



Stage Timings

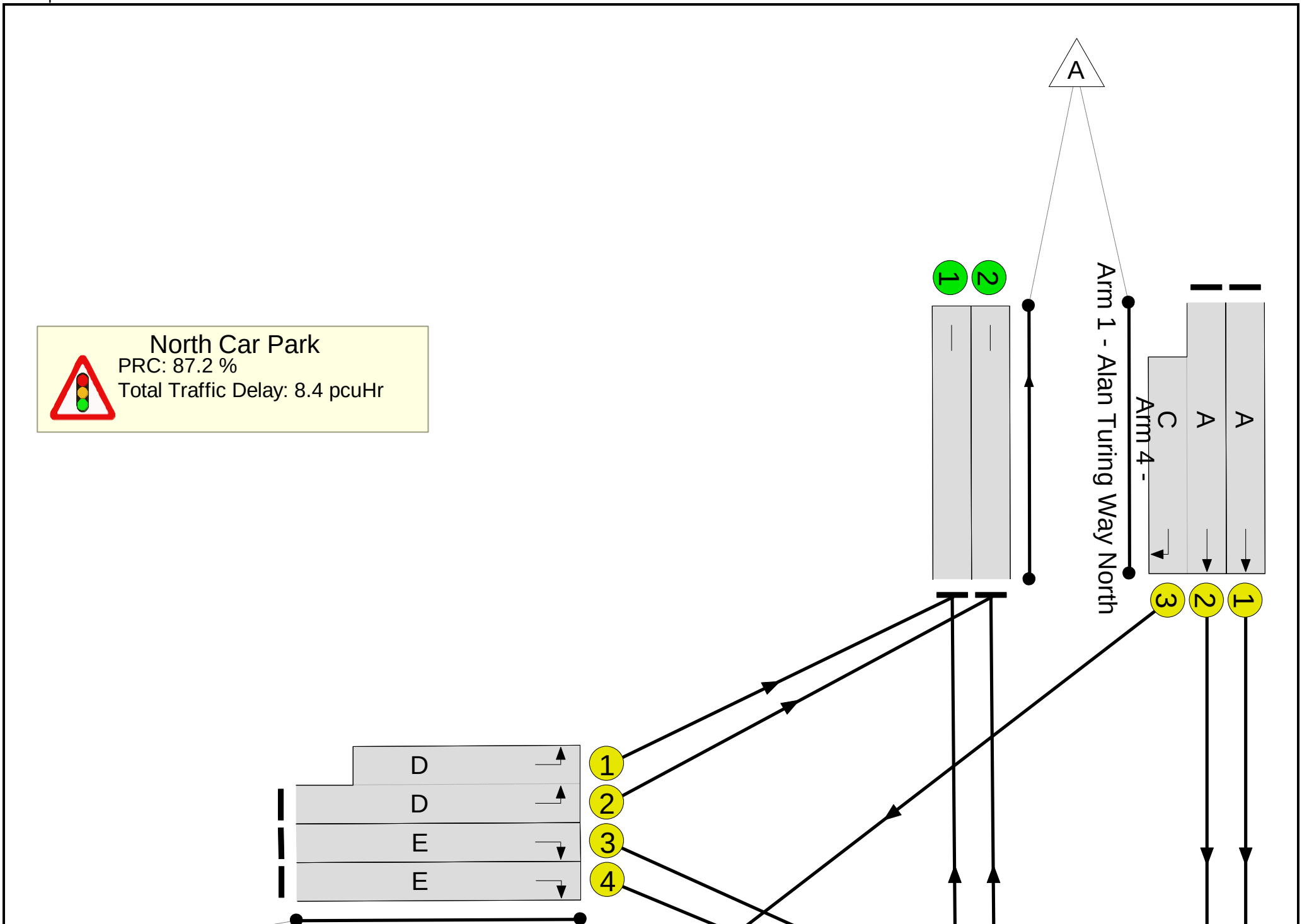
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 87.2 %
Total Traffic Delay: 8.4 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**48.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**48.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	478	2090	1527	31.3%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	436	1940:1797	1408+26	30.4 : 30.4%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	576	1965:2047	1163+35	48.1 : 48.1%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	555	1945	1178	47.1%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	38	1980:1952	476+469	4.2 : 3.8%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	40	1849	320	12.5%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	52	1967	340	15.3%
4/1		U	N/A	N/A	-		-	-	-	577	1940	1940	29.7%
4/2		U	N/A	N/A	-		-	-	-	575	1940	1940	29.6%
5/1		U	N/A	N/A	-		-	-	-	518	1945	1945	26.6%
5/2		U	N/A	N/A	-		-	-	-	480	1935	1935	24.8%
6/1		U	N/A	N/A	-		-	-	-	25	2040	2040	1.2%

Full Input Data And Results

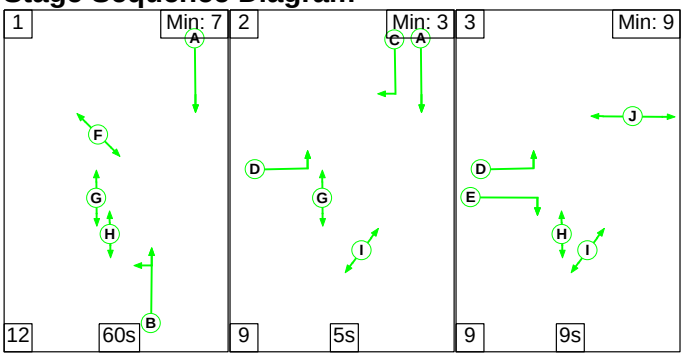
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**6.1**	**2.3**	**0.0**	**8.4**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**6.1**	**2.3**	**0.0**	**8.4**	**-**	**-**	**-**	**-**
1/1	478	478	-	-	-	0.6	0.2	-	0.9	6.6	4.8	0.2	5.0
1/2+1/3	436	436	-	-	-	0.7	0.2	-	0.9	7.4	4.2	0.2	4.4
2/2+2/1	576	576	-	-	-	1.8	0.5	-	2.3	14.2	9.1	0.5	9.5
2/3	555	555	-	-	-	1.7	0.4	-	2.2	14.2	8.8	0.4	9.2
3/2+3/1	38	38	-	-	-	0.3	0.0	-	0.3	32.4	0.4	0.0	0.5
3/3	40	40	-	-	-	0.4	0.1	-	0.5	42.8	1.0	0.1	1.0
3/4	52	52	-	-	-	0.5	0.1	-	0.6	42.8	1.3	0.1	1.4
4/1	577	577	-	-	-	0.0	0.2	-	0.2	1.3	3.8	0.2	4.0
4/2	575	575	-	-	-	0.0	0.2	-	0.2	1.3	2.7	0.2	2.9
5/1	518	518	-	-	-	0.0	0.2	-	0.2	1.3	2.2	0.2	2.4
5/2	480	480	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	25	25	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 87.2 Total Delay for Signalled Lanes (pcuHr): 7.66 Cycle Time (s): 104
PRC Over All Lanes (%): 87.2 Total Delay Over All Lanes(pcuHr): 8.44

Full Input Data And Results

Scenario 16: '2023 Base (Match) - Weekday PM Network Peak' (FG16: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

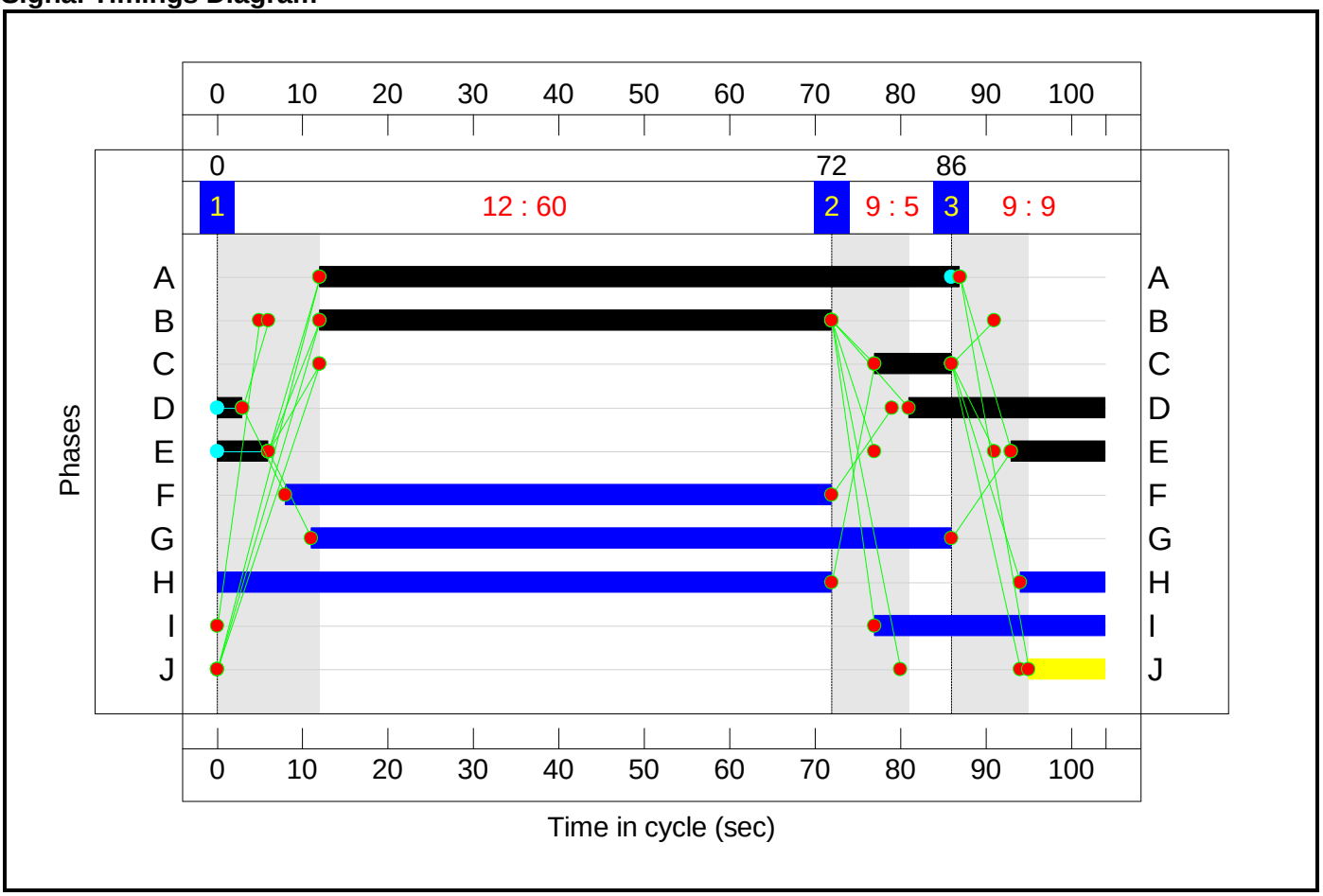
Stage Sequence Diagram



Stage Timings

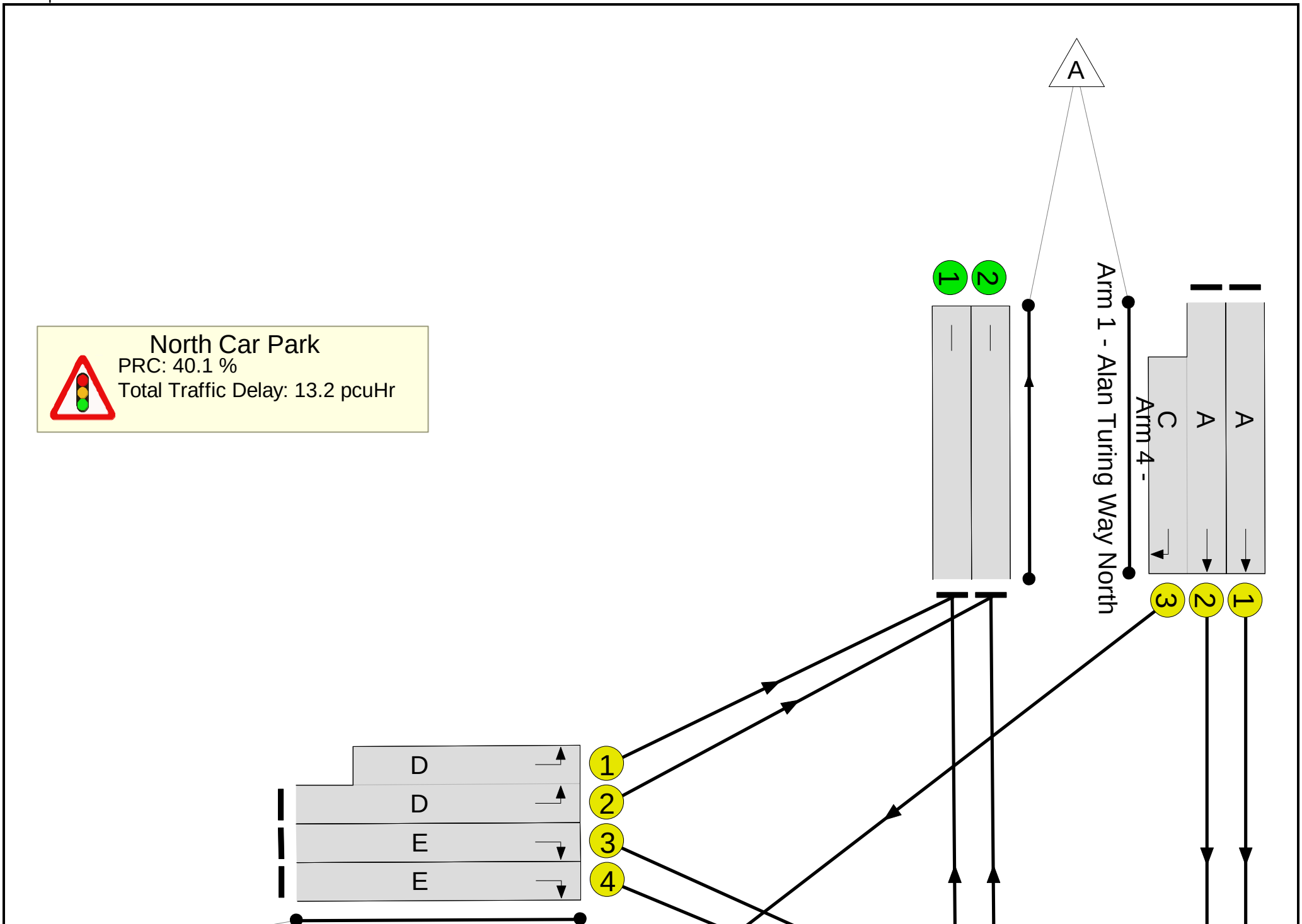
Stage	1	2	3
Duration	60	5	9
Change Point	0	72	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 40.1 %
Total Traffic Delay: 13.2 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.2%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.2%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	665	2090	1527	43.5%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:9	-	689	1940:1797	1275+173	45.3 : 64.2%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	60	-	751	1965:2047	907+278	63.4 : 63.4%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	60	-	684	1945	1141	60.0%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	26	-	68	1980:1952	514+507	6.0 : 7.3%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	7	1849	320	2.2%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	26	1967	340	7.6%
4/1		U	N/A	N/A	-		-	-	-	612	1940	1940	31.5%
4/2		U	N/A	N/A	-		-	-	-	715	1940	1940	36.9%
5/1		U	N/A	N/A	-		-	-	-	672	1945	1945	34.6%
5/2		U	N/A	N/A	-		-	-	-	604	1935	1935	31.2%
6/1		U	N/A	N/A	-		-	-	-	287	2040	2040	14.1%

Full Input Data And Results

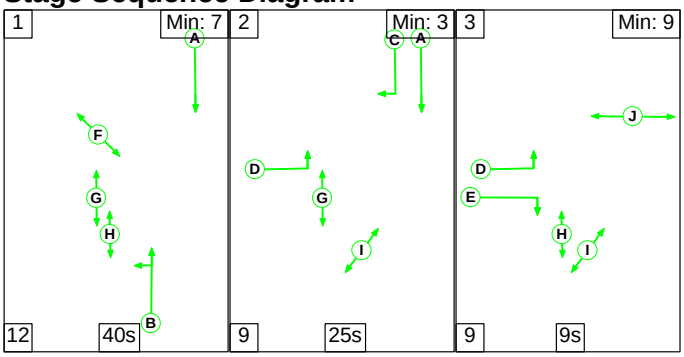
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.6**	**3.6**	**0.0**	**13.2**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**9.6**	**3.6**	**0.0**	**13.2**	**-**	**-**	**-**	**-**
1/1	665	665	-	-	-	1.0	0.4	-	1.4	7.6	7.6	0.4	8.0
1/2+1/3	689	689	-	-	-	2.3	0.5	-	2.7	14.2	6.3	0.5	6.7
2/2+2/1	751	751	-	-	-	2.8	0.9	-	3.7	17.8	13.5	0.9	14.4
2/3	684	684	-	-	-	2.6	0.7	-	3.4	17.6	12.5	0.7	13.3
3/2+3/1	68	68	-	-	-	0.5	0.0	-	0.6	31.0	0.8	0.0	0.8
3/3	7	7	-	-	-	0.1	0.0	-	0.1	41.7	0.2	0.0	0.2
3/4	26	26	-	-	-	0.3	0.0	-	0.3	41.8	0.6	0.0	0.7
4/1	612	612	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
4/2	715	715	-	-	-	0.0	0.3	-	0.3	1.5	6.5	0.3	6.8
5/1	672	672	-	-	-	0.0	0.3	-	0.3	1.5	5.6	0.3	5.8
5/2	604	604	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/1	287	287	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 40.1 Total Delay for Signalled Lanes (pcuHr): 12.14 Cycle Time (s): 104
PRC Over All Lanes (%): 40.1 Total Delay Over All Lanes(pcuHr): 13.25

Full Input Data And Results

Scenario 17: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG17: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

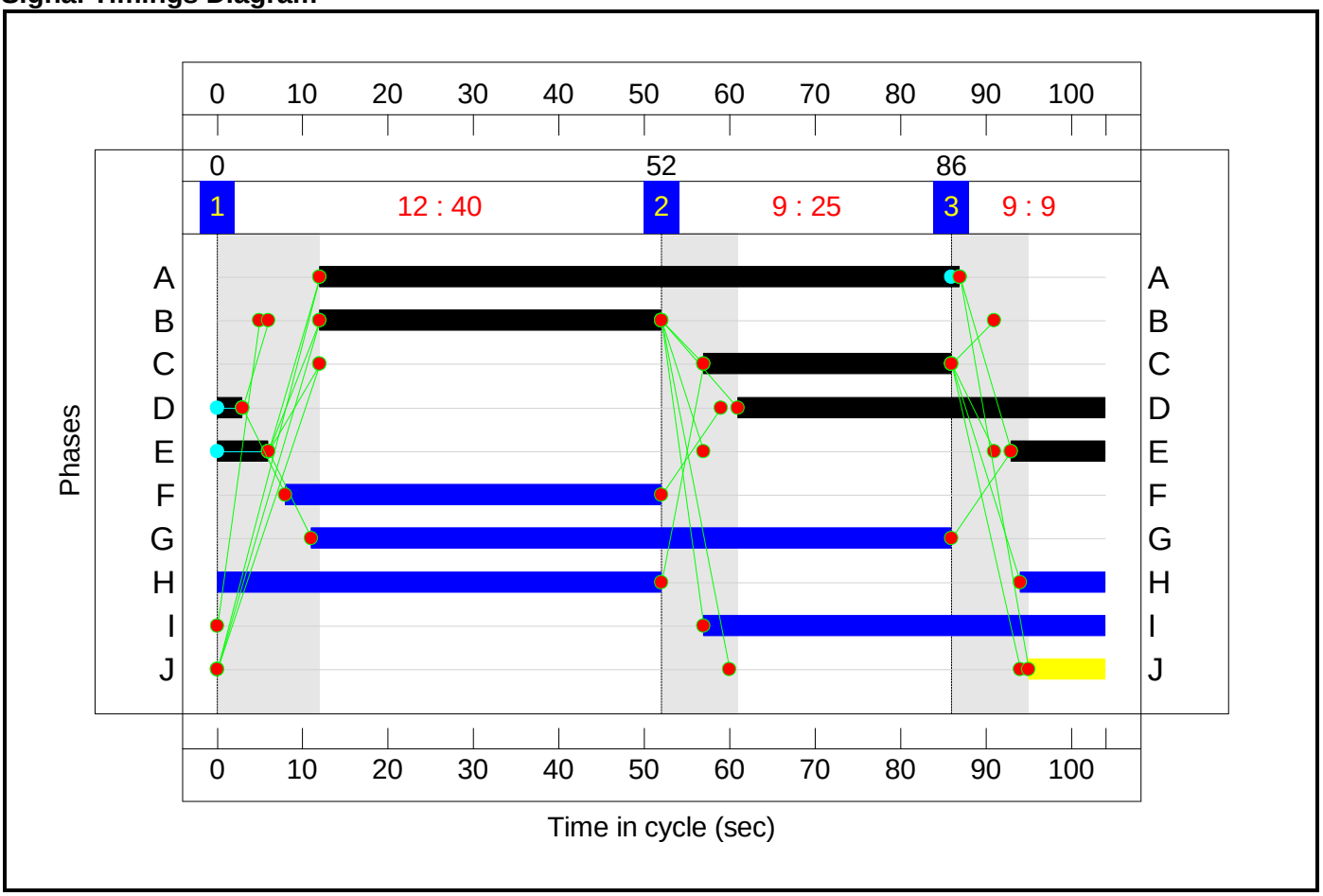
Stage Sequence Diagram



Stage Timings

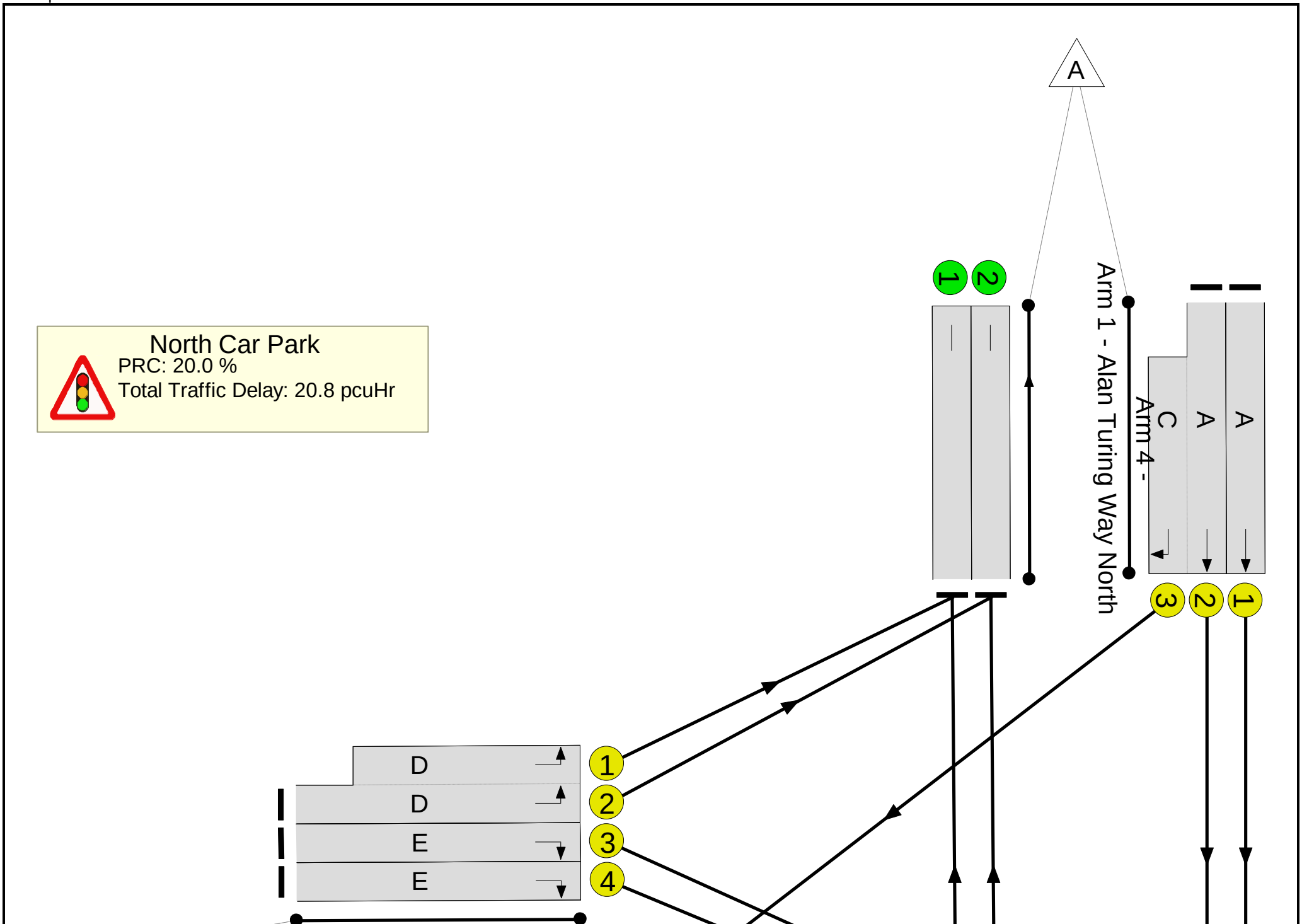
Stage	1	2	3
Duration	40	25	9
Change Point	0	52	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 20.0 %
Total Traffic Delay: 20.8 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.0%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.0%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	989	2090	1527	64.8%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:29	-	383	1940:1797	0+518	0.0 : 73.9%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	40	-	628	1965:2047	356+481	75.0 : 75.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	40	-	538	1945	767	70.2%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	46	-	35	1980:1952	113+873	3.6 : 3.6%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	2	1849	320	0.6%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	39	1967	340	11.5%
4/1		U	N/A	N/A	-		-	-	-	298	1940	1940	15.4%
4/2		U	N/A	N/A	-		-	-	-	542	1940	1940	27.9%
5/1		U	N/A	N/A	-		-	-	-	991	1945	1945	51.0%
5/2		U	N/A	N/A	-		-	-	-	39	1935	1935	2.0%
6/1		U	N/A	N/A	-		-	-	-	744	2040	2040	36.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**14.6**	**6.1**	**0.0**	**20.8**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**14.6**	**6.1**	**0.0**	**20.8**	**-**	**-**	**-**	**-**
1/1	989	989	-	-	-	2.0	0.9	-	2.9	10.5	14.6	0.9	15.5
1/2+1/3	383	383	-	-	-	3.6	1.4	-	4.9	46.5	10.0	1.4	11.4
2/2+2/1	628	628	-	-	-	4.5	1.5	-	6.0	34.4	14.2	1.5	15.7
2/3	538	538	-	-	-	3.9	1.2	-	5.1	34.2	13.0	1.2	14.2
3/2+3/1	35	35	-	-	-	0.2	0.0	-	0.2	17.8	0.5	0.0	0.5
3/3	2	2	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.1
3/4	39	39	-	-	-	0.4	0.1	-	0.5	42.3	0.9	0.1	1.0
4/1	298	298	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/2	542	542	-	-	-	0.0	0.2	-	0.2	1.3	7.0	0.2	7.2
5/1	991	991	-	-	-	0.1	0.5	-	0.6	2.2	13.6	0.5	14.1
5/2	39	39	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	744	744	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1

PRC for Signalled Lanes (%): 20.0
PRC Over All Lanes (%): 20.0

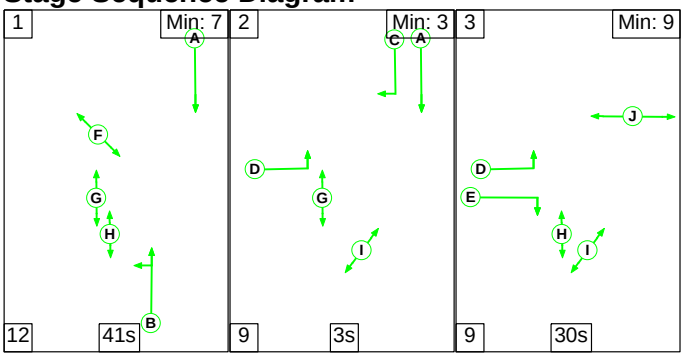
Total Delay for Signalled Lanes (pcuHr): 19.59
Total Delay Over All Lanes(pcuHr): 20.78

Cycle Time (s): 104

Full Input Data And Results

Scenario 18: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

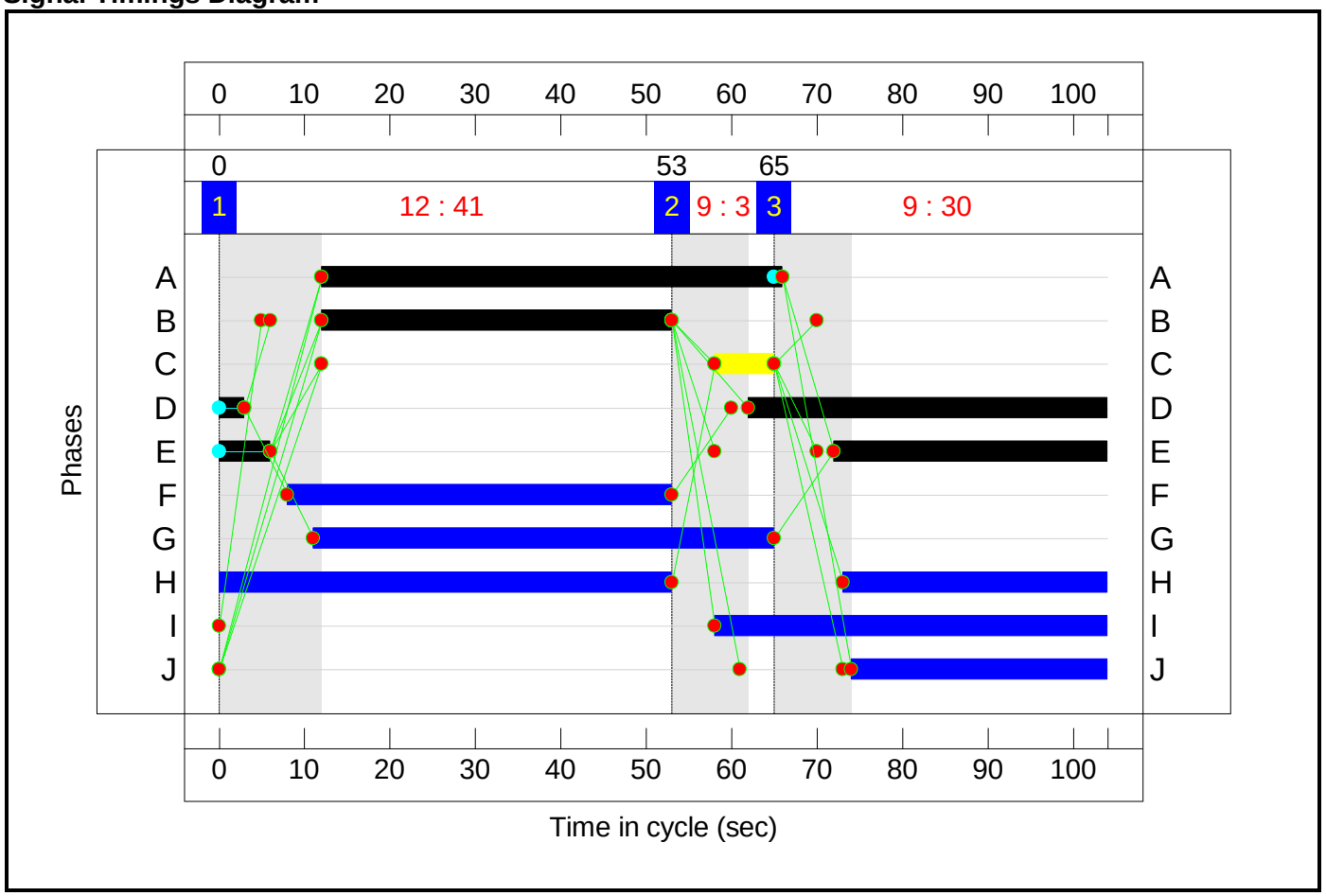
Stage Sequence Diagram



Stage Timings

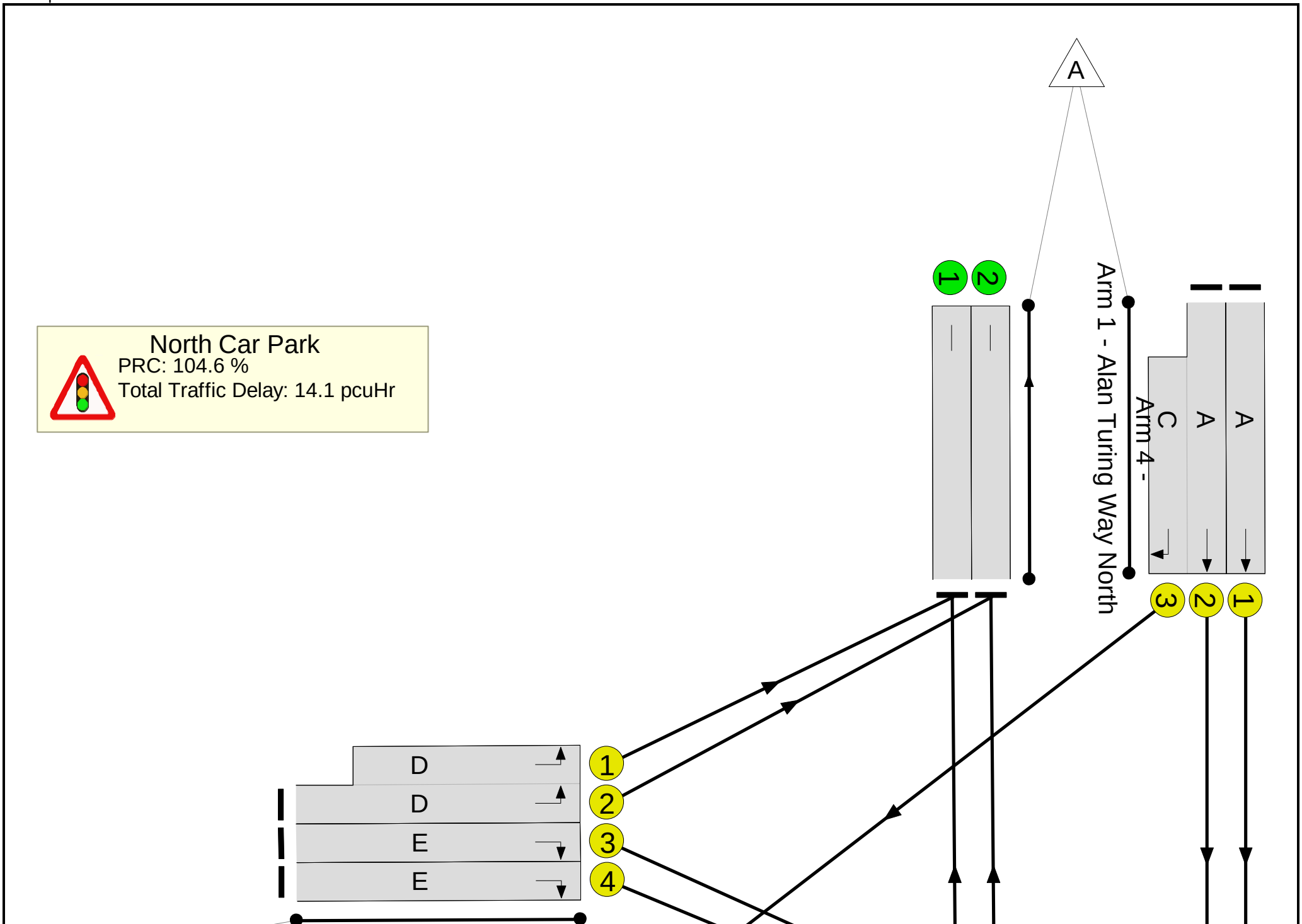
Stage	1	2	3
Duration	41	3	30
Change Point	0	53	65

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 104.6 %
Total Traffic Delay: 14.1 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.0%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**44.0%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	54	-	126	2090	1105	11.4%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	54:7	-	131	1940:1797	939+138	11.4 : 17.4%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	41	-	347	1965:2047	780+21	43.3 : 43.3%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	41	-	334	1945	785	42.5%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	45	-	729	1980:1952	834+823	44.0 : 44.0%
3/3	Car Park Right	U	N/A	N/A	E		1	38	-	175	1849	693	25.2%
3/4	Car Park Right	U	N/A	N/A	E		1	38	-	197	1967	738	26.7%
4/1		U	N/A	N/A	-		-	-	-	700	1940	1940	36.1%
4/2		U	N/A	N/A	-		-	-	-	701	1940	1940	36.1%
5/1		U	N/A	N/A	-		-	-	-	301	1945	1945	15.5%
5/2		U	N/A	N/A	-		-	-	-	304	1935	1935	15.7%
6/1		U	N/A	N/A	-		-	-	-	33	2040	2040	1.6%

Full Input Data And Results

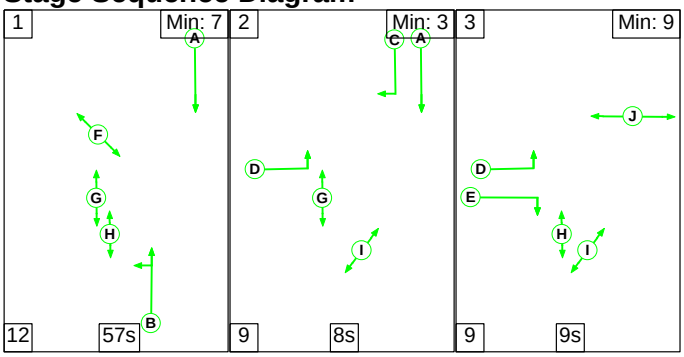
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.7**	**2.4**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**11.7**	**2.4**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
1/1	126	126	-	-	-	0.4	0.1	-	0.5	14.1	1.8	0.1	1.9
1/2+1/3	131	131	-	-	-	0.7	0.1	-	0.7	20.1	1.5	0.1	1.6
2/2+2/1	347	347	-	-	-	2.2	0.4	-	2.5	26.3	7.1	0.4	7.5
2/3	334	334	-	-	-	2.1	0.4	-	2.4	26.3	6.9	0.4	7.2
3/2+3/1	729	729	-	-	-	4.0	0.4	-	4.4	21.8	7.2	0.4	7.6
3/3	175	175	-	-	-	1.1	0.2	-	1.3	25.9	3.5	0.2	3.6
3/4	197	197	-	-	-	1.2	0.2	-	1.4	25.9	3.9	0.2	4.1
4/1	700	700	-	-	-	0.0	0.3	-	0.3	1.5	2.7	0.3	3.0
4/2	701	701	-	-	-	0.0	0.3	-	0.3	1.5	3.3	0.3	3.6
5/1	301	301	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	304	304	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	33	33	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 104.6 Total Delay for Signalled Lanes (pcuHr): 13.29 Cycle Time (s): 104
PRC Over All Lanes (%): 104.6 Total Delay Over All Lanes(pcuHr): 14.05

Full Input Data And Results

Scenario 19: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG19: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

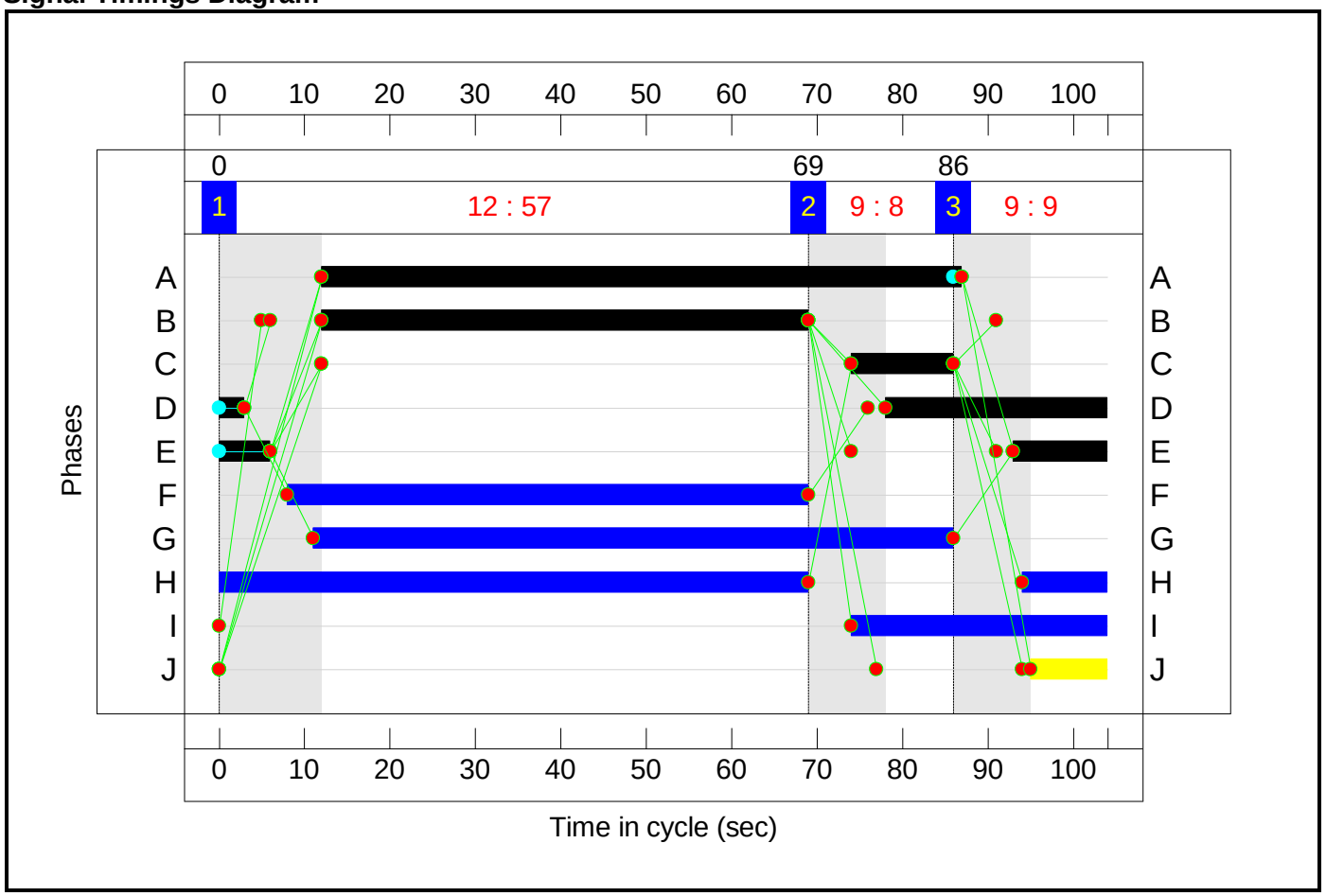
Stage Sequence Diagram



Stage Timings

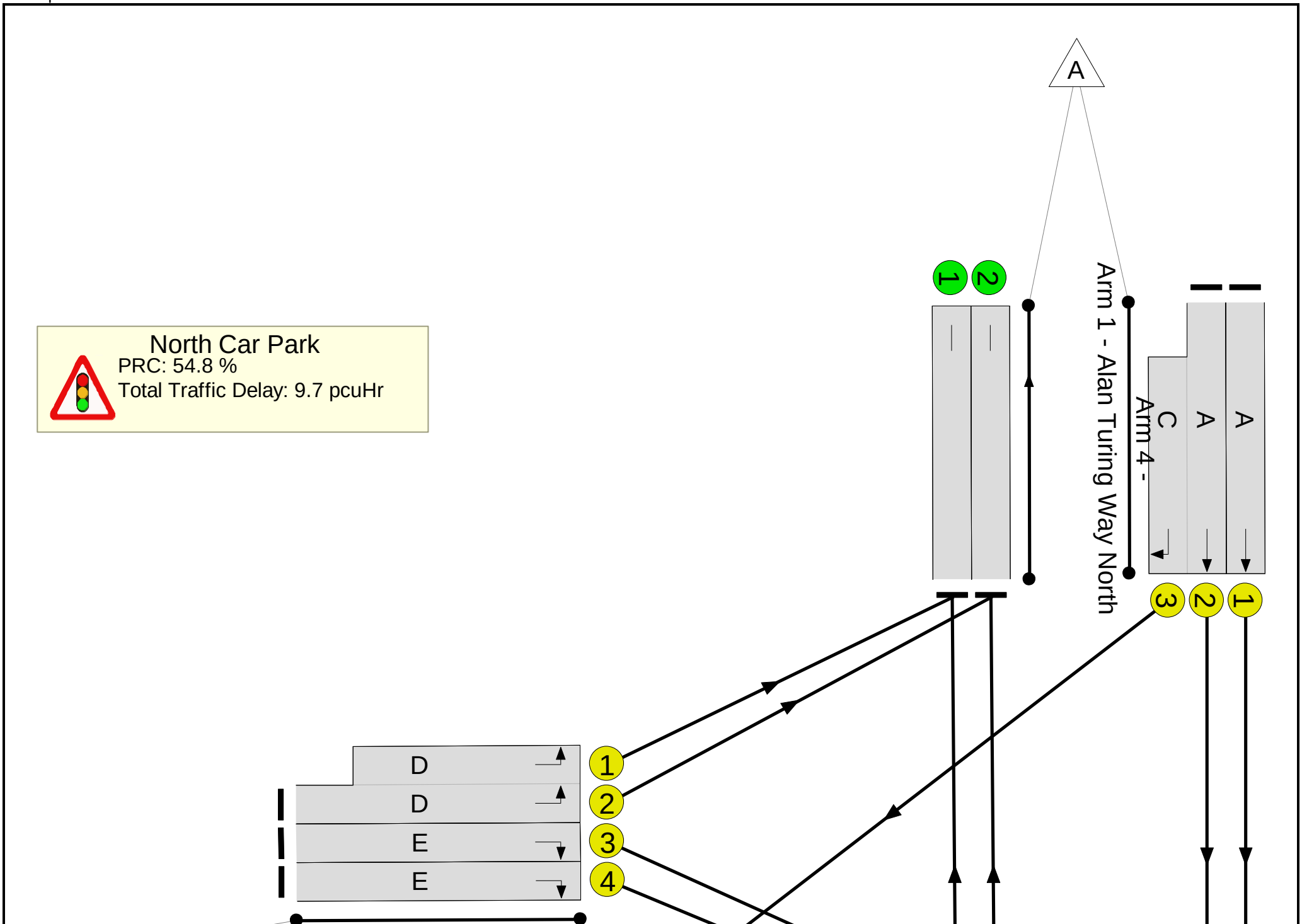
Stage	1	2	3
Duration	57	8	9
Change Point	0	69	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 54.8 %
Total Traffic Delay: 9.7 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	888	2090	1527	58.1%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:12	-	121	1940:1797	0+225	0.0 : 53.9%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	57	-	474	1965:2047	866+262	42.0 : 42.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	57	-	410	1945	1085	37.8%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	29	-	58	1980:1952	571+563	4.9 : 5.3%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	1	1849	320	0.3%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	25	1967	340	7.3%
4/1		U	N/A	N/A	-		-	-	-	394	1940	1940	20.3%
4/2		U	N/A	N/A	-		-	-	-	438	1940	1940	22.6%
5/1		U	N/A	N/A	-		-	-	-	889	1945	1945	45.7%
5/2		U	N/A	N/A	-		-	-	-	25	1935	1935	1.3%
6/1		U	N/A	N/A	-		-	-	-	231	2040	2040	11.3%

Full Input Data And Results

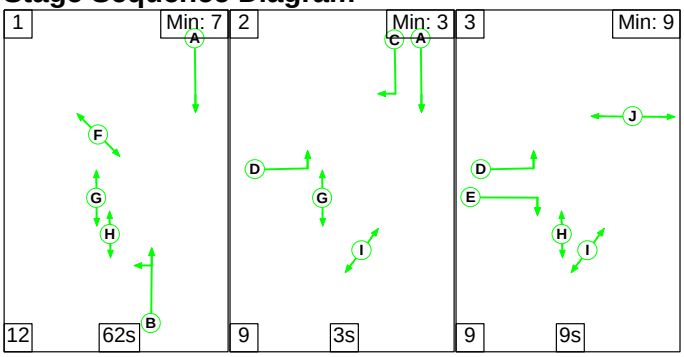
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**6.9**	**2.8**	**0.0**	**9.7**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**6.9**	**2.8**	**0.0**	**9.7**	**-**	**-**	**-**	**-**
1/1	888	888	-	-	-	1.6	0.7	-	2.3	9.4	11.8	0.7	12.5
1/2+1/3	121	121	-	-	-	1.4	0.6	-	2.0	59.9	3.3	0.6	3.8
2/2+2/1	474	474	-	-	-	1.7	0.4	-	2.0	15.6	7.2	0.4	7.5
2/3	410	410	-	-	-	1.5	0.3	-	1.8	15.6	6.6	0.3	6.9
3/2+3/1	58	58	-	-	-	0.4	0.0	-	0.5	28.4	0.6	0.0	0.7
3/3	1	1	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.0
3/4	25	25	-	-	-	0.3	0.0	-	0.3	41.8	0.6	0.0	0.6
4/1	394	394	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/2	438	438	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
5/1	889	889	-	-	-	0.1	0.4	-	0.5	1.9	10.5	0.4	10.9
5/2	25	25	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	231	231	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 54.8 Total Delay for Signalled Lanes (pcuHr): 8.90 Cycle Time (s): 104
PRC Over All Lanes (%): 54.8 Total Delay Over All Lanes(pcuHr): 9.72

Full Input Data And Results

Scenario 20: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG20: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

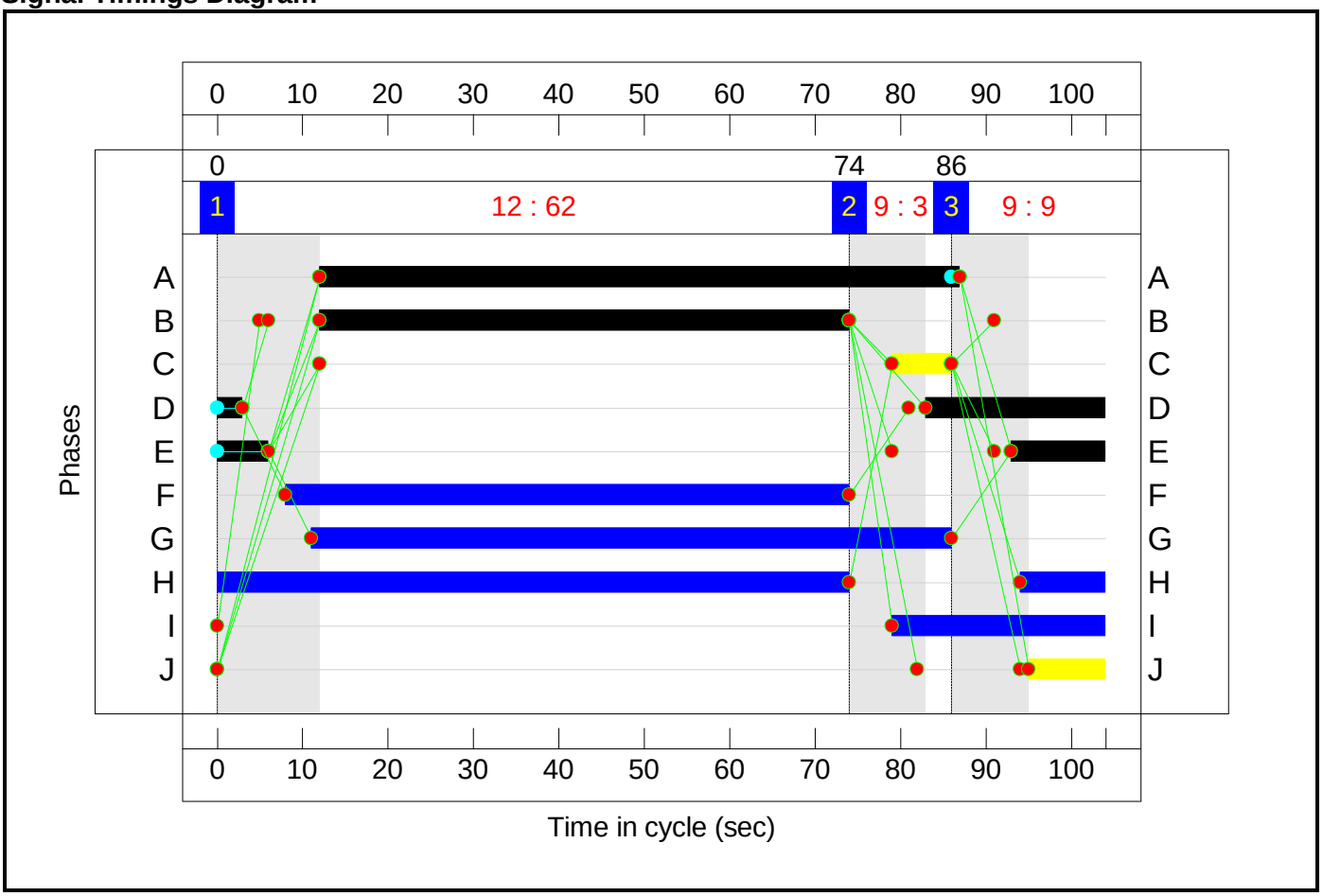
Stage Sequence Diagram



Stage Timings

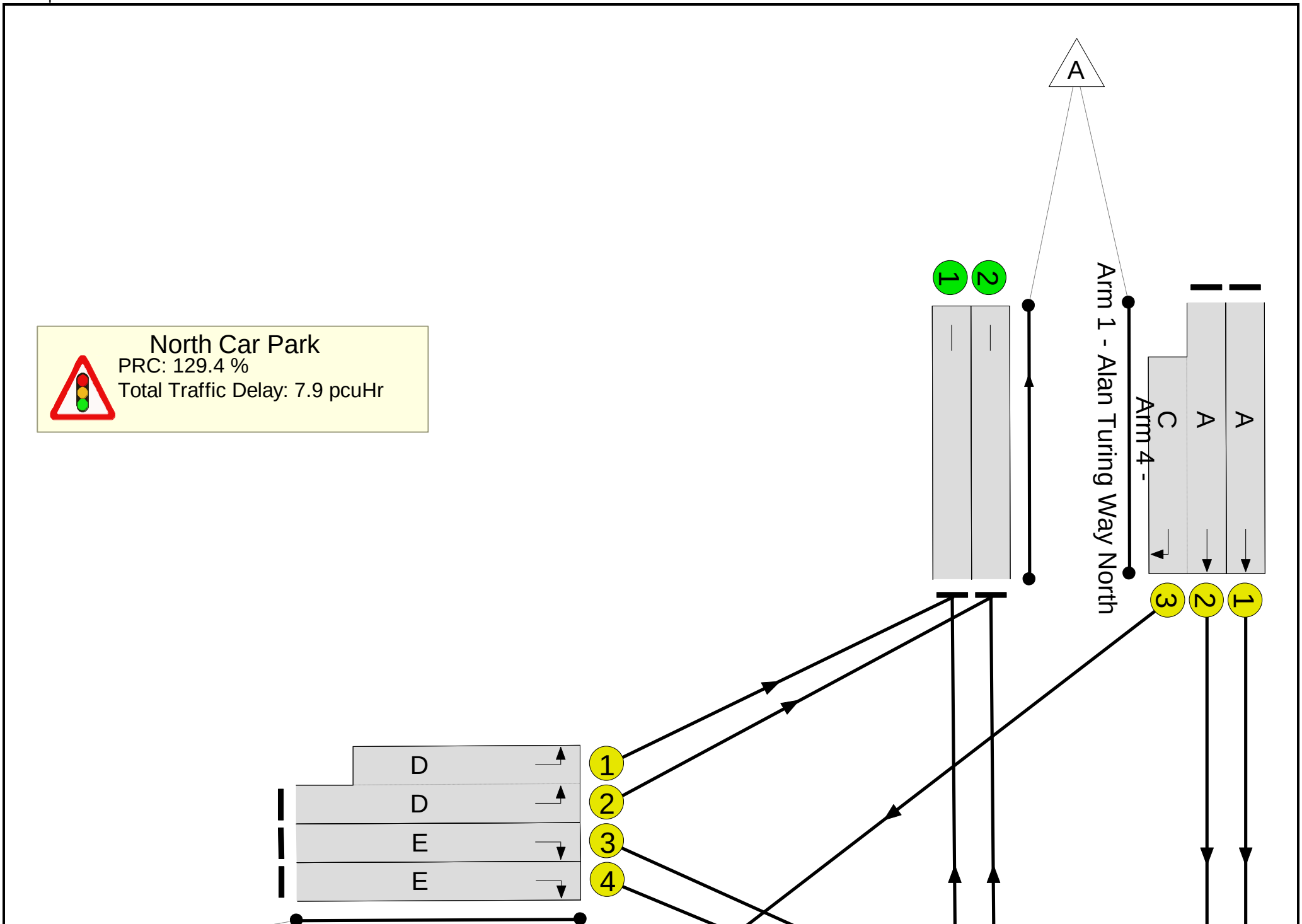
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 129.4 %
Total Traffic Delay: 7.9 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.2%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**39.2%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	418	2090	1527	27.4%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	385	1940:1797	1389+56	26.6 : 26.6%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	470	1965:2047	1162+36	39.2 : 39.2%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	451	1945	1178	38.3%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	88	1980:1952	476+469	9.2 : 9.4%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	55	1849	320	17.2%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	69	1967	340	20.3%
4/1		U	N/A	N/A	-		-	-	-	500	1940	1940	25.8%
4/2		U	N/A	N/A	-		-	-	-	495	1940	1940	25.5%
5/1		U	N/A	N/A	-		-	-	-	473	1945	1945	24.3%
5/2		U	N/A	N/A	-		-	-	-	439	1935	1935	22.7%
6/1		U	N/A	N/A	-		-	-	-	29	2040	2040	1.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**5.9**	**1.9**	**0.0**	**7.9**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**5.9**	**1.9**	**0.0**	**7.9**	**-**	**-**	**-**	**-**
1/1	418	418	-	-	-	0.5	0.2	-	0.7	6.3	3.9	0.2	4.1
1/2+1/3	385	385	-	-	-	0.7	0.2	-	0.8	7.9	3.5	0.2	3.7
2/2+2/1	470	470	-	-	-	1.4	0.3	-	1.7	13.0	6.9	0.3	7.2
2/3	451	451	-	-	-	1.3	0.3	-	1.6	13.0	6.6	0.3	6.9
3/2+3/1	88	88	-	-	-	0.8	0.1	-	0.8	32.8	1.0	0.1	1.0
3/3	55	55	-	-	-	0.6	0.1	-	0.7	43.5	1.3	0.1	1.4
3/4	69	69	-	-	-	0.7	0.1	-	0.8	43.5	1.7	0.1	1.8
4/1	500	500	-	-	-	0.0	0.2	-	0.2	1.3	2.2	0.2	2.3
4/2	495	495	-	-	-	0.0	0.2	-	0.2	1.2	0.5	0.2	0.7
5/1	473	473	-	-	-	0.0	0.2	-	0.2	1.2	1.7	0.2	1.8
5/2	439	439	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	29	29	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 129.4
PRC Over All Lanes (%): 129.4

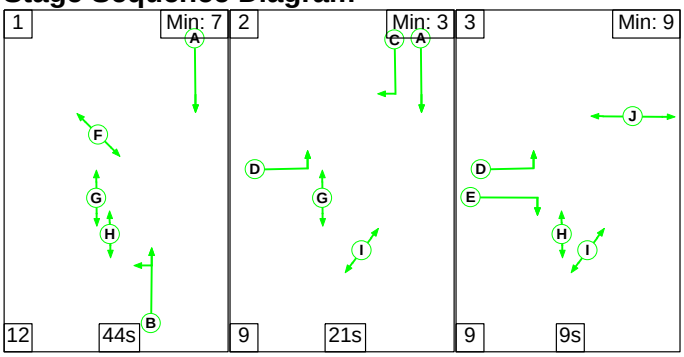
Total Delay for Signalled Lanes (pcuHr): 7.21
Total Delay Over All Lanes(pcuHr): 7.87

Cycle Time (s): 104

Full Input Data And Results

Scenario 21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

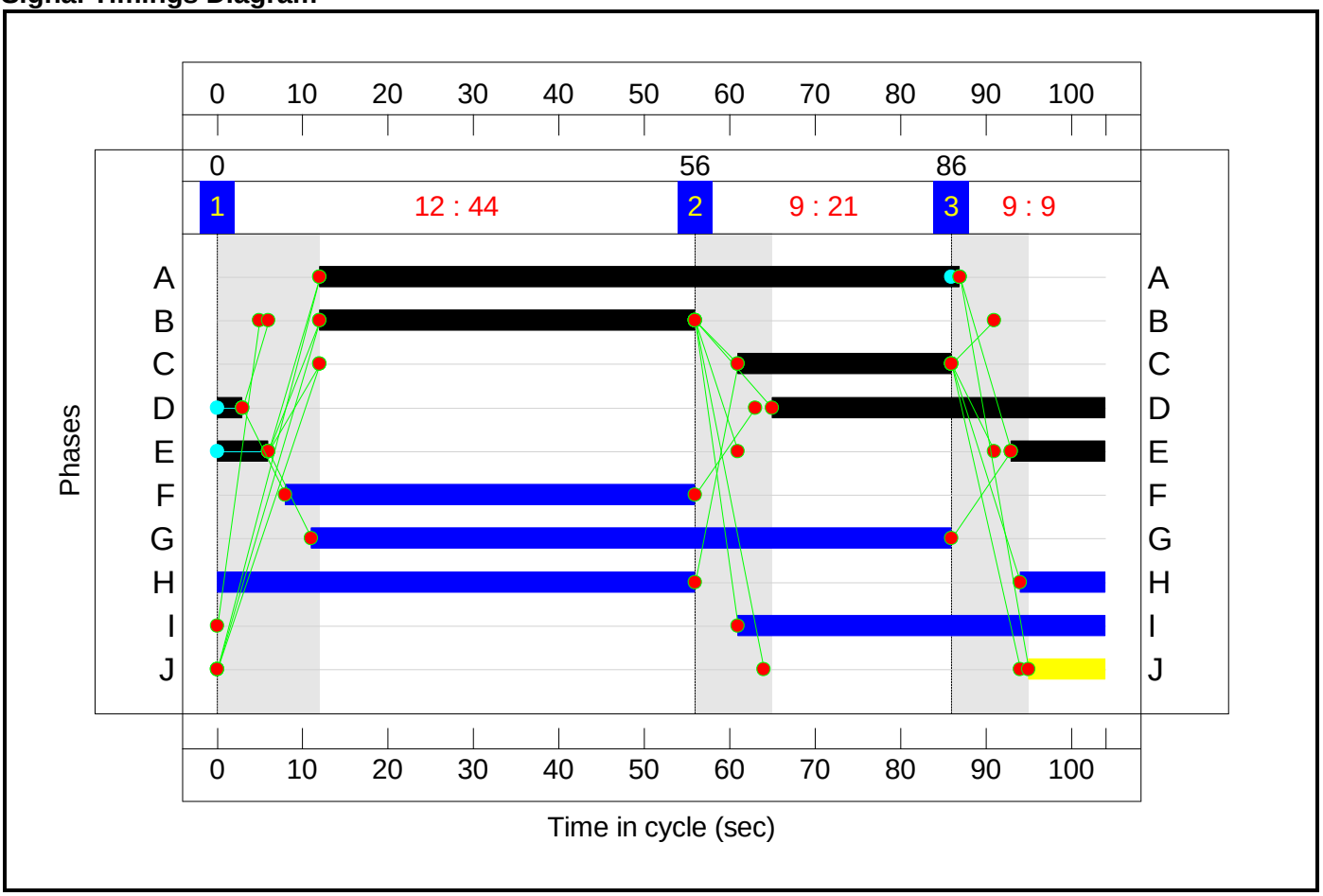
Stage Sequence Diagram



Stage Timings

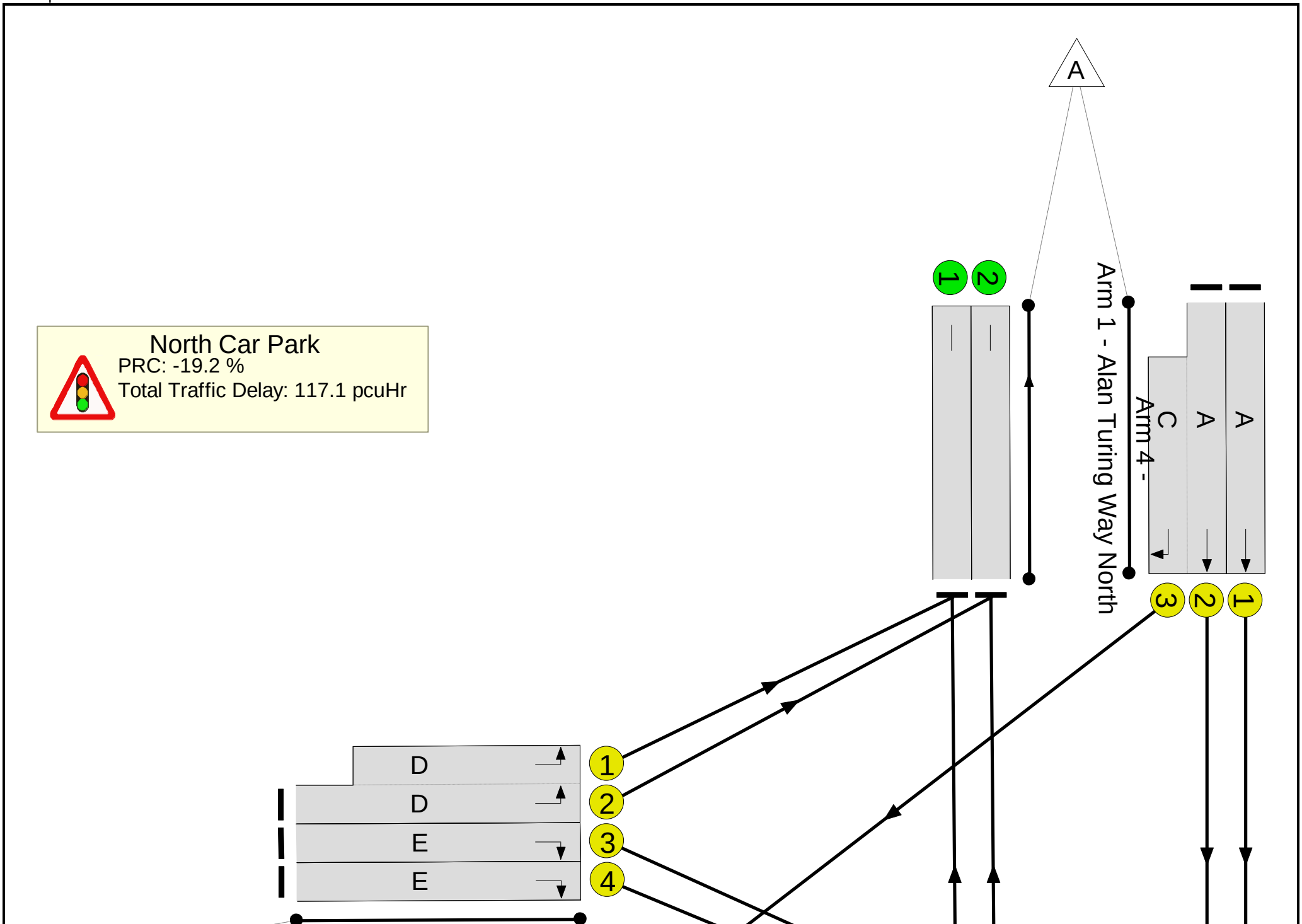
Stage	1	2	3
Duration	44	21	9
Change Point	0	56	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -19.2 %
Total Traffic Delay: 117.1 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.3%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.3%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	1045	2090	1527	68.4%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:25	-	482	1940:1797	0+449	0.0 : 107.3%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	44	-	970	1965:2047	493+425	105.7 : 105.7%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	44	-	888	1945	842	105.5%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	42	-	19	1980:1952	45+807	2.2 : 2.2%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	18	1967	340	5.3%
4/1		U	N/A	N/A	-		-	-	-	539	1940	1940	26.3%
4/2		U	N/A	N/A	-		-	-	-	889	1940	1940	43.4%
5/1		U	N/A	N/A	-		-	-	-	1045	1945	1945	53.7%
5/2		U	N/A	N/A	-		-	-	-	18	1935	1935	0.9%
6/1		U	N/A	N/A	-		-	-	-	931	2040	2040	42.8%

Full Input Data And Results

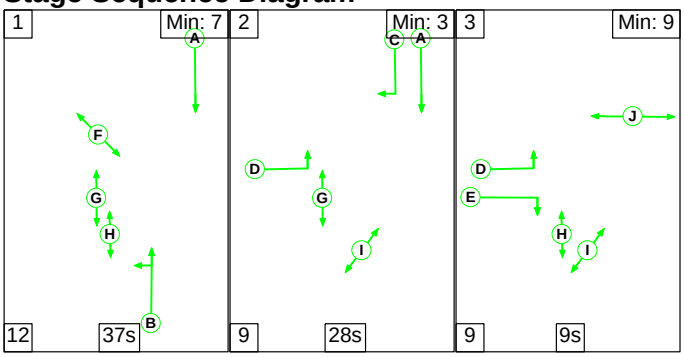
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**28.7**	**88.4**	**0.0**	**117.1**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**28.7**	**88.4**	**0.0**	**117.1**	**-**	**-**	**-**	**-**
1/1	1045	1045	-	-	-	2.2	1.1	-	3.3	11.3	16.0	1.1	17.0
1/2+1/3	482	449	-	-	-	6.4	21.9	-	28.3	211.4	14.9	21.9	36.8
2/2+2/1	970	918	-	-	-	10.1	33.4	-	43.6	161.7	28.5	33.4	61.9
2/3	888	842	-	-	-	9.5	30.5	-	40.0	162.1	27.0	30.5	57.5
3/2+3/1	19	19	-	-	-	0.1	0.0	-	0.1	20.3	0.3	0.0	0.3
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	18	18	-	-	-	0.2	0.0	-	0.2	41.6	0.4	0.0	0.5
4/1	511	511	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2	843	843	-	-	-	0.0	0.4	-	0.4	1.7	18.4	0.4	18.8
5/1	1045	1045	-	-	-	0.1	0.6	-	0.7	2.4	15.7	0.6	16.2
5/2	18	18	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	874	874	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): -19.2 Total Delay for Signalled Lanes (pcuHr): 115.45 Cycle Time (s): 104
PRC Over All Lanes (%): -19.2 Total Delay Over All Lanes(pcuHr): 117.09

Full Input Data And Results

Scenario 22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

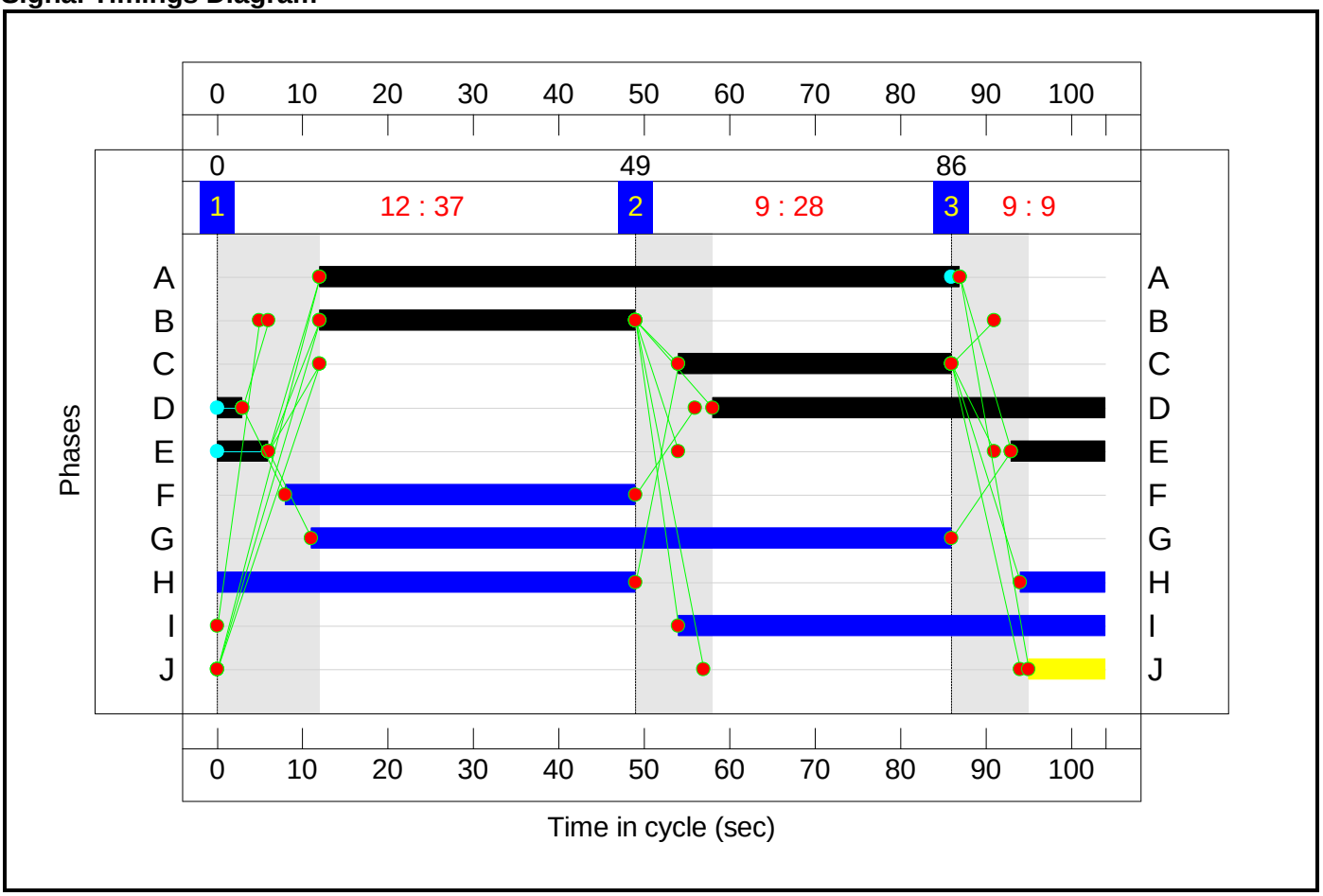
Stage Sequence Diagram



Stage Timings

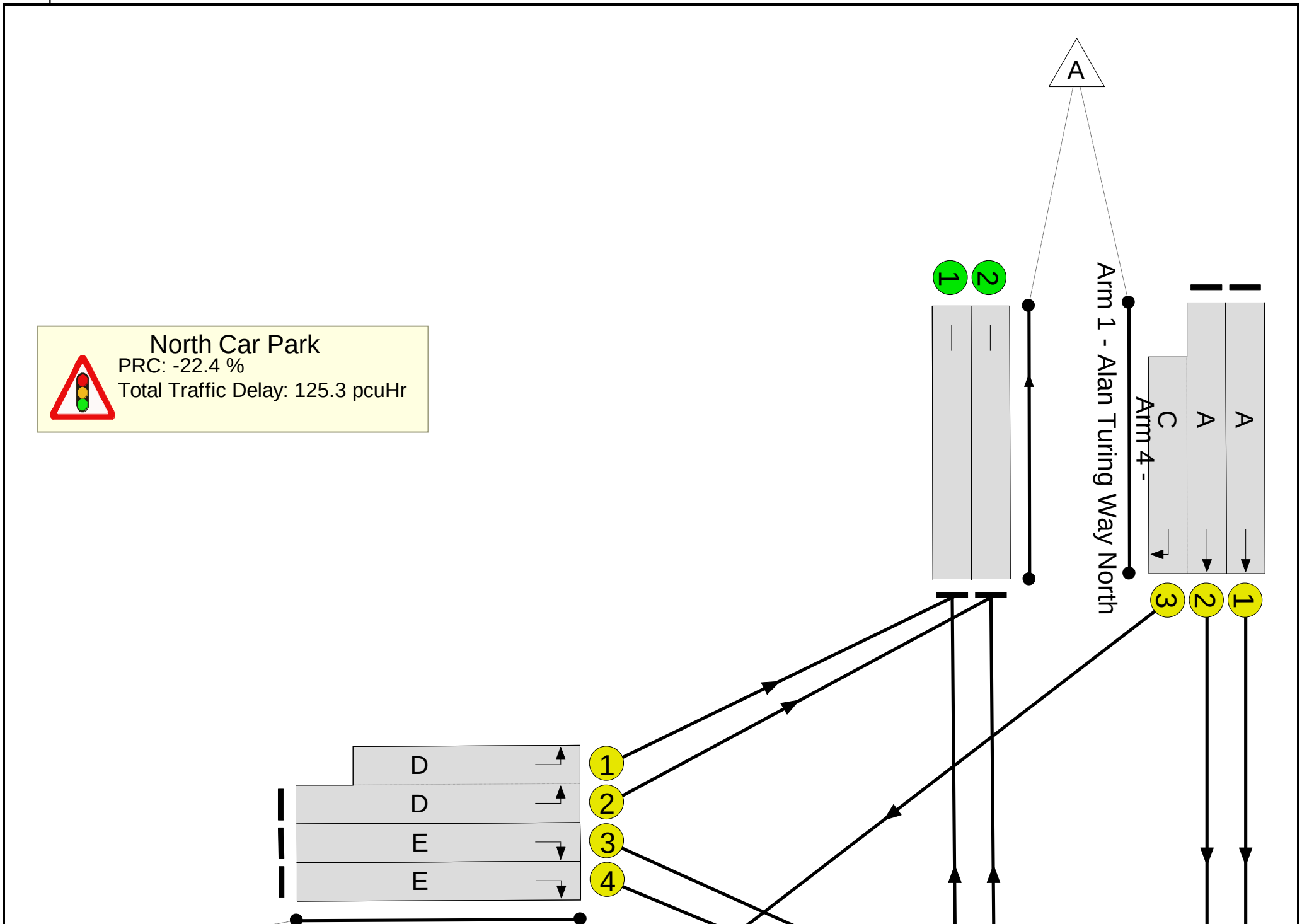
Stage	1	2	3
Duration	37	28	9
Change Point	0	49	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -22.4 %
Total Traffic Delay: 125.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	801	2090	1527	52.4%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:32	-	628	1940:1797	0+570	0.0 : 110.1%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	37	-	813	1965:2047	194+568	106.6 : 106.6%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	37	-	756	1945	711	106.4%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	49	-	13	1980:1952	77+928	1.3 : 1.3%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	19	1967	340	5.6%
4/1		U	N/A	N/A	-		-	-	-	219	1940	1940	10.6%
4/2		U	N/A	N/A	-		-	-	-	757	1940	1940	36.7%
5/1		U	N/A	N/A	-		-	-	-	801	1945	1945	41.2%
5/2		U	N/A	N/A	-		-	-	-	19	1935	1935	1.0%
6/1		U	N/A	N/A	-		-	-	-	1234	2040	2040	55.8%

Full Input Data And Results

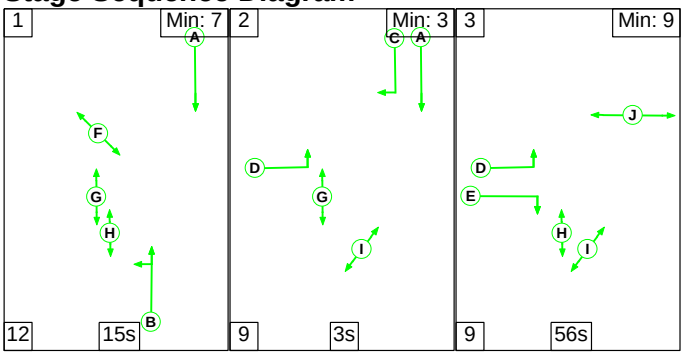
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**29.0**	**96.3**	**0.0**	**125.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**29.0**	**96.3**	**0.0**	**125.3**	**-**	**-**	**-**	**-**
1/1	801	801	-	-	-	1.4	0.6	-	1.9	8.6	10.0	0.6	10.6
1/2+1/3	628	570	-	-	-	8.4	33.6	-	42.0	240.5	21.5	33.6	55.0
2/2+2/1	813	763	-	-	-	9.8	31.7	-	41.5	183.6	24.7	31.7	56.3
2/3	756	711	-	-	-	9.1	29.1	-	38.3	182.3	23.1	29.1	52.3
3/2+3/1	13	13	-	-	-	0.1	0.0	-	0.1	16.1	0.2	0.0	0.2
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	19	19	-	-	-	0.2	0.0	-	0.2	41.6	0.5	0.0	0.5
4/1	206	206	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
4/2	712	712	-	-	-	0.0	0.3	-	0.3	1.5	14.6	0.3	14.9
5/1	801	801	-	-	-	0.0	0.3	-	0.4	1.7	8.3	0.3	8.7
5/2	19	19	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	1139	1139	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6

C1 PRC for Signalled Lanes (%): -22.4 Total Delay for Signalled Lanes (pcuHr): 123.89 Cycle Time (s): 104
PRC Over All Lanes (%): -22.4 Total Delay Over All Lanes(pcuHr): 125.26

Full Input Data And Results

Scenario 23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

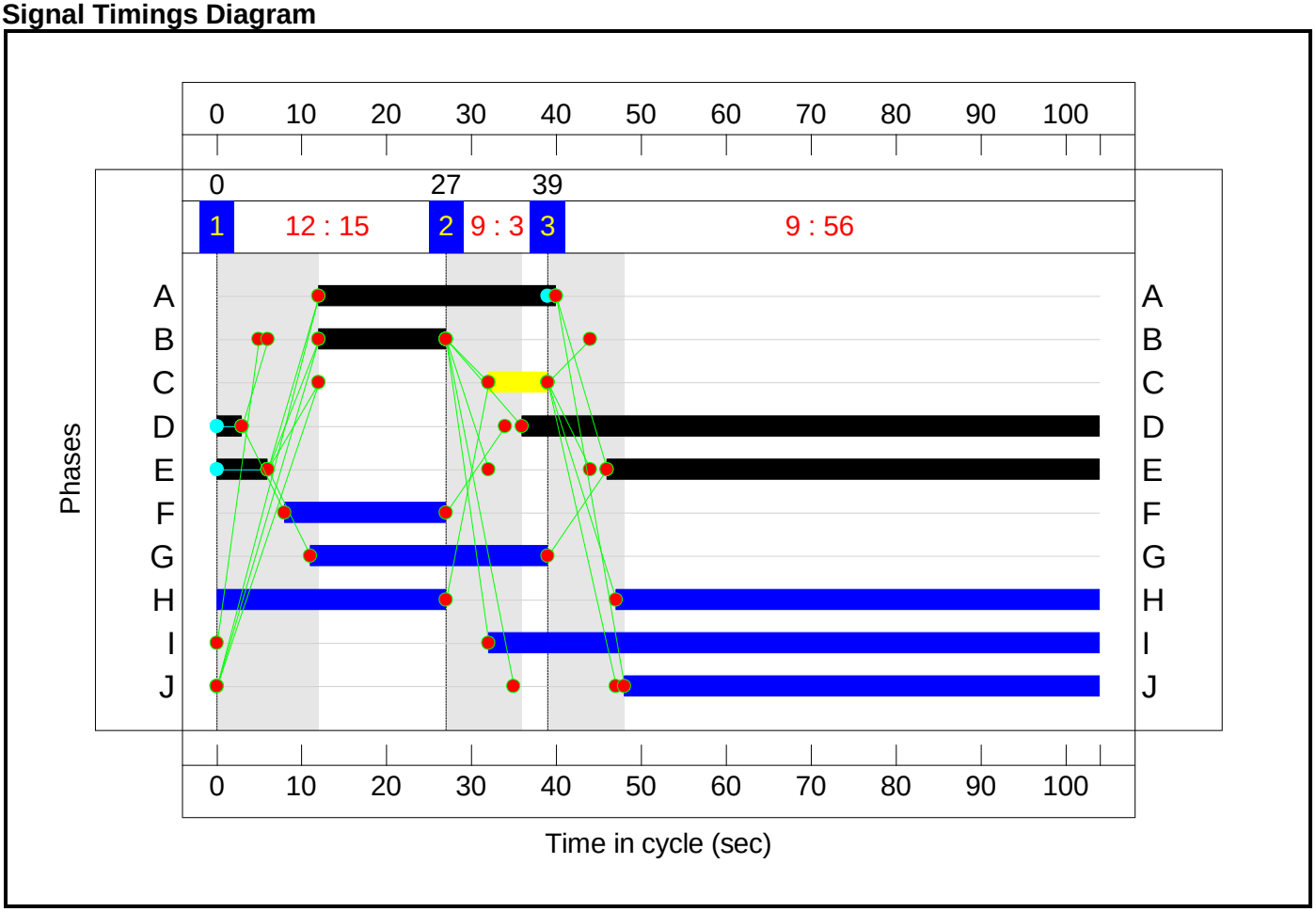
Stage Sequence Diagram



Stage Timings

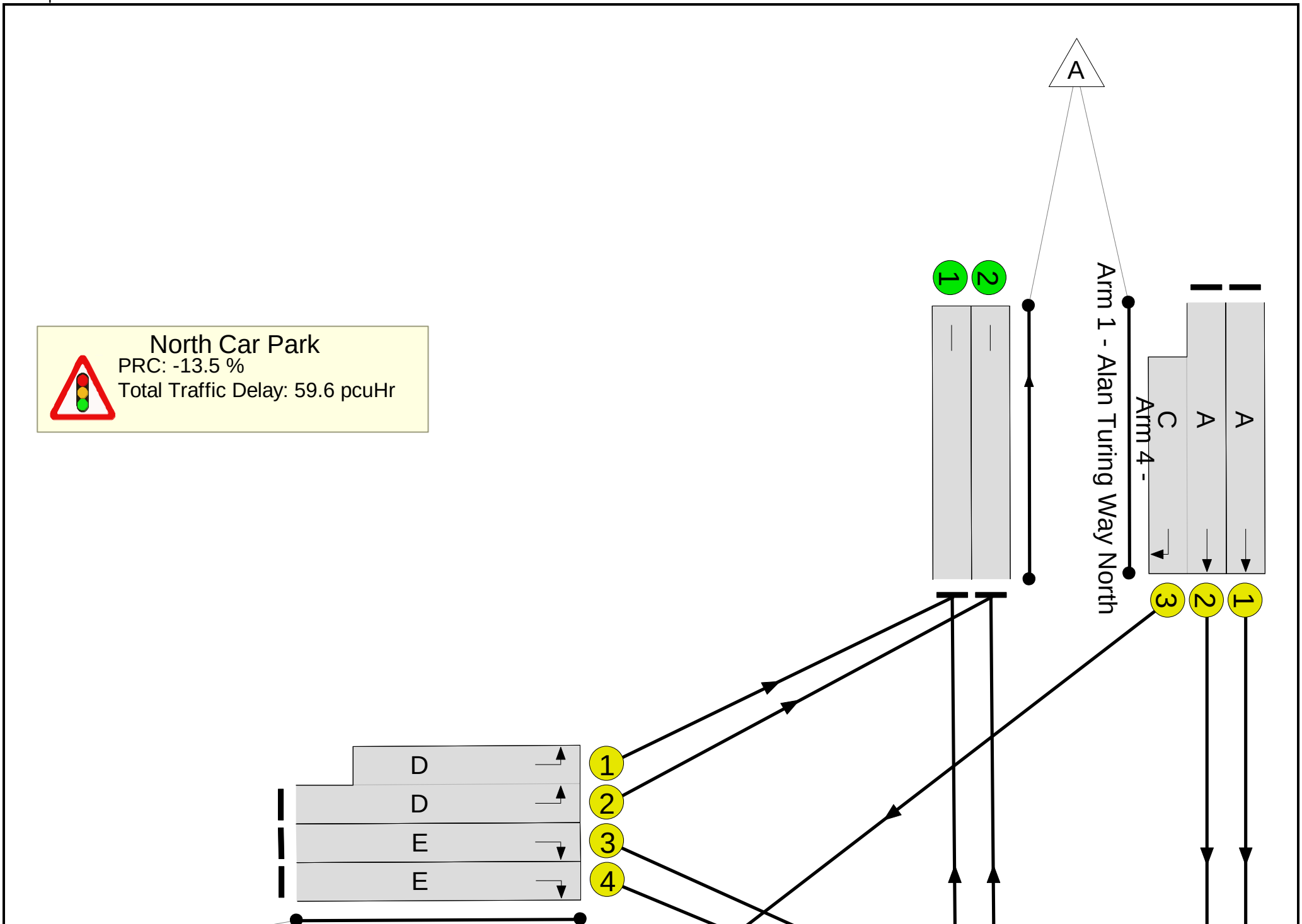
Stage	1	2	3
Duration	15	3	56
Change Point	0	27	39

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -13.5 %
Total Traffic Delay: 59.6 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.2%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.2%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	28	-	173	2090	583	29.7%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	28:7	-	148	1940:1965	541+0	27.4 : 0.0%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	15	-	208	1965:2115	302+0	68.8 : 0.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	15	-	205	1945	299	68.5%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	71	-	2009	1980:1952	984+981	102.2 : 102.2%
3/3	Car Park Right	U	N/A	N/A	E		1	64	-	495	1849	1156	42.8%
3/4	Car Park Right	U	N/A	N/A	E		1	64	-	538	1967	1229	43.8%
4/1		U	N/A	N/A	-		-	-	-	1211	1940	1940	61.3%
4/2		U	N/A	N/A	-		-	-	-	1211	1940	1940	61.3%
5/1		U	N/A	N/A	-		-	-	-	668	1945	1945	34.3%
5/2		U	N/A	N/A	-		-	-	-	686	1935	1935	35.5%
6/1		U	N/A	N/A	-		-	-	-	0	2040	2040	0.0%

Full Input Data And Results

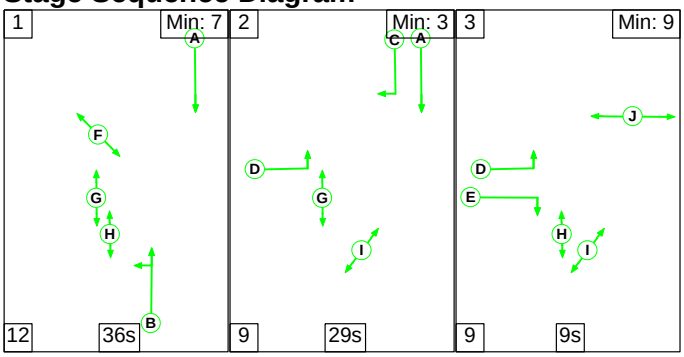
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**18.6**	**41.1**	**0.0**	**59.6**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**18.6**	**41.1**	**0.0**	**59.6**	**-**	**-**	**-**	**-**
1/1	173	173	-	-	-	1.4	0.2	-	1.6	33.9	3.9	0.2	4.1
1/2+1/3	148	148	-	-	-	1.2	0.2	-	1.4	33.9	3.3	0.2	3.5
2/2+2/1	208	208	-	-	-	2.4	1.1	-	3.5	60.3	5.7	1.1	6.7
2/3	205	205	-	-	-	2.4	1.1	-	3.4	60.3	5.6	1.1	6.6
3/2+3/1	2009	1966	-	-	-	8.3	35.6	-	43.9	78.7	64.5	35.6	100.1
3/3	495	495	-	-	-	1.4	0.4	-	1.7	12.7	7.3	0.4	7.7
3/4	538	538	-	-	-	1.5	0.4	-	1.9	12.7	7.9	0.4	8.3
4/1	1189	1189	-	-	-	0.0	0.8	-	0.8	2.4	12.9	0.8	13.7
4/2	1189	1189	-	-	-	0.0	0.8	-	0.8	2.5	14.1	0.8	14.9
5/1	668	668	-	-	-	0.0	0.3	-	0.3	1.4	1.1	0.3	1.4
5/2	686	686	-	-	-	0.0	0.3	-	0.3	1.4	4.3	0.3	4.6
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -13.5 Total Delay for Signalled Lanes (pcuHr): 57.49 Cycle Time (s): 104
PRC Over All Lanes (%): -13.5 Total Delay Over All Lanes(pcuHr): 59.65

Full Input Data And Results

Scenario 24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

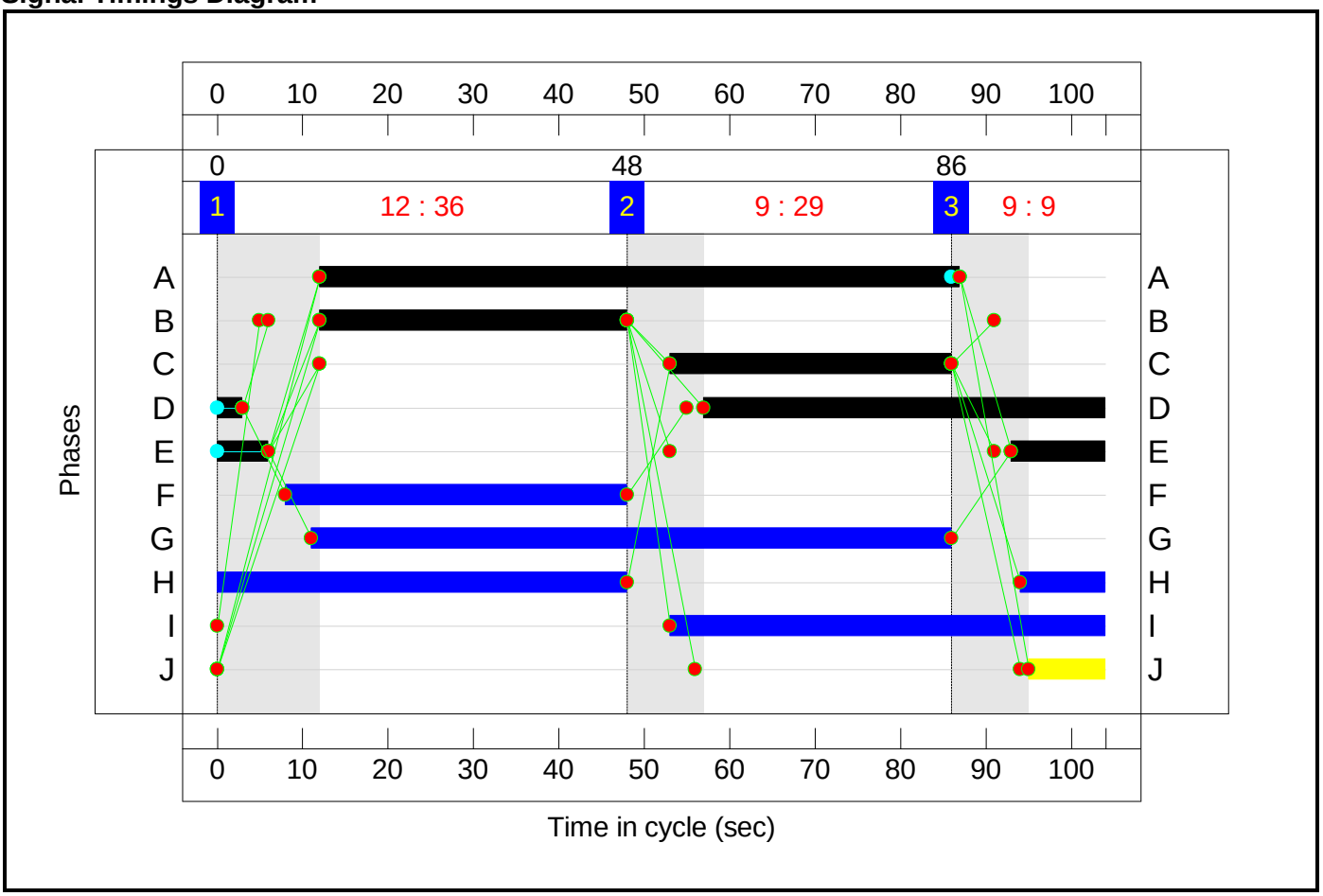
Stage Sequence Diagram



Stage Timings

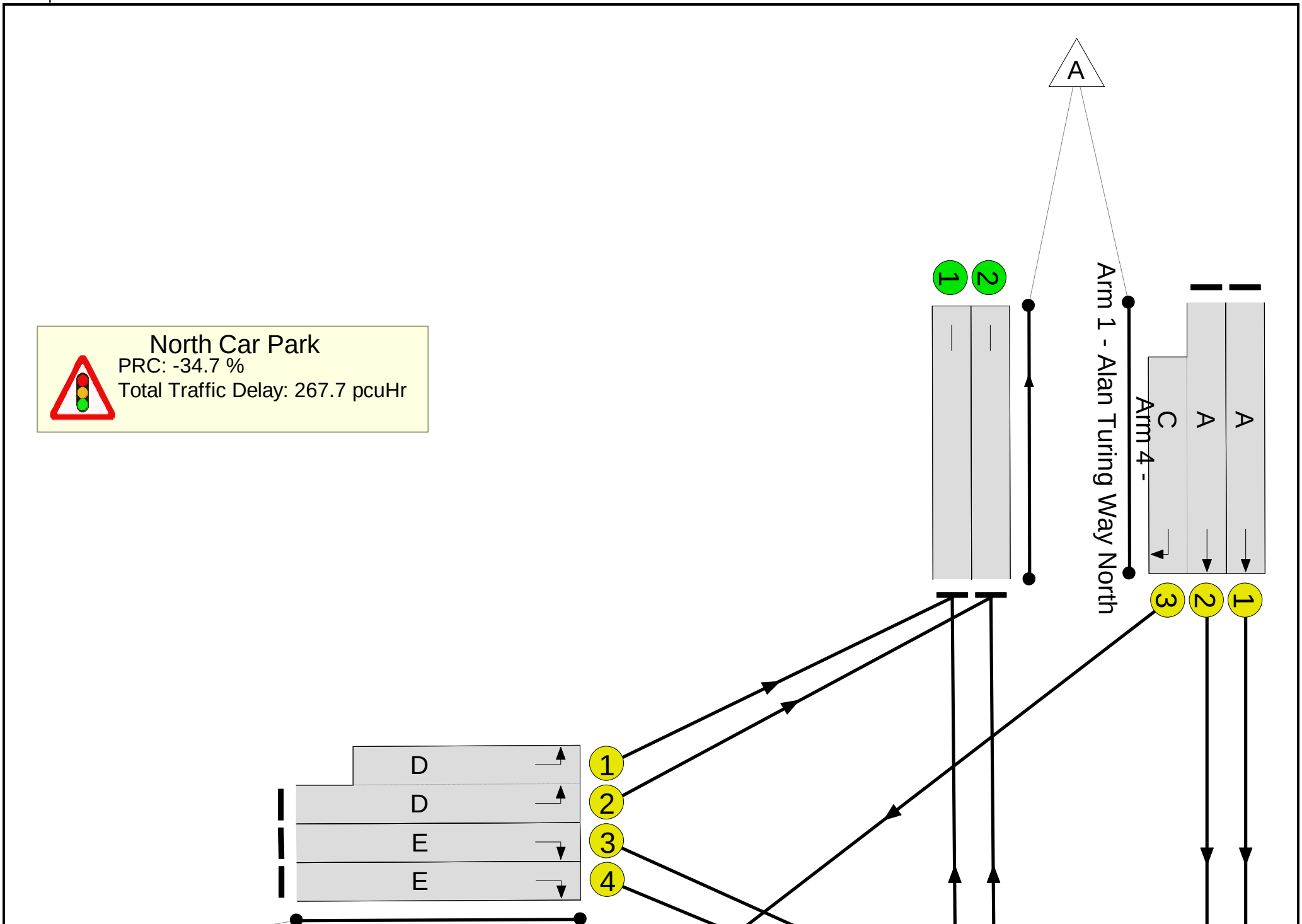
Stage	1	2	3
Duration	36	29	9
Change Point	0	48	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -34.7 %
Total Traffic Delay: 267.7 pcuHr
A
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
D
D
E
E
1
2
3
4
1
2
3

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**121.2%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**121.2%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	956	2090	1527	62.6%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:33	-	712	1940:1797	0+587	0.0 : 121.2%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	36	-	894	1965:2047	142+597	121.0 : 121.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	36	-	837	1945	692	121.0%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	50	-	19	1980:1952	53+950	1.9 : 1.9%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	1	1849	320	0.3%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	34	1967	340	10.0%
4/1		U	N/A	N/A	-		-	-	-	190	1940	1940	8.3%
4/2		U	N/A	N/A	-		-	-	-	838	1940	1940	35.7%
5/1		U	N/A	N/A	-		-	-	-	957	1945	1945	49.2%
5/2		U	N/A	N/A	-		-	-	-	34	1935	1935	1.8%
6/1		U	N/A	N/A	-		-	-	-	1434	2040	2040	58.1%

Full Input Data And Results

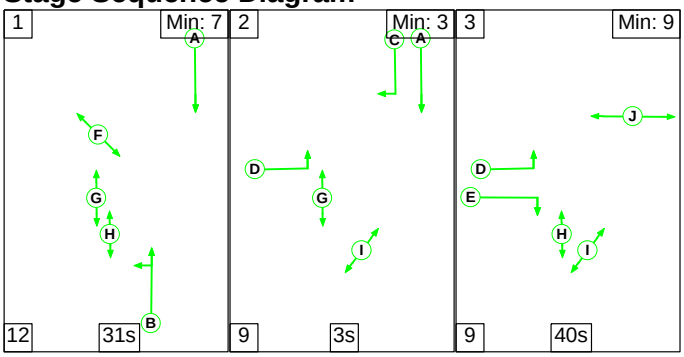
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**44.7**	**223.0**	**0.0**	**267.7**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**44.7**	**223.0**	**0.0**	**267.7**	**-**	**-**	**-**	**-**
1/1	956	956	-	-	-	1.8	0.8	-	2.7	10.1	13.5	0.8	14.4
1/2+1/3	712	587	-	-	-	11.6	65.0	-	76.6	387.5	27.4	65.0	92.4
2/2+2/1	894	739	-	-	-	15.8	80.3	-	96.1	387.0	30.2	80.3	110.5
2/3	837	692	-	-	-	14.9	75.3	-	90.2	387.8	28.4	75.3	103.7
3/2+3/1	19	19	-	-	-	0.1	0.0	-	0.1	15.6	0.3	0.0	0.3
3/3	1	1	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.0
3/4	34	34	-	-	-	0.3	0.1	-	0.4	42.1	0.8	0.1	0.9
4/1	160	160	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
4/2	693	693	-	-	-	0.0	0.3	-	0.3	1.5	14.0	0.3	14.3
5/1	957	957	-	-	-	0.1	0.5	-	0.6	2.1	12.6	0.5	13.0
5/2	34	34	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	1184	1184	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7

C1 PRC for Signalled Lanes (%): -34.7 Total Delay for Signalled Lanes (pcuHr): 266.08 Cycle Time (s): 104
PRC Over All Lanes (%): -34.7 Total Delay Over All Lanes(pcuHr): 267.66

Full Input Data And Results

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

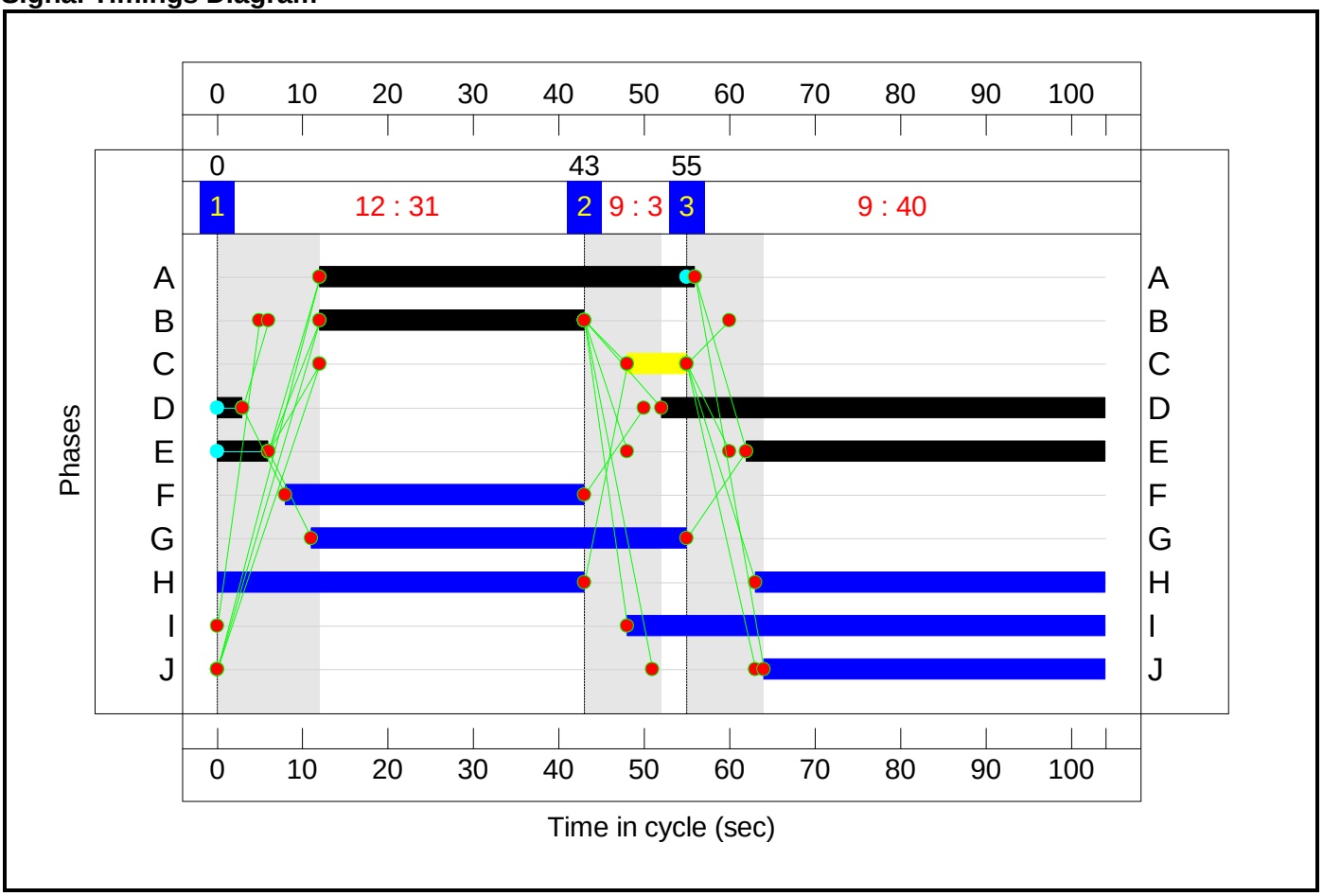
Stage Sequence Diagram



Stage Timings

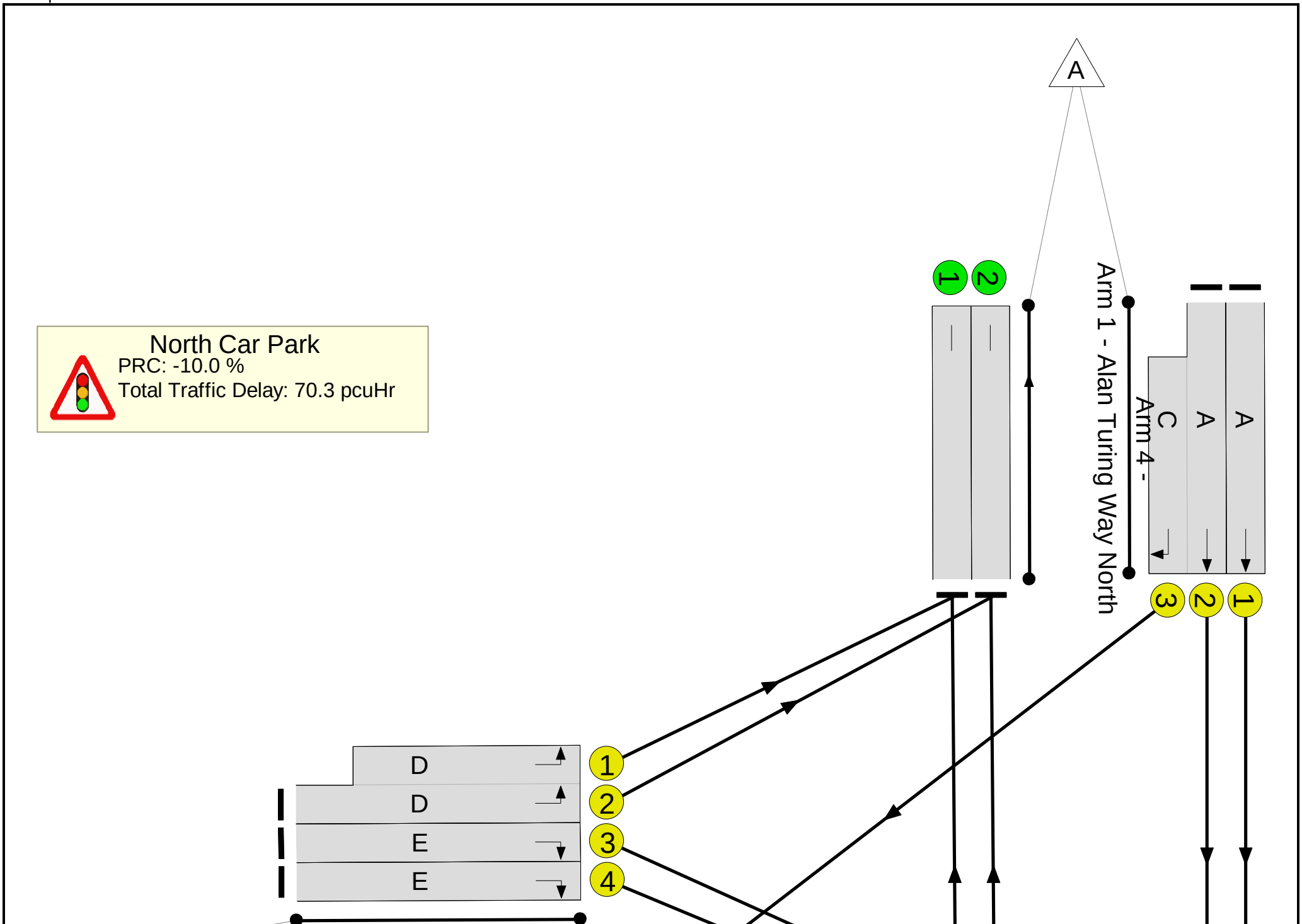
Stage	1	2	3
Duration	31	3	40
Change Point	0	43	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -10.0 %
Total Traffic Delay: 70.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.0%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.0%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	44	-	469	2090	904	51.9%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	44:7	-	473	1940:1797	822+70	53.0 : 53.0%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	31	-	587	1965:2047	570+45	95.4 : 95.4%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	31	-	569	1945	598	95.1%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	55	-	1818	1980:1952	916+920	99.0 : 99.0%
3/3	Car Park Right	U	N/A	N/A	E		1	48	-	480	1849	871	55.1%
3/4	Car Park Right	U	N/A	N/A	E		1	48	-	519	1967	927	56.0%
4/1		U	N/A	N/A	-		-	-	-	1455	1940	1940	75.0%
4/2		U	N/A	N/A	-		-	-	-	1476	1940	1940	76.1%
5/1		U	N/A	N/A	-		-	-	-	949	1945	1945	48.8%
5/2		U	N/A	N/A	-		-	-	-	955	1935	1935	49.4%
6/1		U	N/A	N/A	-		-	-	-	80	2040	2040	3.9%

Full Input Data And Results

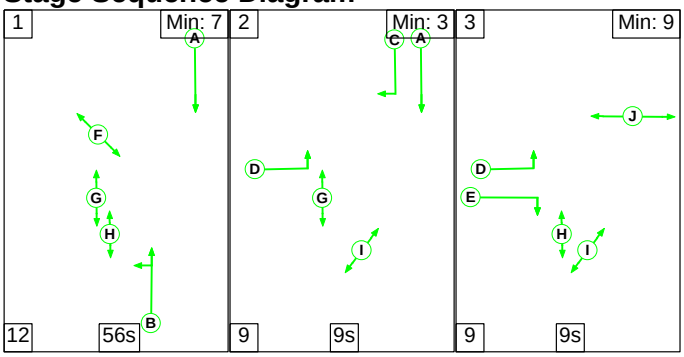
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**33.2**	**37.2**	**0.0**	**70.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**33.2**	**37.2**	**0.0**	**70.3**	**-**	**-**	**-**	**-**
1/1	469	469	-	-	-	2.8	0.5	-	3.3	25.7	9.9	0.5	10.4
1/2+1/3	473	473	-	-	-	3.1	0.6	-	3.6	27.7	9.2	0.6	9.8
2/2+2/1	587	587	-	-	-	5.7	6.9	-	12.7	77.6	16.4	6.9	23.3
2/3	569	569	-	-	-	5.6	6.7	-	12.2	77.3	16.0	6.7	22.6
3/2+3/1	1818	1818	-	-	-	10.4	17.2	-	27.6	54.6	24.6	17.2	41.8
3/3	480	480	-	-	-	2.6	0.6	-	3.2	24.2	9.9	0.6	10.5
3/4	519	519	-	-	-	2.8	0.6	-	3.5	24.2	10.7	0.6	11.3
4/1	1455	1455	-	-	-	0.0	1.5	-	1.5	3.7	17.9	1.5	19.4
4/2	1476	1476	-	-	-	0.1	1.6	-	1.6	4.0	19.0	1.6	20.6
5/1	949	949	-	-	-	0.0	0.5	-	0.5	1.9	8.2	0.5	8.6
5/2	955	955	-	-	-	0.0	0.5	-	0.5	1.9	7.0	0.5	7.5
6/1	80	80	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -10.0 Total Delay for Signalled Lanes (pcuHr): 66.17 Cycle Time (s): 104
PRC Over All Lanes (%): -10.0 Total Delay Over All Lanes(pcuHr): 70.33

Full Input Data And Results

Scenario 26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

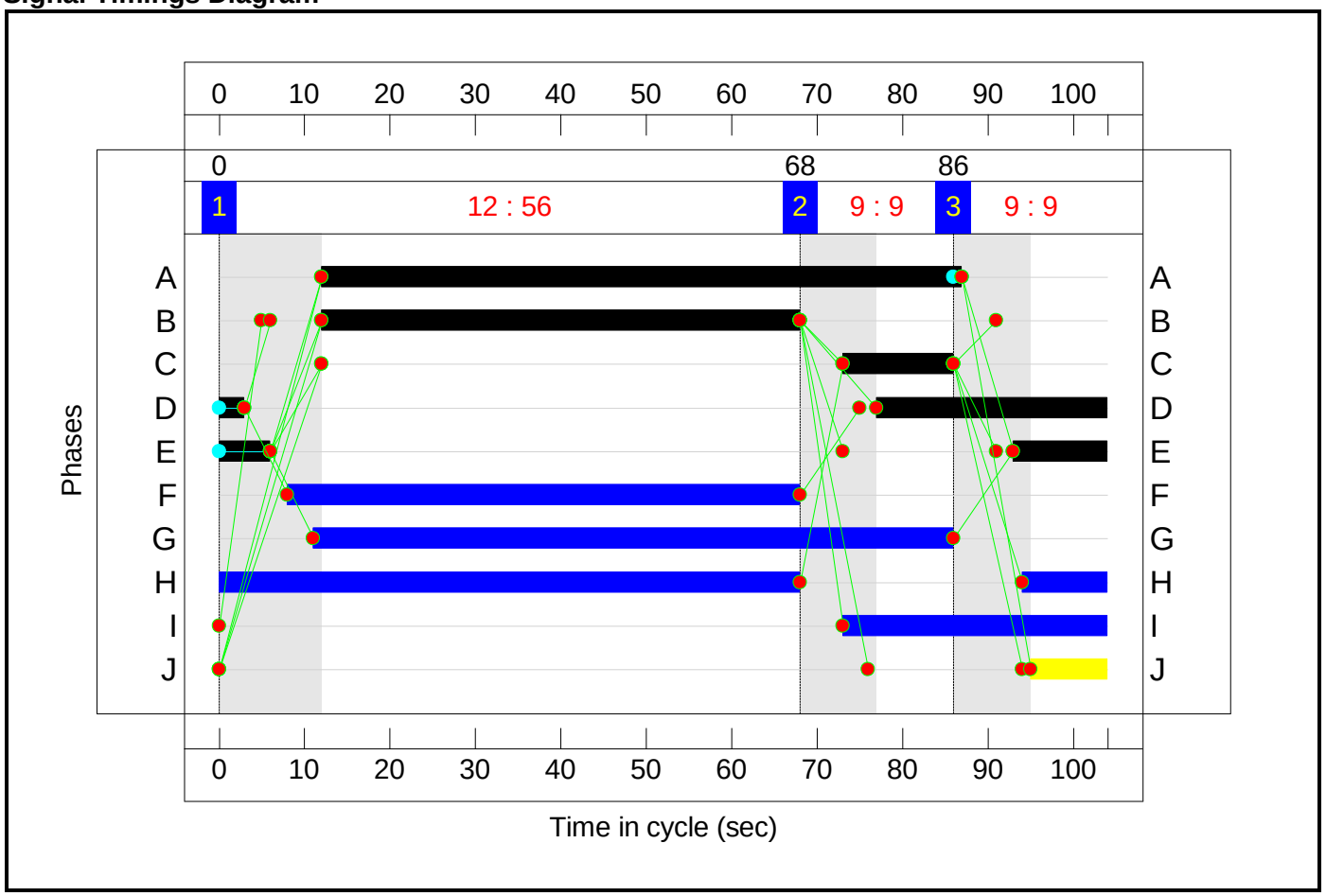
Stage Sequence Diagram



Stage Timings

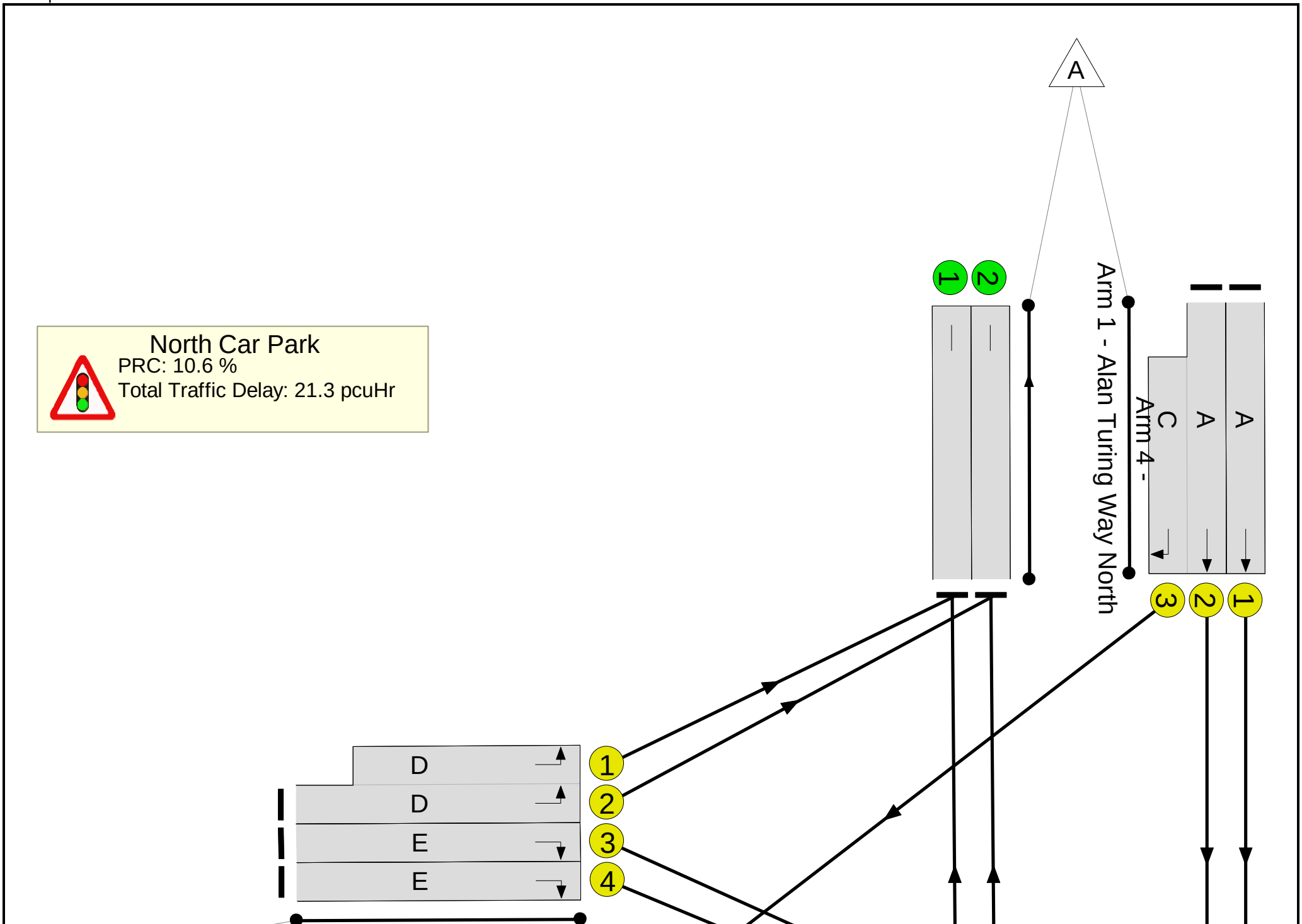
Stage	1	2	3
Duration	56	9	9
Change Point	0	68	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 10.6 %
Total Traffic Delay: 21.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	1243	2090	1527	81.4%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:13	-	189	1940:1797	0+242	0.0 : 78.1%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	56	-	793	1965:2047	769+352	70.8 : 70.8%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	56	-	715	1945	1066	67.1%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	30	-	68	1980:1952	433+582	6.7 : 6.7%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	33	1967	340	9.7%
4/1		U	N/A	N/A	-		-	-	-	583	1940	1940	30.1%
4/2		U	N/A	N/A	-		-	-	-	744	1940	1940	38.4%
5/1		U	N/A	N/A	-		-	-	-	1243	1945	1945	63.9%
5/2		U	N/A	N/A	-		-	-	-	33	1935	1935	1.7%
6/1		U	N/A	N/A	-		-	-	-	438	2040	2040	21.5%

Full Input Data And Results

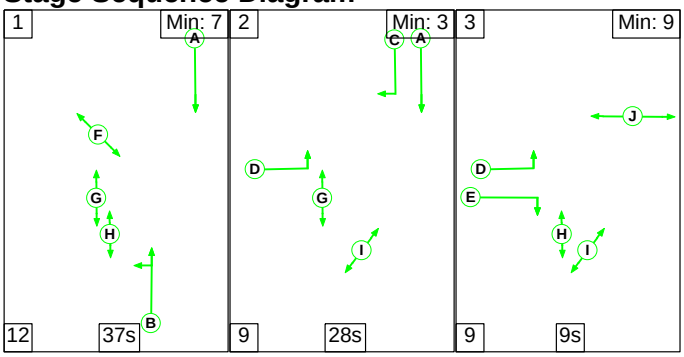
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.6**	**7.7**	**0.0**	**21.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**13.6**	**7.7**	**0.0**	**21.3**	**-**	**-**	**-**	**-**
1/1	1243	1243	-	-	-	3.2	2.2	-	5.4	15.5	23.8	2.2	26.0
1/2+1/3	189	189	-	-	-	2.3	1.7	-	4.0	75.5	5.3	1.7	6.9
2/2+2/1	793	793	-	-	-	3.7	1.2	-	4.9	22.0	15.8	1.2	17.0
2/3	715	715	-	-	-	3.3	1.0	-	4.3	21.9	14.7	1.0	15.7
3/2+3/1	68	68	-	-	-	0.5	0.0	-	0.5	28.0	0.8	0.0	0.8
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	33	33	-	-	-	0.3	0.1	-	0.4	42.1	0.8	0.1	0.9
4/1	583	583	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2	744	744	-	-	-	0.0	0.3	-	0.3	1.5	8.6	0.3	9.0
5/1	1243	1243	-	-	-	0.3	0.9	-	1.2	3.4	24.5	0.9	25.4
5/2	33	33	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	438	438	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 10.6 Total Delay for Signalled Lanes (pcuHr): 19.45 Cycle Time (s): 104
PRC Over All Lanes (%): 10.6 Total Delay Over All Lanes(pcuHr): 21.31

Full Input Data And Results

Scenario 27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

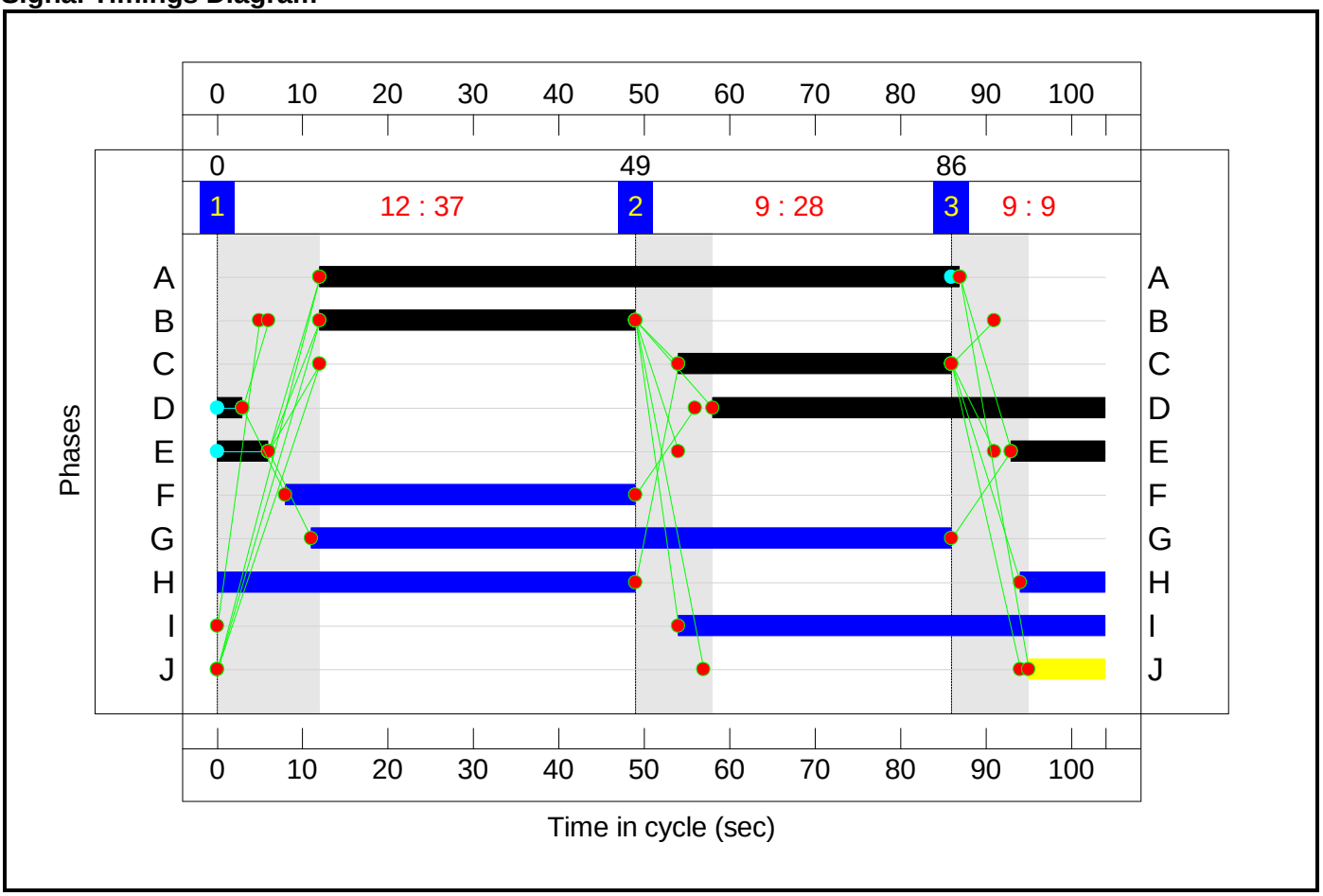
Stage Sequence Diagram



Stage Timings

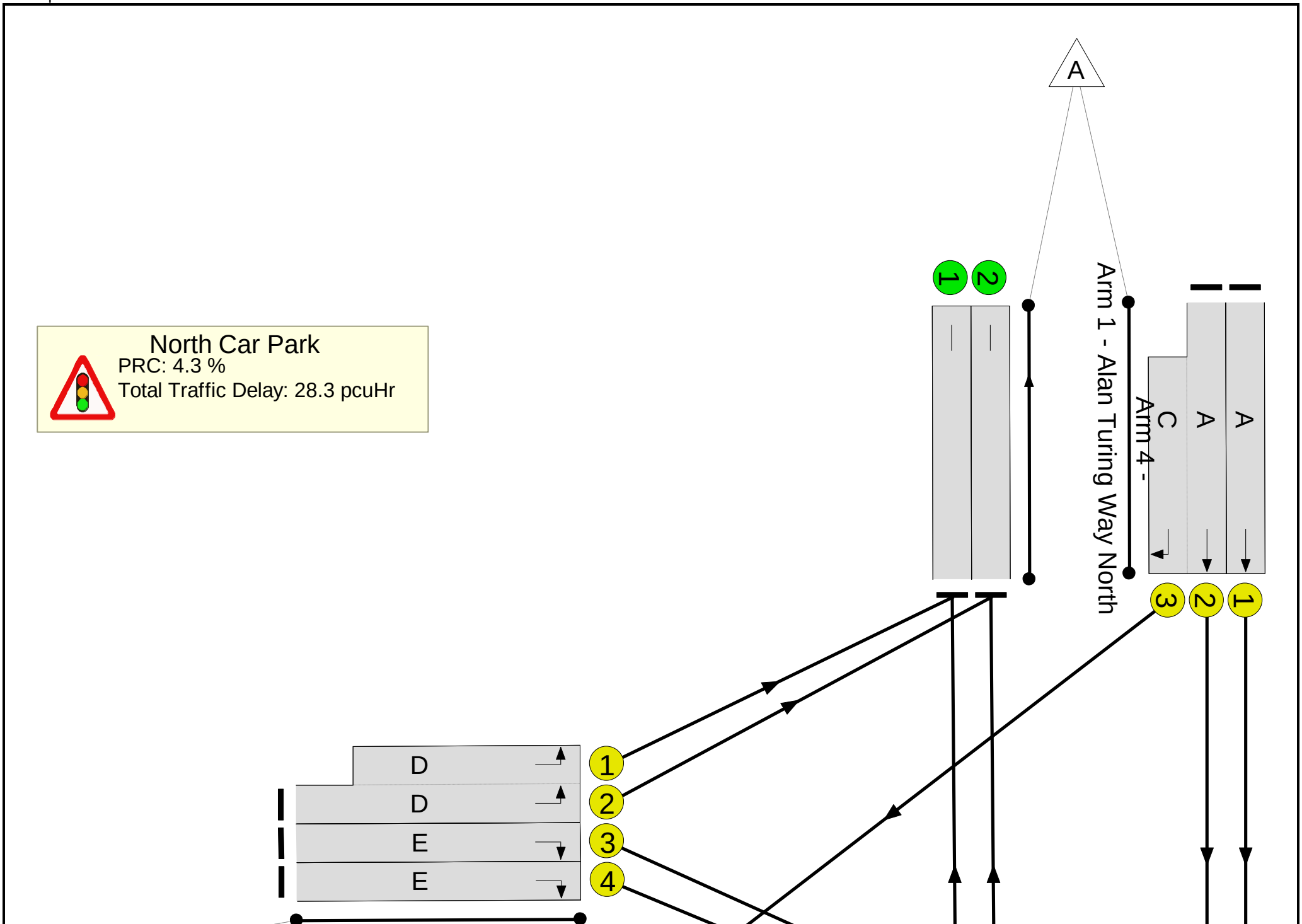
Stage	1	2	3
Duration	37	28	9
Change Point	0	49	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 4.3 %
Total Traffic Delay: 28.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	989	2090	1527	64.8%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:32	-	488	1940:1797	0+570	0.0 : 85.6%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	37	-	662	1965:2047	237+529	86.3 : 86.3%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	37	-	600	1945	711	84.4%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	49	-	35	1980:1952	56+931	3.5 : 3.5%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	2	1849	320	0.6%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	39	1967	340	11.5%
4/1		U	N/A	N/A	-		-	-	-	238	1940	1940	12.3%
4/2		U	N/A	N/A	-		-	-	-	602	1940	1940	31.0%
5/1		U	N/A	N/A	-		-	-	-	991	1945	1945	51.0%
5/2		U	N/A	N/A	-		-	-	-	39	1935	1935	2.0%
6/1		U	N/A	N/A	-		-	-	-	945	2040	2040	46.3%

Full Input Data And Results

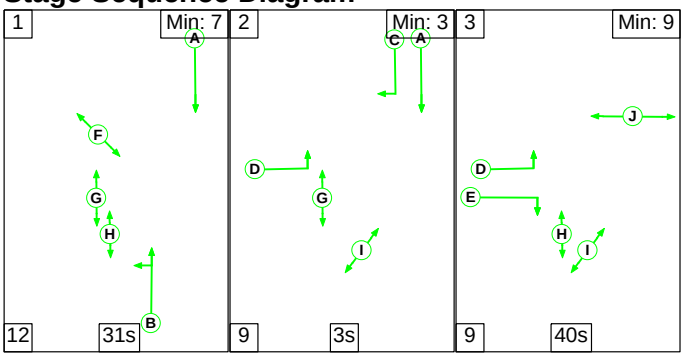
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.7**	**10.6**	**0.0**	**28.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**17.7**	**10.6**	**0.0**	**28.3**	**-**	**-**	**-**	**-**
1/1	989	989	-	-	-	2.0	0.9	-	2.9	10.5	14.6	0.9	15.5
1/2+1/3	488	488	-	-	-	4.5	2.8	-	7.3	53.8	13.1	2.8	15.9
2/2+2/1	662	662	-	-	-	5.5	3.0	-	8.5	46.1	16.8	3.0	19.8
2/3	600	600	-	-	-	5.0	2.6	-	7.6	45.8	15.8	2.6	18.4
3/2+3/1	35	35	-	-	-	0.1	0.0	-	0.2	16.2	0.5	0.0	0.5
3/3	2	2	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.1
3/4	39	39	-	-	-	0.4	0.1	-	0.5	42.3	0.9	0.1	1.0
4/1	238	238	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/2	602	602	-	-	-	0.0	0.2	-	0.2	1.4	9.7	0.2	9.9
5/1	991	991	-	-	-	0.1	0.5	-	0.6	2.2	13.6	0.5	14.1
5/2	39	39	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	945	945	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): 4.3 Total Delay for Signalled Lanes (pcuHr): 26.92 Cycle Time (s): 104
PRC Over All Lanes (%): 4.3 Total Delay Over All Lanes(pcuHr): 28.27

Full Input Data And Results

Scenario 28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

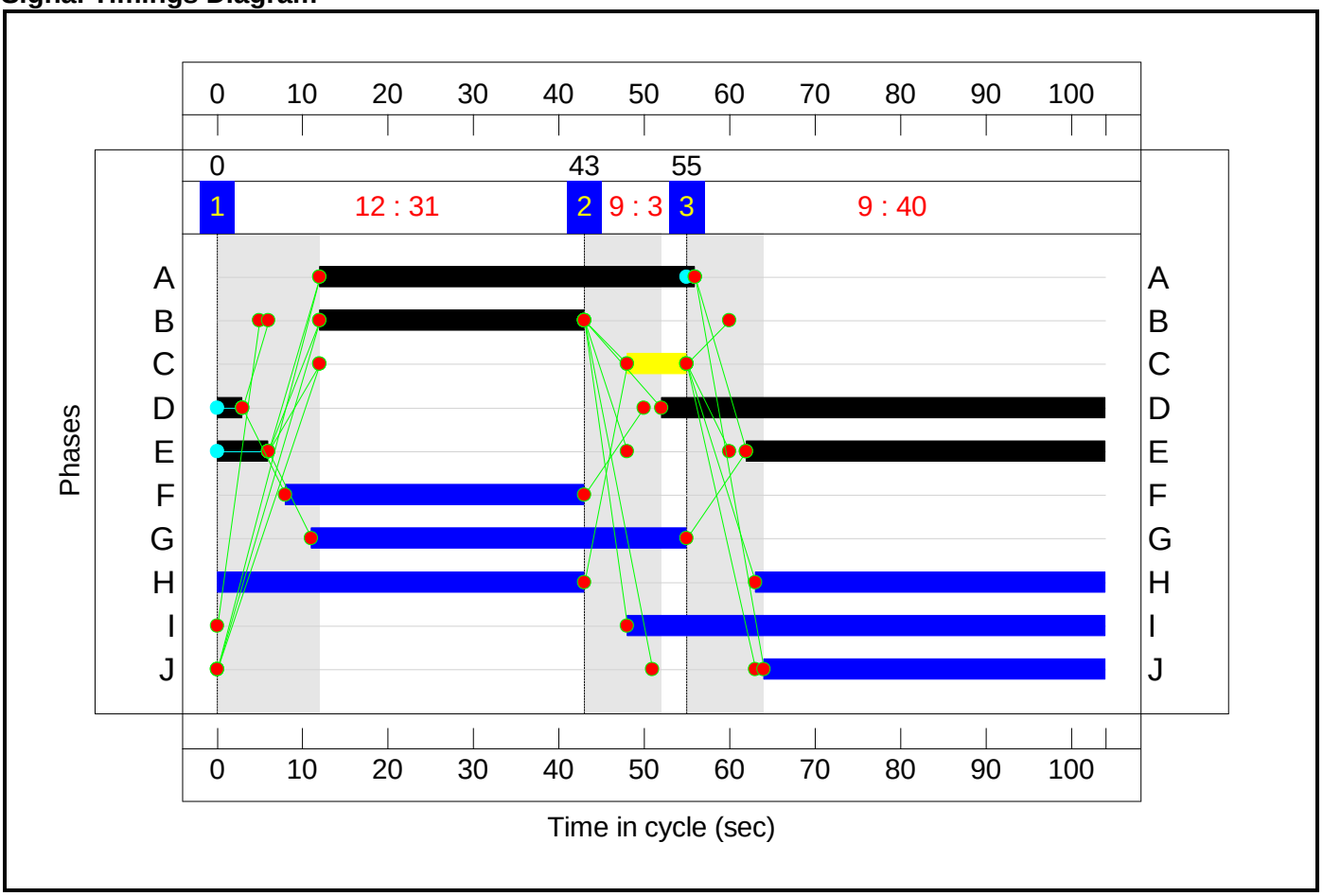
Stage Sequence Diagram



Stage Timings

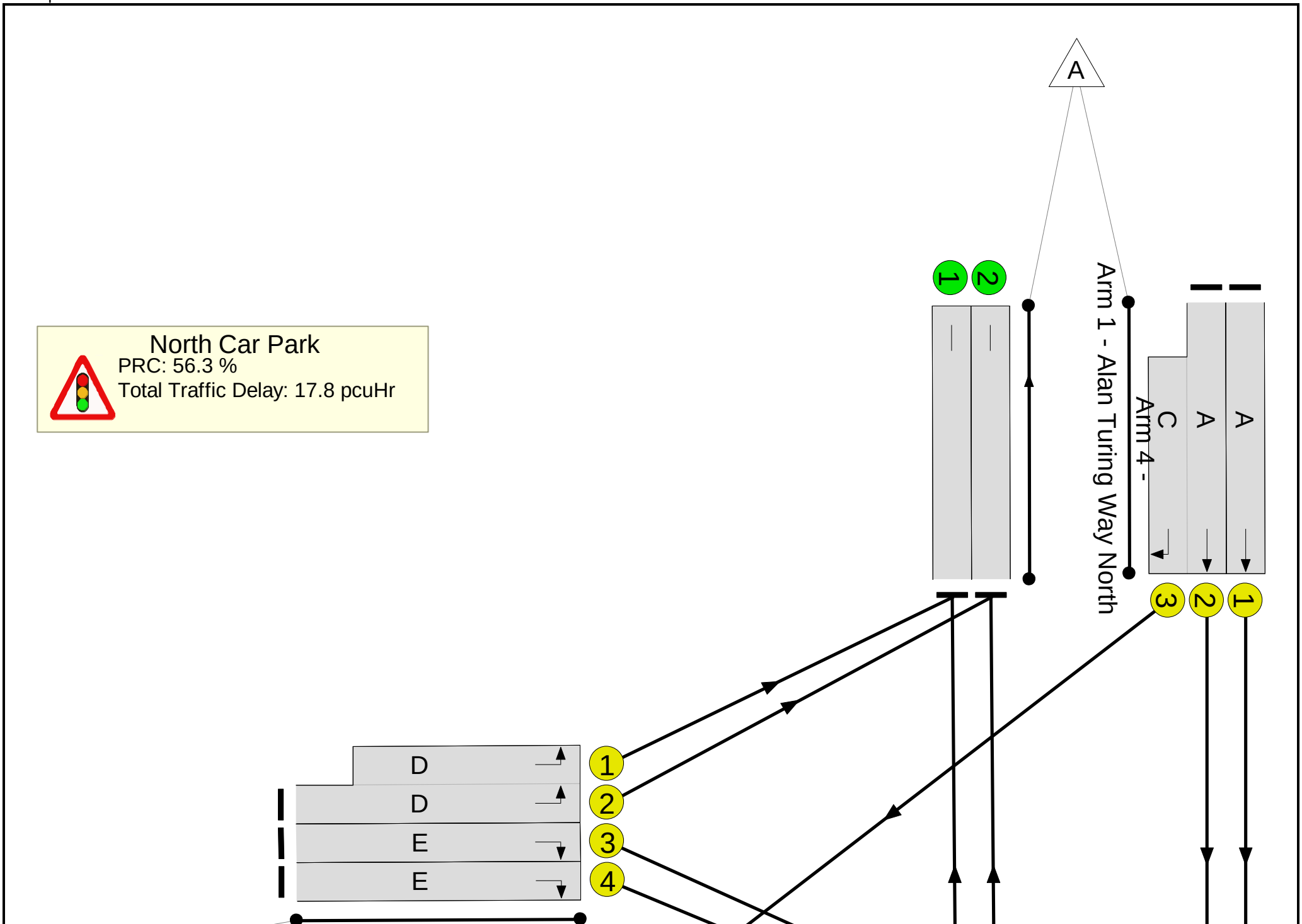
Stage	1	2	3
Duration	31	3	40
Change Point	0	43	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 56.3 %
Total Traffic Delay: 17.8 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.6%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.6%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	44	-	120	2090	904	13.3%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	44:7	-	136	1940:1797	791+138	14.2 : 17.4%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	31	-	347	1965:2047	596+16	56.8 : 56.8%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	31	-	334	1945	598	55.8%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	55	-	1062	1980:1952	926+919	57.6 : 57.6%
3/3	Car Park Right	U	N/A	N/A	E		1	48	-	258	1849	871	29.6%
3/4	Car Park Right	U	N/A	N/A	E		1	48	-	284	1967	927	30.6%
4/1		U	N/A	N/A	-		-	-	-	867	1940	1940	44.7%
4/2		U	N/A	N/A	-		-	-	-	867	1940	1940	44.7%
5/1		U	N/A	N/A	-		-	-	-	378	1945	1945	19.4%
5/2		U	N/A	N/A	-		-	-	-	396	1935	1935	20.5%
6/1		U	N/A	N/A	-		-	-	-	33	2040	2040	1.6%

Full Input Data And Results

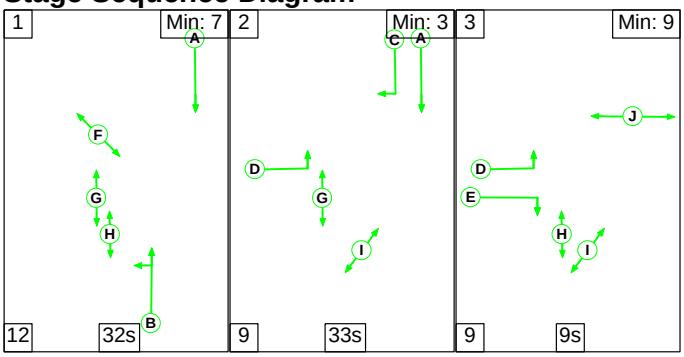
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**14.2**	**3.6**	**0.0**	**17.8**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**14.2**	**3.6**	**0.0**	**17.8**	**-**	**-**	**-**	**-**
1/1	120	120	-	-	-	0.6	0.1	-	0.7	20.1	2.1	0.1	2.1
1/2+1/3	136	136	-	-	-	0.9	0.1	-	0.9	24.8	1.9	0.1	2.0
2/2+2/1	347	347	-	-	-	2.9	0.7	-	3.6	36.9	8.3	0.7	9.0
2/3	334	334	-	-	-	2.8	0.6	-	3.4	36.9	8.0	0.6	8.6
3/2+3/1	1062	1062	-	-	-	4.5	0.7	-	5.2	17.5	9.6	0.7	10.3
3/3	258	258	-	-	-	1.2	0.2	-	1.4	19.8	4.5	0.2	4.7
3/4	284	284	-	-	-	1.3	0.2	-	1.6	19.8	5.0	0.2	5.3
4/1	867	867	-	-	-	0.0	0.4	-	0.4	1.7	4.3	0.4	4.7
4/2	867	867	-	-	-	0.0	0.4	-	0.4	1.7	6.0	0.4	6.4
5/1	378	378	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	396	396	-	-	-	0.0	0.1	-	0.1	1.2	1.1	0.1	1.2
6/1	33	33	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 56.3 Total Delay for Signalled Lanes (pcuHr): 16.72 Cycle Time (s): 104
PRC Over All Lanes (%): 56.3 Total Delay Over All Lanes(pcuHr): 17.79

Full Input Data And Results

Scenario 29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

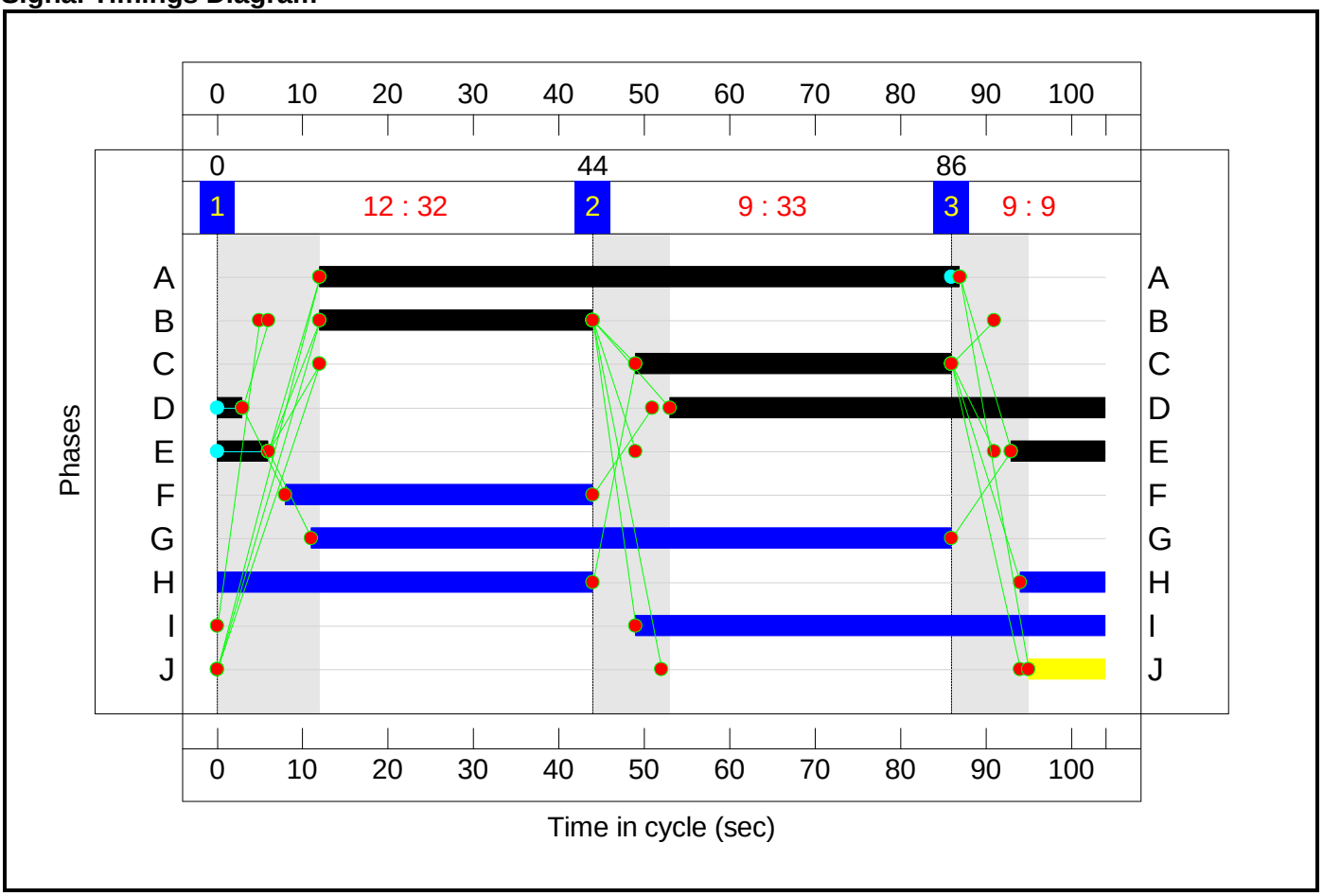
Stage Sequence Diagram



Stage Timings

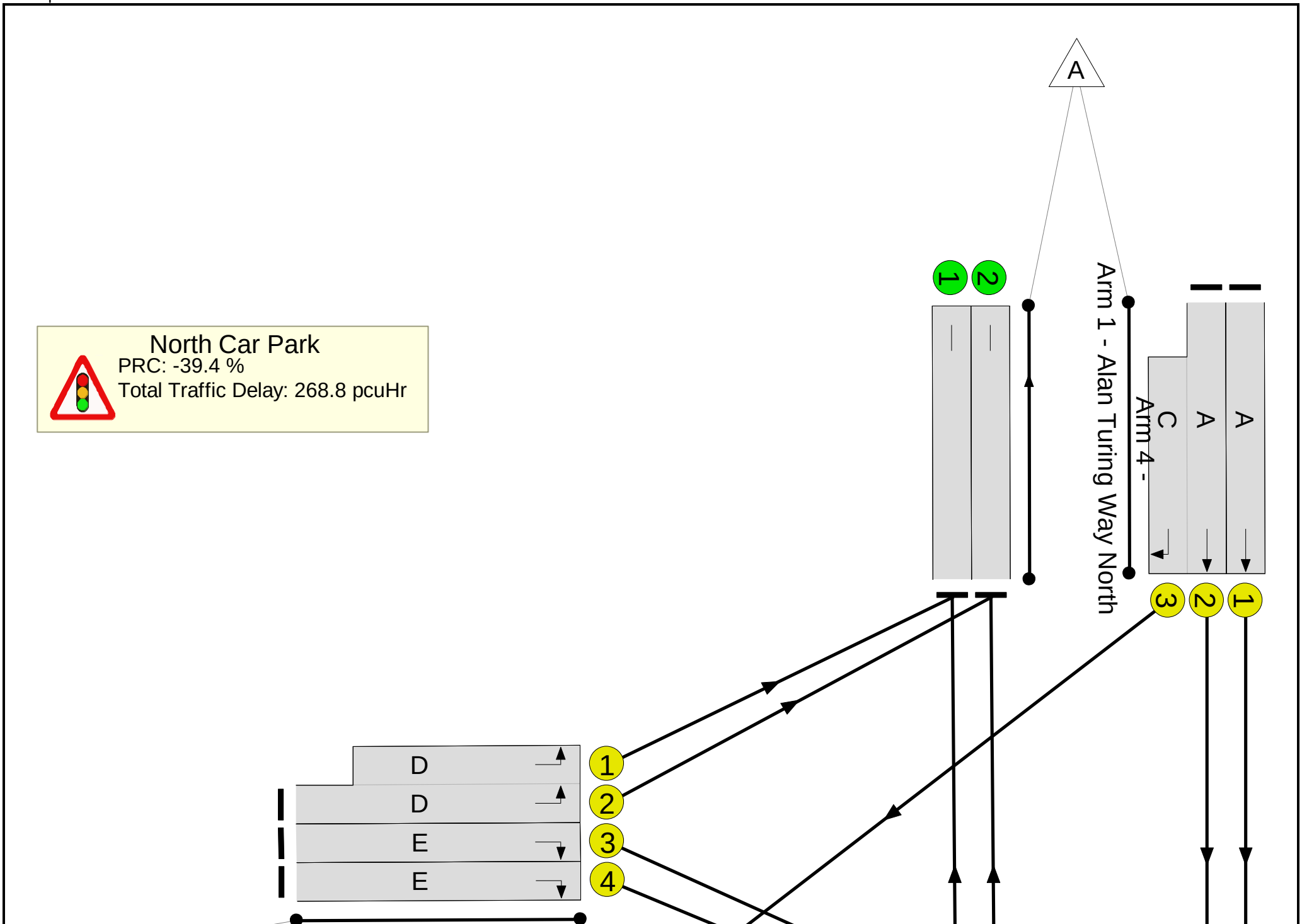
Stage	1	2	3
Duration	32	33	9
Change Point	0	44	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -39.4 %
Total Traffic Delay: 268.8 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**125.5%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**125.5%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	888	2090	1527	58.1%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:37	-	824	1940:1797	0+657	0.0 : 125.5%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	32	-	788	1965:2047	25+629	120.6 : 120.6%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	32	-	744	1945	617	120.6%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	54	-	58	1980:1952	37+1025	5.5 : 5.5%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	26	1967	340	7.6%
4/1		U	N/A	N/A	-		-	-	-	86	1940	1940	4.2%
4/2		U	N/A	N/A	-		-	-	-	746	1940	1940	31.9%
5/1		U	N/A	N/A	-		-	-	-	888	1945	1945	45.7%
5/2		U	N/A	N/A	-		-	-	-	26	1935	1935	1.3%
6/1		U	N/A	N/A	-		-	-	-	1582	2040	2040	63.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**44.1**	**224.7**	**0.0**	**268.8**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**44.1**	**224.7**	**0.0**	**268.8**	**-**	**-**	**-**	**-**
1/1	888	888	-	-	-	1.6	0.7	-	2.3	9.4	11.8	0.7	12.5
1/2+1/3	824	657	-	-	-	14.0	86.1	-	100.1	437.3	32.4	86.1	118.5
2/2+2/1	788	654	-	-	-	14.4	70.0	-	84.4	385.8	26.8	70.0	96.8
2/3	744	617	-	-	-	13.6	66.2	-	79.8	386.3	25.2	66.2	91.4
3/2+3/1	58	58	-	-	-	0.2	0.0	-	0.2	13.7	0.8	0.0	0.8
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	26	26	-	-	-	0.3	0.0	-	0.3	41.8	0.6	0.0	0.7
4/1	81	81	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
4/2	619	619	-	-	-	0.0	0.2	-	0.2	1.4	11.9	0.2	12.1
5/1	888	888	-	-	-	0.1	0.4	-	0.5	1.9	10.5	0.4	10.9
5/2	26	26	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	1285	1285	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8

C1

PRC for Signalled Lanes (%): -39.4
PRC Over All Lanes (%): -39.4

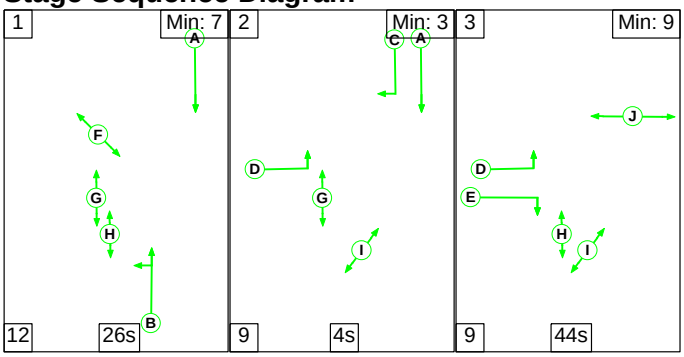
Total Delay for Signalled Lanes (pcuHr): 267.19
Total Delay Over All Lanes(pcuHr): 268.78

Cycle Time (s): 104

Full Input Data And Results

Scenario 30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

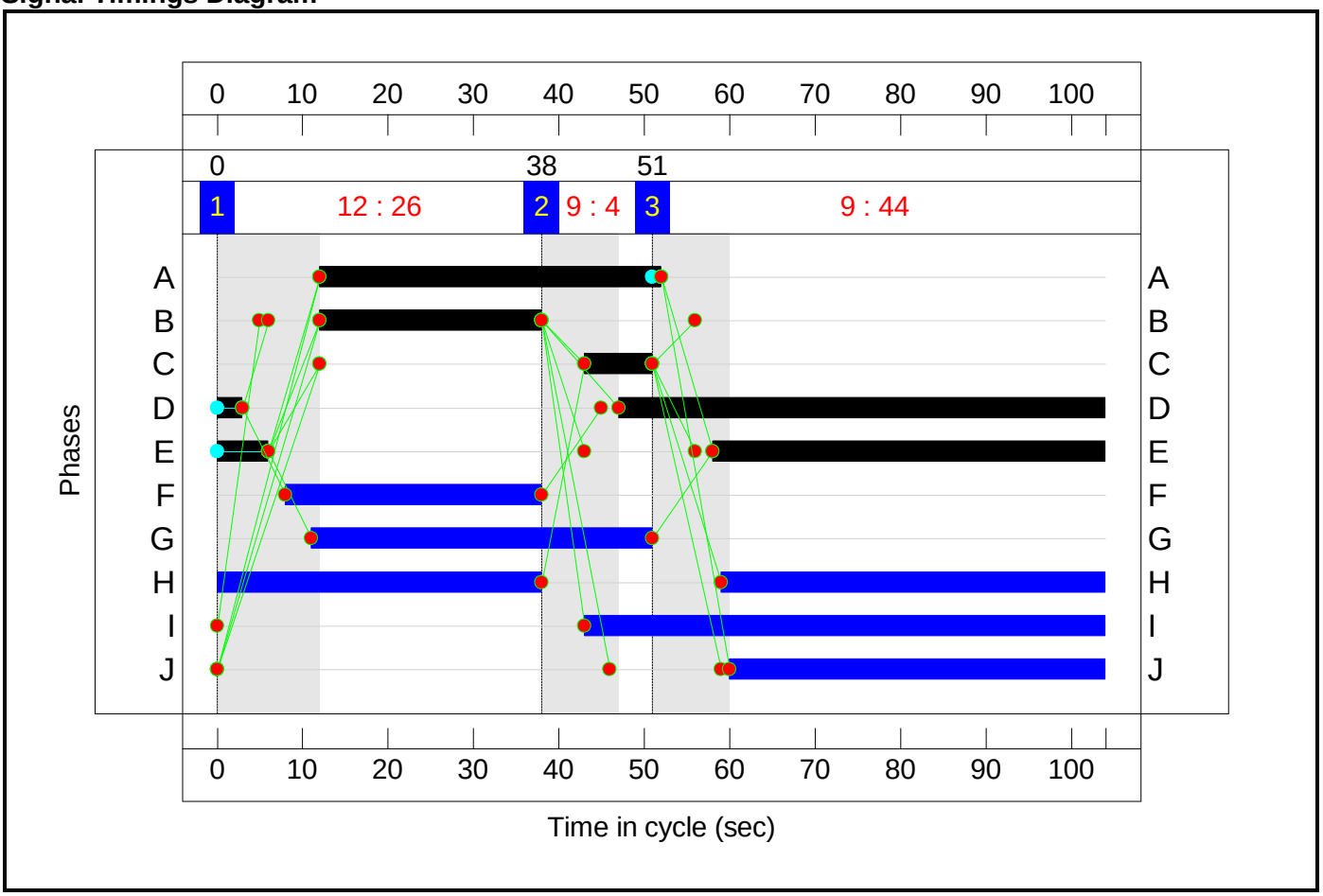
Stage Sequence Diagram



Stage Timings

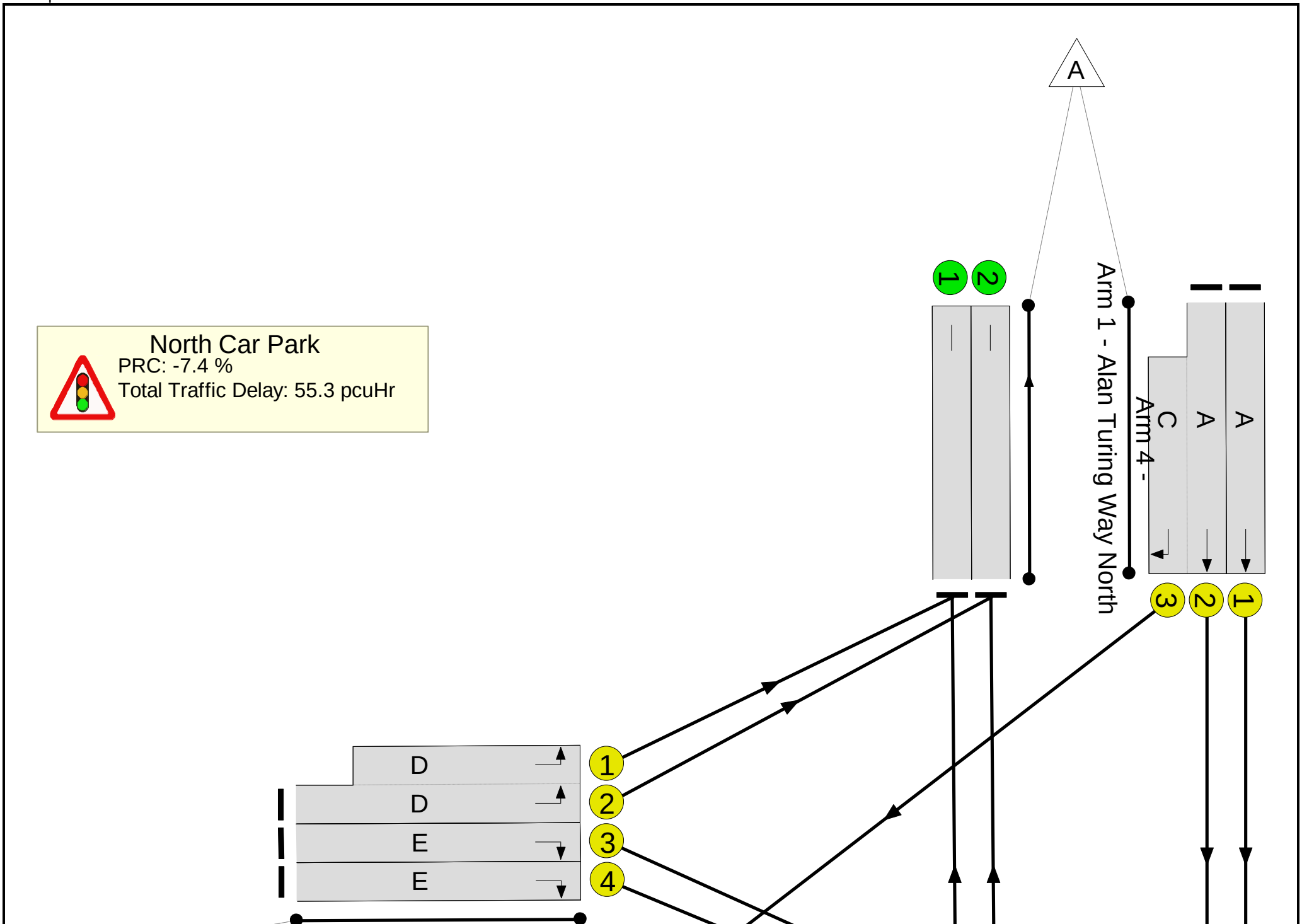
Stage	1	2	3
Duration	26	4	44
Change Point	0	38	51

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -7.4 %
Total Traffic Delay: 55.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.6%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.6%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	40	-	407	2090	824	49.4%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	40:8	-	425	1940:1797	748+86	50.9 : 50.9%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	26	-	482	1965:2047	478+43	92.4 : 92.4%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	26	-	465	1945	505	92.1%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	60	-	1867	1980:1952	964+968	96.6 : 96.6%
3/3	Car Park Right	U	N/A	N/A	E		1	52	-	496	1849	942	52.6%
3/4	Car Park Right	U	N/A	N/A	E		1	52	-	536	1967	1002	53.5%
4/1		U	N/A	N/A	-		-	-	-	1377	1940	1940	71.0%
4/2		U	N/A	N/A	-		-	-	-	1397	1940	1940	72.0%
5/1		U	N/A	N/A	-		-	-	-	903	1945	1945	46.4%
5/2		U	N/A	N/A	-		-	-	-	917	1935	1935	47.4%
6/1		U	N/A	N/A	-		-	-	-	84	2040	2040	4.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**29.4**	**25.9**	**0.0**	**55.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**29.4**	**25.9**	**0.0**	**55.3**	**-**	**-**	**-**	**-**
1/1	407	407	-	-	-	2.7	0.5	-	3.2	28.0	8.8	0.5	9.3
1/2+1/3	425	425	-	-	-	3.1	0.5	-	3.6	30.3	8.3	0.5	8.8
2/2+2/1	482	482	-	-	-	5.0	4.9	-	9.9	73.8	13.4	4.9	18.3
2/3	465	465	-	-	-	4.8	4.7	-	9.5	73.9	13.0	4.7	17.8
3/2+3/1	1867	1867	-	-	-	8.8	10.8	-	19.6	37.7	21.3	10.8	32.1
3/3	496	496	-	-	-	2.4	0.6	-	2.9	21.1	9.5	0.6	10.1
3/4	536	536	-	-	-	2.6	0.6	-	3.1	21.0	10.4	0.6	11.0
4/1	1377	1377	-	-	-	0.0	1.2	-	1.2	3.2	16.7	1.2	18.0
4/2	1397	1397	-	-	-	0.1	1.3	-	1.3	3.4	17.9	1.3	19.1
5/1	903	903	-	-	-	0.0	0.4	-	0.5	1.8	7.0	0.4	7.5
5/2	917	917	-	-	-	0.0	0.4	-	0.5	1.8	6.5	0.4	7.0
6/1	84	84	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -7.4
PRC Over All Lanes (%): -7.4

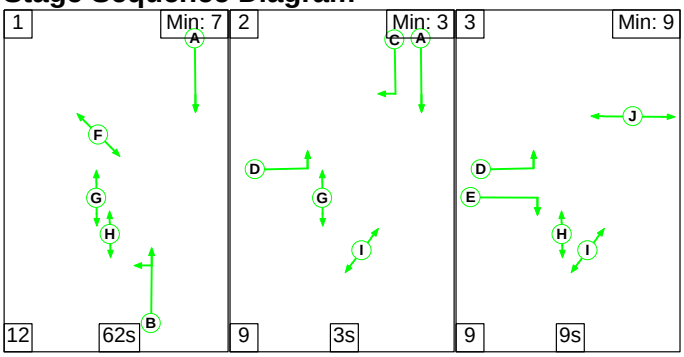
Total Delay for Signalled Lanes (pcuHr): 51.79
Total Delay Over All Lanes(pcuHr): 55.28

Cycle Time (s): 104

Full Input Data And Results

Scenario 31: '2023 Base + Arena Matinee (Non-Match) - Weekday Matinee Departure Peak (50% Access)' (No Flow Group, Plan 1: 'Network Control Plan 1')

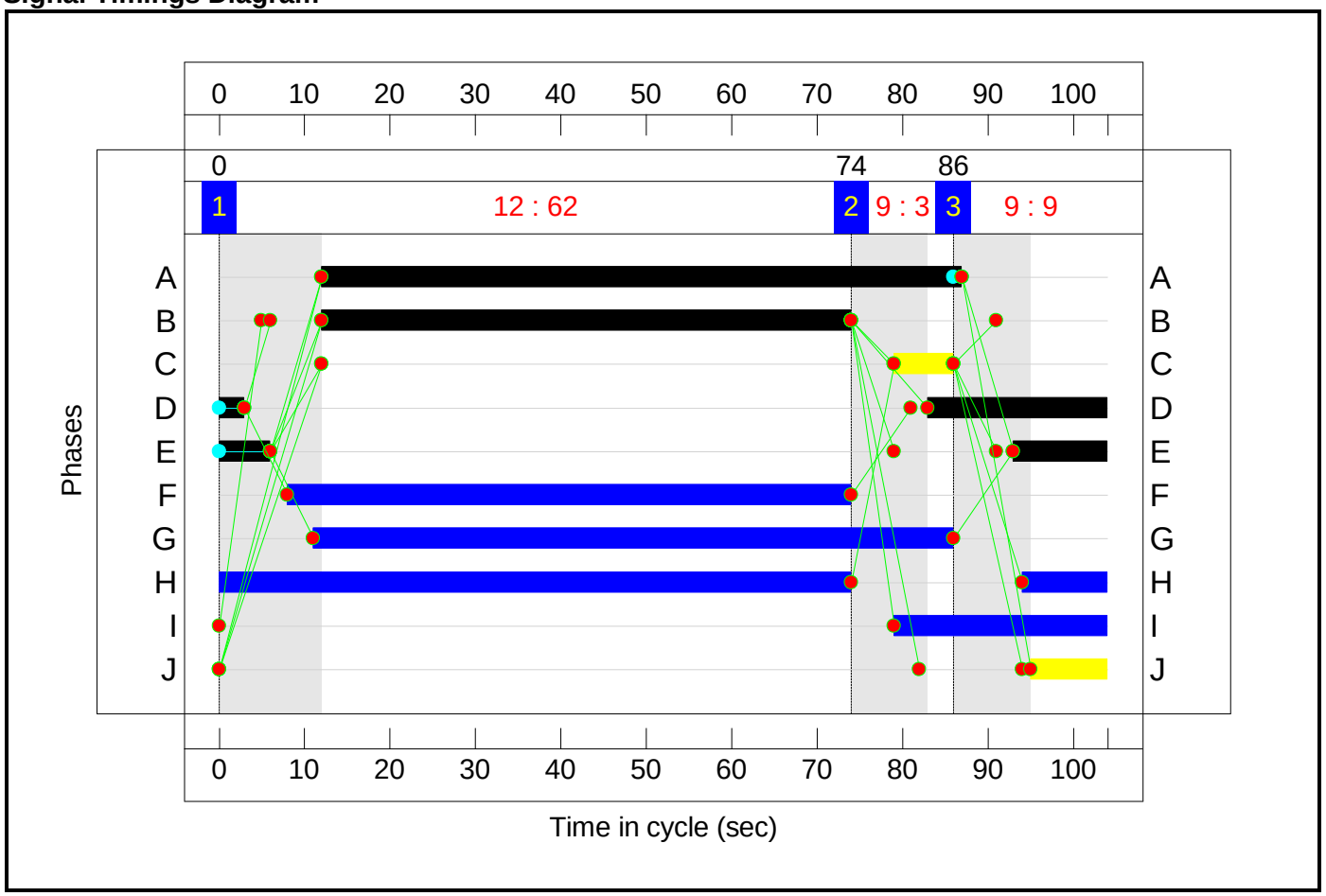
Stage Sequence Diagram



Stage Timings

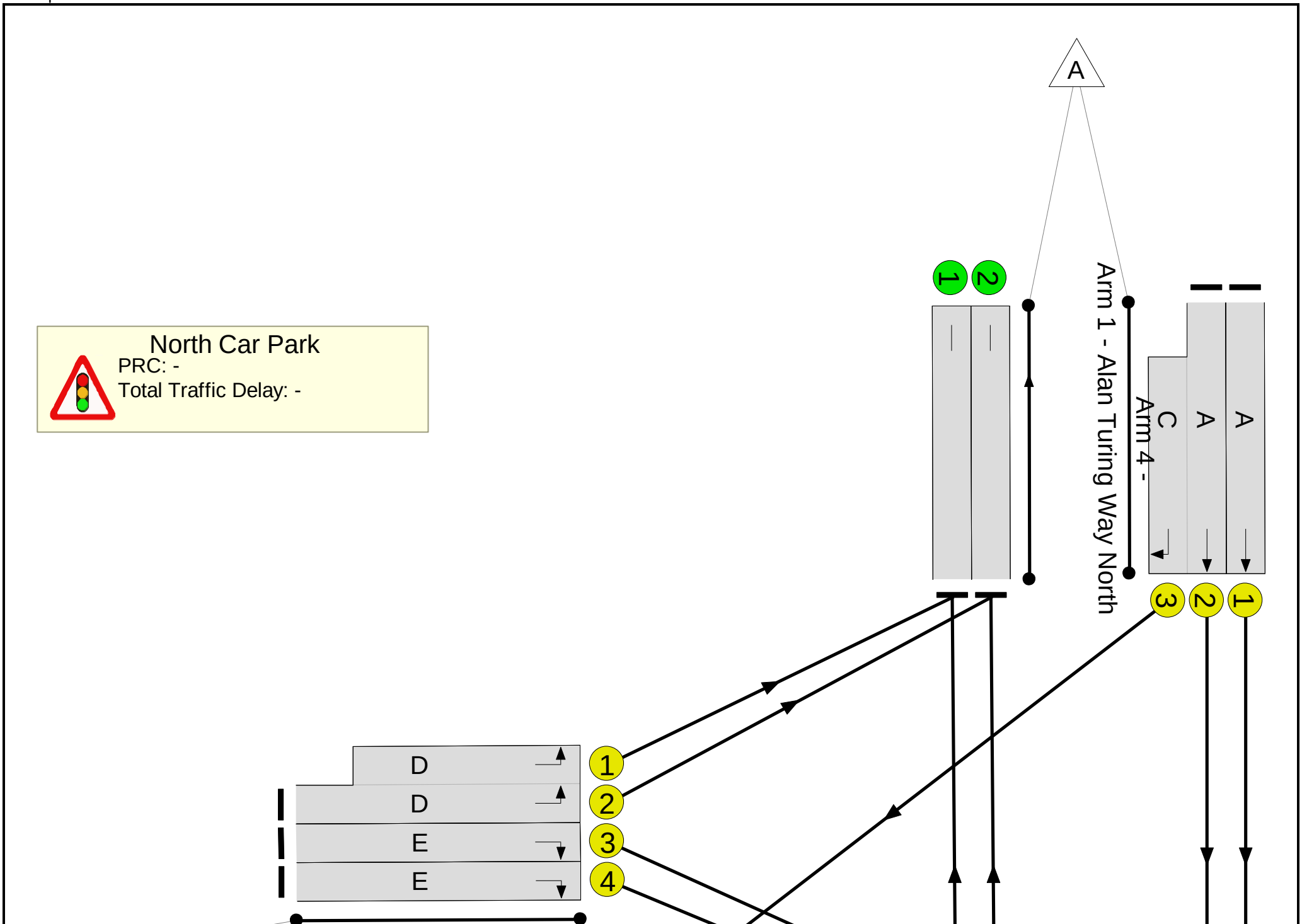
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -
Total Traffic Delay: -
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	719	2090	-	-
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	682	1940:1797	-	-
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	708	1965:2047	-	-
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	687	1945	-	-
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	509	1980:1952	-	-
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	126	1849	-	-
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	143	1967	-	-
4/1		U	N/A	N/A	-		-	-	-	943	1940	-	-
4/2		U	N/A	N/A	-		-	-	-	943	1940	-	-
5/1		U	N/A	N/A	-		-	-	-	845	1945	-	-
5/2		U	N/A	N/A	-		-	-	-	807	1935	-	-
6/1		U	N/A	N/A	-		-	-	-	36	2040	-	-

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2+1/3	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2+3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/4	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 0.0

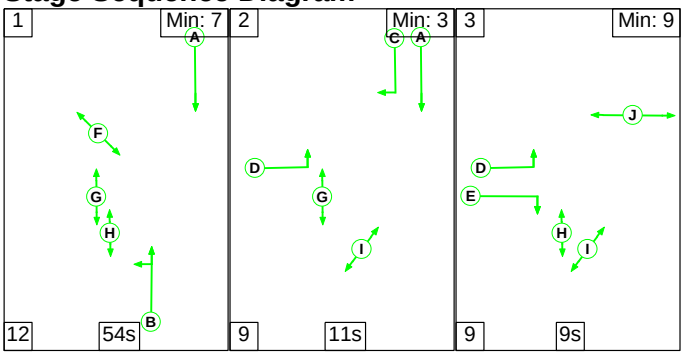
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.00

Cycle Time (s): 104

Full Input Data And Results

Scenario 32: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Ac' (FG31: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak (50% Access)', Plan 1: 'Network Control Plan 1')

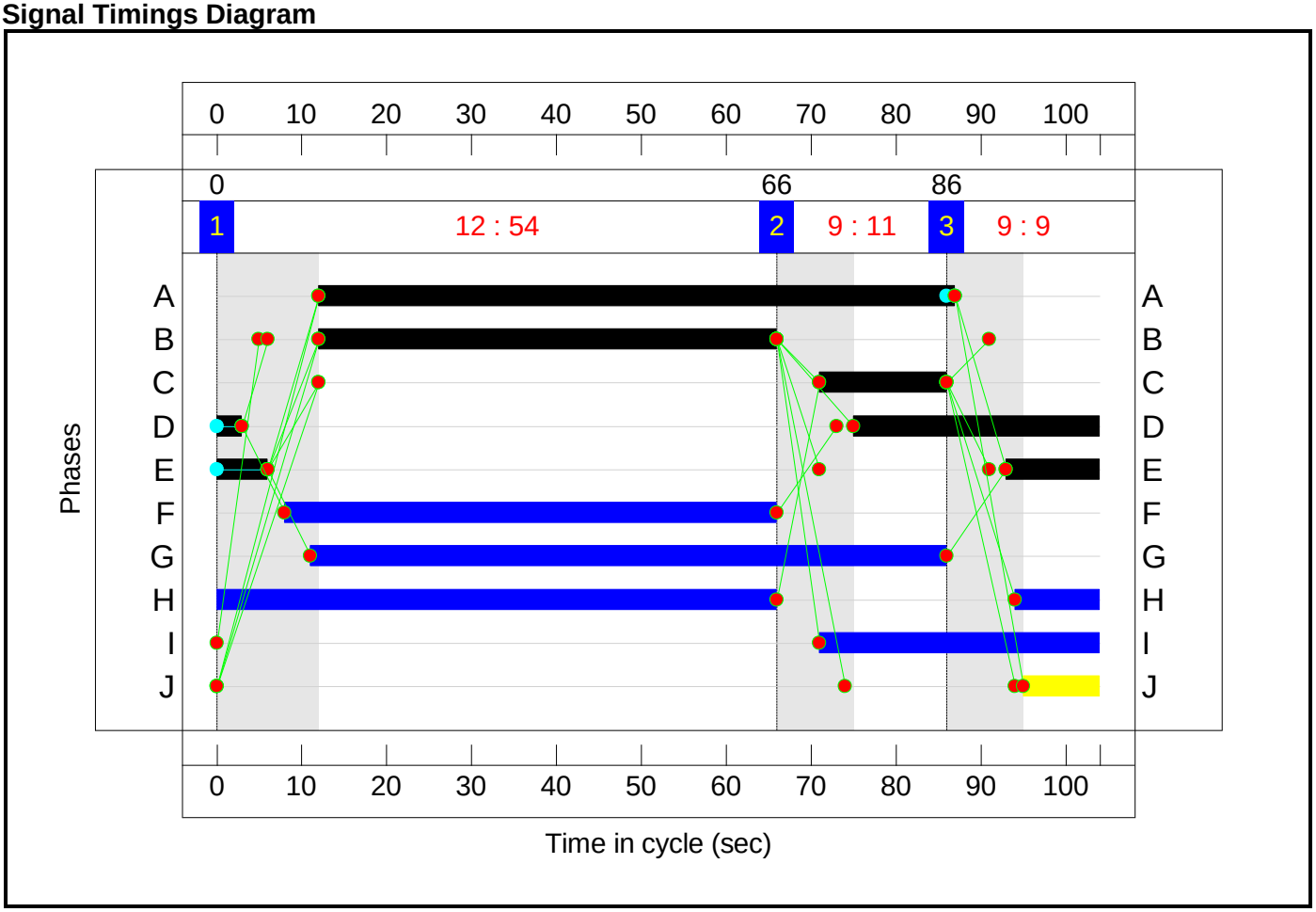
Stage Sequence Diagram



Stage Timings

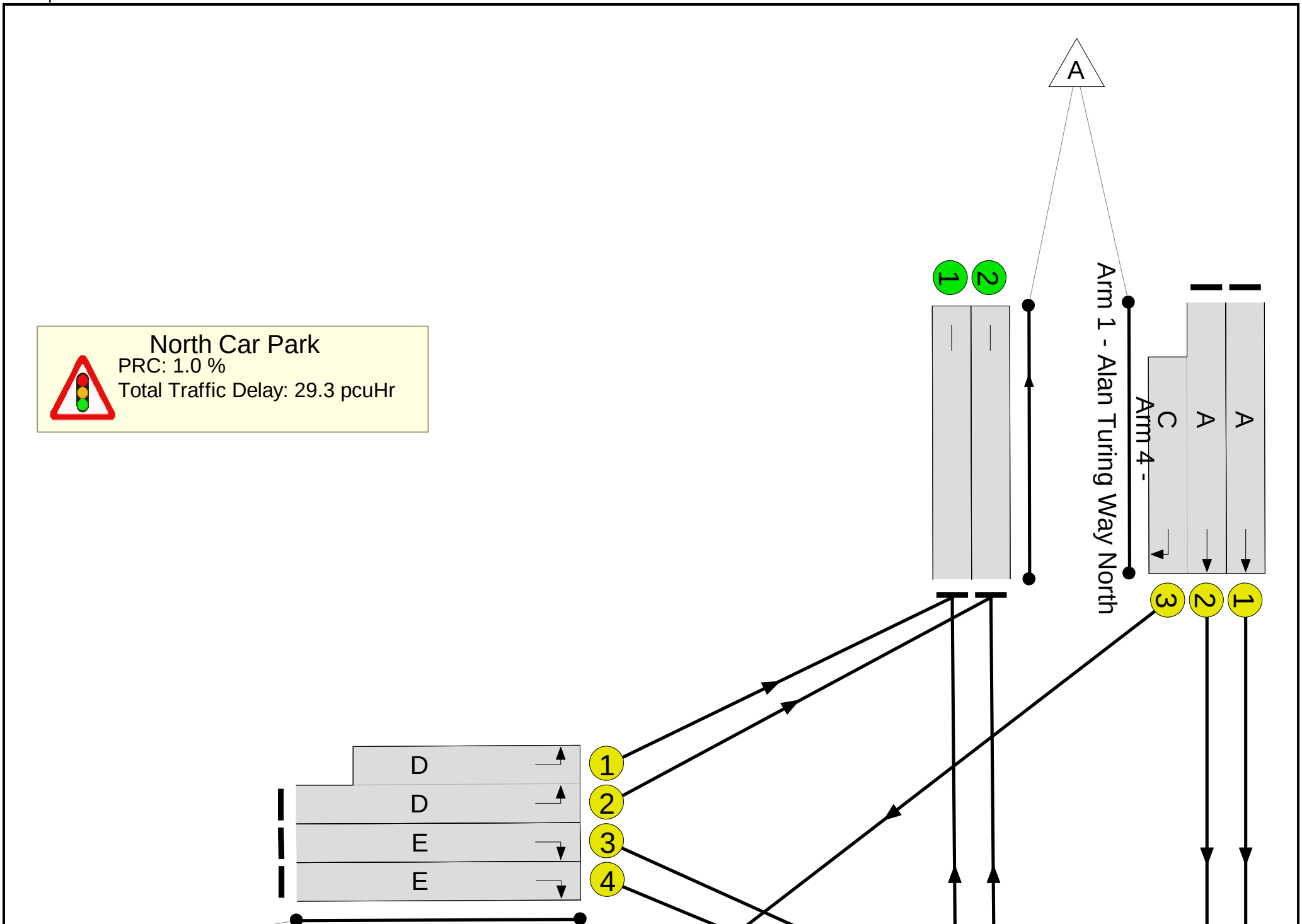
Stage	1	2	3
Duration	54	11	9
Change Point	0	66	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 1.0 %
Total Traffic Delay: 29.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	1054	2090	1527	69.0%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:15	-	241	1940:1797	0+276	0.0 : 87.2%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	54	-	954	1965:2047	818+252	89.1 : 89.1%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	54	-	905	1945	1029	88.0%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	32	-	10	1980:1952	265+619	1.1 : 1.1%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	9	1967	340	2.6%
4/1		U	N/A	N/A	-		-	-	-	736	1940	1940	37.9%
4/2		U	N/A	N/A	-		-	-	-	908	1940	1940	46.8%
5/1		U	N/A	N/A	-		-	-	-	1054	1945	1945	54.2%
5/2		U	N/A	N/A	-		-	-	-	9	1935	1935	0.5%
6/1		U	N/A	N/A	-		-	-	-	466	2040	2040	22.8%

Full Input Data And Results

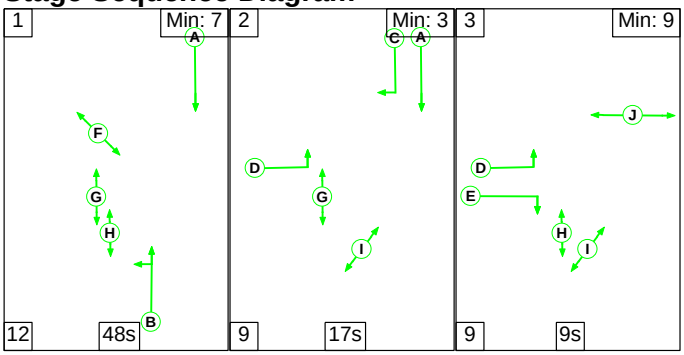
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**16.5**	**12.8**	**0.0**	**29.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**16.5**	**12.8**	**0.0**	**29.3**	**-**	**-**	**-**	**-**
1/1	1054	1054	-	-	-	2.2	1.1	-	3.3	11.4	16.4	1.1	17.5
1/2+1/3	241	241	-	-	-	2.9	2.9	-	5.8	86.6	6.8	2.9	9.7
2/2+2/1	954	954	-	-	-	5.6	3.8	-	9.5	35.8	23.9	3.8	27.8
2/3	905	905	-	-	-	5.4	3.5	-	8.9	35.4	22.9	3.5	26.3
3/2+3/1	10	10	-	-	-	0.1	0.0	-	0.1	26.6	0.1	0.0	0.1
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	9	9	-	-	-	0.1	0.0	-	0.1	41.4	0.2	0.0	0.2
4/1	736	736	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2	908	908	-	-	-	0.0	0.4	-	0.4	1.8	16.7	0.4	17.2
5/1	1054	1054	-	-	-	0.1	0.6	-	0.7	2.4	15.8	0.6	16.4
5/2	9	9	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	466	466	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 27.68 Cycle Time (s): 104
PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 29.29

Full Input Data And Results

Scenario 33: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)' (FG32: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

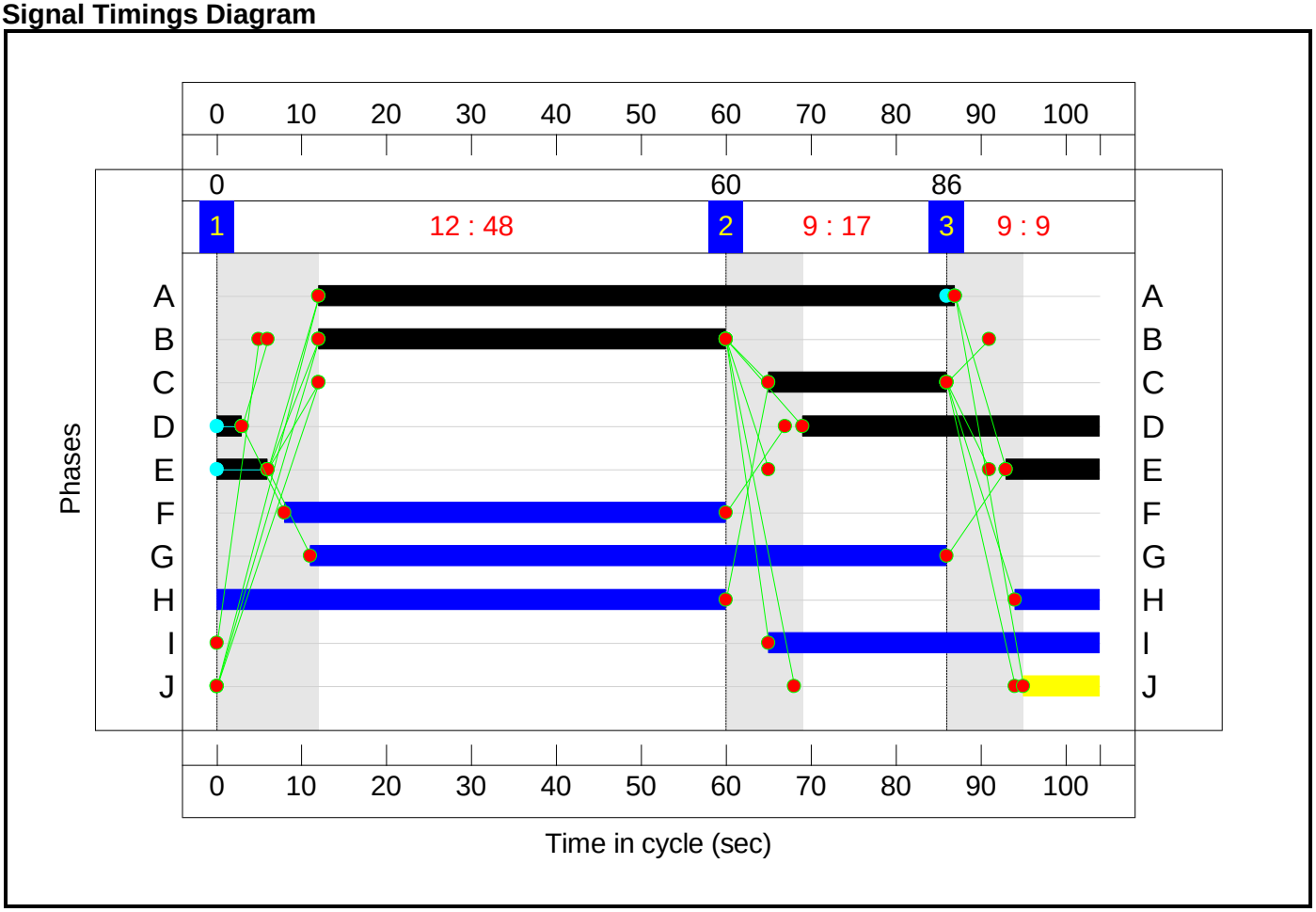
Stage Sequence Diagram



Stage Timings

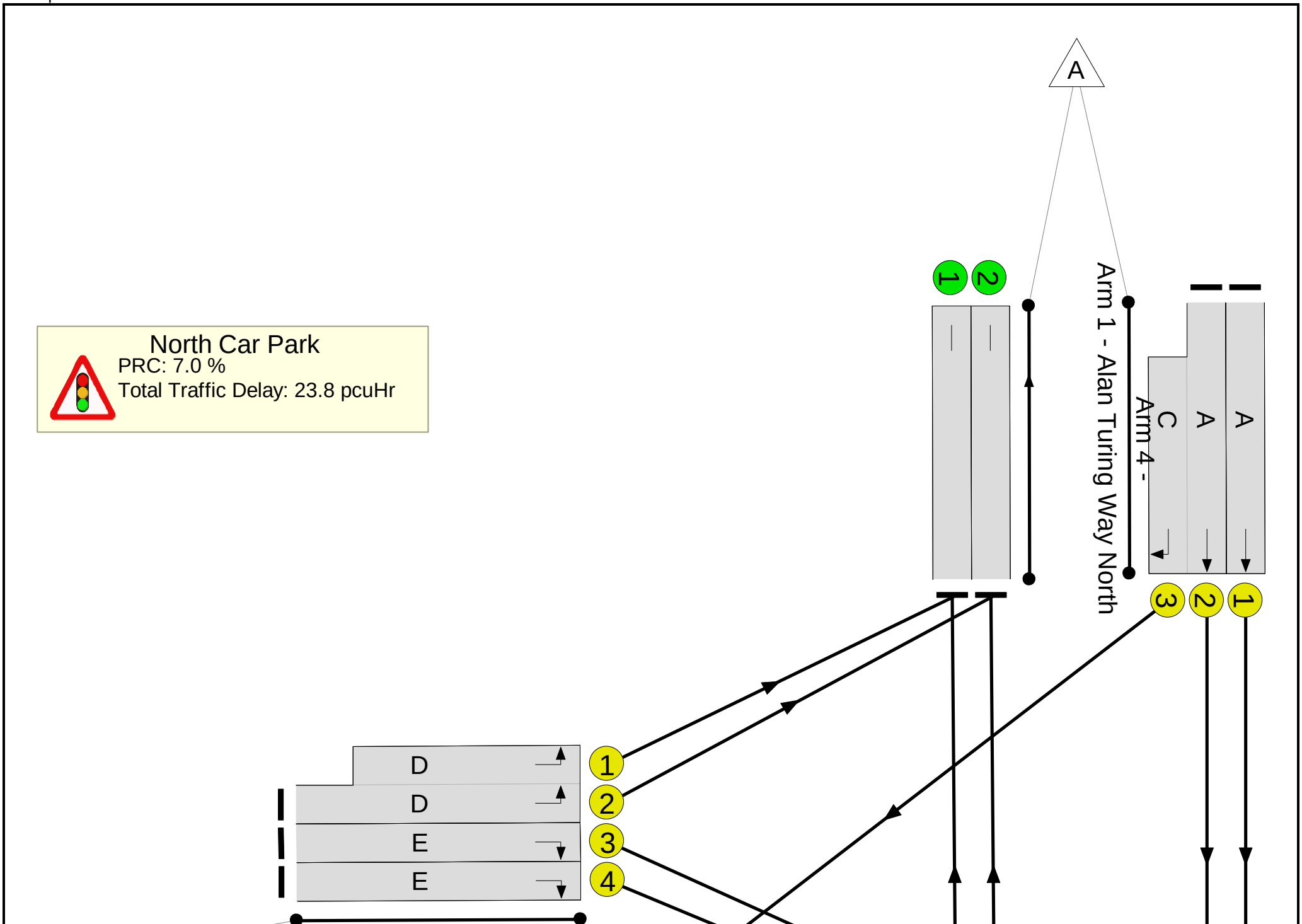
Stage	1	2	3
Duration	48	17	9
Change Point	0	60	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 7.0 %
Total Traffic Delay: 23.8 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	811	2090	1527	53.1%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:21	-	314	1940:1797	0+380	0.0 : 82.6%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	48	-	821	1965:2047	616+360	84.1 : 84.1%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	48	-	748	1945	916	81.6%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	38	-	7	1980:1952	122+732	0.8 : 0.8%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	10	1967	340	2.9%
4/1		U	N/A	N/A	-		-	-	-	524	1940	1940	27.0%
4/2		U	N/A	N/A	-		-	-	-	749	1940	1940	38.6%
5/1		U	N/A	N/A	-		-	-	-	811	1945	1945	41.7%
5/2		U	N/A	N/A	-		-	-	-	10	1935	1935	0.5%
6/1		U	N/A	N/A	-		-	-	-	617	2040	2040	30.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**15.2**	**8.6**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**15.2**	**8.6**	**0.0**	**23.8**	**-**	**-**	**-**	**-**
1/1	811	811	-	-	-	1.4	0.6	-	2.0	8.7	10.1	0.6	10.7
1/2+1/3	314	314	-	-	-	3.4	2.2	-	5.6	64.7	8.6	2.2	10.9
2/2+2/1	821	821	-	-	-	5.3	2.6	-	7.8	34.4	19.6	2.6	22.2
2/3	748	748	-	-	-	4.9	2.2	-	7.1	34.1	18.5	2.2	20.7
3/2+3/1	7	7	-	-	-	0.0	0.0	-	0.0	22.8	0.1	0.0	0.1
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	10	10	-	-	-	0.1	0.0	-	0.1	41.4	0.2	0.0	0.3
4/1	524	524	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2	749	749	-	-	-	0.0	0.3	-	0.3	1.5	12.4	0.3	12.7
5/1	811	811	-	-	-	0.0	0.4	-	0.4	1.7	8.7	0.4	9.1
5/2	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	617	617	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

C1

PRC for Signalled Lanes (%): 7.0
PRC Over All Lanes (%): 7.0

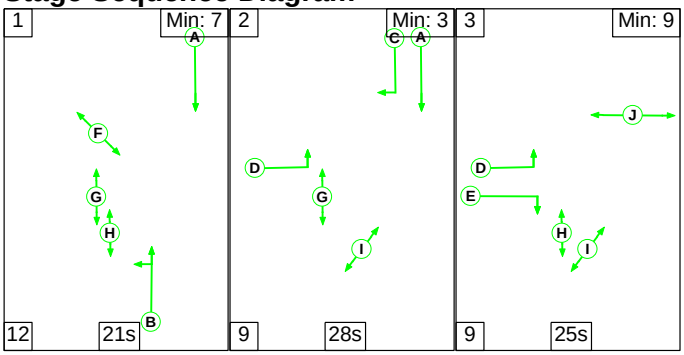
Total Delay for Signalled Lanes (pcuHr): 22.67
Total Delay Over All Lanes(pcuHr): 23.78

Cycle Time (s): 104

Full Input Data And Results

Scenario 34: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)' (FG33: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

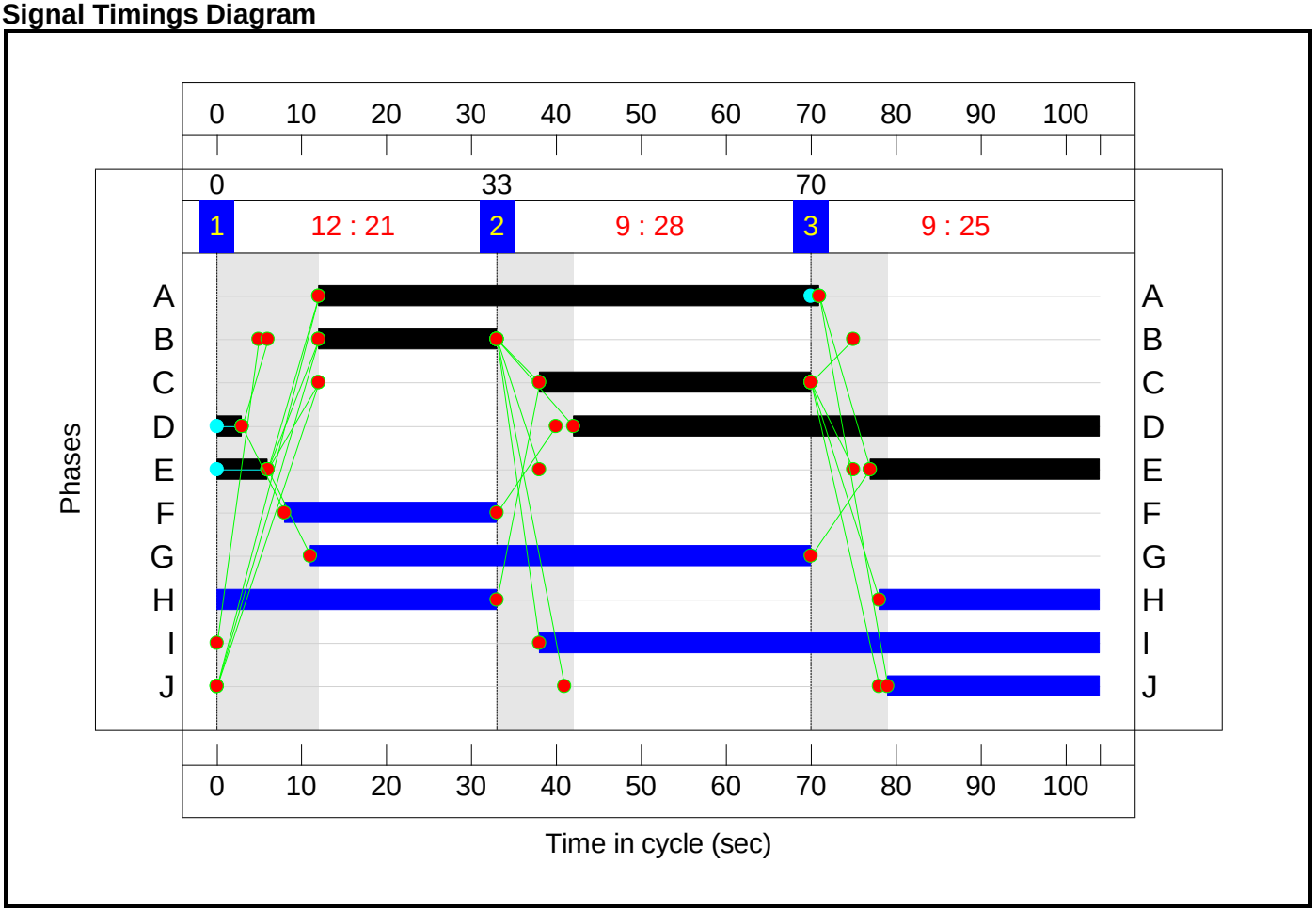
Stage Sequence Diagram



Stage Timings

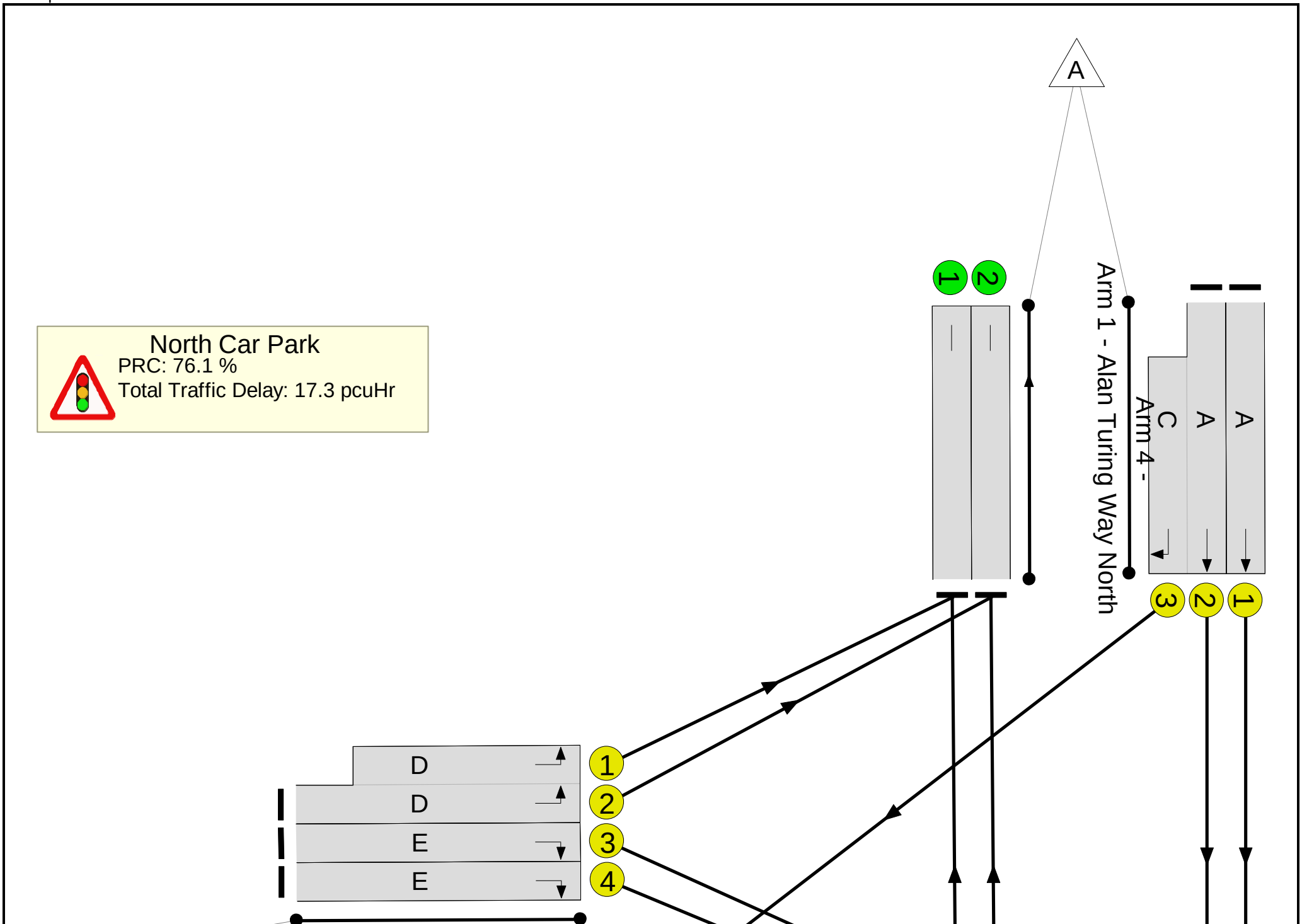
Stage	1	2	3
Duration	21	28	25
Change Point	0	33	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 76.1 %
Total Traffic Delay: 17.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.1%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.1%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	59	-	440	2090	1206	36.5%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	59:32	-	398	1940:1965	1119+0	35.6 : 0.0%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	21	-	208	1965:2115	416+0	50.0 : 0.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	21	-	205	1945	411	49.8%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	65	-	1005	1980:1952	988+978	51.1 : 51.1%
3/3	Car Park Right	U	N/A	N/A	E		1	33	-	245	1849	604	40.5%
3/4	Car Park Right	U	N/A	N/A	E		1	33	-	272	1967	643	42.3%
4/1		U	N/A	N/A	-		-	-	-	708	1940	1940	36.5%
4/2		U	N/A	N/A	-		-	-	-	710	1940	1940	36.6%
5/1		U	N/A	N/A	-		-	-	-	685	1945	1945	35.2%
5/2		U	N/A	N/A	-		-	-	-	670	1935	1935	34.6%
6/1		U	N/A	N/A	-		-	-	-	0	2040	2040	0.0%

Full Input Data And Results

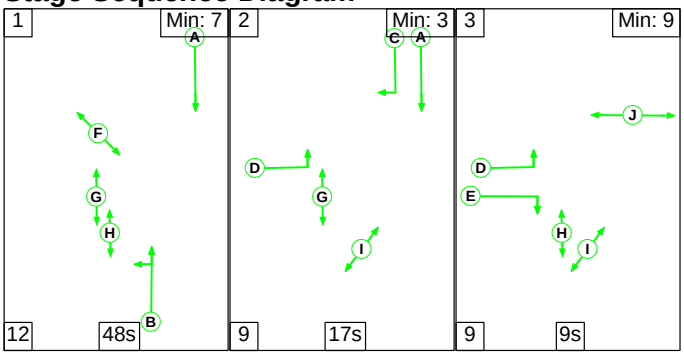
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.4**	**3.9**	**0.0**	**17.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**13.4**	**3.9**	**0.0**	**17.3**	**-**	**-**	**-**	**-**
1/1	440	440	-	-	-	1.4	0.3	-	1.7	14.1	6.7	0.3	7.0
1/2+1/3	398	398	-	-	-	1.3	0.3	-	1.6	14.2	6.1	0.3	6.4
2/2+2/1	208	208	-	-	-	2.1	0.5	-	2.6	44.8	5.3	0.5	5.8
2/3	205	205	-	-	-	2.1	0.5	-	2.6	44.8	5.2	0.5	5.7
3/2+3/1	1005	1005	-	-	-	2.6	0.5	-	3.1	11.2	7.2	0.5	7.7
3/3	245	245	-	-	-	1.8	0.3	-	2.2	32.2	5.4	0.3	5.8
3/4	272	272	-	-	-	2.1	0.4	-	2.4	32.2	6.1	0.4	6.5
4/1	708	708	-	-	-	0.0	0.3	-	0.3	1.5	2.2	0.3	2.5
4/2	710	710	-	-	-	0.0	0.3	-	0.3	1.5	3.3	0.3	3.6
5/1	685	685	-	-	-	0.0	0.3	-	0.3	1.5	4.5	0.3	4.8
5/2	670	670	-	-	-	0.0	0.3	-	0.3	1.4	2.2	0.3	2.4
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 76.1 Total Delay for Signalled Lanes (pcuHr): 16.19 Cycle Time (s): 104
PRC Over All Lanes (%): 76.1 Total Delay Over All Lanes(pcuHr): 17.31

Full Input Data And Results

Scenario 35: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)' (FG34: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

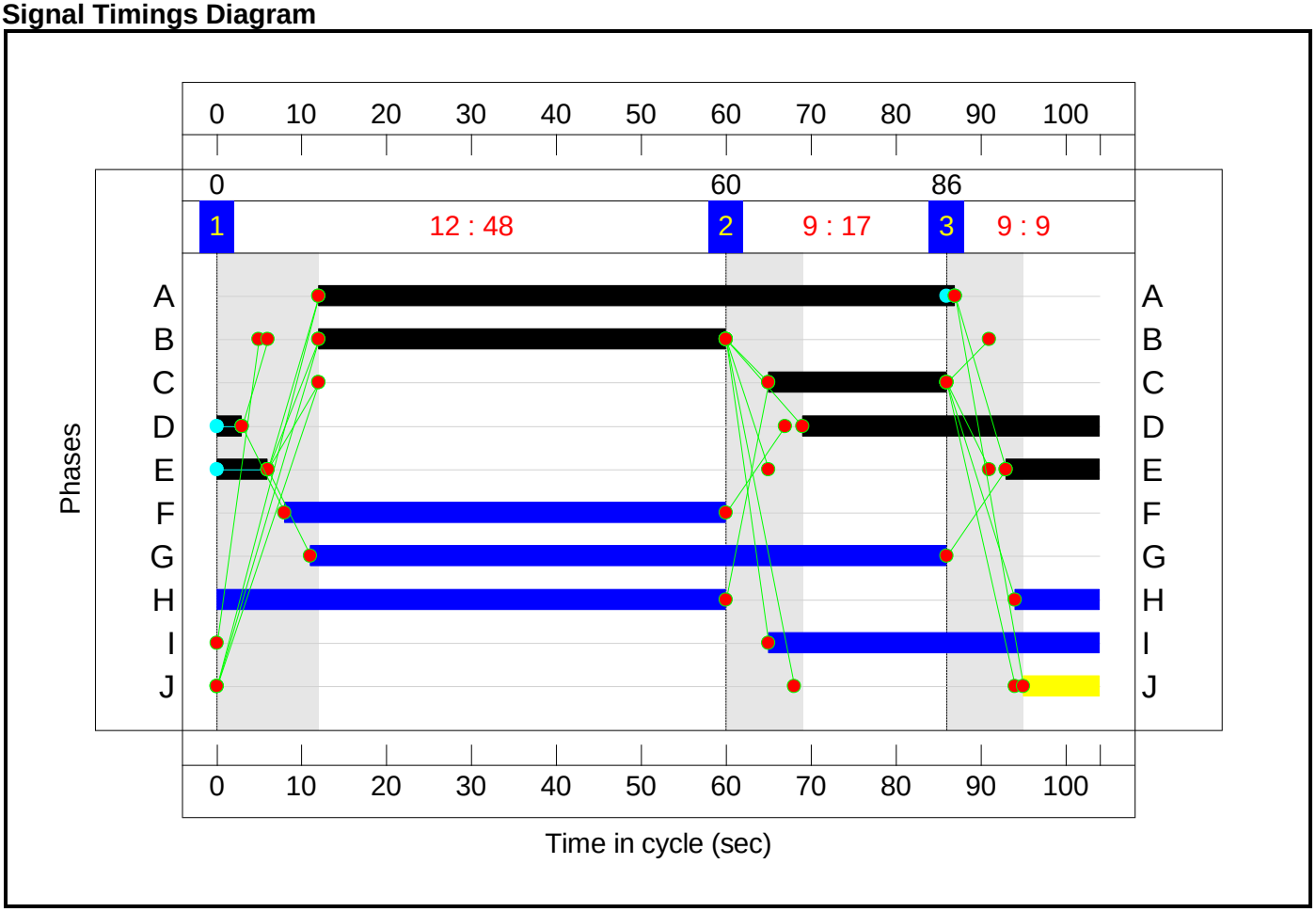
Stage Sequence Diagram



Stage Timings

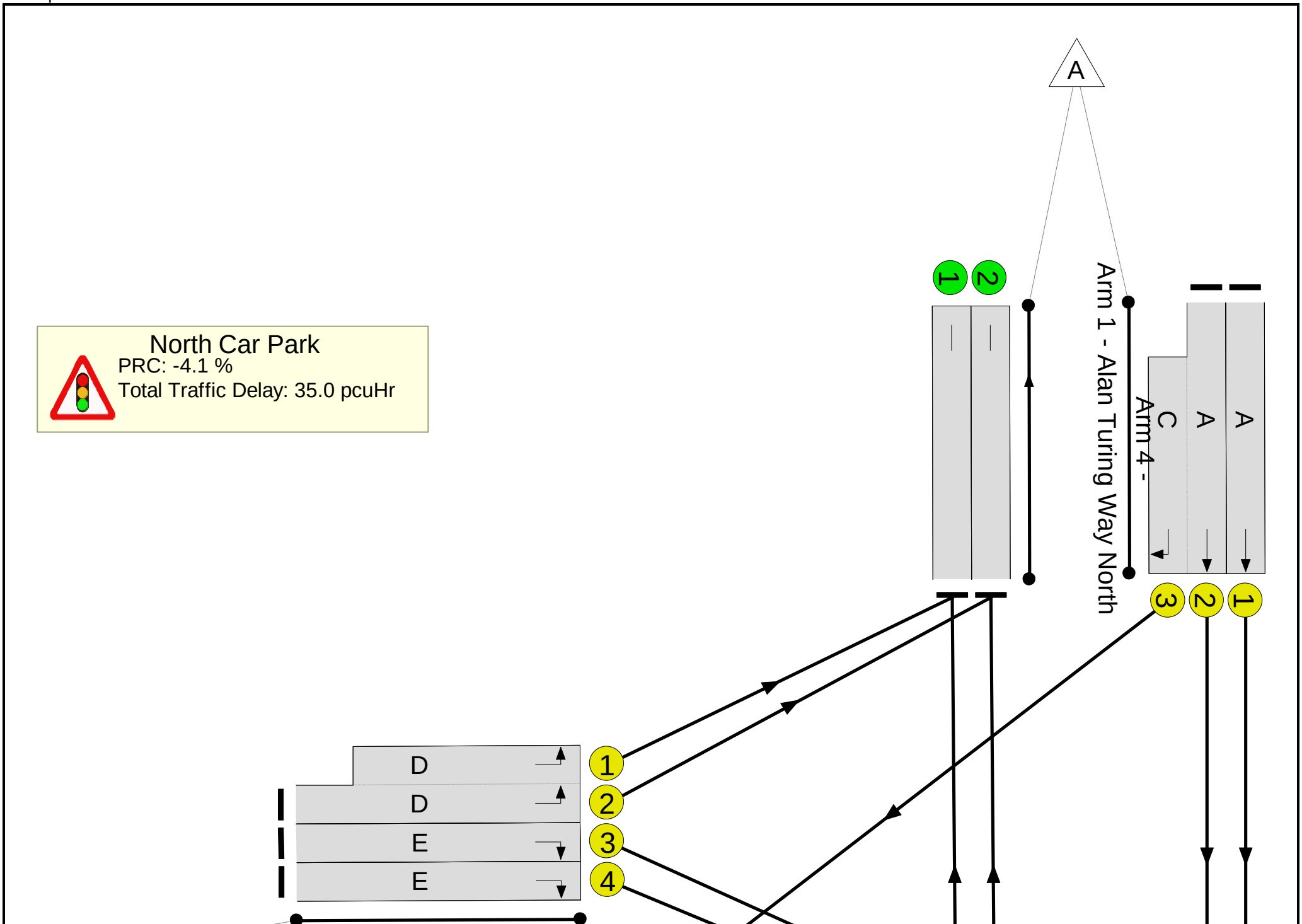
Stage	1	2	3
Duration	48	17	9
Change Point	0	60	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -4.1 %
Total Traffic Delay: 35.0 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.7%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.7%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	974	2090	1527	63.8%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:21	-	356	1940:1797	0+380	0.0 : 93.7%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	48	-	901	1965:2047	588+393	91.8 : 91.8%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	48	-	830	1945	916	90.6%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	38	-	10	1980:1952	183+732	1.1 : 1.1%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	18	1967	340	5.3%
4/1		U	N/A	N/A	-		-	-	-	548	1940	1940	28.2%
4/2		U	N/A	N/A	-		-	-	-	832	1940	1940	42.9%
5/1		U	N/A	N/A	-		-	-	-	974	1945	1945	50.1%
5/2		U	N/A	N/A	-		-	-	-	18	1935	1935	0.9%
6/1		U	N/A	N/A	-		-	-	-	717	2040	2040	35.1%

Full Input Data And Results

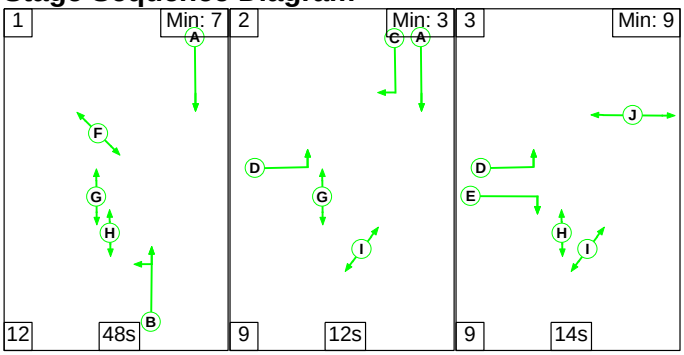
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**18.2**	**16.7**	**0.0**	**35.0**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**18.2**	**16.7**	**0.0**	**35.0**	**-**	**-**	**-**	**-**
1/1	974	974	-	-	-	1.9	0.9	-	2.8	10.3	14.1	0.9	14.9
1/2+1/3	356	356	-	-	-	4.0	5.2	-	9.2	92.5	10.1	5.2	15.3
2/2+2/1	901	901	-	-	-	6.2	5.0	-	11.1	44.4	23.0	5.0	28.0
2/3	830	830	-	-	-	5.8	4.4	-	10.2	44.3	21.9	4.4	26.3
3/2+3/1	10	10	-	-	-	0.1	0.0	-	0.1	22.6	0.1	0.0	0.1
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	18	18	-	-	-	0.2	0.0	-	0.2	41.6	0.4	0.0	0.5
4/1	548	548	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/2	832	832	-	-	-	0.0	0.4	-	0.4	1.6	16.2	0.4	16.6
5/1	974	974	-	-	-	0.1	0.5	-	0.6	2.2	13.1	0.5	13.6
5/2	18	18	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	717	717	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): -4.1 Total Delay for Signalled Lanes (pcuHr): 33.54 Cycle Time (s): 104
PRC Over All Lanes (%): -4.1 Total Delay Over All Lanes(pcuHr): 34.97

Full Input Data And Results

Scenario 36: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)'
(FG35: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

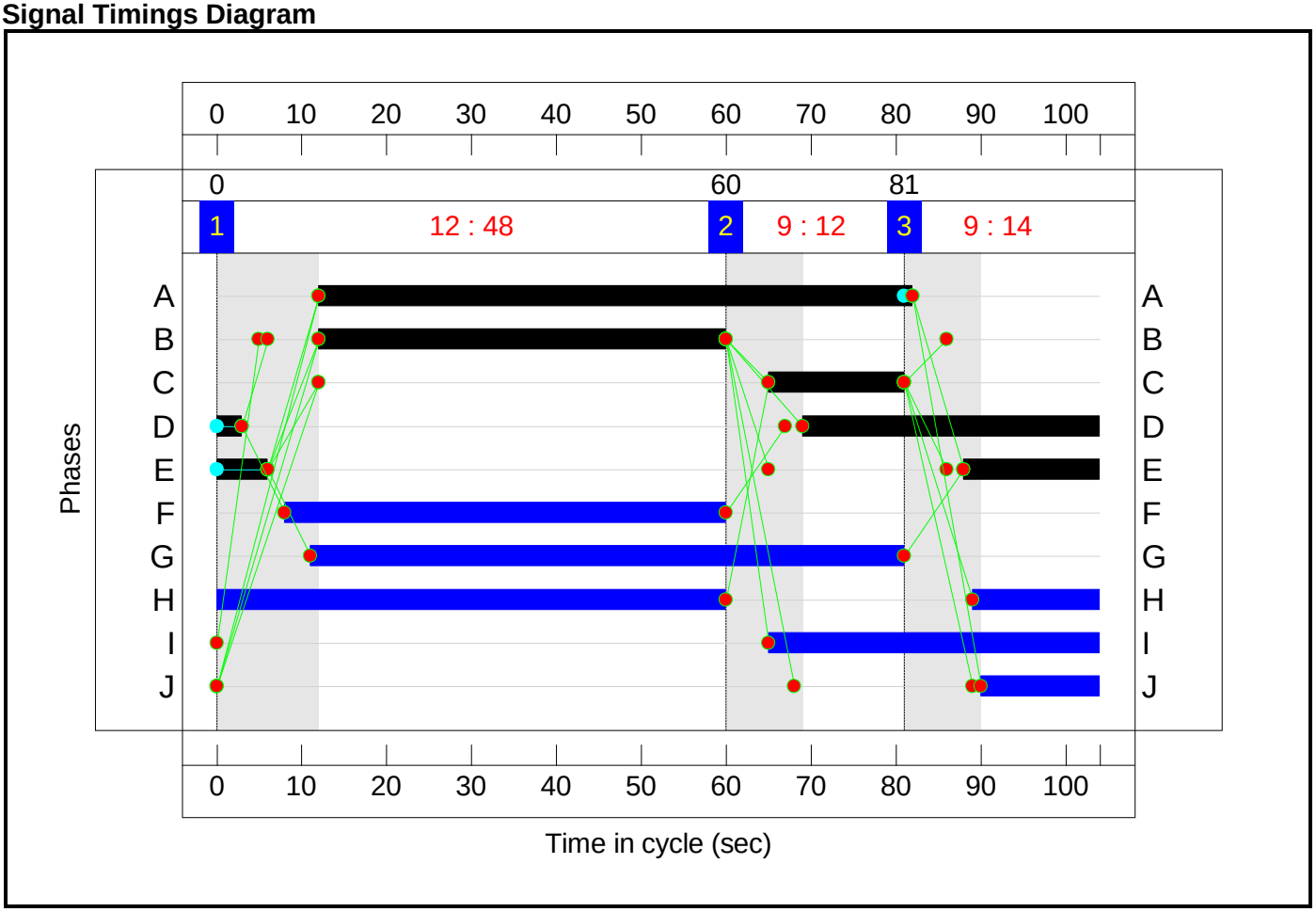
Stage Sequence Diagram



Stage Timings

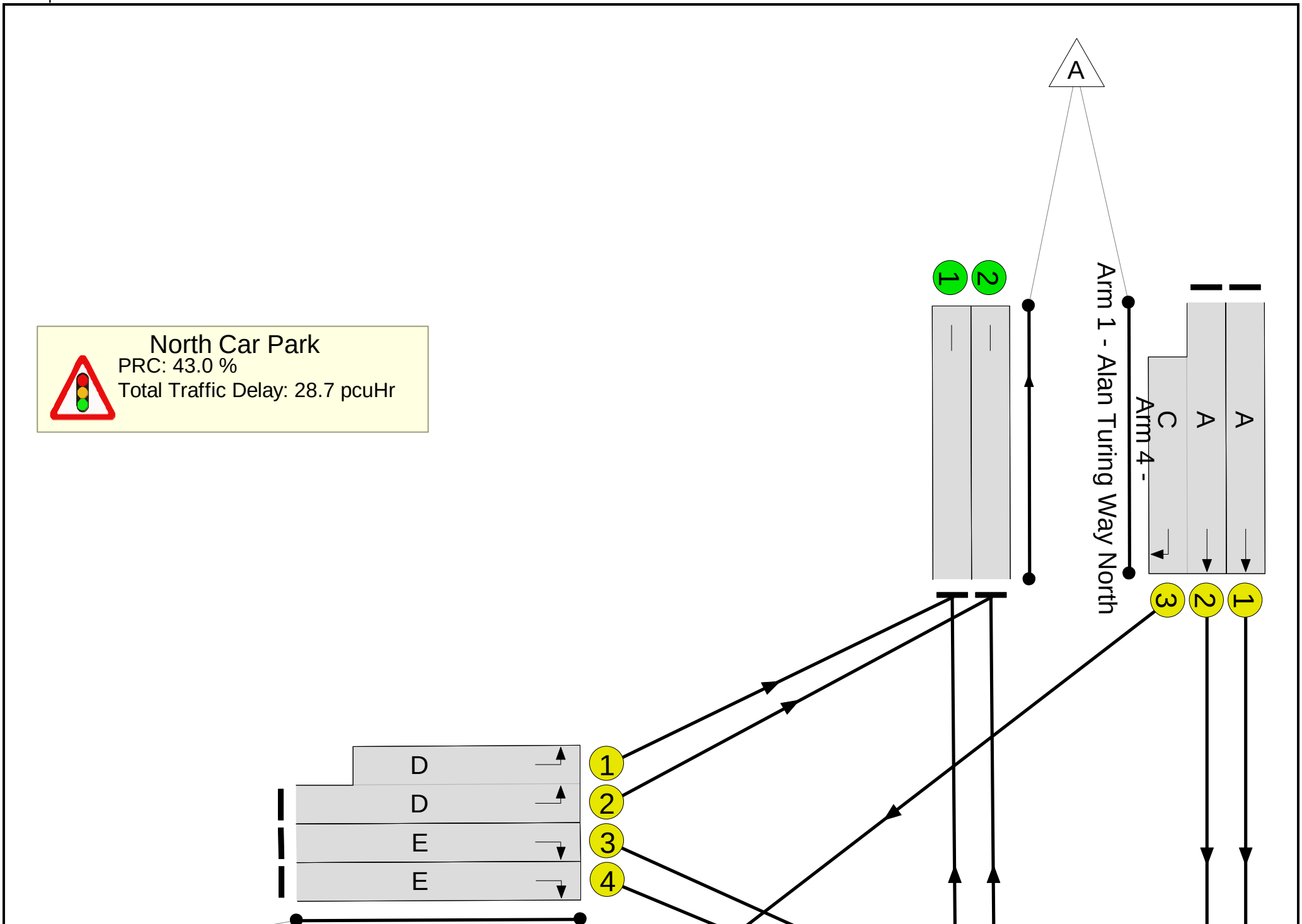
Stage	1	2	3
Duration	48	12	14
Change Point	0	60	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 43.0 %
Total Traffic Delay: 28.7 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.0%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.0%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	70	-	728	2090	1427	51.0%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	70:16	-	696	1940:1797	1309+37	51.7 : 51.7%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	48	-	588	1965:2047	899+35	63.0 : 63.0%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	48	-	569	1945	916	62.1%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	38	-	909	1980:1952	743+732	61.4 : 61.9%
3/3	Car Park Right	U	N/A	N/A	E		1	22	-	238	1849	409	58.2%
3/4	Car Park Right	U	N/A	N/A	E		1	22	-	262	1967	435	60.2%
4/1		U	N/A	N/A	-		-	-	-	1019	1940	1940	52.5%
4/2		U	N/A	N/A	-		-	-	-	1025	1940	1940	52.8%
5/1		U	N/A	N/A	-		-	-	-	966	1945	1945	49.7%
5/2		U	N/A	N/A	-		-	-	-	939	1935	1935	48.5%
6/1		U	N/A	N/A	-		-	-	-	41	2040	2040	2.0%

Full Input Data And Results

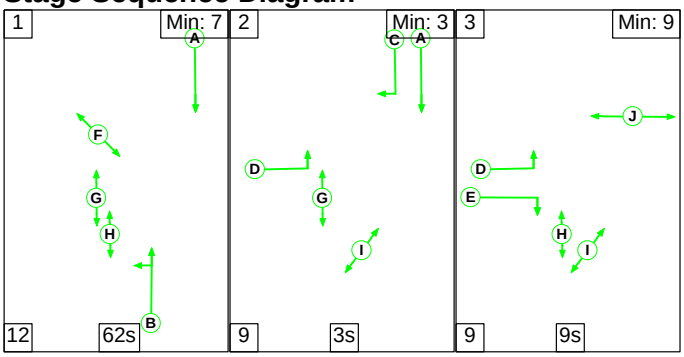
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**21.7**	**7.0**	**0.0**	**28.7**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**21.7**	**7.0**	**0.0**	**28.7**	**-**	**-**	**-**	**-**
1/1	728	728	-	-	-	1.6	0.5	-	2.1	10.6	10.1	0.5	10.6
1/2+1/3	696	696	-	-	-	1.7	0.5	-	2.2	11.6	9.4	0.5	9.9
2/2+2/1	588	588	-	-	-	3.4	0.8	-	4.2	25.7	12.5	0.8	13.4
2/3	569	569	-	-	-	3.2	0.8	-	4.1	25.7	12.2	0.8	13.0
3/2+3/1	909	909	-	-	-	6.7	0.8	-	7.5	29.6	10.6	0.8	11.4
3/3	238	238	-	-	-	2.4	0.7	-	3.1	46.7	6.1	0.7	6.8
3/4	262	262	-	-	-	2.6	0.8	-	3.4	46.7	6.8	0.8	7.5
4/1	1019	1019	-	-	-	0.0	0.6	-	0.6	2.0	5.4	0.6	6.0
4/2	1025	1025	-	-	-	0.0	0.6	-	0.6	2.0	7.0	0.6	7.6
5/1	966	966	-	-	-	0.0	0.5	-	0.5	2.0	8.7	0.5	9.2
5/2	939	939	-	-	-	0.0	0.5	-	0.5	1.8	3.2	0.5	3.7
6/1	41	41	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 43.0 Total Delay for Signalled Lanes (pcuHr): 26.61 Cycle Time (s): 104
PRC Over All Lanes (%): 43.0 Total Delay Over All Lanes(pcuHr): 28.73

Full Input Data And Results

Scenario 37: '2023 Base + Arena Matinee (Match) - Weekday Matinee Departure Peak (50% Access)' (No Flow Group, Plan 1: 'Network Control Plan 1')

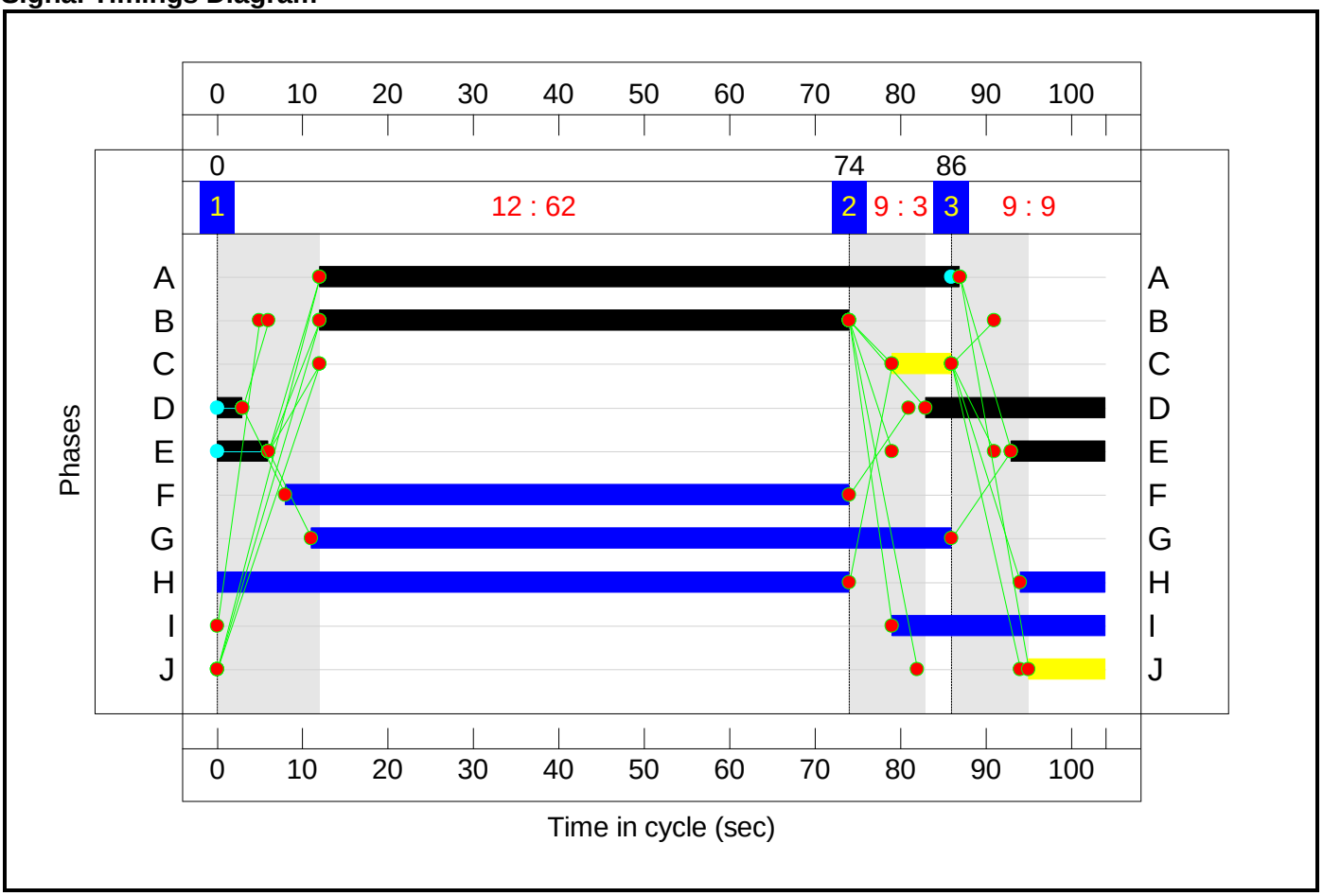
Stage Sequence Diagram



Stage Timings

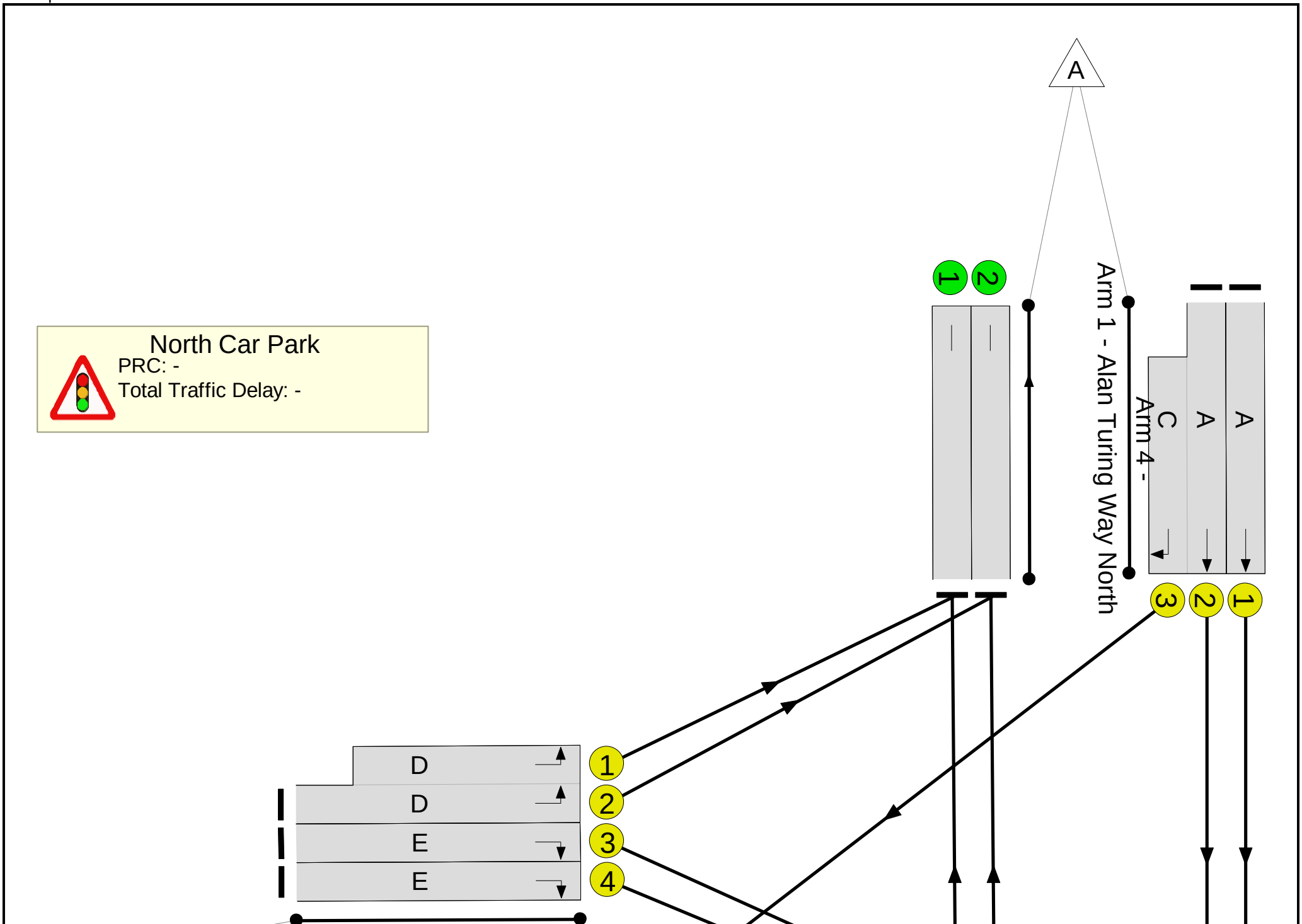
Stage	1	2	3
Duration	62	3	9
Change Point	0	74	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: -
Total Traffic Delay: -
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**0.0%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	768	2090	-	-
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:7	-	778	1940:1797	-	-
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	62	-	775	1965:2047	-	-
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	62	-	731	1945	-	-
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	24	-	528	1980:1952	-	-
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	132	1849	-	-
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	149	1967	-	-
4/1		U	N/A	N/A	-		-	-	-	943	1940	-	-
4/2		U	N/A	N/A	-		-	-	-	994	1940	-	-
5/1		U	N/A	N/A	-		-	-	-	900	1945	-	-
5/2		U	N/A	N/A	-		-	-	-	855	1935	-	-
6/1		U	N/A	N/A	-		-	-	-	169	2040	-	-

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**
1/1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/2+1/3	-	-	-	-	-	-	-	-	-	-	-	-	-
2/2+2/1	-	-	-	-	-	-	-	-	-	-	-	-	-
2/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/2+3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
3/3	-	-	-	-	-	-	-	-	-	-	-	-	-
3/4	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/1	-	-	-	-	-	-	-	-	-	-	-	-	-
5/2	-	-	-	-	-	-	-	-	-	-	-	-	-
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 0.0

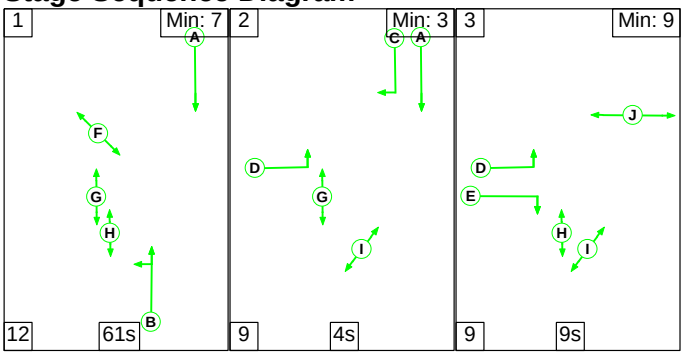
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.00

Cycle Time (s): 104

Full Input Data And Results

Scenario 38: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)' (FG36: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak (50% Access)', Plan 1: 'Network Control Plan 1')

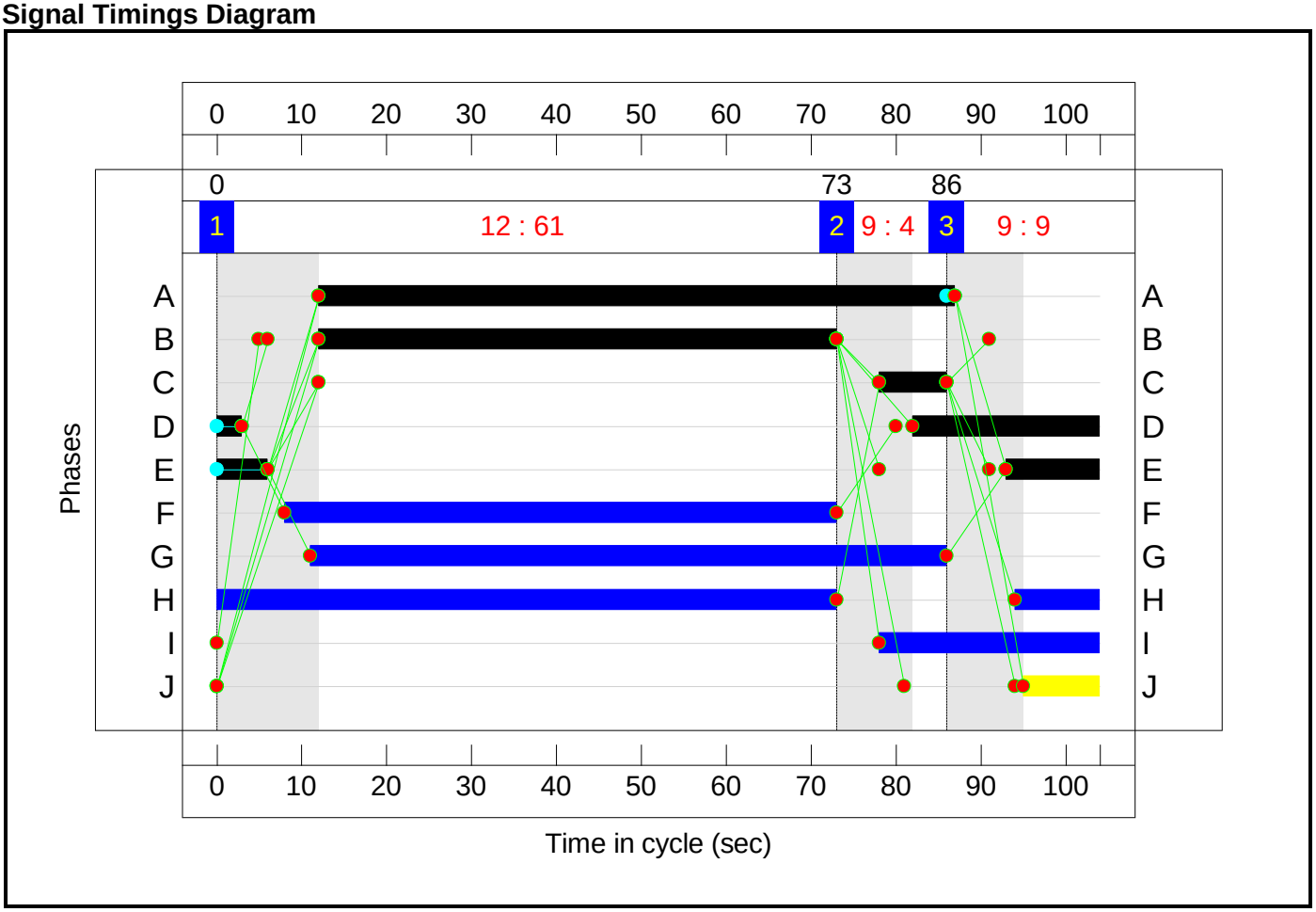
Stage Sequence Diagram



Stage Timings

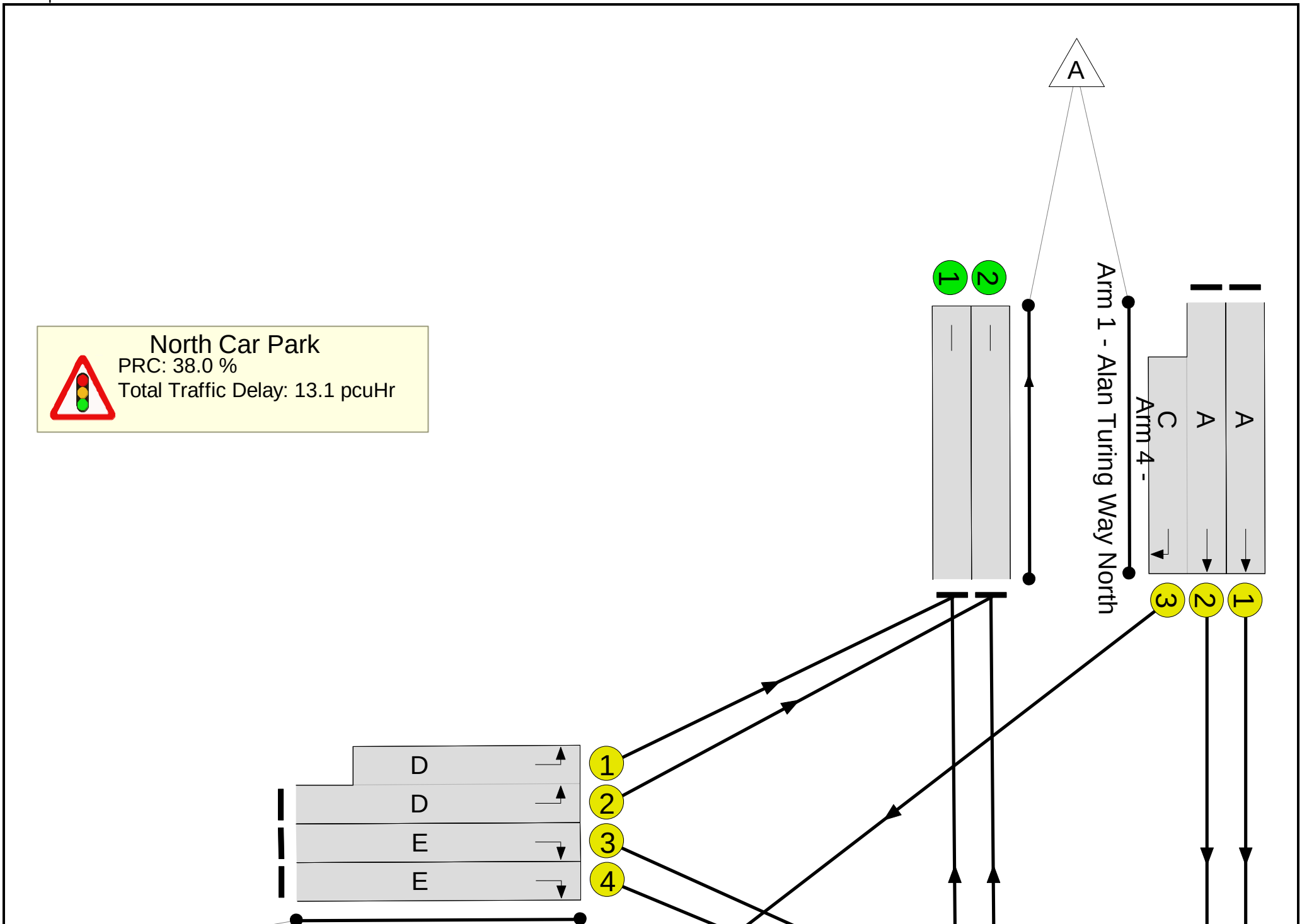
Stage	1	2	3
Duration	61	4	9
Change Point	0	73	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 38.0 %
Total Traffic Delay: 13.1 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	670	2090	1527	43.9%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:8	-	685	1940:1797	1296+156	45.5 : 61.1%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	61	-	779	1965:2047	1003+192	65.2 : 65.2%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	61	-	730	1945	1160	63.0%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	25	-	34	1980:1952	302+488	4.3 : 4.3%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	1	1849	320	0.3%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	16	1967	340	4.7%
4/1		U	N/A	N/A	-		-	-	-	675	1940	1940	34.8%
4/2		U	N/A	N/A	-		-	-	-	743	1940	1940	38.3%
5/1		U	N/A	N/A	-		-	-	-	671	1945	1945	34.5%
5/2		U	N/A	N/A	-		-	-	-	606	1935	1935	31.3%
6/1		U	N/A	N/A	-		-	-	-	220	2040	2040	10.8%

Full Input Data And Results

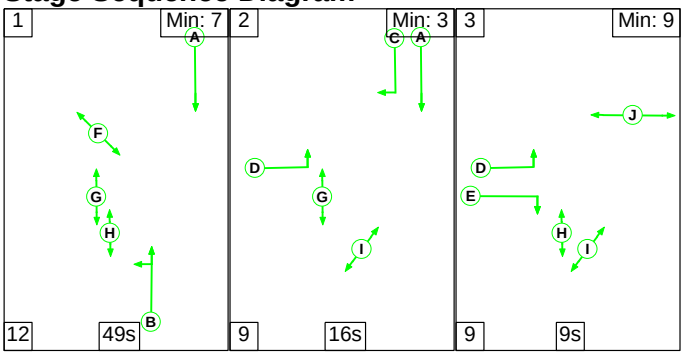
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.3**	**3.8**	**0.0**	**13.1**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**9.3**	**3.8**	**0.0**	**13.1**	**-**	**-**	**-**	**-**
1/1	670	670	-	-	-	1.0	0.4	-	1.4	7.6	7.6	0.4	8.0
1/2+1/3	685	685	-	-	-	2.1	0.4	-	2.5	13.4	6.6	0.4	7.0
2/2+2/1	779	779	-	-	-	2.9	0.9	-	3.9	17.8	14.2	0.9	15.1
2/3	730	730	-	-	-	2.8	0.8	-	3.6	17.8	13.6	0.8	14.4
3/2+3/1	34	34	-	-	-	0.3	0.0	-	0.3	32.0	0.5	0.0	0.5
3/3	1	1	-	-	-	0.0	0.0	-	0.0	41.6	0.0	0.0	0.0
3/4	16	16	-	-	-	0.2	0.0	-	0.2	41.5	0.4	0.0	0.4
4/1	675	675	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/2	743	743	-	-	-	0.0	0.3	-	0.3	1.5	7.6	0.3	7.9
5/1	671	671	-	-	-	0.0	0.3	-	0.3	1.5	5.6	0.3	5.8
5/2	606	606	-	-	-	0.0	0.2	-	0.2	1.4	0.5	0.2	0.8
6/1	220	220	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 38.0 Total Delay for Signalled Lanes (pcuHr): 11.92 Cycle Time (s): 104
PRC Over All Lanes (%): 38.0 Total Delay Over All Lanes(pcuHr): 13.06

Full Input Data And Results

Scenario 39: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Acc3e' (FG37: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

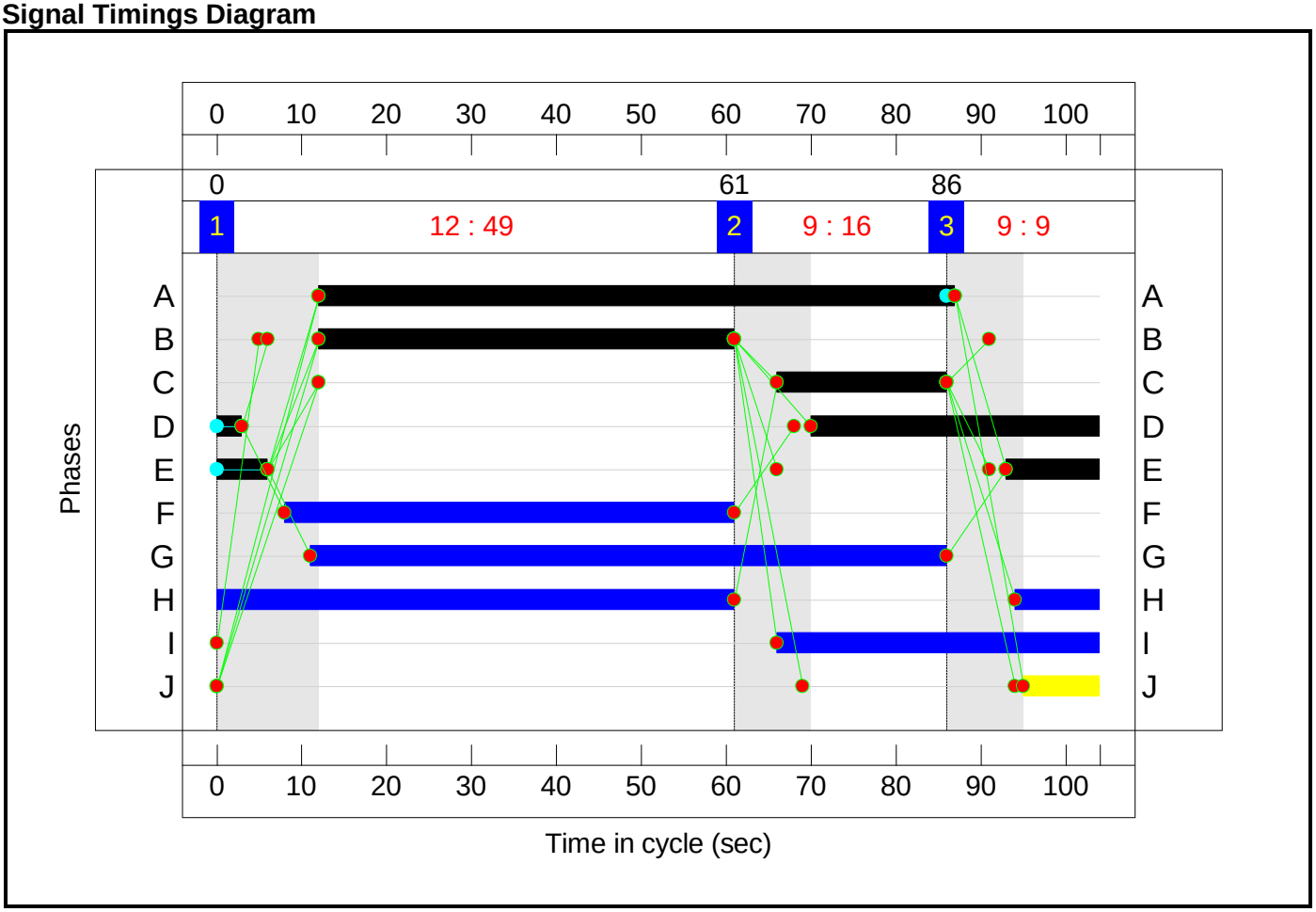
Stage Sequence Diagram



Stage Timings

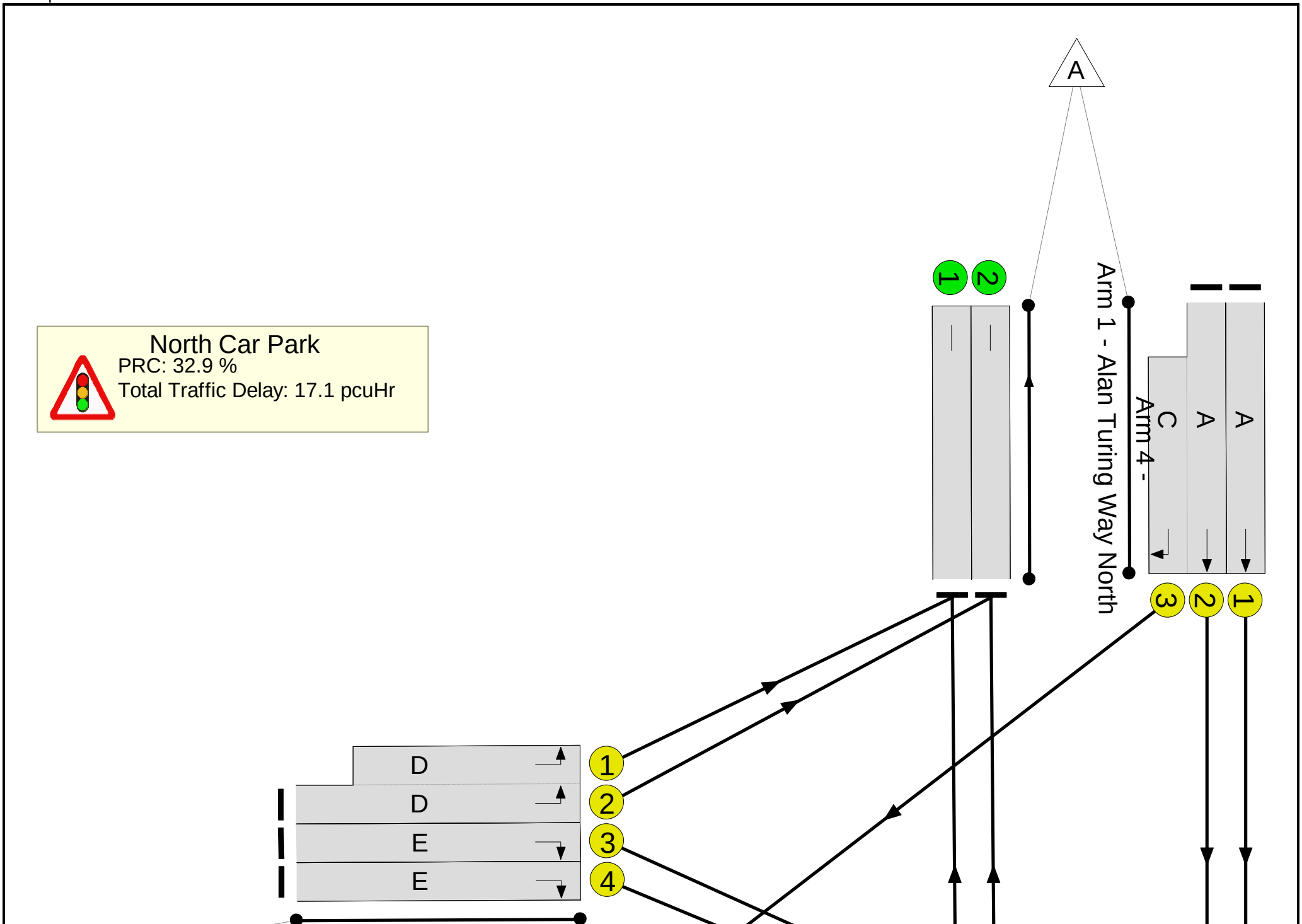
Stage	1	2	3
Duration	49	16	9
Change Point	0	61	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 32.9 %
Total Traffic Delay: 17.1 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
C
A
A
Arm 4 -
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.7%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.7%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	1010	2090	1527	66.1%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:20	-	244	1940:1797	0+363	0.0 : 67.2%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	49	-	671	1965:2047	653+338	67.7 : 67.7%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	49	-	592	1945	935	63.3%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	37	-	18	1980:1952	274+713	1.8 : 1.8%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	21	1967	340	6.2%
4/1		U	N/A	N/A	-		-	-	-	455	1940	1940	23.5%
4/2		U	N/A	N/A	-		-	-	-	597	1940	1940	30.8%
5/1		U	N/A	N/A	-		-	-	-	1010	1945	1945	51.9%
5/2		U	N/A	N/A	-		-	-	-	21	1935	1935	1.1%
6/1		U	N/A	N/A	-		-	-	-	473	2040	2040	23.2%

Full Input Data And Results

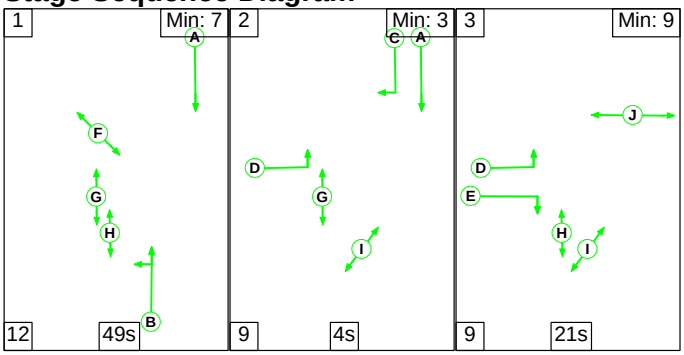
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.1**	**5.0**	**0.0**	**17.1**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**12.1**	**5.0**	**0.0**	**17.1**	**-**	**-**	**-**	**-**
1/1	1010	1010	-	-	-	2.0	1.0	-	3.0	10.8	15.2	1.0	16.1
1/2+1/3	244	244	-	-	-	2.6	1.0	-	3.6	53.2	6.5	1.0	7.5
2/2+2/1	671	671	-	-	-	3.7	1.0	-	4.8	25.5	13.8	1.0	14.8
2/3	592	592	-	-	-	3.3	0.9	-	4.2	25.4	12.7	0.9	13.5
3/2+3/1	18	18	-	-	-	0.1	0.0	-	0.1	23.1	0.2	0.0	0.2
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	21	21	-	-	-	0.2	0.0	-	0.2	41.6	0.5	0.0	0.5
4/1	455	455	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2	597	597	-	-	-	0.0	0.2	-	0.2	1.3	6.5	0.2	6.7
5/1	1010	1010	-	-	-	0.1	0.5	-	0.6	2.3	14.2	0.5	14.8
5/2	21	21	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	473	473	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 32.9 Total Delay for Signalled Lanes (pcuHr): 15.91 Cycle Time (s): 104
PRC Over All Lanes (%): 32.9 Total Delay Over All Lanes(pcuHr): 17.08

Full Input Data And Results

Scenario 40: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)'
(FG38: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

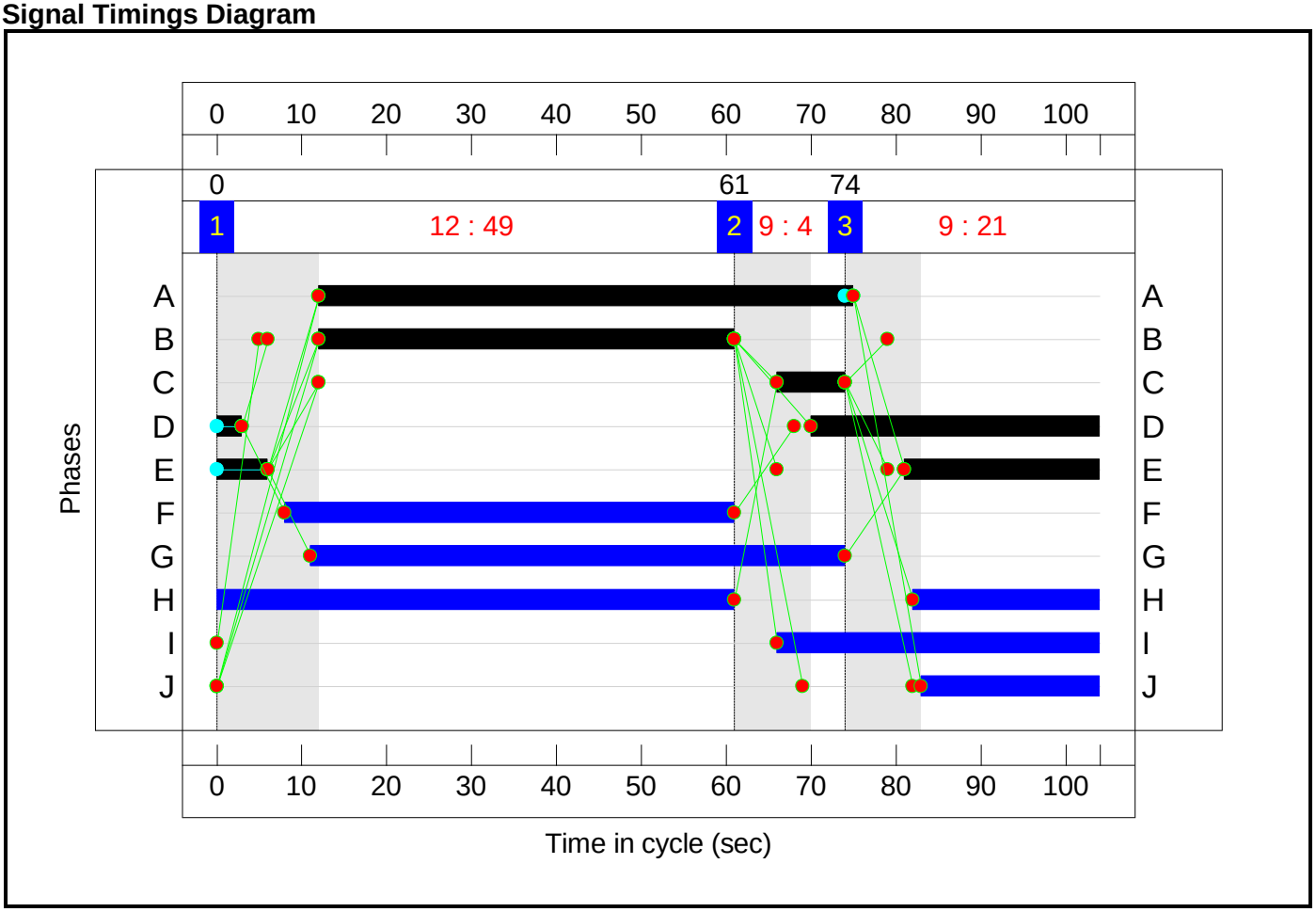
Stage Sequence Diagram



Stage Timings

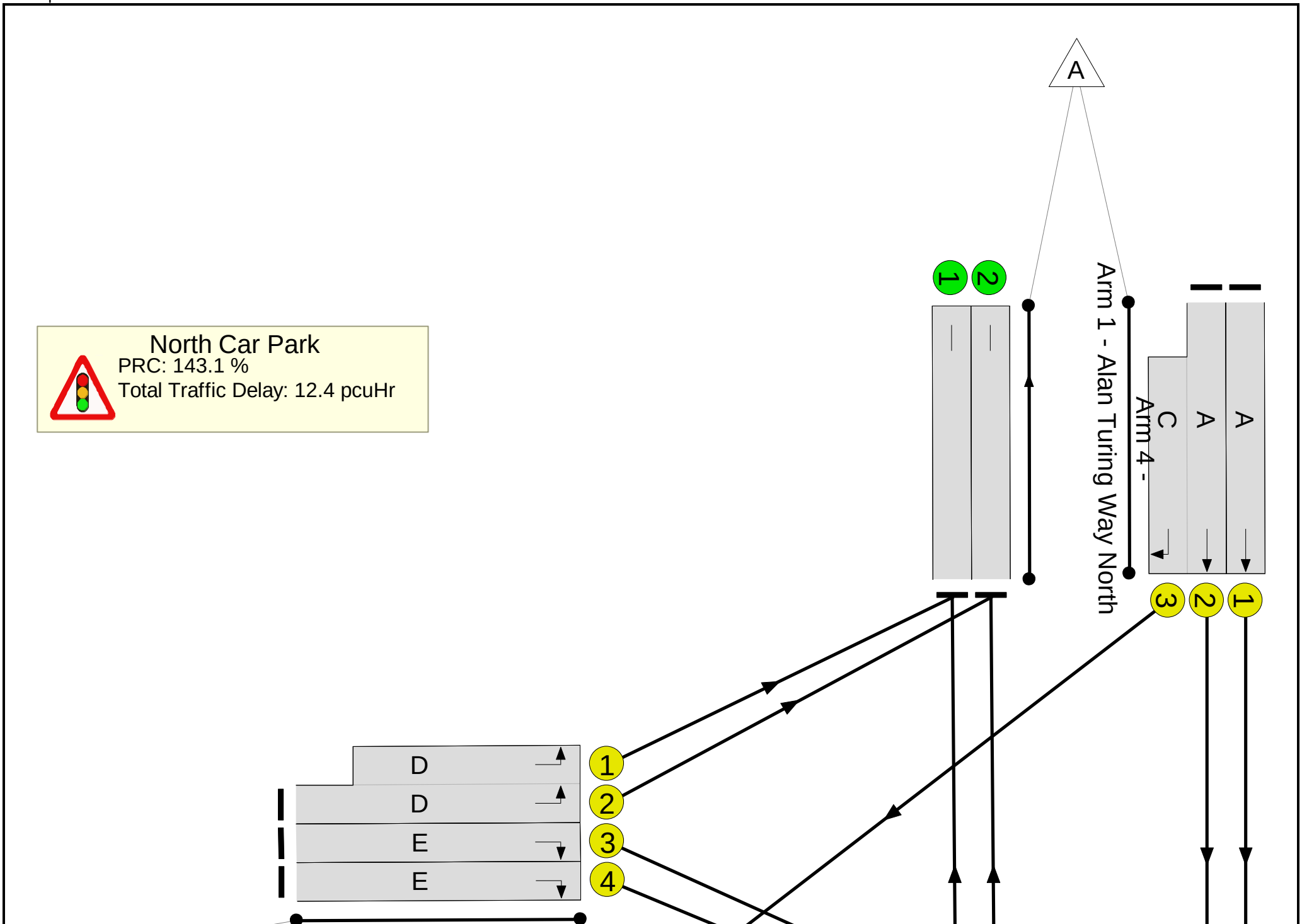
Stage	1	2	3
Duration	49	4	21
Change Point	0	61	74

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 143.1 %
Total Traffic Delay: 12.4 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.0%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.0%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	63	-	268	2090	1286	20.8%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	63:8	-	247	1940:1797	1168+60	20.1 : 20.1%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	49	-	346	1965:2047	937+14	36.4 : 36.4%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	49	-	336	1945	935	35.9%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	37	-	531	1980:1952	723+713	36.9 : 37.0%
3/3	Car Park Right	U	N/A	N/A	E		1	29	-	126	1849	533	23.6%
3/4	Car Park Right	U	N/A	N/A	E		1	29	-	145	1967	567	25.6%
4/1		U	N/A	N/A	-		-	-	-	605	1940	1940	31.2%
4/2		U	N/A	N/A	-		-	-	-	603	1940	1940	31.1%
5/1		U	N/A	N/A	-		-	-	-	394	1945	1945	20.3%
5/2		U	N/A	N/A	-		-	-	-	380	1935	1935	19.6%
6/1		U	N/A	N/A	-		-	-	-	17	2040	2040	0.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**10.3**	**2.1**	**0.0**	**12.4**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**10.3**	**2.1**	**0.0**	**12.4**	**-**	**-**	**-**	**-**
1/1	268	268	-	-	-	0.7	0.1	-	0.8	10.6	3.3	0.1	3.5
1/2+1/3	247	247	-	-	-	0.7	0.1	-	0.8	12.3	2.9	0.1	3.1
2/2+2/1	346	346	-	-	-	1.6	0.3	-	1.9	19.9	6.2	0.3	6.5
2/3	336	336	-	-	-	1.6	0.3	-	1.9	20.0	6.1	0.3	6.3
3/2+3/1	531	531	-	-	-	3.6	0.3	-	3.9	26.2	5.6	0.3	5.9
3/3	126	126	-	-	-	1.0	0.2	-	1.1	32.7	2.8	0.2	2.9
3/4	145	145	-	-	-	1.1	0.2	-	1.3	32.7	3.2	0.2	3.4
4/1	605	605	-	-	-	0.0	0.2	-	0.2	1.3	1.6	0.2	1.9
4/2	603	603	-	-	-	0.0	0.2	-	0.2	1.3	1.6	0.2	1.9
5/1	394	394	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
5/2	380	380	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	17	17	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 143.1
PRC Over All Lanes (%): 143.1

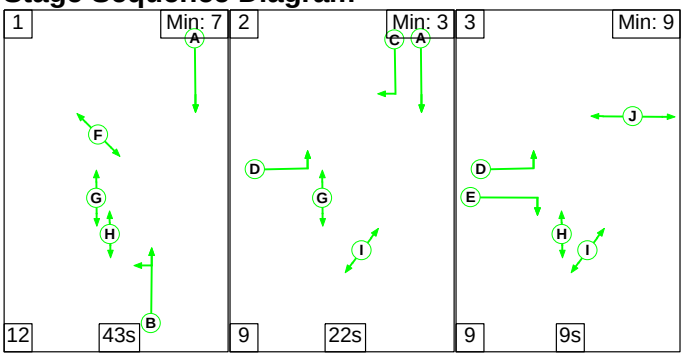
Total Delay for Signalled Lanes (pcuHr): 11.74
Total Delay Over All Lanes(pcuHr): 12.44

Cycle Time (s): 104

Full Input Data And Results

Scenario 41: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)' (FG39: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak (50% Access)', Plan 1: 'Network Control Plan 1')

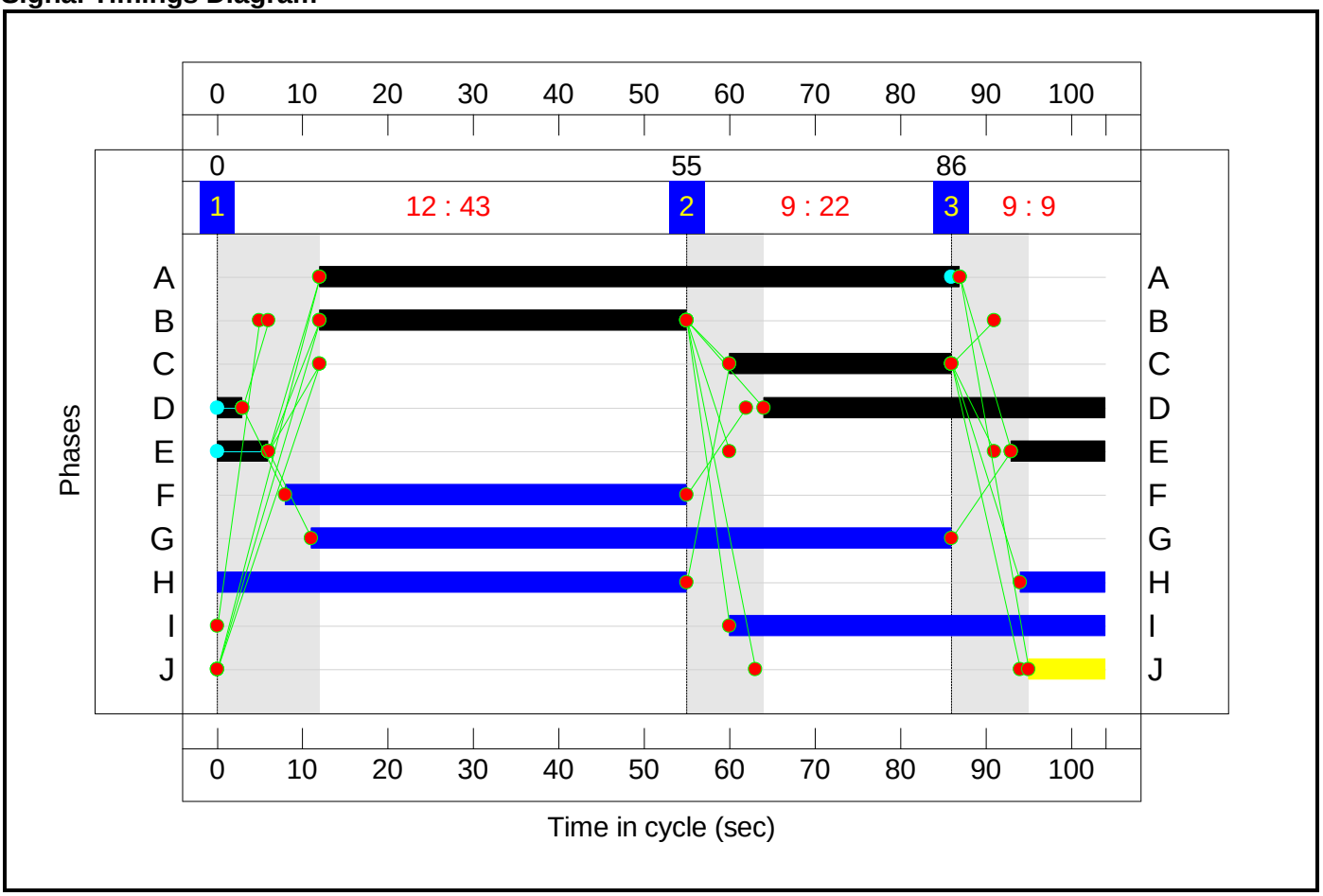
Stage Sequence Diagram



Stage Timings

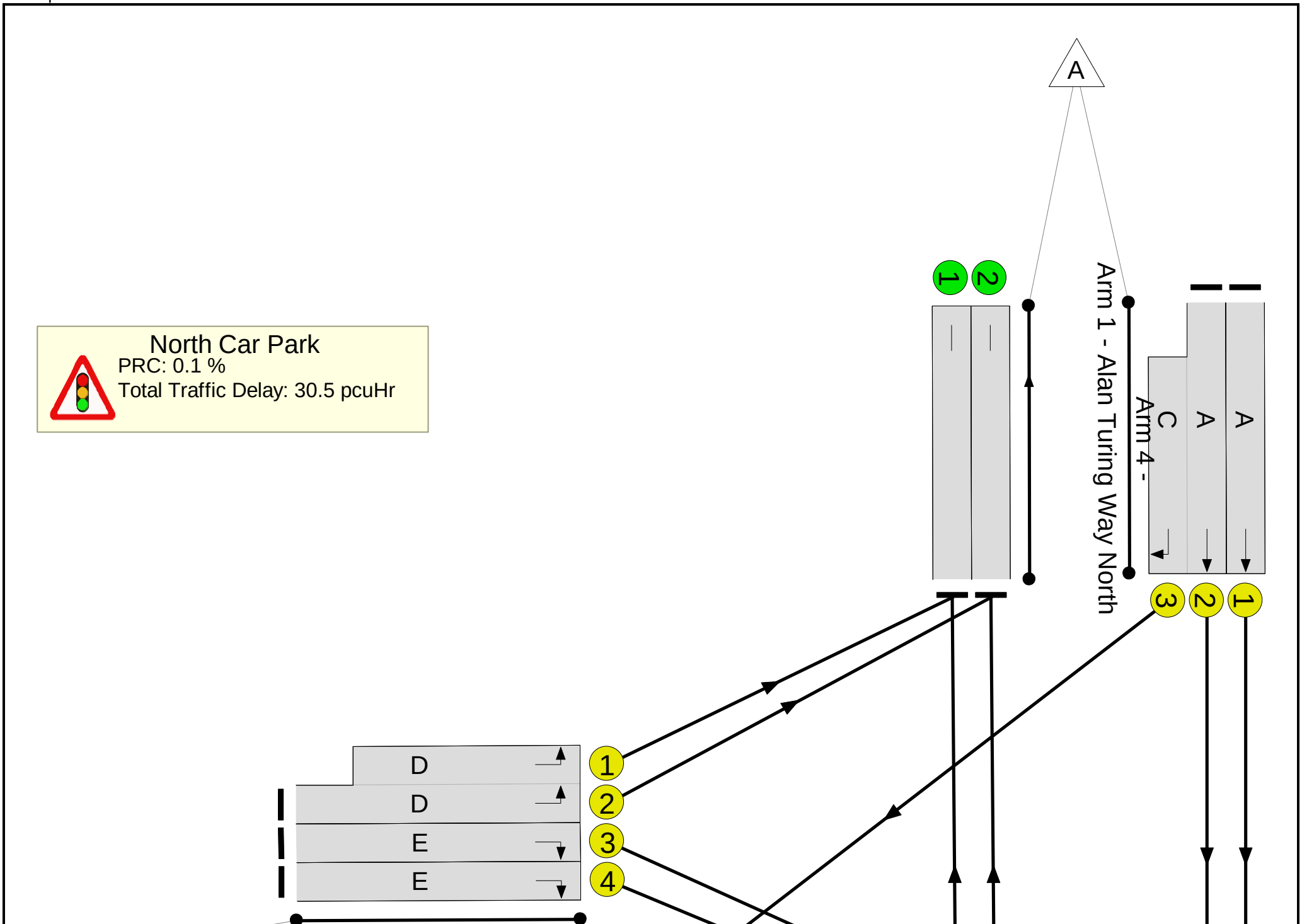
Stage	1	2	3
Duration	43	22	9
Change Point	0	55	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 0.1 %
Total Traffic Delay: 30.5 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	75	-	901	2090	1527	59.0%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	75:26	-	412	1940:1797	0+467	0.0 : 88.3%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	43	-	809	1965:2047	478+421	89.9 : 89.9%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	43	-	723	1945	823	87.9%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	43	-	29	1980:1952	95+823	3.2 : 3.2%
3/3	Car Park Right	U	N/A	N/A	E		1	17	-	0	1965	340	0.0%
3/4	Car Park Right	U	N/A	N/A	E		1	17	-	13	1967	340	3.8%
4/1		U	N/A	N/A	-		-	-	-	456	1940	1940	23.5%
4/2		U	N/A	N/A	-		-	-	-	726	1940	1940	37.4%
5/1		U	N/A	N/A	-		-	-	-	901	1945	1945	46.3%
5/2		U	N/A	N/A	-		-	-	-	13	1935	1935	0.7%
6/1		U	N/A	N/A	-		-	-	-	791	2040	2040	38.8%

Full Input Data And Results

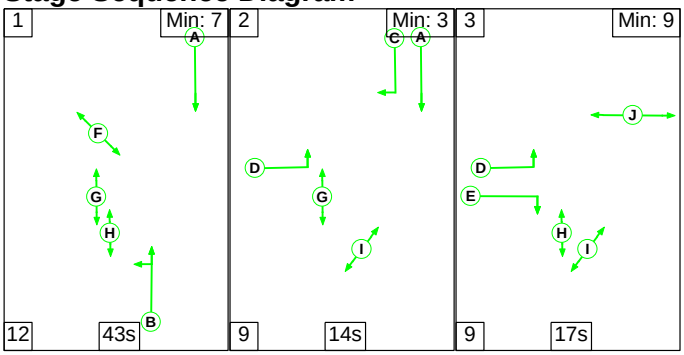
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**17.7**	**12.8**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**17.7**	**12.8**	**0.0**	**30.5**	**-**	**-**	**-**	**-**
1/1	901	901	-	-	-	1.7	0.7	-	2.4	9.5	12.3	0.7	13.0
1/2+1/3	412	412	-	-	-	4.2	3.4	-	7.6	66.4	11.3	3.4	14.7
2/2+2/1	809	809	-	-	-	6.0	4.1	-	10.1	44.9	20.3	4.1	24.3
2/3	723	723	-	-	-	5.5	3.4	-	8.9	44.4	19.1	3.4	22.5
3/2+3/1	29	29	-	-	-	0.1	0.0	-	0.2	19.6	0.4	0.0	0.4
3/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/4	13	13	-	-	-	0.1	0.0	-	0.1	41.5	0.3	0.0	0.3
4/1	456	456	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/2	726	726	-	-	-	0.0	0.3	-	0.3	1.5	13.0	0.3	13.3
5/1	901	901	-	-	-	0.1	0.4	-	0.5	1.9	11.0	0.4	11.4
5/2	13	13	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	791	791	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): 0.1 Total Delay for Signalled Lanes (pcuHr): 29.28 Cycle Time (s): 104
PRC Over All Lanes (%): 0.1 Total Delay Over All Lanes(pcuHr): 30.55

Full Input Data And Results

Scenario 42: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)' (FG40: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak (50% Access)', Plan 1: 'Network Control Plan 1')

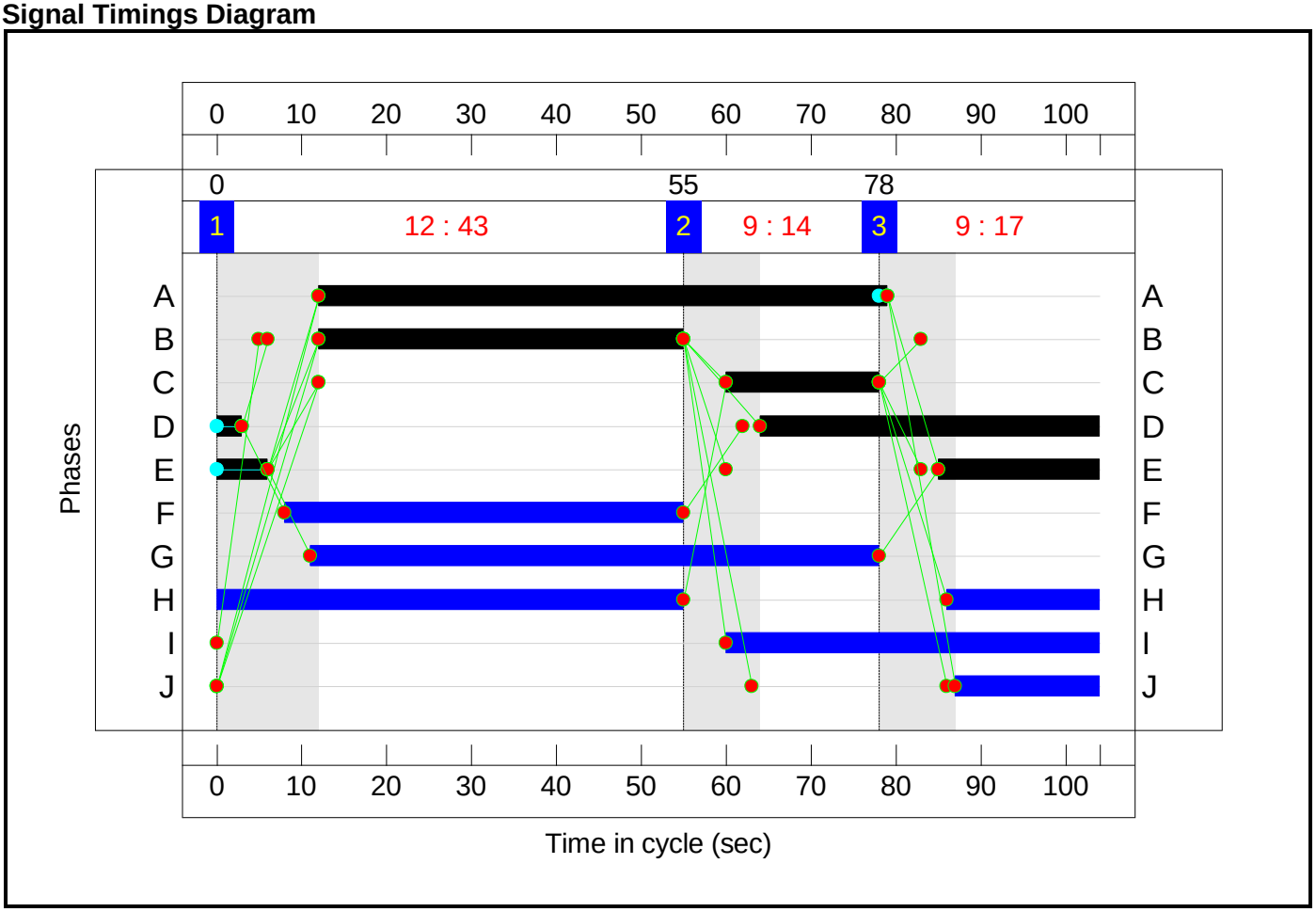
Stage Sequence Diagram



Stage Timings

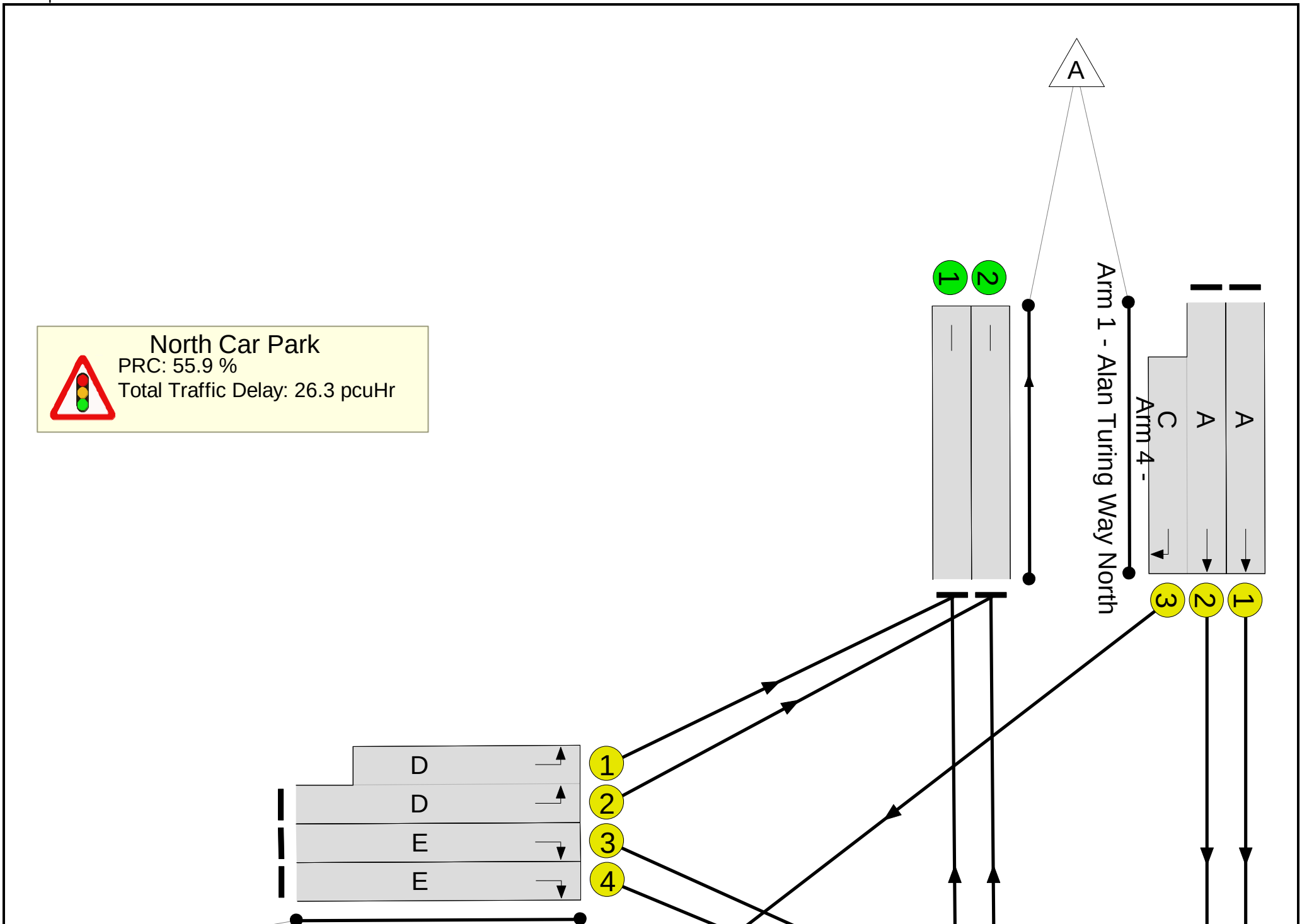
Stage	1	2	3
Duration	43	14	17
Change Point	0	55	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


North Car Park
PRC: 55.9 %
Total Traffic Delay: 26.3 pcuHr
A
1
2
Arm 1 - Alan Turing Way North
Arm 4 -
C
A
A
3
2
1
D
D
E
E
1
2
3
4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.7%**
North Car Park	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.7%**
1/1	Alan Turing Way North Ahead	U	N/A	N/A	A		1	67	-	677	2090	1367	49.5%
1/2+1/3	Alan Turing Way North Ahead Right	U	N/A	N/A	A C		1	67:18	-	649	1940:1797	1250+44	50.2 : 50.2%
2/2+2/1	Alan Turing Way South Ahead Left	U	N/A	N/A	B		1	43	-	483	1965:2047	805+35	57.5 : 57.5%
2/3	Alan Turing Way South Ahead	U	N/A	N/A	B		1	43	-	464	1945	823	56.4%
3/2+3/1	Car Park Left	U	N/A	N/A	D		1	43	-	934	1980:1952	813+806	57.7 : 57.7%
3/3	Car Park Right	U	N/A	N/A	E		1	25	-	246	1849	462	53.2%
3/4	Car Park Right	U	N/A	N/A	E		1	25	-	270	1967	492	54.9%
4/1		U	N/A	N/A	-		-	-	-	928	1940	1940	47.8%
4/2		U	N/A	N/A	-		-	-	-	933	1940	1940	48.1%
5/1		U	N/A	N/A	-		-	-	-	923	1945	1945	47.5%
5/2		U	N/A	N/A	-		-	-	-	897	1935	1935	46.4%
6/1		U	N/A	N/A	-		-	-	-	42	2040	2040	2.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**0**	**0**	**0**	**20.3**	**6.0**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
North Car Park	**-**	**-**	**0**	**0**	**0**	**20.3**	**6.0**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
1/1	677	677	-	-	-	1.7	0.5	-	2.2	11.8	10.0	0.5	10.5
1/2+1/3	649	649	-	-	-	1.8	0.5	-	2.3	12.9	9.2	0.5	9.7
2/2+2/1	483	483	-	-	-	3.0	0.7	-	3.7	27.7	10.5	0.7	11.2
2/3	464	464	-	-	-	2.9	0.6	-	3.6	27.7	10.1	0.6	10.7
3/2+3/1	934	934	-	-	-	5.9	0.7	-	6.6	25.3	10.2	0.7	10.8
3/3	246	246	-	-	-	2.3	0.6	-	2.9	42.0	6.1	0.6	6.6
3/4	270	270	-	-	-	2.5	0.6	-	3.1	42.0	6.7	0.6	7.4
4/1	928	928	-	-	-	0.0	0.5	-	0.5	1.8	4.9	0.5	5.3
4/2	933	933	-	-	-	0.0	0.5	-	0.5	1.8	6.5	0.5	7.0
5/1	923	923	-	-	-	0.0	0.5	-	0.5	1.9	8.3	0.5	8.7
5/2	897	897	-	-	-	0.0	0.4	-	0.4	1.7	3.2	0.4	3.7
6/1	42	42	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 55.9 Total Delay for Signalled Lanes (pcuHr): 24.43 Cycle Time (s): 104
PRC Over All Lanes (%): 55.9 Total Delay Over All Lanes(pcuHr): 26.28

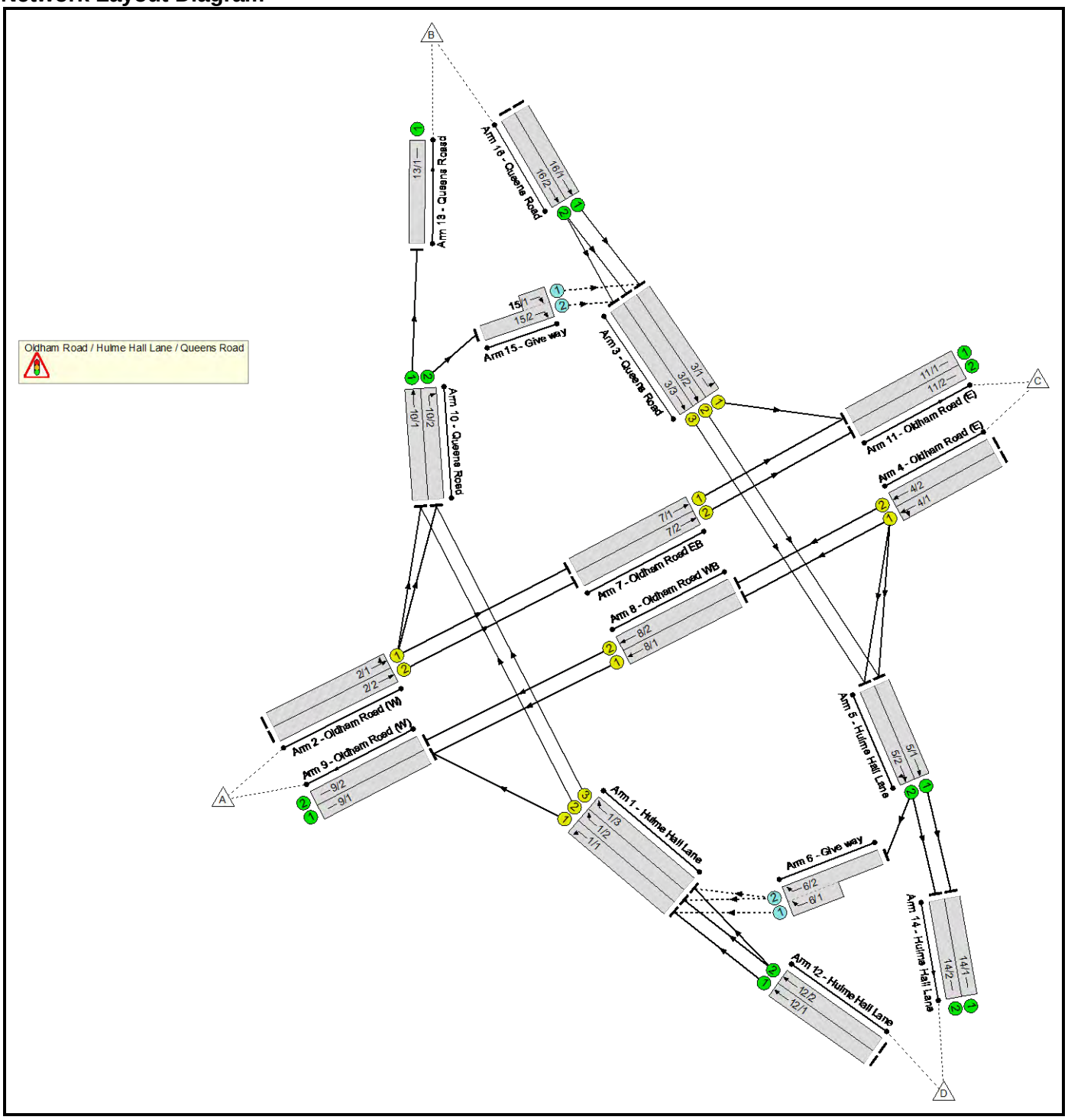
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Oldham Road_Hulme Hall Lane_Queens Road.lsg3x
Author:	
Company:	
Address:	

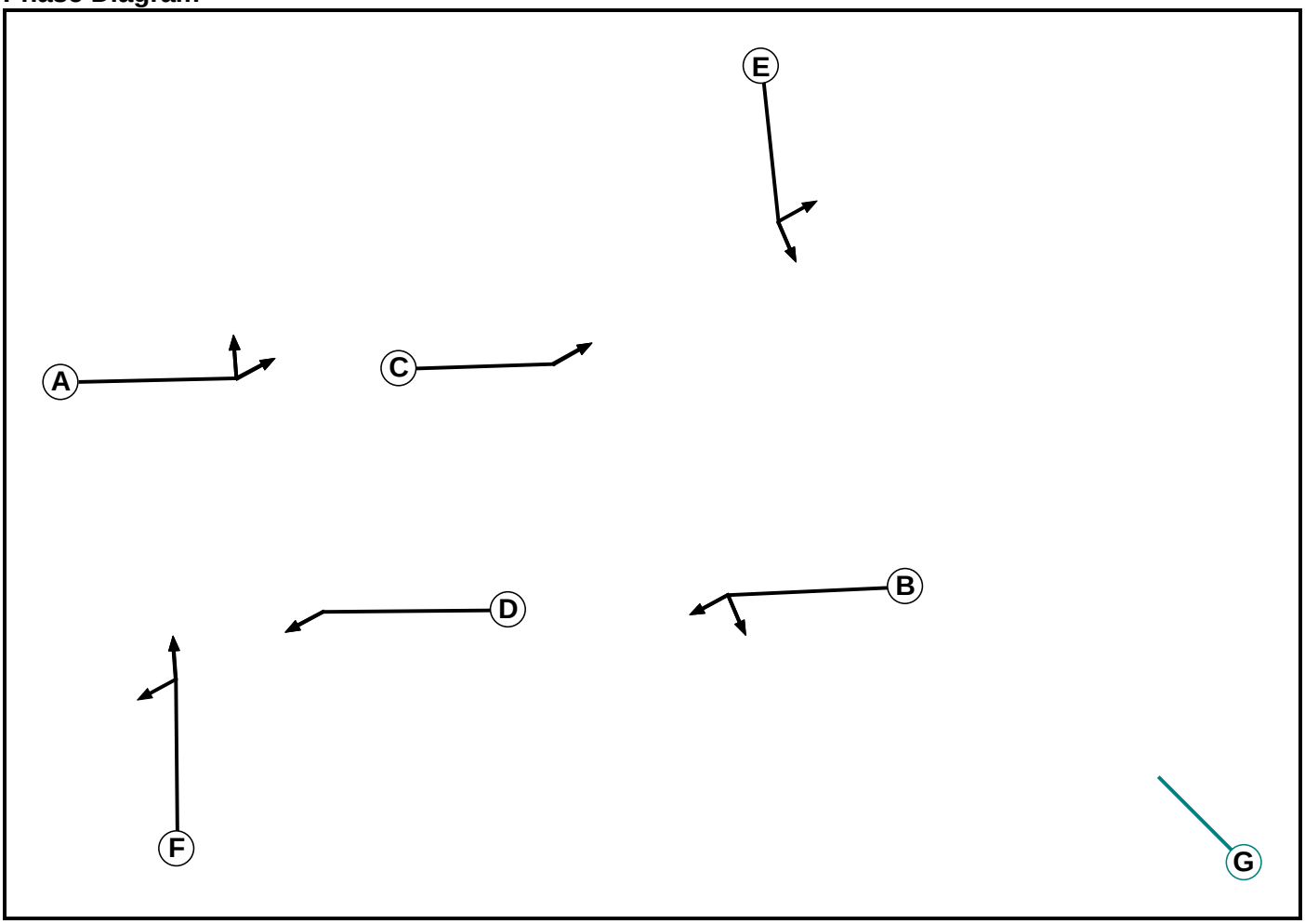
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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	Dummy		3	3

Full Input Data And Results

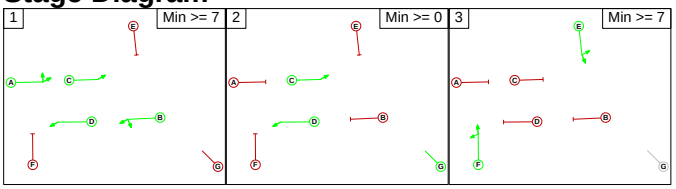
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	-	-	-	6	3
B	-		-	-	6	-	3
C	-	-		-	6	-	-
D	-	-	-		-	6	-
E	-	7	7	-		-	-
F	7	-	-	7	-		-
G	-	-	-	-	-	-	

Phases in Stage

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

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		3	6
2	2		6
3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Oldham Road / Hulme Hall Lane / Queens Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
6/1 (Give way)	1/1 (Right)	1439	0	12/1	1.09	All	-	-	-	-	-
				12/2	1.09	All					
6/2 (Give way)	1/2 (Right)	1439	0	12/1	1.09	All	-	-	-	-	-
				12/2	1.09	All					
	1/3 (Right)	1439	0	12/2	1.09	All					
15/1 (Give way)	3/1 (Right)	1439	0	16/1	1.09	All	-	-	-	-	-
				16/2	1.09	All					
15/2 (Give way)	3/3 (Right)	1439	0	16/1	1.09	All	-	-	-	-	-
				16/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Oldham Road / Hulme Hall Lane / Queens Road												
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 (Hulme Hall Lane)	U	F	2	3	7.8	Geom	-	3.50	0.00	Y	Arm 9 Left	15.00
1/2 (Hulme Hall Lane)	U	F	2	3	11.3	Geom	-	3.50	0.00	Y	Arm 10 Right	Inf
1/3 (Hulme Hall Lane)	U	F	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 10 Right	Inf
2/1 (Oldham Road (W))	U	A	2	3	11.1	Geom	-	4.00	0.00	Y	Arm 7 Ahead	Inf
											Arm 10 Left	15.00
2/2 (Oldham Road (W))	U	A	2	3	52.2	Geom	-	4.00	0.00	Y	Arm 7 Ahead	Inf
3/1 (Queens Road)	U	E	2	3	9.6	Geom	-	3.25	0.00	Y	Arm 11 Left	25.00
3/2 (Queens Road)	U	E	2	3	9.6	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
3/3 (Queens Road)	U	E	2	3	9.6	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
4/1 (Oldham Road (E))	U	B	2	3	19.5	Geom	-	3.50	0.00	Y	Arm 5 Left	15.00
											Arm 8 Ahead	Inf
4/2 (Oldham Road (E))	U	B	2	3	87.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
5/1 (Hulme Hall Lane)	U		2	3	8.7	Geom	-	3.50	0.00	Y	Arm 14 Ahead	Inf
5/2 (Hulme Hall Lane)	U		2	3	8.7	Geom	-	4.50	0.00	Y	Arm 6 Right	30.00
											Arm 14 Ahead	Inf
6/1 (Give way)	O		2	3	5.2	Geom	-	4.00	0.00	Y	Arm 1 Right	30.00
6/2 (Give way)	O		2	3	6.1	Geom	-	4.00	0.00	Y	Arm 1 Right	30.00
7/1 (Oldham Road EB)	U	C	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 11 Ahead	Inf
7/2 (Oldham Road EB)	U	C	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 11 Ahead	Inf

Full Input Data And Results

8/1 (Oldham Road WB)	U	D	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 9 Ahead	Inf
8/2 (Oldham Road WB)	U	D	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 9 Ahead	Inf
9/1 (Oldham Road (W))	U		2	3	52.2	Geom	-	4.25	0.00	Y		
9/2 (Oldham Road (W))	U		2	3	52.2	Geom	-	4.25	0.00	Y		
10/1 (Queens Road)	U		2	3	10.4	Geom	-	3.30	0.00	Y	Arm 13 Ahead	Inf
10/2 (Queens Road)	U		2	3	10.4	Geom	-	3.30	0.00	Y	Arm 15 Right	Inf
11/1 (Oldham Road (E))	U		2	3	87.0	Geom	-	3.50	0.00	Y		
11/2 (Oldham Road (E))	U		2	3	87.0	Geom	-	3.50	0.00	Y		
12/1 (Hulme Hall Lane)	U		2	3	27.8	Geom	-	3.50	0.00	Y	Arm 1 Ahead	Inf
12/2 (Hulme Hall Lane)	U		2	3	27.5	Geom	-	4.00	0.00	Y	Arm 1 Ahead	Inf
13/1 (Queens Roasd)	U		2	3	60.9	Geom	-	4.30	0.00	Y		
14/1 (Hulme Hall Lane)	U		2	3	27.8	Geom	-	3.50	0.00	Y		
14/2 (Hulme Hall Lane)	U		2	3	27.8	Geom	-	3.50	0.00	Y		
15/1 (Give way)	O		2	3	2.6	Geom	-	4.00	0.00	Y	Arm 3 Right	20.00
15/2 (Give way)	O		2	3	2.6	Geom	-	4.00	0.00	Y	Arm 3 Right	20.00
16/1 (Queens Road)	U		2	3	60.9	Geom	-	3.50	0.00	Y	Arm 3 Ahead	Inf
16/2 (Queens Road)	U		2	3	5.6	Geom	-	3.50	0.00	Y	Arm 3 Ahead	Inf

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 Base (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
6: '2019 Base (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
7: '2019 Base (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
8: '2019 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
9: '2019 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
10: '2019 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
11: '2023 Base (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F1*1.05
12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F2*1.0529
13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F3*1.0529
14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F4*1.0547
15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F5*1.0547
16: '2023 Base (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F6*1.05
17: '2023 Base (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F7*1.0529
18: '2023 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F8*1.0529
19: '2023 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F9*1.0547
20: '2023 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F10*1.0547
21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	
26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	
27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	
29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	
30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	

Scenario 1: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG1: '2019 Base (Non-Match) - Weekday PM Network Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	101	1058	15	1174
	B	117	0	139	366	622
	C	711	10	0	167	888
	D	54	646	98	0	798
	Tot.	882	757	1295	548	3482

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2019 Base (Non-Match) - Weekday PM Network Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	171
1/2	656
1/3	98
2/1	592
2/2	582
3/1	237
3/2	253
3/3	245
4/1	448
4/2	440
5/1	286
5/2	389
6/1 (short)	117
6/2 (with short)	127(In) 10(Out)
7/1	476
7/2	582
8/1	271
8/2	440
9/1	442
9/2	440
10/1	757
10/2	113
11/1	713
11/2	582
12/1	54
12/2	744
13/1	757
14/1	286
14/2	262
15/1 (short)	98
15/2 (with short)	113(In) 15(Out)
16/1	139
16/2	483

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	80.4 %	1976	1976
				Arm 10 Left	15.00	19.6 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	39.5 %	1890	1890
				Arm 8 Ahead	Inf	60.5 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	32.6 %	2032	2032
				Arm 14 Ahead	Inf	67.4 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	54	657	7	718
	B	117	0	124	282	523
	C	503	10	0	138	651
	D	36	507	69	0	612
	Tot.	656	571	850	427	2504

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	153
1/2	517
1/3	69
2/1	361
2/2	357
3/1	193
3/2	206
3/3	200
4/1	328
4/2	323
5/1	226
5/2	328
6/1 (short)	117
6/2 (with short)	127(In) 10(Out)
7/1	300
7/2	357
8/1	180
8/2	323
9/1	333
9/2	323
10/1	571
10/2	76
11/1	493
11/2	357
12/1	36
12/2	576
13/1	571
14/1	226
14/2	201
15/1 (short)	69
15/2 (with short)	76(In) 7(Out)
16/1	124
16/2	399

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	83.1 %	1982	1982
				Arm 10 Left	15.00	16.9 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	45.1 %	1880	1880
				Arm 8 Ahead	Inf	54.9 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	38.7 %	2026	2026
				Arm 14 Ahead	Inf	61.3 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	461	2	482
	B	48	0	58	108	214
	C	256	5	0	59	320
	D	22	198	24	0	244
	Tot.	326	222	543	169	1260

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2019 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	70
1/2	203
1/3	24
2/1	240
2/2	242
3/1	82
3/2	80
3/3	78
4/1	159
4/2	161
5/1	84
5/2	138
6/1 (short)	48
6/2 (with short)	53(In) 5(Out)
7/1	219
7/2	242
8/1	95
8/2	161
9/1	165
9/2	161
10/1	222
10/2	26
11/1	301
11/2	242
12/1	22
12/2	222
13/1	222
14/1	84
14/2	85
15/1 (short)	24
15/2 (with short)	26(In) 2(Out)
16/1	58
16/2	156

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	91.3 %	1998	1998
				Arm 10 Left	15.00	8.8 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	40.3 %	1889	1889
				Arm 8 Ahead	Inf	59.7 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	38.4 %	2026	2026
				Arm 14 Ahead	Inf	61.6 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

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11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	63	524	9	596
	B	184	0	122	217	523
	C	610	18	0	146	774
	D	75	520	76	0	671
	Tot.	869	601	722	372	2564

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2019 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	259
1/2	538
1/3	76
2/1	299
2/2	297
3/1	198
3/2	206
3/3	204
4/1	390
4/2	384
5/1	227
5/2	347
6/1 (short)	184
6/2 (with short)	202(In) 18(Out)
7/1	227
7/2	297
8/1	226
8/2	384
9/1	485
9/2	384
10/1	601
10/2	85
11/1	425
11/2	297
12/1	75
12/2	596
13/1	601
14/1	227
14/2	145
15/1 (short)	76
15/2 (with short)	85(In) 9(Out)
16/1	122
16/2	401

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	75.9 %	1968	1968
				Arm 10 Left	15.00	24.1 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	42.1 %	1886	1886
				Arm 8 Ahead	Inf	57.9 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	58.2 %	2007	2007
				Arm 14 Ahead	Inf	41.8 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

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11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	50	603	7	660
	B	137	0	160	359	656
	C	542	11	0	153	706
	D	57	577	81	0	715
	Tot.	736	638	844	519	2737

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2019 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	194
1/2	588
1/3	81
2/1	331
2/2	329
3/1	241
3/2	255
3/3	248
4/1	356
4/2	350
5/1	278
5/2	389
6/1 (short)	137
6/2 (with short)	148(In) 11(Out)
7/1	274
7/2	329
8/1	192
8/2	350
9/1	386
9/2	350
10/1	638
10/2	88
11/1	515
11/2	329
12/1	57
12/2	658
13/1	638
14/1	278
14/2	241
15/1 (short)	81
15/2 (with short)	88(In) 7(Out)
16/1	160
16/2	496

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	82.8 %	1981	1981
				Arm 10 Left	15.00	17.2 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	46.1 %	1878	1878
				Arm 8 Ahead	Inf	53.9 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	38.0 %	2026	2026
				Arm 14 Ahead	Inf	62.0 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 6: '2019 Base (Match) - Weekday PM Network Peak' (FG6: '2019 Base (Match) - Weekday PM Network Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	69	1109	16	1194
	B	171	0	182	504	857
	C	756	12	0	203	971
	D	58	586	132	0	776
	Tot.	985	667	1423	723	3798

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2019 Base (Match) - Weekday PM Network Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	229
1/2	598
1/3	132
2/1	601
2/2	593
3/1	314
3/2	349
3/3	342
4/1	489
4/2	482
5/1	389
5/2	517
6/1 (short)	171
6/2 (with short)	183(In) 12(Out)
7/1	516
7/2	593
8/1	274
8/2	482
9/1	503
9/2	482
10/1	667
10/2	148
11/1	830
11/2	593
12/1	58
12/2	718
13/1	667
14/1	389
14/2	334
15/1 (short)	132
15/2 (with short)	148(In) 16(Out)
16/1	182
16/2	675

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	85.9 %	1987	1987
				Arm 10 Left	15.00	14.1 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	44.0 %	1882	1882
				Arm 8 Ahead	Inf	56.0 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	35.4 %	2029	2029
				Arm 14 Ahead	Inf	64.6 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

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11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 7: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG7: '2019 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	115	908	34	1057
	B	233	0	121	542	896
	C	725	20	0	468	1213
	D	40	369	110	0	519
	Tot.	998	504	1139	1044	3685

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2019 Base (Match) - Weekday PM Arena Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	273
1/2	389
1/3	110
2/1	533
2/2	524
3/1	231
3/2	408
3/3	401
4/1	609
4/2	604
5/1	572
5/2	725
6/1 (short)	233
6/2 (with short)	253(In) 20(Out)
7/1	384
7/2	524
8/1	121
8/2	604
9/1	394
9/2	604
10/1	504
10/2	144
11/1	615
11/2	524
12/1	40
12/2	479
13/1	504
14/1	572
14/2	472
15/1 (short)	110
15/2 (with short)	144(In) 34(Out)
16/1	121
16/2	775

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	72.0 %	1960	1960
				Arm 10 Left	15.00	28.0 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	80.1 %	1819	1819
				Arm 8 Ahead	Inf	19.9 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	34.9 %	2030	2030
				Arm 14 Ahead	Inf	65.1 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 8: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	38	525	17	580
	B	0	0	168	59	227
	C	307	0	0	65	372
	D	133	889	394	0	1416
	Tot.	440	927	1087	141	2595

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2019 Base (Match) - Weekday PM Arena Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	133
1/2	889
1/3	394
2/1	290
2/2	290
3/1	562
3/2	44
3/3	32
4/1	187
4/2	185
5/1	49
5/2	92
6/1 (short)	0
6/2 (with short)	0(In) 0(Out)
7/1	235
7/2	290
8/1	122
8/2	185
9/1	255
9/2	185
10/1	927
10/2	411
11/1	797
11/2	290
12/1	133
12/2	1283
13/1	927
14/1	49
14/2	92
15/1 (short)	394
15/2 (with short)	411(In) 17(Out)
16/1	168
16/2	59

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	81.0 %	1977	1977
				Arm 10 Left	15.00	19.0 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	34.8 %	1899	1899
				Arm 8 Ahead	Inf	65.2 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	0.0 %	2065	2065
				Arm 14 Ahead	Inf	100.0 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	0.0 %	2015	2015
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	0.0 %	2015	2015
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

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11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 9: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG9: '2019 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	554	15	641
	B	165	0	148	331	644
	C	641	16	0	193	850
	D	58	435	93	0	586
	Tot.	864	523	795	539	2721

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2019 Base (Match) - Saturday Matinee Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	223
1/2	451
1/3	93
2/1	321
2/2	320
3/1	241
3/2	260
3/3	251
4/1	428
4/2	422
5/1	298
5/2	422
6/1 (short)	165
6/2 (with short)	181(In) 16(Out)
7/1	234
7/2	320
8/1	219
8/2	422
9/1	442
9/2	422
10/1	523
10/2	108
11/1	475
11/2	320
12/1	58
12/2	528
13/1	523
14/1	298
14/2	241
15/1 (short)	93
15/2 (with short)	108(In) 15(Out)
16/1	148
16/2	496

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	72.9 %	1962	1962
				Arm 10 Left	15.00	27.1 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	48.8 %	1874	1874
				Arm 8 Ahead	Inf	51.2 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	42.9 %	2022	2022
				Arm 14 Ahead	Inf	57.1 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 10: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG10: '2019 Base (Match) - Saturday Matinee Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	59	591	9	659
	B	117	0	125	256	498
	C	525	8	0	97	630
	D	49	466	71	0	586
	Tot.	691	533	787	362	2373

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2019 Base (Match) - Saturday Matinee Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	166
1/2	474
1/3	71
2/1	331
2/2	328
3/1	196
3/2	194
3/3	188
4/1	317
4/2	313
5/1	200
5/2	287
6/1 (short)	117
6/2 (with short)	125(In) 8(Out)
7/1	263
7/2	328
8/1	212
8/2	313
9/1	378
9/2	313
10/1	533
10/2	80
11/1	459
11/2	328
12/1	49
12/2	537
13/1	533
14/1	200
14/2	162
15/1 (short)	71
15/2 (with short)	80(In) 9(Out)
16/1	125
16/2	373

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	79.5 %	1974	1974
				Arm 10 Left	15.00	20.5 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	33.1 %	1902	1902
				Arm 8 Ahead	Inf	66.9 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	43.6 %	2021	2021
				Arm 14 Ahead	Inf	56.4 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

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11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 11: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG11: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	106	1111	16	1233
	B	123	0	146	384	653
	C	747	11	0	175	933
	D	57	678	103	0	838
	Tot.	927	795	1360	575	3657

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2023 Base (Non-Match) - Weekday PM Network Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	180
1/2	689
1/3	103
2/1	621
2/2	612
3/1	249
3/2	266
3/3	257
4/1	471
4/2	462
5/1	301
5/2	408
6/1 (short)	123
6/2 (with short)	134(In) 11(Out)
7/1	499
7/2	612
8/1	285
8/2	462
9/1	465
9/2	462
10/1	795
10/2	119
11/1	748
11/2	612
12/1	57
12/2	781
13/1	795
14/1	301
14/2	274
15/1 (short)	103
15/2 (with short)	119(In) 16(Out)
16/1	146
16/2	507

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	80.4 %	1976	1976
				Arm 10 Left	15.00	19.6 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	39.5 %	1890	1890
				Arm 8 Ahead	Inf	60.5 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	32.8 %	2032	2032
				Arm 14 Ahead	Inf	67.2 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	57	692	7	756
	B	123	0	131	297	551
	C	530	11	0	145	686
	D	38	534	73	0	645
	Tot.	691	602	896	449	2638

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2023 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	161
1/2	545
1/3	73
2/1	380
2/2	376
3/1	204
3/2	217
3/3	210
4/1	346
4/2	340
5/1	239
5/2	344
6/1 (short)	123
6/2 (with short)	134(In) 11(Out)
7/1	316
7/2	376
8/1	190
8/2	340
9/1	351
9/2	340
10/1	602
10/2	80
11/1	520
11/2	376
12/1	38
12/2	607
13/1	602
14/1	239
14/2	210
15/1 (short)	73
15/2 (with short)	80(In) 7(Out)
16/1	131
16/2	420

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	83.2 %	1982	1982
				Arm 10 Left	15.00	16.8 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	45.1 %	1880	1880
				Arm 8 Ahead	Inf	54.9 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	39.0 %	2026	2026
				Arm 14 Ahead	Inf	61.0 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	20	485	2	507
	B	51	0	61	114	226
	C	270	5	0	62	337
	D	23	208	25	0	256
	Tot.	344	233	571	178	1326

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2023 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	74
1/2	213
1/3	25
2/1	253
2/2	254
3/1	86
3/2	84
3/3	83
4/1	167
4/2	170
5/1	89
5/2	145
6/1 (short)	51
6/2 (with short)	56(In) 5(Out)
7/1	231
7/2	254
8/1	100
8/2	170
9/1	174
9/2	170
10/1	233
10/2	27
11/1	317
11/2	254
12/1	23
12/2	233
13/1	233
14/1	89
14/2	89
15/1 (short)	25
15/2 (with short)	27(In) 2(Out)
16/1	61
16/2	165

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	91.3 %	1998	1998
				Arm 10 Left	15.00	8.7 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	40.1 %	1889	1889
				Arm 8 Ahead	Inf	59.9 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	38.6 %	2026	2026
				Arm 14 Ahead	Inf	61.4 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	66	553	9	628
	B	194	0	129	229	552
	C	643	19	0	154	816
	D	79	548	80	0	707
	Tot.	916	633	762	392	2703

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2023 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	273
1/2	567
1/3	80
2/1	315
2/2	313
3/1	209
3/2	218
3/3	214
4/1	411
4/2	405
5/1	241
5/2	364
6/1 (short)	194
6/2 (with short)	213(In) 19(Out)
7/1	240
7/2	313
8/1	238
8/2	405
9/1	511
9/2	405
10/1	633
10/2	89
11/1	449
11/2	313
12/1	79
12/2	628
13/1	633
14/1	241
14/2	151
15/1 (short)	80
15/2 (with short)	89(In) 9(Out)
16/1	129
16/2	423

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	76.2 %	1968	1968
				Arm 10 Left	15.00	23.8 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	42.1 %	1886	1886
				Arm 8 Ahead	Inf	57.9 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	58.5 %	2006	2006
				Arm 14 Ahead	Inf	41.5 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	53	636	7	696
	B	144	0	169	379	692
	C	572	12	0	161	745
	D	60	609	85	0	754
	Tot.	776	674	890	547	2887

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2023 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	204
1/2	621
1/3	85
2/1	350
2/2	346
3/1	254
3/2	268
3/3	262
4/1	376
4/2	369
5/1	294
5/2	409
6/1 (short)	144
6/2 (with short)	156(In) 12(Out)
7/1	290
7/2	346
8/1	203
8/2	369
9/1	407
9/2	369
10/1	674
10/2	92
11/1	544
11/2	346
12/1	60
12/2	694
13/1	674
14/1	294
14/2	253
15/1 (short)	85
15/2 (with short)	92(In) 7(Out)
16/1	169
16/2	523

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	82.9 %	1981	1981
				Arm 10 Left	15.00	17.1 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	46.0 %	1879	1879
				Arm 8 Ahead	Inf	54.0 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	38.1 %	2026	2026
				Arm 14 Ahead	Inf	61.9 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 16: '2023 Base (Match) - Weekday PM Network Peak' (FG16: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	1164	17	1253
	B	180	0	191	529	900
	C	794	13	0	213	1020
	D	61	615	139	0	815
	Tot.	1035	700	1494	759	3988

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2023 Base (Match) - Weekday PM Network Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	241
1/2	628
1/3	139
2/1	630
2/2	623
3/1	330
3/2	367
3/3	359
4/1	514
4/2	506
5/1	411
5/2	541
6/1 (short)	180
6/2 (with short)	193(In) 13(Out)
7/1	541
7/2	623
8/1	288
8/2	506
9/1	529
9/2	506
10/1	700
10/2	156
11/1	871
11/2	623
12/1	61
12/2	754
13/1	700
14/1	411
14/2	348
15/1 (short)	139
15/2 (with short)	156(In) 17(Out)
16/1	191
16/2	709

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	85.9 %	1987	1987
				Arm 10 Left	15.00	14.1 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	44.0 %	1882	1882
				Arm 8 Ahead	Inf	56.0 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	35.7 %	2029	2029
				Arm 14 Ahead	Inf	64.3 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 17: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG17: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	121	956	36	1113
	B	245	0	127	571	943
	C	763	21	0	493	1277
	D	42	389	116	0	547
	Tot.	1050	531	1199	1100	3880

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 2023 Base (Match) - Weekday PM Arena Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	287
1/2	410
1/3	116
2/1	562
2/2	551
3/1	243
3/2	429
3/3	423
4/1	640
4/2	637
5/1	604
5/2	762
6/1 (short)	245
6/2 (with short)	266(In) 21(Out)
7/1	405
7/2	551
8/1	126
8/2	637
9/1	413
9/2	637
10/1	531
10/2	152
11/1	648
11/2	551
12/1	42
12/2	505
13/1	531
14/1	604
14/2	496
15/1 (short)	116
15/2 (with short)	152(In) 36(Out)
16/1	127
16/2	816

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	72.1 %	1960	1960
				Arm 10 Left	15.00	27.9 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	80.3 %	1819	1819
				Arm 8 Ahead	Inf	19.7 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	34.9 %	2030	2030
				Arm 14 Ahead	Inf	65.1 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 18: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	40	553	18	611
	B	0	0	177	62	239
	C	323	0	0	68	391
	D	140	936	415	0	1491
	Tot.	463	976	1145	148	2732

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2023 Base (Match) - Weekday PM Arena Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	140
1/2	936
1/3	415
2/1	306
2/2	305
3/1	592
3/2	48
3/3	32
4/1	197
4/2	194
5/1	53
5/2	95
6/1 (short)	0
6/2 (with short)	0(In) 0(Out)
7/1	248
7/2	305
8/1	129
8/2	194
9/1	269
9/2	194
10/1	976
10/2	433
11/1	840
11/2	305
12/1	140
12/2	1351
13/1	976
14/1	53
14/2	95
15/1 (short)	415
15/2 (with short)	433(In) 18(Out)
16/1	177
16/2	62

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	81.0 %	1978	1978
				Arm 10 Left	15.00	19.0 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	34.5 %	1899	1899
				Arm 8 Ahead	Inf	65.5 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	0.0 %	2065	2065
				Arm 14 Ahead	Inf	100.0 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	0.0 %	2015	2015
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	0.0 %	2015	2015
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

Full Input Data And Results

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 19: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG19: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	76	584	16	676
	B	174	0	156	349	679
	C	676	17	0	204	897
	D	61	459	98	0	618
	Tot.	911	552	838	569	2870

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: 2023 Base (Match) - Saturday Matinee Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	235
1/2	476
1/3	98
2/1	339
2/2	337
3/1	254
3/2	275
3/3	264
4/1	452
4/2	445
5/1	317
5/2	443
6/1 (short)	174
6/2 (with short)	191(In) 17(Out)
7/1	247
7/2	337
8/1	231
8/2	445
9/1	466
9/2	445
10/1	552
10/2	114
11/1	501
11/2	337
12/1	61
12/2	557
13/1	552
14/1	317
14/2	252
15/1 (short)	98
15/2 (with short)	114(In) 16(Out)
16/1	156
16/2	523

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	72.9 %	1962	1962
				Arm 10 Left	15.00	27.1 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	48.9 %	1873	1873
				Arm 8 Ahead	Inf	51.1 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	43.1 %	2021	2021
				Arm 14 Ahead	Inf	56.9 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 20: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG20: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	62	623	9	694
	B	123	0	132	270	525
	C	554	8	0	102	664
	D	52	491	75	0	618
	Tot.	729	561	830	381	2501

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: 2023 Base (Match) - Saturday Matinee Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	175
1/2	499
1/3	75
2/1	349
2/2	345
3/1	207
3/2	204
3/3	198
4/1	334
4/2	330
5/1	210
5/2	302
6/1 (short)	123
6/2 (with short)	131(In) 8(Out)
7/1	278
7/2	345
8/1	224
8/2	330
9/1	399
9/2	330
10/1	561
10/2	84
11/1	485
11/2	345
12/1	52
12/2	566
13/1	561
14/1	210
14/2	171
15/1 (short)	75
15/2 (with short)	84(In) 9(Out)
16/1	132
16/2	393

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	79.7 %	1975	1975
				Arm 10 Left	15.00	20.3 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	32.9 %	1902	1902
				Arm 8 Ahead	Inf	67.1 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	43.4 %	2021	2021
				Arm 14 Ahead	Inf	56.6 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	427	1422	56	1905
	B	211	0	150	607	968
	C	962	11	0	274	1247
	D	178	583	77	0	838
	Tot.	1351	1021	1649	937	4958

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 21: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	389
1/2	594
1/3	77
2/1	943
2/2	962
3/1	227
3/2	439
3/3	435
4/1	627
4/2	620
5/1	511
5/2	648
6/1 (short)	211
6/2 (with short)	222(In) 11(Out)
7/1	460
7/2	962
8/1	342
8/2	620
9/1	731
9/2	620
10/1	1021
10/2	133
11/1	687
11/2	962
12/1	178
12/2	660
13/1	1021
14/1	511
14/2	426
15/1 (short)	77
15/2 (with short)	133(In) 56(Out)
16/1	150
16/2	818

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	48.8 %	1917	1917
				Arm 10 Left	15.00	51.2 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	45.5 %	1880	1880
				Arm 8 Ahead	Inf	54.5 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	34.3 %	2030	2030
				Arm 14 Ahead	Inf	65.7 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

Full Input Data And Results

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	86	692	17	795
	B	160	0	130	466	756
	C	530	13	0	276	819
	D	38	508	99	0	645
	Tot.	728	607	921	759	3015

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 22: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	198
1/2	521
1/3	99
2/1	401
2/2	394
3/1	229
3/2	327
3/3	316
4/1	412
4/2	407
5/1	404
5/2	528
6/1 (short)	160
6/2 (with short)	173(In) 13(Out)
7/1	298
7/2	394
8/1	123
8/2	407
9/1	321
9/2	407
10/1	607
10/2	116
11/1	527
11/2	394
12/1	38
12/2	607
13/1	607
14/1	404
14/2	355
15/1 (short)	99
15/2 (with short)	116(In) 17(Out)
16/1	130
16/2	626

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	74.3 %	1965	1965
				Arm 10 Left	15.00	25.7 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	70.1 %	1836	1836
				Arm 8 Ahead	Inf	29.9 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	32.8 %	2032	2032
				Arm 14 Ahead	Inf	67.2 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	16	485	6	507
	B	8	0	155	61	224
	C	269	6	0	63	338
	D	138	983	358	0	1479
	Tot.	415	1005	998	130	2548

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 23: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	146
1/2	989
1/3	358
2/1	253
2/2	254
3/1	513
3/2	37
3/3	38
4/1	170
4/2	168
5/1	43
5/2	101
6/1 (short)	8
6/2 (with short)	14(In) 6(Out)
7/1	231
7/2	254
8/1	101
8/2	168
9/1	247
9/2	168
10/1	1005
10/2	364
11/1	744
11/2	254
12/1	138
12/2	1341
13/1	1005
14/1	43
14/2	87
15/1 (short)	358
15/2 (with short)	364(In) 6(Out)
16/1	155
16/2	69

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	91.3 %	1998	1998
				Arm 10 Left	15.00	8.7 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	40.6 %	1888	1888
				Arm 8 Ahead	Inf	59.4 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	13.9 %	2051	2051
				Arm 14 Ahead	Inf	86.1 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	98	553	20	671
	B	260	0	129	394	783
	C	644	21	0	301	966
	D	79	520	109	0	708
	Tot.	983	639	791	715	3128

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 24: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	339
1/2	541
1/3	109
2/1	337
2/2	334
3/1	238
3/2	343
3/3	331
4/1	485
4/2	481
5/1	417
5/2	579
6/1 (short)	260
6/2 (with short)	281(In) 21(Out)
7/1	219
7/2	334
8/1	163
8/2	481
9/1	502
9/2	481
10/1	639
10/2	129
11/1	457
11/2	334
12/1	79
12/2	629
13/1	639
14/1	417
14/2	298
15/1 (short)	109
15/2 (with short)	129(In) 20(Out)
16/1	129
16/2	654

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	65.0 %	1947	1947
				Arm 10 Left	15.00	35.0 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	66.4 %	1843	1843
				Arm 8 Ahead	Inf	33.6 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	48.5 %	2016	2016
				Arm 14 Ahead	Inf	51.5 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	48	636	14	698
	B	57	0	315	330	702
	C	571	12	0	167	750
	D	162	1302	377	0	1841
	Tot.	790	1362	1328	511	3991

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 25: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	219
1/2	1314
1/3	377
2/1	345
2/2	353
3/1	692
3/2	207
3/3	194
4/1	378
4/2	372
5/1	245
5/2	335
6/1 (short)	57
6/2 (with short)	69(In) 12(Out)
7/1	283
7/2	353
8/1	199
8/2	372
9/1	418
9/2	372
10/1	1362
10/2	391
11/1	975
11/2	353
12/1	162
12/2	1679
13/1	1362
14/1	245
14/2	266
15/1 (short)	377
15/2 (with short)	391(In) 14(Out)
16/1	315
16/2	387

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	82.0 %	1979	1979
				Arm 10 Left	15.00	18.0 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	47.4 %	1876	1876
				Arm 8 Ahead	Inf	52.6 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	20.6 %	2044	2044
				Arm 14 Ahead	Inf	79.4 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	661	1771	81	2513
	B	334	0	199	707	1240
	C	1213	12	0	229	1454
	D	259	494	61	0	814
	Tot.	1806	1167	2031	1017	6021

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 26: 2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	593
1/2	506
1/3	61
2/1	1227
2/2	1286
3/1	260
3/2	548
3/3	574
4/1	726
4/2	728
5/1	576
5/2	787
6/1 (short)	334
6/2 (with short)	346(In) 12(Out)
7/1	485
7/2	1286
8/1	485
8/2	728
9/1	1078
9/2	728
10/1	1167
10/2	142
11/1	745
11/2	1286
12/1	259
12/2	555
13/1	1167
14/1	576
14/2	441
15/1 (short)	61
15/2 (with short)	142(In) 81(Out)
16/1	199
16/2	1041

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	39.5 %	1900	1900
				Arm 10 Left	15.00	60.5 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	33.2 %	1902	1902
				Arm 8 Ahead	Inf	66.8 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	44.0 %	2021	2021
				Arm 14 Ahead	Inf	56.0 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	124	956	38	1118
	B	254	0	127	596	977
	C	764	21	0	515	1300
	D	42	385	119	0	546
	Tot.	1060	530	1202	1149	3941

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 27: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	296
1/2	406
1/3	119
2/1	564
2/2	554
3/1	246
3/2	447
3/3	441
4/1	651
4/2	649
5/1	631
5/2	793
6/1 (short)	254
6/2 (with short)	275(In) 21(Out)
7/1	402
7/2	554
8/1	115
8/2	649
9/1	411
9/2	649
10/1	530
10/2	157
11/1	648
11/2	554
12/1	42
12/2	504
13/1	530
14/1	631
14/2	518
15/1 (short)	119
15/2 (with short)	157(In) 38(Out)
16/1	127
16/2	850

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	71.3 %	1959	1959
				Arm 10 Left	15.00	28.7 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	82.3 %	1816	1816
				Arm 8 Ahead	Inf	17.7 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	34.7 %	2030	2030
				Arm 14 Ahead	Inf	65.3 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	40	552	18	610
	B	6	0	182	58	246
	C	324	5	0	68	397
	D	159	1064	471	0	1694
	Tot.	489	1109	1205	144	2947

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 28: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	165
1/2	1069
1/3	471
2/1	305
2/2	305
3/1	653
3/2	47
3/3	35
4/1	200
4/2	197
5/1	54
5/2	101
6/1 (short)	6
6/2 (with short)	11(In) 5(Out)
7/1	247
7/2	305
8/1	127
8/2	197
9/1	292
9/2	197
10/1	1109
10/2	489
11/1	900
11/2	305
12/1	159
12/2	1535
13/1	1109
14/1	54
14/2	90
15/1 (short)	471
15/2 (with short)	489(In) 18(Out)
16/1	182
16/2	64

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	81.0 %	1977	1977
				Arm 10 Left	15.00	19.0 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	36.5 %	1896	1896
				Arm 8 Ahead	Inf	63.5 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	10.9 %	2054	2054
				Arm 14 Ahead	Inf	89.1 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	104	585	30	719
	B	20	0	632	257	909
	C	676	19	0	352	1047
	D	62	433	123	0	618
	Tot.	758	556	1340	639	3293

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 29: 2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	82
1/2	452
1/3	123
2/1	356
2/2	363
3/1	755
3/2	168
3/3	139
4/1	519
4/2	528
5/1	289
5/2	389
6/1 (short)	20
6/2 (with short)	39(In) 19(Out)
7/1	222
7/2	363
8/1	148
8/2	528
9/1	230
9/2	528
10/1	556
10/2	153
11/1	977
11/2	363
12/1	62
12/2	556
13/1	556
14/1	289
14/2	350
15/1 (short)	123
15/2 (with short)	153(In) 30(Out)
16/1	632
16/2	277

Full Input Data And Results

Lane Saturation Flows

Junction: Oldham Road / Hulme Hall Lane / Queens Road								
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 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead Arm 10 Left	Inf 15.00	62.4 % 37.6 %	1942	1942
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left Arm 8 Ahead	15.00 Inf	71.5 % 28.5 %	1834	1834
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right Arm 14 Ahead	30.00 Inf	10.0 % 90.0 %	2055	2055
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak', Plan 1: '')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	56	624	17	697
	B	1	0	527	7	535
	C	554	9	0	108	671
	D	153	1186	366	0	1705
	Tot.	708	1251	1517	132	3608

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 30: 2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak
Junction: Oldham Road / Hulme Hall Lane / Queens Road	
1/1	154
1/2	1195
1/3	366
2/1	347
2/2	350
3/1	893
3/2	5
3/3	20
4/1	334
4/2	337
5/1	22
5/2	120
6/1 (short)	1
6/2 (with short)	10(In) 9(Out)
7/1	274
7/2	350
8/1	217
8/2	337
9/1	371
9/2	337
10/1	1251
10/2	383
11/1	1167
11/2	350
12/1	153
12/2	1552
13/1	1251
14/1	22
14/2	110
15/1 (short)	366
15/2 (with short)	383(In) 17(Out)
16/1	527
16/2	8

Full Input Data And Results

Lane Saturation Flows

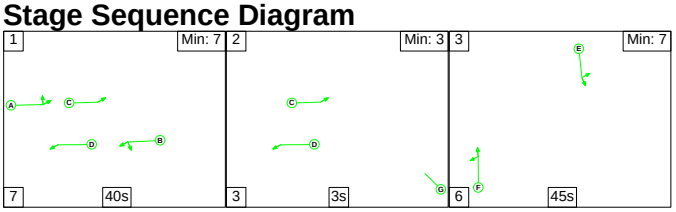
Junction: Oldham Road / Hulme Hall Lane / Queens Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
1/2 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
1/3 (Hulme Hall Lane)	3.50	0.00	Y	Arm 10 Right	Inf	100.0 %	1965	1965
2/1 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	79.0 %	1973	1973
				Arm 10 Left	15.00	21.0 %		
2/2 (Oldham Road (W))	4.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2015	2015
3/1 (Queens Road)	3.25	0.00	Y	Arm 11 Left	25.00	100.0 %	1830	1830
3/2 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
3/3 (Queens Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/1 (Oldham Road (E))	3.50	0.00	Y	Arm 5 Left	15.00	35.0 %	1898	1898
				Arm 8 Ahead	Inf	65.0 %		
4/2 (Oldham Road (E))	3.50	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1965	1965
5/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1965	1965
5/2 (Hulme Hall Lane)	4.50	0.00	Y	Arm 6 Right	30.00	8.3 %	2056	2056
				Arm 14 Ahead	Inf	91.7 %		
6/1 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
6/2 (Give way)	4.00	0.00	Y	Arm 1 Right	30.00	100.0 %	1919	1919
7/1 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
7/2 (Oldham Road EB)	3.50	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1965	1965
8/1 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
8/2 (Oldham Road WB)	3.50	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1965	1965
9/1 (Oldham Road (W))	4.25	0.00	Y				2040	2040
9/2 (Oldham Road (W))	4.25	0.00	Y				2040	2040
10/1 (Queens Road)	3.30	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1945	1945
10/2 (Queens Road)	3.30	0.00	Y	Arm 15 Right	Inf	100.0 %	1945	1945
11/1 (Oldham Road (E))	3.50	0.00	Y				1965	1965

Full Input Data And Results

11/2 (Oldham Road (E))	3.50	0.00	Y				1965	1965
12/1 (Hulme Hall Lane)	3.50	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1965	1965
12/2 (Hulme Hall Lane)	4.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	2015	2015
13/1 (Queens Roasd)	4.30	0.00	Y				2045	2045
14/1 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
14/2 (Hulme Hall Lane)	3.50	0.00	Y				1965	1965
15/1 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
15/2 (Give way)	4.00	0.00	Y	Arm 3 Right	20.00	100.0 %	1874	1874
16/1 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965
16/2 (Queens Road)	3.50	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1965	1965

Scenario 1: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG1: '2019 Base (Non-Match) - Weekday PM Network Peak', Plan 1: '')

Stage Sequence Diagram

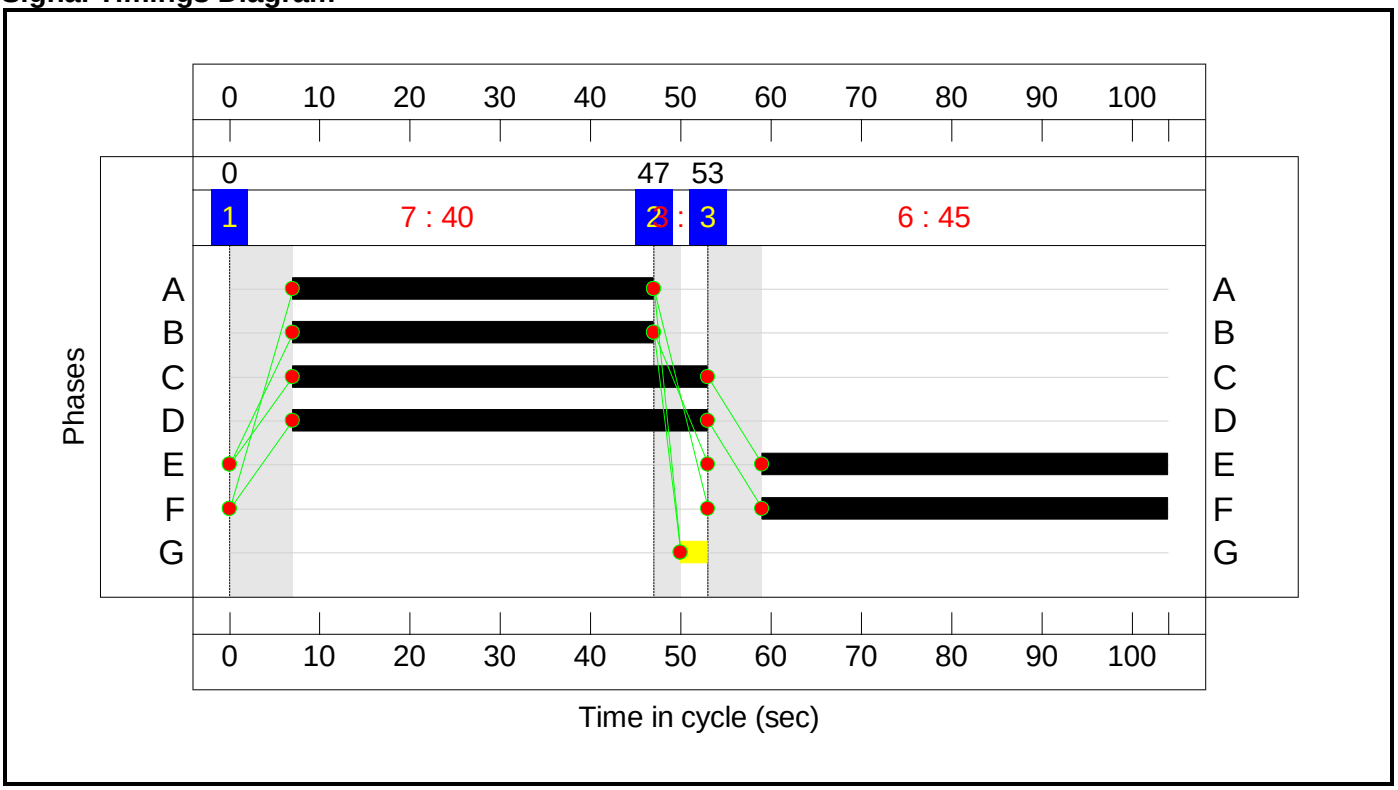


Stage Timings

Stage	1	2	3
Duration	40	3	45
Change Point	0	47	53

Full Input Data And Results

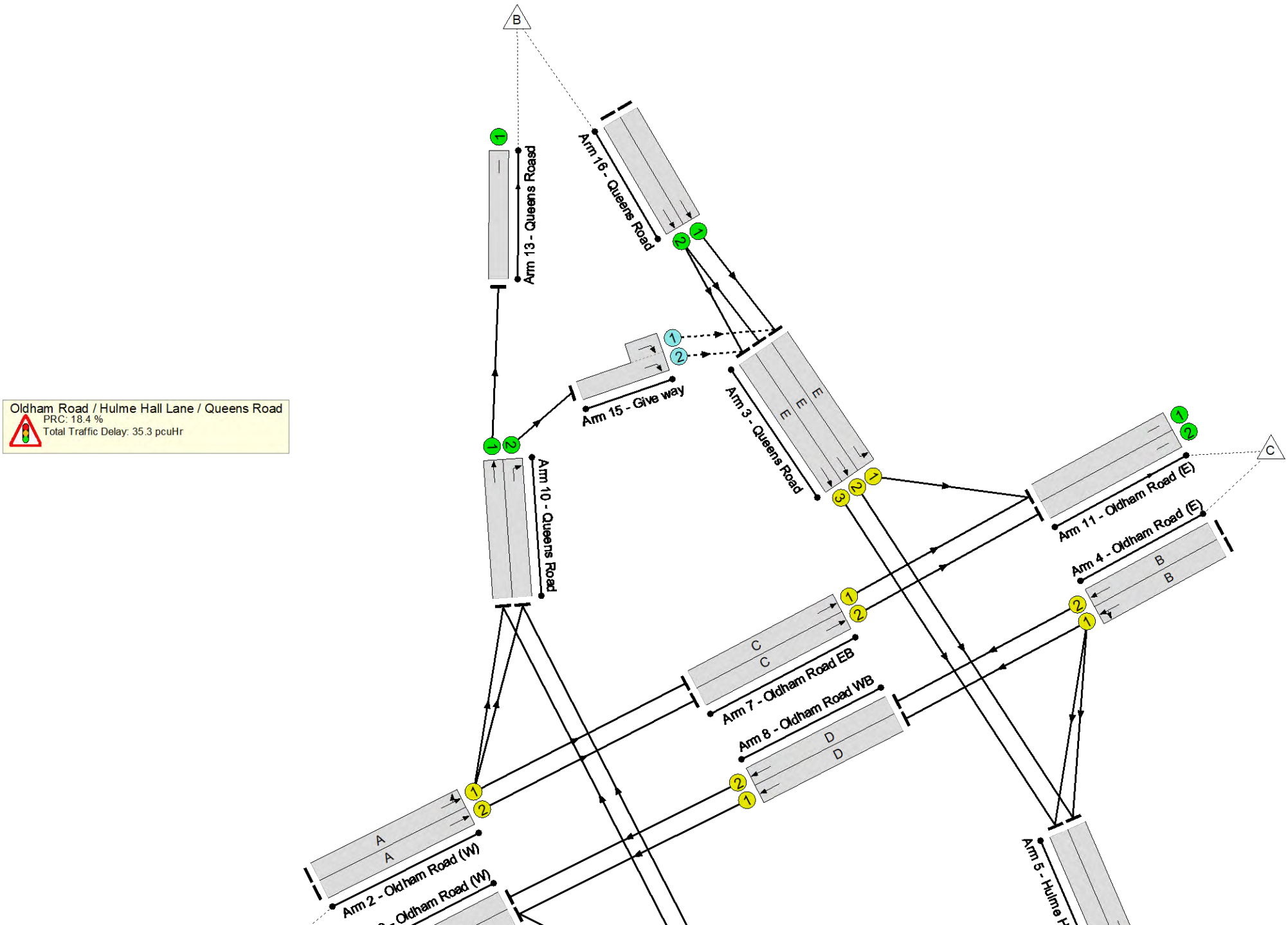
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.0%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.0%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	45	-	171	1786	790	21.6%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	45	-	656	1965	869	75.5%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	45	-	98	1965	869	11.3%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	40	-	592	1976	779	76.0%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	40	-	582	2015	794	73.3%
3/1	Queens Road Left	U	N/A	N/A	E		1	45	-	237	1830	809	29.3%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	45	-	253	1940	858	29.5%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	45	-	245	1940	858	28.6%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	40	-	448	1890	745	60.1%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	40	-	440	1965	775	56.8%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	286	1965	1965	14.6%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	389	2032	2032	19.1%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	127	1919:1919	49+569	20.6 : 20.6%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	46	-	476	1965	888	53.6%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	46	-	582	1965	888	65.5%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	46	-	271	1965	888	30.5%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	46	-	440	1965	888	49.5%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	442	2040	2040	21.7%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	440	2040	2040	21.6%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	757	1945	1945	38.9%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	113	1945	1945	5.8%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	713	1965	1965	36.3%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	582	1965	1965	29.6%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	54	1965	1965	2.7%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	744	2015	2015	36.9%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	757	2045	2045	37.0%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	286	1965	1965	14.6%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	262	1965	1965	13.3%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	113	1874:1874	116+761	12.9 : 12.9%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	139	1965	1965	7.1%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	483	1965	1965	24.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**480**	**0**	**0**	**23.9**	**11.4**	**0.0**	**35.3**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**480**	**0**	**0**	**23.9**	**11.4**	**0.0**	**35.3**	**-**	**-**	**-**	**-**
1/1	171	171	-	-	-	0.5	0.1	-	0.6	12.5	1.3	0.1	1.4
1/2	656	656	-	-	-	4.5	1.5	-	6.0	32.9	15.9	1.5	17.4
1/3	98	98	-	-	-	0.5	0.1	-	0.5	19.4	1.7	0.1	1.7
2/1	592	592	-	-	-	4.5	1.6	-	6.0	36.7	14.6	1.6	16.2
2/2	582	582	-	-	-	4.3	1.4	-	5.7	35.2	14.2	1.4	15.6
3/1	237	237	-	-	-	0.8	0.2	-	1.0	15.7	2.7	0.2	2.9
3/2	253	253	-	-	-	1.3	0.2	-	1.5	21.6	4.6	0.2	4.8
3/3	245	245	-	-	-	1.3	0.2	-	1.5	22.4	4.6	0.2	4.8
4/1	448	448	-	-	-	3.1	0.8	-	3.9	31.0	10.2	0.8	11.0
4/2	440	440	-	-	-	3.0	0.7	-	3.7	29.9	9.9	0.7	10.6
5/1	286	286	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	389	389	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	127	127	254	0	0	0.0	0.1	-	0.2	4.5	2.2	0.1	2.3
7/1	476	476	-	-	-	0.0	0.6	-	0.6	4.4	0.0	0.6	0.6
7/2	582	582	-	-	-	0.0	0.9	-	1.0	6.1	11.7	0.9	12.6
8/1	271	271	-	-	-	0.0	0.2	-	0.2	3.0	0.0	0.2	0.2
8/2	440	440	-	-	-	0.0	0.5	-	0.5	4.1	0.0	0.5	0.5
9/1	442	442	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	440	440	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	757	757	-	-	-	0.0	0.3	-	0.3	1.6	11.5	0.3	11.8
10/2	113	113	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	713	713	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/2	582	582	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/1	54	54	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

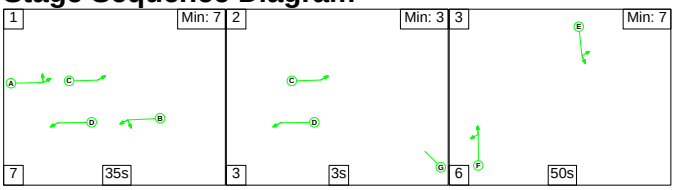
12/2	744	744	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
13/1	757	757	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
14/1	286	286	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	262	262	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2+15/1	113	113	226	0	0	0.0	0.1	-	0.1	3.0	1.7	0.1	1.8
16/1	139	139	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	483	483	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 18.4 Total Delay for Signalled Lanes (pcuHr): 32.74 Cycle Time (s): 104
PRC Over All Lanes (%): 18.4 Total Delay Over All Lanes(pcuHr): 35.29

Full Input Data And Results

Scenario 2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

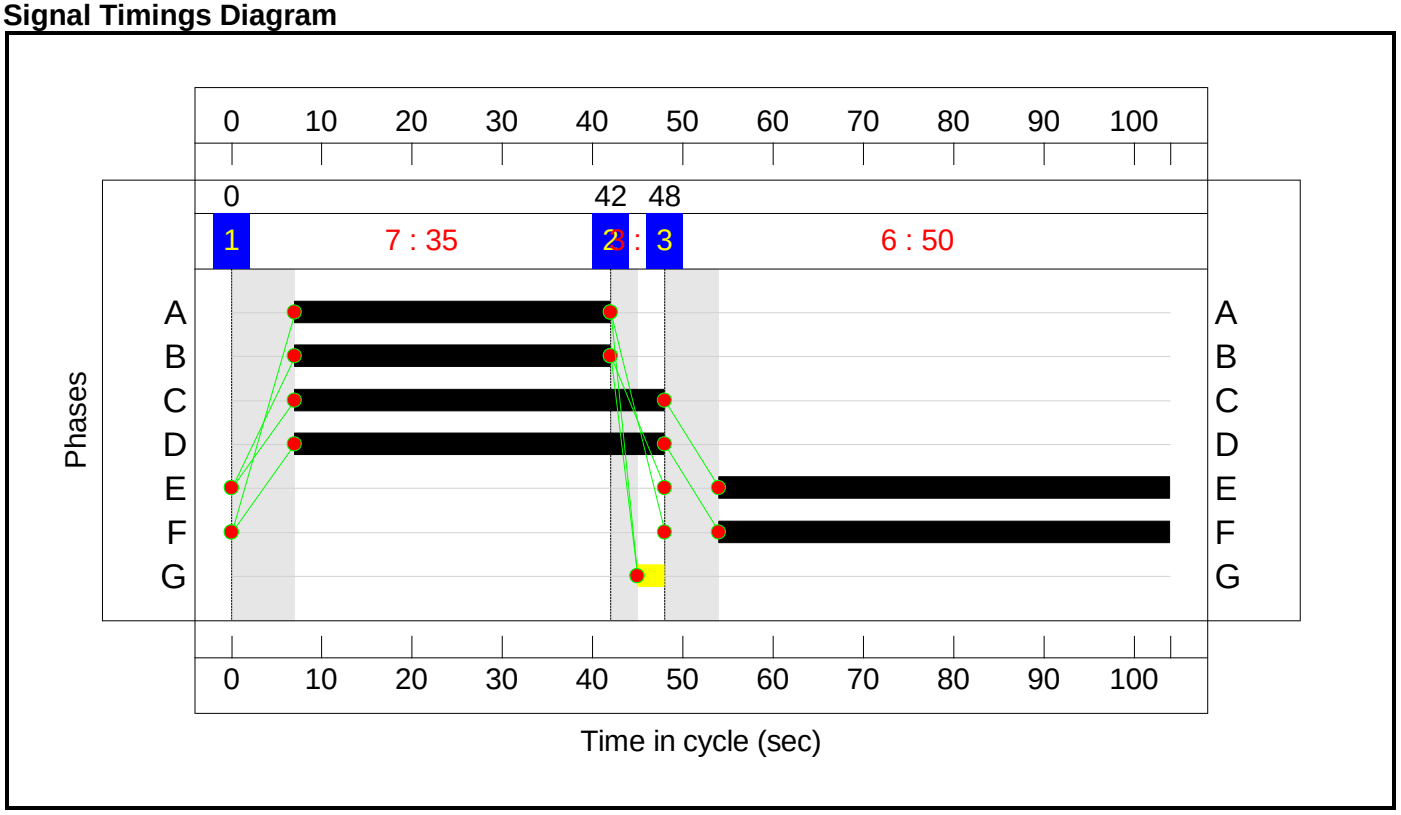
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	35	3	50
Change Point	0	42	48

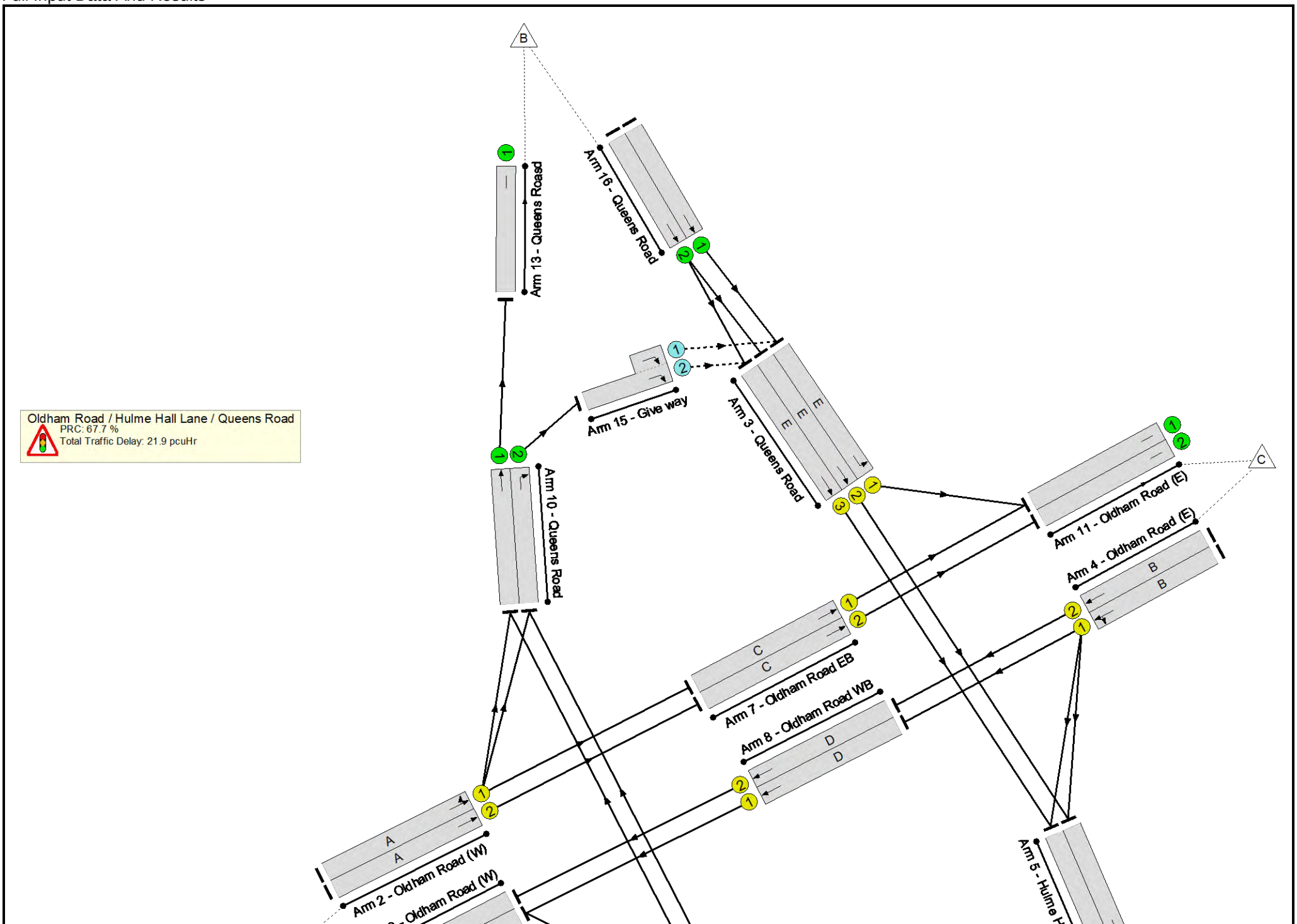
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.7%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.7%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	50	-	153	1786	876	17.5%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	50	-	517	1965	964	53.7%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	50	-	69	1965	964	7.2%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	35	-	361	1982	686	52.6%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	35	-	357	2015	698	51.2%
3/1	Queens Road Left	U	N/A	N/A	E		1	50	-	193	1830	897	21.5%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	50	-	206	1940	951	21.7%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	50	-	200	1940	951	21.0%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	35	-	328	1880	651	50.4%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	35	-	323	1965	680	47.5%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	226	1965	1965	11.5%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	328	2026	2026	16.2%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	127	1919:1919	66+772	15.2 : 15.2%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	41	-	300	1965	794	37.8%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	41	-	357	1965	794	45.0%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	41	-	180	1965	794	22.7%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	41	-	323	1965	794	40.7%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	333	2040	2040	16.3%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	323	2040	2040	15.8%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	571	1945	1945	29.4%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	76	1945	1945	3.9%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	493	1965	1965	25.1%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	357	1965	1965	18.2%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	36	1965	1965	1.8%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	576	2015	2015	28.6%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	571	2045	2045	27.9%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	226	1965	1965	11.5%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	201	1965	1965	10.2%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	76	1874:1874	88+869	7.9 : 7.9%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	124	1965	1965	6.3%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	399	1965	1965	20.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**406**	**0**	**0**	**15.9**	**6.0**	**0.0**	**21.9**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**406**	**0**	**0**	**15.9**	**6.0**	**0.0**	**21.9**	**-**	**-**	**-**	**-**
1/1	153	153	-	-	-	0.3	0.1	-	0.4	10.0	0.9	0.1	1.0
1/2	517	517	-	-	-	2.7	0.6	-	3.3	22.7	10.4	0.6	11.0
1/3	69	69	-	-	-	0.3	0.0	-	0.3	16.0	1.0	0.0	1.1
2/1	361	361	-	-	-	2.7	0.6	-	3.3	32.7	8.3	0.6	8.9
2/2	357	357	-	-	-	2.7	0.5	-	3.2	32.3	8.1	0.5	8.7
3/1	193	193	-	-	-	0.6	0.1	-	0.7	13.7	2.2	0.1	2.3
3/2	206	206	-	-	-	0.9	0.1	-	1.0	17.5	3.4	0.1	3.5
3/3	200	200	-	-	-	0.9	0.1	-	1.0	18.1	3.4	0.1	3.5
4/1	328	328	-	-	-	2.5	0.5	-	3.0	32.5	7.5	0.5	8.0
4/2	323	323	-	-	-	2.4	0.5	-	2.8	31.6	7.3	0.5	7.7
5/1	226	226	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	328	328	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	127	127	254	0	0	0.0	0.1	-	0.1	2.8	1.5	0.1	1.6
7/1	300	300	-	-	-	0.0	0.3	-	0.3	3.7	0.0	0.3	0.3
7/2	357	357	-	-	-	0.0	0.4	-	0.4	4.2	5.5	0.4	5.9
8/1	180	180	-	-	-	0.0	0.1	-	0.2	3.0	0.0	0.1	0.2
8/2	323	323	-	-	-	0.0	0.3	-	0.4	3.9	0.0	0.3	0.4
9/1	333	333	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	323	323	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/1	571	571	-	-	-	0.0	0.2	-	0.2	1.3	6.0	0.2	6.2
10/2	76	76	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	493	493	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/2	357	357	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	36	36	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

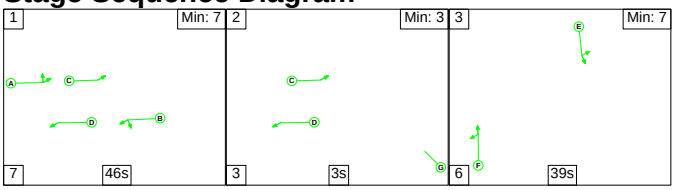
12/2	576	576	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	571	571	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	226	226	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/2	201	201	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
15/2+15/1	76	76	152	0	0	0.0	0.0	-	0.0	2.1	0.6	0.0	0.6
16/1	124	124	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	399	399	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 67.7 Total Delay for Signalled Lanes (pcuHr): 20.25 Cycle Time (s): 104
PRC Over All Lanes (%): 67.7 Total Delay Over All Lanes(pcuHr): 21.94

Full Input Data And Results

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: '')

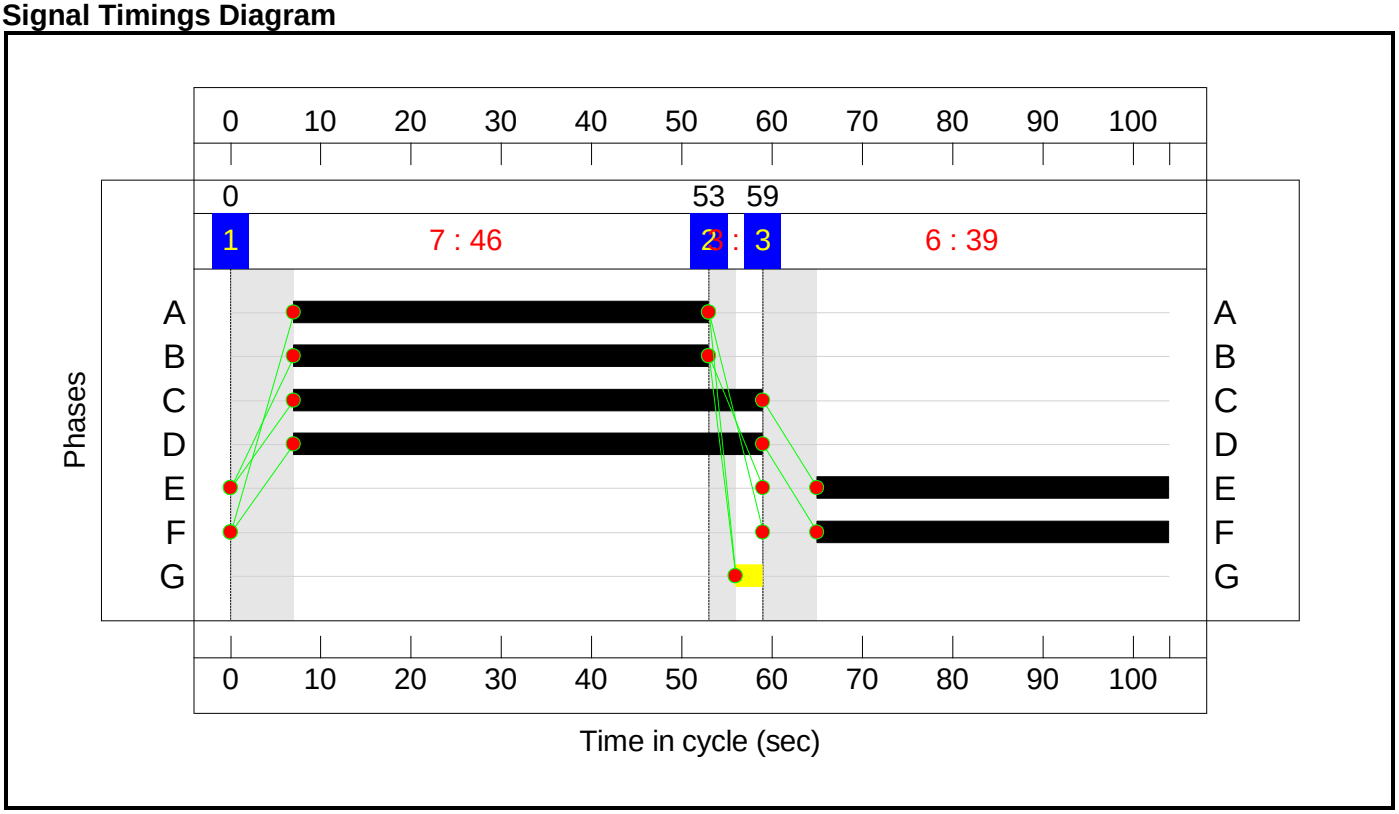
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	46	3	39
Change Point	0	53	59

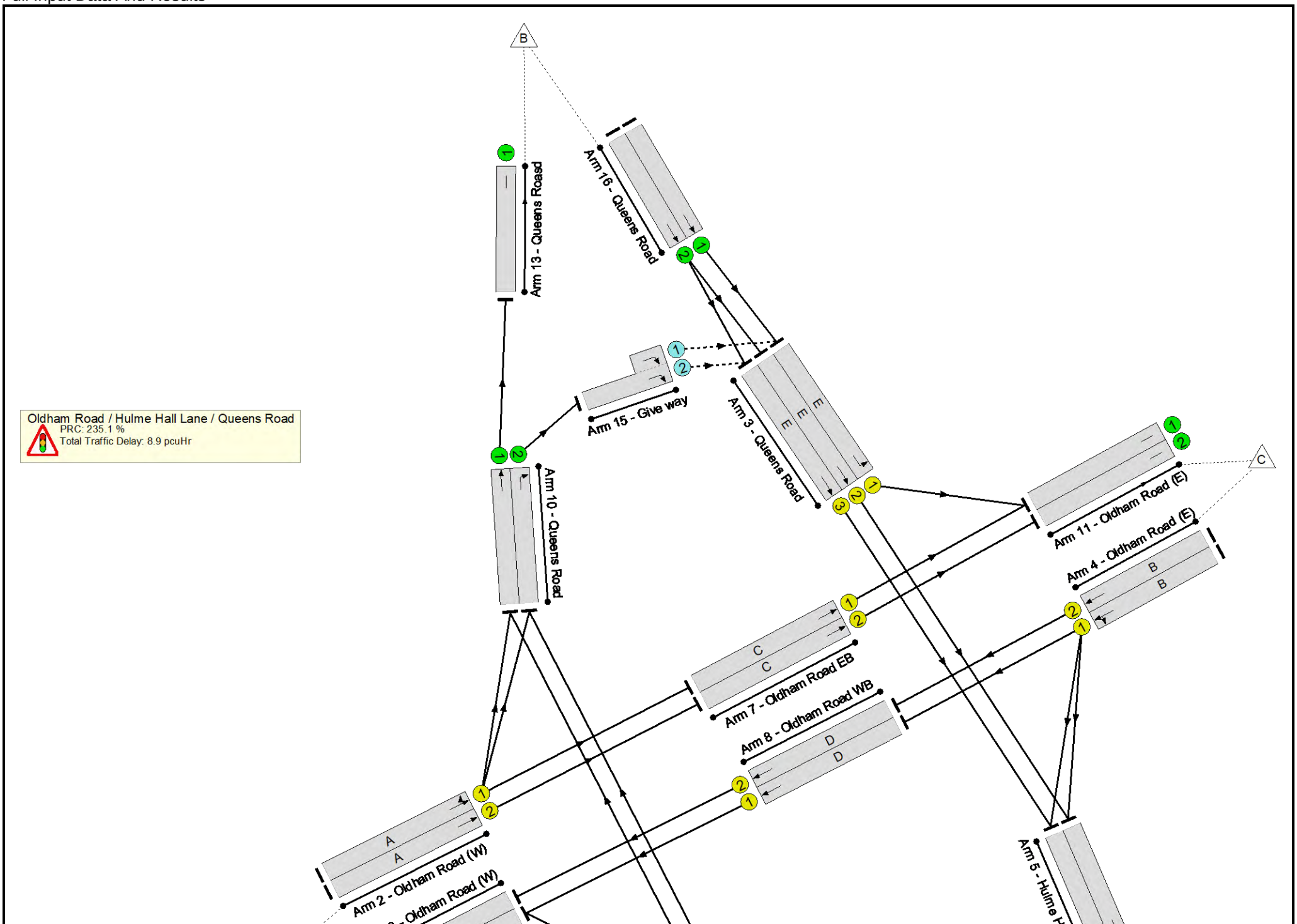
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**26.9%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**26.9%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	39	-	70	1786	687	10.2%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	39	-	203	1965	756	26.9%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	39	-	24	1965	756	3.2%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	46	-	240	1998	903	26.6%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	46	-	242	2015	911	26.6%
3/1	Queens Road Left	U	N/A	N/A	E		1	39	-	82	1830	704	11.7%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	39	-	80	1940	746	10.7%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	39	-	78	1940	746	10.5%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	46	-	159	1889	854	18.6%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	46	-	161	1965	888	18.1%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	84	1965	1965	4.3%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	138	2026	2026	6.8%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	53	1919:1919	122+1173	4.1 : 4.1%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	52	-	219	1965	1001	21.9%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	52	-	242	1965	1001	24.2%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	52	-	95	1965	1001	9.5%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	52	-	161	1965	1001	16.1%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	165	2040	2040	8.1%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	161	2040	2040	7.9%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	222	1945	1945	11.4%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	26	1945	1945	1.3%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	301	1965	1965	15.3%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	242	1965	1965	12.3%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	22	1965	1965	1.1%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	222	2015	2015	11.0%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	222	2045	2045	10.9%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	84	1965	1965	4.3%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	85	1965	1965	4.3%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	26	1874:1874	100+1206	2.0 : 2.0%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	58	1965	1965	3.0%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	156	1965	1965	7.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**158**	**0**	**0**	**6.8**	**2.1**	**0.0**	**8.9**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**158**	**0**	**0**	**6.8**	**2.1**	**0.0**	**8.9**	**-**	**-**	**-**	**-**
1/1	70	70	-	-	-	0.2	0.1	-	0.3	13.9	0.6	0.1	0.6
1/2	203	203	-	-	-	1.3	0.2	-	1.4	25.7	4.0	0.2	4.2
1/3	24	24	-	-	-	0.1	0.0	-	0.1	22.5	0.4	0.0	0.4
2/1	240	240	-	-	-	1.2	0.2	-	1.4	20.5	4.3	0.2	4.4
2/2	242	242	-	-	-	1.2	0.2	-	1.4	20.4	4.3	0.2	4.5
3/1	82	82	-	-	-	0.4	0.1	-	0.4	19.0	1.1	0.1	1.2
3/2	80	80	-	-	-	0.5	0.1	-	0.5	23.3	1.5	0.1	1.5
3/3	78	78	-	-	-	0.5	0.1	-	0.5	23.7	1.5	0.1	1.5
4/1	159	159	-	-	-	0.8	0.1	-	0.9	19.7	2.7	0.1	2.9
4/2	161	161	-	-	-	0.8	0.1	-	0.9	19.5	2.8	0.1	2.9
5/1	84	84	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/2	138	138	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2+6/1	53	53	106	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
7/1	219	219	-	-	-	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
7/2	242	242	-	-	-	0.0	0.2	-	0.2	2.4	1.1	0.2	1.3
8/1	95	95	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
8/2	161	161	-	-	-	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	165	165	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/2	161	161	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	222	222	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/2	26	26	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	301	301	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/2	242	242	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
12/1	22	22	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

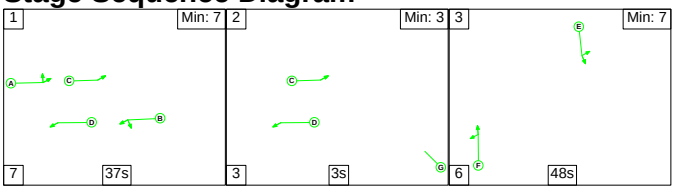
12/2	222	222	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
13/1	222	222	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/1	84	84	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
14/2	85	85	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	26	26	52	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
16/1	58	58	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
16/2	156	156	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 235.1 Total Delay for Signalled Lanes (pcuHr): 8.27 Cycle Time (s): 104
PRC Over All Lanes (%): 235.1 Total Delay Over All Lanes(pcuHr): 8.91

Full Input Data And Results

Scenario 4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: '')

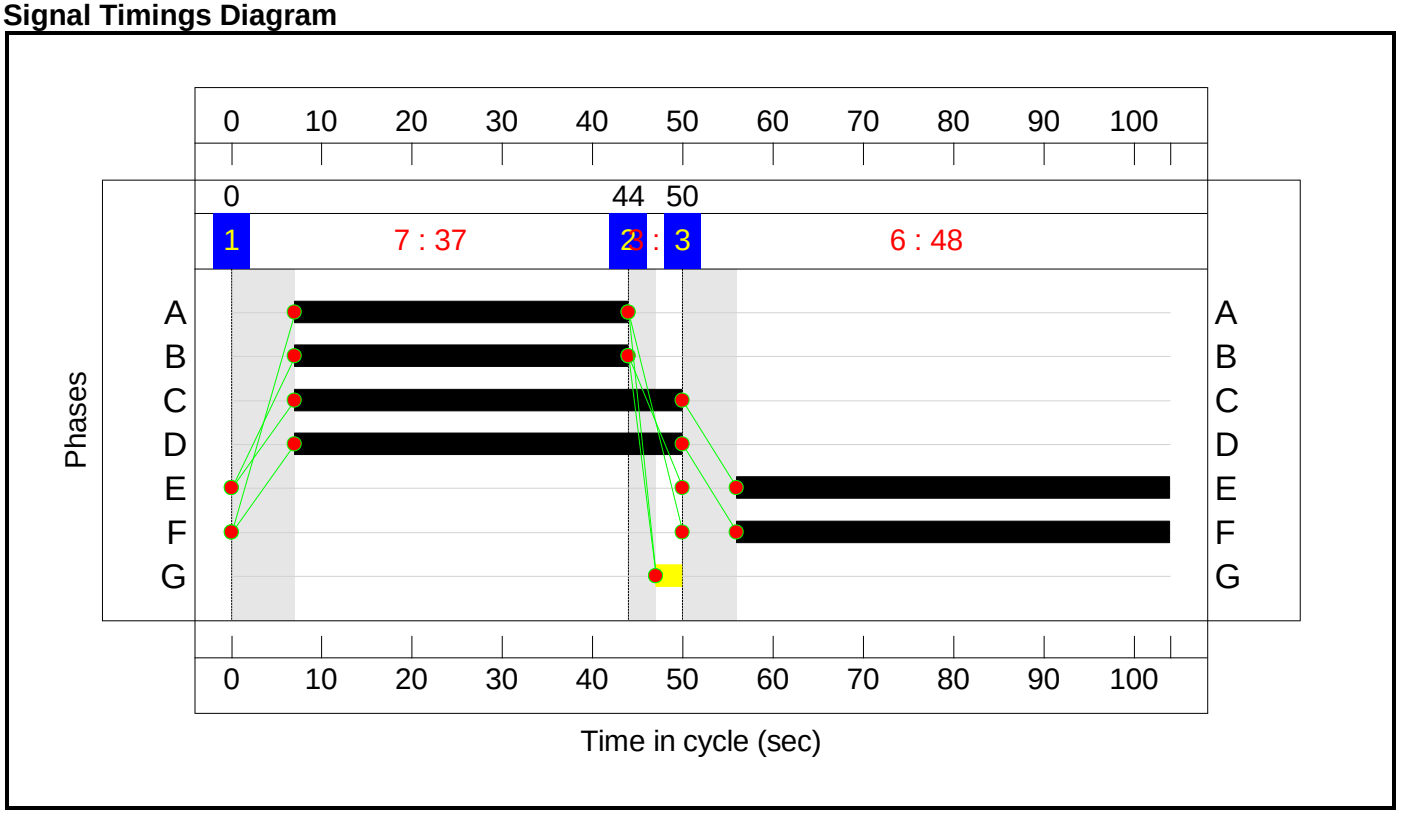
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	37	3	48
Change Point	0	44	50

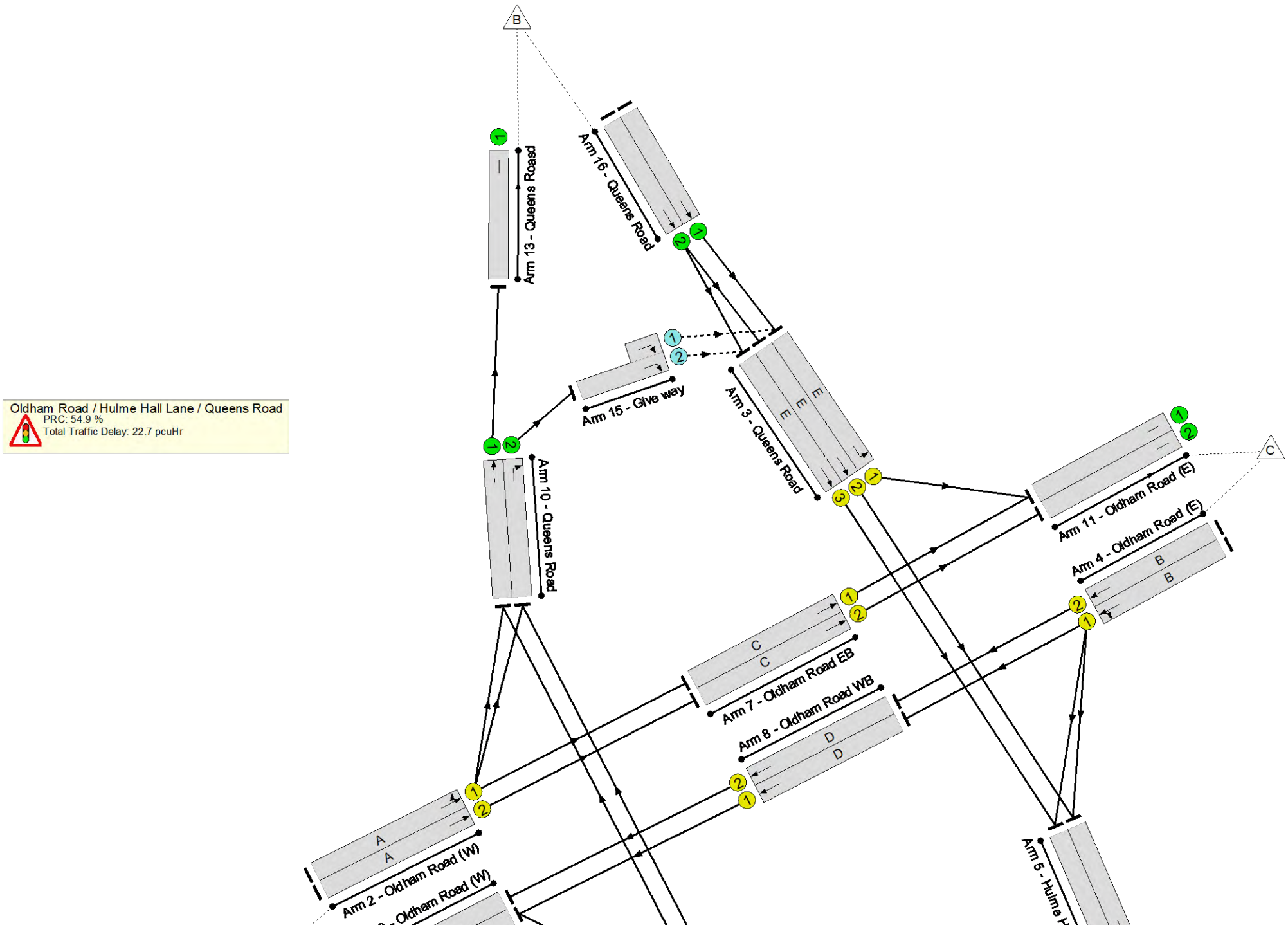
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.1%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.1%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	48	-	259	1786	841	30.8%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	48	-	538	1965	926	58.1%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	48	-	76	1965	926	8.2%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	37	-	299	1968	719	41.6%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	37	-	297	2015	736	40.3%
3/1	Queens Road Left	U	N/A	N/A	E		1	48	-	198	1830	862	23.0%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	48	-	206	1940	914	22.5%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	48	-	204	1940	914	22.3%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	37	-	390	1886	689	56.6%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	37	-	384	1965	718	53.5%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	227	1965	1965	11.6%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	347	2007	2007	17.3%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	202	1919:1919	69+708	26.0 : 26.0%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	43	-	227	1965	831	27.3%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	43	-	297	1965	831	35.7%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	43	-	226	1965	831	27.2%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	43	-	384	1965	831	46.2%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	485	2040	2040	23.8%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	384	2040	2040	18.8%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	601	1945	1945	30.9%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	85	1945	1945	4.4%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	425	1965	1965	21.6%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	297	1965	1965	15.1%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	75	1965	1965	3.8%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	596	2015	2015	29.6%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	601	2045	2045	29.4%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	227	1965	1965	11.6%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	145	1965	1965	7.4%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	85	1874:1874	103+869	8.7 : 8.7%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	122	1965	1965	6.2%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	401	1965	1965	20.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**574**	**0**	**0**	**16.4**	**6.2**	**0.0**	**22.7**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**574**	**0**	**0**	**16.4**	**6.2**	**0.0**	**22.7**	**-**	**-**	**-**	**-**
1/1	259	259	-	-	-	0.6	0.2	-	0.8	11.8	1.8	0.2	2.0
1/2	538	538	-	-	-	3.1	0.7	-	3.8	25.3	11.5	0.7	12.2
1/3	76	76	-	-	-	0.3	0.0	-	0.4	17.3	1.2	0.0	1.2
2/1	299	299	-	-	-	2.1	0.4	-	2.4	29.0	6.4	0.4	6.8
2/2	297	297	-	-	-	2.0	0.3	-	2.4	28.7	6.4	0.3	6.7
3/1	198	198	-	-	-	0.6	0.1	-	0.8	14.3	2.2	0.1	2.4
3/2	206	206	-	-	-	0.9	0.1	-	1.1	18.8	3.5	0.1	3.6
3/3	204	204	-	-	-	1.0	0.1	-	1.1	19.6	3.6	0.1	3.7
4/1	390	390	-	-	-	2.9	0.6	-	3.5	32.4	9.0	0.6	9.6
4/2	384	384	-	-	-	2.8	0.6	-	3.3	31.4	8.7	0.6	9.3
5/1	227	227	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	347	347	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	202	202	404	0	0	0.1	0.2	-	0.3	5.3	3.7	0.2	3.8
7/1	227	227	-	-	-	0.0	0.2	-	0.2	3.1	0.0	0.2	0.2
7/2	297	297	-	-	-	0.0	0.3	-	0.3	3.5	3.3	0.3	3.6
8/1	226	226	-	-	-	0.0	0.2	-	0.2	3.1	0.0	0.2	0.2
8/2	384	384	-	-	-	0.0	0.4	-	0.4	4.1	0.0	0.4	0.4
9/1	485	485	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/2	384	384	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	601	601	-	-	-	0.0	0.2	-	0.2	1.4	7.1	0.2	7.3
10/2	85	85	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	425	425	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
11/2	297	297	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	75	75	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

Full Input Data And Results

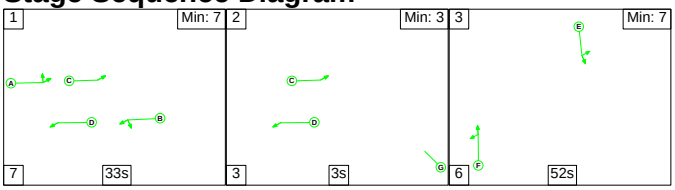
12/2	596	596	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	601	601	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	227	227	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/2	145	145	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	85	85	170	0	0	0.0	0.0	-	0.1	2.2	0.8	0.0	0.8
16/1	122	122	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	401	401	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 54.9 Total Delay for Signalled Lanes (pcuHr): 20.71 Cycle Time (s): 104
PRC Over All Lanes (%): 54.9 Total Delay Over All Lanes(pcuHr): 22.68

Full Input Data And Results

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: '')

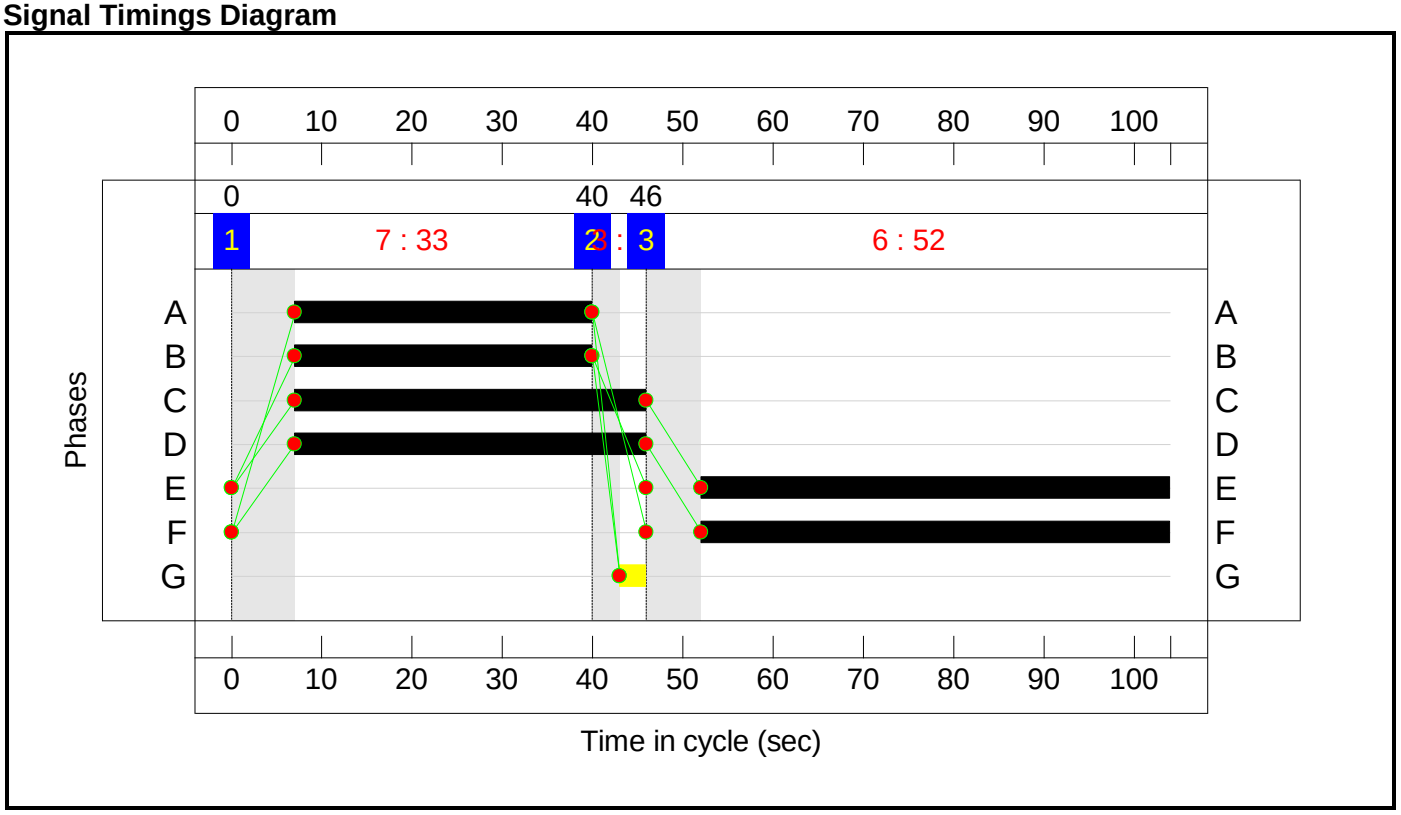
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	3	52
Change Point	0	40	46

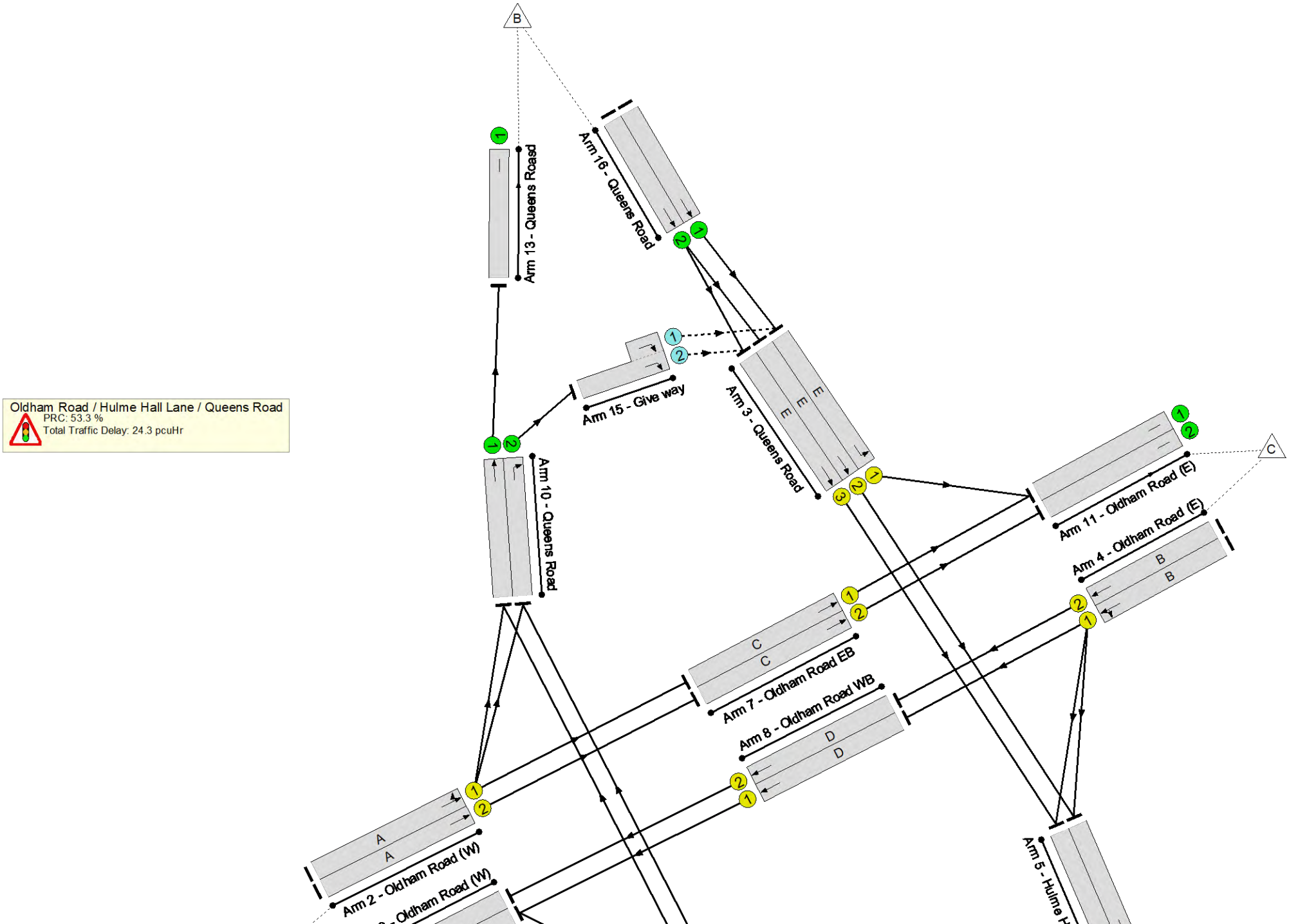
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.7%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.7%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	52	-	194	1786	910	21.3%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	52	-	588	1965	1001	58.7%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	52	-	81	1965	1001	8.1%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	33	-	331	1981	648	51.1%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	33	-	329	2015	659	49.9%
3/1	Queens Road Left	U	N/A	N/A	E		1	52	-	241	1830	933	25.8%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	52	-	255	1940	989	25.8%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	52	-	248	1940	989	25.1%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	33	-	356	1878	614	58.0%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	33	-	350	1965	642	54.5%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	278	1965	1965	14.1%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	389	2026	2026	19.2%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	148	1919:1919	53+660	20.8 : 20.8%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	39	-	274	1965	756	36.3%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	39	-	329	1965	756	43.5%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	39	-	192	1965	756	25.4%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	39	-	350	1965	756	46.3%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	386	2040	2040	18.9%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	350	2040	2040	17.2%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	638	1945	1945	32.8%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	88	1945	1945	4.5%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	515	1965	1965	26.2%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	329	1965	1965	16.7%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	57	1965	1965	2.9%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	658	2015	2015	32.7%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	638	2045	2045	31.2%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	278	1965	1965	14.1%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	241	1965	1965	12.3%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	88	1874:1874	63+724	11.2 : 11.2%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	160	1965	1965	8.1%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	496	1965	1965	25.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**472**	**0**	**0**	**17.4**	**7.0**	**0.0**	**24.3**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**472**	**0**	**0**	**17.4**	**7.0**	**0.0**	**24.3**	**-**	**-**	**-**	**-**
1/1	194	194	-	-	-	0.4	0.1	-	0.5	10.2	1.3	0.1	1.4
1/2	588	588	-	-	-	3.0	0.7	-	3.7	22.6	12.0	0.7	12.7
1/3	81	81	-	-	-	0.3	0.0	-	0.3	15.0	1.2	0.0	1.2
2/1	331	331	-	-	-	2.6	0.5	-	3.1	34.0	7.7	0.5	8.2
2/2	329	329	-	-	-	2.6	0.5	-	3.1	33.6	7.6	0.5	8.1
3/1	241	241	-	-	-	0.7	0.2	-	0.9	13.4	2.7	0.2	2.9
3/2	255	255	-	-	-	1.0	0.2	-	1.2	16.9	4.1	0.2	4.3
3/3	248	248	-	-	-	1.0	0.2	-	1.2	17.3	4.1	0.2	4.3
4/1	356	356	-	-	-	2.9	0.7	-	3.6	36.0	8.5	0.7	9.2
4/2	350	350	-	-	-	2.8	0.6	-	3.4	34.8	8.3	0.6	8.9
5/1	278	278	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	389	389	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	148	148	296	0	0	0.0	0.1	-	0.2	3.9	2.2	0.1	2.4
7/1	274	274	-	-	-	0.0	0.3	-	0.3	3.8	0.0	0.3	0.3
7/2	329	329	-	-	-	0.0	0.4	-	0.4	4.3	4.9	0.4	5.3
8/1	192	192	-	-	-	0.0	0.2	-	0.2	3.3	0.0	0.2	0.2
8/2	350	350	-	-	-	0.0	0.4	-	0.4	4.5	0.0	0.4	0.4
9/1	386	386	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	350	350	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	638	638	-	-	-	0.0	0.2	-	0.2	1.4	7.6	0.2	7.9
10/2	88	88	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	515	515	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/2	329	329	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	57	57	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

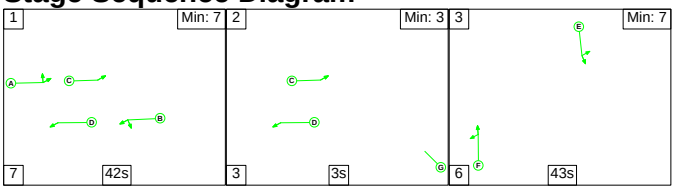
12/2	658	658	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	638	638	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/1	278	278	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	241	241	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
15/2+15/1	88	88	176	0	0	0.0	0.1	-	0.1	2.9	1.1	0.1	1.2
16/1	160	160	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	496	496	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 53.3 Total Delay for Signalled Lanes (pcuHr): 22.29 Cycle Time (s): 104
PRC Over All Lanes (%): 53.3 Total Delay Over All Lanes(pcuHr): 24.34

Full Input Data And Results

Scenario 6: '2019 Base (Match) - Weekday PM Network Peak' (FG6: '2019 Base (Match) - Weekday PM Network Peak', Plan 1: '')

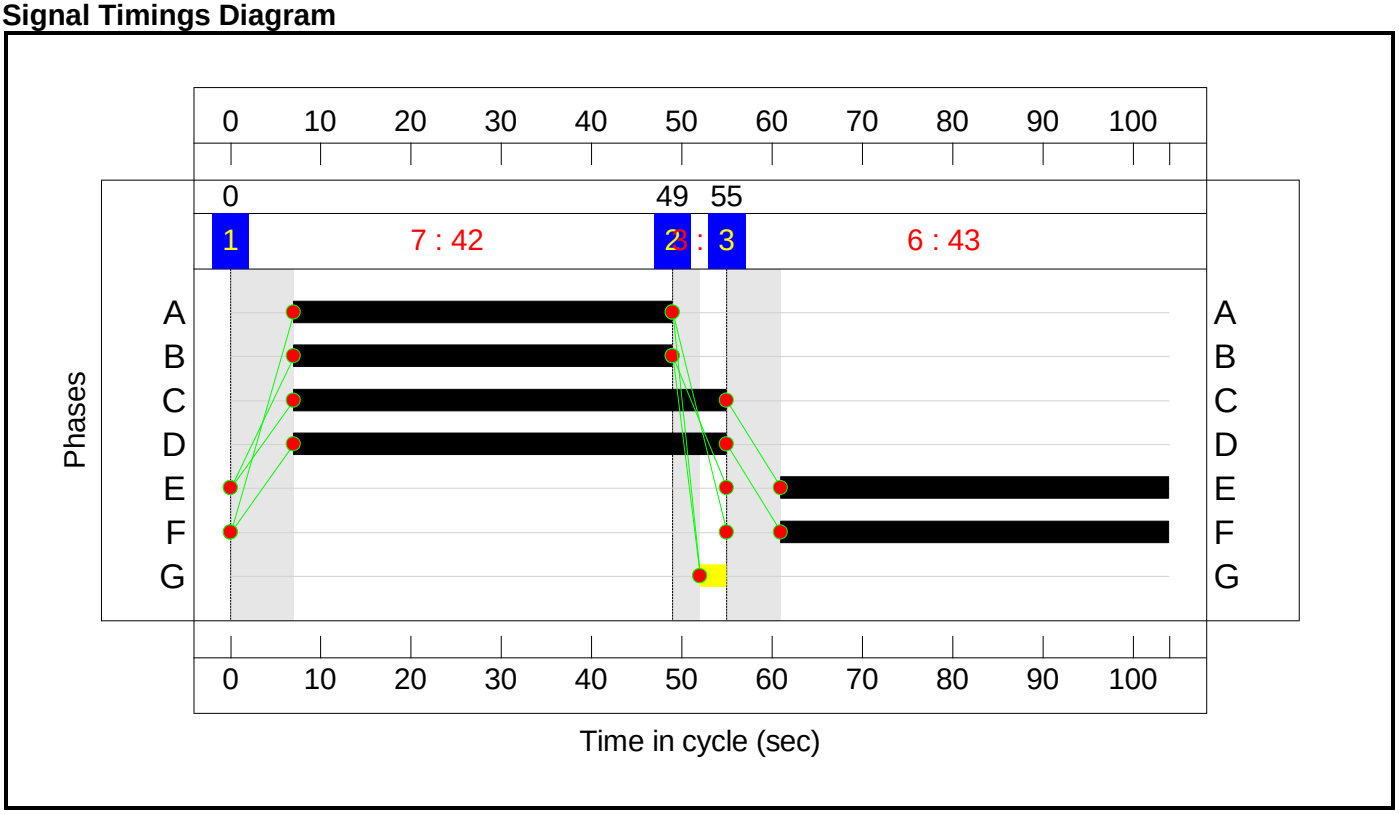
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	42	3	43
Change Point	0	49	55

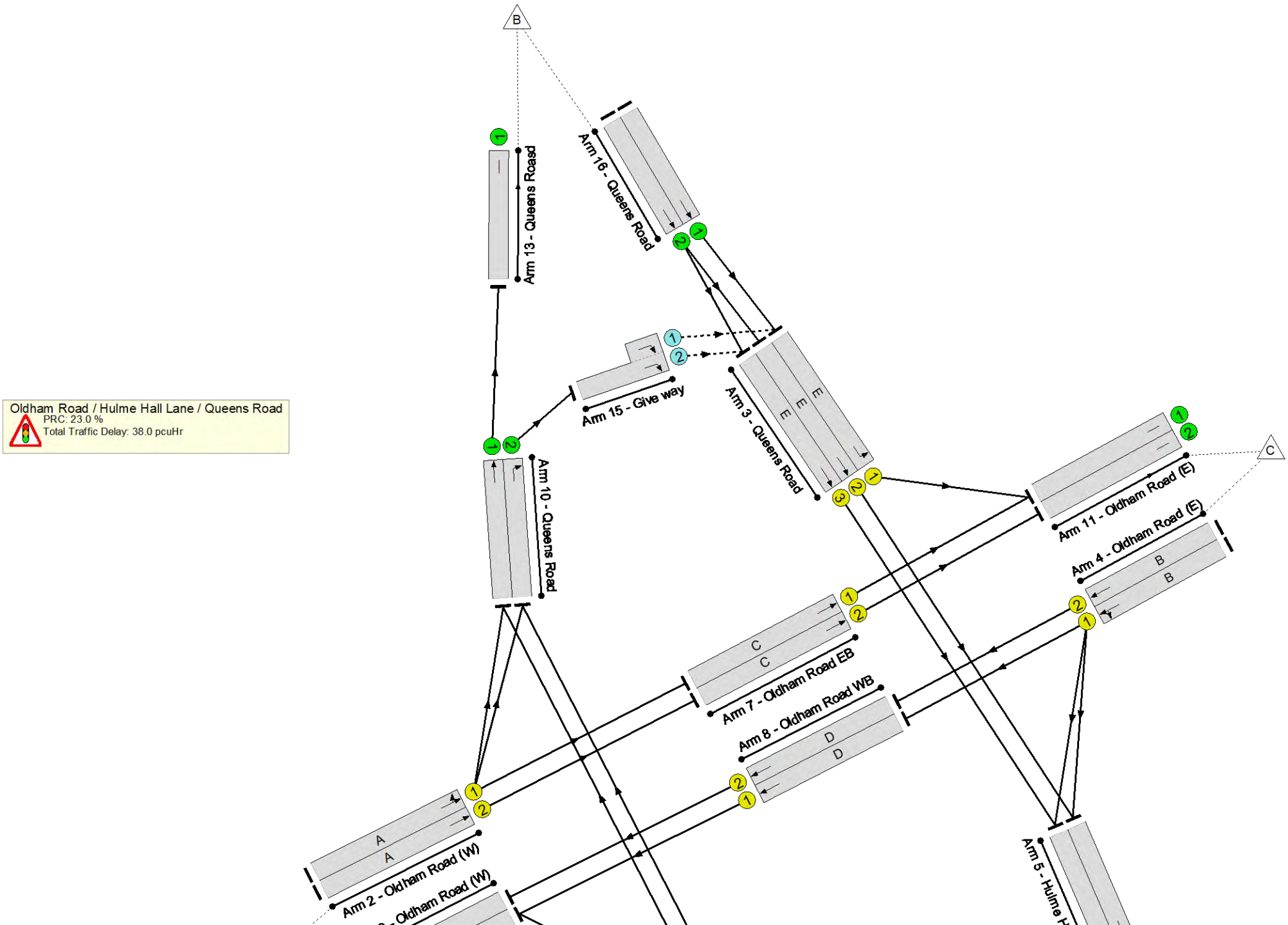
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	43	-	229	1786	756	30.3%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	43	-	598	1965	831	71.9%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	43	-	132	1965	831	15.9%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	42	-	601	1987	822	73.2%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	42	-	593	2015	833	71.2%
3/1	Queens Road Left	U	N/A	N/A	E		1	43	-	314	1830	774	40.6%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	43	-	349	1940	821	42.5%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	43	-	342	1940	821	41.7%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	42	-	489	1882	778	62.8%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	42	-	482	1965	812	59.3%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	389	1965	1965	19.8%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	517	2029	2029	25.5%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	183	1919:1919	42+593	28.8 : 28.8%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	48	-	516	1965	926	55.7%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	48	-	593	1965	926	64.1%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	48	-	274	1965	926	29.6%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	48	-	482	1965	926	52.1%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	503	2040	2040	24.7%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	482	2040	2040	23.6%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	667	1945	1945	34.3%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	148	1945	1945	7.6%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	830	1965	1965	42.2%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	593	1965	1965	30.2%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	58	1965	1965	3.0%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	718	2015	2015	35.6%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	667	2045	2045	32.6%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	389	1965	1965	19.8%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	334	1965	1965	17.0%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	148	1874:1874	61+505	26.1 : 26.1%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	182	1965	1965	9.3%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	675	1965	1965	34.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**662**	**0**	**0**	**26.0**	**12.0**	**0.0**	**38.0**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**662**	**0**	**0**	**26.0**	**12.0**	**0.0**	**38.0**	**-**	**-**	**-**	**-**
1/1	229	229	-	-	-	0.6	0.2	-	0.8	12.8	1.6	0.2	1.8
1/2	598	598	-	-	-	4.2	1.3	-	5.5	32.9	14.3	1.3	15.6
1/3	132	132	-	-	-	0.7	0.1	-	0.8	21.1	2.3	0.1	2.4
2/1	601	601	-	-	-	4.3	1.3	-	5.6	33.7	14.5	1.3	15.9
2/2	593	593	-	-	-	4.2	1.2	-	5.4	32.8	14.2	1.2	15.4
3/1	314	314	-	-	-	1.2	0.3	-	1.5	17.6	3.8	0.3	4.1
3/2	349	349	-	-	-	2.0	0.4	-	2.4	24.9	7.1	0.4	7.4
3/3	342	342	-	-	-	2.1	0.4	-	2.4	25.6	7.1	0.4	7.4
4/1	489	489	-	-	-	3.3	0.8	-	4.1	30.4	11.1	0.8	12.0
4/2	482	482	-	-	-	3.2	0.7	-	3.9	29.1	10.7	0.7	11.4
5/1	389	389	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	517	517	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2+6/1	183	183	366	0	0	0.1	0.2	-	0.3	6.1	3.8	0.2	4.0
7/1	516	516	-	-	-	0.0	0.6	-	0.6	4.5	0.0	0.6	0.6
7/2	593	593	-	-	-	0.0	0.9	-	0.9	5.6	11.6	0.9	12.5
8/1	274	274	-	-	-	0.0	0.2	-	0.2	2.8	0.0	0.2	0.2
8/2	482	482	-	-	-	0.0	0.5	-	0.6	4.1	0.0	0.5	0.6
9/1	503	503	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/2	482	482	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/1	667	667	-	-	-	0.0	0.3	-	0.3	1.4	9.8	0.3	10.1
10/2	148	148	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	830	830	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
11/2	593	593	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/1	58	58	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

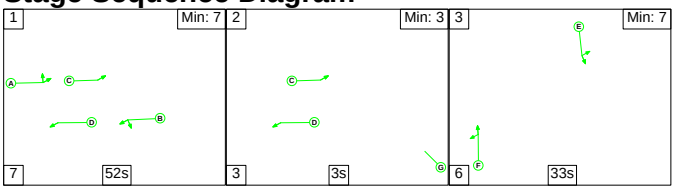
12/2	718	718	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
13/1	667	667	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/1	389	389	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	334	334	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2+15/1	148	148	296	0	0	0.1	0.2	-	0.3	7.7	2.9	0.2	3.1
16/1	182	182	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
16/2	675	675	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): 23.0 Total Delay for Signalled Lanes (pcuHr): 34.82 Cycle Time (s): 104
PRC Over All Lanes (%): 23.0 Total Delay Over All Lanes(pcuHr): 38.02

Full Input Data And Results

Scenario 7: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG7: '2019 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

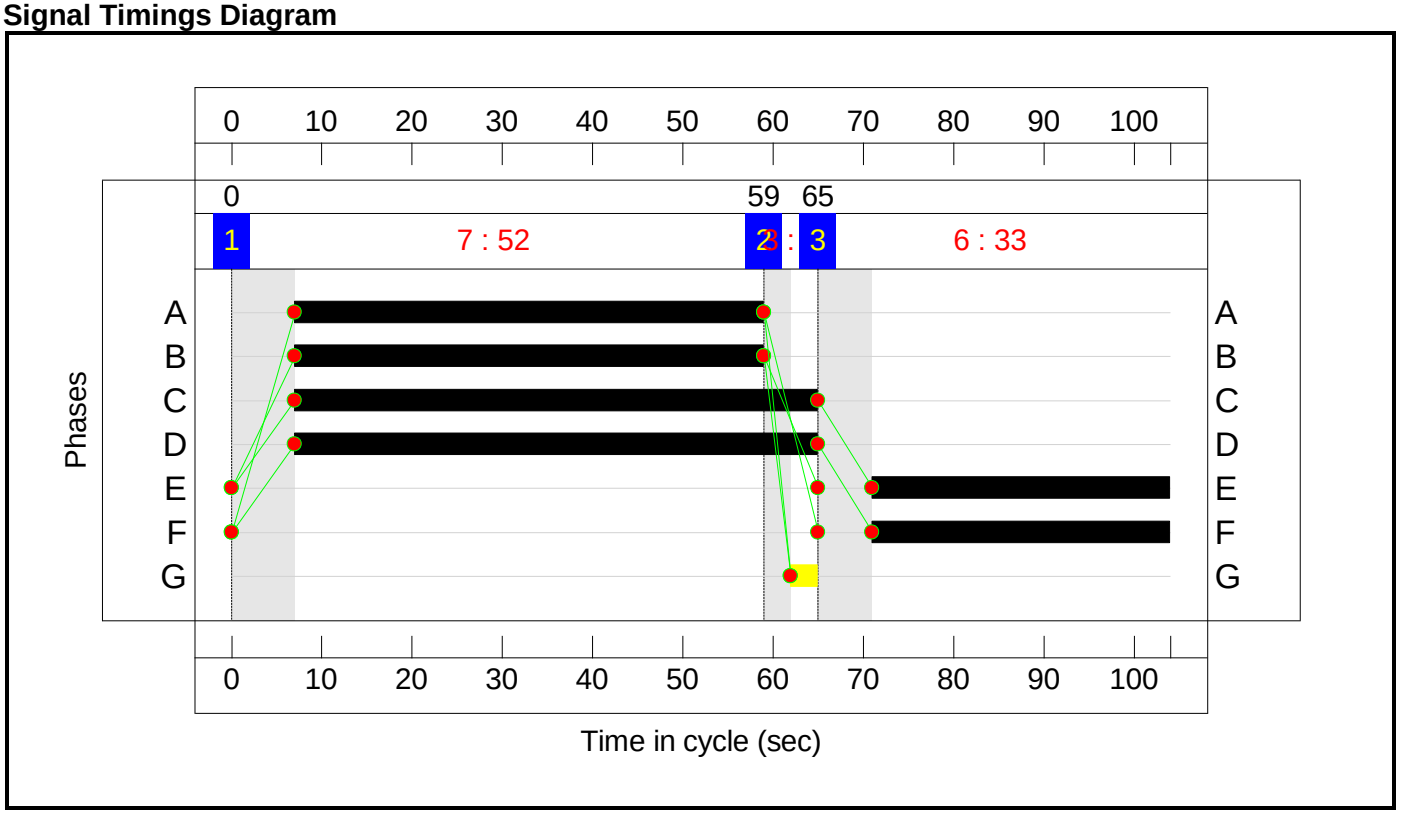
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	52	3	33
Change Point	0	59	65

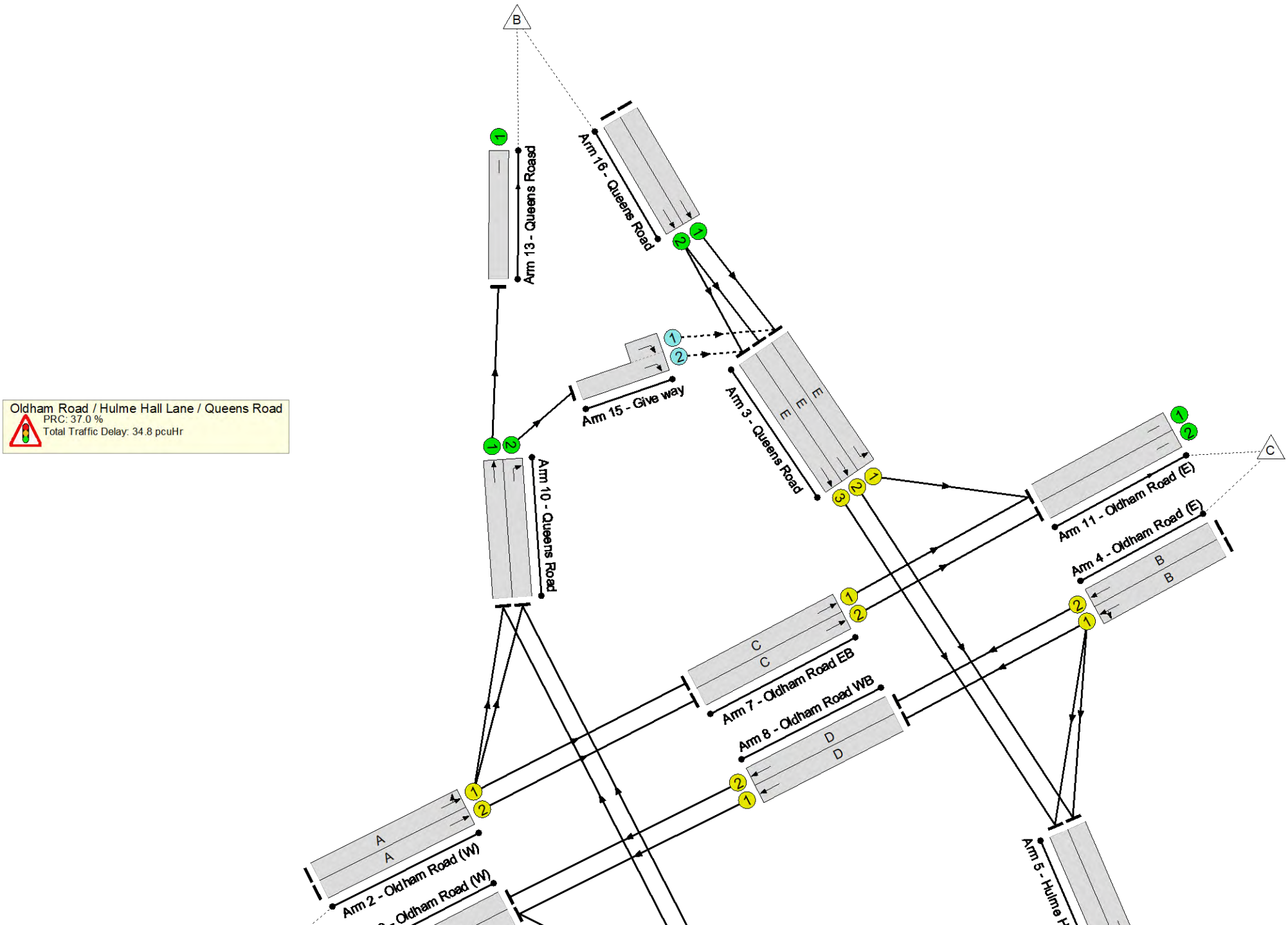
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	33	-	273	1786	584	46.8%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	33	-	389	1965	642	60.6%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	33	-	110	1965	642	17.1%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	52	-	533	1960	999	53.4%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	52	-	524	2015	1027	51.0%
3/1	Queens Road Left	U	N/A	N/A	E		1	33	-	231	1830	598	38.6%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	33	-	408	1940	634	64.3%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	33	-	401	1940	634	63.2%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	52	-	609	1819	927	65.7%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	52	-	604	1965	1001	60.3%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	572	1965	1965	29.1%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	725	2030	2030	35.7%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	253	1919:1919	75+873	26.7 : 26.7%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	58	-	384	1965	1115	34.4%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	58	-	524	1965	1115	47.0%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	58	-	121	1965	1115	10.9%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	58	-	604	1965	1115	54.2%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	394	2040	2040	19.3%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	604	2040	2040	29.6%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	504	1945	1945	25.9%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	144	1945	1945	7.4%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	615	1965	1965	31.3%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	524	1965	1965	26.7%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	40	1965	1965	2.0%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	479	2015	2015	23.8%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	504	2045	2045	24.6%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	572	1965	1965	29.1%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	472	1965	1965	24.0%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	144	1874:1874	143+462	23.8 : 23.8%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	121	1965	1965	6.2%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	775	1965	1965	39.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**794**	**0**	**0**	**24.5**	**10.3**	**0.0**	**34.8**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**794**	**0**	**0**	**24.5**	**10.3**	**0.0**	**34.8**	**-**	**-**	**-**	**-**
1/1	273	273	-	-	-	1.1	0.4	-	1.5	19.7	2.0	0.4	2.5
1/2	389	389	-	-	-	3.3	0.8	-	4.0	37.2	9.5	0.8	10.3
1/3	110	110	-	-	-	0.8	0.1	-	0.9	28.3	2.3	0.1	2.4
2/1	533	533	-	-	-	2.5	0.6	-	3.1	21.0	10.4	0.6	10.9
2/2	524	524	-	-	-	2.5	0.5	-	3.0	20.5	9.9	0.5	10.4
3/1	231	231	-	-	-	1.1	0.3	-	1.4	21.4	2.8	0.3	3.1
3/2	408	408	-	-	-	3.4	0.9	-	4.3	37.7	10.0	0.9	10.9
3/3	401	401	-	-	-	3.5	0.9	-	4.3	39.0	10.0	0.9	10.8
4/1	609	609	-	-	-	3.2	1.0	-	4.1	24.4	12.9	1.0	13.8
4/2	604	604	-	-	-	3.0	0.8	-	3.8	22.6	12.2	0.8	13.0
5/1	572	572	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	725	725	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/2+6/1	253	253	506	0	0	0.1	0.2	-	0.3	3.8	5.7	0.2	5.9
7/1	384	384	-	-	-	0.0	0.3	-	0.3	2.5	0.0	0.3	0.3
7/2	524	524	-	-	-	0.0	0.4	-	0.5	3.2	7.2	0.4	7.7
8/1	121	121	-	-	-	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
8/2	604	604	-	-	-	0.0	0.6	-	0.6	3.6	0.0	0.6	0.6
9/1	394	394	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	604	604	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
10/1	504	504	-	-	-	0.0	0.2	-	0.2	1.3	4.9	0.2	5.1
10/2	144	144	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	615	615	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	524	524	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/1	40	40	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

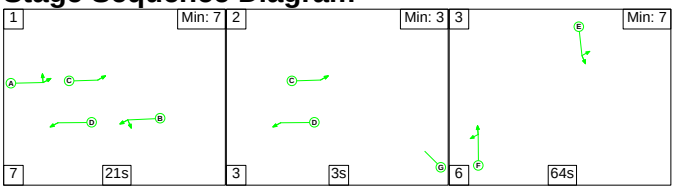
12/2	479	479	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
13/1	504	504	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	572	572	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/2	472	472	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
15/2+15/1	144	144	288	0	0	0.1	0.2	-	0.3	7.5	2.7	0.2	2.9
16/1	121	121	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	775	775	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): 37.0 Total Delay for Signalled Lanes (pcuHr): 31.78 Cycle Time (s): 104
PRC Over All Lanes (%): 37.0 Total Delay Over All Lanes(pcuHr): 34.83

Full Input Data And Results

Scenario 8: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: '')

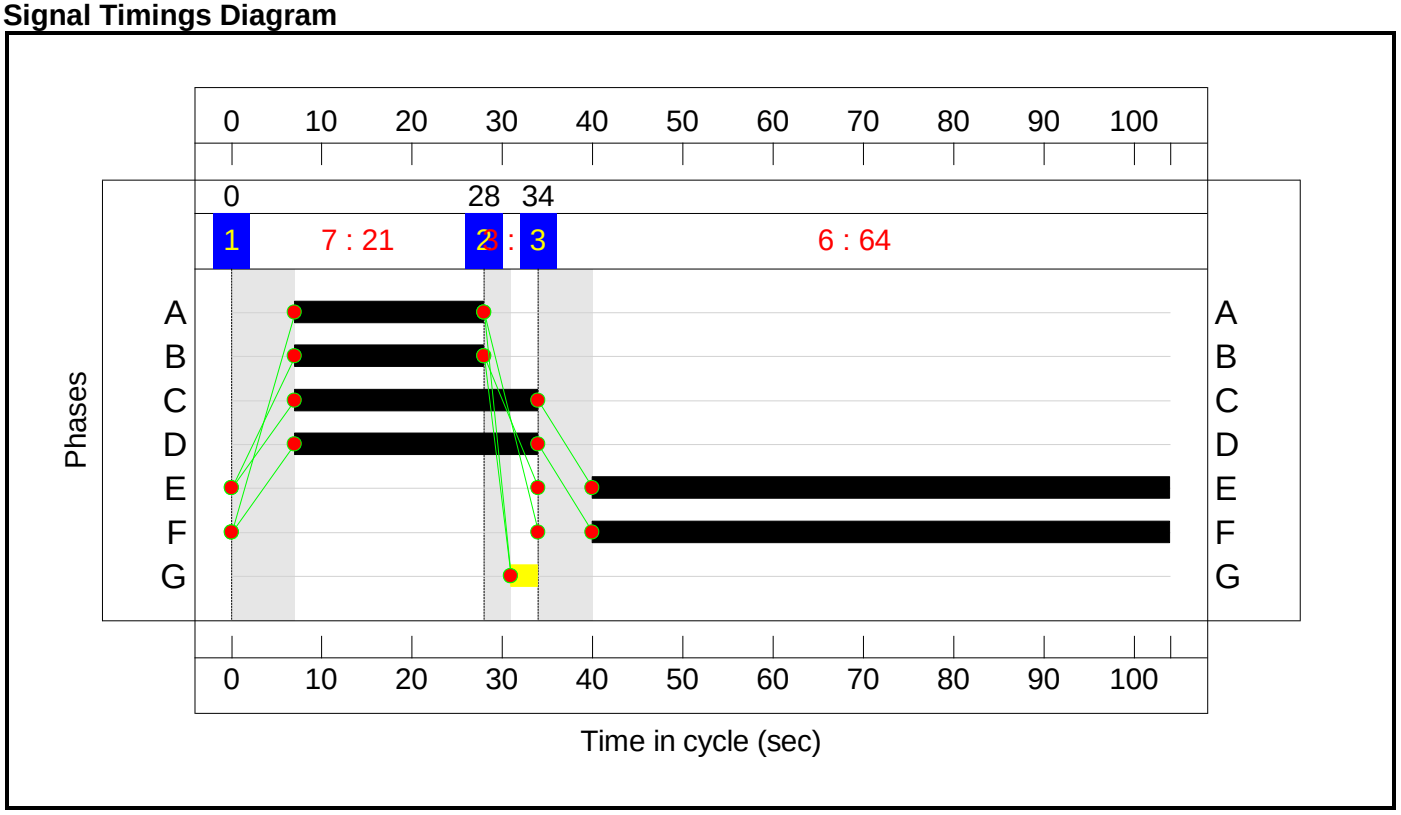
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	21	3	64
Change Point	0	28	34

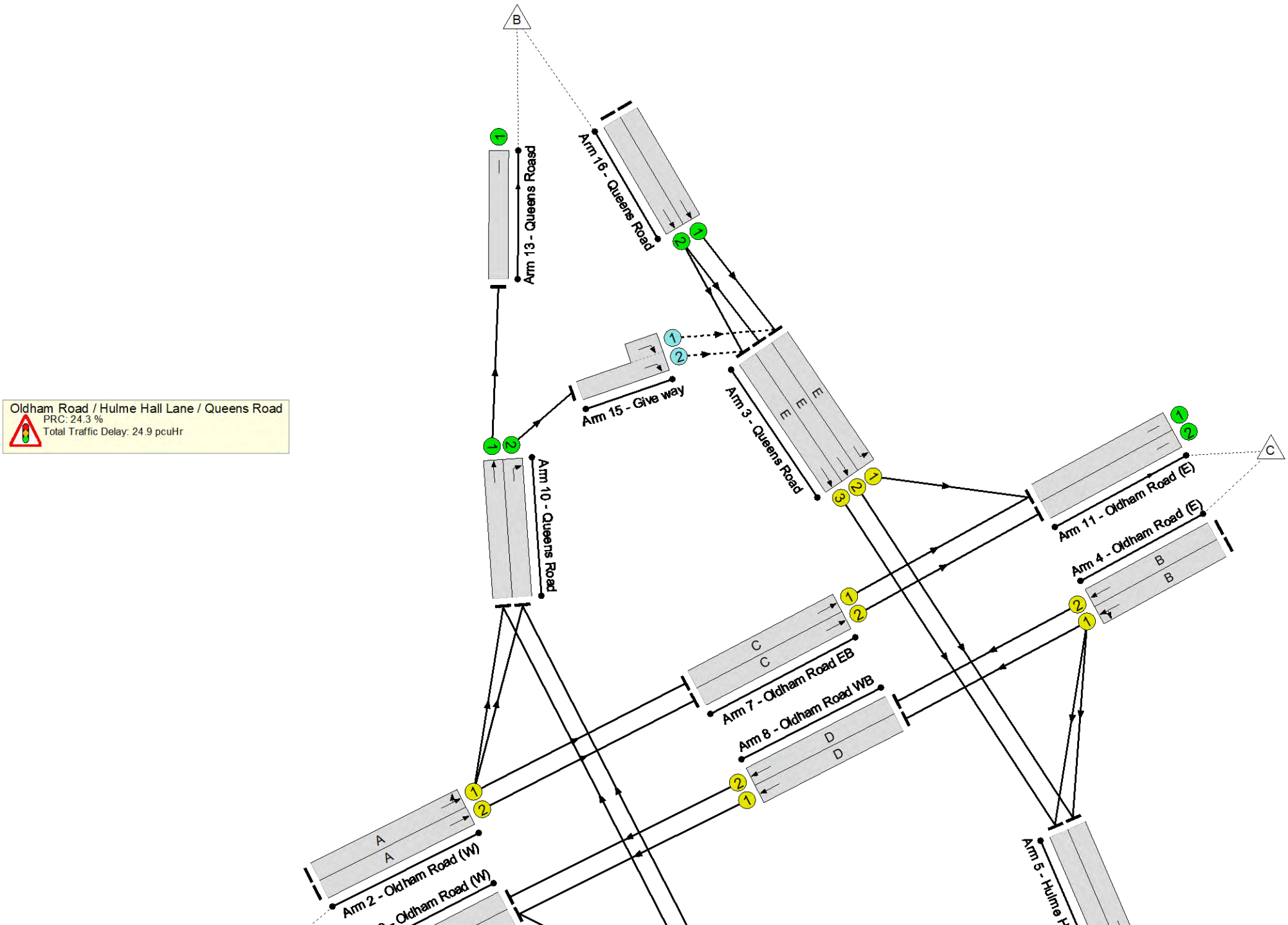
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.4%**
Oldham Road / Hulme Hall Lane / Queens Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.4%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	64	-	133	1786	1116	11.9%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	64	-	889	1965	1228	72.4%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	64	-	394	1965	1228	32.1%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	21	-	290	1977	418	69.3%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	21	-	290	2015	426	68.0%
3/1	Queens Road Left	U	N/A	N/A	E		1	64	-	562	1830	1144	49.1%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	64	-	44	1940	1213	3.6%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	64	-	32	1940	1213	2.6%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	21	-	187	1899	402	46.6%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	21	-	185	1965	416	44.5%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	49	1965	1965	2.5%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	92	2065	2065	4.5%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	0	2015:2015	0+0	0.0 : 0.0%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	27	-	235	1965	529	44.4%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	27	-	290	1965	529	54.8%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	27	-	122	1965	529	23.1%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	27	-	185	1965	529	35.0%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	255	2040	2040	12.5%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	185	2040	2040	9.1%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	927	1945	1945	47.7%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	411	1945	1945	21.1%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	797	1965	1965	40.6%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	290	1965	1965	14.8%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	133	1965	1965	6.8%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	1283	2015	2015	63.7%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	927	2045	2045	45.3%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	49	1965	1965	2.5%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	92	1965	1965	4.7%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	411	1874:1874	51+1191	33.1 : 33.1%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	168	1965	1965	8.5%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	59	1965	1965	3.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**822**	**0**	**0**	**15.6**	**9.4**	**0.0**	**24.9**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**822**	**0**	**0**	**15.6**	**9.4**	**0.0**	**24.9**	**-**	**-**	**-**	**-**
1/1	133	133	-	-	-	0.3	0.1	-	0.4	9.7	1.6	0.1	1.6
1/2	889	889	-	-	-	3.3	1.3	-	4.6	18.6	17.5	1.3	18.8
1/3	394	394	-	-	-	1.0	0.2	-	1.2	11.3	5.3	0.2	5.5
2/1	290	290	-	-	-	3.1	1.1	-	4.2	51.7	7.7	1.1	8.8
2/2	290	290	-	-	-	3.0	1.0	-	4.1	50.8	7.7	1.0	8.7
3/1	562	562	-	-	-	0.8	0.5	-	1.3	8.1	3.2	0.5	3.7
3/2	44	44	-	-	-	0.1	0.0	-	0.1	9.0	0.5	0.0	0.5
3/3	32	32	-	-	-	0.1	0.0	-	0.1	14.8	0.7	0.0	0.7
4/1	187	187	-	-	-	1.9	0.4	-	2.3	44.2	4.7	0.4	5.1
4/2	185	185	-	-	-	1.8	0.4	-	2.2	43.5	4.6	0.4	5.0
5/1	49	49	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/2	92	92	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/2+6/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	235	235	-	-	-	0.0	0.4	-	0.4	6.2	0.0	0.4	0.4
7/2	290	290	-	-	-	0.0	0.6	-	0.6	7.6	5.0	0.6	5.6
8/1	122	122	-	-	-	0.0	0.1	-	0.2	4.5	0.0	0.1	0.2
8/2	185	185	-	-	-	0.0	0.3	-	0.3	5.3	0.0	0.3	0.3
9/1	255	255	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/2	185	185	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	927	927	-	-	-	0.0	0.5	-	0.5	1.8	13.5	0.5	14.0
10/2	411	411	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
11/1	797	797	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	290	290	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	133	133	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

Full Input Data And Results

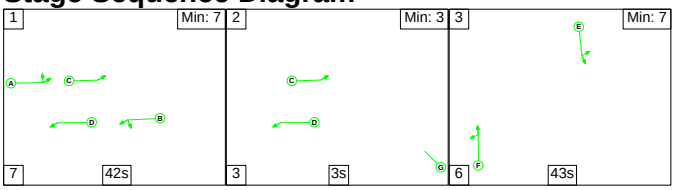
12/2	1283	1283	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
13/1	927	927	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
14/1	49	49	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
14/2	92	92	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	411	411	822	0	0	0.1	0.2	-	0.4	3.3	6.0	0.2	6.2
16/1	168	168	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	59	59	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.3 Total Delay for Signalled Lanes (pcuHr): 21.94 Cycle Time (s): 104
PRC Over All Lanes (%): 24.3 Total Delay Over All Lanes(pcuHr): 24.93

Full Input Data And Results

Scenario 9: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG9: '2019 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: '')

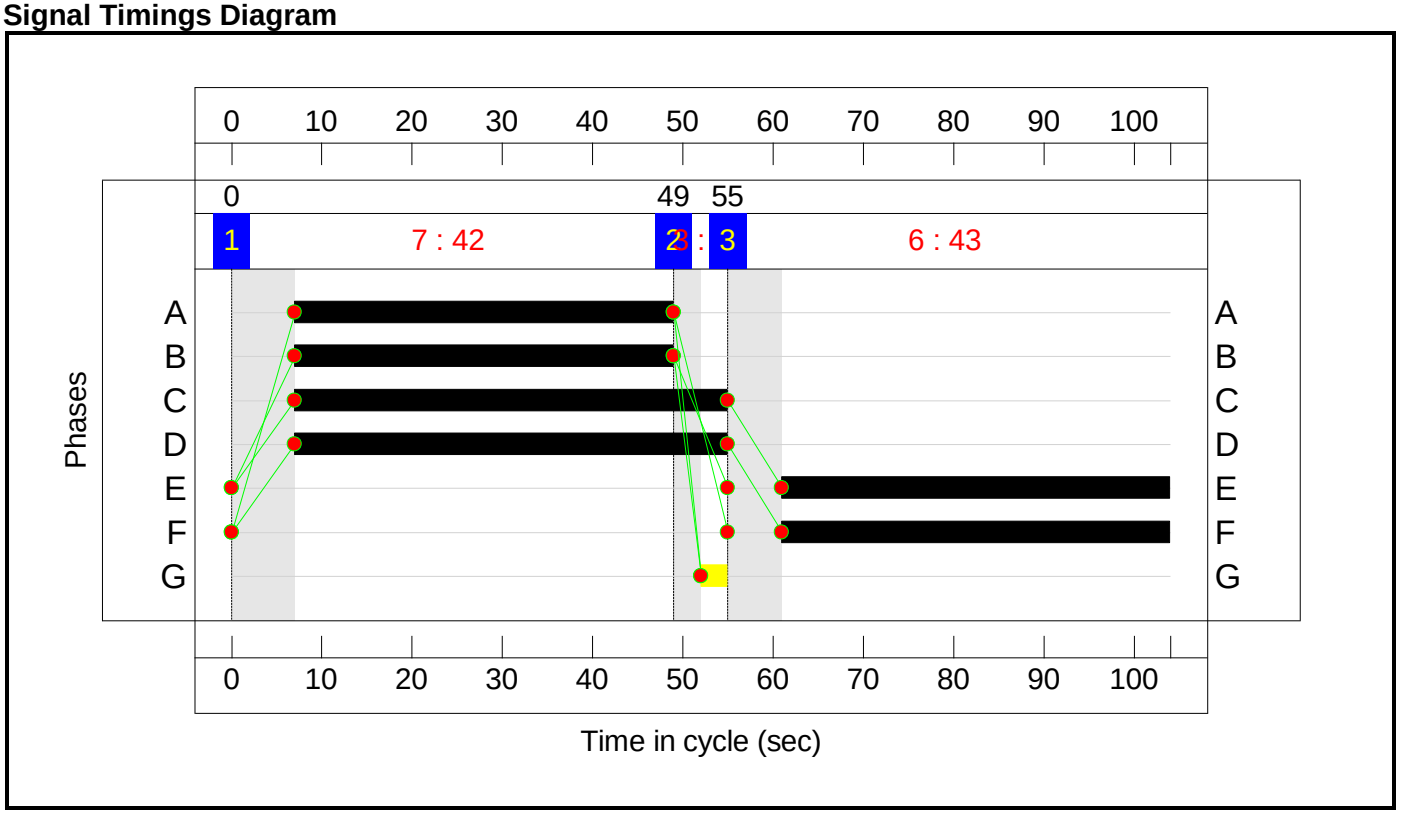
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	42	3	43
Change Point	0	49	55

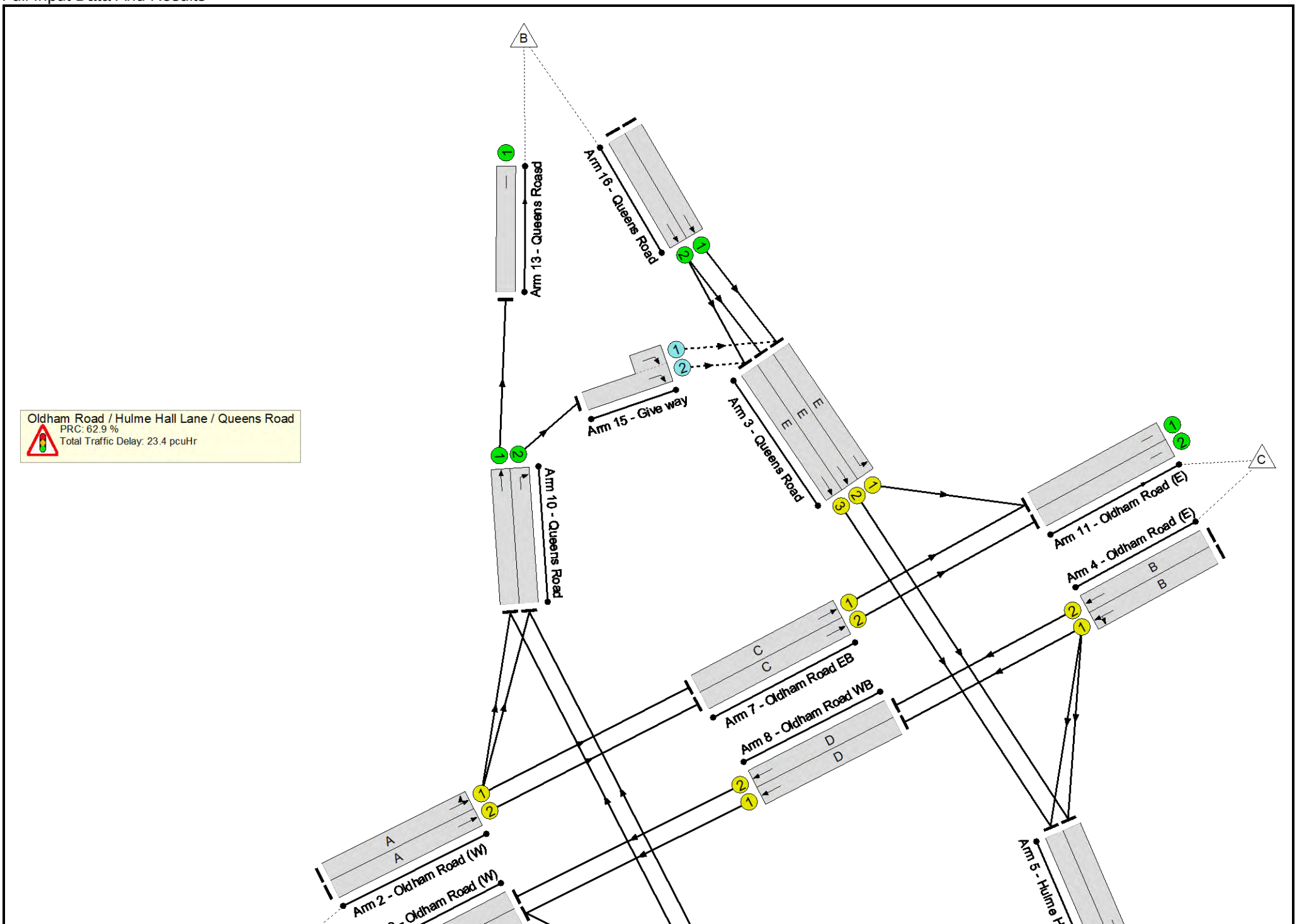
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.2%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.2%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	43	-	223	1786	756	29.5%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	43	-	451	1965	831	54.2%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	43	-	93	1965	831	11.2%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	42	-	321	1962	811	39.6%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	42	-	320	2015	833	38.4%
3/1	Queens Road Left	U	N/A	N/A	E		1	43	-	241	1830	774	31.1%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	43	-	260	1940	821	31.7%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	43	-	251	1940	821	30.6%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	42	-	428	1874	775	55.2%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	42	-	422	1965	812	51.9%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	298	1965	1965	15.2%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	422	2022	2022	20.9%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	181	1919:1919	78+800	20.6 : 20.6%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	48	-	234	1965	926	25.3%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	48	-	320	1965	926	34.6%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	48	-	219	1965	926	23.7%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	48	-	422	1965	926	45.6%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	442	2040	2040	21.7%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	422	2040	2040	20.7%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	523	1945	1945	26.9%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	108	1945	1945	5.6%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	475	1965	1965	24.2%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	320	1965	1965	16.3%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	58	1965	1965	3.0%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	528	2015	2015	26.2%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	523	2045	2045	25.6%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	298	1965	1965	15.2%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	241	1965	1965	12.3%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	108	1874:1874	119+737	12.6 : 12.6%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	148	1965	1965	7.5%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	496	1965	1965	25.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**578**	**0**	**0**	**17.1**	**6.2**	**0.0**	**23.4**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**578**	**0**	**0**	**17.1**	**6.2**	**0.0**	**23.4**	**-**	**-**	**-**	**-**
1/1	223	223	-	-	-	0.6	0.2	-	0.8	12.9	1.6	0.2	1.8
1/2	451	451	-	-	-	2.9	0.6	-	3.5	27.9	9.9	0.6	10.5
1/3	93	93	-	-	-	0.5	0.1	-	0.5	20.6	1.6	0.1	1.7
2/1	321	321	-	-	-	1.9	0.3	-	2.2	25.1	6.4	0.3	6.7
2/2	320	320	-	-	-	1.9	0.3	-	2.2	24.8	6.4	0.3	6.7
3/1	241	241	-	-	-	0.9	0.2	-	1.2	17.2	2.9	0.2	3.2
3/2	260	260	-	-	-	1.4	0.2	-	1.7	23.2	5.0	0.2	5.2
3/3	251	251	-	-	-	1.5	0.2	-	1.7	24.3	5.0	0.2	5.2
4/1	428	428	-	-	-	2.8	0.6	-	3.4	28.4	9.4	0.6	10.0
4/2	422	422	-	-	-	2.7	0.5	-	3.2	27.4	9.0	0.5	9.6
5/1	298	298	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	422	422	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	181	181	362	0	0	0.0	0.1	-	0.2	3.5	3.2	0.1	3.3
7/1	234	234	-	-	-	0.0	0.2	-	0.2	2.7	0.0	0.2	0.2
7/2	320	320	-	-	-	0.0	0.3	-	0.3	3.1	3.3	0.3	3.6
8/1	219	219	-	-	-	0.0	0.2	-	0.2	2.6	0.0	0.2	0.2
8/2	422	422	-	-	-	0.0	0.4	-	0.4	3.6	0.0	0.4	0.4
9/1	442	442	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	422	422	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	523	523	-	-	-	0.0	0.2	-	0.2	1.3	5.4	0.2	5.6
10/2	108	108	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	475	475	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/2	320	320	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	58	58	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

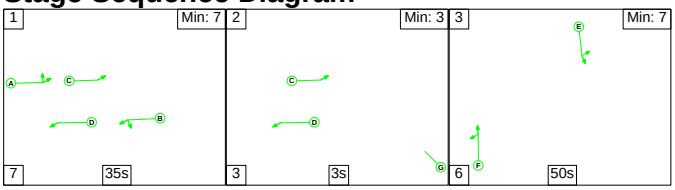
12/2	528	528	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
13/1	523	523	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	298	298	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	241	241	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
15/2+15/1	108	108	216	0	0	0.0	0.1	-	0.1	3.1	1.7	0.1	1.8
16/1	148	148	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	496	496	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 62.9 Total Delay for Signalled Lanes (pcuHr): 21.39 Cycle Time (s): 104
PRC Over All Lanes (%): 62.9 Total Delay Over All Lanes(pcuHr): 23.35

Full Input Data And Results

Scenario 10: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG10: '2019 Base (Match) - Saturday Matinee Departure Peak', Plan 1: '')

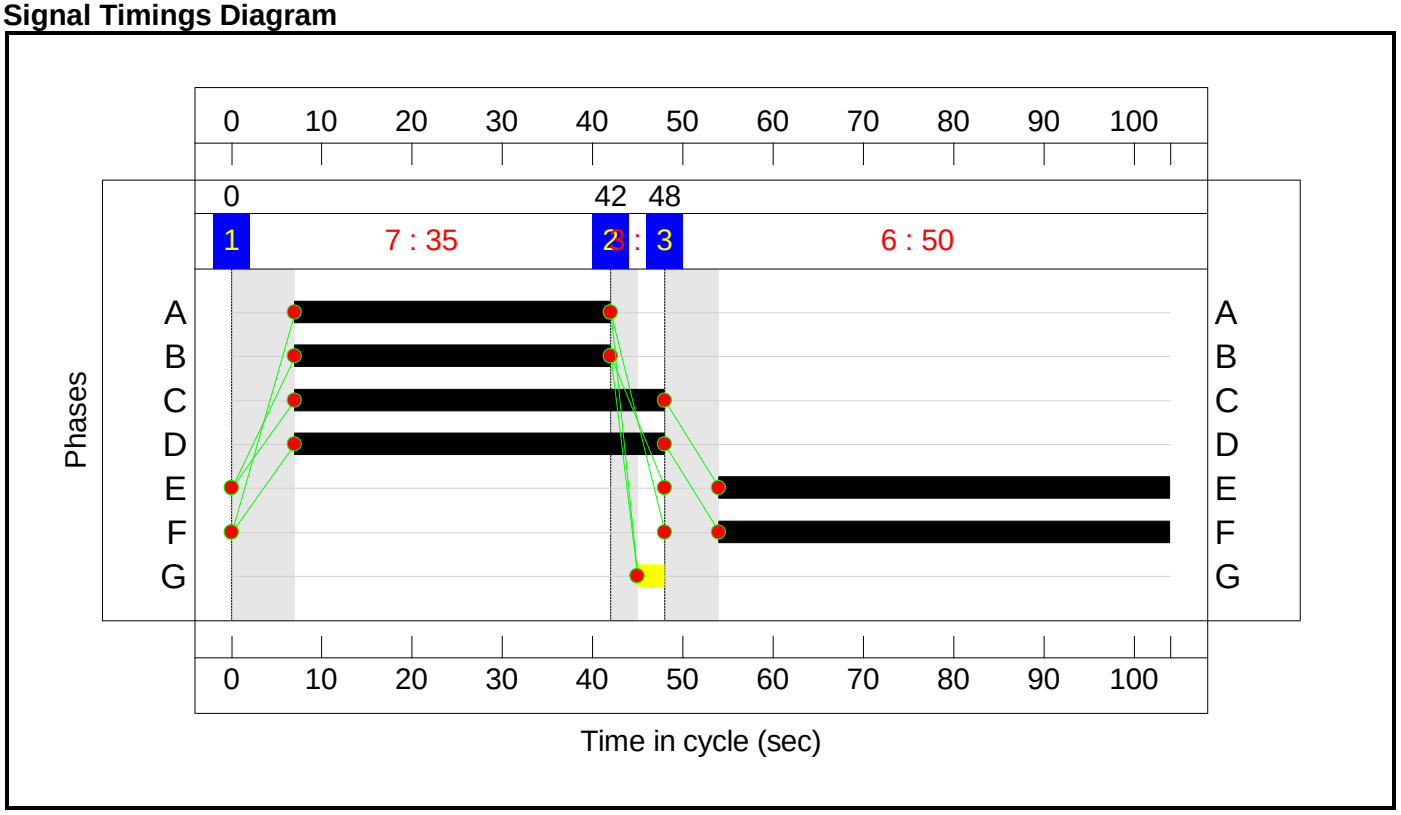
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	35	3	50
Change Point	0	42	48

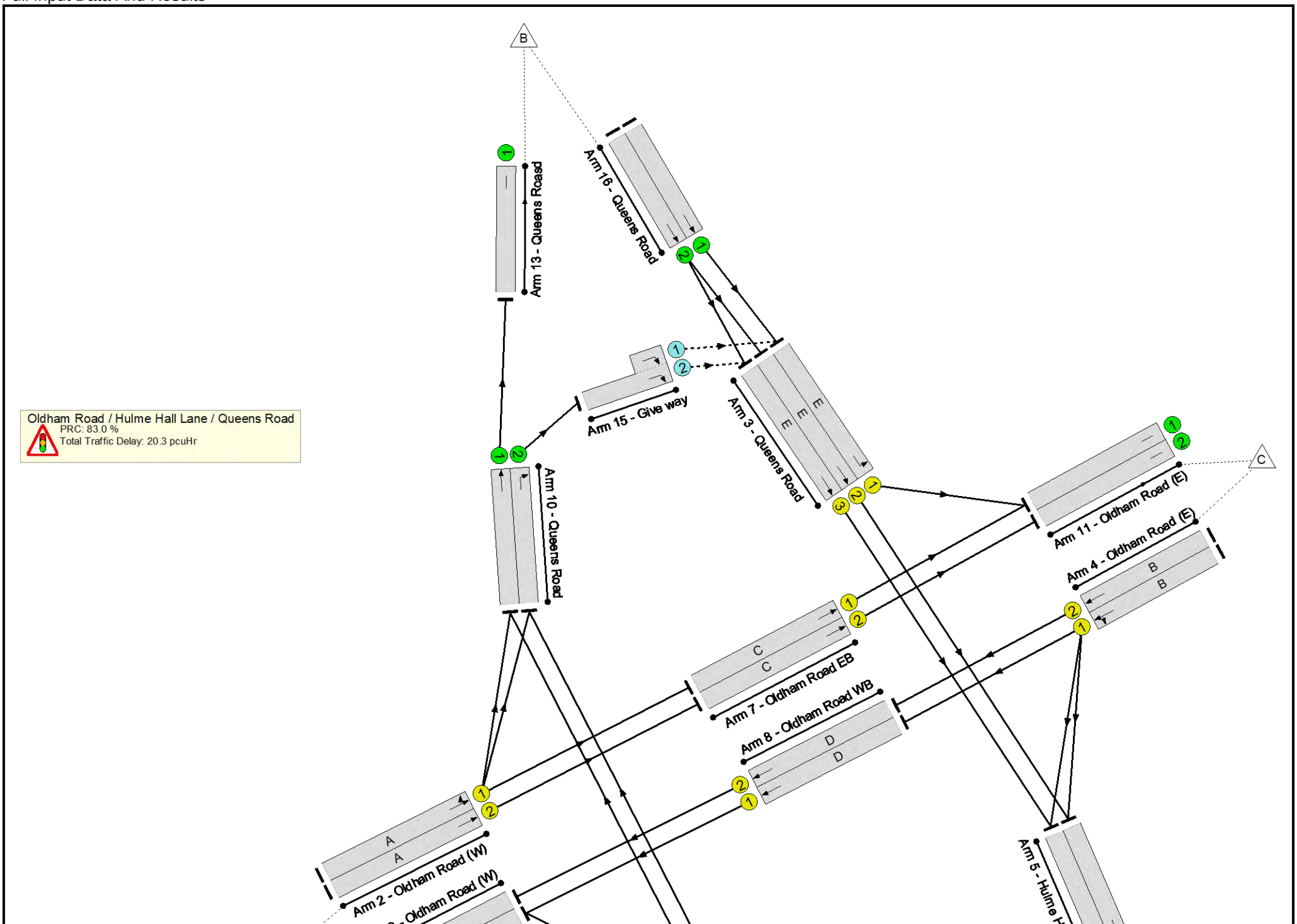
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.2%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.2%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	50	-	166	1786	876	19.0%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	50	-	474	1965	964	49.2%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	50	-	71	1965	964	7.4%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	35	-	331	1974	683	48.4%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	35	-	328	2015	698	47.0%
3/1	Queens Road Left	U	N/A	N/A	E		1	50	-	196	1830	897	21.8%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	50	-	194	1940	951	20.4%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	50	-	188	1940	951	19.8%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	35	-	317	1902	658	48.1%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	35	-	313	1965	680	46.0%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	200	1965	1965	10.2%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	287	2021	2021	14.2%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	125	1919:1919	55+800	14.6 : 14.6%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	41	-	263	1965	794	33.1%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	41	-	328	1965	794	41.3%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	41	-	212	1965	794	26.7%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	41	-	313	1965	794	39.4%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	378	2040	2040	18.5%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	313	2040	2040	15.3%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	533	1945	1945	27.4%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	80	1945	1945	4.1%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	459	1965	1965	23.4%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	328	1965	1965	16.7%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	49	1965	1965	2.5%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	537	2015	2015	26.7%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	533	2045	2045	26.1%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	200	1965	1965	10.2%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	162	1965	1965	8.2%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	80	1874:1874	114+896	7.9 : 7.9%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	125	1965	1965	6.4%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	373	1965	1965	19.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**410**	**0**	**0**	**14.8**	**5.5**	**0.0**	**20.3**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**410**	**0**	**0**	**14.8**	**5.5**	**0.0**	**20.3**	**-**	**-**	**-**	**-**
1/1	166	166	-	-	-	0.4	0.1	-	0.5	10.6	1.1	0.1	1.3
1/2	474	474	-	-	-	2.4	0.5	-	2.9	21.8	9.3	0.5	9.8
1/3	71	71	-	-	-	0.3	0.0	-	0.3	16.0	1.1	0.0	1.1
2/1	331	331	-	-	-	2.5	0.5	-	2.9	31.8	7.4	0.5	7.9
2/2	328	328	-	-	-	2.4	0.4	-	2.9	31.4	7.4	0.4	7.8
3/1	196	196	-	-	-	0.6	0.1	-	0.7	13.6	2.2	0.1	2.3
3/2	194	194	-	-	-	0.8	0.1	-	0.9	17.4	3.1	0.1	3.3
3/3	188	188	-	-	-	0.8	0.1	-	0.9	18.2	3.1	0.1	3.3
4/1	317	317	-	-	-	2.3	0.5	-	2.8	31.9	7.1	0.5	7.6
4/2	313	313	-	-	-	2.3	0.4	-	2.7	31.3	7.0	0.4	7.4
5/1	200	200	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	287	287	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	125	125	250	0	0	0.0	0.1	-	0.1	2.7	1.5	0.1	1.5
7/1	263	263	-	-	-	0.0	0.2	-	0.3	3.5	0.0	0.2	0.3
7/2	328	328	-	-	-	0.0	0.4	-	0.4	4.0	4.5	0.4	4.8
8/1	212	212	-	-	-	0.0	0.2	-	0.2	3.2	0.0	0.2	0.2
8/2	313	313	-	-	-	0.0	0.3	-	0.3	3.8	0.0	0.3	0.3
9/1	378	378	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	313	313	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/1	533	533	-	-	-	0.0	0.2	-	0.2	1.3	4.9	0.2	5.1
10/2	80	80	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	459	459	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/2	328	328	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	49	49	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

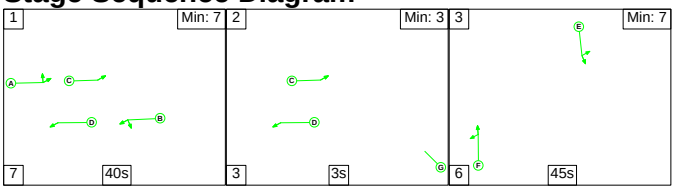
12/2	537	537	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
13/1	533	533	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	200	200	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/2	162	162	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	80	80	160	0	0	0.0	0.0	-	0.0	2.0	0.6	0.0	0.6
16/1	125	125	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	373	373	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 83.0 Total Delay for Signalled Lanes (pcuHr): 18.77 Cycle Time (s): 104
PRC Over All Lanes (%): 83.0 Total Delay Over All Lanes(pcuHr): 20.34

Full Input Data And Results

Scenario 11: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG11: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 1: '')

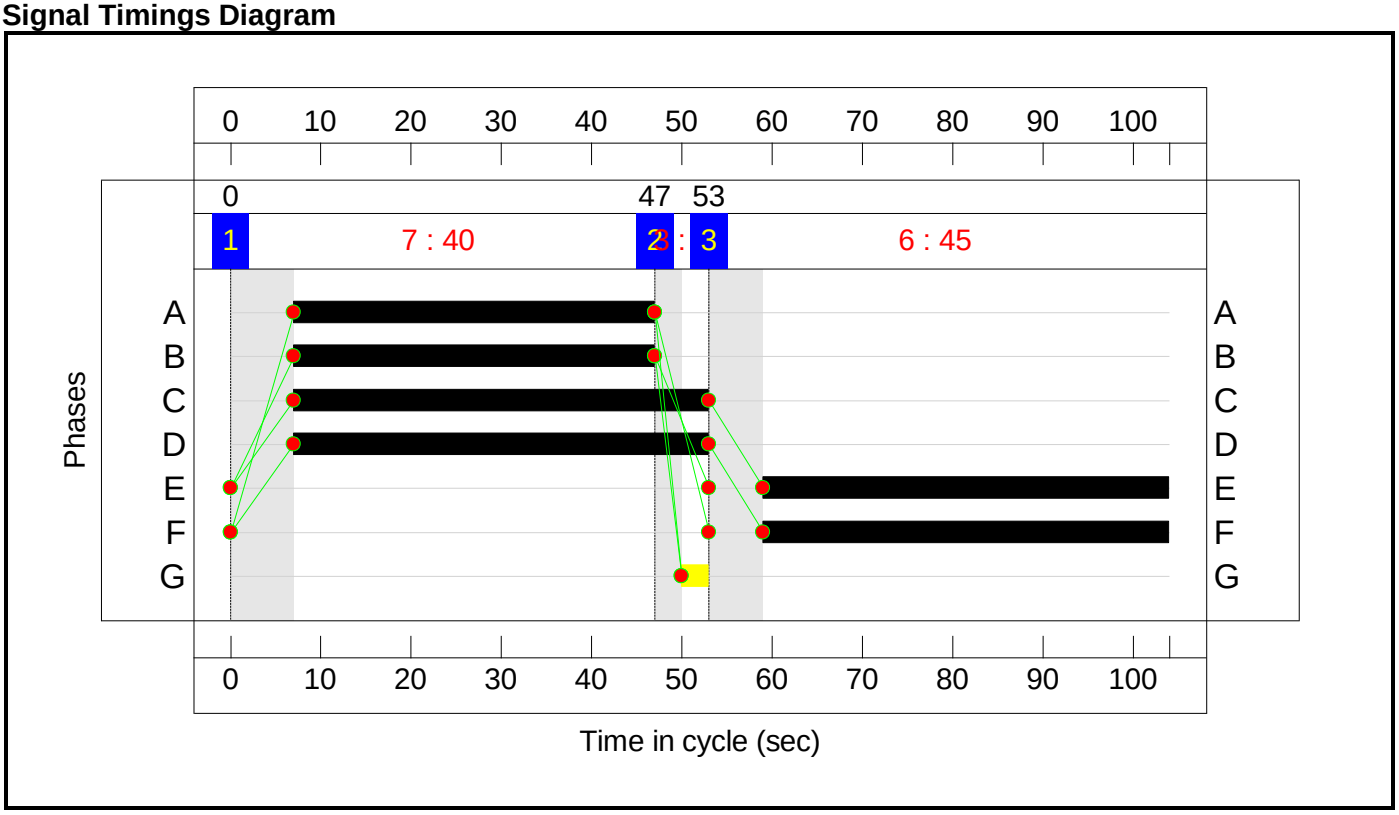
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	3	45
Change Point	0	47	53

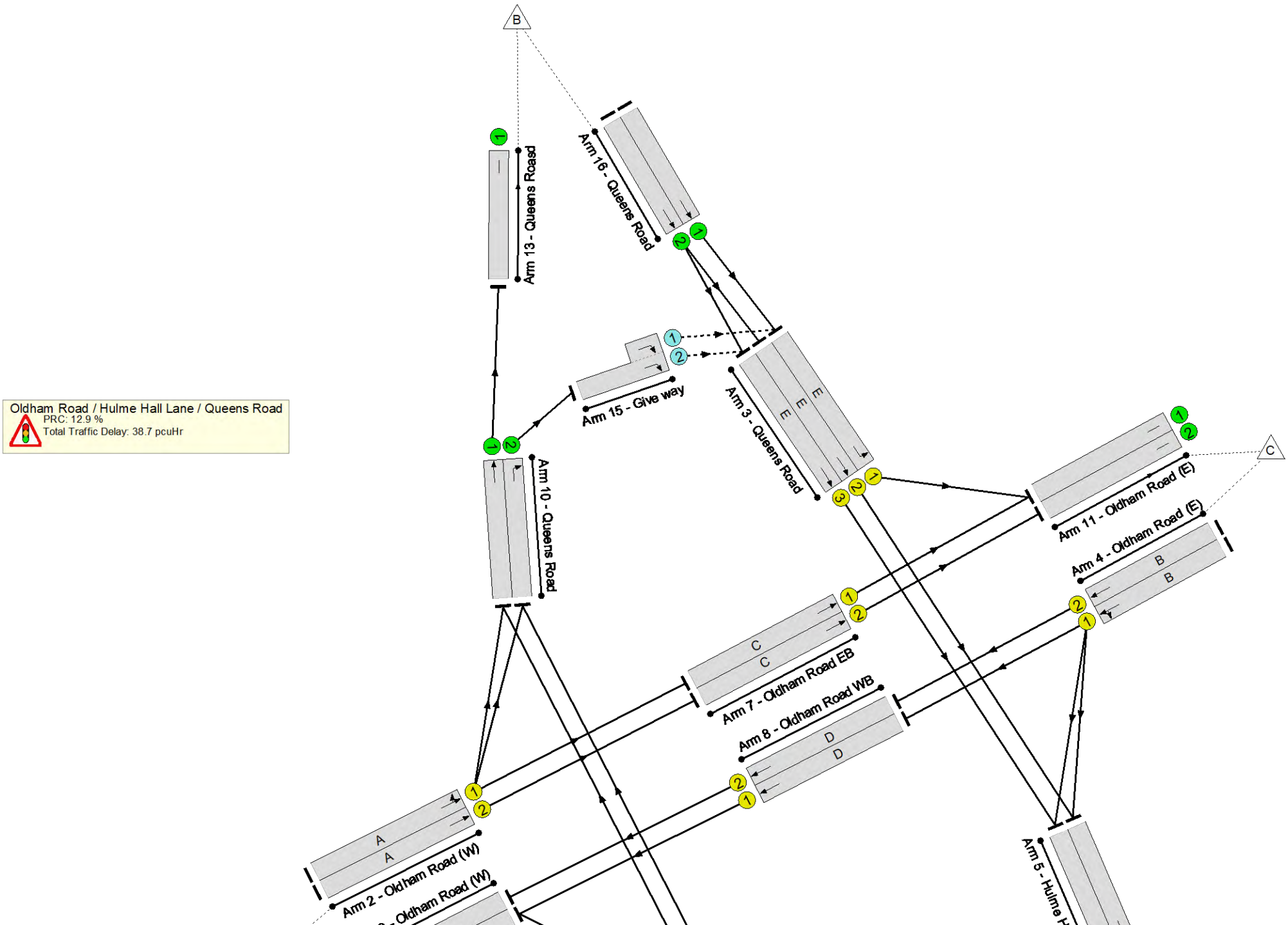
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.7%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.7%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	45	-	180	1786	790	22.8%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	45	-	689	1965	869	79.3%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	45	-	103	1965	869	11.9%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	40	-	621	1976	779	79.7%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	40	-	612	2015	794	77.0%
3/1	Queens Road Left	U	N/A	N/A	E		1	45	-	249	1830	809	30.8%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	45	-	266	1940	858	31.0%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	45	-	257	1940	858	30.0%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	40	-	471	1890	745	63.2%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	40	-	462	1965	775	59.6%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	301	1965	1965	15.3%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	408	2032	2032	20.1%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	134	1919:1919	47+526	23.4 : 23.4%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	46	-	499	1965	888	56.2%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	46	-	612	1965	888	68.9%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	46	-	285	1965	888	32.1%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	46	-	462	1965	888	52.0%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	465	2040	2040	22.8%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	462	2040	2040	22.6%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	795	1945	1945	40.9%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	119	1945	1945	6.1%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	748	1965	1965	38.1%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	612	1965	1965	31.1%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	57	1965	1965	2.9%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	781	2015	2015	38.8%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	795	2045	2045	38.9%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	301	1965	1965	15.3%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	274	1965	1965	13.9%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	119	1874:1874	113+727	14.2 : 14.2%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	146	1965	1965	7.4%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	507	1965	1965	25.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**506**	**0**	**0**	**25.6**	**13.1**	**0.0**	**38.7**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**506**	**0**	**0**	**25.6**	**13.1**	**0.0**	**38.7**	**-**	**-**	**-**	**-**
1/1	180	180	-	-	-	0.5	0.1	-	0.6	12.5	1.4	0.1	1.5
1/2	689	689	-	-	-	4.8	1.9	-	6.7	35.0	17.1	1.9	19.0
1/3	103	103	-	-	-	0.5	0.1	-	0.6	19.4	1.7	0.1	1.8
2/1	621	621	-	-	-	4.8	1.9	-	6.7	39.0	15.7	1.9	17.6
2/2	612	612	-	-	-	4.7	1.6	-	6.3	37.1	15.3	1.6	16.9
3/1	249	249	-	-	-	0.9	0.2	-	1.1	15.9	2.8	0.2	3.1
3/2	266	266	-	-	-	1.4	0.2	-	1.6	21.8	5.0	0.2	5.2
3/3	257	257	-	-	-	1.4	0.2	-	1.6	22.6	4.9	0.2	5.2
4/1	471	471	-	-	-	3.3	0.9	-	4.2	31.9	10.9	0.9	11.7
4/2	462	462	-	-	-	3.2	0.7	-	3.9	30.7	10.5	0.7	11.3
5/1	301	301	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	408	408	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	134	134	268	0	0	0.1	0.2	-	0.2	5.5	2.4	0.2	2.5
7/1	499	499	-	-	-	0.0	0.6	-	0.6	4.7	0.0	0.6	0.7
7/2	612	612	-	-	-	0.0	1.1	-	1.1	6.7	12.8	1.1	13.9
8/1	285	285	-	-	-	0.0	0.2	-	0.2	3.1	0.0	0.2	0.2
8/2	462	462	-	-	-	0.0	0.5	-	0.6	4.3	0.0	0.5	0.6
9/1	465	465	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	462	462	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	795	795	-	-	-	0.0	0.3	-	0.4	1.6	13.0	0.3	13.4
10/2	119	119	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	748	748	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	612	612	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/1	57	57	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

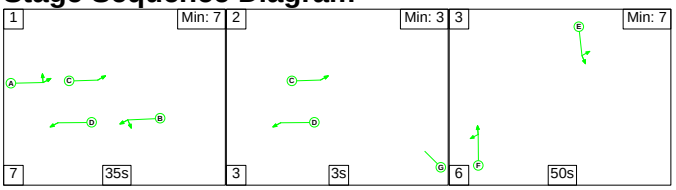
12/2	781	781	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
13/1	795	795	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
14/1	301	301	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	274	274	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2+15/1	119	119	238	0	0	0.0	0.1	-	0.1	3.3	1.9	0.1	1.9
16/1	146	146	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	507	507	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 12.9 Total Delay for Signalled Lanes (pcuHr): 35.94 Cycle Time (s): 104
PRC Over All Lanes (%): 12.9 Total Delay Over All Lanes(pcuHr): 38.72

Full Input Data And Results

Scenario 12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

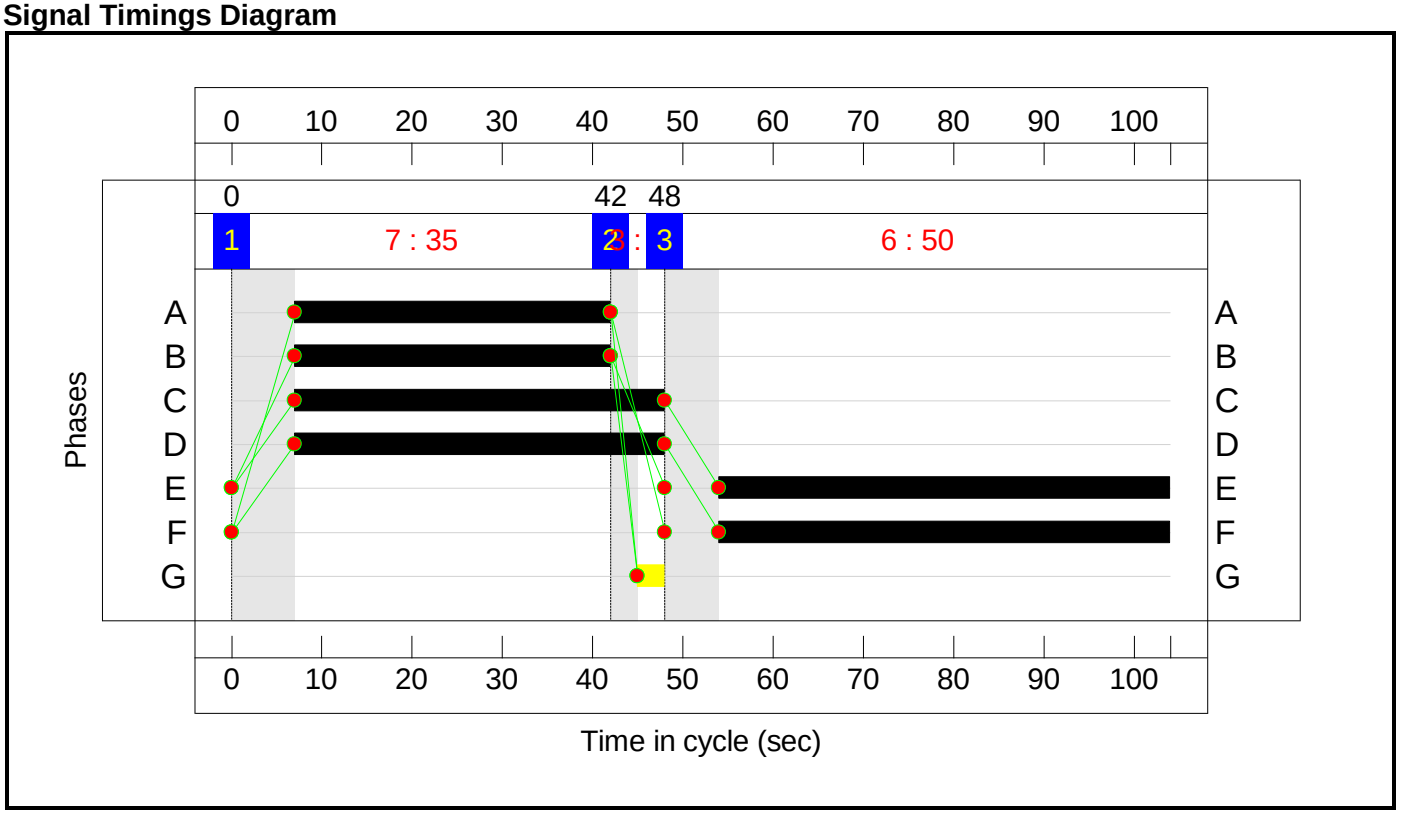
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	35	3	50
Change Point	0	42	48

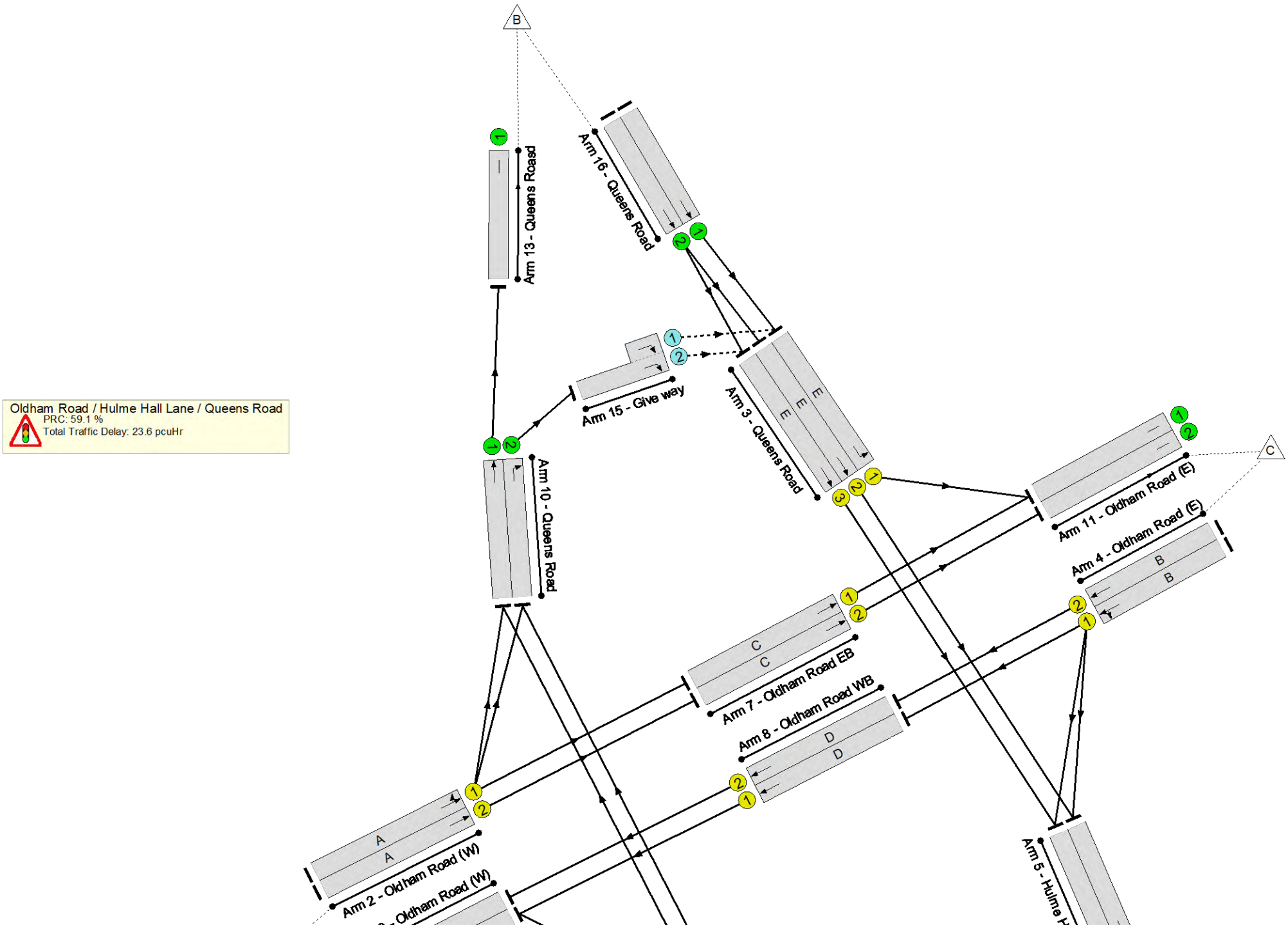
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.6%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.6%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	50	-	161	1786	876	18.4%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	50	-	545	1965	964	56.6%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	50	-	73	1965	964	7.6%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	35	-	380	1982	686	55.4%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	35	-	376	2015	698	53.9%
3/1	Queens Road Left	U	N/A	N/A	E		1	50	-	204	1830	897	22.7%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	50	-	217	1940	951	22.8%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	50	-	210	1940	951	22.1%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	35	-	346	1880	651	53.2%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	35	-	340	1965	680	50.0%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	239	1965	1965	12.2%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	344	2026	2026	17.0%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	134	1919:1919	66+736	16.7 : 16.7%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	41	-	316	1965	794	39.8%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	41	-	376	1965	794	47.4%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	41	-	190	1965	794	23.9%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	41	-	340	1965	794	42.8%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	351	2040	2040	17.2%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	340	2040	2040	16.7%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	602	1945	1945	31.0%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	80	1945	1945	4.1%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	520	1965	1965	26.5%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	376	1965	1965	19.1%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	38	1965	1965	1.9%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	607	2015	2015	30.1%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	602	2045	2045	29.4%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	239	1965	1965	12.2%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	210	1965	1965	10.7%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	80	1874:1874	80+838	8.7 : 8.7%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	131	1965	1965	6.7%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	420	1965	1965	21.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**428**	**0**	**0**	**17.0**	**6.6**	**0.0**	**23.6**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**428**	**0**	**0**	**17.0**	**6.6**	**0.0**	**23.6**	**-**	**-**	**-**	**-**
1/1	161	161	-	-	-	0.3	0.1	-	0.5	10.1	1.0	0.1	1.1
1/2	545	545	-	-	-	2.9	0.6	-	3.5	23.4	11.1	0.6	11.8
1/3	73	73	-	-	-	0.3	0.0	-	0.3	16.1	1.1	0.0	1.2
2/1	380	380	-	-	-	2.9	0.6	-	3.5	33.4	8.9	0.6	9.5
2/2	376	376	-	-	-	2.9	0.6	-	3.4	32.9	8.7	0.6	9.3
3/1	204	204	-	-	-	0.6	0.1	-	0.8	13.8	2.3	0.1	2.4
3/2	217	217	-	-	-	0.9	0.1	-	1.1	17.7	3.6	0.1	3.7
3/3	210	210	-	-	-	0.9	0.1	-	1.1	18.2	3.5	0.1	3.7
4/1	346	346	-	-	-	2.6	0.6	-	3.2	33.1	8.0	0.6	8.5
4/2	340	340	-	-	-	2.5	0.5	-	3.0	32.2	7.7	0.5	8.2
5/1	239	239	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	344	344	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	134	134	268	0	0	0.0	0.1	-	0.1	3.1	1.7	0.1	1.8
7/1	316	316	-	-	-	0.0	0.3	-	0.3	3.8	0.0	0.3	0.3
7/2	376	376	-	-	-	0.0	0.4	-	0.5	4.4	6.0	0.4	6.5
8/1	190	190	-	-	-	0.0	0.2	-	0.2	3.1	0.0	0.2	0.2
8/2	340	340	-	-	-	0.0	0.4	-	0.4	4.0	0.0	0.4	0.4
9/1	351	351	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	340	340	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	602	602	-	-	-	0.0	0.2	-	0.2	1.4	6.5	0.2	6.8
10/2	80	80	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	520	520	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/2	376	376	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	38	38	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

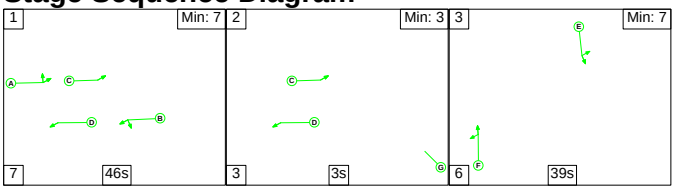
12/2	607	607	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	602	602	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	239	239	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/2	210	210	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
15/2+15/1	80	80	160	0	0	0.0	0.0	-	0.1	2.3	0.7	0.0	0.8
16/1	131	131	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	420	420	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 59.1 Total Delay for Signalled Lanes (pcuHr): 21.75 Cycle Time (s): 104
PRC Over All Lanes (%): 59.1 Total Delay Over All Lanes(pcuHr): 23.57

Full Input Data And Results

Scenario 13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: '')

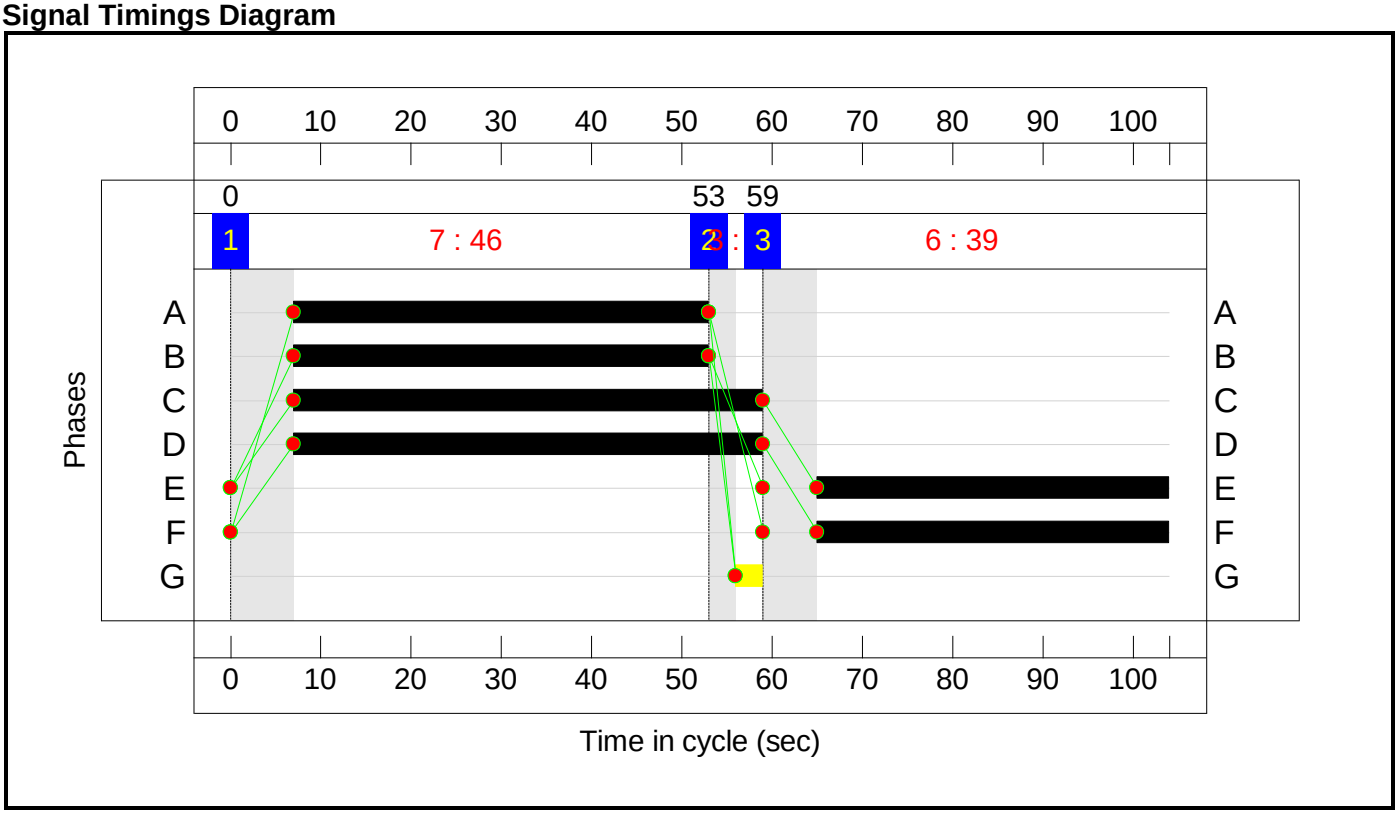
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	46	3	39
Change Point	0	53	59

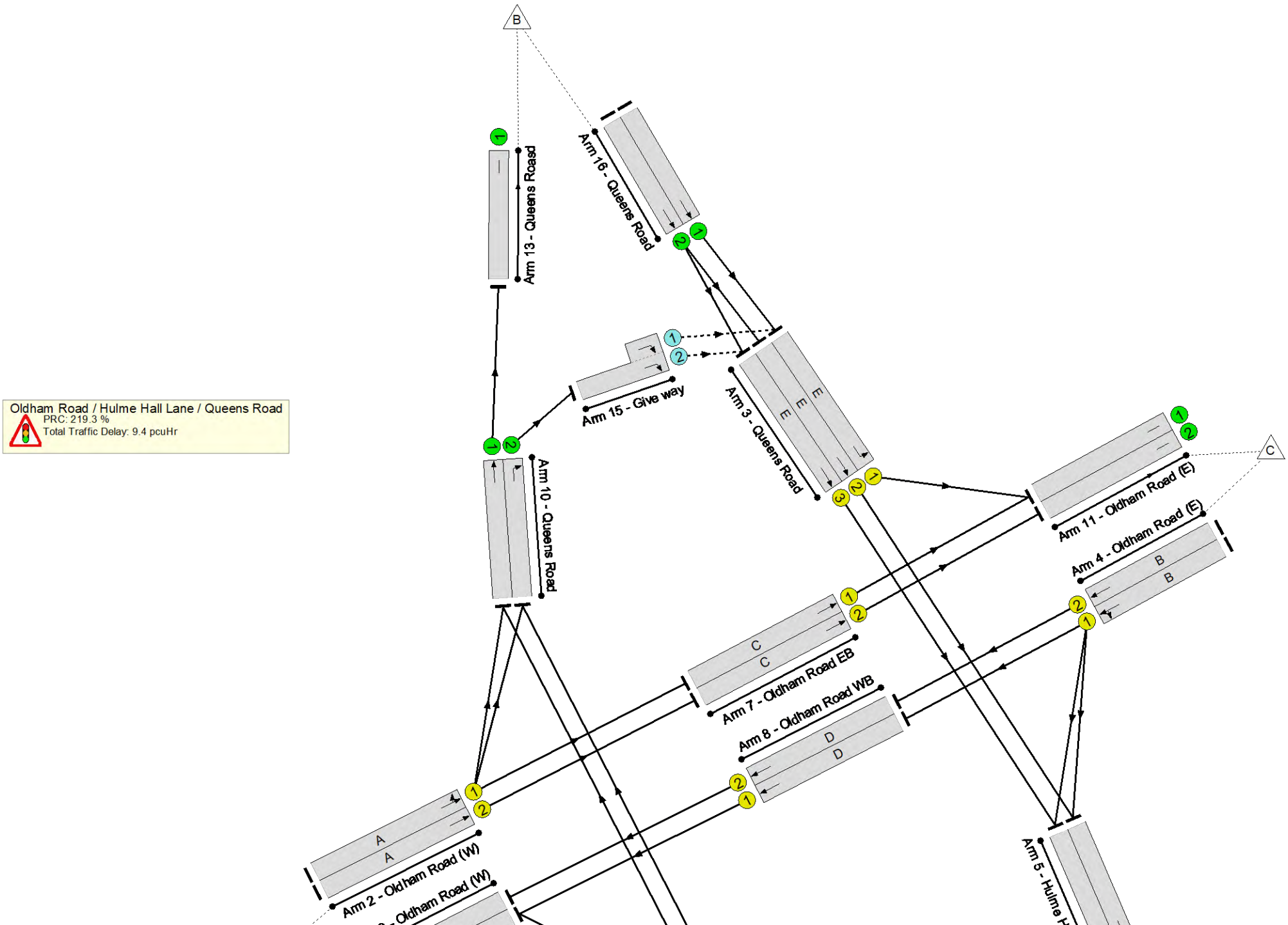
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**28.2%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**28.2%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	39	-	74	1786	687	10.8%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	39	-	213	1965	756	28.2%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	39	-	25	1965	756	3.3%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	46	-	253	1998	903	28.0%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	46	-	254	2015	911	27.9%
3/1	Queens Road Left	U	N/A	N/A	E		1	39	-	86	1830	704	12.2%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	39	-	84	1940	746	11.3%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	39	-	83	1940	746	11.1%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	46	-	167	1889	854	19.6%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	46	-	170	1965	888	19.1%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	89	1965	1965	4.5%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	145	2026	2026	7.2%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	56	1919:1919	114+1160	4.4 : 4.4%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	52	-	231	1965	1001	23.1%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	52	-	254	1965	1001	25.4%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	52	-	100	1965	1001	10.0%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	52	-	170	1965	1001	17.0%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	174	2040	2040	8.5%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	170	2040	2040	8.3%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	233	1945	1945	12.0%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	27	1945	1945	1.4%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	317	1965	1965	16.1%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	254	1965	1965	12.9%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	23	1965	1965	1.2%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	233	2015	2015	11.6%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	233	2045	2045	11.4%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	89	1965	1965	4.5%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	89	1965	1965	4.5%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	27	1874:1874	95+1193	2.1 : 2.1%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	61	1965	1965	3.1%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	165	1965	1965	8.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**166**	**0**	**0**	**7.2**	**2.3**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**166**	**0**	**0**	**7.2**	**2.3**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
1/1	74	74	-	-	-	0.2	0.1	-	0.3	13.9	0.6	0.1	0.6
1/2	213	213	-	-	-	1.3	0.2	-	1.5	25.9	4.2	0.2	4.4
1/3	25	25	-	-	-	0.1	0.0	-	0.2	22.5	0.4	0.0	0.5
2/1	253	253	-	-	-	1.3	0.2	-	1.5	20.7	4.6	0.2	4.8
2/2	254	254	-	-	-	1.3	0.2	-	1.5	20.6	4.6	0.2	4.8
3/1	86	86	-	-	-	0.4	0.1	-	0.5	19.1	1.2	0.1	1.3
3/2	84	84	-	-	-	0.5	0.1	-	0.5	23.3	1.5	0.1	1.6
3/3	83	83	-	-	-	0.5	0.1	-	0.5	23.8	1.5	0.1	1.6
4/1	167	167	-	-	-	0.8	0.1	-	0.9	19.8	2.9	0.1	3.0
4/2	170	170	-	-	-	0.8	0.1	-	0.9	19.6	2.9	0.1	3.0
5/1	89	89	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
5/2	145	145	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/2+6/1	56	56	112	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
7/1	231	231	-	-	-	0.0	0.1	-	0.2	2.4	0.0	0.1	0.2
7/2	254	254	-	-	-	0.0	0.2	-	0.2	2.5	1.7	0.2	1.8
8/1	100	100	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
8/2	170	170	-	-	-	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	174	174	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/2	170	170	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	233	233	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/2	27	27	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/1	317	317	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/2	254	254	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	23	23	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

12/2	233	233	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
13/1	233	233	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/1	89	89	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
14/2	89	89	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	27	27	54	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
16/1	61	61	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
16/2	165	165	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

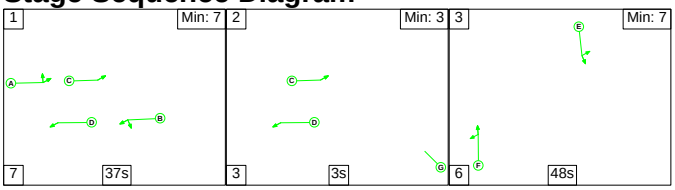
C1 PRC for Signalled Lanes (%): 219.3 Total Delay for Signalled Lanes (pcuHr): 8.76 Cycle Time (s): 104

PRC Over All Lanes (%): 219.3 Total Delay Over All Lanes(pcuHr): 9.44

Full Input Data And Results

Scenario 14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: '')

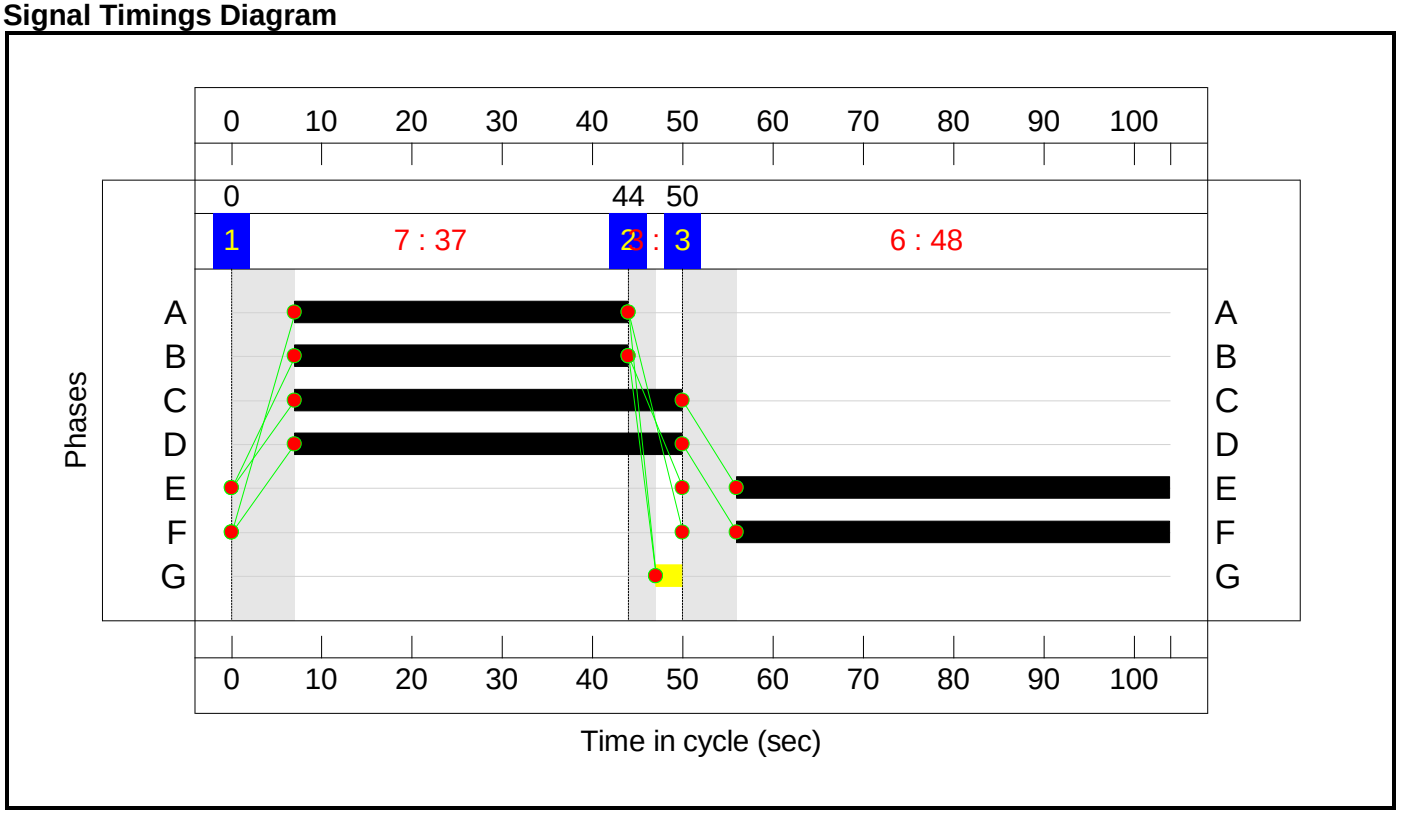
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	37	3	48
Change Point	0	44	50

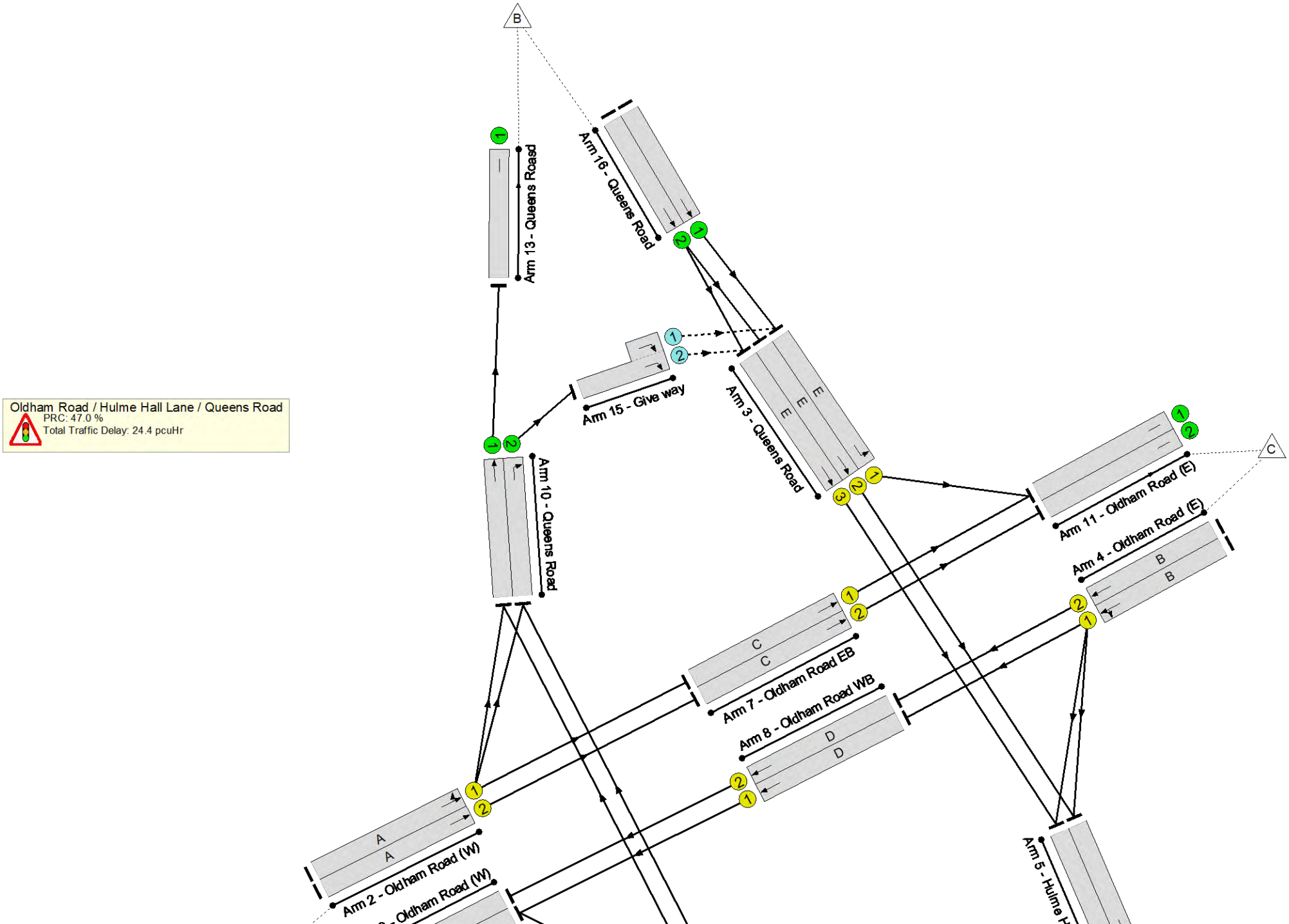
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.2%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.2%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	48	-	273	1786	841	32.4%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	48	-	567	1965	926	61.2%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	48	-	80	1965	926	8.6%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	37	-	315	1968	719	43.8%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	37	-	313	2015	736	42.5%
3/1	Queens Road Left	U	N/A	N/A	E		1	48	-	209	1830	862	24.2%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	48	-	218	1940	914	23.9%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	48	-	214	1940	914	23.4%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	37	-	411	1886	689	59.6%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	37	-	405	1965	718	56.4%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	241	1965	1965	12.3%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	364	2006	2006	18.1%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	213	1919:1919	65+668	29.0 : 29.0%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	43	-	240	1965	831	28.9%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	43	-	313	1965	831	37.6%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	43	-	238	1965	831	28.6%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	43	-	405	1965	831	48.7%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	511	2040	2040	25.0%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	405	2040	2040	19.9%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	633	1945	1945	32.5%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	89	1945	1945	4.6%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	449	1965	1965	22.8%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	313	1965	1965	15.9%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	79	1965	1965	4.0%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	628	2015	2015	31.2%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	633	2045	2045	31.0%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	241	1965	1965	12.3%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	151	1965	1965	7.7%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	89	1874:1874	94+837	9.6 : 9.6%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	129	1965	1965	6.6%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	423	1965	1965	21.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**604**	**0**	**0**	**17.6**	**6.9**	**0.0**	**24.4**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**604**	**0**	**0**	**17.6**	**6.9**	**0.0**	**24.4**	**-**	**-**	**-**	**-**
1/1	273	273	-	-	-	0.7	0.2	-	0.9	11.9	1.9	0.2	2.2
1/2	567	567	-	-	-	3.3	0.8	-	4.1	26.1	12.3	0.8	13.1
1/3	80	80	-	-	-	0.3	0.0	-	0.4	17.3	1.3	0.0	1.3
2/1	315	315	-	-	-	2.2	0.4	-	2.6	29.4	6.8	0.4	7.2
2/2	313	313	-	-	-	2.2	0.4	-	2.5	29.0	6.8	0.4	7.2
3/1	209	209	-	-	-	0.7	0.2	-	0.8	14.4	2.3	0.2	2.5
3/2	218	218	-	-	-	1.0	0.2	-	1.1	19.0	3.7	0.2	3.9
3/3	214	214	-	-	-	1.0	0.2	-	1.2	19.7	3.8	0.2	3.9
4/1	411	411	-	-	-	3.1	0.7	-	3.8	33.2	9.6	0.7	10.3
4/2	405	405	-	-	-	3.0	0.6	-	3.6	32.1	9.3	0.6	10.0
5/1	241	241	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	364	364	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	213	213	426	0	0	0.2	0.2	-	0.4	6.2	4.0	0.2	4.2
7/1	240	240	-	-	-	0.0	0.2	-	0.2	3.1	0.0	0.2	0.2
7/2	313	313	-	-	-	0.0	0.3	-	0.3	3.6	3.9	0.3	4.2
8/1	238	238	-	-	-	0.0	0.2	-	0.2	3.1	0.0	0.2	0.2
8/2	405	405	-	-	-	0.0	0.5	-	0.5	4.3	0.0	0.5	0.5
9/1	511	511	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/2	405	405	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	633	633	-	-	-	0.0	0.2	-	0.2	1.4	8.1	0.2	8.4
10/2	89	89	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	449	449	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
11/2	313	313	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	79	79	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

Full Input Data And Results

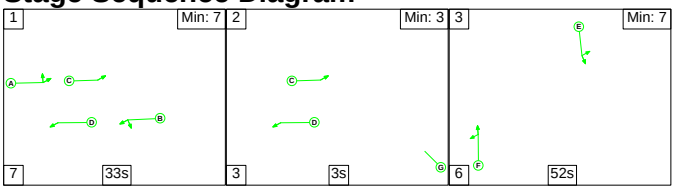
12/2	628	628	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	633	633	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/1	241	241	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/2	151	151	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	89	89	178	0	0	0.0	0.1	-	0.1	2.3	0.9	0.1	1.0
16/1	129	129	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	423	423	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 47.0 Total Delay for Signalled Lanes (pcuHr): 22.27 Cycle Time (s): 104
PRC Over All Lanes (%): 47.0 Total Delay Over All Lanes(pcuHr): 24.43

Full Input Data And Results

Scenario 15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: '')

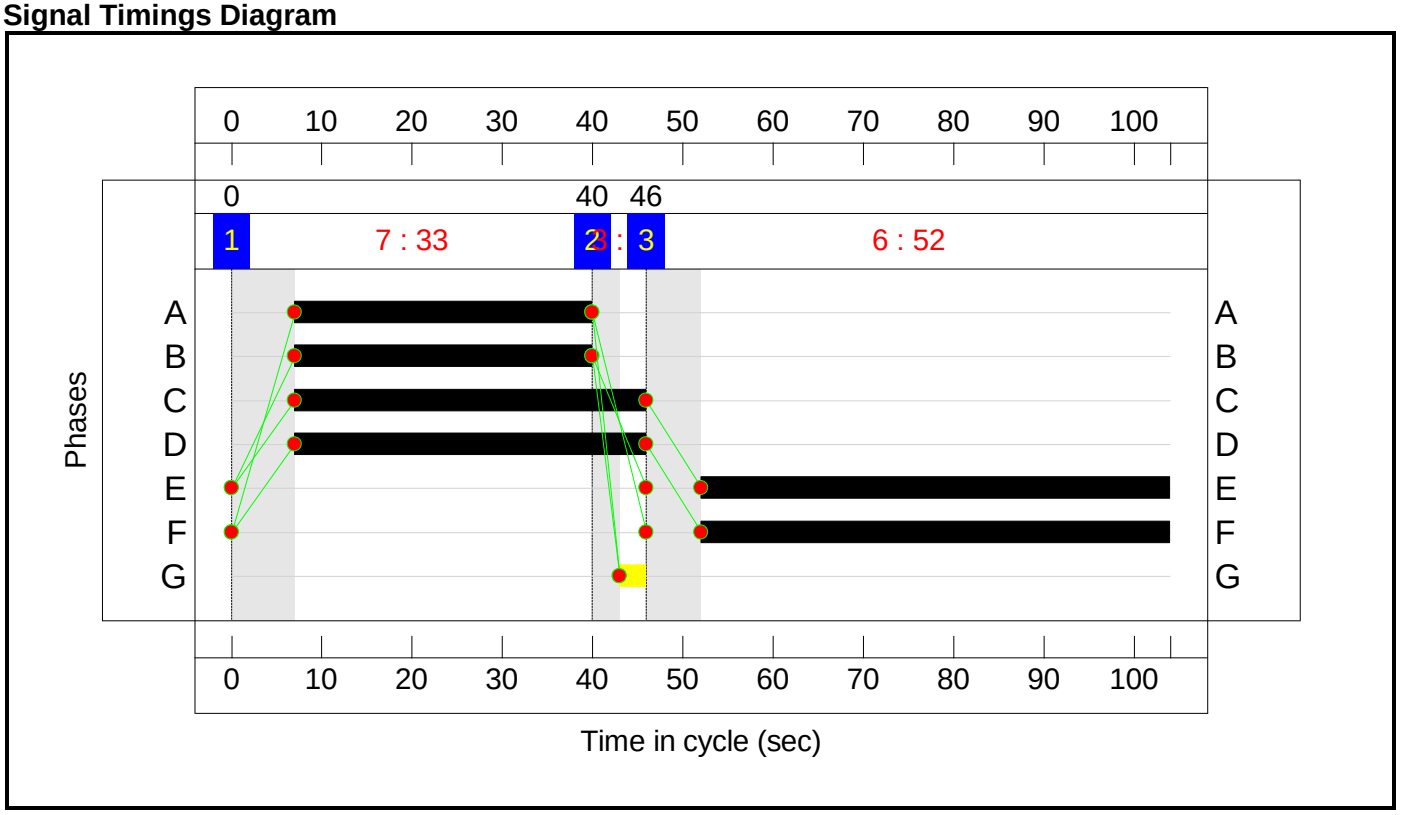
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	33	3	52
Change Point	0	40	46

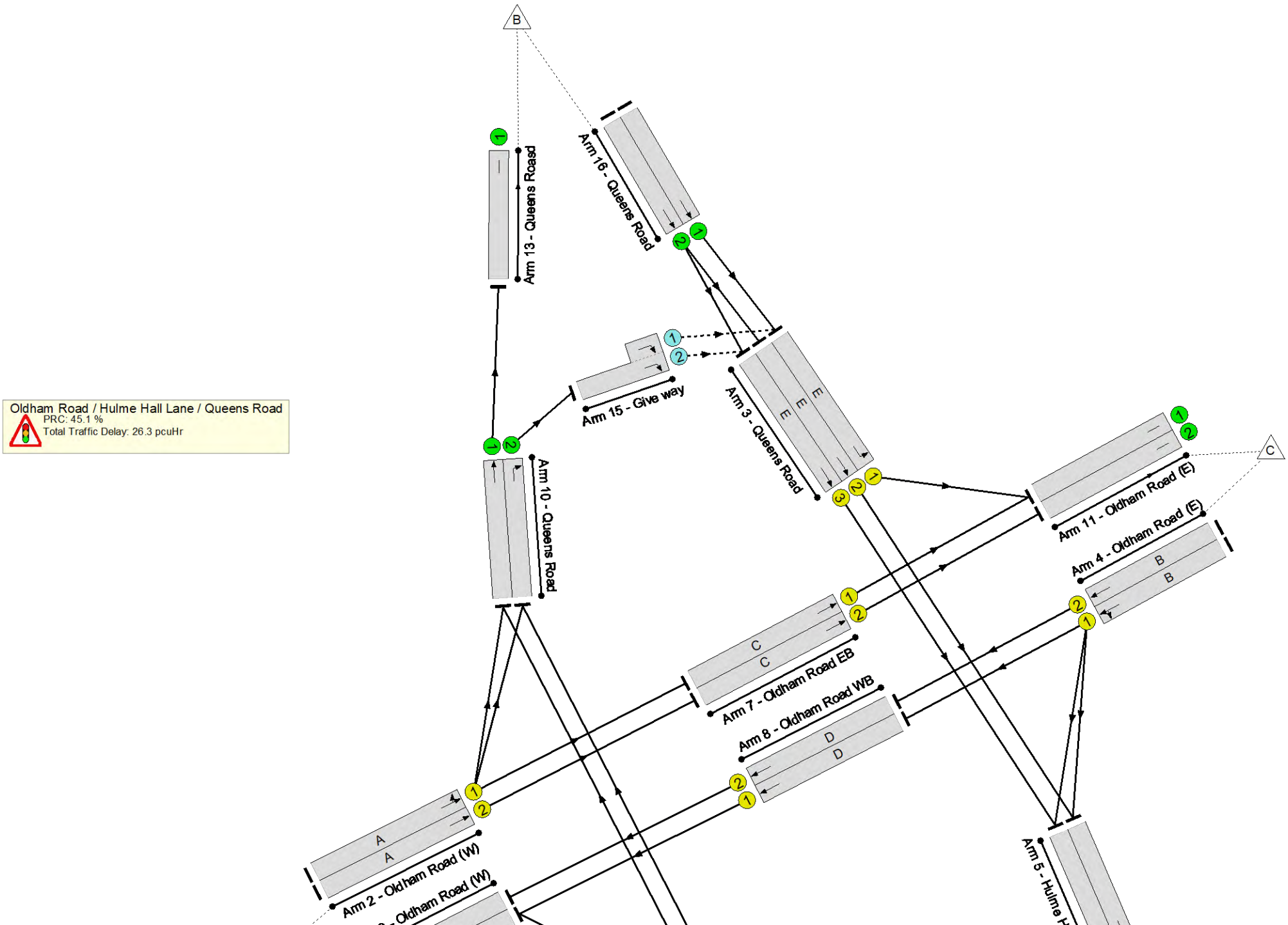
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.0%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.0%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	52	-	204	1786	910	22.4%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	52	-	621	1965	1001	62.0%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	52	-	85	1965	1001	8.5%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	33	-	350	1981	648	54.0%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	33	-	346	2015	659	52.5%
3/1	Queens Road Left	U	N/A	N/A	E		1	52	-	254	1830	933	27.2%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	52	-	268	1940	989	27.1%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	52	-	262	1940	989	26.5%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	33	-	376	1879	614	61.2%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	33	-	369	1965	642	57.4%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	294	1965	1965	15.0%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	409	2026	2026	20.2%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	156	1919:1919	51+617	23.3 : 23.3%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	39	-	290	1965	756	38.4%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	39	-	346	1965	756	45.8%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	39	-	203	1965	756	26.9%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	39	-	369	1965	756	48.8%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	407	2040	2040	20.0%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	369	2040	2040	18.1%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	674	1945	1945	34.7%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	92	1945	1945	4.7%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	544	1965	1965	27.7%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	346	1965	1965	17.6%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	60	1965	1965	3.1%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	694	2015	2015	34.4%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	674	2045	2045	33.0%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	294	1965	1965	15.0%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	253	1965	1965	12.9%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	92	1874:1874	56+685	12.4 : 12.4%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	169	1965	1965	8.6%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	523	1965	1965	26.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**496**	**0**	**0**	**18.6**	**7.7**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**496**	**0**	**0**	**18.6**	**7.7**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
1/1	204	204	-	-	-	0.4	0.1	-	0.6	10.2	1.4	0.1	1.5
1/2	621	621	-	-	-	3.2	0.8	-	4.0	23.4	12.9	0.8	13.7
1/3	85	85	-	-	-	0.3	0.0	-	0.4	15.1	1.3	0.0	1.3
2/1	350	350	-	-	-	2.8	0.6	-	3.4	34.6	8.3	0.6	8.8
2/2	346	346	-	-	-	2.7	0.6	-	3.3	34.2	8.1	0.6	8.6
3/1	254	254	-	-	-	0.8	0.2	-	1.0	13.5	2.9	0.2	3.1
3/2	268	268	-	-	-	1.1	0.2	-	1.3	17.0	4.4	0.2	4.6
3/3	262	262	-	-	-	1.1	0.2	-	1.3	17.4	4.4	0.2	4.6
4/1	376	376	-	-	-	3.1	0.8	-	3.9	37.0	9.1	0.8	9.9
4/2	369	369	-	-	-	3.0	0.7	-	3.6	35.6	8.8	0.7	9.5
5/1	294	294	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	409	409	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	156	156	312	0	0	0.0	0.2	-	0.2	4.5	2.4	0.2	2.6
7/1	290	290	-	-	-	0.0	0.3	-	0.3	3.9	0.0	0.3	0.3
7/2	346	346	-	-	-	0.0	0.4	-	0.4	4.5	5.5	0.4	5.9
8/1	203	203	-	-	-	0.0	0.2	-	0.2	3.3	0.0	0.2	0.2
8/2	369	369	-	-	-	0.0	0.5	-	0.5	4.7	0.0	0.5	0.5
9/1	407	407	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	369	369	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	674	674	-	-	-	0.0	0.3	-	0.3	1.4	8.7	0.3	9.0
10/2	92	92	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	544	544	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	346	346	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	60	60	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

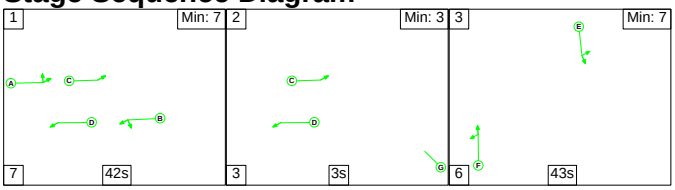
12/2	694	694	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
13/1	674	674	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/1	294	294	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	253	253	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2+15/1	92	92	184	0	0	0.0	0.1	-	0.1	3.2	1.2	0.1	1.3
16/1	169	169	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	523	523	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 45.1 Total Delay for Signalled Lanes (pcuHr): 24.04 Cycle Time (s): 104
PRC Over All Lanes (%): 45.1 Total Delay Over All Lanes(pcuHr): 26.28

Full Input Data And Results

Scenario 16: '2023 Base (Match) - Weekday PM Network Peak' (FG16: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: '')

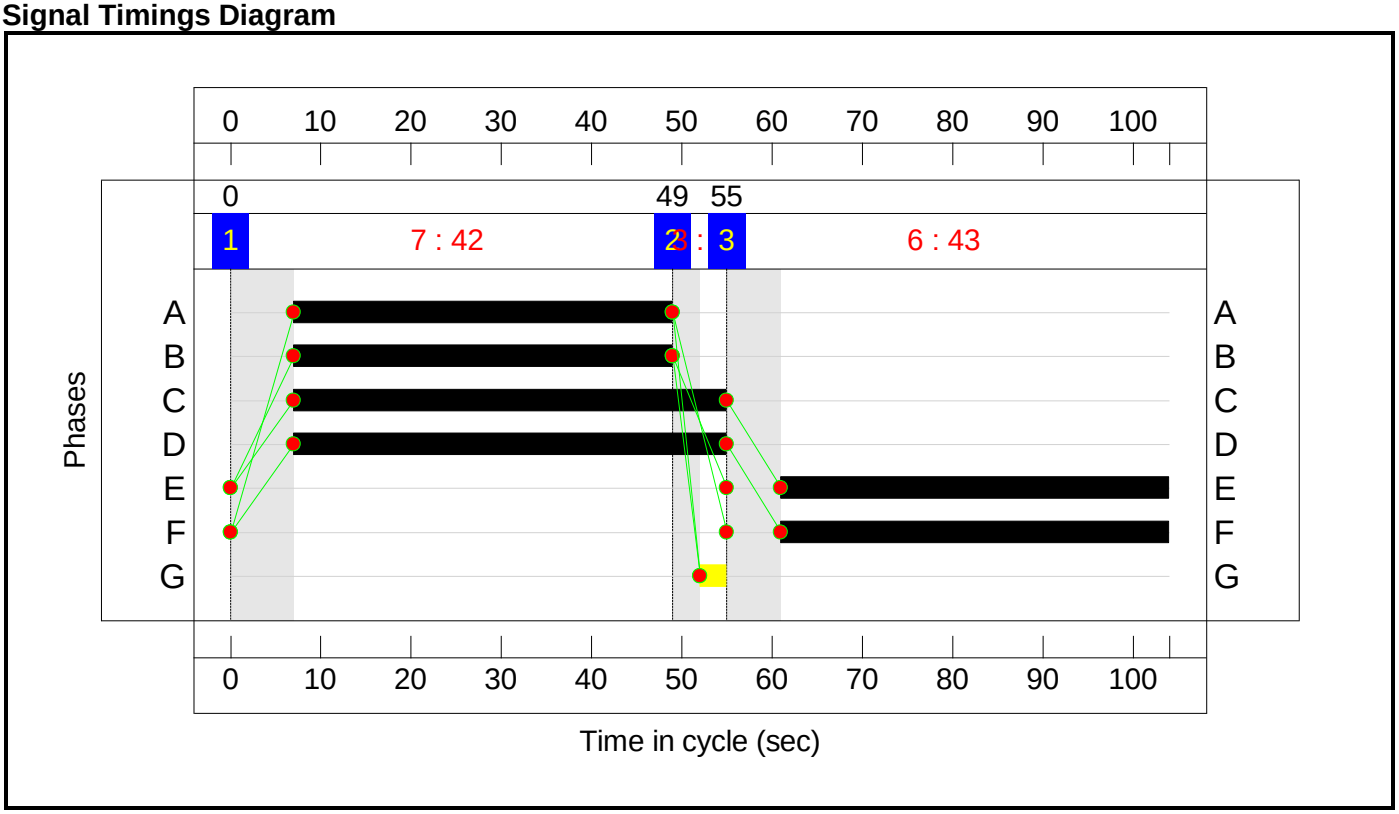
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	42	3	43
Change Point	0	49	55

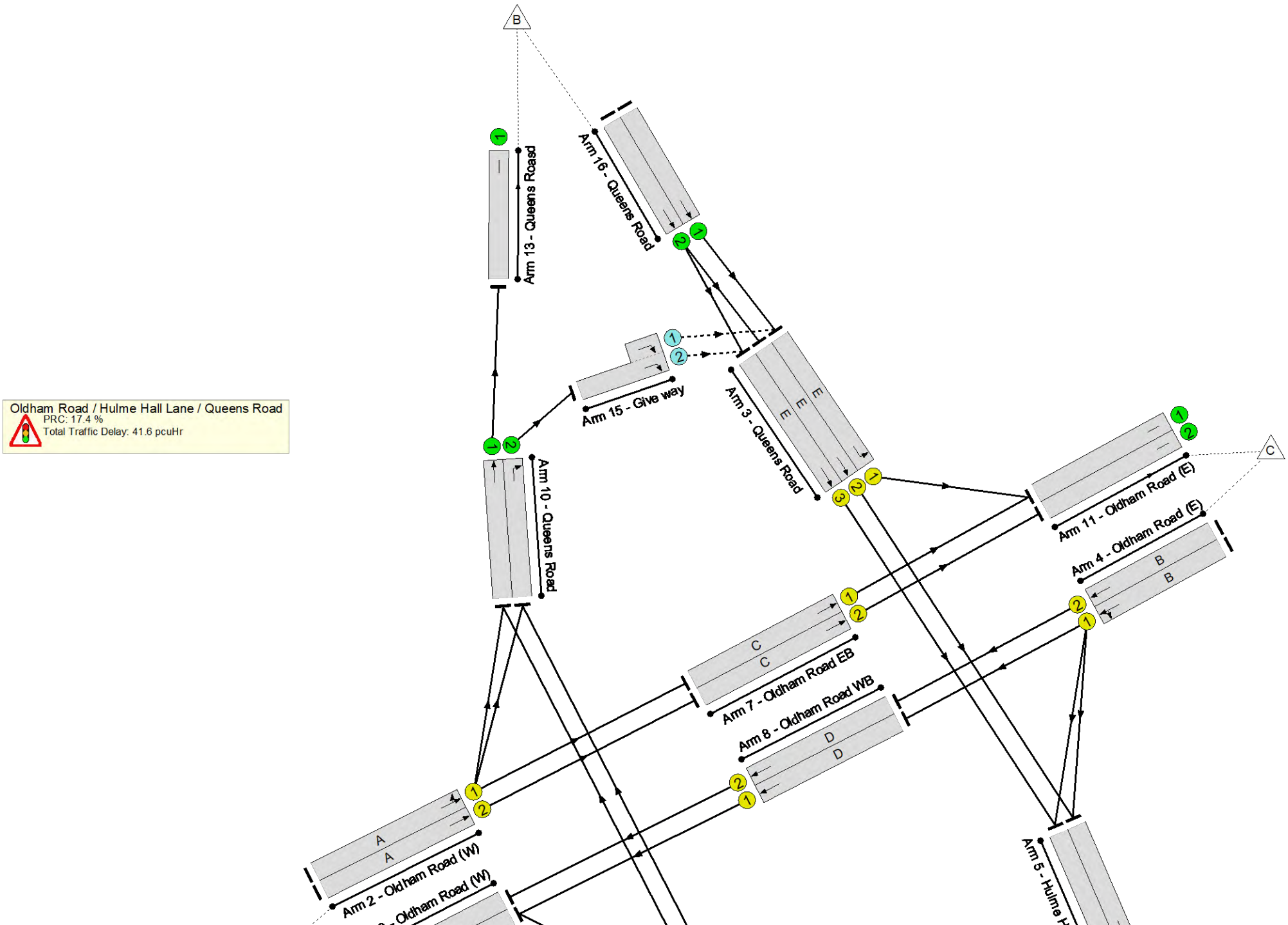
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.7%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.7%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	43	-	241	1786	756	31.9%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	43	-	628	1965	831	75.5%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	43	-	139	1965	831	16.7%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	42	-	630	1987	822	76.7%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	42	-	623	2015	833	74.8%
3/1	Queens Road Left	U	N/A	N/A	E		1	43	-	330	1830	774	42.6%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	43	-	367	1940	821	44.7%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	43	-	359	1940	821	43.7%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	42	-	514	1882	778	66.1%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	42	-	506	1965	812	62.3%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	411	1965	1965	20.9%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	541	2029	2029	26.7%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	193	1919:1919	40+551	32.7 : 32.7%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	48	-	541	1965	926	58.4%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	48	-	623	1965	926	67.3%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	48	-	288	1965	926	31.1%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	48	-	506	1965	926	54.7%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	529	2040	2040	25.9%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	506	2040	2040	24.8%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	700	1945	1945	36.0%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	156	1945	1945	8.0%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	871	1965	1965	44.3%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	623	1965	1965	31.7%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	61	1965	1965	3.1%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	754	2015	2015	37.4%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	700	2045	2045	34.2%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	411	1965	1965	20.9%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	348	1965	1965	17.7%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	156	1874:1874	56+458	30.4 : 30.4%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	191	1965	1965	9.7%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	709	1965	1965	36.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**698**	**0**	**0**	**27.9**	**13.7**	**0.0**	**41.6**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**698**	**0**	**0**	**27.9**	**13.7**	**0.0**	**41.6**	**-**	**-**	**-**	**-**
1/1	241	241	-	-	-	0.6	0.2	-	0.9	13.0	1.7	0.2	1.9
1/2	628	628	-	-	-	4.5	1.5	-	6.0	34.6	15.4	1.5	16.9
1/3	139	139	-	-	-	0.7	0.1	-	0.8	21.2	2.5	0.1	2.6
2/1	630	630	-	-	-	4.6	1.6	-	6.2	35.4	15.6	1.6	17.2
2/2	623	623	-	-	-	4.5	1.5	-	5.9	34.3	15.2	1.5	16.7
3/1	330	330	-	-	-	1.3	0.4	-	1.6	17.8	3.9	0.4	4.3
3/2	367	367	-	-	-	2.2	0.4	-	2.6	25.3	7.4	0.4	7.8
3/3	359	359	-	-	-	2.2	0.4	-	2.6	25.9	7.4	0.4	7.8
4/1	514	514	-	-	-	3.5	1.0	-	4.5	31.4	11.9	1.0	12.8
4/2	506	506	-	-	-	3.4	0.8	-	4.2	29.9	11.5	0.8	12.3
5/1	411	411	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	541	541	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2+6/1	193	193	386	0	0	0.2	0.2	-	0.4	7.6	4.2	0.2	4.5
7/1	541	541	-	-	-	0.0	0.7	-	0.7	4.7	0.0	0.7	0.7
7/2	623	623	-	-	-	0.0	1.0	-	1.1	6.2	12.7	1.0	13.7
8/1	288	288	-	-	-	0.0	0.2	-	0.2	2.9	0.0	0.2	0.2
8/2	506	506	-	-	-	0.0	0.6	-	0.6	4.3	0.0	0.6	0.6
9/1	529	529	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/2	506	506	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/1	700	700	-	-	-	0.0	0.3	-	0.3	1.5	11.3	0.3	11.6
10/2	156	156	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	871	871	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
11/2	623	623	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/1	61	61	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

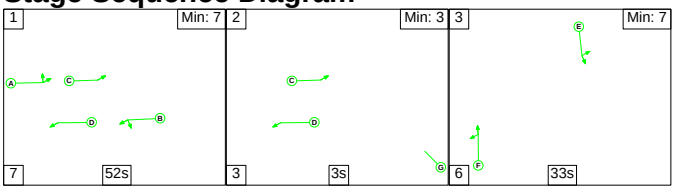
12/2	754	754	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
13/1	700	700	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
14/1	411	411	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
14/2	348	348	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2+15/1	156	156	312	0	0	0.2	0.2	-	0.4	9.6	3.2	0.2	3.4
16/1	191	191	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
16/2	709	709	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

C1 PRC for Signalled Lanes (%): 17.4 Total Delay for Signalled Lanes (pcuHr): 37.97 Cycle Time (s): 104
PRC Over All Lanes (%): 17.4 Total Delay Over All Lanes(pcuHr): 41.56

Full Input Data And Results

Scenario 17: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG17: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

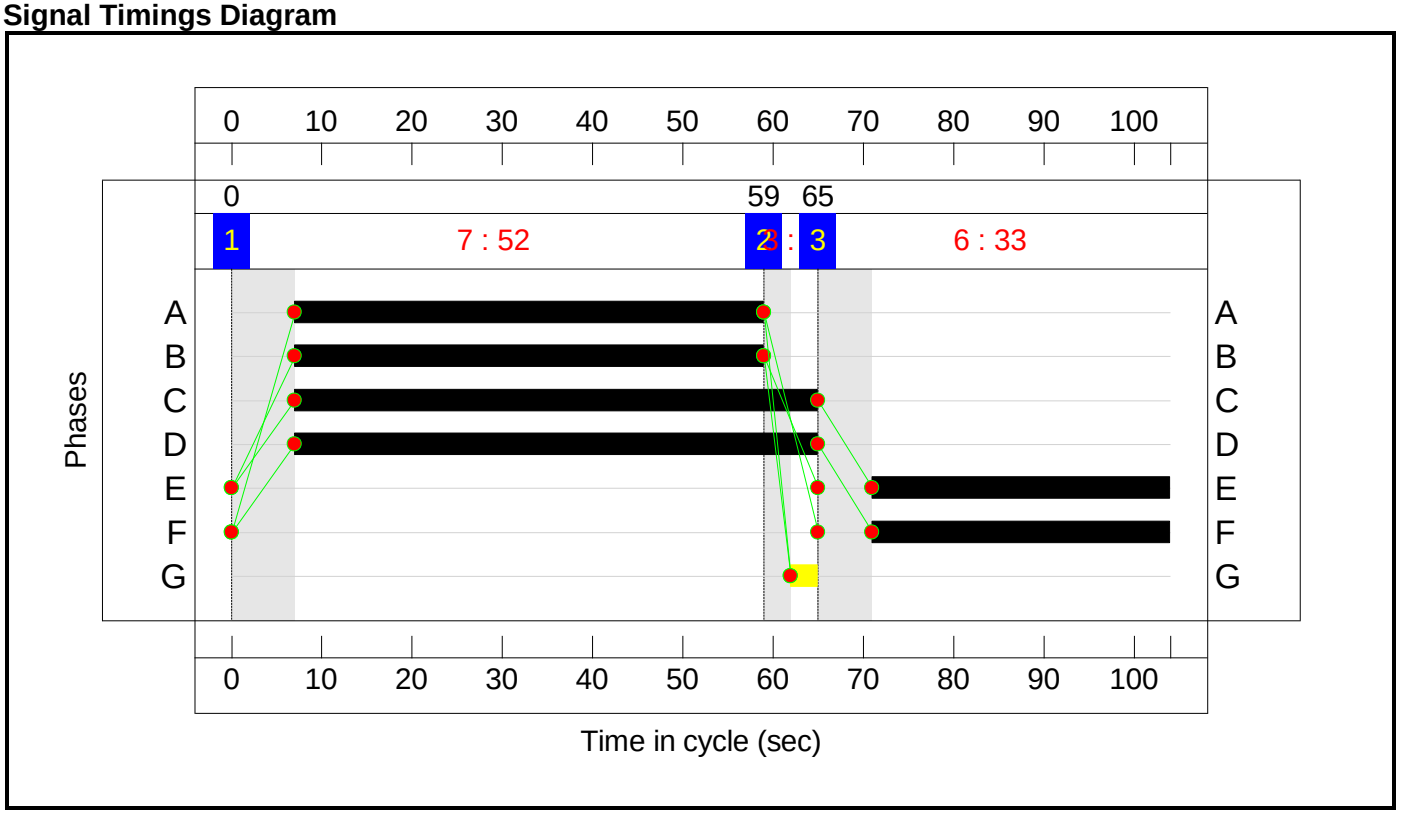
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	52	3	33
Change Point	0	59	65

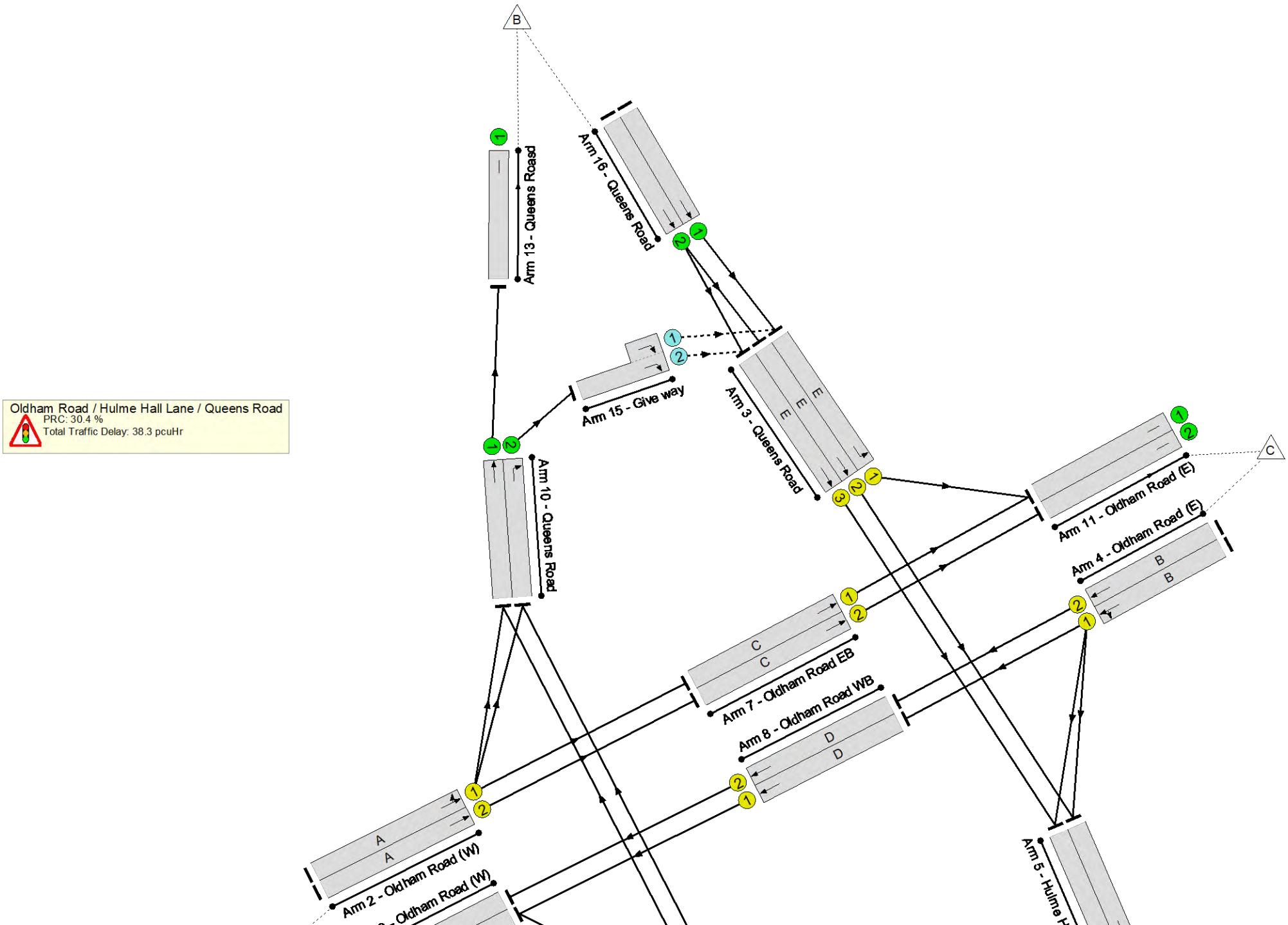
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	33	-	287	1786	584	49.2%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	33	-	410	1965	642	63.8%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	33	-	116	1965	642	18.1%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	52	-	562	1960	999	56.3%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	52	-	551	2015	1027	53.7%
3/1	Queens Road Left	U	N/A	N/A	E		1	33	-	243	1830	598	40.6%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	33	-	429	1940	634	67.6%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	33	-	423	1940	634	66.7%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	52	-	640	1819	927	69.0%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	52	-	637	1965	1001	63.6%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	604	1965	1965	30.7%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	762	2030	2030	37.5%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	266	1919:1919	72+843	29.1 : 29.1%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	58	-	405	1965	1115	36.3%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	58	-	551	1965	1115	49.4%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	58	-	126	1965	1115	11.3%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	58	-	637	1965	1115	57.1%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	413	2040	2040	20.2%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	637	2040	2040	31.2%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	531	1945	1945	27.3%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	152	1945	1945	7.8%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	648	1965	1965	33.0%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	551	1965	1965	28.0%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	42	1965	1965	2.1%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	505	2015	2015	25.1%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	531	2045	2045	26.0%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	604	1965	1965	30.7%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	496	1965	1965	25.2%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	152	1874:1874	128+411	28.2 : 28.2%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	127	1965	1965	6.5%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	816	1965	1965	41.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**836**	**0**	**0**	**26.7**	**11.6**	**0.0**	**38.3**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**836**	**0**	**0**	**26.7**	**11.6**	**0.0**	**38.3**	**-**	**-**	**-**	**-**
1/1	287	287	-	-	-	1.4	0.5	-	1.9	23.9	2.6	0.5	3.1
1/2	410	410	-	-	-	3.5	0.9	-	4.4	38.2	10.1	0.9	11.0
1/3	116	116	-	-	-	0.8	0.1	-	0.9	28.5	2.4	0.1	2.5
2/1	562	562	-	-	-	2.7	0.6	-	3.4	21.6	11.1	0.6	11.7
2/2	551	551	-	-	-	2.6	0.6	-	3.2	21.0	10.7	0.6	11.3
3/1	243	243	-	-	-	1.2	0.3	-	1.6	23.0	3.1	0.3	3.5
3/2	429	429	-	-	-	3.6	1.0	-	4.6	38.9	10.6	1.0	11.6
3/3	423	423	-	-	-	3.7	1.0	-	4.7	40.2	10.6	1.0	11.6
4/1	640	640	-	-	-	3.4	1.1	-	4.5	25.5	13.9	1.1	15.0
4/2	637	637	-	-	-	3.3	0.9	-	4.1	23.4	13.3	0.9	14.1
5/1	604	604	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	762	762	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/2+6/1	266	266	532	0	0	0.1	0.2	-	0.3	4.5	6.2	0.2	6.4
7/1	405	405	-	-	-	0.0	0.3	-	0.3	2.6	0.0	0.3	0.3
7/2	551	551	-	-	-	0.0	0.5	-	0.5	3.3	8.2	0.5	8.7
8/1	126	126	-	-	-	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
8/2	637	637	-	-	-	0.0	0.7	-	0.7	3.8	0.0	0.7	0.7
9/1	413	413	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	637	637	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
10/1	531	531	-	-	-	0.0	0.2	-	0.2	1.3	5.4	0.2	5.6
10/2	152	152	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	648	648	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
11/2	551	551	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/1	42	42	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

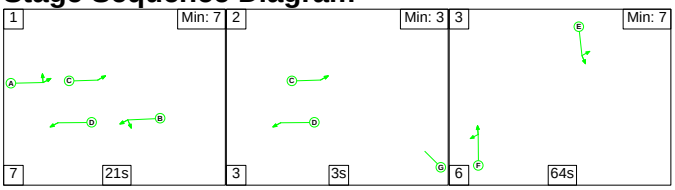
12/2	505	505	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
13/1	531	531	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	604	604	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/2	496	496	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
15/2+15/1	152	152	304	0	0	0.2	0.2	-	0.4	9.6	3.0	0.2	3.2
16/1	127	127	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	816	816	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): 30.4 Total Delay for Signalled Lanes (pcuHr): 34.91 Cycle Time (s): 104
PRC Over All Lanes (%): 30.4 Total Delay Over All Lanes(pcuHr): 38.33

Full Input Data And Results

Scenario 18: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: '')

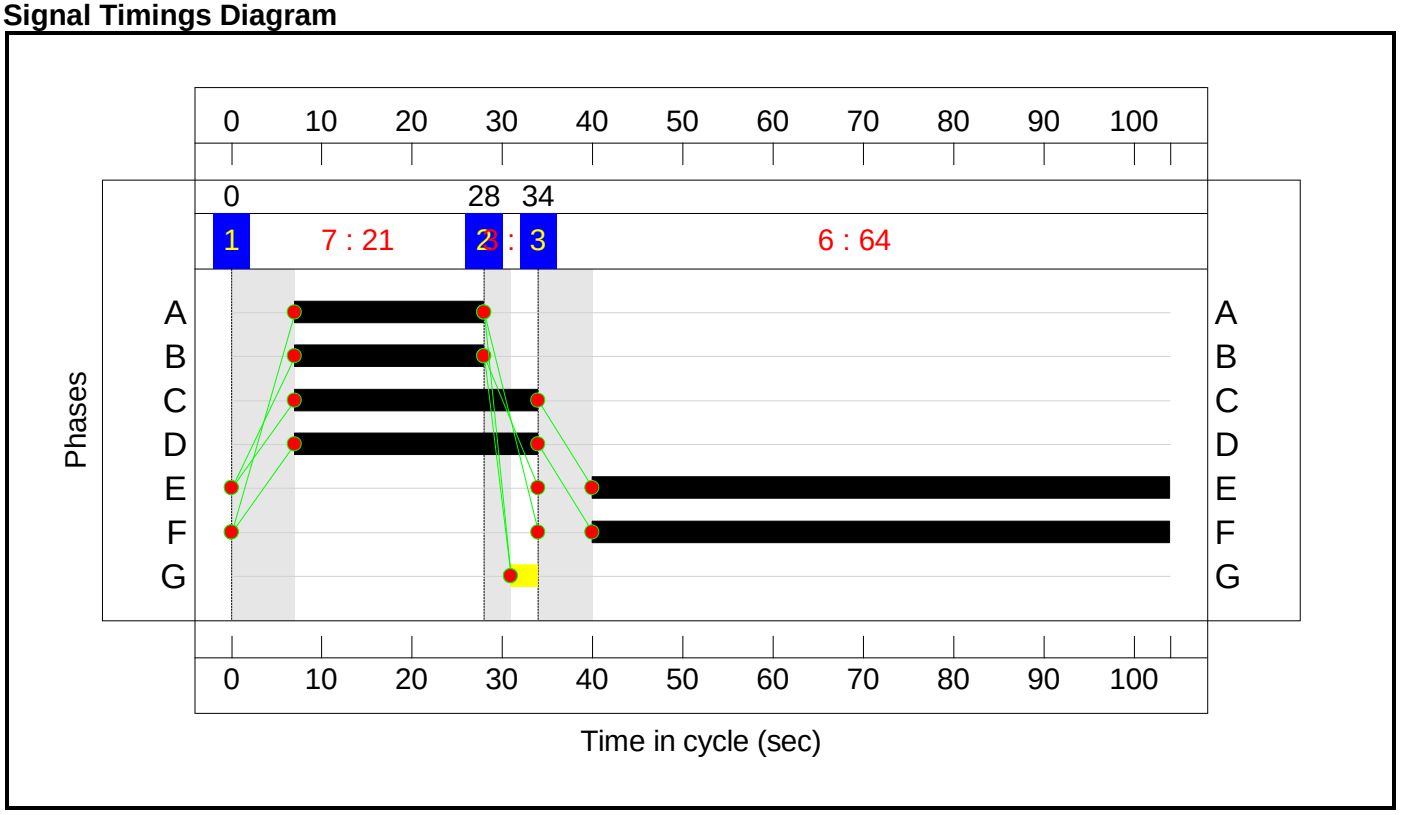
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	21	3	64
Change Point	0	28	34

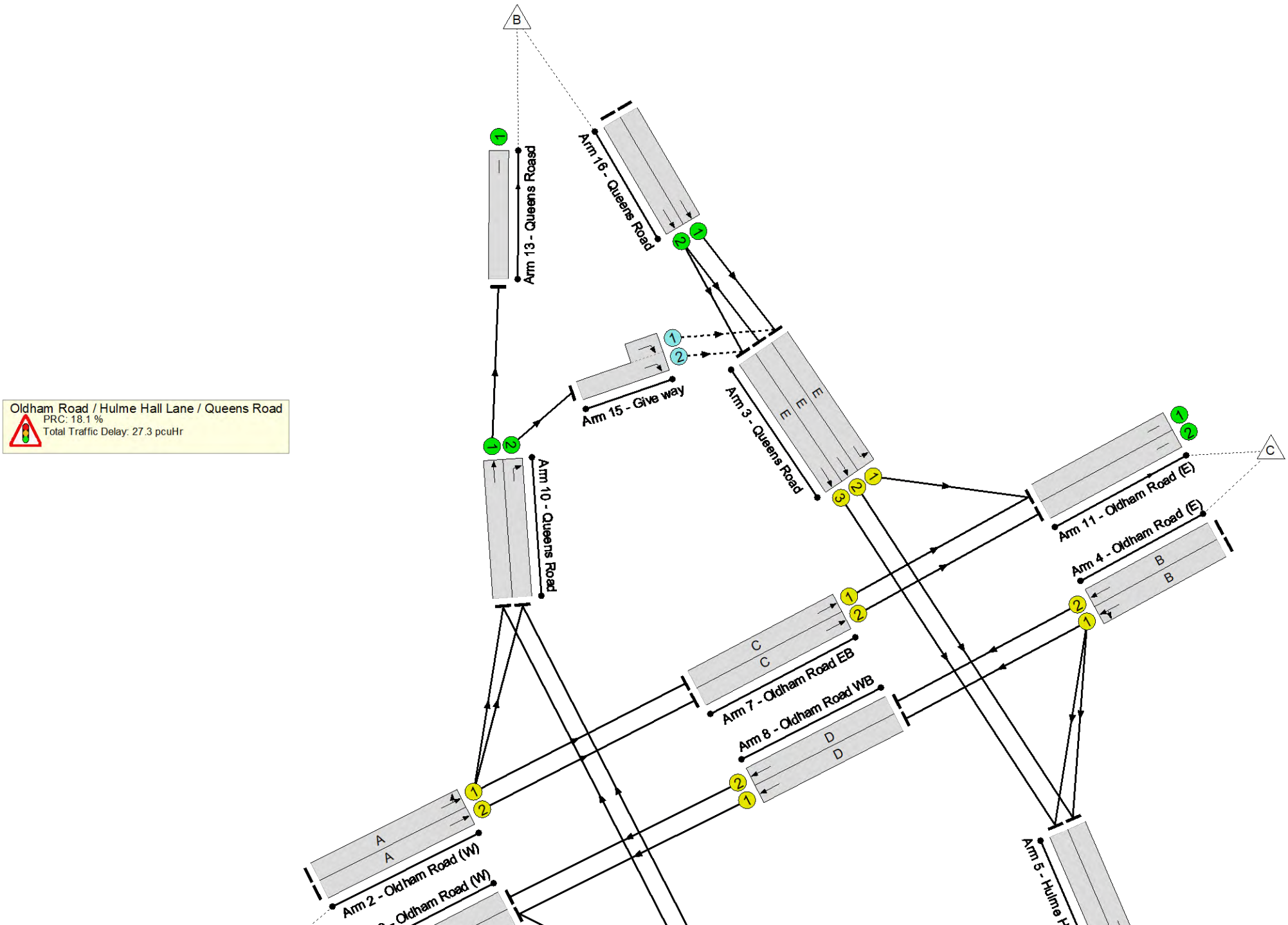
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.2%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.2%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	64	-	140	1786	1116	12.5%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	64	-	936	1965	1228	76.2%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	64	-	415	1965	1228	33.8%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	21	-	306	1978	418	73.1%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	21	-	305	2015	426	71.6%
3/1	Queens Road Left	U	N/A	N/A	E		1	64	-	592	1830	1144	51.8%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	64	-	48	1940	1213	4.0%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	64	-	32	1940	1213	2.6%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	21	-	197	1899	402	49.0%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	21	-	194	1965	416	46.7%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	53	1965	1965	2.7%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	95	2065	2065	4.6%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	0	2015:2015	0+0	0.0 : 0.0%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	27	-	248	1965	529	46.9%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	27	-	305	1965	529	57.7%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	27	-	129	1965	529	24.4%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	27	-	194	1965	529	36.7%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	269	2040	2040	13.2%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	194	2040	2040	9.5%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	976	1945	1945	50.2%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	433	1945	1945	22.3%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	840	1965	1965	42.7%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	305	1965	1965	15.5%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	140	1965	1965	7.1%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	1351	2015	2015	67.0%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	976	2045	2045	47.7%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	53	1965	1965	2.7%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	95	1965	1965	4.8%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	433	1874:1874	51+1178	35.2 : 35.2%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	177	1965	1965	9.0%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	62	1965	1965	3.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**866**	**0**	**0**	**16.7**	**10.7**	**0.0**	**27.3**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**866**	**0**	**0**	**16.7**	**10.7**	**0.0**	**27.3**	**-**	**-**	**-**	**-**
1/1	140	140	-	-	-	0.3	0.1	-	0.4	9.8	1.6	0.1	1.7
1/2	936	936	-	-	-	3.6	1.6	-	5.2	20.1	19.2	1.6	20.8
1/3	415	415	-	-	-	1.1	0.3	-	1.3	11.5	5.6	0.3	5.9
2/1	306	306	-	-	-	3.3	1.3	-	4.6	53.9	8.2	1.3	9.6
2/2	305	305	-	-	-	3.2	1.2	-	4.5	52.6	8.1	1.2	9.4
3/1	592	592	-	-	-	0.8	0.5	-	1.4	8.3	3.4	0.5	3.9
3/2	48	48	-	-	-	0.1	0.0	-	0.1	9.0	0.5	0.0	0.5
3/3	32	32	-	-	-	0.1	0.0	-	0.1	15.0	0.7	0.0	0.7
4/1	197	197	-	-	-	2.0	0.5	-	2.5	44.8	5.0	0.5	5.5
4/2	194	194	-	-	-	1.9	0.4	-	2.4	44.0	4.9	0.4	5.3
5/1	53	53	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/2	95	95	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/2+6/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	248	248	-	-	-	0.0	0.4	-	0.4	6.5	0.0	0.4	0.5
7/2	305	305	-	-	-	0.0	0.7	-	0.7	8.1	5.5	0.7	6.2
8/1	129	129	-	-	-	0.0	0.2	-	0.2	4.6	0.0	0.2	0.2
8/2	194	194	-	-	-	0.0	0.3	-	0.3	5.5	0.0	0.3	0.3
9/1	269	269	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/2	194	194	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/1	976	976	-	-	-	0.0	0.5	-	0.5	1.9	15.2	0.5	15.7
10/2	433	433	-	-	-	0.0	0.1	-	0.1	1.2	1.1	0.1	1.2
11/1	840	840	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
11/2	305	305	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	140	140	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

Full Input Data And Results

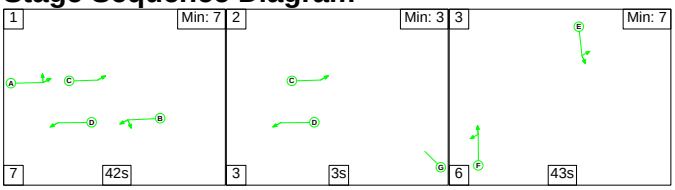
12/2	1351	1351	-	-	-	0.0	1.0	-	1.0	2.7	0.0	1.0	1.0
13/1	976	976	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
14/1	53	53	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
14/2	95	95	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	433	433	866	0	0	0.2	0.3	-	0.4	3.6	6.4	0.3	6.7
16/1	177	177	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	62	62	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 18.1 Total Delay for Signalled Lanes (pcuHr): 24.01 Cycle Time (s): 104
PRC Over All Lanes (%): 18.1 Total Delay Over All Lanes(pcuHr): 27.35

Full Input Data And Results

Scenario 19: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG19: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: '')

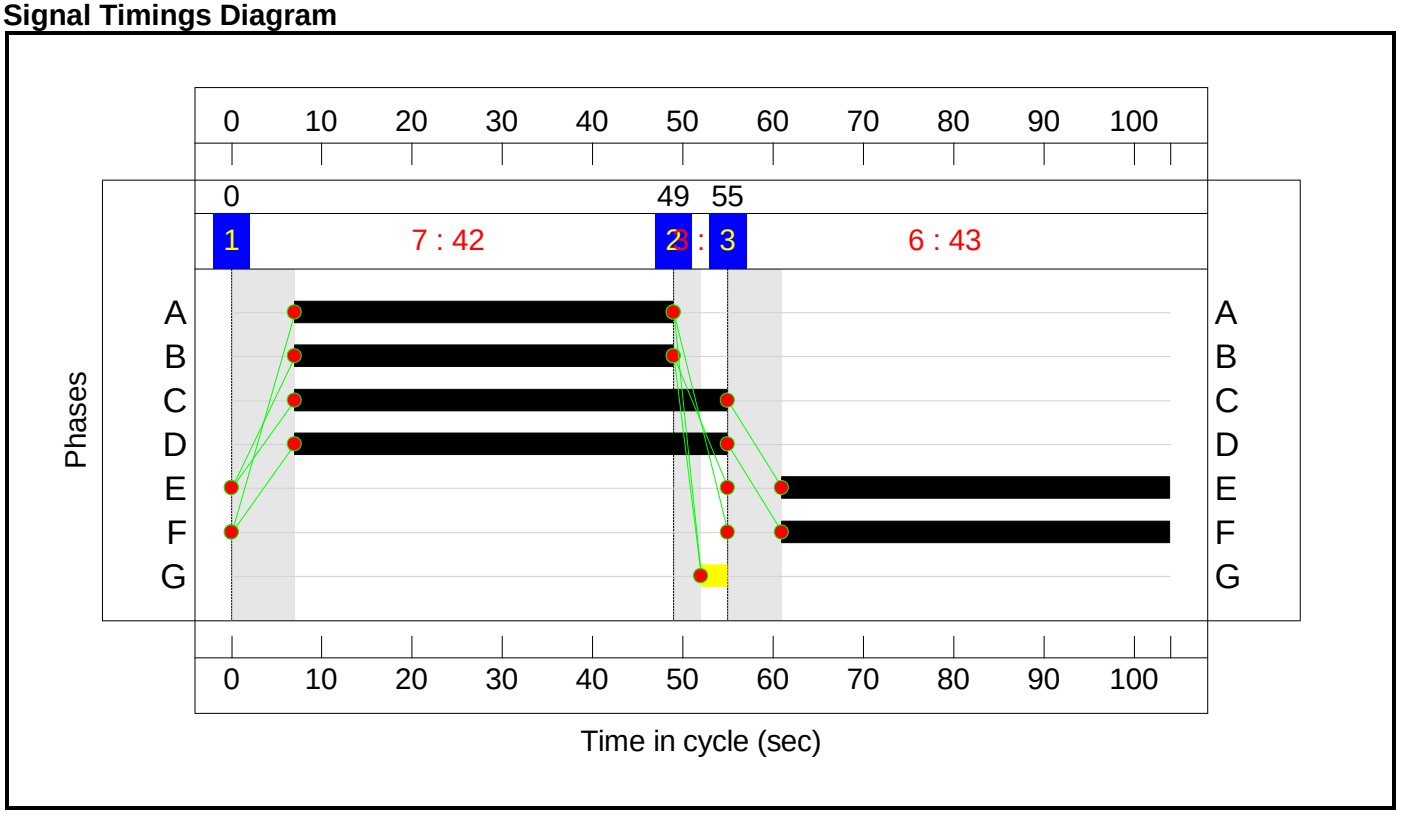
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	42	3	43
Change Point	0	49	55

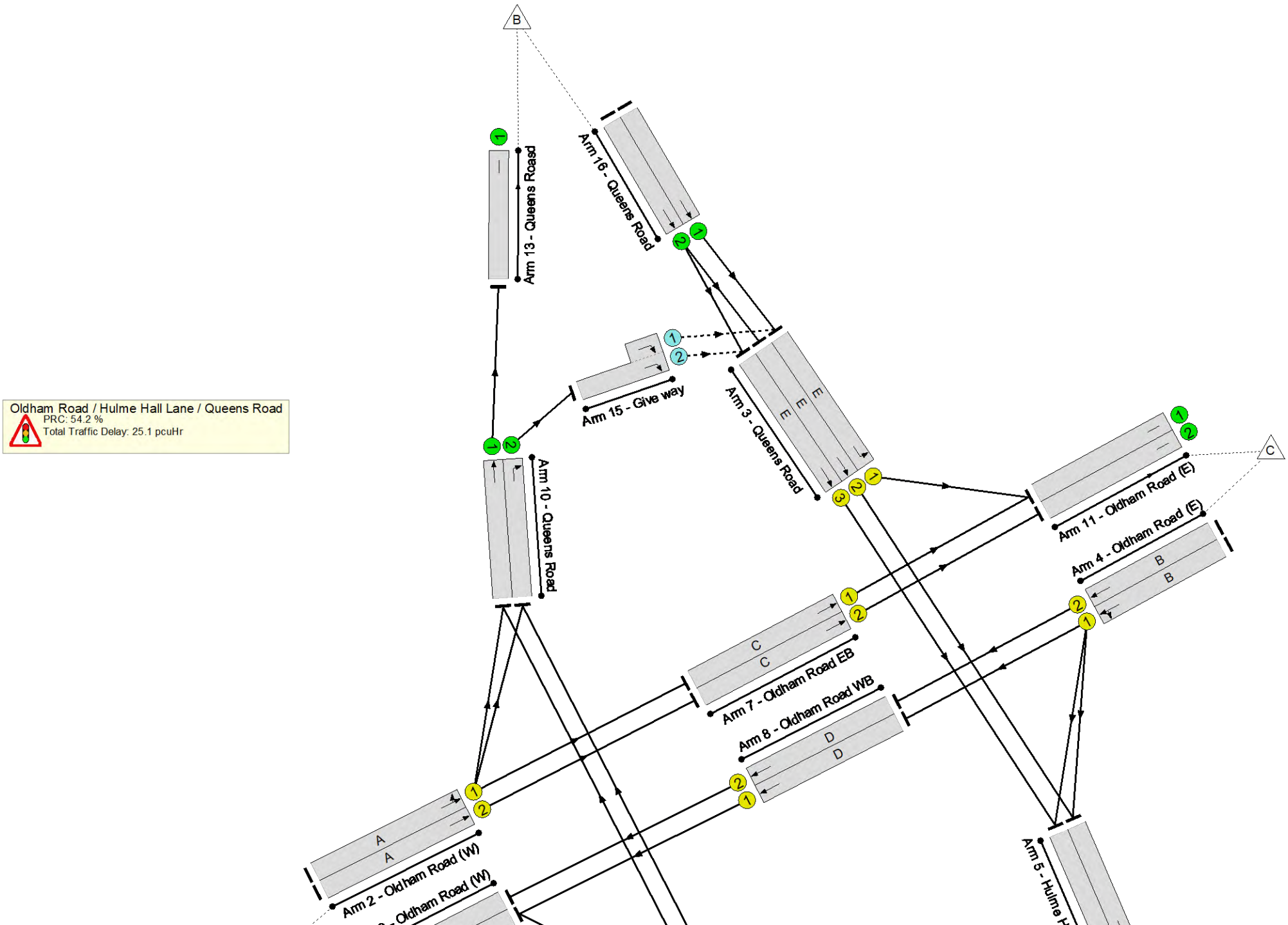
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.4%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.4%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	43	-	235	1786	756	31.1%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	43	-	476	1965	831	57.3%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	43	-	98	1965	831	11.8%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	42	-	339	1962	811	41.8%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	42	-	337	2015	833	40.5%
3/1	Queens Road Left	U	N/A	N/A	E		1	43	-	254	1830	774	32.8%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	43	-	275	1940	821	33.5%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	43	-	264	1940	821	32.2%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	42	-	452	1873	774	58.4%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	42	-	445	1965	812	54.8%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	317	1965	1965	16.1%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	443	2021	2021	21.9%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	191	1919:1919	75+765	22.7 : 22.7%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	48	-	247	1965	926	26.7%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	48	-	337	1965	926	36.4%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	48	-	231	1965	926	25.0%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	48	-	445	1965	926	48.1%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	466	2040	2040	22.8%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	445	2040	2040	21.8%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	552	1945	1945	28.4%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	114	1945	1945	5.9%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	501	1965	1965	25.5%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	337	1965	1965	17.2%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	61	1965	1965	3.1%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	557	2015	2015	27.6%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	552	2045	2045	27.0%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	317	1965	1965	16.1%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	252	1965	1965	12.8%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	114	1874:1874	114+699	14.0 : 14.0%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	156	1965	1965	7.9%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	523	1965	1965	26.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**610**	**0**	**0**	**18.3**	**6.8**	**0.0**	**25.1**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**610**	**0**	**0**	**18.3**	**6.8**	**0.0**	**25.1**	**-**	**-**	**-**	**-**
1/1	235	235	-	-	-	0.6	0.2	-	0.8	13.0	1.7	0.2	1.9
1/2	476	476	-	-	-	3.1	0.7	-	3.8	28.6	10.6	0.7	11.2
1/3	98	98	-	-	-	0.5	0.1	-	0.6	20.7	1.7	0.1	1.8
2/1	339	339	-	-	-	2.0	0.4	-	2.4	25.4	6.9	0.4	7.2
2/2	337	337	-	-	-	2.0	0.3	-	2.4	25.1	6.8	0.3	7.2
3/1	254	254	-	-	-	1.0	0.2	-	1.2	17.4	3.1	0.2	3.4
3/2	275	275	-	-	-	1.5	0.3	-	1.8	23.5	5.3	0.3	5.5
3/3	264	264	-	-	-	1.6	0.2	-	1.8	24.5	5.2	0.2	5.5
4/1	452	452	-	-	-	3.0	0.7	-	3.7	29.1	10.0	0.7	10.7
4/2	445	445	-	-	-	2.9	0.6	-	3.5	28.0	9.6	0.6	10.2
5/1	317	317	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	443	443	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	191	191	382	0	0	0.1	0.1	-	0.2	4.0	3.5	0.1	3.6
7/1	247	247	-	-	-	0.0	0.2	-	0.2	2.7	0.0	0.2	0.2
7/2	337	337	-	-	-	0.0	0.3	-	0.3	3.2	3.9	0.3	4.2
8/1	231	231	-	-	-	0.0	0.2	-	0.2	2.7	0.0	0.2	0.2
8/2	445	445	-	-	-	0.0	0.5	-	0.5	3.8	0.0	0.5	0.5
9/1	466	466	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	445	445	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	552	552	-	-	-	0.0	0.2	-	0.2	1.3	6.0	0.2	6.2
10/2	114	114	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	501	501	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/2	337	337	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	61	61	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

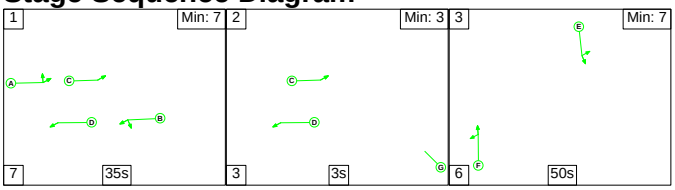
12/2	557	557	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
13/1	552	552	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	317	317	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	252	252	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2+15/1	114	114	228	0	0	0.0	0.1	-	0.1	3.4	1.8	0.1	1.9
16/1	156	156	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	523	523	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 54.2 Total Delay for Signalled Lanes (pcuHr): 22.99 Cycle Time (s): 104
PRC Over All Lanes (%): 54.2 Total Delay Over All Lanes(pcuHr): 25.13

Full Input Data And Results

Scenario 20: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG20: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: '')

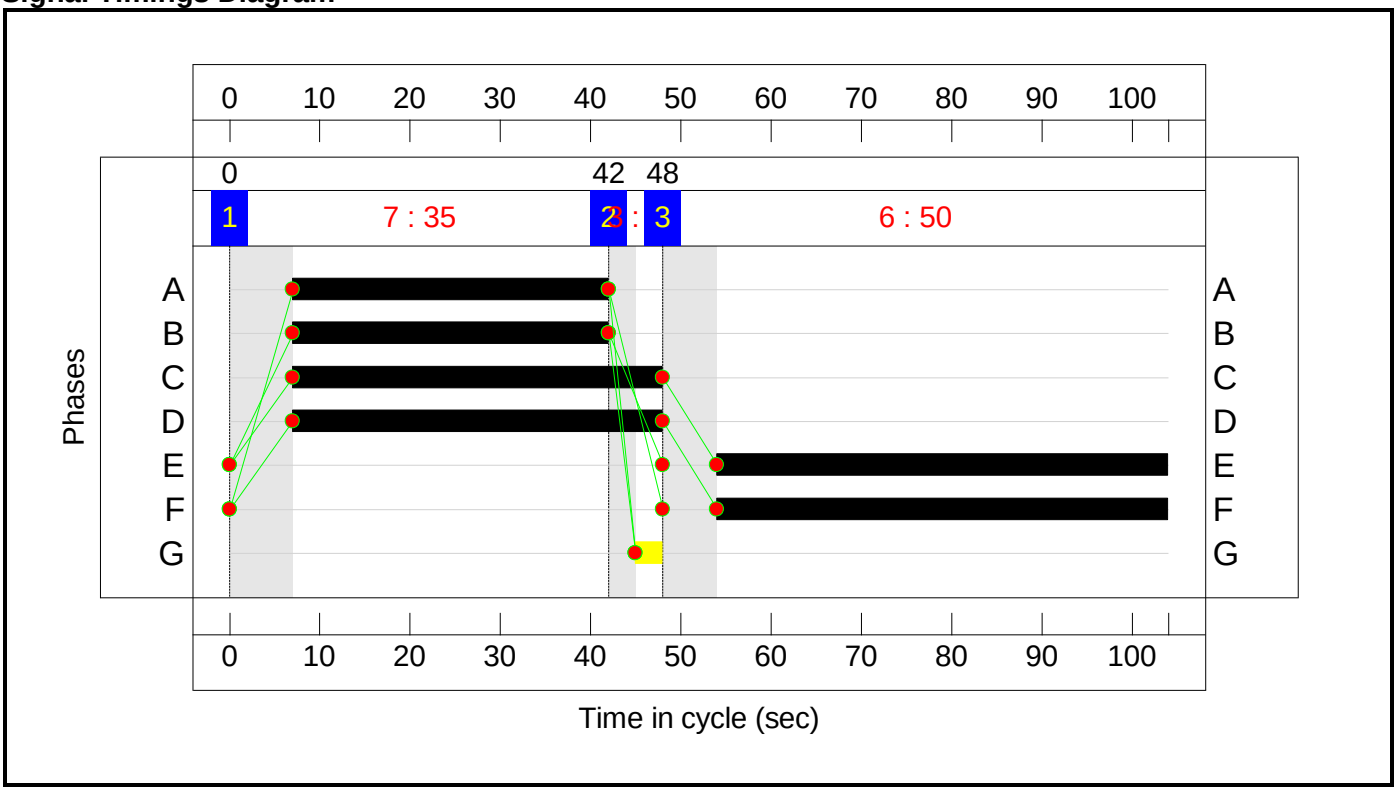
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	35	3	50
Change Point	0	42	48

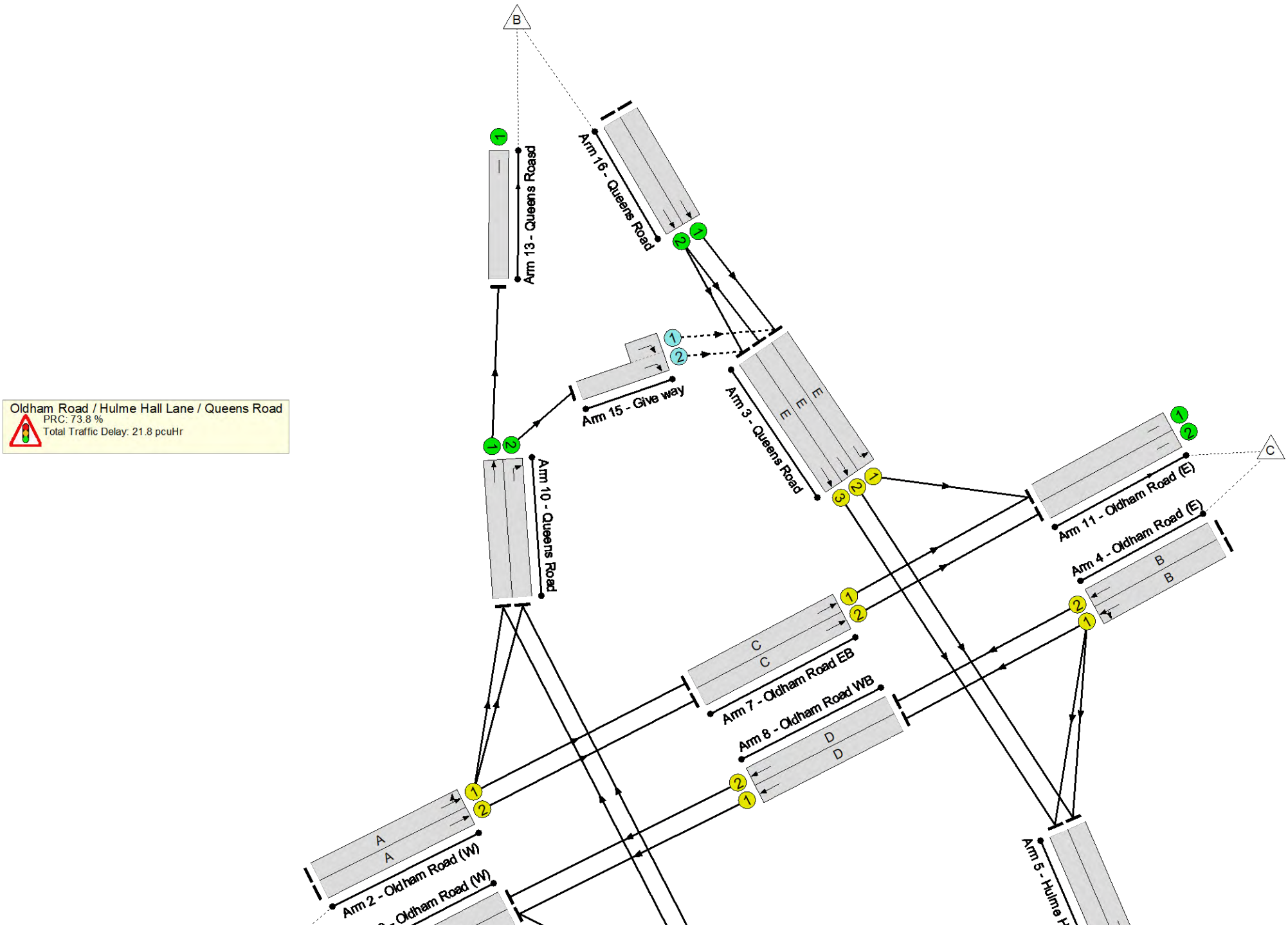
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.8%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.8%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	50	-	175	1786	876	20.0%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	50	-	499	1965	964	51.8%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	50	-	75	1965	964	7.8%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	35	-	349	1975	684	51.0%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	35	-	345	2015	698	49.5%
3/1	Queens Road Left	U	N/A	N/A	E		1	50	-	207	1830	897	23.1%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	50	-	204	1940	951	21.4%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	50	-	198	1940	951	20.8%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	35	-	334	1902	658	50.7%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	35	-	330	1965	680	48.5%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	210	1965	1965	10.7%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	302	2021	2021	14.9%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	131	1919:1919	50+765	16.1 : 16.1%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	41	-	278	1965	794	35.0%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	41	-	345	1965	794	43.5%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	41	-	224	1965	794	28.2%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	41	-	330	1965	794	41.6%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	399	2040	2040	19.6%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	330	2040	2040	16.2%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	561	1945	1945	28.8%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	84	1945	1945	4.3%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	485	1965	1965	24.7%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	345	1965	1965	17.6%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	52	1965	1965	2.6%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	566	2015	2015	28.1%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	561	2045	2045	27.4%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	210	1965	1965	10.7%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	171	1965	1965	8.7%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	84	1874:1874	104+867	8.7 : 8.7%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	132	1965	1965	6.7%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	393	1965	1965	20.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**430**	**0**	**0**	**15.8**	**6.0**	**0.0**	**21.8**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**430**	**0**	**0**	**15.8**	**6.0**	**0.0**	**21.8**	**-**	**-**	**-**	**-**
1/1	175	175	-	-	-	0.4	0.1	-	0.5	10.7	1.2	0.1	1.3
1/2	499	499	-	-	-	2.6	0.5	-	3.1	22.3	9.9	0.5	10.5
1/3	75	75	-	-	-	0.3	0.0	-	0.3	16.1	1.1	0.0	1.2
2/1	349	349	-	-	-	2.6	0.5	-	3.1	32.4	7.9	0.5	8.5
2/2	345	345	-	-	-	2.6	0.5	-	3.1	31.9	7.9	0.5	8.3
3/1	207	207	-	-	-	0.6	0.1	-	0.8	13.7	2.3	0.1	2.5
3/2	204	204	-	-	-	0.9	0.1	-	1.0	17.5	3.3	0.1	3.5
3/3	198	198	-	-	-	0.9	0.1	-	1.0	18.3	3.4	0.1	3.5
4/1	334	334	-	-	-	2.5	0.5	-	3.0	32.5	7.6	0.5	8.1
4/2	330	330	-	-	-	2.4	0.5	-	2.9	31.8	7.4	0.5	7.9
5/1	210	210	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	302	302	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	131	131	262	0	0	0.0	0.1	-	0.1	3.0	1.6	0.1	1.7
7/1	278	278	-	-	-	0.0	0.3	-	0.3	3.6	0.0	0.3	0.3
7/2	345	345	-	-	-	0.0	0.4	-	0.4	4.1	5.0	0.4	5.4
8/1	224	224	-	-	-	0.0	0.2	-	0.2	3.2	0.0	0.2	0.2
8/2	330	330	-	-	-	0.0	0.4	-	0.4	4.0	0.0	0.4	0.4
9/1	399	399	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	330	330	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	561	561	-	-	-	0.0	0.2	-	0.2	1.3	5.4	0.2	5.7
10/2	84	84	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	485	485	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/2	345	345	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	52	52	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

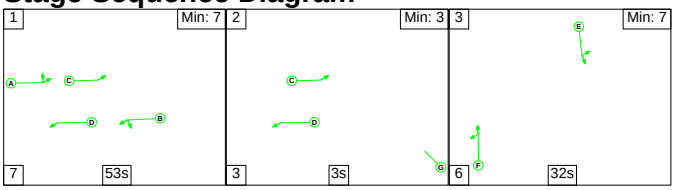
12/2	566	566	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
13/1	561	561	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	210	210	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/2	171	171	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	84	84	168	0	0	0.0	0.0	-	0.0	2.1	0.8	0.0	0.8
16/1	132	132	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	393	393	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 73.8 Total Delay for Signalled Lanes (pcuHr): 20.10 Cycle Time (s): 104
PRC Over All Lanes (%): 73.8 Total Delay Over All Lanes(pcuHr): 21.79

Full Input Data And Results

Scenario 21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak', Plan 1: '')

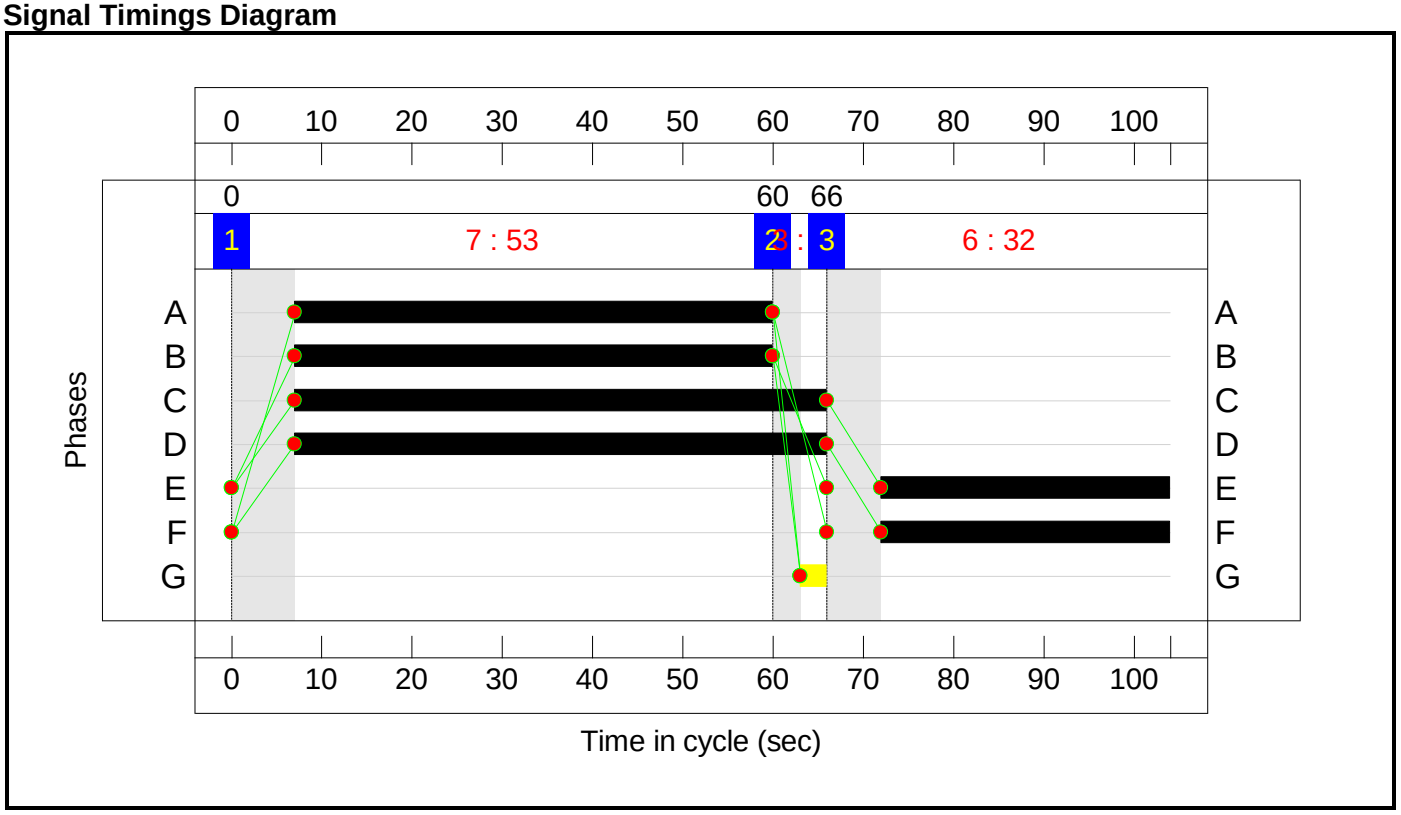
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	53	3	32
Change Point	0	60	66

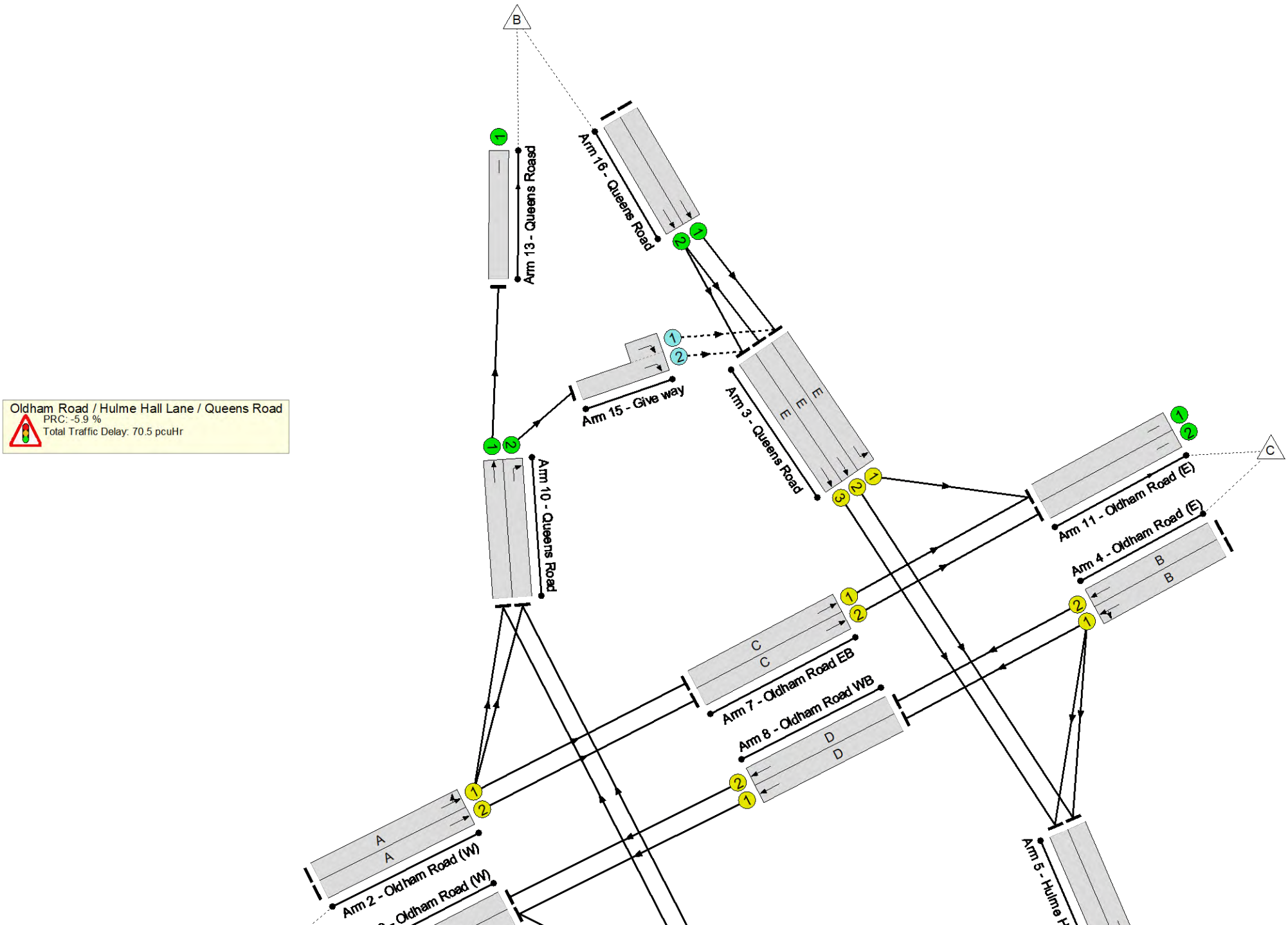
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.3%**
Oldham Road / Hulme Hall Lane / Queens Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.3%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	32	-	389	1786	567	68.6%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	32	-	594	1965	624	95.3%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	32	-	77	1965	624	12.3%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	53	-	943	1917	995	94.7%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	53	-	962	2015	1046	91.9%
3/1	Queens Road Left	U	N/A	N/A	E		1	32	-	227	1830	581	39.1%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	32	-	439	1940	616	71.3%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	32	-	435	1940	616	70.7%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	53	-	627	1880	976	64.2%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	53	-	620	1965	1020	60.8%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	511	1965	1965	26.0%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	648	2030	2030	31.9%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	222	1919:1919	27+526	40.2 : 40.2%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	59	-	460	1965	1134	40.6%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	59	-	962	1965	1134	84.9%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	59	-	342	1965	1134	30.2%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	59	-	620	1965	1134	54.7%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	731	2040	2040	35.8%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	620	2040	2040	30.4%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	1021	1945	1945	52.5%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	133	1945	1945	6.8%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	687	1965	1965	35.0%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	962	1965	1965	49.0%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	178	1965	1965	9.1%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	660	2015	2015	32.8%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	1021	2045	2045	49.9%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	511	1965	1965	26.0%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	426	1965	1965	21.7%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	133	1874:1874	279+384	20.1 : 20.1%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	150	1965	1965	7.6%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	818	1965	1965	41.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**710**	**0**	**0**	**37.9**	**32.7**	**0.0**	**70.5**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**710**	**0**	**0**	**37.9**	**32.7**	**0.0**	**70.5**	**-**	**-**	**-**	**-**
1/1	389	389	-	-	-	3.3	1.1	-	4.4	40.8	7.7	1.1	8.8
1/2	594	594	-	-	-	5.8	6.9	-	12.7	76.7	16.7	6.9	23.5
1/3	77	77	-	-	-	0.5	0.1	-	0.6	28.5	1.6	0.1	1.6
2/1	943	943	-	-	-	6.2	7.1	-	13.3	50.7	25.7	7.1	32.8
2/2	962	962	-	-	-	6.1	5.1	-	11.2	42.1	25.4	5.1	30.5
3/1	227	227	-	-	-	1.3	0.3	-	1.6	24.9	3.4	0.3	3.7
3/2	439	439	-	-	-	3.8	1.2	-	5.0	41.4	11.1	1.2	12.3
3/3	435	435	-	-	-	4.0	1.2	-	5.2	42.7	11.2	1.2	12.4
4/1	627	627	-	-	-	3.1	0.9	-	4.0	23.2	13.1	0.9	14.0
4/2	620	620	-	-	-	3.0	0.8	-	3.8	22.0	12.6	0.8	13.3
5/1	511	511	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	648	648	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2+6/1	222	222	444	0	0	0.4	0.3	-	0.7	12.1	6.0	0.3	6.3
7/1	460	460	-	-	-	0.0	0.3	-	0.3	2.7	0.0	0.3	0.4
7/2	962	962	-	-	-	0.1	2.7	-	2.8	10.6	23.6	2.7	26.3
8/1	342	342	-	-	-	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
8/2	620	620	-	-	-	0.0	0.6	-	0.6	3.6	0.0	0.6	0.6
9/1	731	731	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/2	620	620	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
10/1	1021	1021	-	-	-	0.0	0.6	-	0.6	2.0	12.5	0.6	13.1
10/2	133	133	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	687	687	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/2	962	962	-	-	-	0.0	0.5	-	0.5	1.8	9.3	0.5	9.8
12/1	178	178	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

Full Input Data And Results

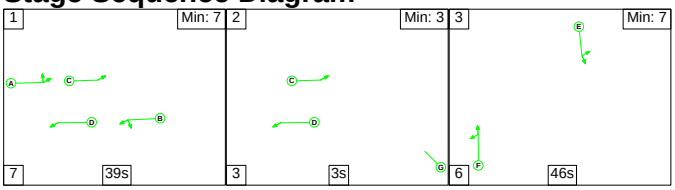
12/2	660	660	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	1021	1021	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
14/1	511	511	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/2	426	426	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
15/2+15/1	133	133	266	0	0	0.1	0.1	-	0.2	5.7	1.9	0.1	2.0
16/1	150	150	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	818	818	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): -5.9 Total Delay for Signalled Lanes (pcuHr): 65.82 Cycle Time (s): 104
PRC Over All Lanes (%): -5.9 Total Delay Over All Lanes(pcuHr): 70.54

Full Input Data And Results

Scenario 22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

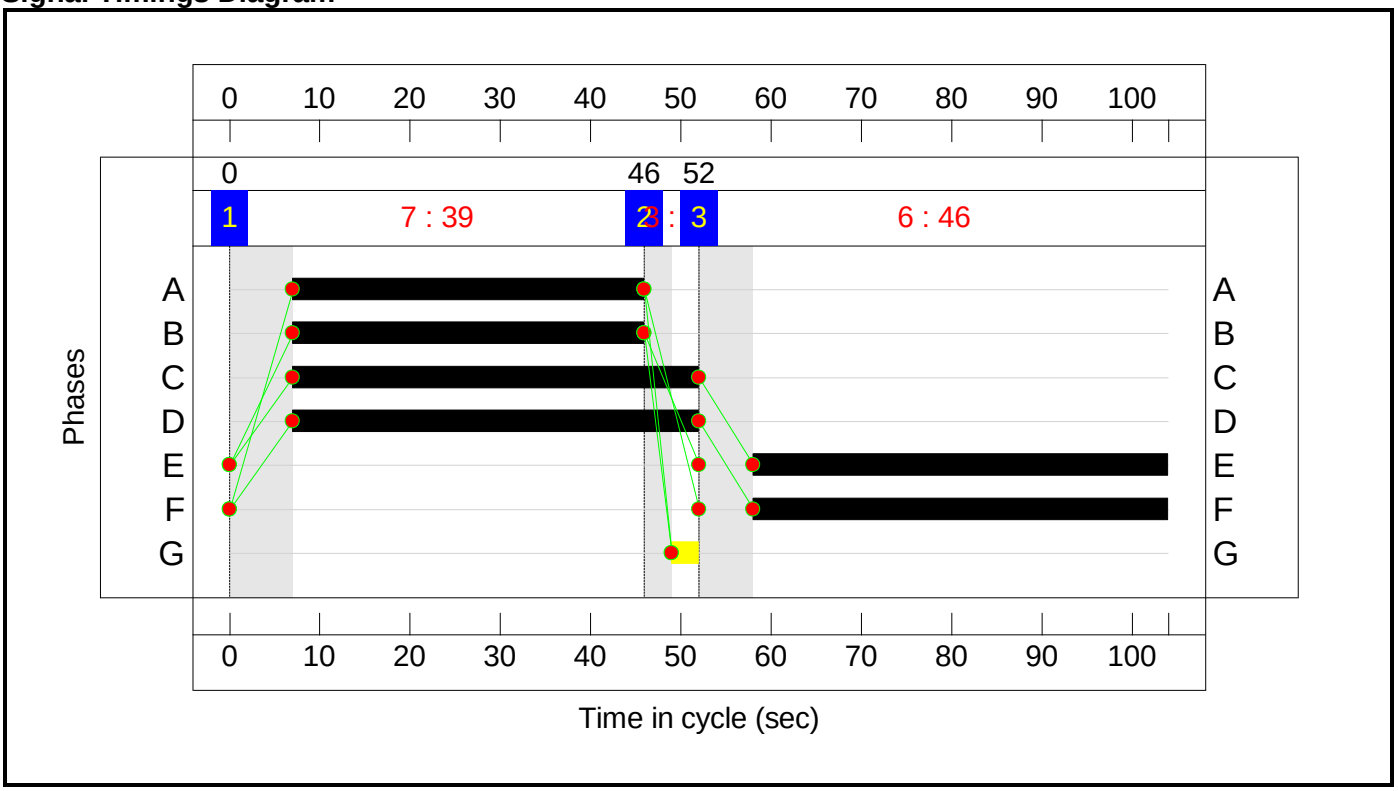
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	39	3	46
Change Point	0	46	52

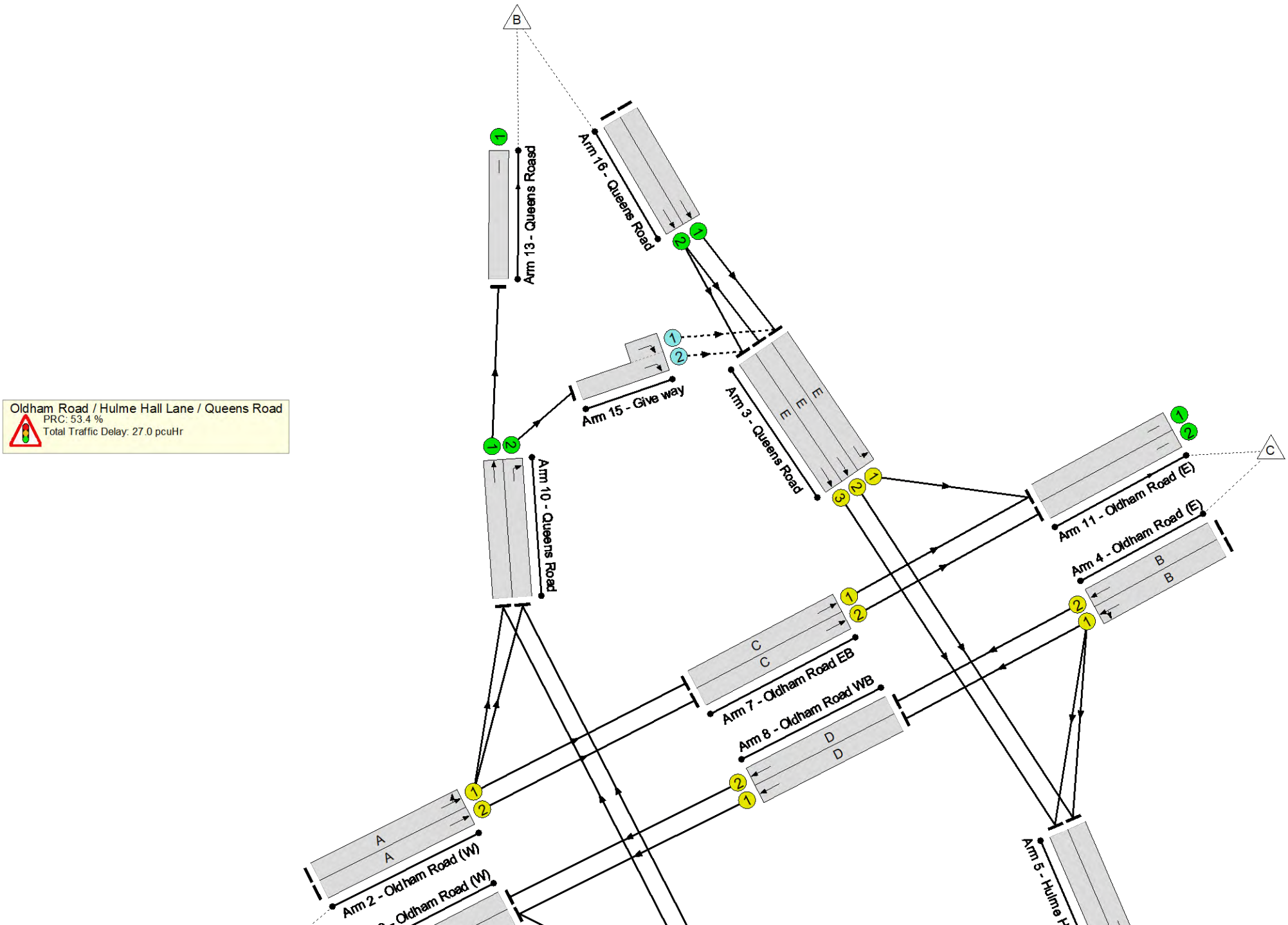
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.7%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.7%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	46	-	198	1786	807	24.5%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	46	-	521	1965	888	58.7%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	46	-	99	1965	888	11.1%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	39	-	401	1965	756	53.1%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	39	-	394	2015	775	50.8%
3/1	Queens Road Left	U	N/A	N/A	E		1	46	-	229	1830	827	27.7%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	46	-	327	1940	877	37.3%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	46	-	316	1940	877	36.0%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	39	-	412	1836	706	58.3%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	39	-	407	1965	756	53.9%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	404	1965	1965	20.6%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	528	2032	2032	26.0%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	173	1919:1919	60+736	21.7 : 21.7%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	45	-	298	1965	869	34.3%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	45	-	394	1965	869	45.3%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	45	-	123	1965	869	14.2%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	45	-	407	1965	869	46.8%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	321	2040	2040	15.7%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	407	2040	2040	20.0%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	607	1945	1945	31.2%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	116	1945	1945	6.0%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	527	1965	1965	26.8%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	394	1965	1965	20.1%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	38	1965	1965	1.9%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	607	2015	2015	30.1%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	607	2045	2045	29.7%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	404	1965	1965	20.6%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	355	1965	1965	18.1%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	116	1874:1874	106+615	16.1 : 16.1%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	130	1965	1965	6.6%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	626	1965	1965	31.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**578**	**0**	**0**	**19.5**	**7.5**	**0.0**	**27.0**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**578**	**0**	**0**	**19.5**	**7.5**	**0.0**	**27.0**	**-**	**-**	**-**	**-**
1/1	198	198	-	-	-	0.4	0.2	-	0.6	11.0	1.2	0.2	1.3
1/2	521	521	-	-	-	3.1	0.7	-	3.9	26.6	11.2	0.7	11.9
1/3	99	99	-	-	-	0.5	0.1	-	0.5	18.7	1.7	0.1	1.7
2/1	401	401	-	-	-	2.8	0.6	-	3.3	29.8	8.9	0.6	9.5
2/2	394	394	-	-	-	2.7	0.5	-	3.2	29.2	8.6	0.5	9.2
3/1	229	229	-	-	-	0.8	0.2	-	0.9	14.9	2.5	0.2	2.7
3/2	327	327	-	-	-	1.7	0.3	-	2.0	22.1	6.2	0.3	6.5
3/3	316	316	-	-	-	1.7	0.3	-	2.0	22.9	6.1	0.3	6.4
4/1	412	412	-	-	-	2.9	0.7	-	3.6	31.5	9.4	0.7	10.1
4/2	407	407	-	-	-	2.8	0.6	-	3.4	30.0	9.0	0.6	9.6
5/1	404	404	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	528	528	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/2+6/1	173	173	346	0	0	0.0	0.1	-	0.2	3.4	2.8	0.1	2.9
7/1	298	298	-	-	-	0.0	0.3	-	0.3	3.2	0.0	0.3	0.3
7/2	394	394	-	-	-	0.0	0.4	-	0.4	3.9	6.0	0.4	6.5
8/1	123	123	-	-	-	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1
8/2	407	407	-	-	-	0.0	0.4	-	0.4	4.0	0.0	0.4	0.5
9/1	321	321	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/2	407	407	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	607	607	-	-	-	0.0	0.2	-	0.2	1.4	7.1	0.2	7.3
10/2	116	116	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	527	527	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	394	394	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	38	38	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

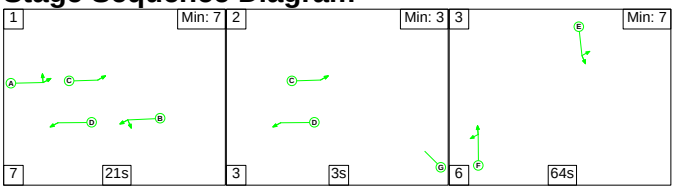
12/2	607	607	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	607	607	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/1	404	404	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
14/2	355	355	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2+15/1	116	116	232	0	0	0.0	0.1	-	0.1	4.1	1.8	0.1	1.9
16/1	130	130	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	626	626	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 53.4 Total Delay for Signalled Lanes (pcuHr): 24.68 Cycle Time (s): 104
PRC Over All Lanes (%): 53.4 Total Delay Over All Lanes(pcuHr): 27.01

Full Input Data And Results

Scenario 23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: '')

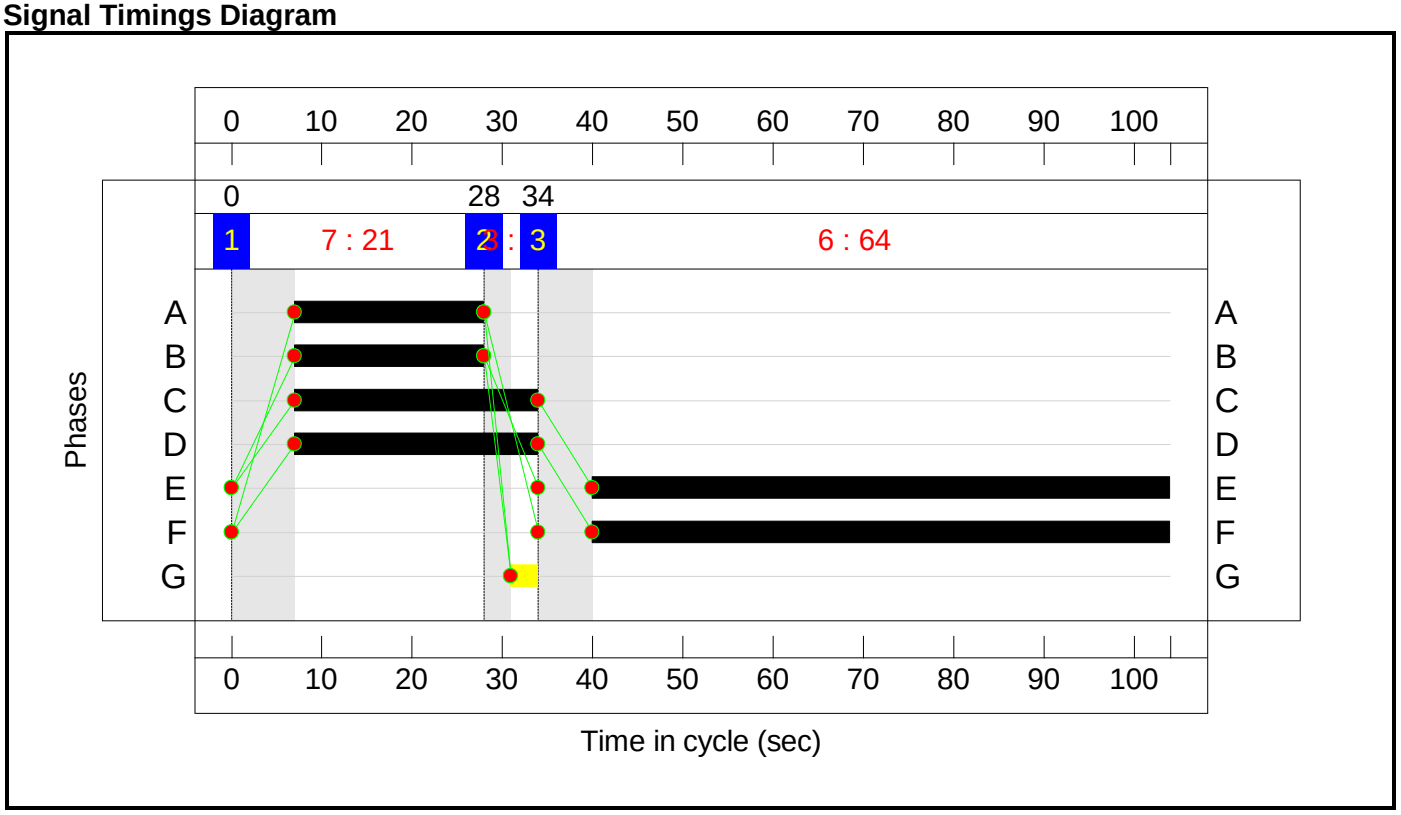
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	21	3	64
Change Point	0	28	34

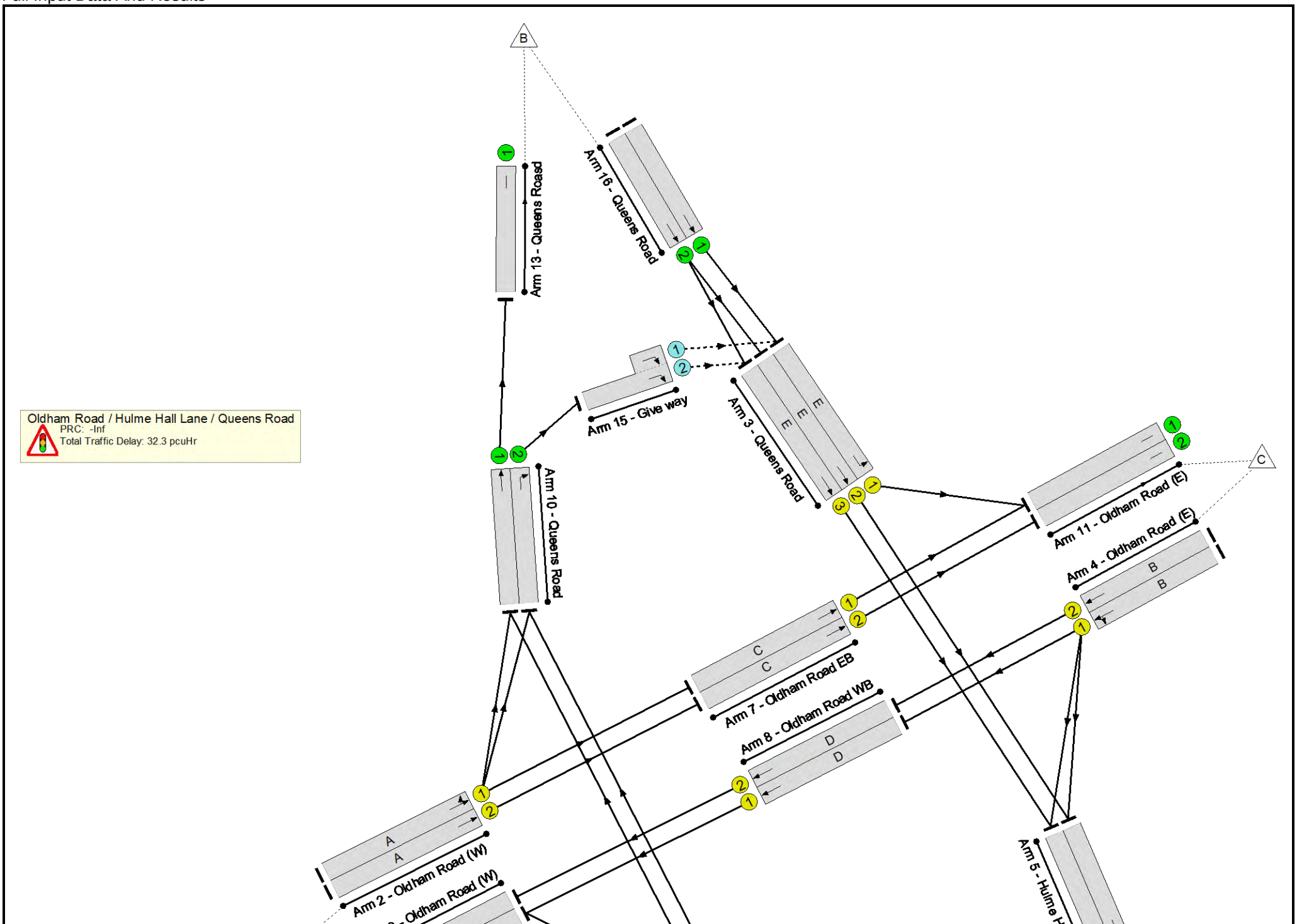
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**Inf %**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**Inf %**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	64	-	146	1786	1116	12.4%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	64	-	989	1965	1228	80.0%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	64	-	358	1965	1228	29.2%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	21	-	253	1998	423	59.9%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	21	-	254	2015	426	59.6%
3/1	Queens Road Left	U	N/A	N/A	E		1	64	-	513	1830	1144	44.9%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	64	-	37	1940	1213	3.1%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	64	-	38	1940	1213	3.1%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	21	-	170	1888	399	42.6%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	21	-	168	1965	416	40.4%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	43	1965	1965	2.2%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	101	2051	2051	4.9%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	14	1919:1919	0+0	Inf : Inf %
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	27	-	231	1965	529	43.7%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	27	-	254	1965	529	48.0%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	27	-	101	1965	529	19.1%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	27	-	168	1965	529	31.8%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	247	2040	2040	11.7%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	168	2040	2040	8.2%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	1005	1945	1945	51.4%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	364	1945	1945	18.7%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	744	1965	1965	37.9%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	254	1965	1965	12.9%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	138	1965	1965	7.0%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	1341	2015	2015	66.6%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	1005	2045	2045	48.9%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	43	1965	1965	2.2%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	87	1965	1965	4.4%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	364	1874:1874	20+1195	30.0 : 30.0%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	155	1965	1965	7.9%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	69	1965	1965	3.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**728**	**0**	**0**	**15.8**	**16.5**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**728**	**0**	**0**	**15.8**	**16.5**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
1/1	138	138	-	-	-	0.3	0.1	-	0.4	9.8	1.6	0.1	1.7
1/2	983	983	-	-	-	4.0	2.0	-	6.0	21.9	21.3	2.0	23.3
1/3	358	358	-	-	-	0.9	0.2	-	1.1	11.0	4.7	0.2	4.9
2/1	253	253	-	-	-	2.6	0.7	-	3.3	47.5	6.5	0.7	7.3
2/2	254	254	-	-	-	2.6	0.7	-	3.3	47.4	6.6	0.7	7.3
3/1	513	513	-	-	-	0.7	0.4	-	1.1	7.9	2.9	0.4	3.3
3/2	37	37	-	-	-	0.1	0.0	-	0.1	9.0	0.4	0.0	0.4
3/3	38	38	-	-	-	0.1	0.0	-	0.1	10.9	0.5	0.0	0.5
4/1	170	170	-	-	-	1.7	0.4	-	2.0	43.4	4.2	0.4	4.6
4/2	168	168	-	-	-	1.7	0.3	-	2.0	42.6	4.2	0.3	4.5
5/1	43	43	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/2	101	101	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/2+6/1	14	0	0	0	0	1.0	7.5	-	8.5	2187.6	0.7	7.5	8.2
7/1	231	231	-	-	-	0.0	0.4	-	0.4	6.1	0.0	0.4	0.4
7/2	254	254	-	-	-	0.0	0.5	-	0.5	6.7	3.9	0.5	4.3
8/1	101	101	-	-	-	0.0	0.1	-	0.1	4.3	0.0	0.1	0.1
8/2	168	168	-	-	-	0.0	0.2	-	0.2	5.1	0.0	0.2	0.2
9/1	239	239	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/2	168	168	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
10/1	999	999	-	-	-	0.0	0.5	-	0.6	2.0	17.3	0.5	17.9
10/2	364	364	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	744	744	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	254	254	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	138	138	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

Full Input Data And Results

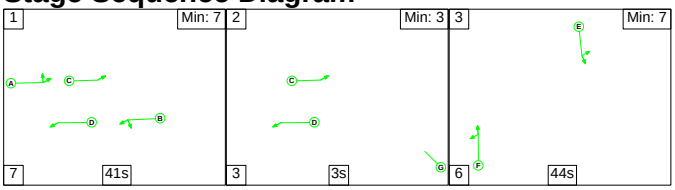
12/2	1341	1341	-	-	-	0.0	1.0	-	1.0	2.7	0.0	1.0	1.0
13/1	999	999	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
14/1	43	43	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
14/2	87	87	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	364	364	728	0	0	0.1	0.2	-	0.3	3.0	5.1	0.2	5.3
16/1	155	155	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	69	69	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.4 Total Delay for Signalled Lanes (pcuHr): 20.71 Cycle Time (s): 104
PRC Over All Lanes (%): -Inf Total Delay Over All Lanes(pcuHr): 32.32

Full Input Data And Results

Scenario 24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: '')

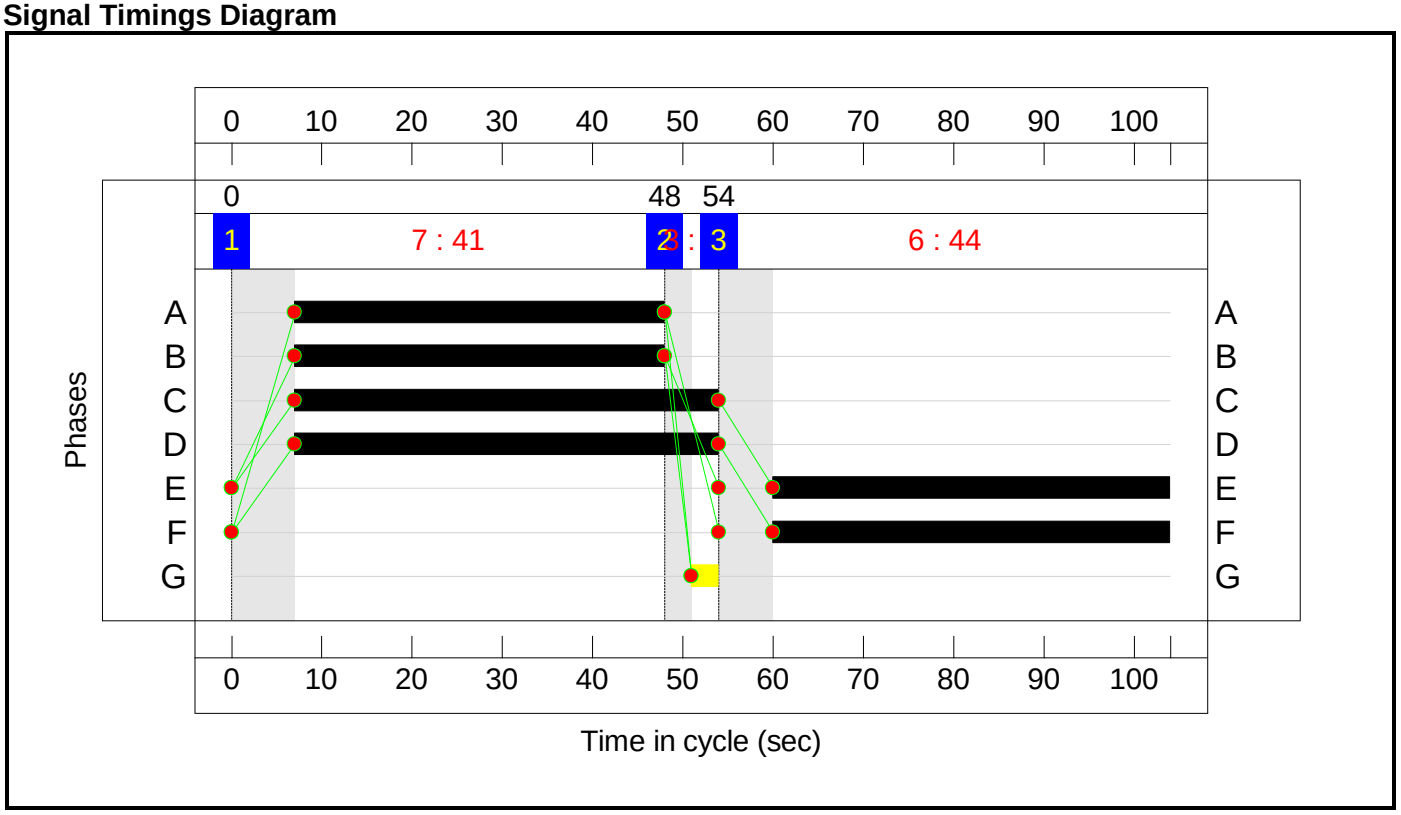
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	3	44
Change Point	0	48	54

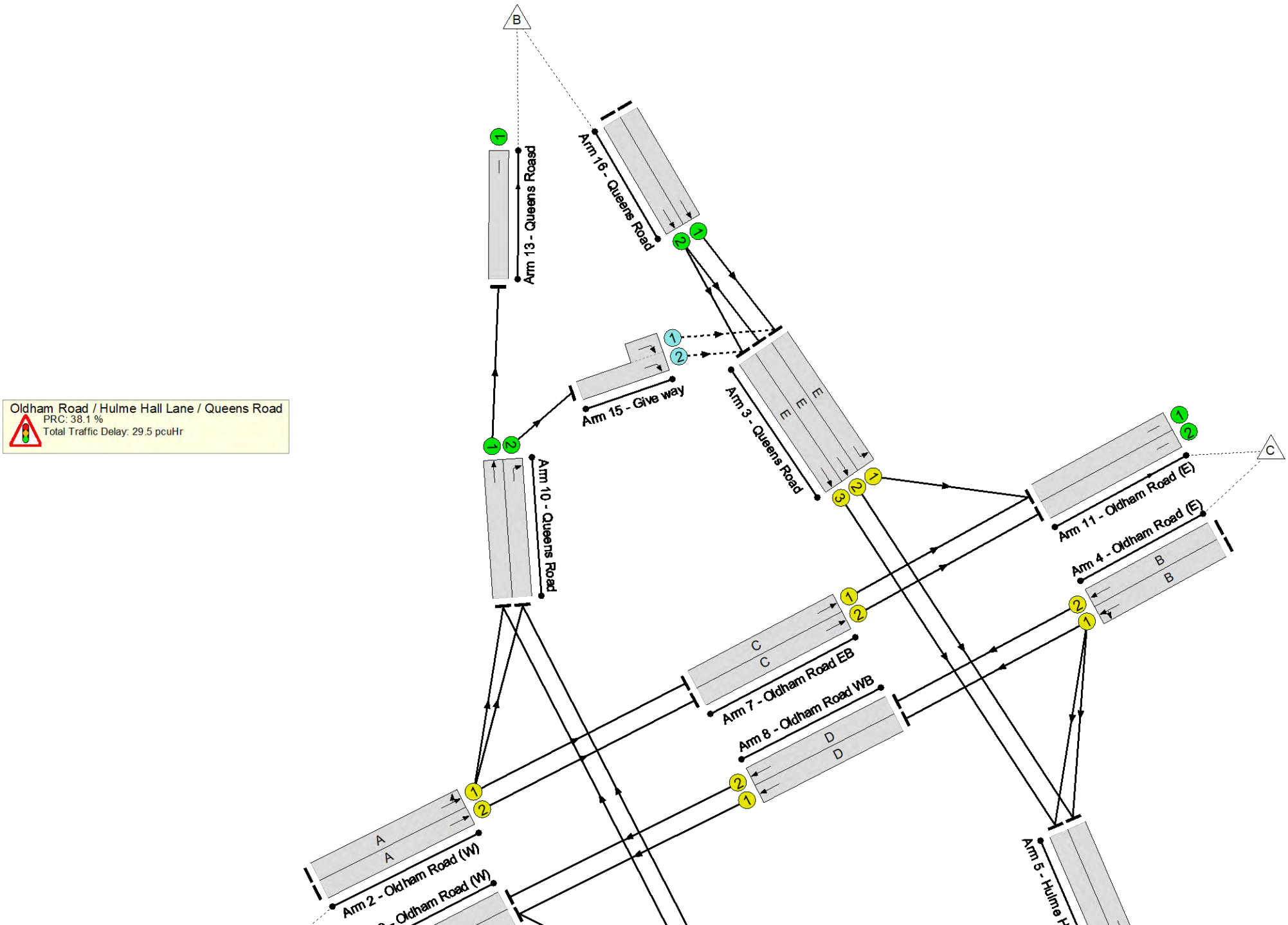
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.2%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	44	-	339	1786	773	43.9%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	44	-	541	1965	850	63.6%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	44	-	109	1965	850	12.8%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	41	-	337	1947	786	42.9%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	41	-	334	2015	814	41.0%
3/1	Queens Road Left	U	N/A	N/A	E		1	44	-	238	1830	792	30.1%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	44	-	343	1940	839	40.9%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	44	-	331	1940	839	39.4%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	41	-	485	1843	744	65.2%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	41	-	481	1965	794	60.6%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	417	1965	1965	21.2%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	579	2016	2016	28.7%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	281	1919:1919	54+667	39.0 : 39.0%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	47	-	219	1965	907	24.1%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	47	-	334	1965	907	36.8%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	47	-	163	1965	907	18.0%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	47	-	481	1965	907	53.0%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	502	2040	2040	24.6%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	481	2040	2040	23.6%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	639	1945	1945	32.9%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	129	1945	1945	6.6%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	457	1965	1965	23.3%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	334	1965	1965	17.0%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	79	1965	1965	4.0%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	629	2015	2015	31.2%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	639	2045	2045	31.2%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	417	1965	1965	21.2%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	298	1965	1965	15.2%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	129	1874:1874	107+585	18.6 : 18.6%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	129	1965	1965	6.6%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	654	1965	1965	33.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**820**	**0**	**0**	**21.2**	**8.4**	**0.0**	**29.5**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**820**	**0**	**0**	**21.2**	**8.4**	**0.0**	**29.5**	**-**	**-**	**-**	**-**
1/1	339	339	-	-	-	1.0	0.4	-	1.4	15.0	2.6	0.4	2.9
1/2	541	541	-	-	-	3.6	0.9	-	4.5	29.6	12.3	0.9	13.2
1/3	109	109	-	-	-	0.5	0.1	-	0.6	20.2	1.9	0.1	2.0
2/1	337	337	-	-	-	2.1	0.4	-	2.5	26.3	6.9	0.4	7.3
2/2	334	334	-	-	-	2.1	0.3	-	2.4	25.9	6.9	0.3	7.2
3/1	238	238	-	-	-	0.8	0.2	-	1.0	15.6	2.6	0.2	2.8
3/2	343	343	-	-	-	1.9	0.3	-	2.3	24.0	6.8	0.3	7.1
3/3	331	331	-	-	-	2.0	0.3	-	2.3	25.0	6.7	0.3	7.0
4/1	485	485	-	-	-	3.4	0.9	-	4.3	32.0	11.3	0.9	12.2
4/2	481	481	-	-	-	3.3	0.8	-	4.0	30.2	11.0	0.8	11.7
5/1	417	417	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	579	579	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/2+6/1	281	281	562	0	0	0.4	0.3	-	0.7	9.4	6.8	0.3	7.1
7/1	219	219	-	-	-	0.0	0.2	-	0.2	2.7	0.0	0.2	0.2
7/2	334	334	-	-	-	0.0	0.3	-	0.3	3.2	3.9	0.3	4.2
8/1	163	163	-	-	-	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1
8/2	481	481	-	-	-	0.0	0.6	-	0.6	4.3	0.0	0.6	0.6
9/1	502	502	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/2	481	481	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/1	639	639	-	-	-	0.0	0.2	-	0.2	1.4	8.1	0.2	8.4
10/2	129	129	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	457	457	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/2	334	334	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	79	79	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

Full Input Data And Results

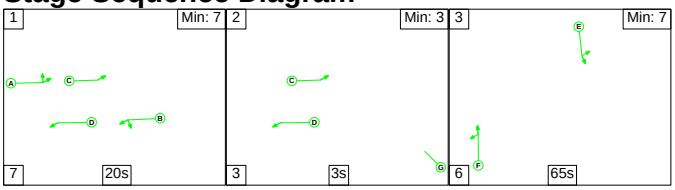
12/2	629	629	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	639	639	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/1	417	417	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
14/2	298	298	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2+15/1	129	129	258	0	0	0.1	0.1	-	0.2	4.8	2.1	0.1	2.2
16/1	129	129	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	654	654	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2

C1 PRC for Signalled Lanes (%): 38.1 Total Delay for Signalled Lanes (pcuHr): 26.46 Cycle Time (s): 104
PRC Over All Lanes (%): 38.1 Total Delay Over All Lanes(pcuHr): 29.54

Full Input Data And Results

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak', Plan 1: '')

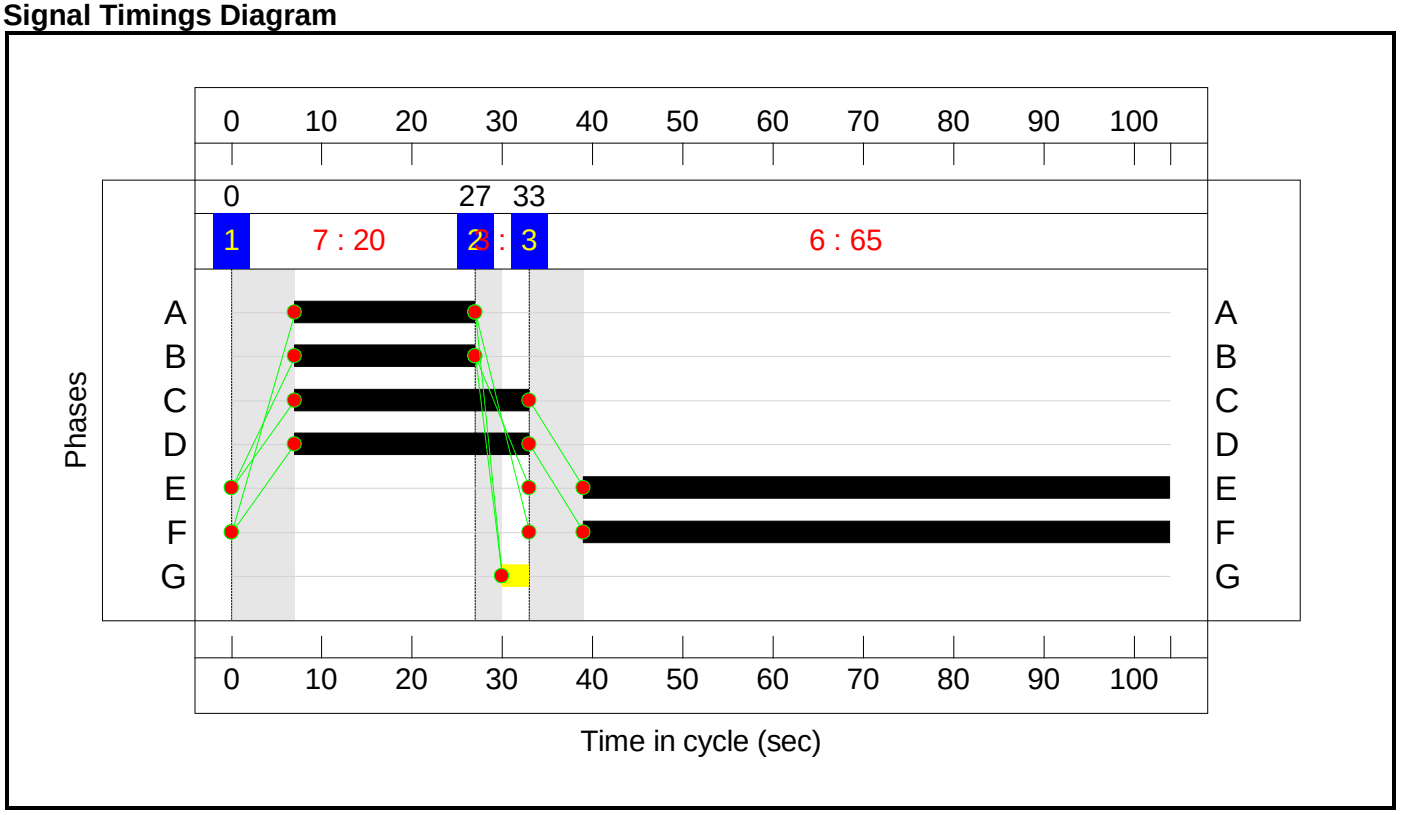
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	20	3	65
Change Point	0	27	33

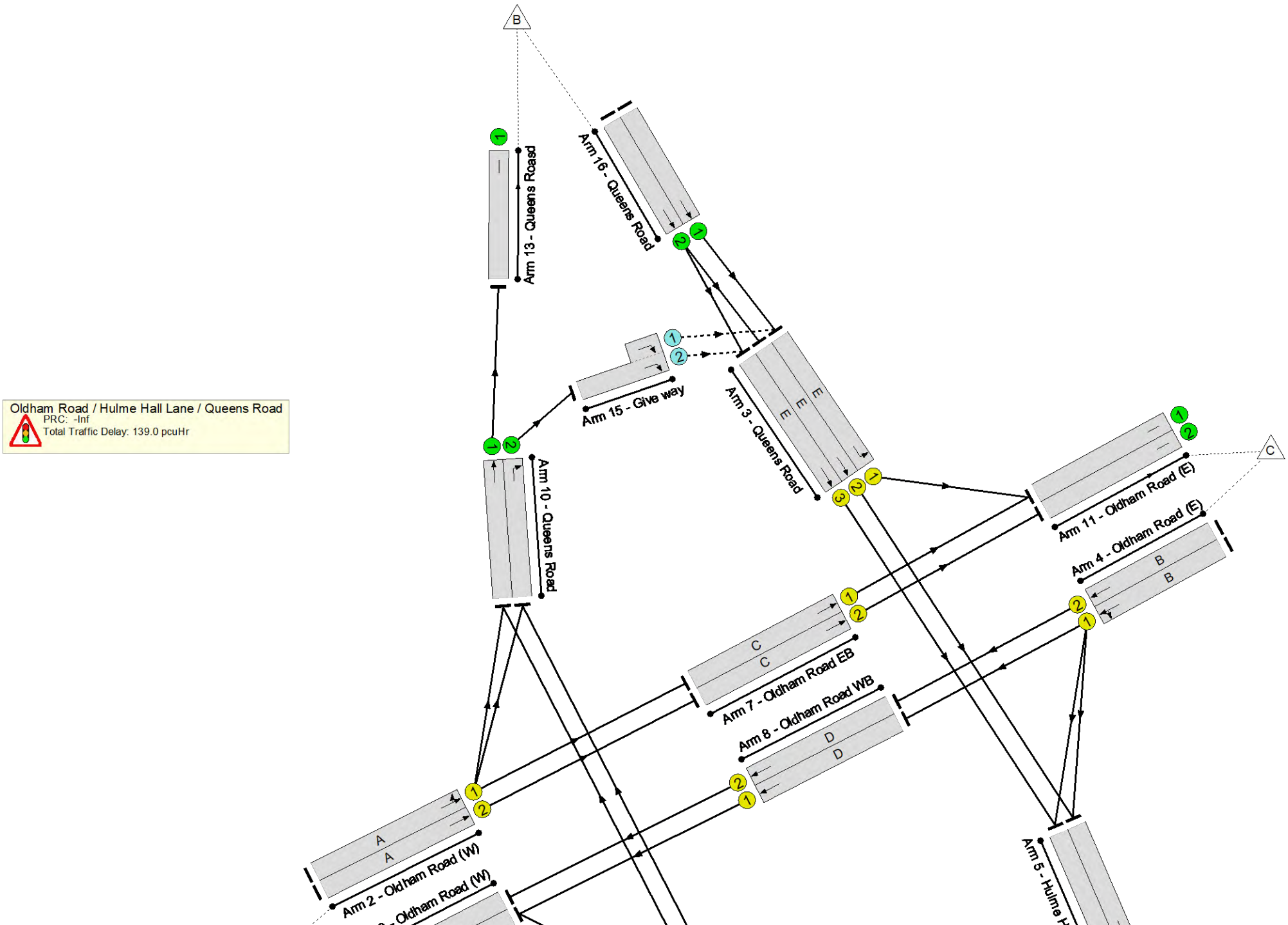
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**Inf %**
Oldham Road / Hulme Hall Lane / Queens Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**Inf %**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	65	-	219	1786	1133	14.3%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	65	-	1314	1965	1247	104.4%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	65	-	377	1965	1247	30.2%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	20	-	345	1979	400	86.3%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	20	-	353	2015	407	86.8%
3/1	Queens Road Left	U	N/A	N/A	E		1	65	-	692	1830	1161	59.6%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	65	-	207	1940	1231	16.8%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	65	-	194	1940	1231	15.8%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	20	-	378	1876	379	99.8%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	20	-	372	1965	397	93.8%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	245	1965	1965	12.5%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	335	2044	2044	16.4%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	69	1919:1919	0+0	Inf : Inf %
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	26	-	283	1965	510	55.5%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	26	-	353	1965	510	69.2%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	26	-	199	1965	510	39.0%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	26	-	372	1965	510	72.9%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	418	2040	2040	17.7%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	372	2040	2040	18.2%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	1362	1945	1945	66.6%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	391	1945	1945	20.1%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	975	1965	1965	49.6%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	353	1965	1965	18.0%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	162	1965	1965	8.2%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	1679	2015	2015	83.3%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	1362	2045	2045	63.3%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	245	1965	1965	12.5%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	266	1965	1965	13.5%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	391	1874:1874	25+674	56.0 : 56.0%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	315	1965	1965	16.0%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	387	1965	1965	19.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**782**	**0**	**0**	**35.9**	**103.1**	**0.0**	**139.0**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**782**	**0**	**0**	**35.9**	**103.1**	**0.0**	**139.0**	**-**	**-**	**-**	**-**
1/1	162	162	-	-	-	0.3	0.1	-	0.4	9.5	1.8	0.1	1.9
1/2	1302	1247	-	-	-	10.5	36.4	-	46.9	129.8	39.7	36.4	76.1
1/3	377	377	-	-	-	0.9	0.2	-	1.1	10.7	4.9	0.2	5.1
2/1	345	345	-	-	-	3.8	2.9	-	6.7	70.0	9.6	2.9	12.4
2/2	353	353	-	-	-	3.9	3.0	-	6.9	70.3	9.8	3.0	12.8
3/1	692	692	-	-	-	1.2	0.7	-	1.9	9.9	5.8	0.7	6.5
3/2	207	207	-	-	-	0.4	0.1	-	0.5	9.5	2.4	0.1	2.5
3/3	194	194	-	-	-	0.5	0.1	-	0.6	10.3	2.5	0.1	2.6
4/1	378	378	-	-	-	4.4	9.5	-	13.9	132.2	10.8	9.5	20.3
4/2	372	372	-	-	-	4.2	5.3	-	9.5	91.8	10.5	5.3	15.8
5/1	245	245	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	335	335	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	69	0	0	0	0	4.9	35.0	-	39.9	2081.0	4.9	35.0	39.9
7/1	283	283	-	-	-	0.0	0.6	-	0.6	8.0	0.0	0.6	0.6
7/2	353	353	-	-	-	0.0	1.1	-	1.1	11.5	7.2	1.1	8.3
8/1	199	199	-	-	-	0.0	0.3	-	0.3	6.3	0.0	0.3	0.4
8/2	372	372	-	-	-	0.0	1.3	-	1.3	13.0	0.0	1.3	1.4
9/1	361	361	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	372	372	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	1295	1295	-	-	-	0.1	1.0	-	1.1	3.0	32.0	1.0	33.0
10/2	391	391	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
11/1	975	975	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
11/2	353	353	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	162	162	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

Full Input Data And Results

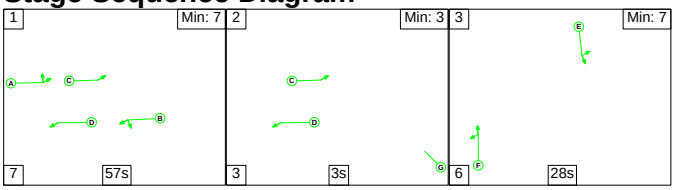
12/2	1679	1679	-	-	-	0.0	2.5	-	2.5	5.3	0.0	2.5	2.5
13/1	1295	1295	-	-	-	0.0	0.9	-	0.9	2.4	0.0	0.9	0.9
14/1	245	245	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
14/2	266	266	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2+15/1	391	391	782	0	0	0.6	0.6	-	1.3	11.7	8.7	0.6	9.3
16/1	315	315	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
16/2	387	387	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): -16.0 Total Delay for Signalled Lanes (pcuHr): 91.91 Cycle Time (s): 104
PRC Over All Lanes (%): -Inf Total Delay Over All Lanes(pcuHr): 138.99

Full Input Data And Results

Scenario 26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak', Plan 1: '')

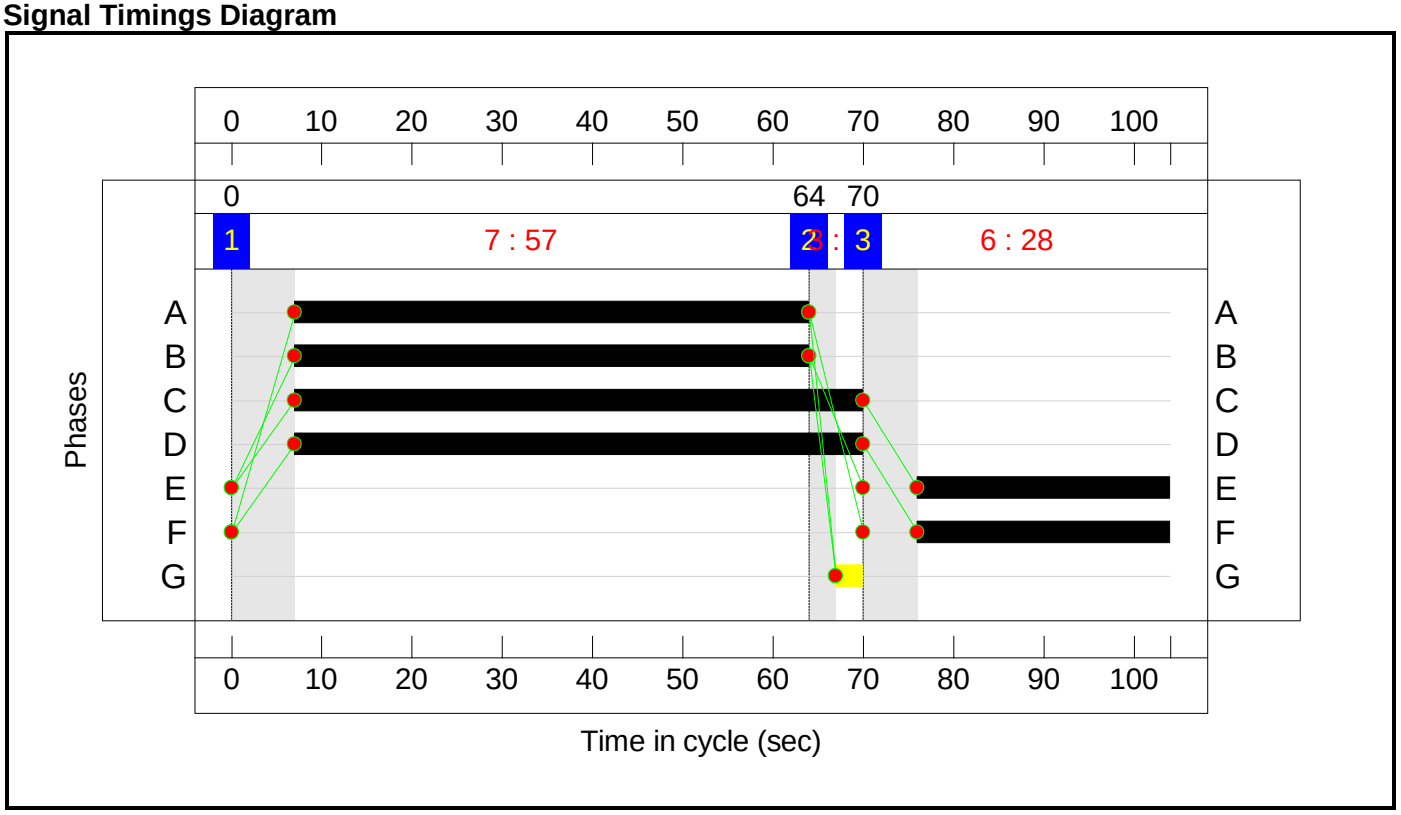
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	57	3	28
Change Point	0	64	70

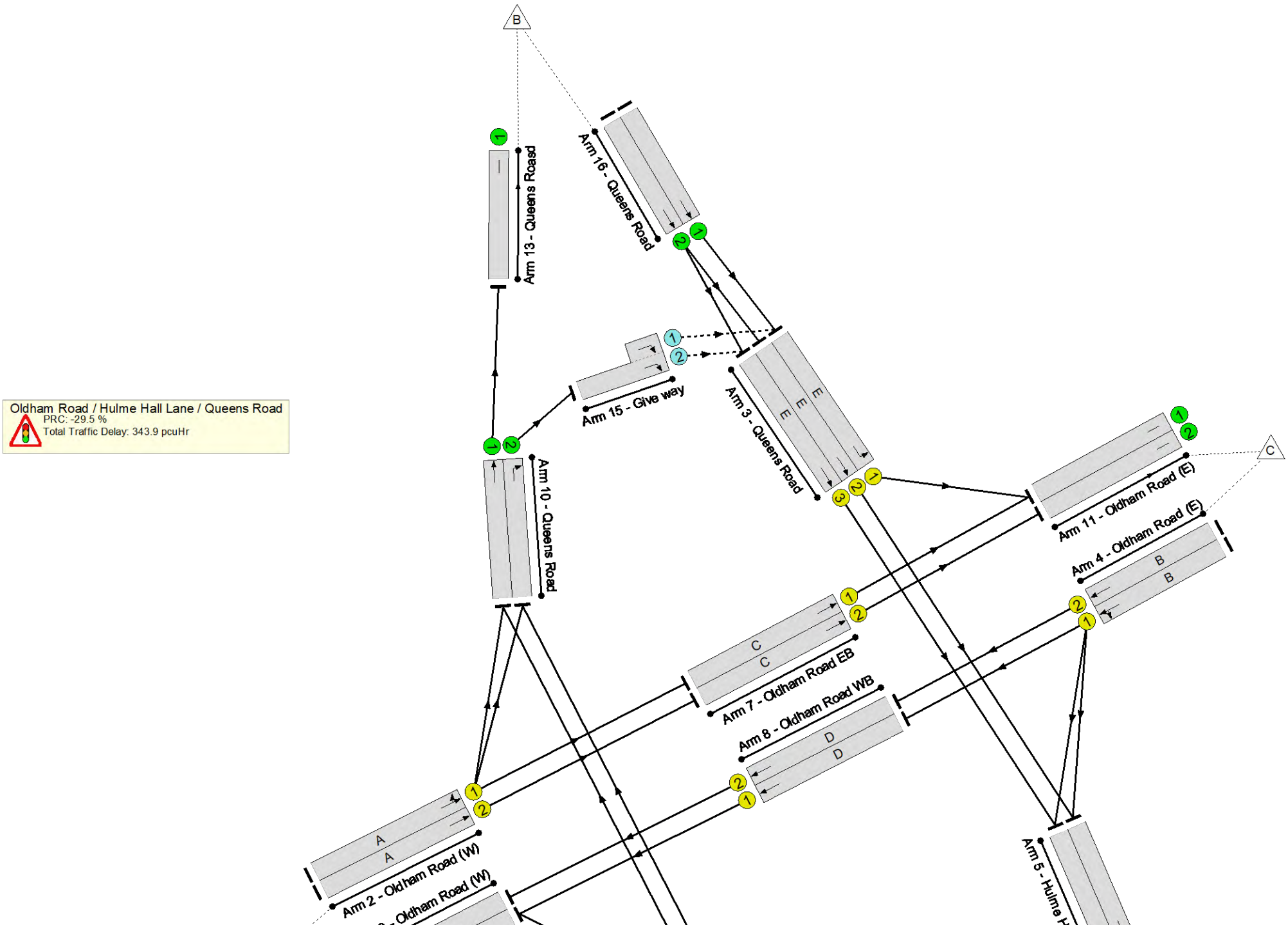
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.5%**
Oldham Road / Hulme Hall Lane / Queens Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.5%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	28	-	593	1786	498	116.5%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	28	-	506	1965	548	92.3%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	28	-	61	1965	548	11.1%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	57	-	1227	1900	1060	115.8%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	57	-	1286	2015	1124	114.4%
3/1	Queens Road Left	U	N/A	N/A	E		1	28	-	260	1830	510	51.0%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	28	-	548	1940	541	101.3%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	28	-	574	1940	541	104.1%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	57	-	726	1902	1061	68.4%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	57	-	728	1965	1096	66.4%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	576	1965	1965	29.0%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	787	2021	2021	37.3%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	346	1919:1919	20+552	60.5 : 58.3%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	63	-	485	1965	1209	34.6%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	63	-	1286	1965	1209	92.9%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	63	-	485	1965	1209	40.1%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	63	-	728	1965	1209	60.2%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	1078	2040	2040	48.2%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	728	2040	2040	35.7%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	1167	1945	1945	55.4%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	142	1945	1945	6.7%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	745	1965	1965	34.5%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	1286	1965	1965	57.2%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	259	1965	1965	13.2%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	555	2015	2015	27.5%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	1167	2045	2045	52.7%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	576	1965	1965	29.0%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	441	1965	1965	21.4%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	142	1874:1874	87+87	80.1 : 69.9%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	199	1965	1965	10.1%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	1041	1965	1965	53.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**929**	**0**	**0**	**73.8**	**270.1**	**0.0**	**343.9**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**929**	**0**	**0**	**73.8**	**270.1**	**0.0**	**343.9**	**-**	**-**	**-**	**-**
1/1	580	498	-	-	-	11.8	44.4	-	56.3	349.1	20.8	44.4	65.3
1/2	506	506	-	-	-	5.2	4.9	-	10.1	71.6	14.2	4.9	19.1
1/3	61	61	-	-	-	0.5	0.1	-	0.5	31.6	1.3	0.1	1.4
2/1	1227	1060	-	-	-	15.8	87.2	-	103.0	302.1	40.3	87.2	127.5
2/2	1286	1124	-	-	-	15.9	84.9	-	100.8	282.2	41.8	84.9	126.7
3/1	260	260	-	-	-	2.4	0.5	-	2.9	40.4	6.2	0.5	6.7
3/2	548	541	-	-	-	6.1	13.6	-	19.7	129.6	16.0	13.6	29.6
3/3	563	541	-	-	-	7.2	18.6	-	25.7	164.5	17.1	18.6	35.7
4/1	726	726	-	-	-	3.3	1.1	-	4.4	21.8	14.9	1.1	16.0
4/2	728	728	-	-	-	3.3	1.0	-	4.3	21.0	14.8	1.0	15.7
5/1	569	569	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	754	754	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/2+6/1	333	333	667	0	0	1.3	0.7	-	2.0	21.8	9.1	0.7	9.8
7/1	419	419	-	-	-	0.0	0.3	-	0.3	2.4	0.0	0.3	0.3
7/2	1124	1124	-	-	-	0.2	5.8	-	6.0	19.2	30.1	5.8	35.9
8/1	485	485	-	-	-	0.0	0.3	-	0.3	2.5	0.0	0.3	0.4
8/2	728	728	-	-	-	0.0	0.8	-	0.8	3.8	0.0	0.8	0.8
9/1	983	983	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
9/2	728	728	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
10/1	1077	1077	-	-	-	0.0	0.6	-	0.6	2.1	9.8	0.6	10.4
10/2	131	131	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	679	679	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
11/2	1124	1124	-	-	-	0.0	0.7	-	0.7	2.1	15.8	0.7	16.5
12/1	259	259	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

Full Input Data And Results

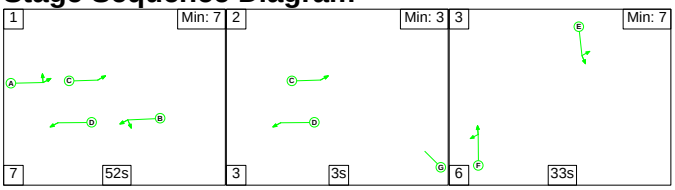
12/2	555	555	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
13/1	1077	1077	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
14/1	569	569	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/2	421	421	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
15/2+15/1	131	131	262	0	0	0.7	1.4	-	2.2	59.1	2.0	1.4	3.4
16/1	199	199	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
16/2	1041	1041	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6

C1 PRC for Signalled Lanes (%): -29.5 Total Delay for Signalled Lanes (pcuHr): 335.08 Cycle Time (s): 104
PRC Over All Lanes (%): -29.5 Total Delay Over All Lanes(pcuHr): 343.87

Full Input Data And Results

Scenario 27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak', Plan 1: '')

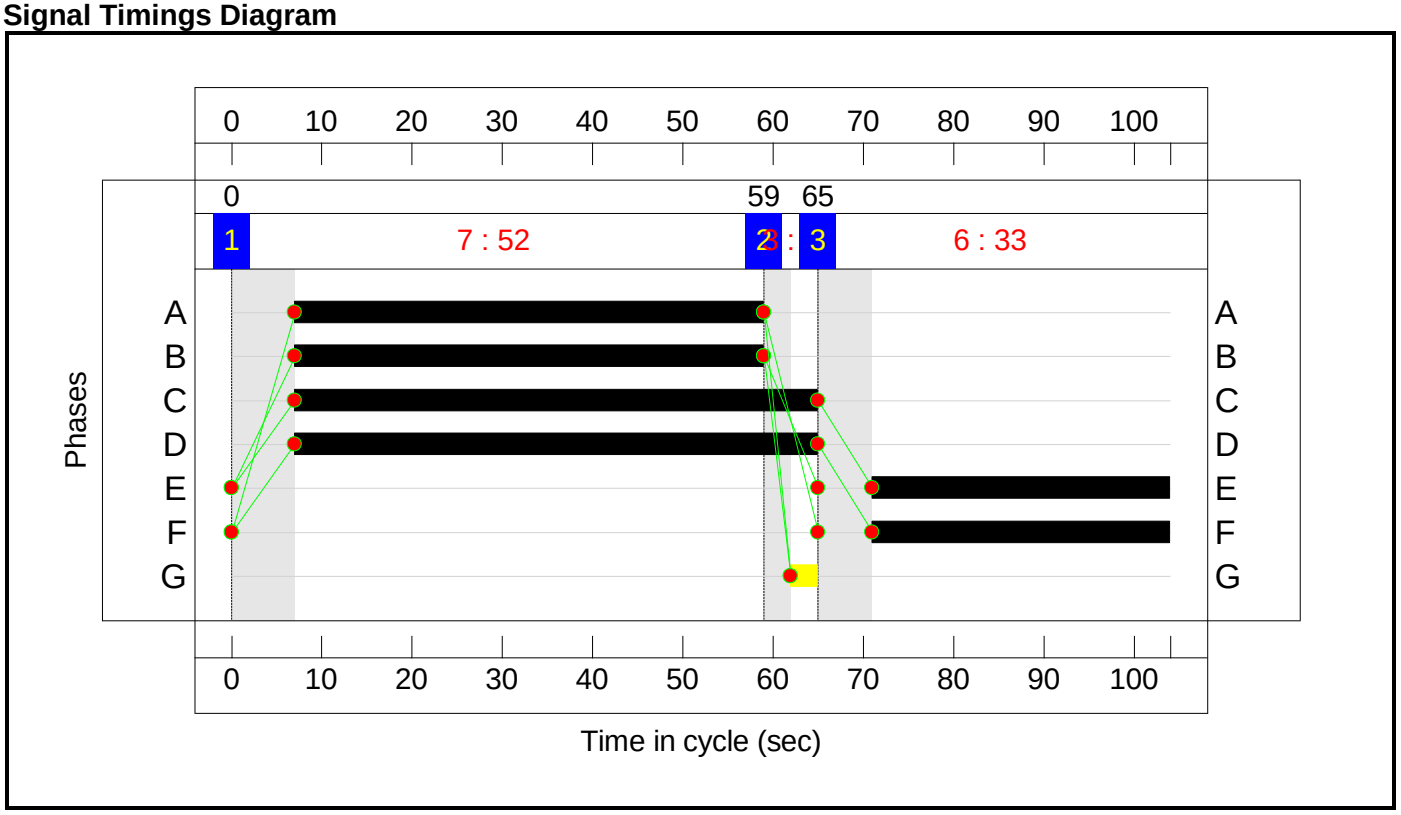
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	52	3	33
Change Point	0	59	65

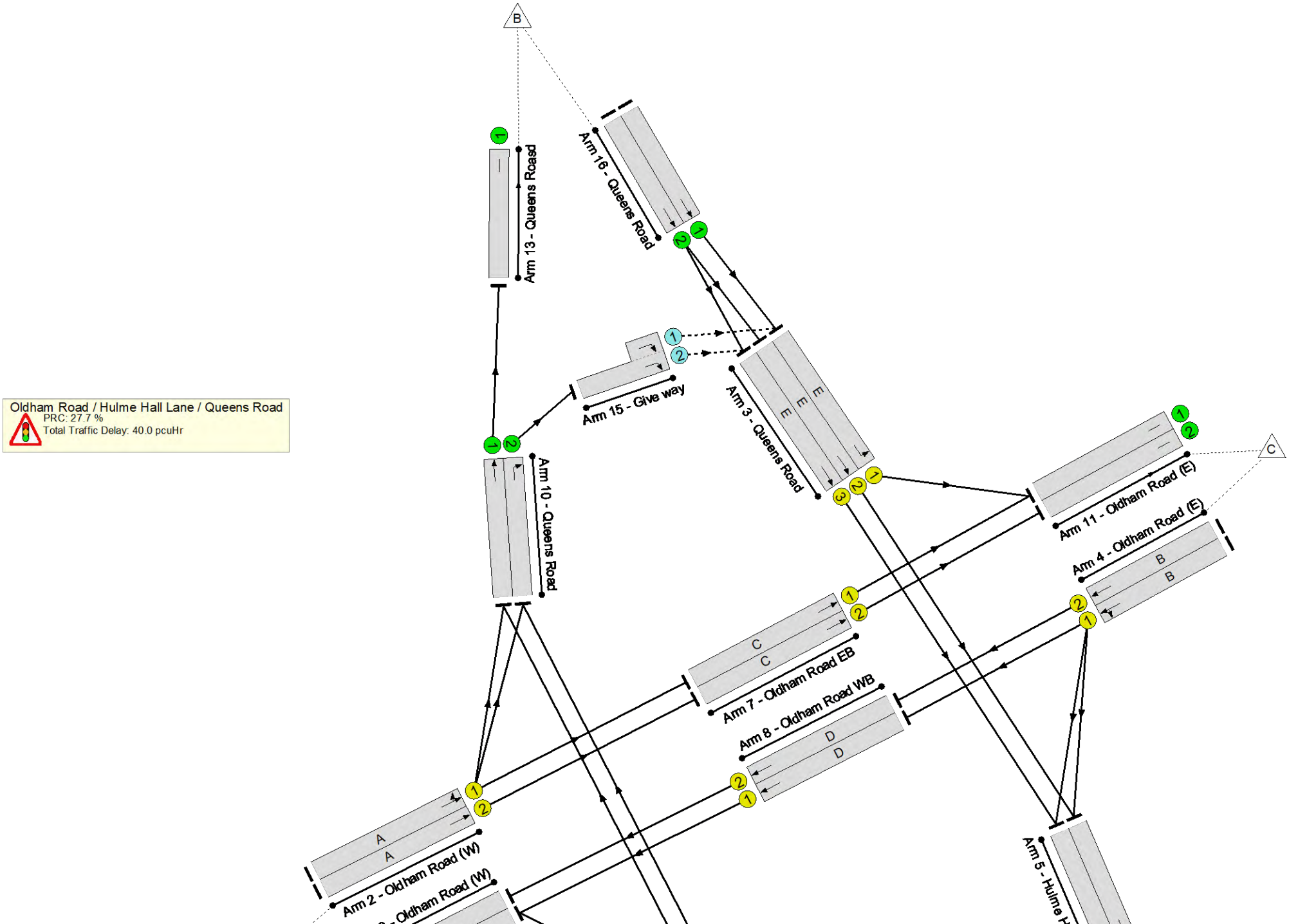
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.5%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	33	-	296	1786	584	50.7%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	33	-	406	1965	642	63.2%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	33	-	119	1965	642	18.5%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	52	-	564	1959	998	56.5%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	52	-	554	2015	1027	54.0%
3/1	Queens Road Left	U	N/A	N/A	E		1	33	-	246	1830	598	41.1%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	33	-	447	1940	634	70.5%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	33	-	441	1940	634	69.5%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	52	-	651	1816	925	70.3%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	52	-	649	1965	1001	64.8%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	631	1965	1965	32.1%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	793	2030	2030	39.1%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	275	1919:1919	70+844	30.1 : 30.1%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	58	-	402	1965	1115	36.1%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	58	-	554	1965	1115	49.7%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	58	-	115	1965	1115	10.3%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	58	-	649	1965	1115	58.2%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	411	2040	2040	20.1%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	649	2040	2040	31.8%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	530	1945	1945	27.2%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	157	1945	1945	8.1%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	648	1965	1965	33.0%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	554	1965	1965	28.2%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	42	1965	1965	2.1%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	504	2015	2015	25.0%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	530	2045	2045	25.9%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	631	1965	1965	32.1%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	518	1965	1965	26.4%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	157	1874:1874	119+374	31.8 : 31.8%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	127	1965	1965	6.5%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	850	1965	1965	43.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**864**	**0**	**0**	**27.8**	**12.2**	**0.0**	**40.0**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**864**	**0**	**0**	**27.8**	**12.2**	**0.0**	**40.0**	**-**	**-**	**-**	**-**
1/1	296	296	-	-	-	1.6	0.5	-	2.1	25.6	2.9	0.5	3.4
1/2	406	406	-	-	-	3.4	0.9	-	4.3	38.0	10.0	0.9	10.9
1/3	119	119	-	-	-	0.8	0.1	-	0.9	28.5	2.4	0.1	2.6
2/1	564	564	-	-	-	2.8	0.6	-	3.4	21.7	11.1	0.6	11.8
2/2	554	554	-	-	-	2.7	0.6	-	3.2	21.0	10.8	0.6	11.4
3/1	246	246	-	-	-	1.5	0.3	-	1.8	26.4	3.5	0.3	3.8
3/2	447	447	-	-	-	3.8	1.2	-	5.0	40.1	11.2	1.2	12.4
3/3	441	441	-	-	-	3.9	1.1	-	5.1	41.4	11.2	1.1	12.3
4/1	651	651	-	-	-	3.5	1.2	-	4.7	26.0	14.3	1.2	15.5
4/2	649	649	-	-	-	3.4	0.9	-	4.3	23.8	13.7	0.9	14.6
5/1	631	631	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	793	793	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2+6/1	275	275	550	0	0	0.1	0.2	-	0.4	4.6	6.6	0.2	6.8
7/1	402	402	-	-	-	0.0	0.3	-	0.3	2.6	0.0	0.3	0.3
7/2	554	554	-	-	-	0.0	0.5	-	0.5	3.3	8.2	0.5	8.7
8/1	115	115	-	-	-	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
8/2	649	649	-	-	-	0.0	0.7	-	0.7	3.9	0.0	0.7	0.7
9/1	411	411	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	649	649	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
10/1	530	530	-	-	-	0.0	0.2	-	0.2	1.3	5.4	0.2	5.6
10/2	157	157	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	648	648	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
11/2	554	554	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/1	42	42	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

12/2	504	504	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
13/1	530	530	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	631	631	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/2	518	518	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
15/2+15/1	157	157	314	0	0	0.3	0.2	-	0.5	11.5	3.3	0.2	3.6
16/1	127	127	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
16/2	850	850	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

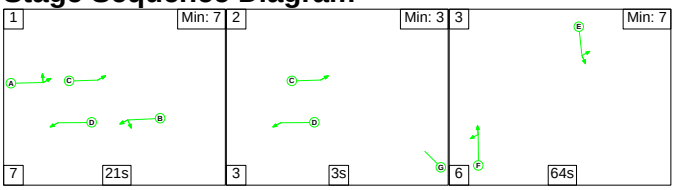
C1 PRC for Signalled Lanes (%): 27.7 Total Delay for Signalled Lanes (pcuHr): 36.38 Cycle Time (s): 104

PRC Over All Lanes (%): 27.7 Total Delay Over All Lanes(pcuHr): 40.00

Full Input Data And Results

Scenario 28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak', Plan 1: '')

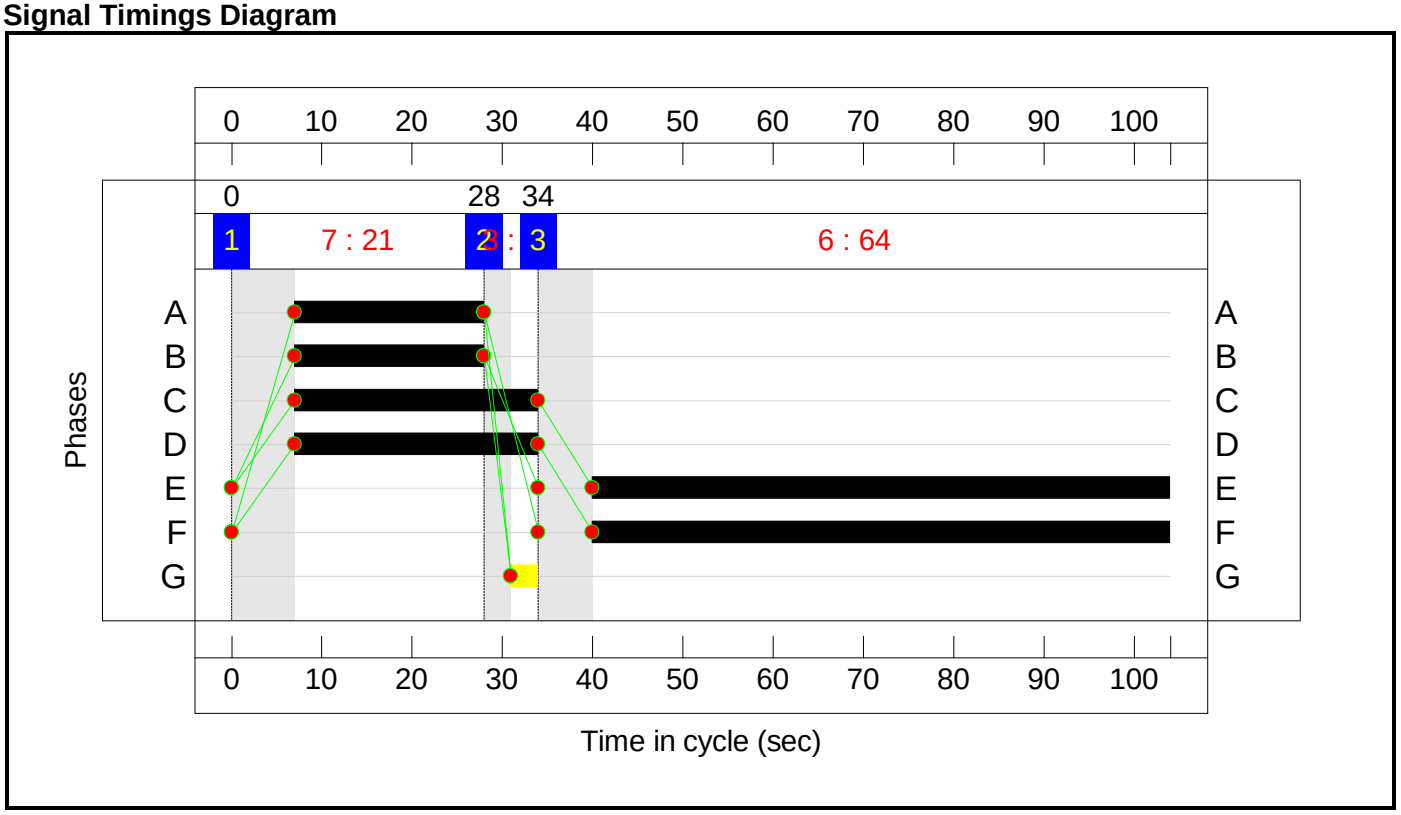
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	21	3	64
Change Point	0	28	34

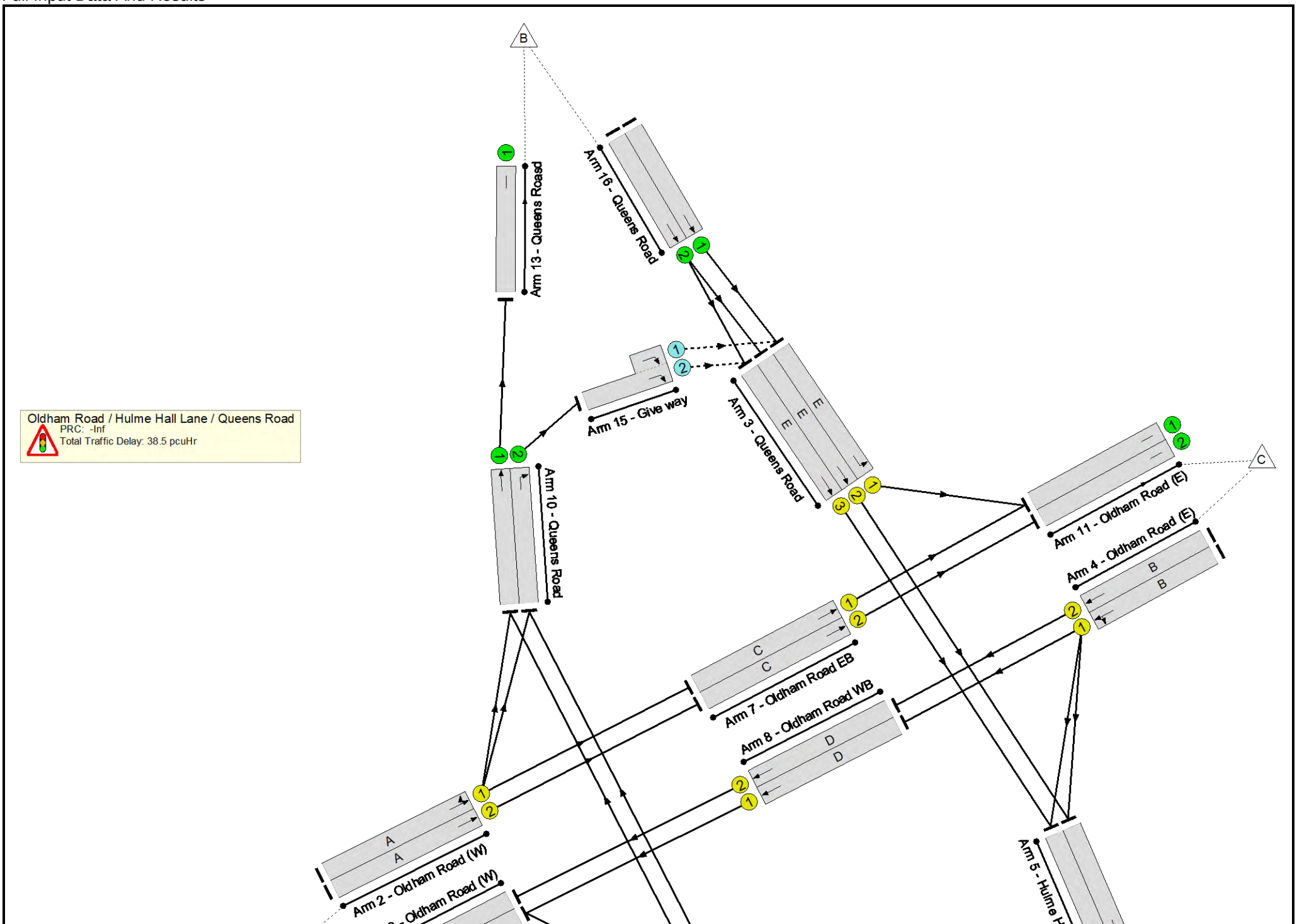
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**Inf %**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**Inf %**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	64	-	165	1786	1116	14.2%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	64	-	1069	1965	1228	86.6%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	64	-	471	1965	1228	38.4%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	21	-	305	1977	418	72.9%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	21	-	305	2015	426	71.6%
3/1	Queens Road Left	U	N/A	N/A	E		1	64	-	653	1830	1144	57.1%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	64	-	47	1940	1213	3.9%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	64	-	35	1940	1213	2.9%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	21	-	200	1896	401	49.9%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	21	-	197	1965	416	47.4%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	54	1965	1965	2.7%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	101	2054	2054	4.9%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	11	1919:1919	0+0	Inf : Inf %
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	27	-	247	1965	529	46.7%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	27	-	305	1965	529	57.7%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	27	-	127	1965	529	24.0%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	27	-	197	1965	529	37.2%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	292	2040	2040	14.0%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	197	2040	2040	9.7%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	1109	1945	1945	56.8%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	489	1945	1945	25.1%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	900	1965	1965	45.8%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	305	1965	1965	15.5%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	159	1965	1965	8.1%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	1535	2015	2015	76.2%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	1109	2045	2045	54.0%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	54	1965	1965	2.7%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	90	1965	1965	4.6%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	489	1874:1874	45+1171	40.2 : 40.2%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	182	1965	1965	9.3%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	64	1965	1965	3.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**978**	**0**	**0**	**19.0**	**19.4**	**0.0**	**38.5**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**978**	**0**	**0**	**19.0**	**19.4**	**0.0**	**38.5**	**-**	**-**	**-**	**-**
1/1	159	159	-	-	-	0.4	0.1	-	0.4	9.9	1.9	0.1	1.9
1/2	1064	1064	-	-	-	4.7	3.1	-	7.8	26.5	25.1	3.1	28.2
1/3	471	471	-	-	-	1.3	0.3	-	1.6	12.0	6.7	0.3	7.0
2/1	305	305	-	-	-	3.2	1.3	-	4.6	53.8	8.1	1.3	9.4
2/2	305	305	-	-	-	3.2	1.2	-	4.5	52.6	8.1	1.2	9.4
3/1	653	653	-	-	-	0.9	0.7	-	1.6	8.7	3.6	0.7	4.3
3/2	47	47	-	-	-	0.1	0.0	-	0.1	9.0	0.5	0.0	0.5
3/3	35	35	-	-	-	0.1	0.0	-	0.1	14.5	0.7	0.0	0.7
4/1	200	200	-	-	-	2.0	0.5	-	2.5	45.1	5.1	0.5	5.6
4/2	197	197	-	-	-	2.0	0.4	-	2.4	44.1	5.0	0.4	5.4
5/1	54	54	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/2	101	101	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/2+6/1	11	0	0	0	0	0.8	6.0	-	6.8	2218.8	0.5	6.0	6.5
7/1	247	247	-	-	-	0.0	0.4	-	0.4	6.5	0.0	0.4	0.4
7/2	305	305	-	-	-	0.0	0.7	-	0.7	8.1	5.5	0.7	6.2
8/1	127	127	-	-	-	0.0	0.2	-	0.2	4.6	0.0	0.2	0.2
8/2	197	197	-	-	-	0.0	0.3	-	0.3	5.5	0.0	0.3	0.3
9/1	286	286	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/2	197	197	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
10/1	1104	1104	-	-	-	0.0	0.7	-	0.7	2.3	21.2	0.7	21.8
10/2	489	489	-	-	-	0.0	0.2	-	0.2	1.2	2.2	0.2	2.3
11/1	900	900	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
11/2	305	305	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	159	159	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

Full Input Data And Results

12/2	1535	1535	-	-	-	0.0	1.6	-	1.6	3.7	0.0	1.6	1.6
13/1	1104	1104	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
14/1	54	54	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
14/2	90	90	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	489	489	978	0	0	0.3	0.3	-	0.6	4.3	8.0	0.3	8.3
16/1	182	182	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
16/2	64	64	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

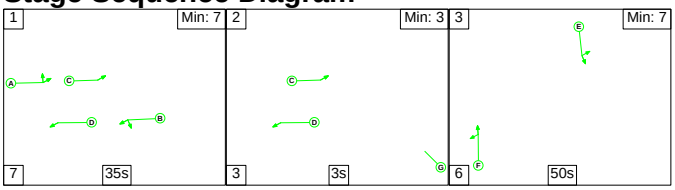
C1 PRC for Signalled Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 27.21 Cycle Time (s): 104

PRC Over All Lanes (%): -Inf Total Delay Over All Lanes(pcuHr): 38.45

Full Input Data And Results

Scenario 29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak', Plan 1: '')

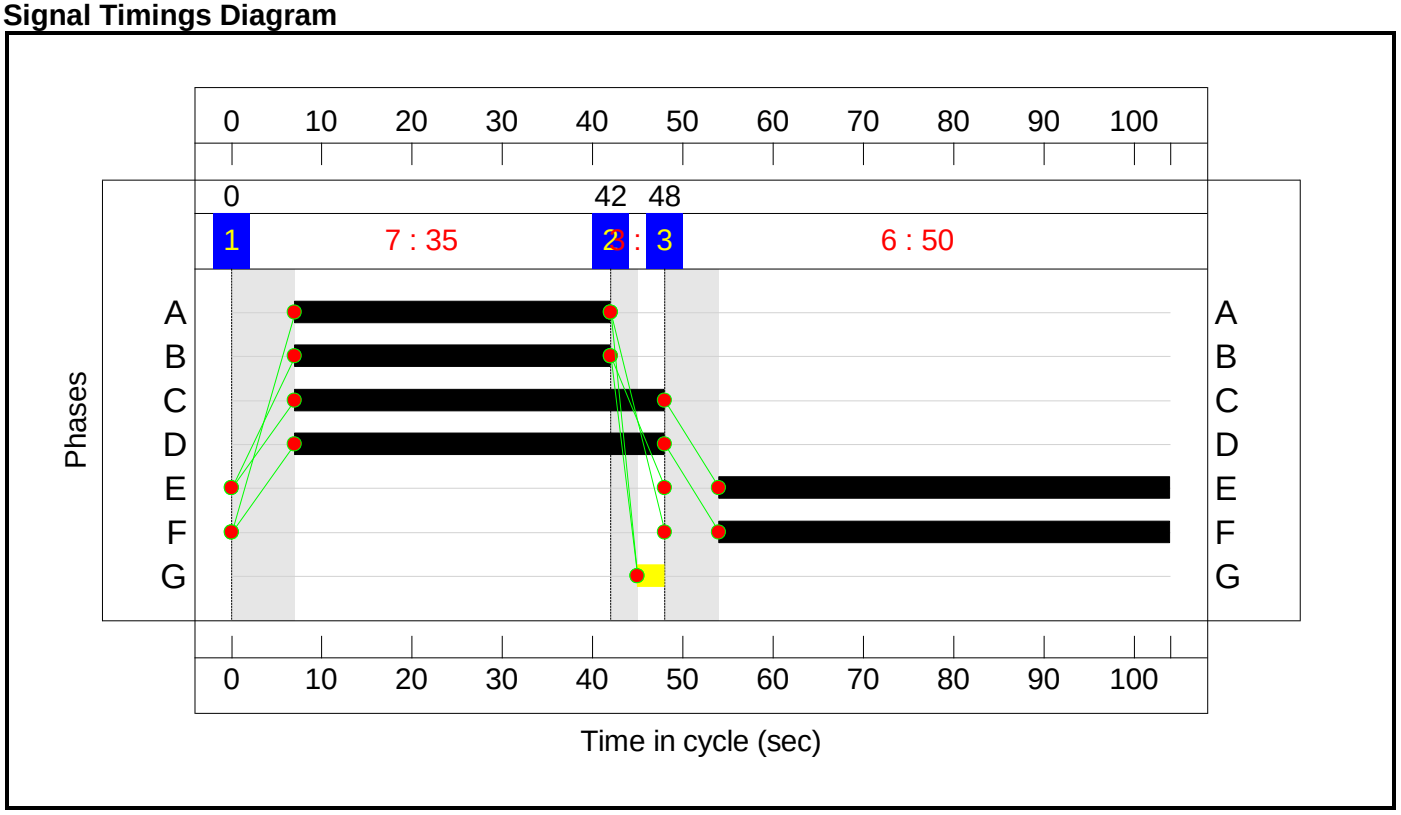
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	35	3	50
Change Point	0	42	48

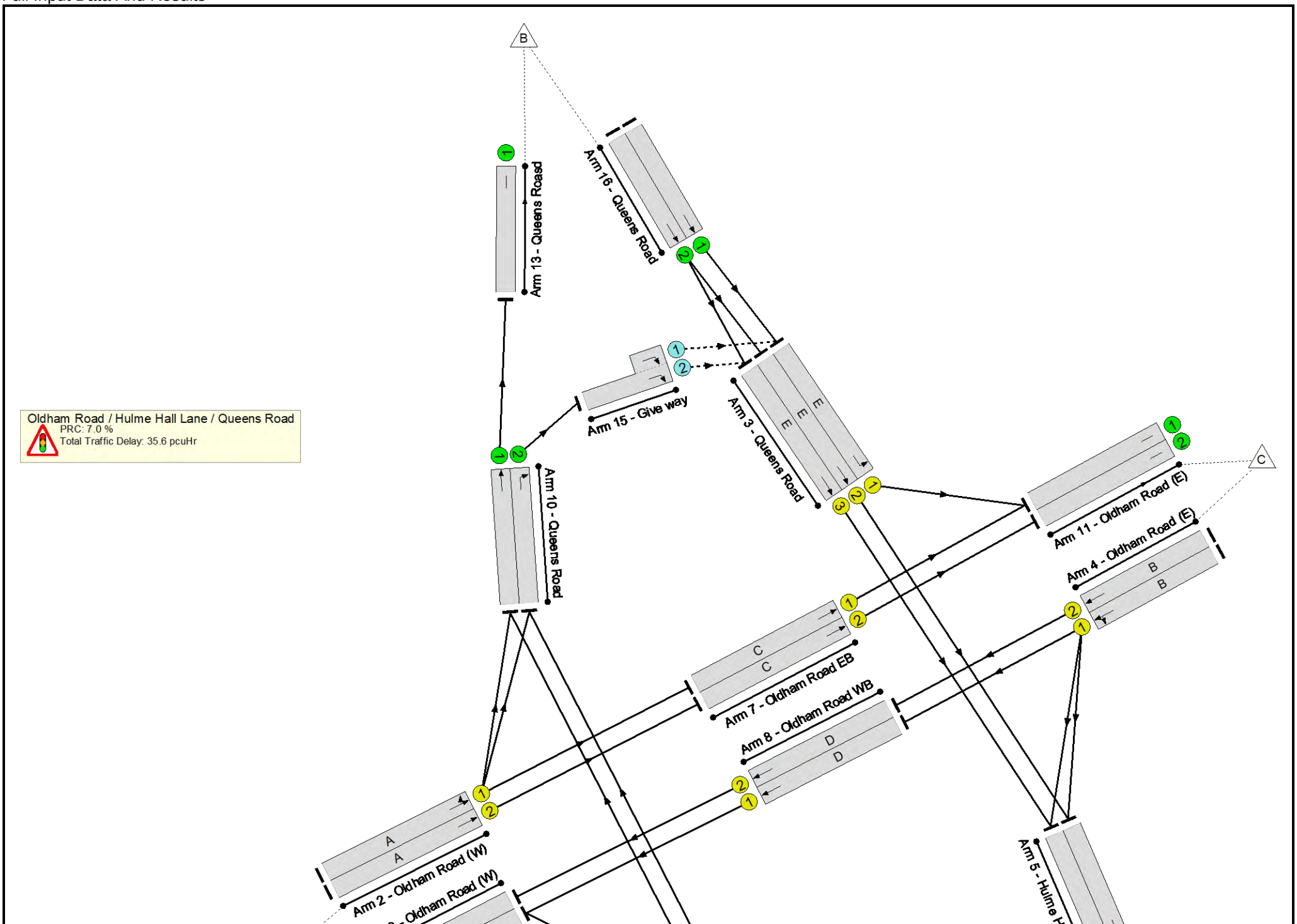
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	50	-	82	1786	876	9.4%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	50	-	452	1965	964	46.9%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	50	-	123	1965	964	12.8%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	35	-	356	1942	672	53.0%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	35	-	363	2015	698	52.0%
3/1	Queens Road Left	U	N/A	N/A	E		1	50	-	755	1830	897	84.1%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	50	-	168	1940	951	17.7%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	50	-	139	1940	951	14.6%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	35	-	519	1834	635	81.8%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	35	-	528	1965	680	77.6%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	289	1965	1965	14.7%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	389	2055	2055	18.9%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	39	1919:1919	765+765	2.5 : 2.6%
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	41	-	222	1965	794	28.0%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	41	-	363	1965	794	45.7%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	41	-	148	1965	794	18.7%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	41	-	528	1965	794	66.5%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	230	2040	2040	11.3%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	528	2040	2040	25.9%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	556	1945	1945	28.6%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	153	1945	1945	7.9%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	977	1965	1965	49.7%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	363	1965	1965	18.5%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	62	1965	1965	3.2%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	556	2015	2015	27.6%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	556	2045	2045	27.2%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	289	1965	1965	14.7%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	350	1965	1965	17.8%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	153	1874:1874	109+448	27.4 : 27.4%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	632	1965	1965	32.2%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	277	1965	1965	14.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**384**	**0**	**0**	**23.2**	**12.4**	**0.0**	**35.6**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**384**	**0**	**0**	**23.2**	**12.4**	**0.0**	**35.6**	**-**	**-**	**-**	**-**
1/1	82	82	-	-	-	0.3	0.1	-	0.3	14.2	1.0	0.1	1.1
1/2	452	452	-	-	-	2.3	0.4	-	2.7	21.7	8.8	0.4	9.3
1/3	123	123	-	-	-	0.5	0.1	-	0.6	16.6	1.9	0.1	2.0
2/1	356	356	-	-	-	2.7	0.6	-	3.3	32.9	8.2	0.6	8.8
2/2	363	363	-	-	-	2.7	0.5	-	3.3	32.5	8.3	0.5	8.8
3/1	755	755	-	-	-	4.2	2.6	-	6.8	32.3	18.9	2.6	21.4
3/2	168	168	-	-	-	0.7	0.1	-	0.8	17.1	2.7	0.1	2.8
3/3	139	139	-	-	-	0.7	0.1	-	0.8	20.4	2.6	0.1	2.7
4/1	519	519	-	-	-	4.5	2.2	-	6.6	46.0	13.6	2.2	15.7
4/2	528	528	-	-	-	4.5	1.7	-	6.2	42.0	13.5	1.7	15.2
5/1	289	289	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	389	389	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	39	39	78	0	0	0.0	0.0	-	0.0	1.2	0.0	0.0	0.0
7/1	222	222	-	-	-	0.0	0.2	-	0.2	3.2	0.0	0.2	0.2
7/2	363	363	-	-	-	0.0	0.4	-	0.4	4.3	5.6	0.4	6.0
8/1	148	148	-	-	-	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1
8/2	528	528	-	-	-	0.0	1.0	-	1.0	6.8	0.0	1.0	1.0
9/1	230	230	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/2	528	528	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
10/1	556	556	-	-	-	0.0	0.2	-	0.2	1.3	4.4	0.2	4.6
10/2	153	153	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
11/1	977	977	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
11/2	363	363	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	62	62	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

Full Input Data And Results

12/2	556	556	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
13/1	556	556	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
14/1	289	289	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	350	350	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
15/2+15/1	153	153	306	0	0	0.1	0.2	-	0.3	7.1	2.4	0.2	2.6
16/1	632	632	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
16/2	277	277	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

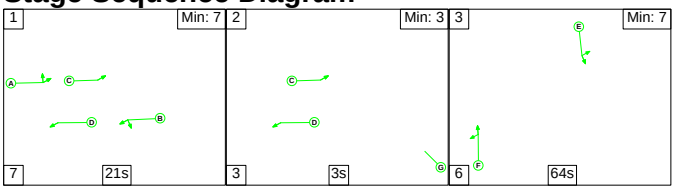
C1 PRC for Signalled Lanes (%): 7.0 Total Delay for Signalled Lanes (pcuHr): 33.04 Cycle Time (s): 104

PRC Over All Lanes (%): 7.0 Total Delay Over All Lanes(pcuHr): 35.56

Full Input Data And Results

Scenario 30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak', Plan 1: '')

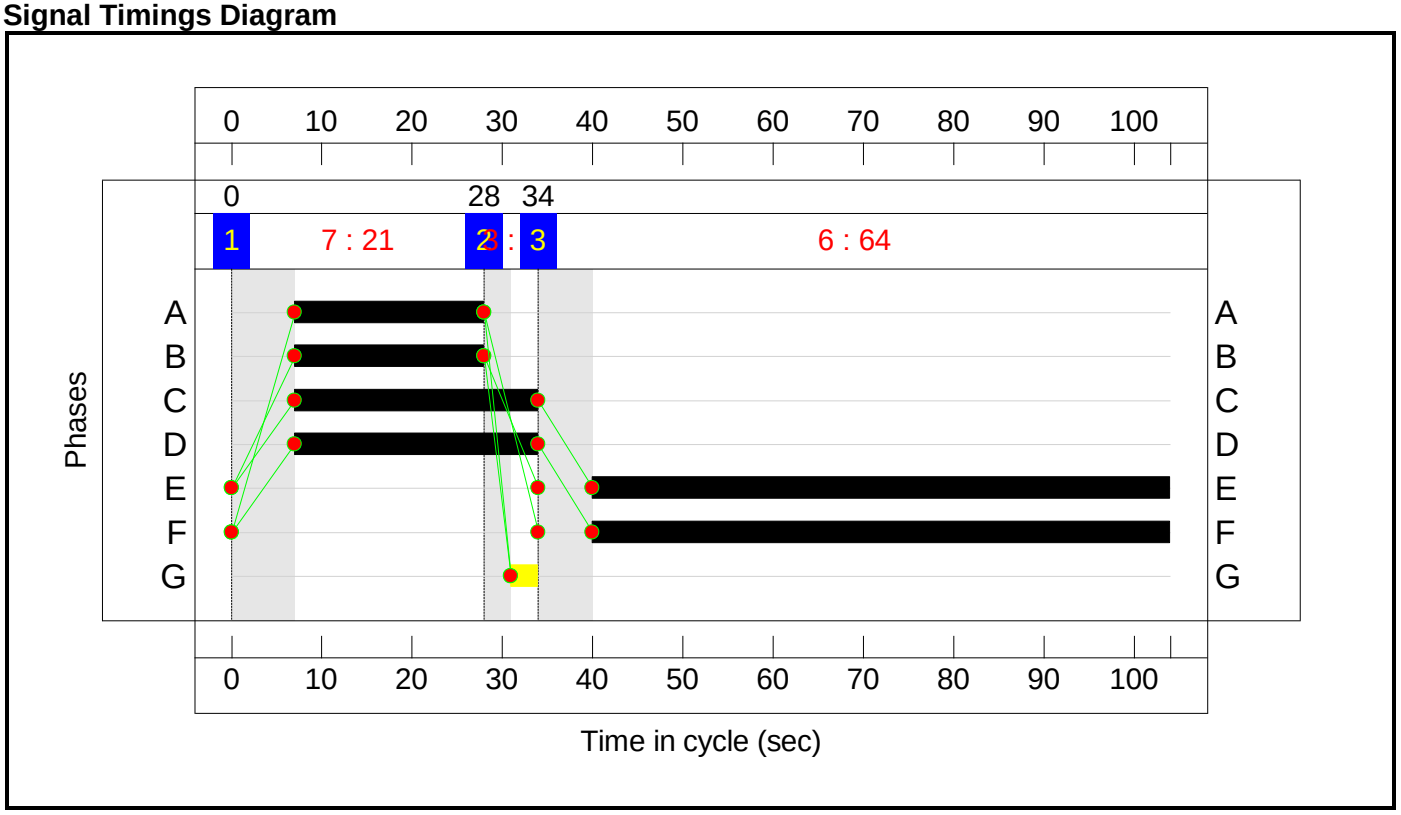
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	21	3	64
Change Point	0	28	34

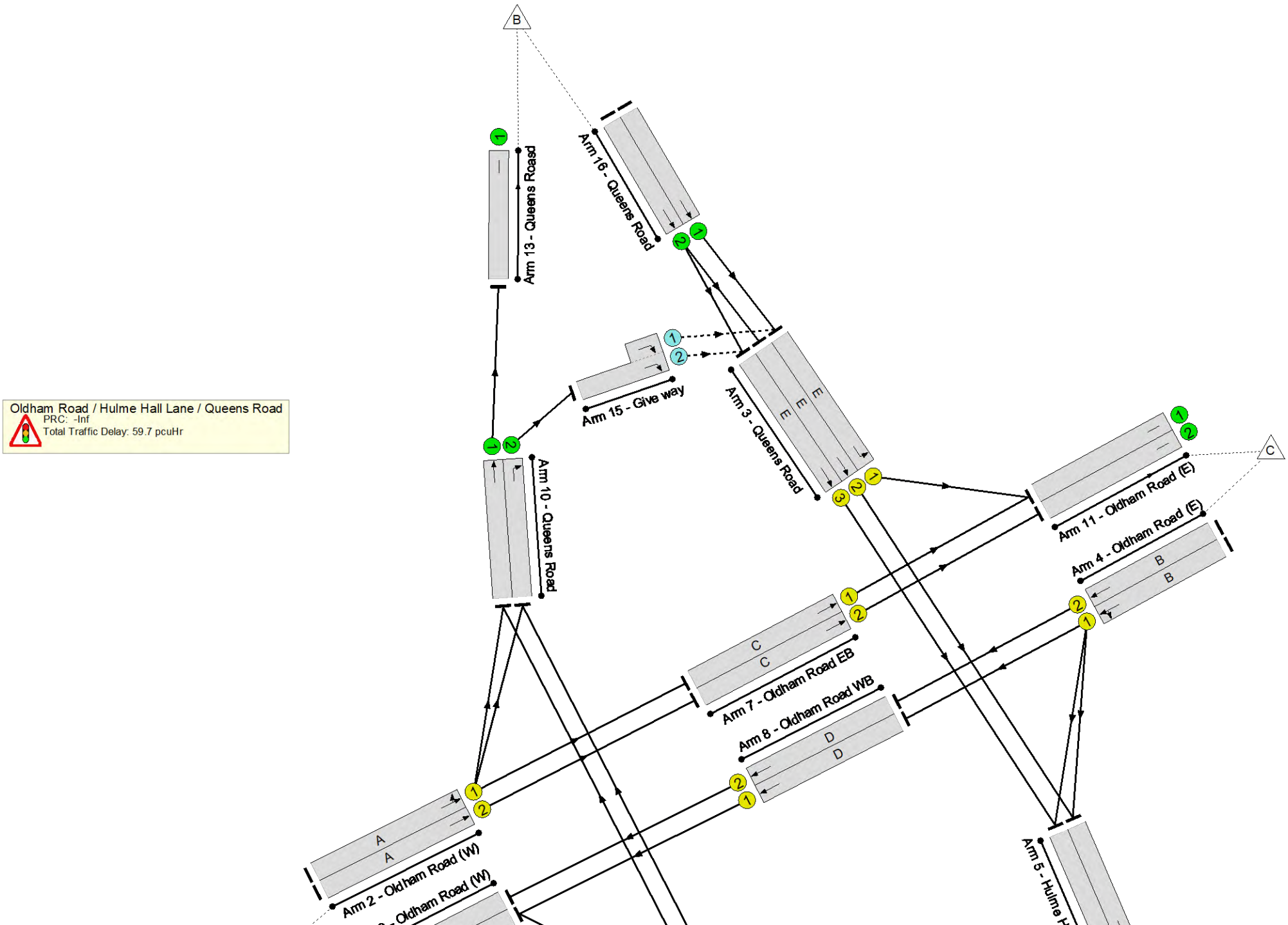
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**Inf %**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**Inf %**
1/1	Hulme Hall Lane Left	U	N/A	N/A	F		1	64	-	154	1786	1116	13.7%
1/2	Hulme Hall Lane Right	U	N/A	N/A	F		1	64	-	1195	1965	1228	96.6%
1/3	Hulme Hall Lane Right	U	N/A	N/A	F		1	64	-	366	1965	1228	29.8%
2/1	Oldham Road (W) Ahead Left	U	N/A	N/A	A		1	21	-	347	1973	417	83.1%
2/2	Oldham Road (W) Ahead	U	N/A	N/A	A		1	21	-	350	2015	426	82.1%
3/1	Queens Road Left	U	N/A	N/A	E		1	64	-	893	1830	1144	78.1%
3/2	Queens Road Ahead	U	N/A	N/A	E		1	64	-	5	1940	1213	0.4%
3/3	Queens Road Ahead	U	N/A	N/A	E		1	64	-	20	1940	1213	1.6%
4/1	Oldham Road (E) Left Ahead	U	N/A	N/A	B		1	21	-	334	1898	402	83.2%
4/2	Oldham Road (E) Ahead	U	N/A	N/A	B		1	21	-	337	1965	416	81.1%
5/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	22	1965	1965	1.1%
5/2	Hulme Hall Lane Right Ahead	U	N/A	N/A	-		-	-	-	120	2056	2056	5.8%
6/2+6/1	Give way Right	O	N/A	N/A	-		-	-	-	10	1919:1919	0+0	Inf : Inf %
7/1	Oldham Road EB Ahead	U	N/A	N/A	C		1	27	-	274	1965	529	51.8%
7/2	Oldham Road EB Ahead	U	N/A	N/A	C		1	27	-	350	1965	529	66.2%

Full Input Data And Results

8/1	Oldham Road WB Ahead	U	N/A	N/A	D		1	27	-	217	1965	529	41.0%
8/2	Oldham Road WB Ahead	U	N/A	N/A	D		1	27	-	337	1965	529	63.7%
9/1	Oldham Road (W)	U	N/A	N/A	-		-	-	-	371	2040	2040	18.1%
9/2	Oldham Road (W)	U	N/A	N/A	-		-	-	-	337	2040	2040	16.5%
10/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	1251	1945	1945	63.9%
10/2	Queens Road Right	U	N/A	N/A	-		-	-	-	383	1945	1945	19.7%
11/1	Oldham Road (E)	U	N/A	N/A	-		-	-	-	1167	1965	1965	59.4%
11/2	Oldham Road (E)	U	N/A	N/A	-		-	-	-	350	1965	1965	17.8%
12/1	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	153	1965	1965	7.8%
12/2	Hulme Hall Lane Ahead	U	N/A	N/A	-		-	-	-	1552	2015	2015	77.0%
13/1	Queens Roasd	U	N/A	N/A	-		-	-	-	1251	2045	2045	60.7%
14/1	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	22	1965	1965	1.1%
14/2	Hulme Hall Lane	U	N/A	N/A	-		-	-	-	110	1965	1965	5.6%
15/2+15/1	Give way Right	O	N/A	N/A	-		-	-	-	383	1874:1874	40+856	42.8 : 42.8%
16/1	Queens Road Ahead	U	N/A	N/A	-		-	-	-	527	1965	1965	26.8%
16/2	Queens Road Ahead	U	N/A	N/A	-		-	-	-	8	1965	1965	0.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**766**	**0**	**0**	**25.8**	**33.9**	**0.0**	**59.7**	**-**	**-**	**-**	**-**
Oldham Road / Hulme Hall Lane / Queens Road	**-**	**-**	**766**	**0**	**0**	**25.8**	**33.9**	**0.0**	**59.7**	**-**	**-**	**-**	**-**
1/1	153	153	-	-	-	0.3	0.1	-	0.4	9.9	1.8	0.1	1.9
1/2	1186	1186	-	-	-	6.1	9.7	-	15.7	47.7	32.3	9.7	41.9
1/3	366	366	-	-	-	0.9	0.2	-	1.1	11.1	4.8	0.2	5.0
2/1	347	347	-	-	-	3.8	2.3	-	6.1	63.2	9.5	2.3	11.9
2/2	350	350	-	-	-	3.8	2.2	-	6.0	61.5	9.6	2.2	11.8
3/1	893	893	-	-	-	2.3	1.8	-	4.1	16.5	18.5	1.8	20.2
3/2	5	5	-	-	-	0.0	0.0	-	0.0	9.0	0.1	0.0	0.1
3/3	20	20	-	-	-	0.1	0.0	-	0.1	17.0	0.5	0.0	0.5
4/1	334	334	-	-	-	3.6	2.3	-	6.0	64.2	9.2	2.3	11.5
4/2	337	337	-	-	-	3.7	2.0	-	5.7	60.8	9.2	2.0	11.2
5/1	22	22	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
5/2	120	120	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/2+6/1	10	0	0	0	0	0.8	5.5	-	6.2	2248.6	0.8	5.5	6.2
7/1	274	274	-	-	-	0.0	0.5	-	0.5	7.2	0.0	0.5	0.5
7/2	350	350	-	-	-	0.0	1.0	-	1.0	10.2	6.7	1.0	7.7
8/1	217	217	-	-	-	0.0	0.3	-	0.4	5.9	0.0	0.3	0.4
8/2	337	337	-	-	-	0.0	0.9	-	0.9	9.4	0.0	0.9	0.9
9/1	370	370	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/2	337	337	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	1242	1242	-	-	-	0.1	0.9	-	1.0	2.8	28.7	0.9	29.6
10/2	383	383	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
11/1	1167	1167	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
11/2	350	350	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/1	153	153	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0

Full Input Data And Results

12/2	1552	1552	-	-	-	0.0	1.7	-	1.7	3.9	0.0	1.7	1.7
13/1	1242	1242	-	-	-	0.0	0.8	-	0.8	2.2	0.0	0.8	0.8
14/1	22	22	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
14/2	110	110	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
15/2+15/1	383	383	766	0	0	0.3	0.4	-	0.7	6.3	6.4	0.4	6.8
16/1	527	527	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
16/2	8	8	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -7.3 Total Delay for Signalled Lanes (pcuHr): 47.95 Cycle Time (s): 104

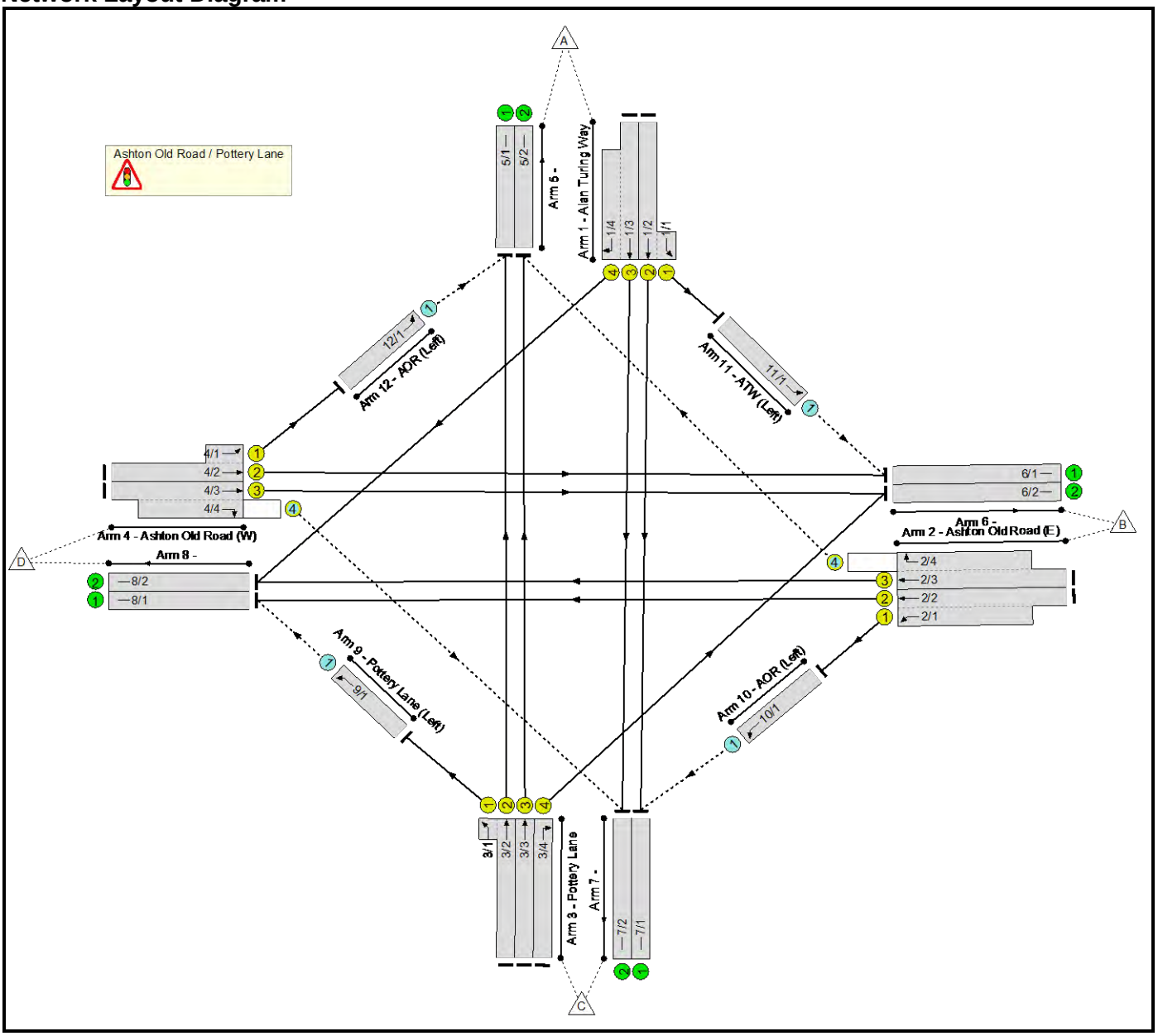
PRC Over All Lanes (%): -Inf Total Delay Over All Lanes(pcuHr): 59.73

Full Input Data And Results

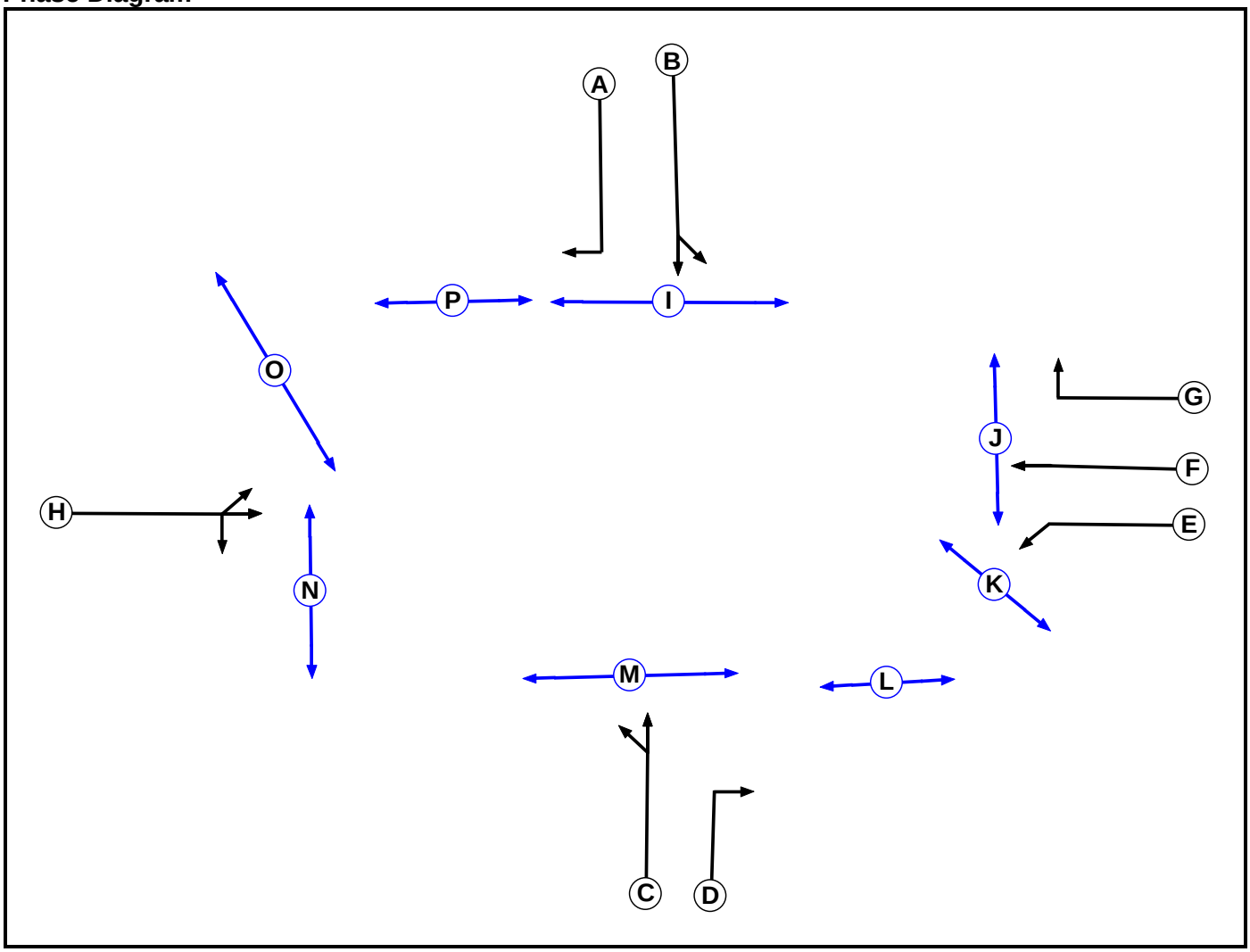
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Pottery Lane_Ashton Old Road.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	Traffic		4	4
H	Traffic		7	7
I	Pedestrian		10	10
J	Pedestrian		5	5
K	Pedestrian		7	7
L	Pedestrian		5	5
M	Pedestrian		10	10
N	Pedestrian		5	5
O	Pedestrian		7	7
P	Pedestrian		5	5

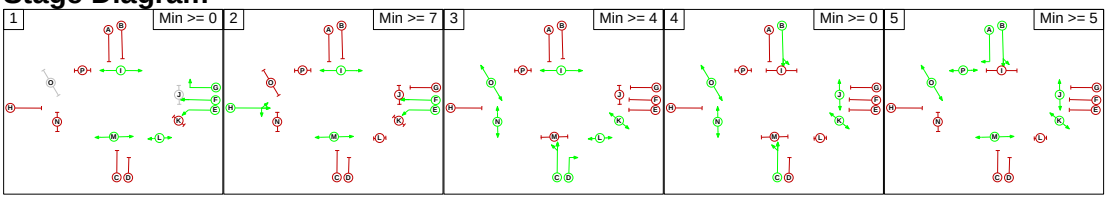
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A		-	7	-	-	5	5	6	5	-	-	-	-	9	-	-
B	-		-	5	9	7	7	5	5	-	-	9	-	-	-	-
C	5	-		-	-	5	5	7	-	-	-	-	5	-	-	9
D	-	6	-		-	6	6	6	-	9	-	-	5	-	-	-
E	-	3	-	-		-	-	-	-	-	5	-	-	-	-	-
F	6	5	7	6	-		-	-	-	-	5	-	-	9	-	9
G	6	5	7	6	-	-		4	-	-	5	-	-	-	-	9
H	6	7	5	6	-	-	6		-	9	-	10	-	-	5	-
I	8	8	-	-	-	-	-	-		-	-	-	-	-	-	-
J	-	-	-	6	-	-	-	7	-		-	-	-	-	-	-
K	-	-	-	-	6	10	10	-	-	-		-	-	-	-	-
L	-	7	-	-	-	-	-	6	-	-	-		-	-	-	-
M	-	-	8	8	-	-	-	-	-	-	-	-		-	-	-
N	5	-	-	-	-	6	-	-	-	-	-	-	-		-	-
O	-	-	-	-	-	-	-	13	-	-	-	-	-	-		-
P	-	-	6	-	-	6	6	-	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	G	Losing	2	2
2	3	E	Losing	1	1
2	3	F	Losing	1	1
2	4	E	Losing	4	4
2	5	E	Losing	4	4
3	1	C	Losing	4	4
3	1	D	Losing	4	4
3	1	N	Losing	4	4
3	4	L	Losing	1	1
3	5	L	Losing	1	1
3	5	N	Losing	3	3
4	1	B	Losing	1	1
4	1	C	Losing	3	3
4	1	N	Losing	3	3
5	1	A	Losing	1	1
5	1	B	Losing	1	1
5	1	P	Losing	4	4
5	3	A	Losing	1	1
5	3	B	Losing	1	1
5	3	P	Losing	2	2
5	4	M	Losing	1	1
5	4	P	Losing	2	2

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		6	9	9	9
2	10		10	9	9
3	10	13		9	9
4	10	13	9		9
5	10	13	10	9	

Give-Way Lane Input Data

Junction: Ashton Old Road / Pottery Lane

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/4 (Ashton Old Road (E))	5/2 (Right)	1439	0	4/2	1.09	All	4.00	-	0.50	4	2.00
				4/3	1.09	All					
4/4 (Ashton Old Road (W))	7/2 (Right)	1439	0	2/2	1.09	All	3.00	-	0.50	3	2.00
				2/3	1.09	All					
9/1 (Pottery Lane (Left))	8/1 (Ahead)	1439	0	1/4	1.09	All	-	-	-	-	-
				2/2	1.09	To 8/1 (Ahead)					
				2/3	1.09	All					
10/1 (AOR (Left))	7/1 (Left)	1439	0	1/2	1.09	To 7/1 (Ahead)	-	-	-	-	-
				1/3	1.09	All					
				4/4	1.09	All					
11/1 (ATW (Left))	6/1 (Left)	1439	0	4/2	1.09	All	-	-	-	-	-
				4/3	1.09	All					
				3/4	1.09	All					
12/1 (AOR (Left))	5/1 (Left)	1439	0	3/2	1.09	All	-	-	-	-	-
				3/3	1.09	All					
				2/4	1.09	All					

Lane Input Data

Junction: Ashton Old Road / Pottery Lane

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 (Alan Turing Way)	U	B	2	3	2.3	Geom	-	4.50	0.00	Y	Arm 11 Left	38.00
1/2 (Alan Turing Way)	U	B	2	3	34.8	Geom	-	3.50	0.00	Y	Arm 7 Ahead	Inf
1/3 (Alan Turing Way)	U	B	2	3	34.8	Geom	-	3.50	0.00	Y	Arm 7 Ahead	Inf
1/4 (Alan Turing Way)	U	A	2	3	14.8	Geom	-	3.50	0.00	Y	Arm 8 Right	22.00
2/1 (Ashton Old Road (E))	U	E	2	3	12.2	Geom	-	4.50	0.00	Y	Arm 10 Ahead	32.00
2/2 (Ashton Old Road (E))	U	F	2	3	69.6	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
2/3 (Ashton Old Road (E))	U	F	2	3	48.7	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
2/4 (Ashton Old Road (E))	O	G	2	3	11.1	Geom	-	3.50	0.00	Y	Arm 5 Right	21.00
3/1 (Pottery Lane)	U	C	2	3	1.7	Geom	-	4.50	0.00	Y	Arm 9 Left	35.00
3/2 (Pottery Lane)	U	C	2	3	52.2	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/3 (Pottery Lane)	U	C	2	3	52.2	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/4 (Pottery Lane)	U	D	2	3	24.3	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
4/1 (Ashton Old Road (W))	U	H	2	3	3.1	Geom	-	4.50	0.00	Y	Arm 12 Ahead	38.00
4/2 (Ashton Old Road (W))	U	H	2	3	95.7	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
4/3 (Ashton Old Road (W))	U	H	2	3	95.7	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
4/4 (Ashton Old Road (W))	O	H	2	3	12.2	Geom	-	3.50	0.00	Y	Arm 7 Right	22.00
5/1	U		2	3	40.0	Geom	-	4.30	0.00	Y		
5/2	U		2	3	40.0	Geom	-	4.30	0.00	Y		
6/1	U		2	3	43.5	Geom	-	4.00	0.00	Y		

6/2	U		2	3	87.0	Geom	-	4.00	0.00	Y		
7/1	U		2	3	52.2	Geom	-	3.30	0.00	Y		
7/2	U		2	3	52.2	Geom	-	3.30	0.00	Y		
8/1	U		2	3	69.6	Geom	-	3.50	0.00	Y		
8/2	U		2	3	52.2	Geom	-	3.50	0.00	Y		
9/1 (Pottery Lane (Left))	O		2	3	2.4	Geom	-	4.50	0.00	Y	Arm 8 Ahead	35.00
10/1 (AOR (Left))	O		2	3	1.7	Geom	-	4.50	0.00	Y	Arm 7 Left	32.00
11/1 (ATW (Left))	O		2	3	1.7	Geom	-	4.50	0.00	Y	Arm 6 Left	38.00
12/1 (AOR (Left))	O		2	3	1.9	Geom	-	4.50	0.00	Y	Arm 5 Left	38.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 Base (Non-Match) - Weekday PM Network Peak '	17:00	18:00	01:00	
2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak '	22:00	23:00	01:00	
4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak '	12:00	13:00	01:00	
5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak '	16:00	17:00	01:00	
6: '2019 Base (Match) - Weekday PM Network Peak '	17:00	18:00	01:00	
7: '2019 Base (Match) - Weekday PM Arena Arrival Peak '	19:00	20:00	01:00	
8: '2019 Base (Match) - Weekday PM Arena Departure Peak '	22:00	23:00	01:00	
9: '2019 Base (Match) - Saturday Matinee Arrival Peak '	12:00	13:00	01:00	
10: '2019 Base (Match) - Saturday Matinee Departure Peak '	16:00	17:00	01:00	
11: '2023 Base (Non-Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F1*1.05
12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F2*1.0529
13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F3*1.0529
14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F4*1.0547
15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F5*1.0547
16: '2023 Base (Match) - Weekday PM Network Peak'	17:00	18:00	01:00	F6*1.05
17: '2023 Base (Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	F7*1.0529
18: '2023 Base (Match) - Weekday PM Arena Departure Peak'	22:00	23:00	01:00	F8*1.0529
19: '2023 Base (Match) - Saturday Matinee Arrival Peak'	12:00	13:00	01:00	F9*1.0547
20: '2023 Base (Match) - Saturday Matinee Departure Peak'	16:00	17:00	01:00	F10*1.0547
21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak '	17:00	18:00	01:00	
22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak'	19:00	20:00	01:00	
23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak '	22:00	23:00	01:00	
24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak '	12:00	13:00	01:00	
25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak '	16:00	17:00	01:00	
26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak '	17:00	18:00	01:00	
27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak '	19:00	20:00	01:00	
28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak '	22:00	23:00	01:00	
29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak '	12:00	13:00	01:00	
30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak '	16:00	17:00	01:00	

Scenario 1: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG1: '2019 Base (Non-Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	89	632	114	835
	B	192	0	141	510	843
	C	1076	161	0	24	1261
	D	317	720	157	0	1194
	Tot.	1585	970	930	648	4133

Traffic Lane Flows

Lane	Scenario 1: 2019 Base (Non-Match) - Weekday PM Network Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	89
1/2 (with short)	361(In) 272(Out)
1/3 (with short)	474(In) 360(Out)
1/4 (short)	114
2/1 (short)	141
2/2 (with short)	651(In) 510(Out)
2/3 (with short)	192(In) 0(Out)
2/4 (short)	192
3/1 (short)	24
3/2 (with short)	556(In) 532(Out)
3/3	544
3/4	161
4/1 (short)	317
4/2 (with short)	577(In) 260(Out)
4/3 (with short)	617(In) 460(Out)
4/4 (short)	157
5/1	849
5/2	736
6/1	349
6/2	621
7/1	413
7/2	517
8/1	534
8/2	114
9/1	24
10/1	141
11/1	89
12/1	317

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	76	649	110	835
	B	135	0	111	397	643
	C	703	90	0	43	836
	D	196	475	138	0	809
	Tot.	1034	641	898	550	3123

Traffic Lane Flows

Lane	Scenario 2: 2019 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	76
1/2 (with short)	362(In) 286(Out)
1/3 (with short)	473(In) 363(Out)
1/4 (short)	110
2/1 (short)	111
2/2 (with short)	507(In) 396(Out)
2/3 (with short)	136(In) 1(Out)
2/4 (short)	135
3/1 (short)	43
3/2 (with short)	383(In) 340(Out)
3/3	363
3/4	90
4/1 (short)	196
4/2 (with short)	391(In) 195(Out)
4/3 (with short)	418(In) 280(Out)
4/4 (short)	138
5/1	536
5/2	498
6/1	271
6/2	370
7/1	397
7/2	501
8/1	439
8/2	111
9/1	43
10/1	111
11/1	76
12/1	196

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	42	277	61	380
	B	52	0	40	211	303
	C	266	53	0	16	335
	D	104	485	39	0	628
	Tot.	422	580	356	288	1646

Traffic Lane Flows

Lane	Scenario 3: 2019 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	42
1/2 (with short)	155(In) 113(Out)
1/3 (with short)	225(In) 164(Out)
1/4 (short)	61
2/1 (short)	40
2/2 (with short)	251(In) 211(Out)
2/3 (with short)	52(In) 0(Out)
2/4 (short)	52
3/1 (short)	16
3/2 (with short)	149(In) 133(Out)
3/3	133
3/4	53
4/1 (short)	104
4/2 (with short)	335(In) 231(Out)
4/3 (with short)	293(In) 254(Out)
4/4 (short)	39
5/1	237
5/2	185
6/1	273
6/2	307
7/1	153
7/2	203
8/1	227
8/2	61
9/1	16
10/1	40
11/1	42
12/1	104

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	134	693	157	984
	B	195	0	160	468	823
	C	757	141	0	56	954
	D	205	412	91	0	708
	Tot.	1157	687	944	681	3469

Traffic Lane Flows

Lane	Scenario 4: 2019 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	134
1/2 (with short)	422(In) 288(Out)
1/3 (with short)	562(In) 405(Out)
1/4 (short)	157
2/1 (short)	160
2/2 (with short)	626(In) 466(Out)
2/3 (with short)	197(In) 2(Out)
2/4 (short)	195
3/1 (short)	56
3/2 (with short)	418(In) 362(Out)
3/3	395
3/4	141
4/1 (short)	205
4/2 (with short)	343(In) 138(Out)
4/3 (with short)	365(In) 274(Out)
4/4 (short)	91
5/1	567
5/2	590
6/1	272
6/2	415
7/1	448
7/2	496
8/1	522
8/2	159
9/1	56
10/1	160
11/1	134
12/1	205

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	122	765	104	991
	B	151	0	129	396	676
	C	762	99	0	46	907
	D	160	431	92	0	683
	Tot.	1073	652	986	546	3257

Traffic Lane Flows

Lane	Scenario 5: 2019 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	122
1/2 (with short)	457(In) 335(Out)
1/3 (with short)	534(In) 430(Out)
1/4 (short)	104
2/1 (short)	129
2/2 (with short)	522(In) 393(Out)
2/3 (with short)	154(In) 3(Out)
2/4 (short)	151
3/1 (short)	46
3/2 (with short)	415(In) 369(Out)
3/3	393
3/4	99
4/1 (short)	160
4/2 (with short)	338(In) 178(Out)
4/3 (with short)	345(In) 253(Out)
4/4 (short)	92
5/1	529
5/2	544
6/1	300
6/2	352
7/1	464
7/2	522
8/1	439
8/2	107
9/1	46
10/1	129
11/1	122
12/1	160

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 6: '2019 Base (Match) - Weekday PM Network Peak' (FG6: '2019 Base (Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	102	929	98	1129
	B	195	0	139	364	698
	C	1133	179	0	49	1361
	D	332	706	221	0	1259
	Tot.	1660	987	1289	511	4447

Traffic Lane Flows

Lane	Scenario 6: 2019 Base (Match) - Weekday PM Network Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	102
1/2 (with short)	523(In) 421(Out)
1/3 (with short)	606(In) 508(Out)
1/4 (short)	98
2/1 (short)	139
2/2 (with short)	503(In) 364(Out)
2/3 (with short)	195(In) 0(Out)
2/4 (short)	195
3/1 (short)	49
3/2 (with short)	598(In) 549(Out)
3/3	584
3/4	179
4/1 (short)	332
4/2 (with short)	575(In) 243(Out)
4/3 (with short)	684(In) 463(Out)
4/4 (short)	221
5/1	881
5/2	779
6/1	345
6/2	642
7/1	560
7/2	729
8/1	413
8/2	98
9/1	49
10/1	139
11/1	102
12/1	332

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 7: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG7: '2019 Base (Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	117	751	104	972
	B	269	0	162	394	825
	C	1234	157	0	87	1478
	D	292	448	105	0	845
	Tot.	1795	722	1018	585	4120

Traffic Lane Flows

Lane	Scenario 7: 2019 Base (Match) - Weekday PM Arena Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	117
1/2 (with short)	443(In) 326(Out)
1/3 (with short)	529(In) 425(Out)
1/4 (short)	104
2/1 (short)	162
2/2 (with short)	556(In) 394(Out)
2/3 (with short)	269(In) 0(Out)
2/4 (short)	269
3/1 (short)	87
3/2 (with short)	670(In) 583(Out)
3/3	651
3/4	157
4/1 (short)	292
4/2 (with short)	391(In) 99(Out)
4/3 (with short)	454(In) 349(Out)
4/4 (short)	105
5/1	875
5/2	920
6/1	216
6/2	506
7/1	488
7/2	530
8/1	481
8/2	104
9/1	87
10/1	162
11/1	117
12/1	292

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 8: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Departure Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	838	178	1171
	B	41	0	94	163	298
	C	303	48	0	27	378
	D	50	337	129	0	516
	Tot.	394	540	1061	368	2363

Traffic Lane Flows

Lane	Scenario 8: 2019 Base (Match) - Weekday PM Arena Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	155
1/2 (with short)	525(In) 370(Out)
1/3 (with short)	646(In) 468(Out)
1/4 (short)	178
2/1 (short)	94
2/2 (with short)	245(In) 151(Out)
2/3 (with short)	53(In) 12(Out)
2/4 (short)	41
3/1 (short)	27
3/2 (with short)	177(In) 150(Out)
3/3	153
3/4	48
4/1 (short)	50
4/2 (with short)	190(In) 140(Out)
4/3 (with short)	326(In) 197(Out)
4/4 (short)	129
5/1	200
5/2	194
6/1	295
6/2	245
7/1	464
7/2	597
8/1	178
8/2	190
9/1	27
10/1	94
11/1	155
12/1	50

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 9: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG9: '2019 Base (Match) - Saturday Matinee Arrival Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	137	613	100	850
	B	210	0	136	437	783
	C	688	108	0	33	829
	D	141	350	69	0	560
	Tot.	1039	595	818	570	3022

Traffic Lane Flows

Lane	Scenario 9: 2019 Base (Match) - Saturday Matinee Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	137
1/2 (with short)	392(In) 255(Out)
1/3 (with short)	458(In) 358(Out)
1/4 (short)	100
2/1 (short)	136
2/2 (with short)	573(In) 437(Out)
2/3 (with short)	210(In) 0(Out)
2/4 (short)	210
3/1 (short)	33
3/2 (with short)	371(In) 338(Out)
3/3	350
3/4	108
4/1 (short)	141
4/2 (with short)	289(In) 148(Out)
4/3 (with short)	271(In) 202(Out)
4/4 (short)	69
5/1	479
5/2	560
6/1	285
6/2	310
7/1	391
7/2	427
8/1	470
8/2	100
9/1	33
10/1	136
11/1	137
12/1	141

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 10: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG10: '2019 Base (Match) - Saturday Matinee Departure Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	111	674	111	896
	B	103	0	93	331	527
	C	601	89	0	32	722
	D	128	352	68	0	548
	Tot.	832	552	835	474	2693

Traffic Lane Flows

Lane	Scenario 10: 2019 Base (Match) - Saturday Matinee Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	111
1/2 (with short)	408(In) 297(Out)
1/3 (with short)	488(In) 377(Out)
1/4 (short)	111
2/1 (short)	93
2/2 (with short)	424(In) 331(Out)
2/3 (with short)	103(In) 0(Out)
2/4 (short)	103
3/1 (short)	32
3/2 (with short)	328(In) 296(Out)
3/3	305
3/4	89
4/1 (short)	128
4/2 (with short)	278(In) 150(Out)
4/3 (with short)	270(In) 202(Out)
4/4 (short)	68
5/1	424
5/2	408
6/1	261
6/2	291
7/1	390
7/2	445
8/1	363
8/2	111
9/1	32
10/1	93
11/1	111
12/1	128

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 11: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG11: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	93	664	120	877
	B	202	0	148	536	886
	C	1130	169	0	25	1324
	D	333	756	165	0	1254
	Tot.	1665	1018	977	681	4341

Traffic Lane Flows

Lane	Scenario 11: 2023 Base (Non-Match) - Weekday PM Network Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	93
1/2 (with short)	379(In) 286(Out)
1/3 (with short)	498(In) 378(Out)
1/4 (short)	120
2/1 (short)	148
2/2 (with short)	684(In) 536(Out)
2/3 (with short)	202(In) 0(Out)
2/4 (short)	202
3/1 (short)	25
3/2 (with short)	583(In) 558(Out)
3/3	572
3/4	169
4/1 (short)	333
4/2 (with short)	606(In) 273(Out)
4/3 (with short)	648(In) 483(Out)
4/4 (short)	165
5/1	891
5/2	774
6/1	366
6/2	652
7/1	434
7/2	543
8/1	561
8/2	120
9/1	25
10/1	148
11/1	93
12/1	333

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	80	683	116	879
	B	142	0	117	418	677
	C	740	95	0	45	880
	D	206	500	145	0	851
	Tot.	1088	675	945	579	3287

Traffic Lane Flows

Lane	Scenario 12: 2023 Base (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	80
1/2 (with short)	383(In) 303(Out)
1/3 (with short)	496(In) 380(Out)
1/4 (short)	116
2/1 (short)	117
2/2 (with short)	535(In) 418(Out)
2/3 (with short)	142(In) 0(Out)
2/4 (short)	142
3/1 (short)	45
3/2 (with short)	403(In) 358(Out)
3/3	382
3/4	95
4/1 (short)	206
4/2 (with short)	408(In) 202(Out)
4/3 (with short)	443(In) 298(Out)
4/4 (short)	145
5/1	564
5/2	524
6/1	282
6/2	393
7/1	420
7/2	525
8/1	463
8/2	116
9/1	45
10/1	117
11/1	80
12/1	206

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	44	292	64	400
	B	55	0	42	222	319
	C	280	56	0	17	353
	D	110	511	41	0	662
	Tot.	445	611	375	303	1734

Traffic Lane Flows

Lane	Scenario 13: 2023 Base (Non-Match) - Weekday PM Arena Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	44
1/2 (with short)	164(In) 120(Out)
1/3 (with short)	236(In) 172(Out)
1/4 (short)	64
2/1 (short)	42
2/2 (with short)	264(In) 222(Out)
2/3 (with short)	55(In) 0(Out)
2/4 (short)	55
3/1 (short)	17
3/2 (with short)	156(In) 139(Out)
3/3	141
3/4	56
4/1 (short)	110
4/2 (with short)	352(In) 242(Out)
4/3 (with short)	310(In) 269(Out)
4/4 (short)	41
5/1	249
5/2	196
6/1	286
6/2	325
7/1	162
7/2	213
8/1	239
8/2	64
9/1	17
10/1	42
11/1	44
12/1	110

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	141	731	166	1038
	B	206	0	169	494	869
	C	798	149	0	59	1006
	D	216	435	96	0	747
	Tot.	1220	725	996	719	3660

Traffic Lane Flows

Lane	Scenario 14: 2023 Base (Non-Match) - Saturday Matinee Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	141
1/2 (with short)	445(In) 304(Out)
1/3 (with short)	593(In) 427(Out)
1/4 (short)	166
2/1 (short)	169
2/2 (with short)	663(In) 494(Out)
2/3 (with short)	206(In) 0(Out)
2/4 (short)	206
3/1 (short)	59
3/2 (with short)	440(In) 381(Out)
3/3	417
3/4	149
4/1 (short)	216
4/2 (with short)	360(In) 144(Out)
4/3 (with short)	387(In) 291(Out)
4/4 (short)	96
5/1	597
5/2	623
6/1	285
6/2	440
7/1	473
7/2	523
8/1	553
8/2	166
9/1	59
10/1	169
11/1	141
12/1	216

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	129	807	110	1046
	B	159	0	136	418	713
	C	804	104	0	49	957
	D	169	455	97	0	721
	Tot.	1132	688	1040	577	3437

Traffic Lane Flows

Lane	Scenario 15: 2023 Base (Non-Match) - Saturday Matinee Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	129
1/2 (with short)	483(In) 354(Out)
1/3 (with short)	563(In) 453(Out)
1/4 (short)	110
2/1 (short)	136
2/2 (with short)	551(In) 415(Out)
2/3 (with short)	162(In) 3(Out)
2/4 (short)	159
3/1 (short)	49
3/2 (with short)	438(In) 389(Out)
3/3	415
3/4	104
4/1 (short)	169
4/2 (with short)	356(In) 187(Out)
4/3 (with short)	365(In) 268(Out)
4/4 (short)	97
5/1	558
5/2	574
6/1	316
6/2	372
7/1	490
7/2	550
8/1	464
8/2	113
9/1	49
10/1	136
11/1	129
12/1	169

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 16: '2023 Base (Match) - Weekday PM Network Peak' (FG16: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	107	975	103	1185
	B	205	0	146	382	733
	C	1190	188	0	51	1429
	D	349	741	232	0	1322
	Tot.	1744	1036	1353	536	4669

Traffic Lane Flows

Lane	Scenario 16: 2023 Base (Match) - Weekday PM Network Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	107
1/2 (with short)	549(In) 442(Out)
1/3 (with short)	636(In) 533(Out)
1/4 (short)	103
2/1 (short)	146
2/2 (with short)	528(In) 382(Out)
2/3 (with short)	205(In) 0(Out)
2/4 (short)	205
3/1 (short)	51
3/2 (with short)	628(In) 577(Out)
3/3	613
3/4	188
4/1 (short)	349
4/2 (with short)	604(In) 255(Out)
4/3 (with short)	718(In) 486(Out)
4/4 (short)	232
5/1	926
5/2	818
6/1	362
6/2	674
7/1	588
7/2	765
8/1	433
8/2	103
9/1	51
10/1	146
11/1	107
12/1	349

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 17: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG17: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	791	110	1024
	B	283	0	171	415	869
	C	1299	165	0	92	1556
	D	307	472	111	0	890
	Tot.	1889	760	1073	617	4339

Traffic Lane Flows

Lane	Scenario 17: 2023 Base (Match) - Weekday PM Arena Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	123
1/2 (with short)	468(In) 345(Out)
1/3 (with short)	556(In) 446(Out)
1/4 (short)	110
2/1 (short)	171
2/2 (with short)	586(In) 415(Out)
2/3 (with short)	283(In) 0(Out)
2/4 (short)	283
3/1 (short)	92
3/2 (with short)	705(In) 613(Out)
3/3	686
3/4	165
4/1 (short)	307
4/2 (with short)	415(In) 108(Out)
4/3 (with short)	475(In) 364(Out)
4/4 (short)	111
5/1	920
5/2	969
6/1	231
6/2	529
7/1	516
7/2	557
8/1	507
8/2	110
9/1	92
10/1	171
11/1	123
12/1	307

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 18: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	163	882	187	1232
	B	43	0	99	172	314
	C	319	51	0	28	398
	D	53	355	136	0	544
	Tot.	415	569	1117	387	2488

Traffic Lane Flows

Lane	Scenario 18: 2023 Base (Match) - Weekday PM Arena Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	163
1/2 (with short)	552(In) 389(Out)
1/3 (with short)	680(In) 493(Out)
1/4 (short)	187
2/1 (short)	99
2/2 (with short)	256(In) 157(Out)
2/3 (with short)	58(In) 15(Out)
2/4 (short)	43
3/1 (short)	28
3/2 (with short)	186(In) 158(Out)
3/3	161
3/4	51
4/1 (short)	53
4/2 (with short)	201(In) 148(Out)
4/3 (with short)	343(In) 207(Out)
4/4 (short)	136
5/1	211
5/2	204
6/1	311
6/2	258
7/1	488
7/2	629
8/1	185
8/2	202
9/1	28
10/1	99
11/1	163
12/1	53

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 19: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG19: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	144	647	105	896
	B	221	0	143	461	825
	C	726	114	0	35	875
	D	149	369	73	0	591
	Tot.	1096	627	863	601	3187

Traffic Lane Flows

Lane	Scenario 19: 2023 Base (Match) - Saturday Matinee Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	144
1/2 (with short)	412(In) 268(Out)
1/3 (with short)	484(In) 379(Out)
1/4 (short)	105
2/1 (short)	143
2/2 (with short)	604(In) 461(Out)
2/3 (with short)	221(In) 0(Out)
2/4 (short)	221
3/1 (short)	35
3/2 (with short)	391(In) 356(Out)
3/3	370
3/4	114
4/1 (short)	149
4/2 (with short)	304(In) 155(Out)
4/3 (with short)	287(In) 214(Out)
4/4 (short)	73
5/1	505
5/2	591
6/1	299
6/2	328
7/1	411
7/2	452
8/1	496
8/2	105
9/1	35
10/1	143
11/1	144
12/1	149

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 20: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG20: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	117	711	117	945
	B	109	0	98	349	556
	C	634	94	0	34	762
	D	135	371	72	0	578
	Tot.	878	582	881	500	2841

Traffic Lane Flows

Lane	Scenario 20: 2023 Base (Match) - Saturday Matinee Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	117
1/2 (with short)	429(In) 312(Out)
1/3 (with short)	516(In) 399(Out)
1/4 (short)	117
2/1 (short)	98
2/2 (with short)	447(In) 349(Out)
2/3 (with short)	109(In) 0(Out)
2/4 (short)	109
3/1 (short)	34
3/2 (with short)	345(In) 311(Out)
3/3	323
3/4	94
4/1 (short)	135
4/2 (with short)	292(In) 157(Out)
4/3 (with short)	286(In) 214(Out)
4/4 (short)	72
5/1	446
5/2	432
6/1	274
6/2	308
7/1	410
7/2	471
8/1	383
8/2	117
9/1	34
10/1	98
11/1	117
12/1	135

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	94	663	120	877
	B	202	0	148	536	886
	C	1129	169	0	25	1323
	D	333	756	165	0	1254
	Tot.	1664	1019	976	681	4340

Traffic Lane Flows

Lane	Scenario 21: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	94
1/2 (with short)	380(In) 286(Out)
1/3 (with short)	497(In) 377(Out)
1/4 (short)	120
2/1 (short)	148
2/2 (with short)	684(In) 536(Out)
2/3 (with short)	202(In) 0(Out)
2/4 (short)	202
3/1 (short)	25
3/2 (with short)	583(In) 558(Out)
3/3	571
3/4	169
4/1 (short)	333
4/2 (with short)	606(In) 273(Out)
4/3 (with short)	648(In) 483(Out)
4/4 (short)	165
5/1	891
5/2	773
6/1	367
6/2	652
7/1	434
7/2	542
8/1	561
8/2	120
9/1	25
10/1	148
11/1	94
12/1	333

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	80	683	116	879
	B	142	0	117	418	677
	C	740	95	0	46	881
	D	207	500	145	0	852
	Tot.	1089	675	945	580	3289

Traffic Lane Flows

Lane	Scenario 22: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	80
1/2 (with short)	383(In) 303(Out)
1/3 (with short)	496(In) 380(Out)
1/4 (short)	116
2/1 (short)	117
2/2 (with short)	529(In) 412(Out)
2/3 (with short)	148(In) 6(Out)
2/4 (short)	142
3/1 (short)	46
3/2 (with short)	403(In) 357(Out)
3/3	383
3/4	95
4/1 (short)	207
4/2 (with short)	405(In) 198(Out)
4/3 (with short)	447(In) 302(Out)
4/4 (short)	145
5/1	564
5/2	525
6/1	278
6/2	397
7/1	420
7/2	525
8/1	458
8/2	122
9/1	46
10/1	117
11/1	80
12/1	207

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	44	292	64	400
	B	55	0	42	222	319
	C	280	56	0	17	353
	D	109	510	41	0	660
	Tot.	444	610	375	303	1732

Traffic Lane Flows

Lane	Scenario 23: 2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	44
1/2 (with short)	164(In) 120(Out)
1/3 (with short)	236(In) 172(Out)
1/4 (short)	64
2/1 (short)	42
2/2 (with short)	264(In) 222(Out)
2/3 (with short)	55(In) 0(Out)
2/4 (short)	55
3/1 (short)	17
3/2 (with short)	156(In) 139(Out)
3/3	141
3/4	56
4/1 (short)	109
4/2 (with short)	351(In) 242(Out)
4/3 (with short)	309(In) 268(Out)
4/4 (short)	41
5/1	248
5/2	196
6/1	286
6/2	324
7/1	162
7/2	213
8/1	239
8/2	64
9/1	17
10/1	42
11/1	44
12/1	109

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	141	730	165	1036
	B	206	0	169	494	869
	C	799	148	0	59	1006
	D	216	434	96	0	746
	Tot.	1221	723	995	718	3657

Traffic Lane Flows

Lane	Scenario 24: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	141
1/2 (with short)	445(In) 304(Out)
1/3 (with short)	591(In) 426(Out)
1/4 (short)	165
2/1 (short)	169
2/2 (with short)	663(In) 494(Out)
2/3 (with short)	206(In) 0(Out)
2/4 (short)	206
3/1 (short)	59
3/2 (with short)	440(In) 381(Out)
3/3	418
3/4	148
4/1 (short)	216
4/2 (with short)	359(In) 143(Out)
4/3 (with short)	387(In) 291(Out)
4/4 (short)	96
5/1	597
5/2	624
6/1	284
6/2	439
7/1	473
7/2	522
8/1	553
8/2	165
9/1	59
10/1	169
11/1	141
12/1	216

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	128	806	109	1043
	B	160	0	136	417	713
	C	804	104	0	49	957
	D	169	454	97	0	720
	Tot.	1133	686	1039	575	3433

Traffic Lane Flows

Lane	Scenario 25: 2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	128
1/2 (with short)	482(In) 354(Out)
1/3 (with short)	561(In) 452(Out)
1/4 (short)	109
2/1 (short)	136
2/2 (with short)	551(In) 415(Out)
2/3 (with short)	162(In) 2(Out)
2/4 (short)	160
3/1 (short)	49
3/2 (with short)	438(In) 389(Out)
3/3	415
3/4	104
4/1 (short)	169
4/2 (with short)	355(In) 186(Out)
4/3 (with short)	365(In) 268(Out)
4/4 (short)	97
5/1	558
5/2	575
6/1	314
6/2	372
7/1	490
7/2	549
8/1	464
8/2	111
9/1	49
10/1	136
11/1	128
12/1	169

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	107	975	103	1185
	B	205	0	146	382	733
	C	1189	188	0	52	1429
	D	349	741	232	0	1322
	Tot.	1743	1036	1353	537	4669

Traffic Lane Flows

Lane	Scenario 26: 2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	107
1/2 (with short)	549(In) 442(Out)
1/3 (with short)	636(In) 533(Out)
1/4 (short)	103
2/1 (short)	146
2/2 (with short)	528(In) 382(Out)
2/3 (with short)	205(In) 0(Out)
2/4 (short)	205
3/1 (short)	52
3/2 (with short)	628(In) 576(Out)
3/3	613
3/4	188
4/1 (short)	349
4/2 (with short)	604(In) 255(Out)
4/3 (with short)	718(In) 486(Out)
4/4 (short)	232
5/1	925
5/2	818
6/1	362
6/2	674
7/1	588
7/2	765
8/1	434
8/2	103
9/1	52
10/1	146
11/1	107
12/1	349

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	124	790	109	1023
	B	284	0	170	415	869
	C	1299	165	0	92	1556
	D	307	471	110	0	888
	Tot.	1890	760	1070	616	4336

Traffic Lane Flows

Lane	Scenario 27: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	124
1/2 (with short)	468(In) 344(Out)
1/3 (with short)	555(In) 446(Out)
1/4 (short)	109
2/1 (short)	170
2/2 (with short)	585(In) 415(Out)
2/3 (with short)	284(In) 0(Out)
2/4 (short)	284
3/1 (short)	92
3/2 (with short)	705(In) 613(Out)
3/3	686
3/4	165
4/1 (short)	307
4/2 (with short)	414(In) 107(Out)
4/3 (with short)	474(In) 364(Out)
4/4 (short)	110
5/1	920
5/2	970
6/1	231
6/2	529
7/1	514
7/2	556
8/1	507
8/2	109
9/1	92
10/1	170
11/1	124
12/1	307

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	163	882	188	1233
	B	43	0	99	172	314
	C	319	51	0	28	398
	D	53	355	136	0	544
	Tot.	415	569	1117	388	2489

Traffic Lane Flows

Lane	Scenario 28: 2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	163
1/2 (with short)	552(In) 389(Out)
1/3 (with short)	681(In) 493(Out)
1/4 (short)	188
2/1 (short)	99
2/2 (with short)	256(In) 157(Out)
2/3 (with short)	58(In) 15(Out)
2/4 (short)	43
3/1 (short)	28
3/2 (with short)	186(In) 158(Out)
3/3	161
3/4	51
4/1 (short)	53
4/2 (with short)	201(In) 148(Out)
4/3 (with short)	343(In) 207(Out)
4/4 (short)	136
5/1	211
5/2	204
6/1	311
6/2	258
7/1	488
7/2	629
8/1	185
8/2	203
9/1	28
10/1	99
11/1	163
12/1	53

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	144	646	105	895
	B	222	0	143	461	826
	C	725	113	0	35	873
	D	149	369	73	0	591
	Tot.	1096	626	862	601	3185

Traffic Lane Flows

Lane	Scenario 29: 2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	144
1/2 (with short)	412(In) 268(Out)
1/3 (with short)	483(In) 378(Out)
1/4 (short)	105
2/1 (short)	143
2/2 (with short)	604(In) 461(Out)
2/3 (with short)	222(In) 0(Out)
2/4 (short)	222
3/1 (short)	35
3/2 (with short)	390(In) 355(Out)
3/3	370
3/4	113
4/1 (short)	149
4/2 (with short)	304(In) 155(Out)
4/3 (with short)	287(In) 214(Out)
4/4 (short)	73
5/1	504
5/2	592
6/1	299
6/2	327
7/1	411
7/2	451
8/1	496
8/2	105
9/1	35
10/1	143
11/1	144
12/1	149

Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	117	711	117	945
	B	108	0	98	349	555
	C	634	94	0	33	761
	D	135	372	72	0	579
	Tot.	877	583	881	499	2840

Traffic Lane Flows

Lane	Scenario 30: 2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak
Junction: Ashton Old Road / Pottery Lane	
1/1 (short)	117
1/2 (with short)	430(In) 313(Out)
1/3 (with short)	515(In) 398(Out)
1/4 (short)	117
2/1 (short)	98
2/2 (with short)	447(In) 349(Out)
2/3 (with short)	108(In) 0(Out)
2/4 (short)	108
3/1 (short)	33
3/2 (with short)	345(In) 312(Out)
3/3	322
3/4	94
4/1 (short)	135
4/2 (with short)	293(In) 158(Out)
4/3 (with short)	286(In) 214(Out)
4/4 (short)	72
5/1	447
5/2	430
6/1	275
6/2	308
7/1	411
7/2	470
8/1	382
8/2	117
9/1	33
10/1	98
11/1	117
12/1	135

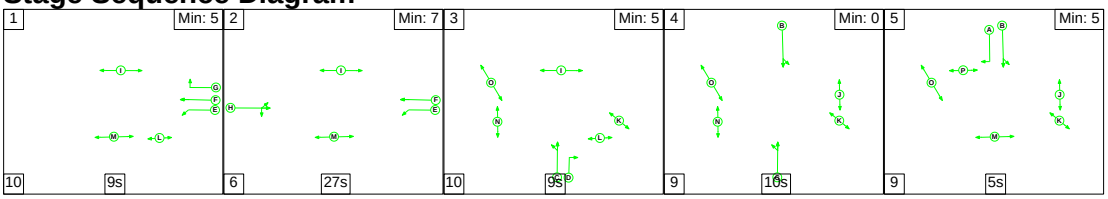
Lane Saturation Flows

Junction: Ashton Old Road / Pottery Lane								
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 (Alan Turing Way)	4.50	0.00	Y	Arm 11 Left	38.00	100.0 %	1987	1987
1/2 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/3 (Alan Turing Way)	3.50	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1965	1965
1/4 (Alan Turing Way)	3.50	0.00	Y	Arm 8 Right	22.00	100.0 %	1840	1840
2/1 (Ashton Old Road (E))	4.50	0.00	Y	Arm 10 Ahead	32.00	100.0 %	1973	1973
2/2 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (Ashton Old Road (E))	3.50	0.00	N	Arm 8 Ahead	Inf	0.0 %	2105	2105
2/4 (Ashton Old Road (E))	3.50	0.00	Y	Arm 5 Right	21.00	100.0 %	1834	1834
3/1 (Pottery Lane)	4.50	0.00	Y	Arm 9 Left	35.00	100.0 %	1980	1980
3/2 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/3 (Pottery Lane)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/4 (Pottery Lane)	3.50	0.00	Y	Arm 6 Right	15.00	100.0 %	1786	1786
4/1 (Ashton Old Road (W))	4.50	0.00	Y	Arm 12 Ahead	38.00	100.0 %	1987	1987
4/2 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/3 (Ashton Old Road (W))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
4/4 (Ashton Old Road (W))	3.50	0.00	Y	Arm 7 Right	22.00	100.0 %	1840	1840
5/1	4.30	0.00	Y				2045	2045
5/2	4.30	0.00	Y				2045	2045
6/1	4.00	0.00	Y				2015	2015
6/2	4.00	0.00	Y				2015	2015
7/1	3.30	0.00	Y				1945	1945
7/2	3.30	0.00	Y				1945	1945
8/1	3.50	0.00	Y				1965	1965
8/2	3.50	0.00	Y				1965	1965
9/1 (Pottery Lane (Left))	4.50	0.00	Y	Arm 8 Ahead	35.00	100.0 %	1980	1980
10/1 (AOR (Left))	4.50	0.00	Y	Arm 7 Left	32.00	100.0 %	1973	1973

11/1 (ATW (Left))	4.50	0.00	Y	Arm 6 Left	38.00	100.0 %	1987	1987
12/1 (AOR (Left))	4.50	0.00	Y	Arm 5 Left	38.00	100.0 %	1987	1987

Scenario 1: '2019 Base (Non-Match) - Weekday PM Network Peak' (FG1: '2019 Base (Non-Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

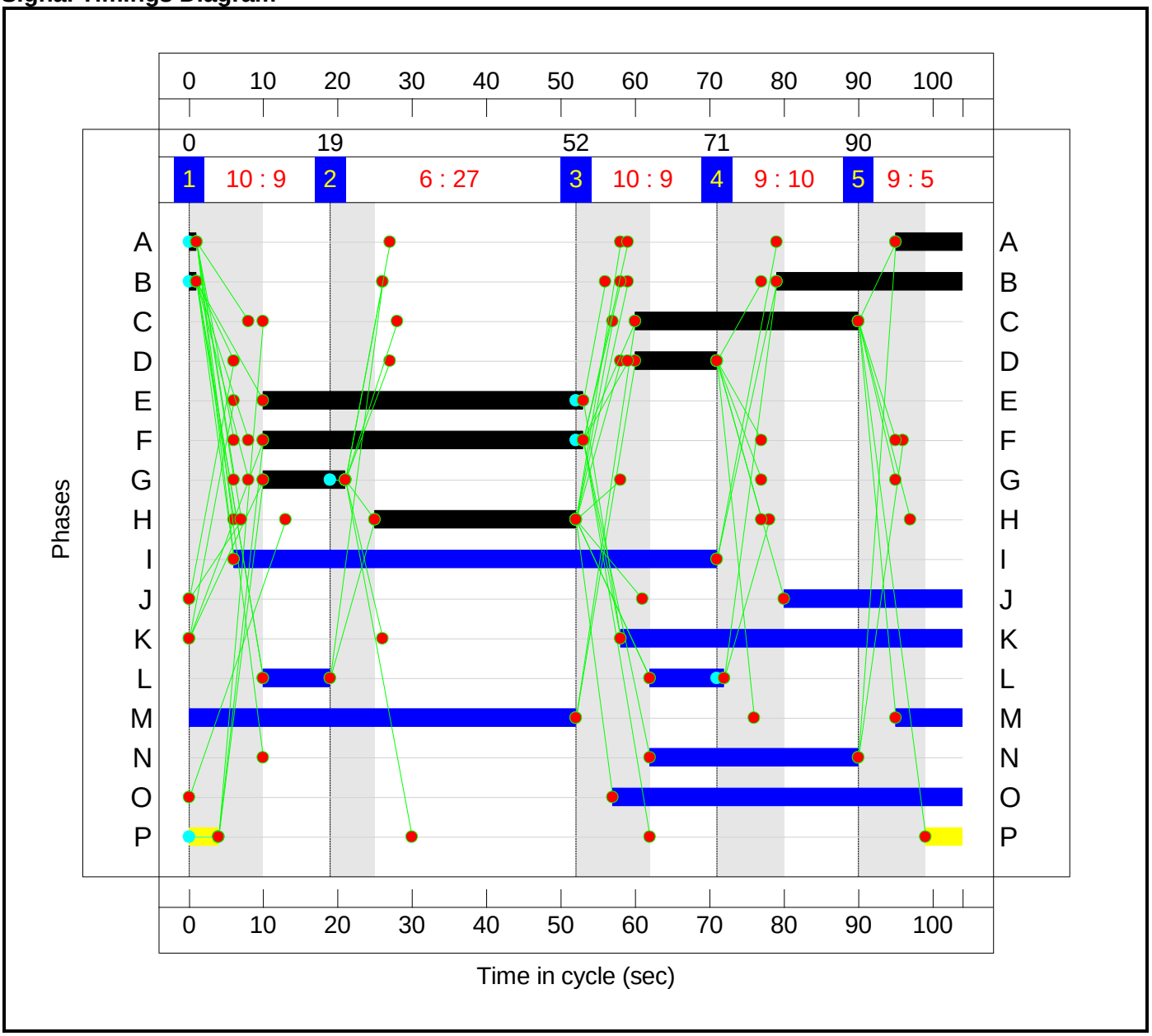
Stage Sequence Diagram



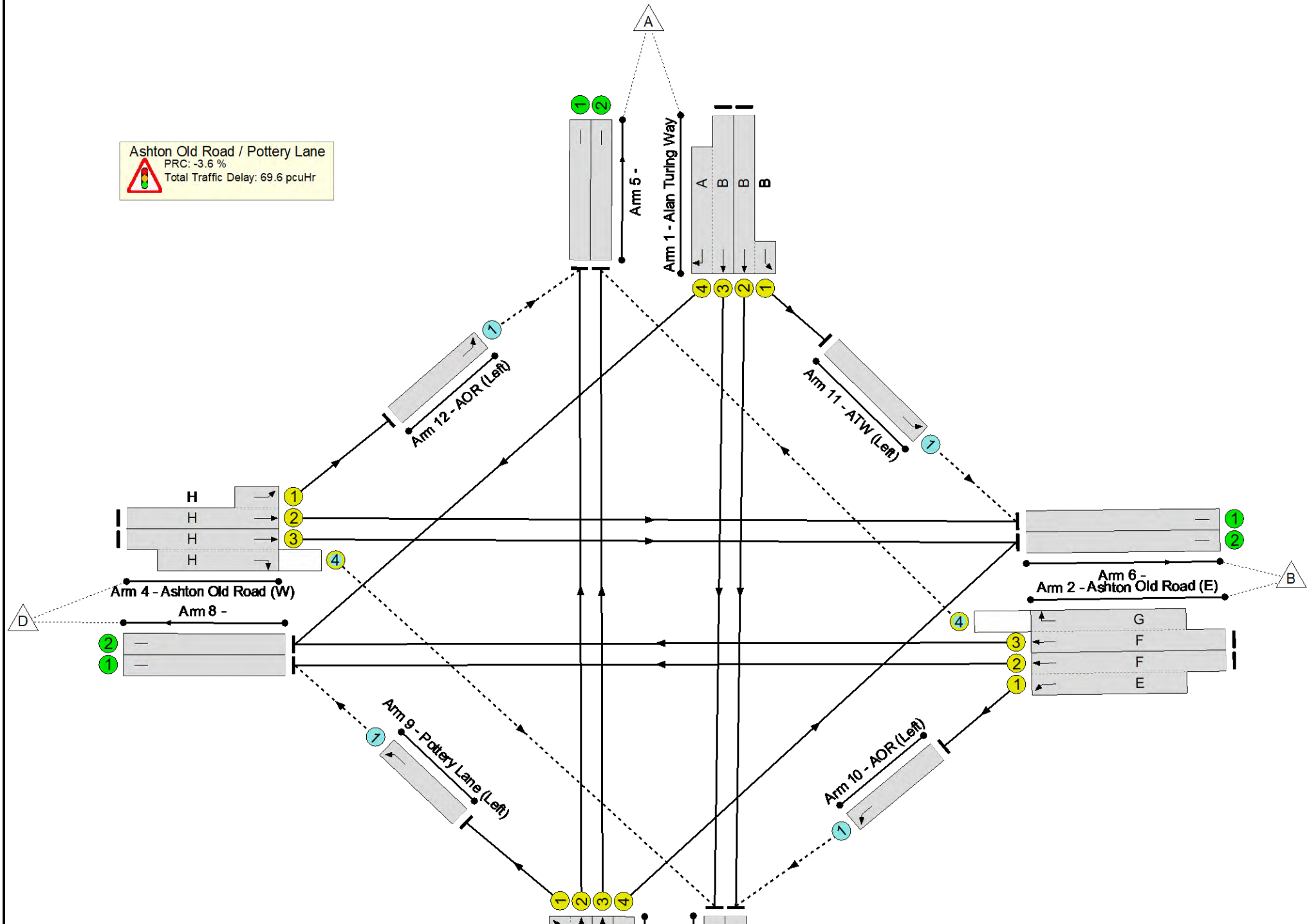
Stage Timings

Stage	1	2	3	4	5
Duration	9	27	9	10	5
Change Point	0	19	52	71	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: -3.6 %
Total Traffic Delay: 69.6 pcuHr
A
B
D
Arm 1 - Alan Turing Way
Arm 2 - Ashton Old Road (E)
Arm 4 - Ashton Old Road (W)
Arm 5 -
Arm 6 -
Arm 8 -
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)
Arm 11 - ATW (Left)
Arm 12 - AOR (Left)
A
B
B
H
H
H
H
G
F
F
E

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.2%**
Ashton Old Road / Pottery Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.2%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	26	-	361	1965:1987	404+132	67.3 : 67.3%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	26:10	-	474	1965:1840	510+162	70.6 : 70.6%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	43	-	651	2105:1973	779+215	65.4 : 65.4%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	43:11	-	192	2105:1834	0+212	0.0 : 90.7%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	30	-	556	1965:1980	571+26	93.2 : 93.2%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	30	-	544	1965	586	92.9%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	11	-	161	1786	206	78.1%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	27	-	577	1965:1987	285+347	91.4 : 91.4%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	27	-	617	1965:1840	503+172	91.4 : 91.4%
5/1		U	N/A	N/A	-		-	-	-	849	2045	2045	41.5%
5/2		U	N/A	N/A	-		-	-	-	736	2045	2045	36.0%
6/1		U	N/A	N/A	-		-	-	-	349	2015	2015	17.3%
6/2		U	N/A	N/A	-		-	-	-	621	2015	2015	30.8%
7/1		U	N/A	N/A	-		-	-	-	413	1945	1945	21.2%
7/2		U	N/A	N/A	-		-	-	-	517	1945	1945	26.6%
8/1		U	N/A	N/A	-		-	-	-	534	1965	1965	27.2%
8/2		U	N/A	N/A	-		-	-	-	114	1965	1965	5.8%

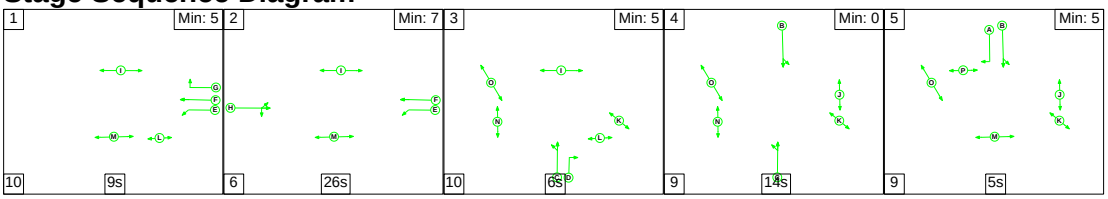
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	24	1980	948	2.5%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	141	1973	967	14.6%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	89	1987	945	9.4%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	317	1987	907	35.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**207**	**644**	**69**	**39.2**	**30.1**	**0.4**	**69.6**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**207**	**644**	**69**	**39.2**	**30.1**	**0.4**	**69.6**	**-**	**-**	**-**	**-**
1/2+1/1	361	361	-	-	-	3.4	1.0	-	4.4	43.9	8.5	1.0	9.5
1/3+1/4	474	474	-	-	-	4.9	1.2	-	6.1	46.2	9.4	1.2	10.6
2/2+2/1	651	651	-	-	-	4.0	0.9	-	4.9	27.1	11.2	0.9	12.1
2/3+2/4	192	192	12	111	69	2.4	3.6	0.2	6.2	115.7	5.4	3.6	9.0
3/2+3/1	556	556	-	-	-	5.5	5.4	-	10.9	70.3	15.5	5.4	20.9
3/3	544	544	-	-	-	5.4	5.2	-	10.6	69.9	15.1	5.2	20.3
3/4	161	161	-	-	-	2.0	1.7	-	3.7	81.9	4.5	1.7	6.2
4/2+4/1	577	577	-	-	-	5.6	4.5	-	10.1	63.3	13.3	4.5	17.9
4/3+4/4	617	617	157	0	0	6.0	4.6	0.3	10.8	63.2	12.9	4.6	17.5
5/1	849	849	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
5/2	736	736	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	349	349	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	621	621	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	413	413	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	517	517	-	-	-	0.0	0.2	-	0.2	1.3	4.9	0.2	5.1
8/1	534	534	-	-	-	0.0	0.2	-	0.2	1.5	8.9	0.2	9.1
8/2	114	114	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	24	24	0	24	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	141	141	38	103	0	0.0	0.1	-	0.1	2.5	2.5	0.1	2.6
11/1	89	89	0	89	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
12/1	317	317	0	317	0	0.0	0.3	-	0.3	3.6	5.3	0.3	5.5

C1 PRC for Signalled Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 67.63 Cycle Time (s): 104
PRC Over All Lanes (%): -3.6 Total Delay Over All Lanes(pcuHr): 69.64

Scenario 2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG2: '2019 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

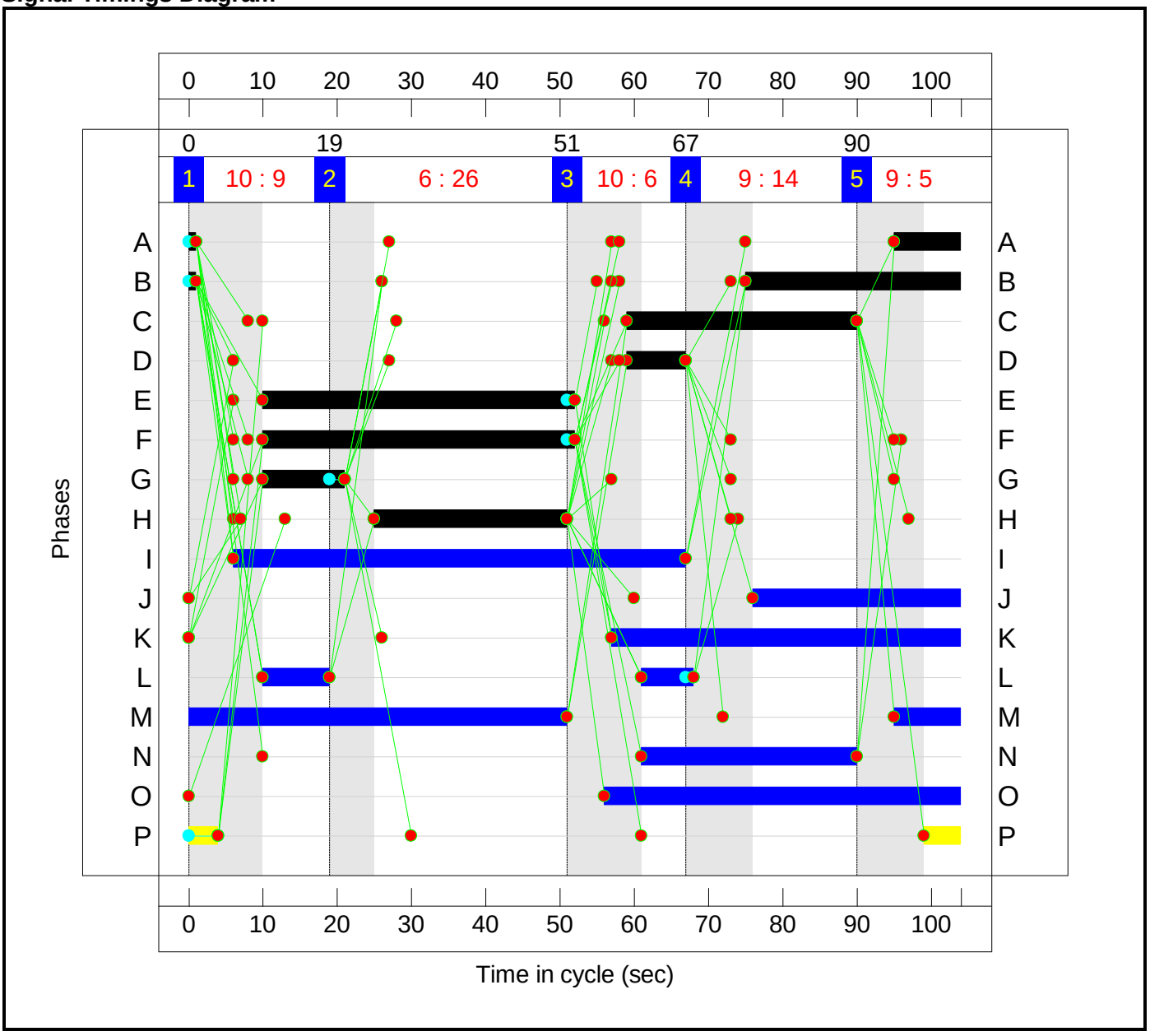
Stage Sequence Diagram



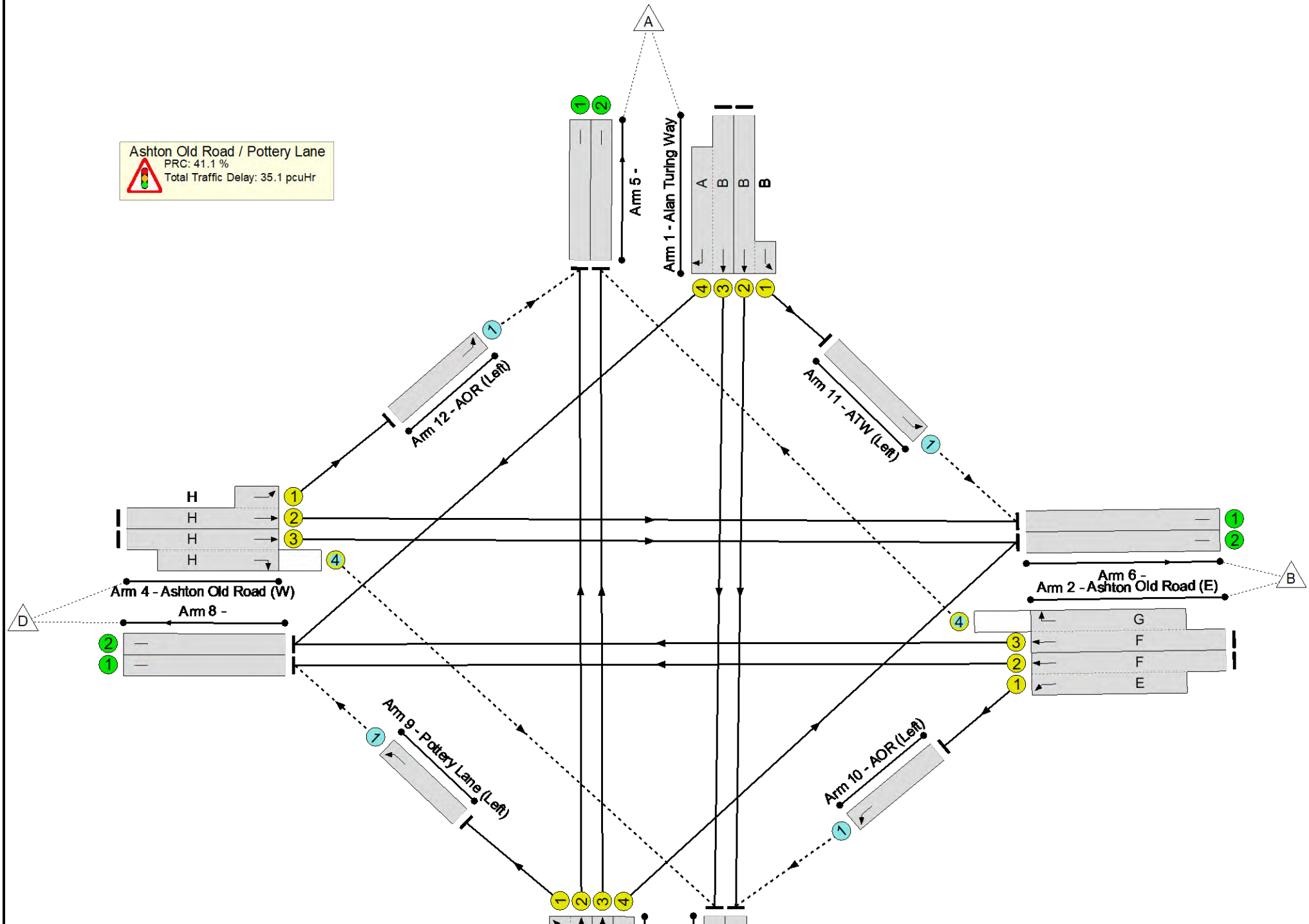
Stage Timings

Stage	1	2	3	4	5
Duration	9	26	6	14	5
Change Point	0	19	51	67	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 41.1 %
Total Traffic Delay: 35.1 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.8%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.8%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	30	-	362	1965:1987	480+128	59.6 : 59.6%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	30:10	-	473	1965:1840	573+174	63.4 : 63.4%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	42	-	507	2105:1973	763+214	51.9 : 51.9%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	42:11	-	136	2105:1834	2+212	63.8 : 63.8%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	31	-	383	1965:1980	551+70	61.7 : 61.7%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	31	-	363	1965	605	60.0%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	8	-	90	1786	155	58.2%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	26	-	391	1965:1987	314+316	62.0 : 62.0%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	26	-	418	1965:1840	482+238	58.0 : 58.0%
5/1		U	N/A	N/A	-		-	-	-	536	2045	2045	26.2%
5/2		U	N/A	N/A	-		-	-	-	498	2045	2045	24.4%
6/1		U	N/A	N/A	-		-	-	-	271	2015	2015	13.4%
6/2		U	N/A	N/A	-		-	-	-	370	2015	2015	18.4%
7/1		U	N/A	N/A	-		-	-	-	397	1945	1945	20.4%
7/2		U	N/A	N/A	-		-	-	-	501	1945	1945	25.8%
8/1		U	N/A	N/A	-		-	-	-	439	1965	1965	22.3%
8/2		U	N/A	N/A	-		-	-	-	111	1965	1965	5.6%

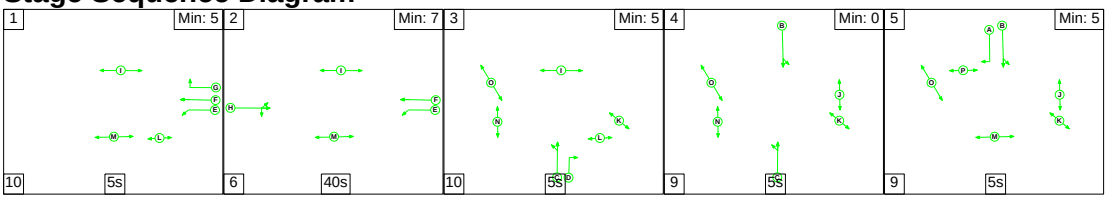
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	43	1980	1033	4.2%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	111	1973	962	11.5%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	76	1987	1116	6.8%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	196	1987	983	19.9%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**167**	**508**	**24**	**27.0**	**8.0**	**0.1**	**35.1**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**167**	**508**	**24**	**27.0**	**8.0**	**0.1**	**35.1**	**-**	**-**	**-**	**-**
1/2+1/1	362	362	-	-	-	3.1	0.7	-	3.8	37.8	8.2	0.7	9.0
1/3+1/4	473	473	-	-	-	4.5	0.9	-	5.4	40.9	9.0	0.9	9.8
2/2+2/1	507	507	-	-	-	3.0	0.5	-	3.5	25.2	8.3	0.5	8.8
2/3+2/4	136	136	0	111	24	1.7	0.9	0.0	2.6	67.5	3.7	0.9	4.6
3/2+3/1	383	383	-	-	-	3.2	0.8	-	4.0	37.9	9.1	0.8	9.9
3/3	363	363	-	-	-	3.1	0.7	-	3.8	38.0	8.9	0.7	9.6
3/4	90	90	-	-	-	1.1	0.7	-	1.8	73.0	2.5	0.7	3.2
4/2+4/1	391	391	-	-	-	3.5	0.8	-	4.3	39.4	6.5	0.8	7.3
4/3+4/4	418	418	138	0	0	3.8	0.7	0.1	4.5	39.1	6.9	0.7	7.6
5/1	536	536	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	498	498	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	271	271	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	370	370	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	397	397	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	501	501	-	-	-	0.0	0.2	-	0.2	1.3	4.4	0.2	4.5
8/1	439	439	-	-	-	0.0	0.1	-	0.2	1.3	5.6	0.1	5.8
8/2	111	111	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	43	43	0	43	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	111	111	29	82	0	0.0	0.1	-	0.1	2.3	1.9	0.1	1.9
11/1	76	76	0	76	0	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
12/1	196	196	0	196	0	0.0	0.1	-	0.2	3.0	4.2	0.1	4.3

C1 PRC for Signalled Lanes (%): 41.1 Total Delay for Signalled Lanes (pcuHr): 33.79 Cycle Time (s): 104
PRC Over All Lanes (%): 41.1 Total Delay Over All Lanes(pcuHr): 35.10

Scenario 3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG3: '2019 Base (Non-Match) - Weekday PM Arena Departure Peak ', Plan 1: 'Network Control Plan 1')

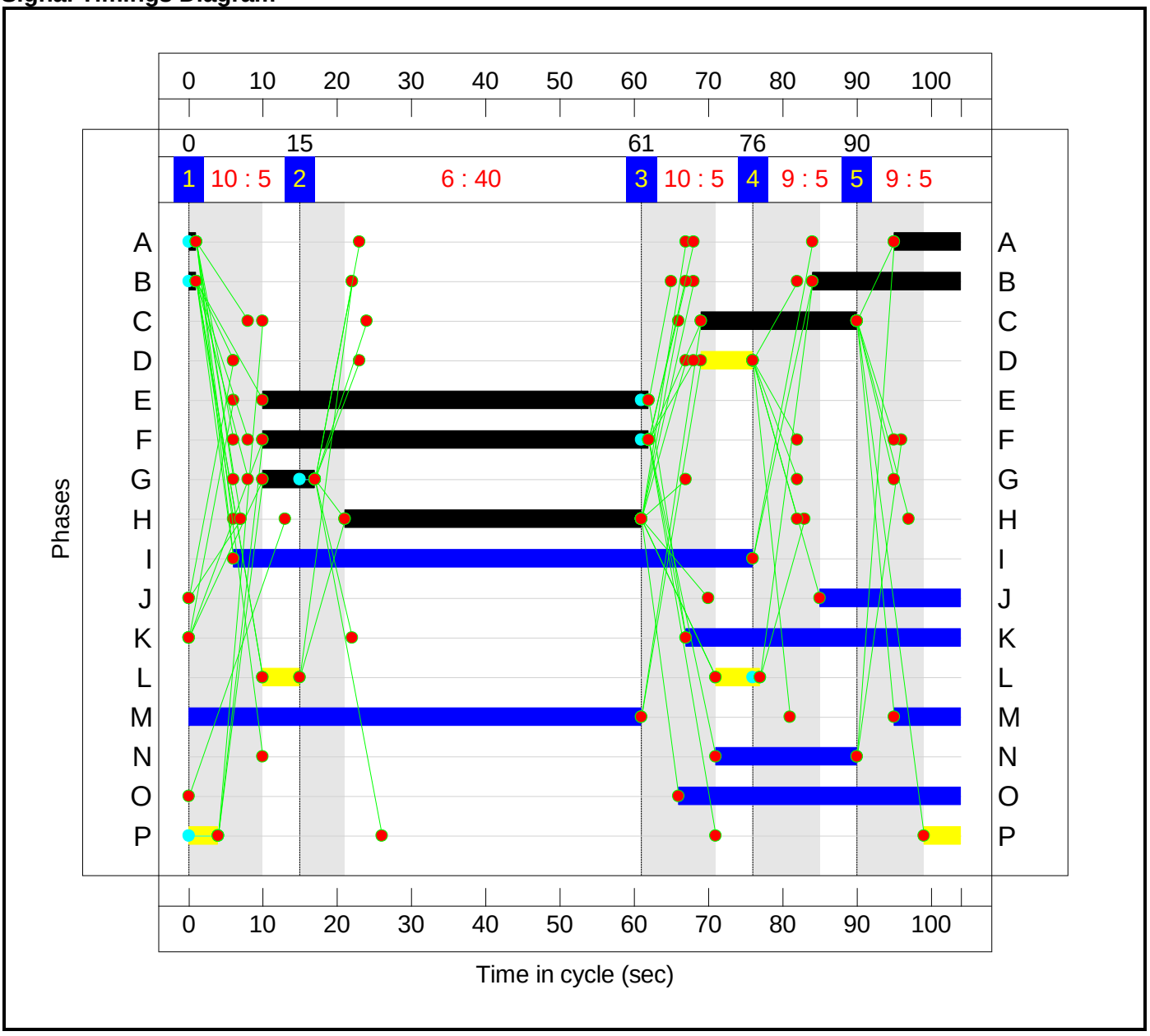
Stage Sequence Diagram



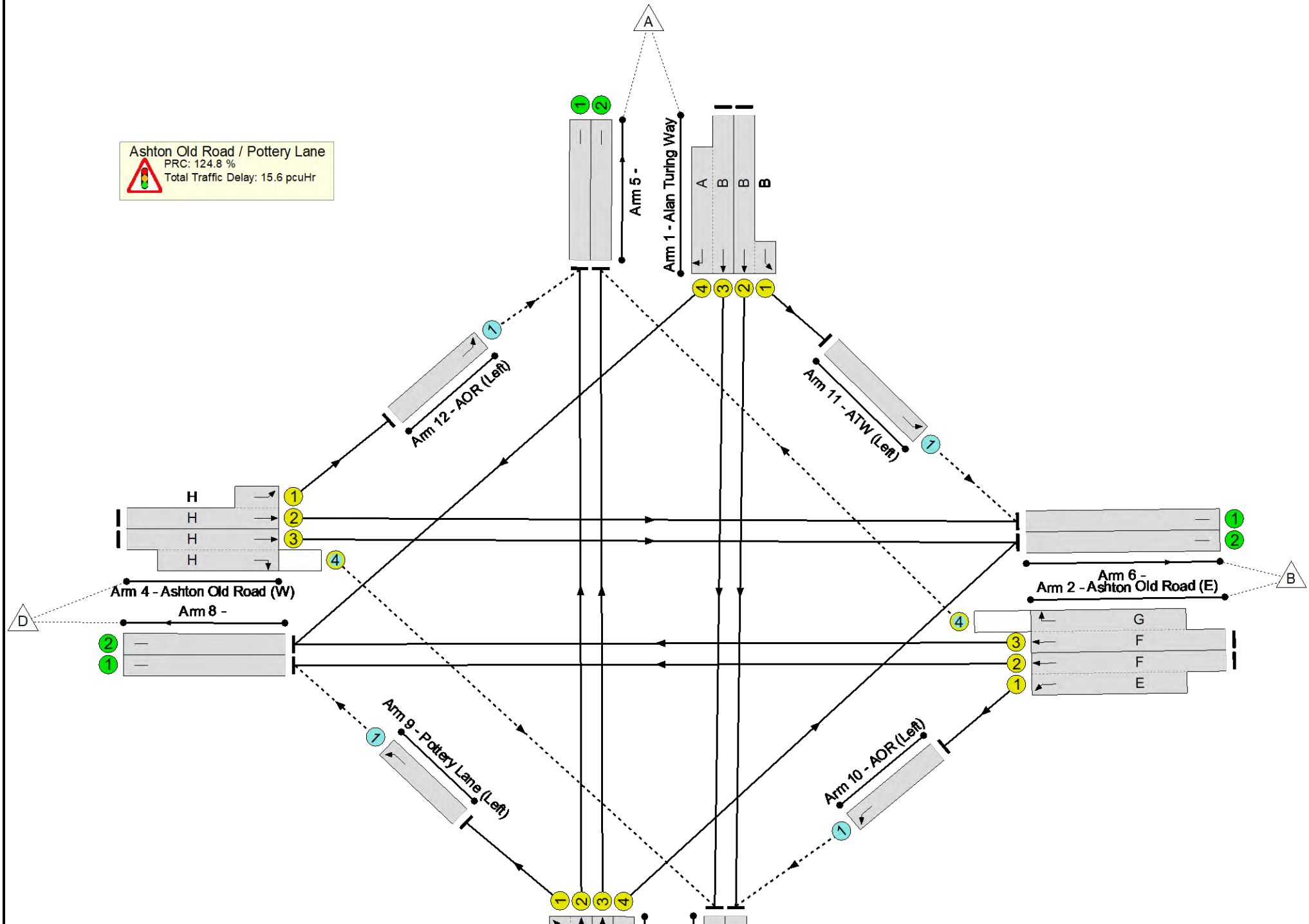
Stage Timings

Stage	1	2	3	4	5
Duration	5	40	5	5	5
Change Point	0	15	61	76	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 124.8 %
Total Traffic Delay: 15.6 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.0%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.0%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	21	-	155	1965:1987	325+121	34.8 : 34.8%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	21:10	-	225	1965:1840	416+155	39.5 : 39.5%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	52	-	251	2105:1973	958+182	22.0 : 22.0%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	52:7	-	52	2105:1834	0+141	0.0 : 36.9%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	21	-	149	1965:1980	385+46	34.5 : 34.5%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	21	-	133	1965	416	32.0%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	7	-	53	1786	137	38.6%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	40	-	335	1965:1987	577+260	40.0 : 40.0%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	40	-	293	1965:1840	728+112	34.9 : 34.9%
5/1		U	N/A	N/A	-		-	-	-	237	2045	2045	11.6%
5/2		U	N/A	N/A	-		-	-	-	185	2045	2045	9.0%
6/1		U	N/A	N/A	-		-	-	-	273	2015	2015	13.5%
6/2		U	N/A	N/A	-		-	-	-	307	2015	2015	15.2%
7/1		U	N/A	N/A	-		-	-	-	153	1945	1945	7.9%
7/2		U	N/A	N/A	-		-	-	-	203	1945	1945	10.4%
8/1		U	N/A	N/A	-		-	-	-	227	1965	1965	11.6%
8/2		U	N/A	N/A	-		-	-	-	61	1965	1965	3.1%

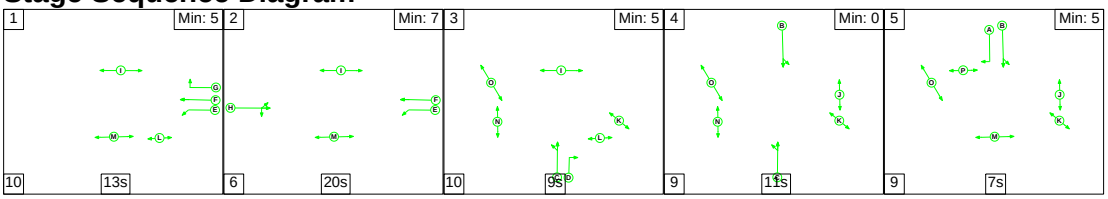
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	16	1980	1202	1.3%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	40	1973	1248	3.2%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	42	1987	1100	3.8%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	104	1987	1261	8.3%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**55**	**236**	**2**	**12.6**	**3.0**	**0.0**	**15.6**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**55**	**236**	**2**	**12.6**	**3.0**	**0.0**	**15.6**	**-**	**-**	**-**	**-**
1/2+1/1	155	155	-	-	-	1.5	0.3	-	1.7	40.3	2.9	0.3	3.2
1/3+1/4	225	225	-	-	-	2.3	0.3	-	2.7	42.6	4.1	0.3	4.4
2/2+2/1	251	251	-	-	-	1.0	0.1	-	1.1	15.8	3.3	0.1	3.4
2/3+2/4	52	52	0	50	2	0.7	0.3	0.0	1.0	66.1	1.4	0.3	1.7
3/2+3/1	149	149	-	-	-	1.4	0.3	-	1.7	41.0	3.4	0.3	3.7
3/3	133	133	-	-	-	1.3	0.2	-	1.5	41.0	3.2	0.2	3.4
3/4	53	53	-	-	-	0.7	0.3	-	1.0	66.8	1.4	0.3	1.8
4/2+4/1	335	335	-	-	-	2.0	0.3	-	2.3	25.0	5.3	0.3	5.6
4/3+4/4	293	293	39	0	0	1.8	0.3	0.0	2.0	24.9	5.1	0.3	5.3
5/1	237	237	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	185	185	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/1	273	273	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	307	307	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	153	153	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
7/2	203	203	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/1	227	227	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/2	61	61	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
9/1	16	16	0	16	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
10/1	40	40	16	24	0	0.0	0.0	-	0.0	1.5	0.4	0.0	0.4
11/1	42	42	0	42	0	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
12/1	104	104	0	104	0	0.0	0.0	-	0.0	1.6	0.8	0.0	0.9

C1 PRC for Signalled Lanes (%): 124.8 Total Delay for Signalled Lanes (pcuHr): 15.00 Cycle Time (s): 104
PRC Over All Lanes (%): 124.8 Total Delay Over All Lanes(pcuHr): 15.55

Scenario 4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG4: '2019 Base (Non-Match) - Saturday Matinee Arrival Peak ', Plan 1: 'Network Control Plan 1')

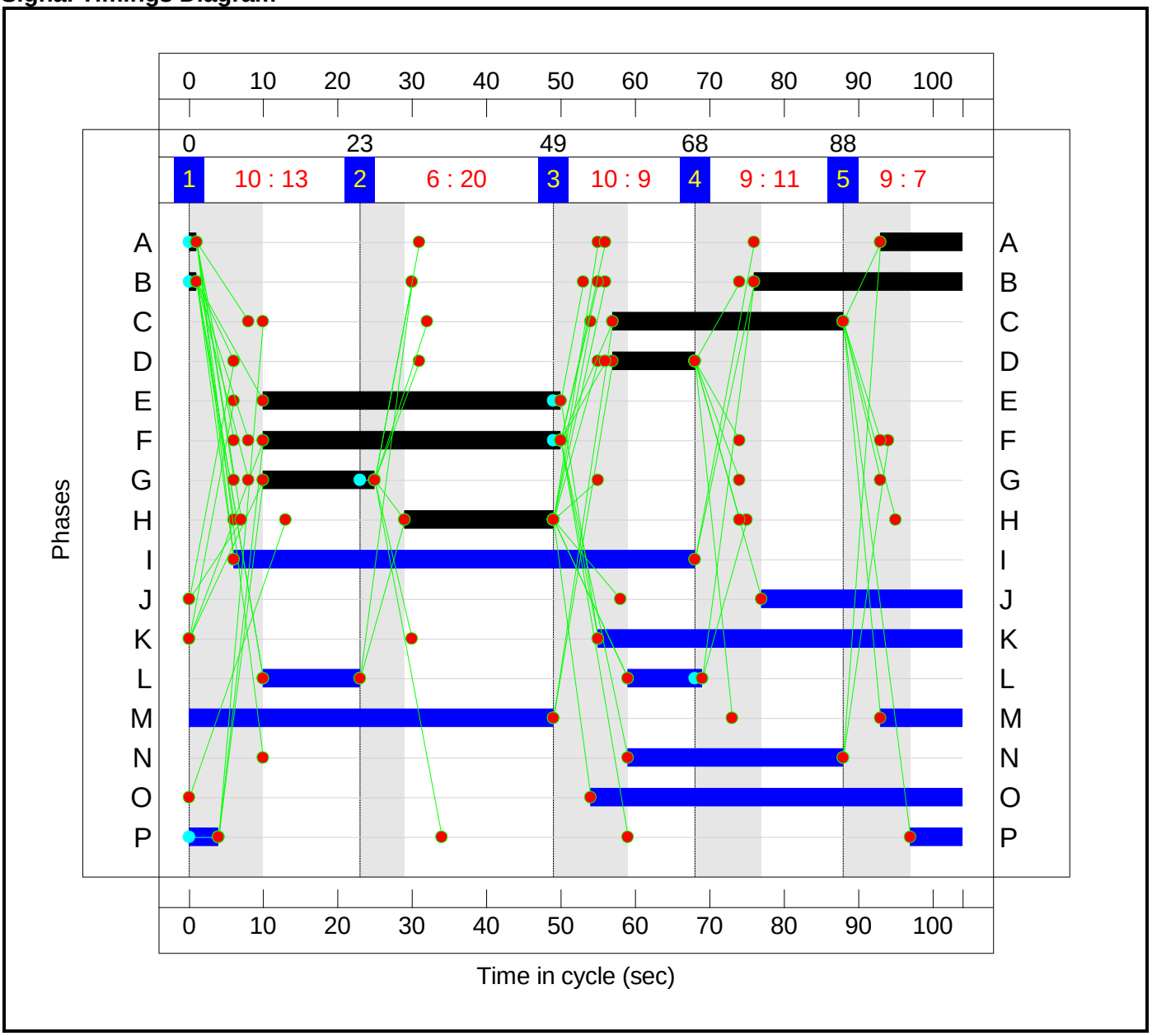
Stage Sequence Diagram



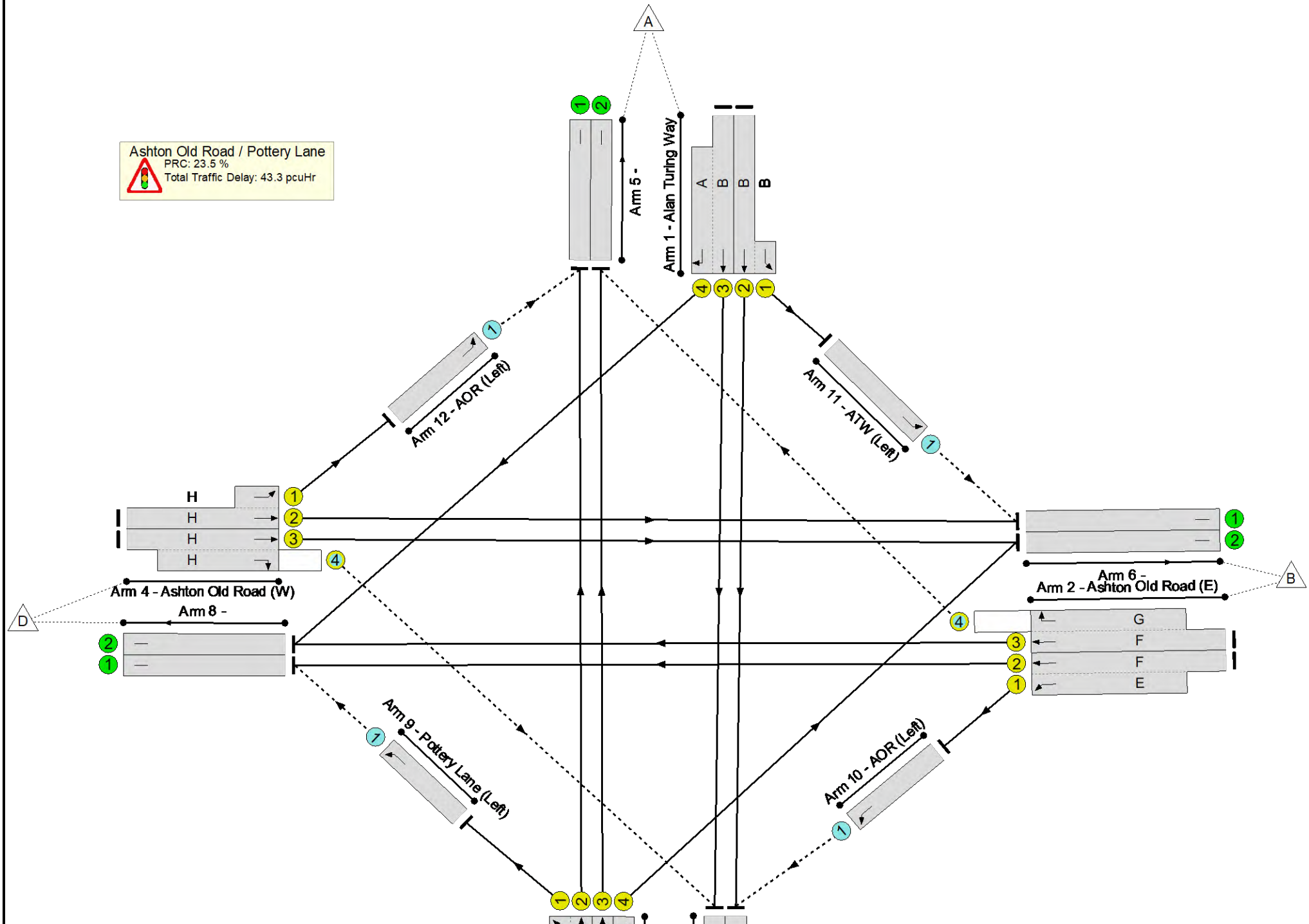
Stage Timings

Stage	1	2	3	4	5
Duration	13	20	9	11	7
Change Point	0	23	49	68	88

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 23.5 %
Total Traffic Delay: 43.3 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.9%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.9%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	29	-	422	1965:1987	413+192	69.7 : 69.7%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	29:12	-	562	1965:1840	556+215	72.9 : 72.9%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	40	-	626	2105:1973	716+246	65.1 : 65.1%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	40:15	-	197	2105:1834	3+282	69.1 : 69.1%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	31	-	418	1965:1980	539+83	67.1 : 67.1%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	31	-	395	1965	605	65.3%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	11	-	141	1786	206	68.4%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	20	-	343	1965:1987	194+288	71.1 : 71.1%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	20	-	365	1965:1840	397+132	69.1 : 69.1%
5/1		U	N/A	N/A	-		-	-	-	567	2045	2045	27.7%
5/2		U	N/A	N/A	-		-	-	-	590	2045	2045	28.9%
6/1		U	N/A	N/A	-		-	-	-	272	2015	2015	13.5%
6/2		U	N/A	N/A	-		-	-	-	415	2015	2015	20.6%
7/1		U	N/A	N/A	-		-	-	-	448	1945	1945	23.0%
7/2		U	N/A	N/A	-		-	-	-	496	1945	1945	25.5%
8/1		U	N/A	N/A	-		-	-	-	522	1965	1965	26.6%
8/2		U	N/A	N/A	-		-	-	-	159	1965	1965	8.1%

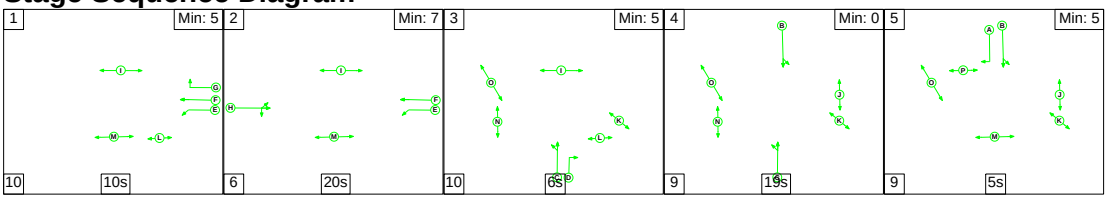
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	56	1980	950	5.9%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	160	1973	996	16.1%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	134	1987	1100	12.2%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	205	1987	907	22.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**123**	**689**	**29**	**31.9**	**11.3**	**0.1**	**43.3**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**123**	**689**	**29**	**31.9**	**11.3**	**0.1**	**43.3**	**-**	**-**	**-**	**-**
1/2+1/1	422	422	-	-	-	3.7	1.1	-	4.9	41.6	9.6	1.1	10.7
1/3+1/4	562	562	-	-	-	5.6	1.3	-	7.0	44.6	10.5	1.3	11.8
2/2+2/1	626	626	-	-	-	4.1	0.9	-	5.0	28.9	10.4	0.9	11.3
2/3+2/4	197	197	0	166	29	2.3	1.1	0.1	3.4	62.8	5.3	1.1	6.4
3/2+3/1	418	418	-	-	-	3.6	1.0	-	4.6	39.7	10.2	1.0	11.2
3/3	395	395	-	-	-	3.4	0.9	-	4.4	39.7	9.9	0.9	10.8
3/4	141	141	-	-	-	1.7	1.0	-	2.8	71.0	3.9	1.0	4.9
4/2+4/1	343	343	-	-	-	3.5	1.2	-	4.7	49.7	7.0	1.2	8.2
4/3+4/4	365	365	91	0	0	3.8	1.1	0.0	5.0	48.9	7.3	1.1	8.4
5/1	567	567	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	590	590	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	272	272	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	415	415	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	448	448	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	496	496	-	-	-	0.0	0.2	-	0.2	1.3	6.0	0.2	6.2
8/1	522	522	-	-	-	0.0	0.2	-	0.2	1.5	8.2	0.2	8.4
8/2	159	159	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	56	56	0	56	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
10/1	160	160	32	128	0	0.0	0.1	-	0.1	2.6	3.1	0.1	3.2
11/1	134	134	0	134	0	0.0	0.1	-	0.1	1.9	0.4	0.1	0.5
12/1	205	205	0	205	0	0.1	0.1	-	0.2	3.5	5.0	0.1	5.2

C1 PRC for Signalled Lanes (%): 23.5 Total Delay for Signalled Lanes (pcuHr): 41.74 Cycle Time (s): 104
PRC Over All Lanes (%): 23.5 Total Delay Over All Lanes(pcuHr): 43.33

Scenario 5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak' (FG5: '2019 Base (Non-Match) - Saturday Matinee Departure Peak ', Plan 1: 'Network Control Plan 1')

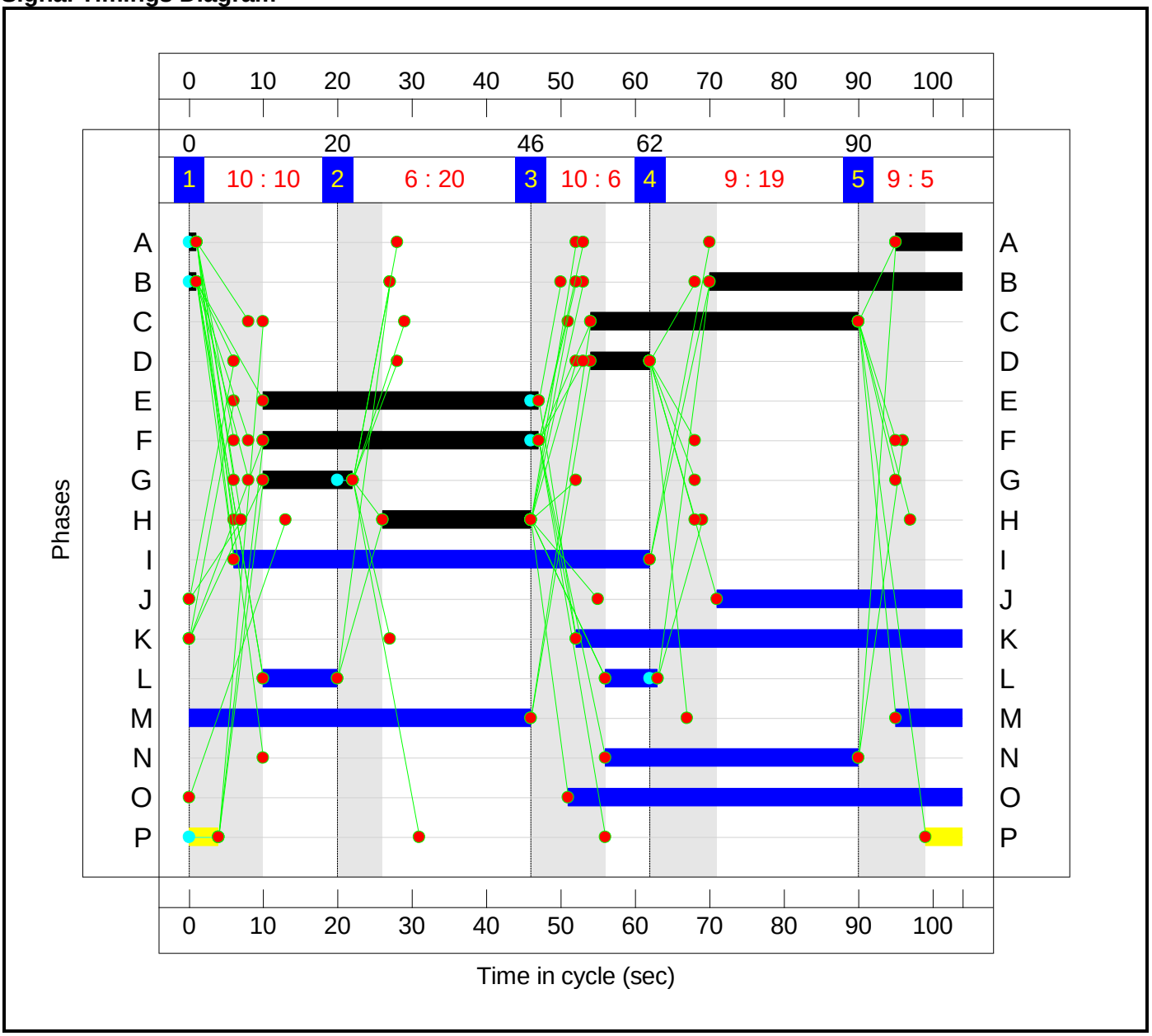
Stage Sequence Diagram



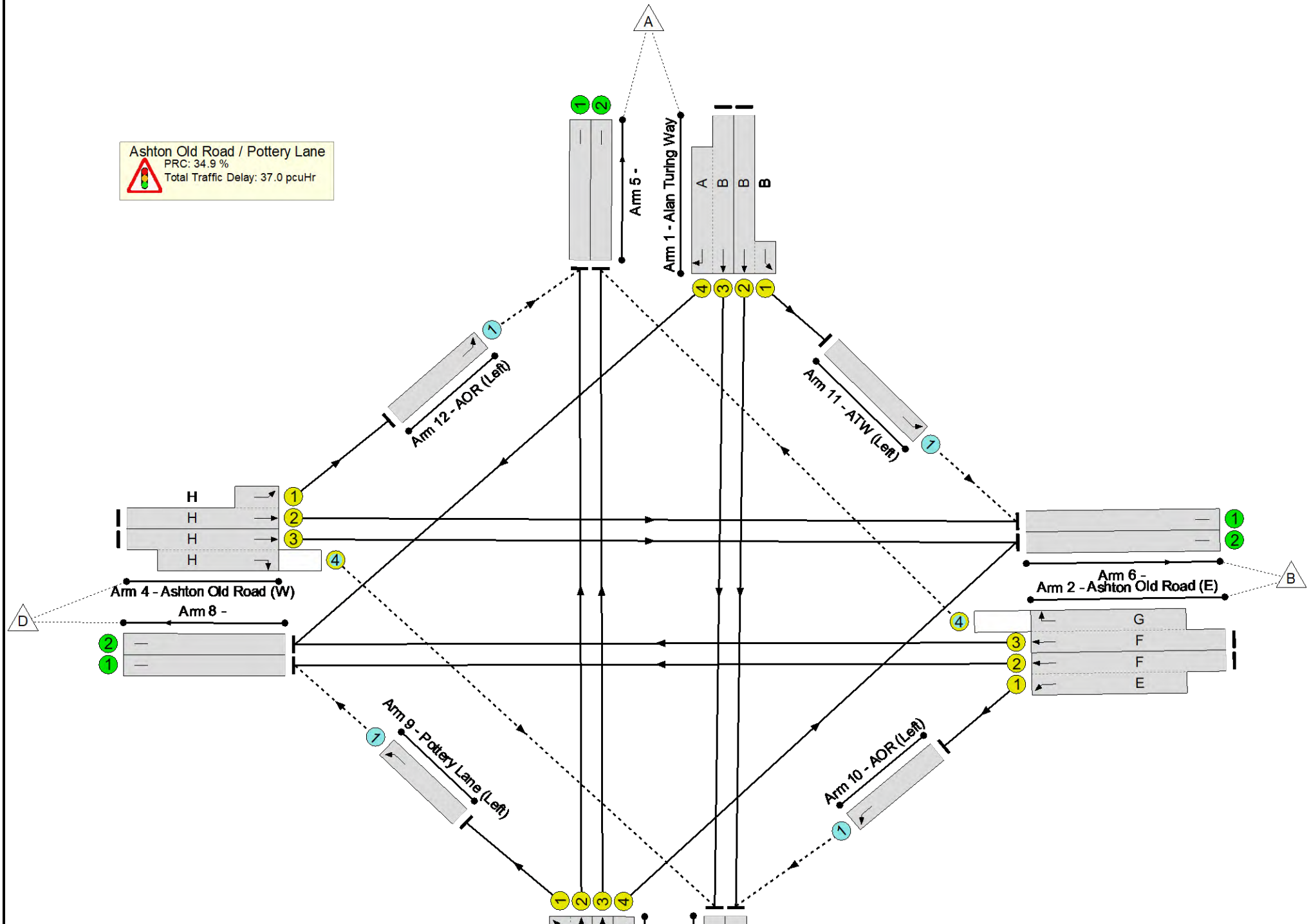
Stage Timings

Stage	1	2	3	4	5
Duration	10	20	6	19	5
Change Point	0	20	46	62	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 34.9 %
Total Traffic Delay: 37.0 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.7%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.7%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	35	-	457	1965:1987	521+190	64.3 : 64.3%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	35:10	-	534	1965:1840	651+157	66.0 : 66.0%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	37	-	522	2105:1973	675+222	58.2 : 58.2%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	37:12	-	154	2105:1834	5+229	65.9 : 65.9%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	36	-	415	1965:1980	636+79	58.0 : 58.0%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	36	-	393	1965	699	56.2%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	8	-	99	1786	155	64.1%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	20	-	338	1965:1987	267+240	66.7 : 66.7%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	20	-	345	1965:1840	397+144	63.8 : 63.8%
5/1		U	N/A	N/A	-		-	-	-	529	2045	2045	25.9%
5/2		U	N/A	N/A	-		-	-	-	544	2045	2045	26.6%
6/1		U	N/A	N/A	-		-	-	-	300	2015	2015	14.9%
6/2		U	N/A	N/A	-		-	-	-	352	2015	2015	17.5%
7/1		U	N/A	N/A	-		-	-	-	464	1945	1945	23.9%
7/2		U	N/A	N/A	-		-	-	-	522	1945	1945	26.8%
8/1		U	N/A	N/A	-		-	-	-	439	1965	1965	22.3%
8/2		U	N/A	N/A	-		-	-	-	107	1965	1965	5.4%

9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	46	1980	1047	4.4%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	129	1973	942	13.7%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	122	1987	1144	10.7%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	160	1987	920	17.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**118**	**555**	**26**	**28.0**	**8.9**	**0.1**	**37.0**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**118**	**555**	**26**	**28.0**	**8.9**	**0.1**	**37.0**	**-**	**-**	**-**	**-**
1/2+1/1	457	457	-	-	-	3.5	0.9	-	4.4	34.8	10.1	0.9	11.0
1/3+1/4	534	534	-	-	-	4.7	1.0	-	5.6	38.0	10.4	1.0	11.4
2/2+2/1	522	522	-	-	-	3.6	0.7	-	4.3	29.7	8.8	0.7	9.5
2/3+2/4	154	154	0	125	26	1.8	0.9	0.0	2.8	66.1	4.2	0.9	5.1
3/2+3/1	415	415	-	-	-	3.1	0.7	-	3.8	32.8	9.4	0.7	10.0
3/3	393	393	-	-	-	2.9	0.6	-	3.6	32.8	9.1	0.6	9.7
3/4	99	99	-	-	-	1.3	0.9	-	2.1	77.4	2.8	0.9	3.6
4/2+4/1	338	338	-	-	-	3.4	1.0	-	4.4	47.1	5.9	1.0	6.9
4/3+4/4	345	345	92	0	0	3.6	0.9	0.0	4.5	46.7	6.7	0.9	7.5
5/1	529	529	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	544	544	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	300	300	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	352	352	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	464	464	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	522	522	-	-	-	0.0	0.2	-	0.2	1.3	6.0	0.2	6.2
8/1	439	439	-	-	-	0.0	0.1	-	0.2	1.3	6.2	0.1	6.4
8/2	107	107	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	46	46	0	46	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	129	129	26	103	0	0.0	0.1	-	0.1	2.6	2.5	0.1	2.6
11/1	122	122	0	122	0	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1
12/1	160	160	0	160	0	0.0	0.1	-	0.1	2.8	3.3	0.1	3.4

C1

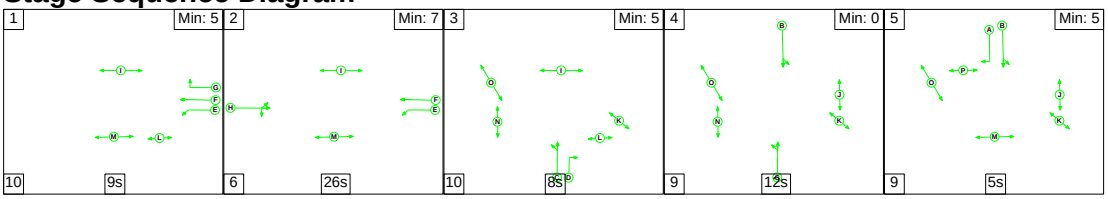
PRC for Signalled Lanes (%): 34.9
PRC Over All Lanes (%): 34.9

Total Delay for Signalled Lanes (pcuHr): 35.58
Total Delay Over All Lanes(pcuHr): 36.96

Cycle Time (s): 104

Scenario 6: '2019 Base (Match) - Weekday PM Network Peak' (FG6: '2019 Base (Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

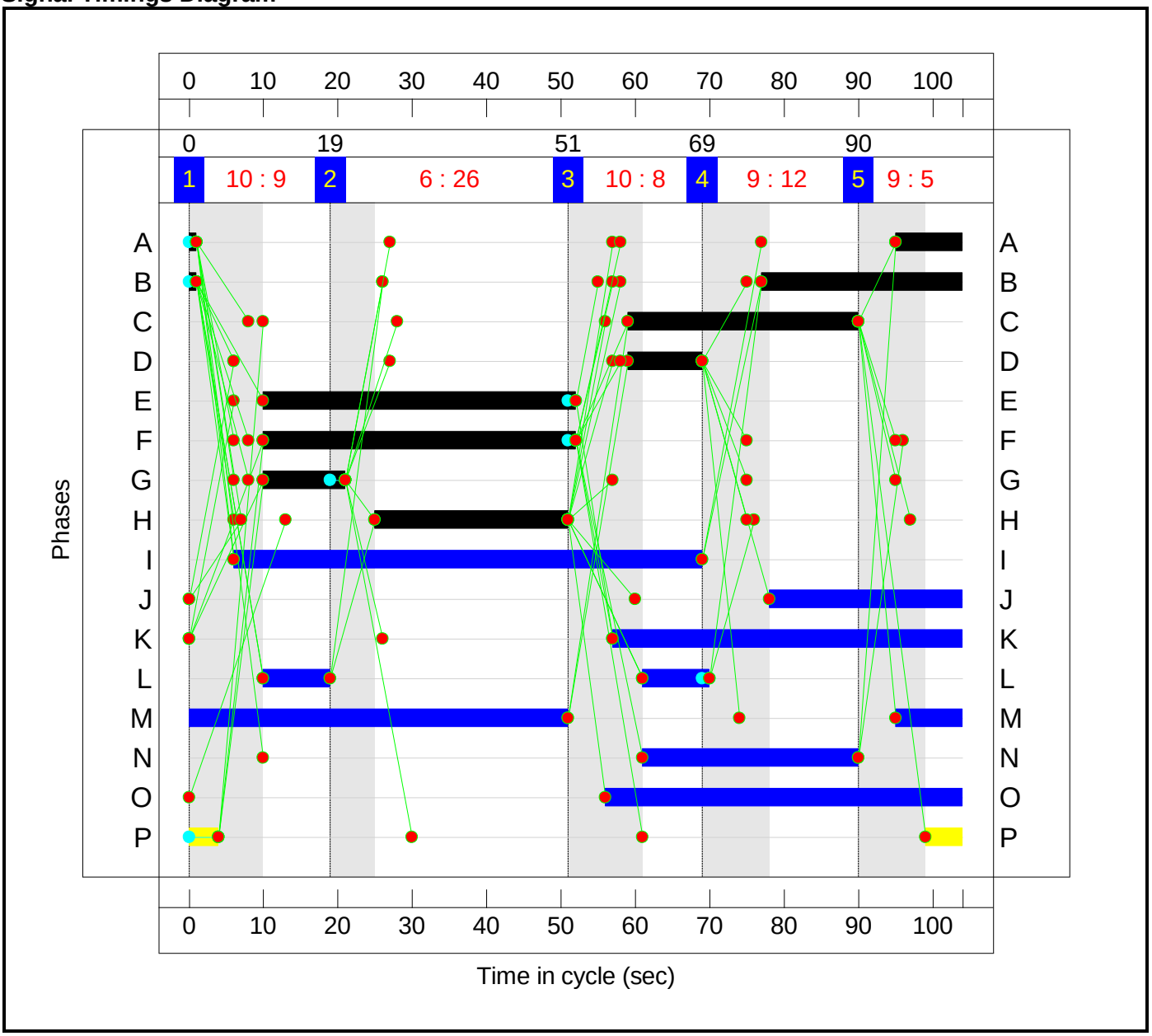
Stage Sequence Diagram



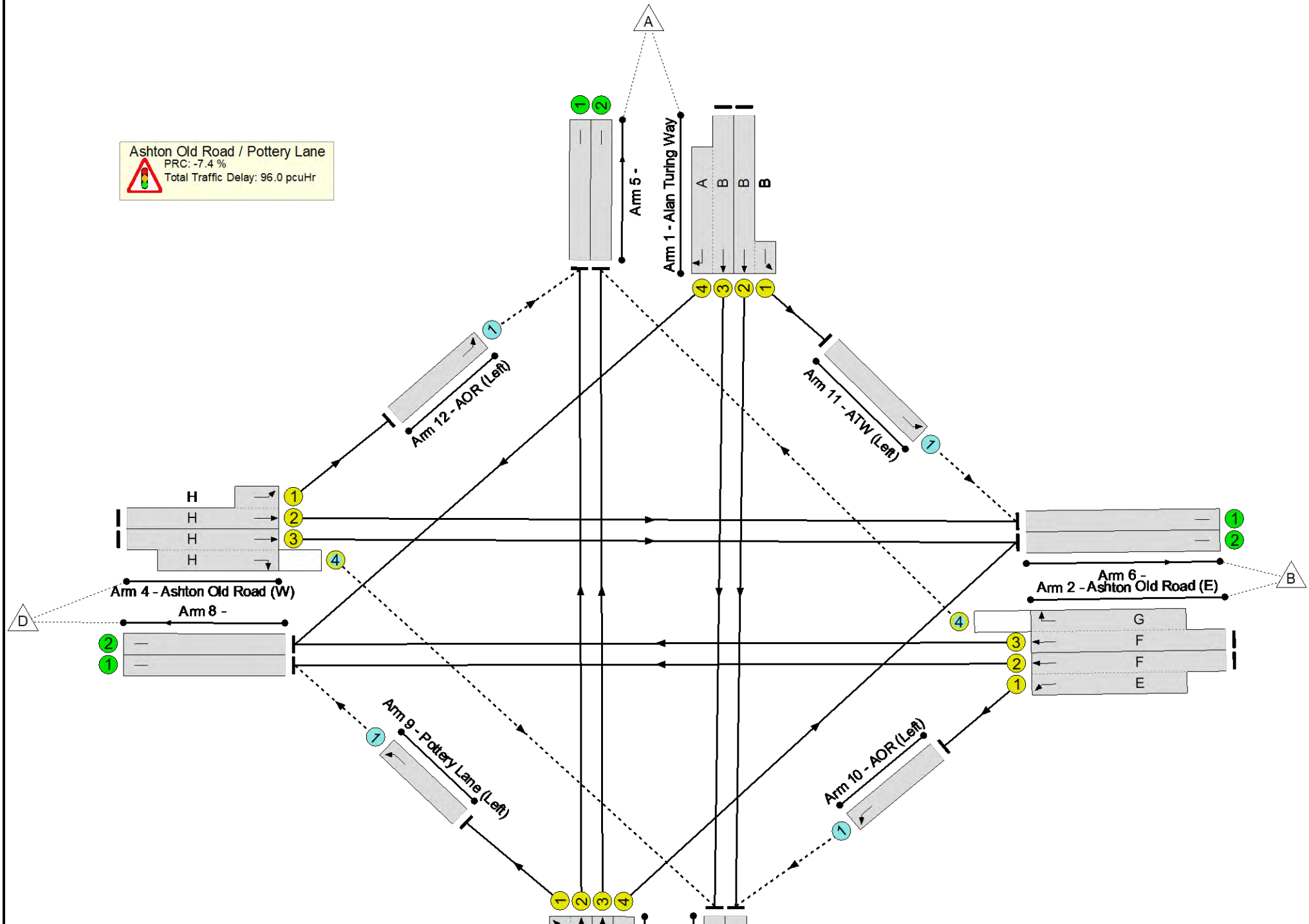
Stage Timings

Stage	1	2	3	4	5
Duration	9	26	8	12	5
Change Point	0	19	51	69	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: -7.4 %
Total Traffic Delay: 96.0 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.7%**
Ashton Old Road / Pottery Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.7%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	28	-	523	1965:1987	457+111	92.2 : 92.2%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	28:10	-	606	1965:1840	547+106	92.8 : 92.8%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	42	-	503	2105:1973	737+281	49.4 : 49.4%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	42:11	-	195	2105:1834	0+212	0.0 : 92.1%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	31	-	598	1965:1980	568+51	96.7 : 96.7%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	31	-	584	1965	605	96.6%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	10	-	179	1786	189	94.8%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	26	-	575	1965:1987	255+348	95.3 : 95.3%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	26	-	684	1965:1840	483+231	95.8 : 95.8%
5/1		U	N/A	N/A	-		-	-	-	881	2045	2045	43.1%
5/2		U	N/A	N/A	-		-	-	-	779	2045	2045	38.1%
6/1		U	N/A	N/A	-		-	-	-	345	2015	2015	17.1%
6/2		U	N/A	N/A	-		-	-	-	642	2015	2015	31.9%
7/1		U	N/A	N/A	-		-	-	-	560	1945	1945	28.8%
7/2		U	N/A	N/A	-		-	-	-	729	1945	1945	37.5%
8/1		U	N/A	N/A	-		-	-	-	413	1965	1965	21.0%
8/2		U	N/A	N/A	-		-	-	-	98	1965	1965	5.0%

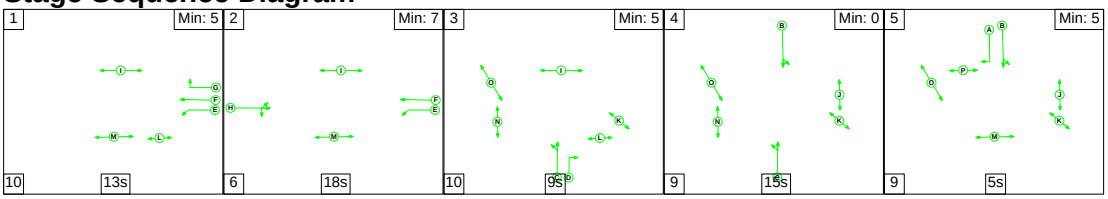
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	49	1980	1065	4.6%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	139	1973	820	16.9%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	102	1987	932	10.9%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	332	1987	885	37.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**270**	**699**	**69**	**43.5**	**52.0**	**0.5**	**96.0**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**270**	**699**	**69**	**43.5**	**52.0**	**0.5**	**96.0**	**-**	**-**	**-**	**-**
1/2+1/1	523	523	-	-	-	5.2	4.8	-	10.1	69.2	14.0	4.8	18.8
1/3+1/4	606	606	-	-	-	6.3	5.3	-	11.6	69.0	14.3	5.3	19.5
2/2+2/1	503	503	-	-	-	2.9	0.5	-	3.4	24.5	7.4	0.5	7.9
2/3+2/4	195	195	13	113	69	2.5	4.0	0.2	6.7	123.0	5.5	4.0	9.5
3/2+3/1	598	598	-	-	-	5.8	8.2	-	14.0	84.3	16.8	8.2	24.9
3/3	584	584	-	-	-	5.8	8.0	-	13.7	84.7	16.5	8.0	24.5
3/4	179	179	-	-	-	2.3	4.7	-	7.0	139.9	5.1	4.7	9.8
4/2+4/1	575	575	-	-	-	5.8	6.9	-	12.7	79.2	13.9	6.9	20.7
4/3+4/4	684	684	221	0	0	6.8	7.6	0.2	14.6	77.0	13.5	7.6	21.1
5/1	881	881	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
5/2	779	779	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	345	345	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	642	642	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	560	560	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	729	729	-	-	-	0.0	0.3	-	0.3	1.5	9.8	0.3	10.1
8/1	413	413	-	-	-	0.0	0.1	-	0.1	1.2	4.9	0.1	5.1
8/2	98	98	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	49	49	0	49	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	139	139	36	103	0	0.0	0.1	-	0.1	3.0	2.5	0.1	2.6
11/1	102	102	0	102	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
12/1	332	332	0	332	0	0.1	0.3	-	0.4	3.8	6.0	0.3	6.3

C1 PRC for Signalled Lanes (%): -7.4 Total Delay for Signalled Lanes (pcuHr): 93.74 Cycle Time (s): 104
PRC Over All Lanes (%): -7.4 Total Delay Over All Lanes(pcuHr): 95.99

Scenario 7: '2019 Base (Match) - Weekday PM Arena Arrival Peak' (FG7: '2019 Base (Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

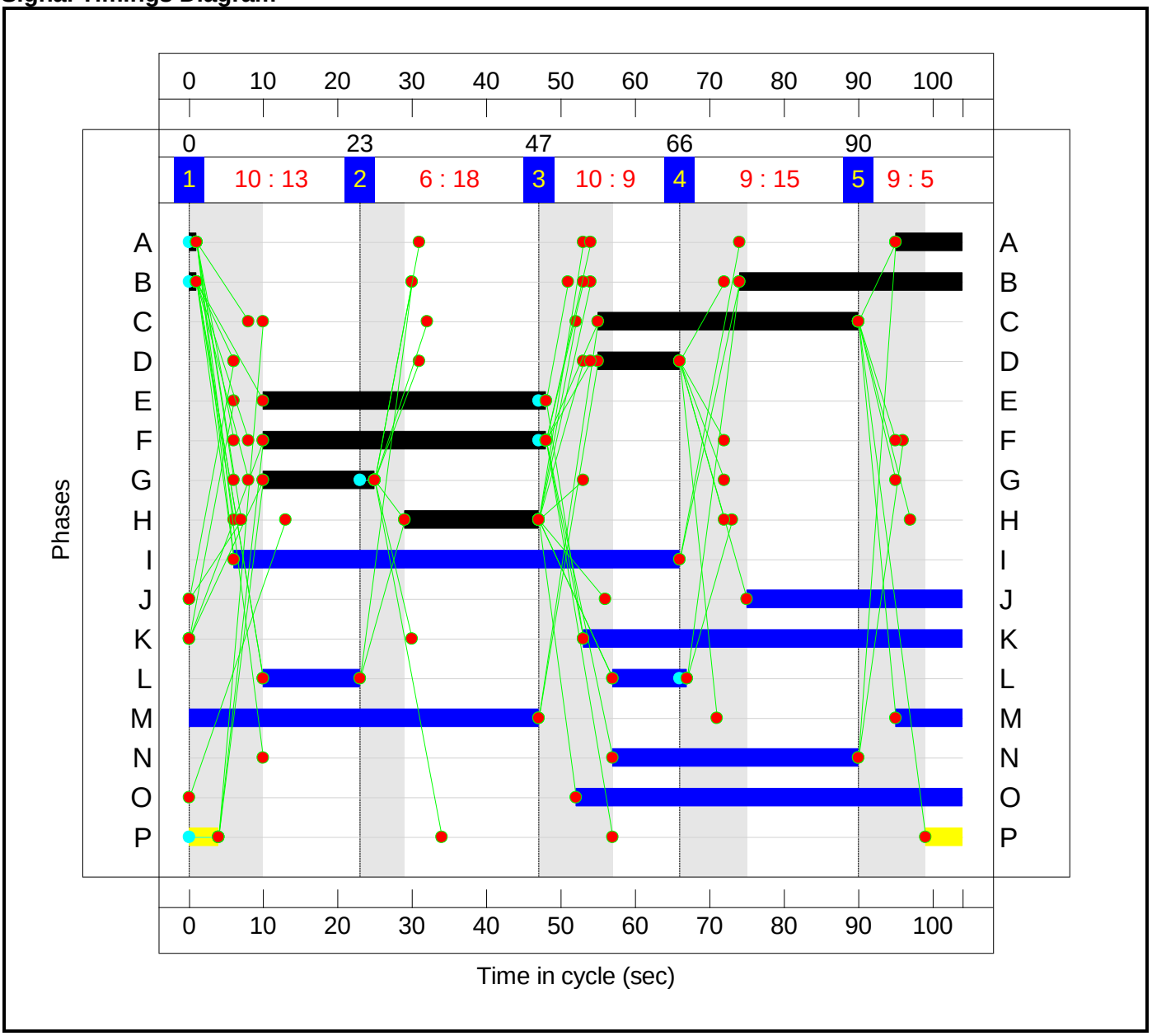
Stage Sequence Diagram



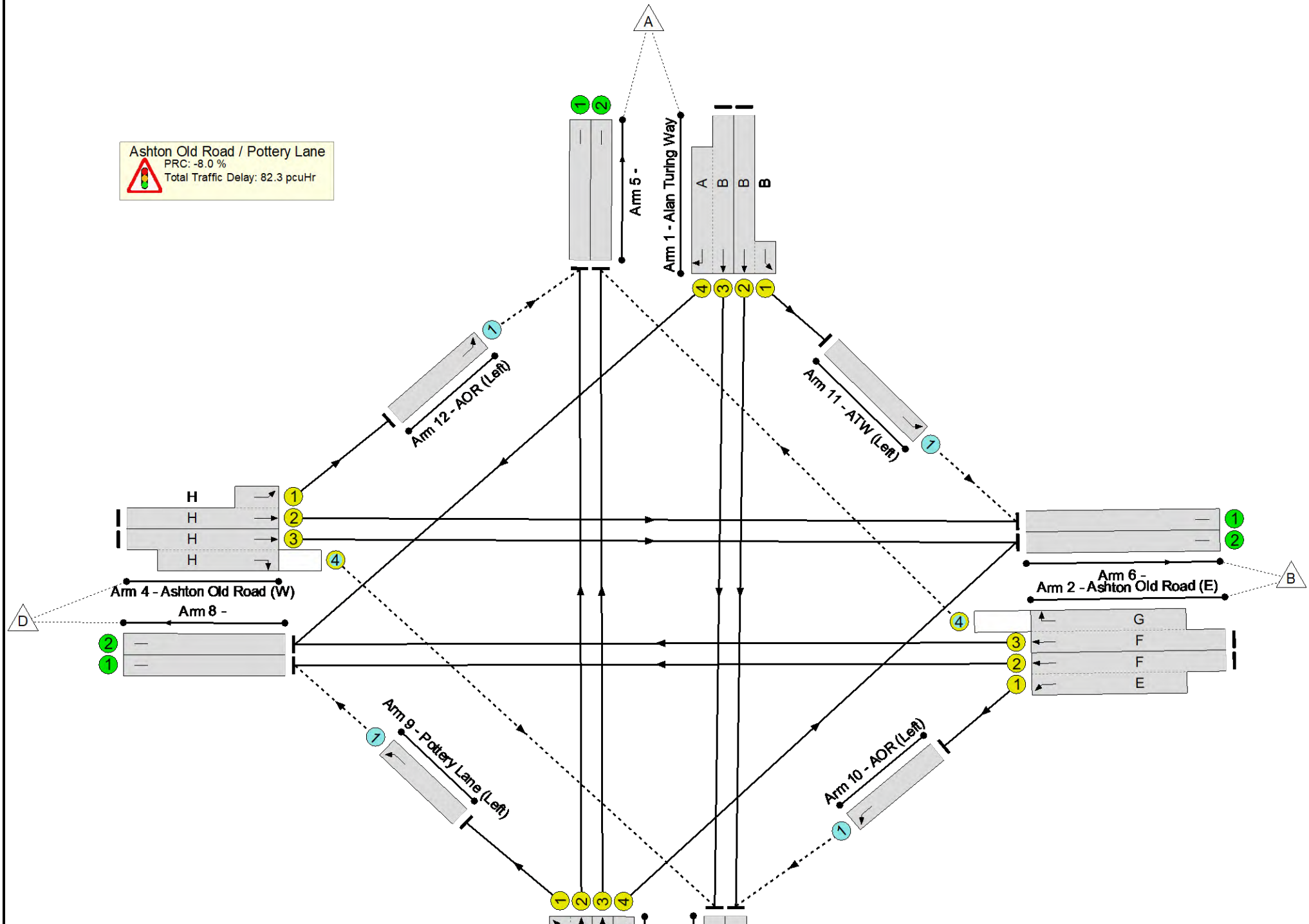
Stage Timings

Stage	1	2	3	4	5
Duration	13	18	9	15	5
Change Point	0	23	47	66	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: -8.0 %
Total Traffic Delay: 82.3 pcuHr
A
B
D
Arm 1 - Alan Turing Way
Arm 2 - Ashton Old Road (E)
Arm 4 - Ashton Old Road (W)
Arm 5 -
Arm 6 -
Arm 8 -
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)
Arm 11 - ATW (Left)
Arm 12 - AOR (Left)
A
B
B
H
H
H
H
G
F
F
E

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.2%**
Ashton Old Road / Pottery Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.2%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	31	-	443	1965:1987	467+168	69.8 : 69.8%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	31:10	-	529	1965:1840	591+145	71.9 : 71.9%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	38	-	556	2105:1973	673+277	58.5 : 58.5%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	38:15	-	269	2105:1834	0+282	0.0 : 95.3%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	35	-	670	1965:1980	607+91	96.0 : 96.0%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	35	-	651	1965	680	95.7%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	11	-	157	1786	206	76.2%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	18	-	391	1965:1987	104+305	95.6 : 95.6%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	18	-	454	1965:1840	359+108	97.2 : 97.2%
5/1		U	N/A	N/A	-		-	-	-	875	2045	2045	42.8%
5/2		U	N/A	N/A	-		-	-	-	920	2045	2045	45.0%
6/1		U	N/A	N/A	-		-	-	-	216	2015	2015	10.7%
6/2		U	N/A	N/A	-		-	-	-	506	2015	2015	25.1%
7/1		U	N/A	N/A	-		-	-	-	488	1945	1945	25.1%
7/2		U	N/A	N/A	-		-	-	-	530	1945	1945	27.2%
8/1		U	N/A	N/A	-		-	-	-	481	1965	1965	24.5%
8/2		U	N/A	N/A	-		-	-	-	104	1965	1965	5.3%

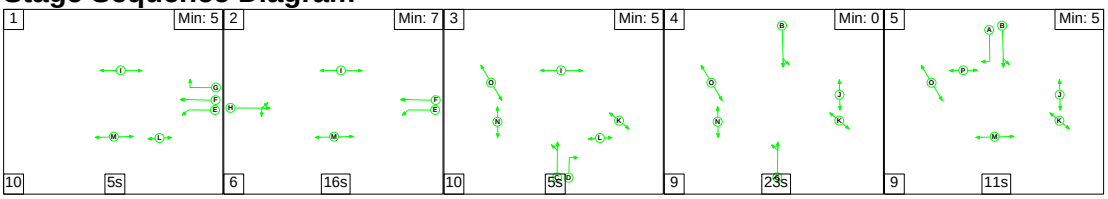
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	87	1980	1046	8.3%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	162	1973	957	16.9%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	117	1987	1050	11.1%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	292	1987	746	39.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**138**	**825**	**69**	**39.7**	**41.6**	**0.9**	**82.3**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**138**	**825**	**69**	**39.7**	**41.6**	**0.9**	**82.3**	**-**	**-**	**-**	**-**
1/2+1/1	443	443	-	-	-	3.8	1.1	-	5.0	40.2	10.2	1.1	11.4
1/3+1/4	529	529	-	-	-	5.0	1.3	-	6.3	42.8	10.7	1.3	12.0
2/2+2/1	556	556	-	-	-	3.7	0.7	-	4.4	28.7	8.6	0.7	9.3
2/3+2/4	269	269	3	197	69	3.3	5.5	0.9	9.7	129.6	7.7	5.5	13.2
3/2+3/1	670	670	-	-	-	6.1	7.7	-	13.8	74.4	18.5	7.7	26.3
3/3	651	651	-	-	-	6.0	7.4	-	13.4	74.2	18.3	7.4	25.7
3/4	157	157	-	-	-	1.9	1.5	-	3.5	79.2	4.4	1.5	5.9
4/2+4/1	391	391	-	-	-	4.5	6.4	-	10.8	99.8	10.0	6.4	16.4
4/3+4/4	454	454	105	0	0	5.2	7.9	0.1	13.1	104.0	10.0	7.9	17.9
5/1	875	875	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
5/2	920	920	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
6/1	216	216	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	506	506	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	488	488	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	530	530	-	-	-	0.0	0.2	-	0.2	1.3	6.5	0.2	6.7
8/1	481	481	-	-	-	0.0	0.2	-	0.2	1.3	6.2	0.2	6.3
8/2	104	104	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	87	87	0	87	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	162	162	30	132	0	0.0	0.1	-	0.1	2.8	3.3	0.1	3.4
11/1	117	117	0	117	0	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
12/1	292	292	0	292	0	0.1	0.3	-	0.5	5.6	8.1	0.3	8.4

C1 PRC for Signalled Lanes (%): -8.0 Total Delay for Signalled Lanes (pcuHr): 80.03 Cycle Time (s): 104
PRC Over All Lanes (%): -8.0 Total Delay Over All Lanes(pcuHr): 82.29

Scenario 8: '2019 Base (Match) - Weekday PM Arena Departure Peak' (FG8: '2019 Base (Match) - Weekday PM Arena Departure Peak ', Plan 1: 'Network Control Plan 1')

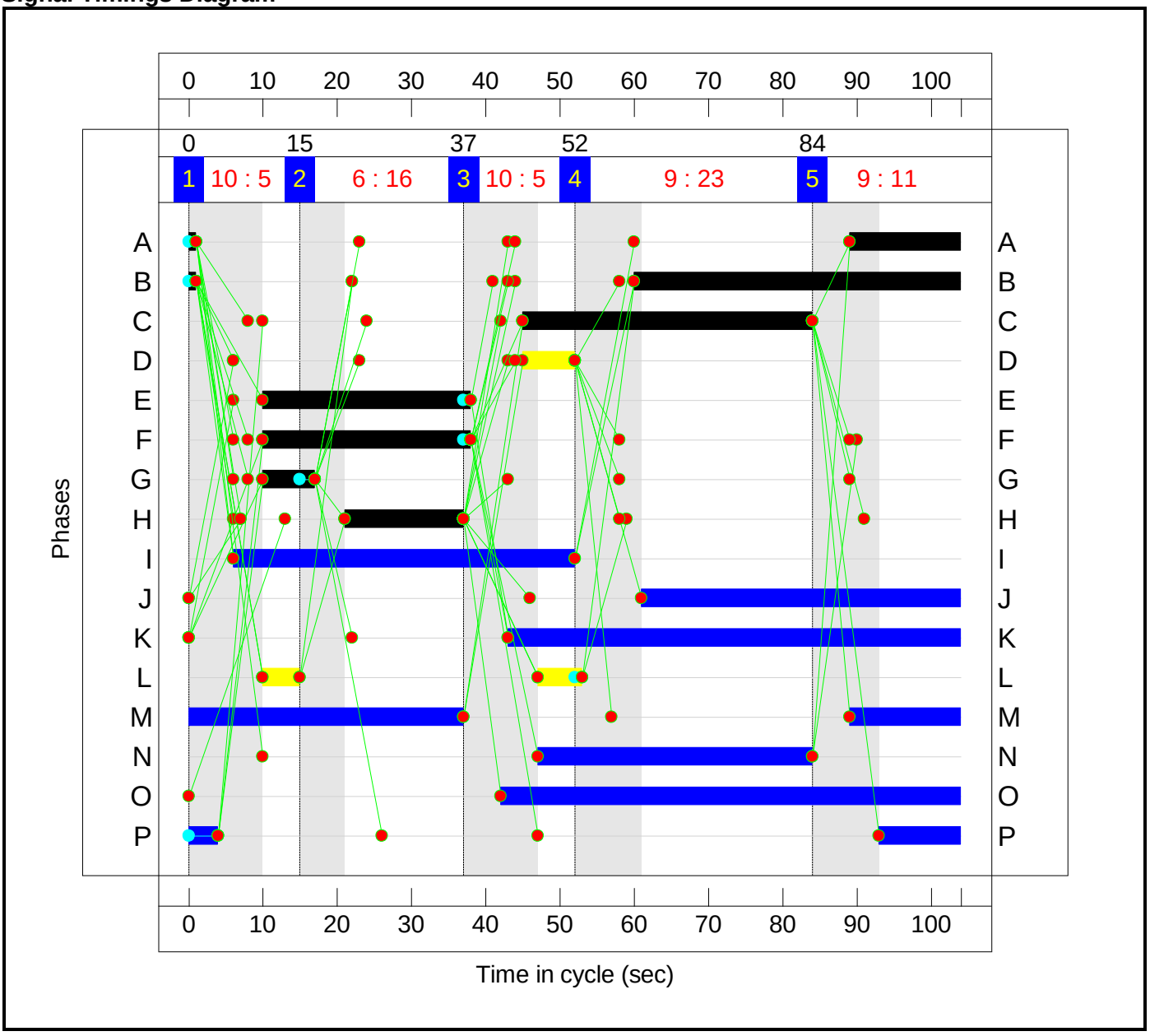
Stage Sequence Diagram



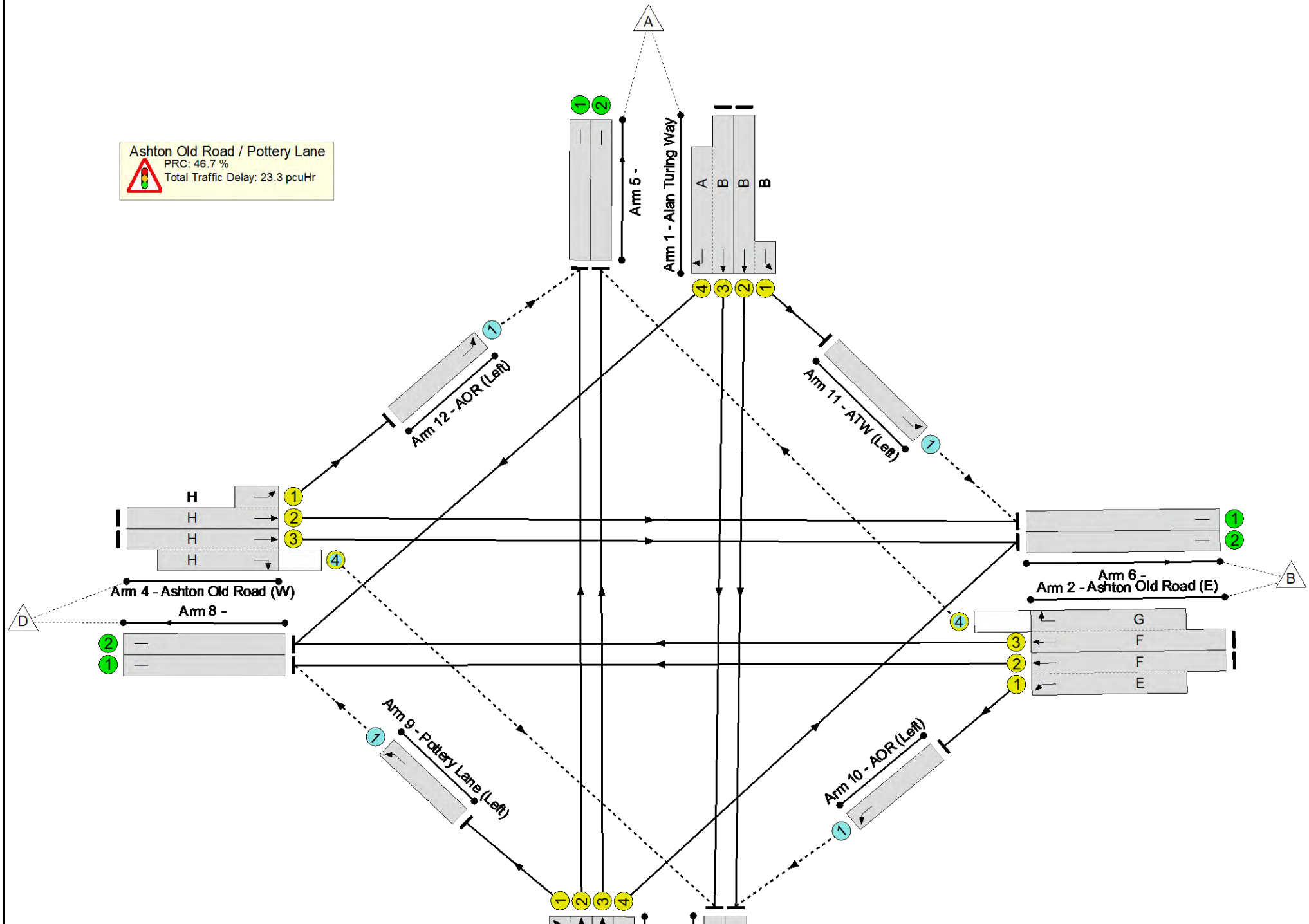
Stage Timings

Stage	1	2	3	4	5
Duration	5	16	5	23	11
Change Point	0	15	37	52	84

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 46.7 %
Total Traffic Delay: 23.3 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.3%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.3%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	45	-	525	1965:1987	638+267	58.0 : 58.0%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	45:16	-	646	1965:1840	771+293	60.7 : 60.7%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	28	-	245	2105:1973	518+322	29.1 : 29.1%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	28:7	-	53	2105:1834	41+141	29.1 : 29.1%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	39	-	177	1965:1980	657+118	22.8 : 22.8%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	39	-	153	1965	756	20.2%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	7	-	48	1786	137	34.9%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	16	-	190	1965:1987	274+98	51.1 : 51.1%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	16	-	326	1965:1840	321+212	61.3 : 60.7%
5/1		U	N/A	N/A	-		-	-	-	200	2045	2045	9.8%
5/2		U	N/A	N/A	-		-	-	-	194	2045	2045	9.5%
6/1		U	N/A	N/A	-		-	-	-	295	2015	2015	14.6%
6/2		U	N/A	N/A	-		-	-	-	245	2015	2015	12.2%
7/1		U	N/A	N/A	-		-	-	-	464	1945	1945	23.9%
7/2		U	N/A	N/A	-		-	-	-	597	1945	1945	30.7%
8/1		U	N/A	N/A	-		-	-	-	178	1965	1965	9.1%
8/2		U	N/A	N/A	-		-	-	-	190	1965	1965	9.7%

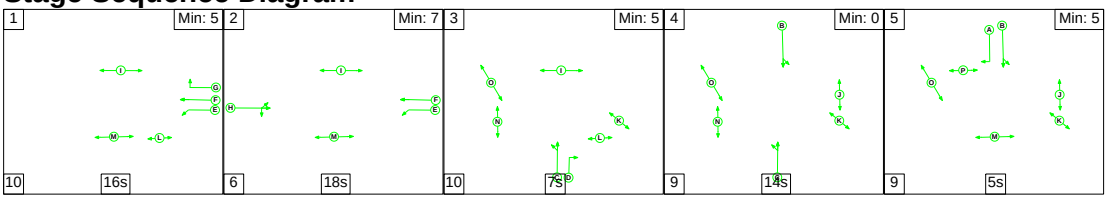
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	27	1980	1172	2.3%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	94	1973	802	11.7%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	155	1987	1233	12.6%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	50	1987	1207	4.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**144**	**350**	**2**	**18.6**	**4.6**	**0.1**	**23.3**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**144**	**350**	**2**	**18.6**	**4.6**	**0.1**	**23.3**	**-**	**-**	**-**	**-**
1/2+1/1	525	525	-	-	-	3.0	0.7	-	3.7	25.6	10.1	0.7	10.8
1/3+1/4	646	646	-	-	-	4.8	0.8	-	5.5	30.8	9.9	0.8	10.6
2/2+2/1	245	245	-	-	-	2.0	0.2	-	2.2	31.9	3.4	0.2	3.6
2/3+2/4	53	53	0	39	2	0.6	0.2	0.0	0.8	55.4	1.1	0.2	1.3
3/2+3/1	177	177	-	-	-	1.0	0.1	-	1.2	24.3	3.1	0.1	3.2
3/3	153	153	-	-	-	0.9	0.1	-	1.0	24.4	2.9	0.1	3.1
3/4	48	48	-	-	-	0.6	0.3	-	0.9	65.6	1.3	0.3	1.6
4/2+4/1	190	190	-	-	-	2.0	0.5	-	2.6	48.7	3.8	0.5	4.3
4/3+4/4	326	326	129	0	0	3.6	0.8	0.0	4.4	49.1	5.3	0.8	6.0
5/1	200	200	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	194	194	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	295	295	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	245	245	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	464	464	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	597	597	-	-	-	0.0	0.2	-	0.2	1.3	5.4	0.2	5.7
8/1	178	178	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/2	190	190	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/1	27	27	0	27	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
10/1	94	94	15	79	0	0.0	0.1	-	0.1	3.0	2.0	0.1	2.1
11/1	155	155	0	155	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
12/1	50	50	0	50	0	0.0	0.0	-	0.0	1.6	0.5	0.0	0.5

C1 PRC for Signalled Lanes (%): 46.7 Total Delay for Signalled Lanes (pcuHr): 22.35 Cycle Time (s): 104
PRC Over All Lanes (%): 46.7 Total Delay Over All Lanes(pcuHr): 23.28

Scenario 9: '2019 Base (Match) - Saturday Matinee Arrival Peak' (FG9: '2019 Base (Match) - Saturday Matinee Arrival Peak ', Plan 1: 'Network Control Plan 1')

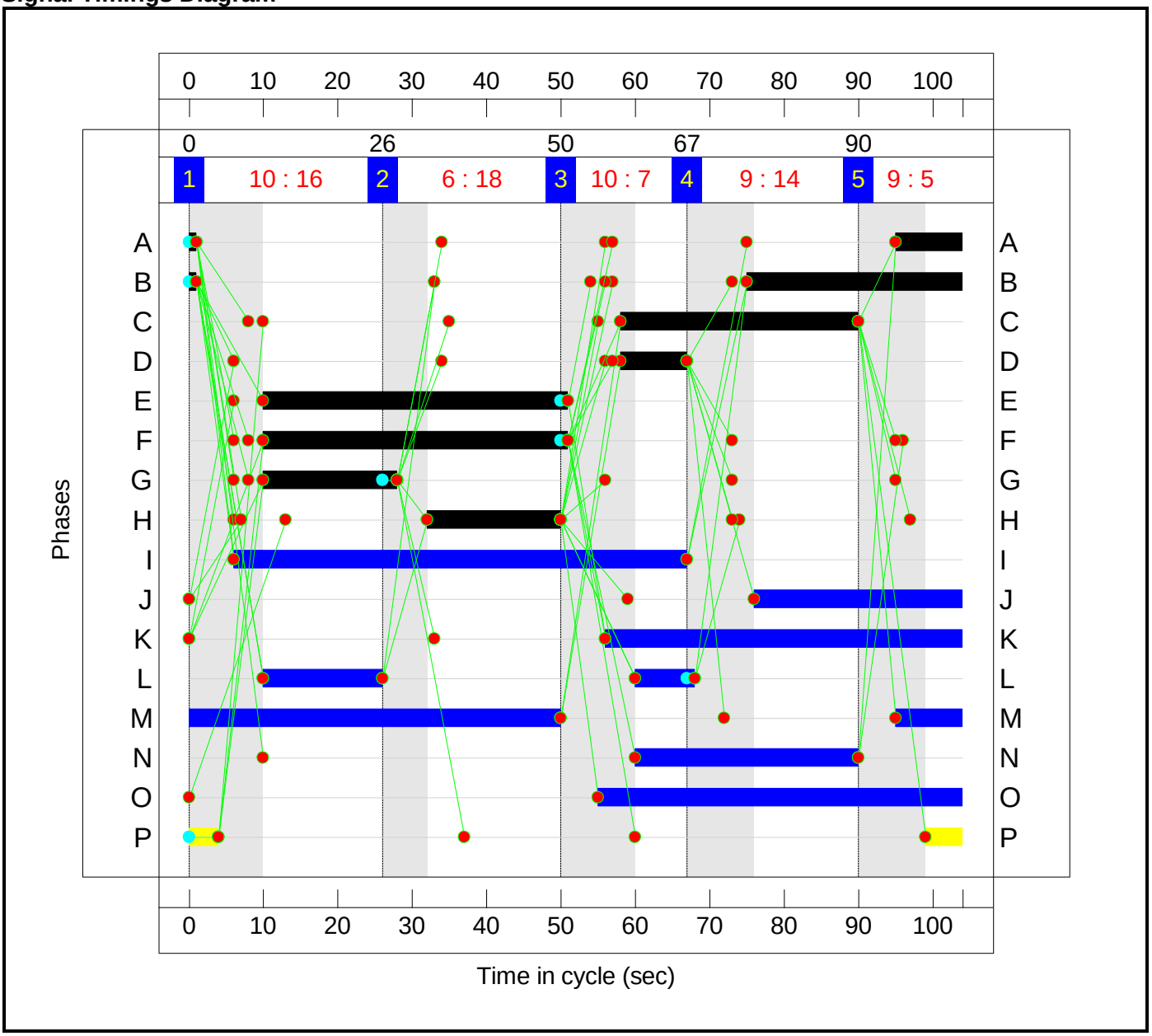
Stage Sequence Diagram



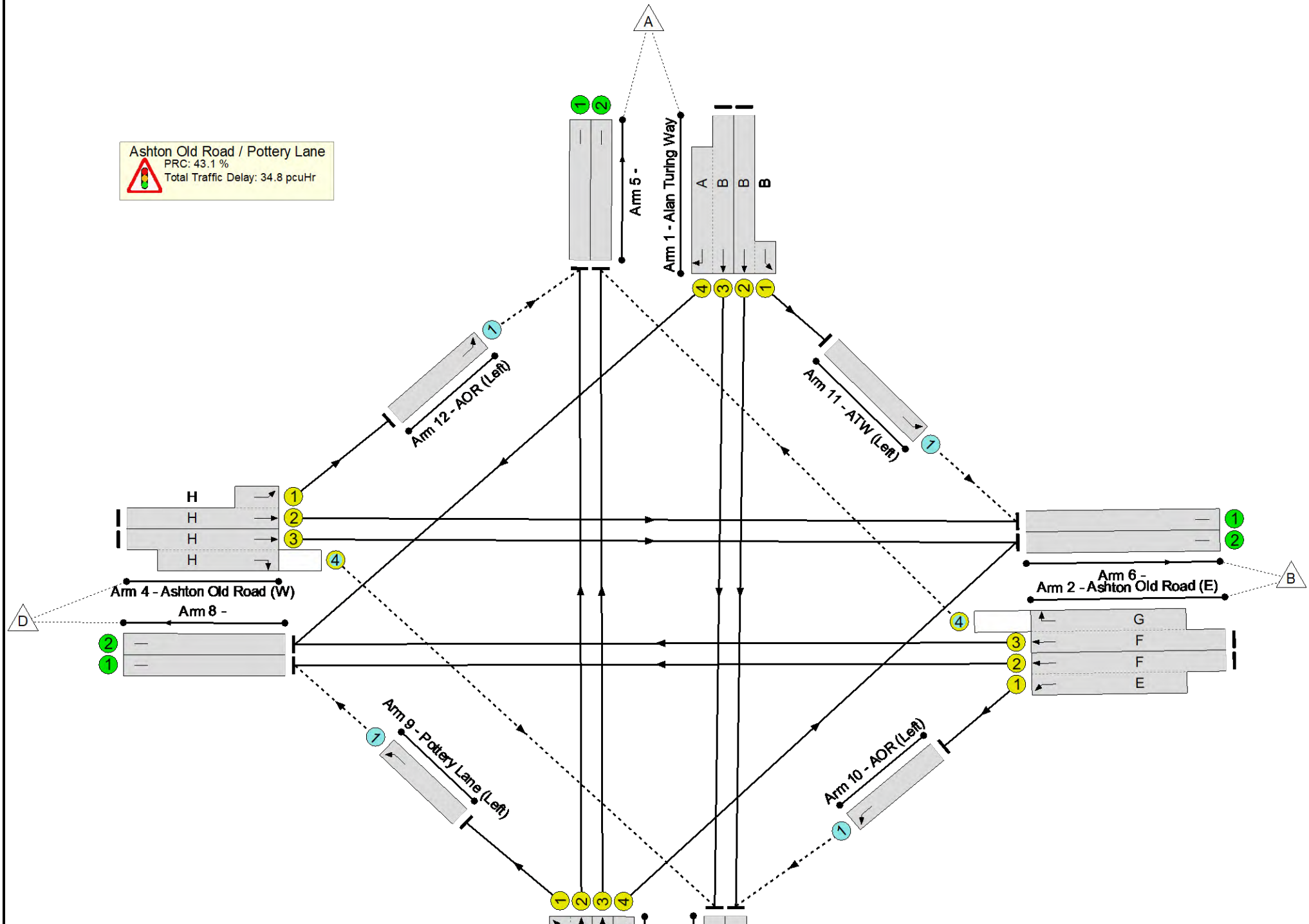
Stage Timings

Stage	1	2	3	4	5
Duration	16	18	7	14	5
Change Point	0	26	50	67	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 43.1 %
Total Traffic Delay: 34.8 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.9%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.9%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	30	-	392	1965:1987	410+220	62.2 : 62.2%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	30:10	-	458	1965:1840	574+160	62.4 : 62.4%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	41	-	573	2105:1973	739+230	59.1 : 59.1%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	41:18	-	210	2105:1834	0+335	0.0 : 62.7%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	32	-	371	1965:1980	581+57	58.2 : 58.2%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	32	-	350	1965	624	56.1%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	9	-	108	1786	172	62.9%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	18	-	289	1965:1987	243+231	60.9 : 60.9%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	18	-	271	1965:1840	359+123	56.3 : 56.3%
5/1		U	N/A	N/A	-		-	-	-	479	2045	2045	23.4%
5/2		U	N/A	N/A	-		-	-	-	560	2045	2045	27.4%
6/1		U	N/A	N/A	-		-	-	-	285	2015	2015	14.1%
6/2		U	N/A	N/A	-		-	-	-	310	2015	2015	15.4%
7/1		U	N/A	N/A	-		-	-	-	391	1945	1945	20.1%
7/2		U	N/A	N/A	-		-	-	-	427	1945	1945	22.0%
8/1		U	N/A	N/A	-		-	-	-	470	1965	1965	23.9%
8/2		U	N/A	N/A	-		-	-	-	100	1965	1965	5.1%

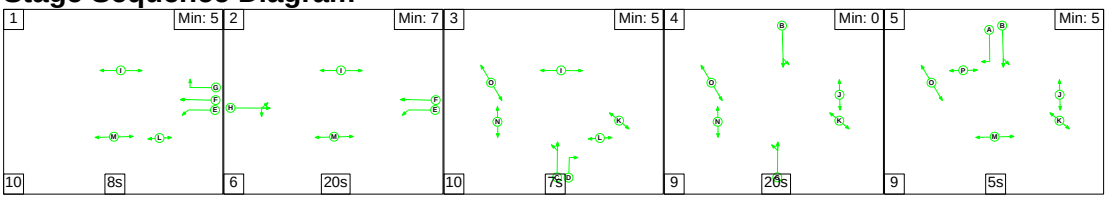
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	33	1980	1012	3.3%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	136	1973	1044	13.0%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	137	1987	1179	11.6%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	141	1987	892	15.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**94**	**624**	**8**	**26.7**	**8.0**	**0.1**	**34.8**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**94**	**624**	**8**	**26.7**	**8.0**	**0.1**	**34.8**	**-**	**-**	**-**	**-**
1/2+1/1	392	392	-	-	-	3.3	0.8	-	4.1	37.8	8.3	0.8	9.2
1/3+1/4	458	458	-	-	-	4.3	0.8	-	5.2	40.6	8.9	0.8	9.7
2/2+2/1	573	573	-	-	-	3.6	0.7	-	4.3	27.0	9.5	0.7	10.2
2/3+2/4	210	210	0	202	8	2.3	0.8	0.1	3.2	54.9	5.5	0.8	6.4
3/2+3/1	371	371	-	-	-	3.0	0.7	-	3.7	36.1	8.7	0.7	9.4
3/3	350	350	-	-	-	2.9	0.6	-	3.5	36.0	8.4	0.6	9.0
3/4	108	108	-	-	-	1.4	0.8	-	2.2	72.7	3.0	0.8	3.8
4/2+4/1	289	289	-	-	-	3.0	0.8	-	3.8	47.2	4.4	0.8	5.2
4/3+4/4	271	271	69	0	0	2.9	0.6	0.0	3.5	46.9	5.3	0.6	5.9
5/1	479	479	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
5/2	560	560	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	285	285	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	310	310	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	391	391	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	427	427	-	-	-	0.0	0.1	-	0.1	1.2	4.4	0.1	4.5
8/1	470	470	-	-	-	0.0	0.2	-	0.2	1.4	7.1	0.2	7.3
8/2	100	100	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	33	33	0	33	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	136	136	25	111	0	0.0	0.1	-	0.1	2.3	2.5	0.1	2.6
11/1	137	137	0	137	0	0.0	0.1	-	0.1	1.7	0.5	0.1	0.5
12/1	141	141	0	141	0	0.0	0.1	-	0.1	3.0	3.3	0.1	3.4

C1 PRC for Signalled Lanes (%): 43.1 Total Delay for Signalled Lanes (pcuHr): 33.50 Cycle Time (s): 104
PRC Over All Lanes (%): 43.1 Total Delay Over All Lanes(pcuHr): 34.78

Scenario 10: '2019 Base (Match) - Saturday Matinee Departure Peak' (FG10: '2019 Base (Match) - Saturday Matinee Departure Peak ', Plan 1: 'Network Control Plan 1')

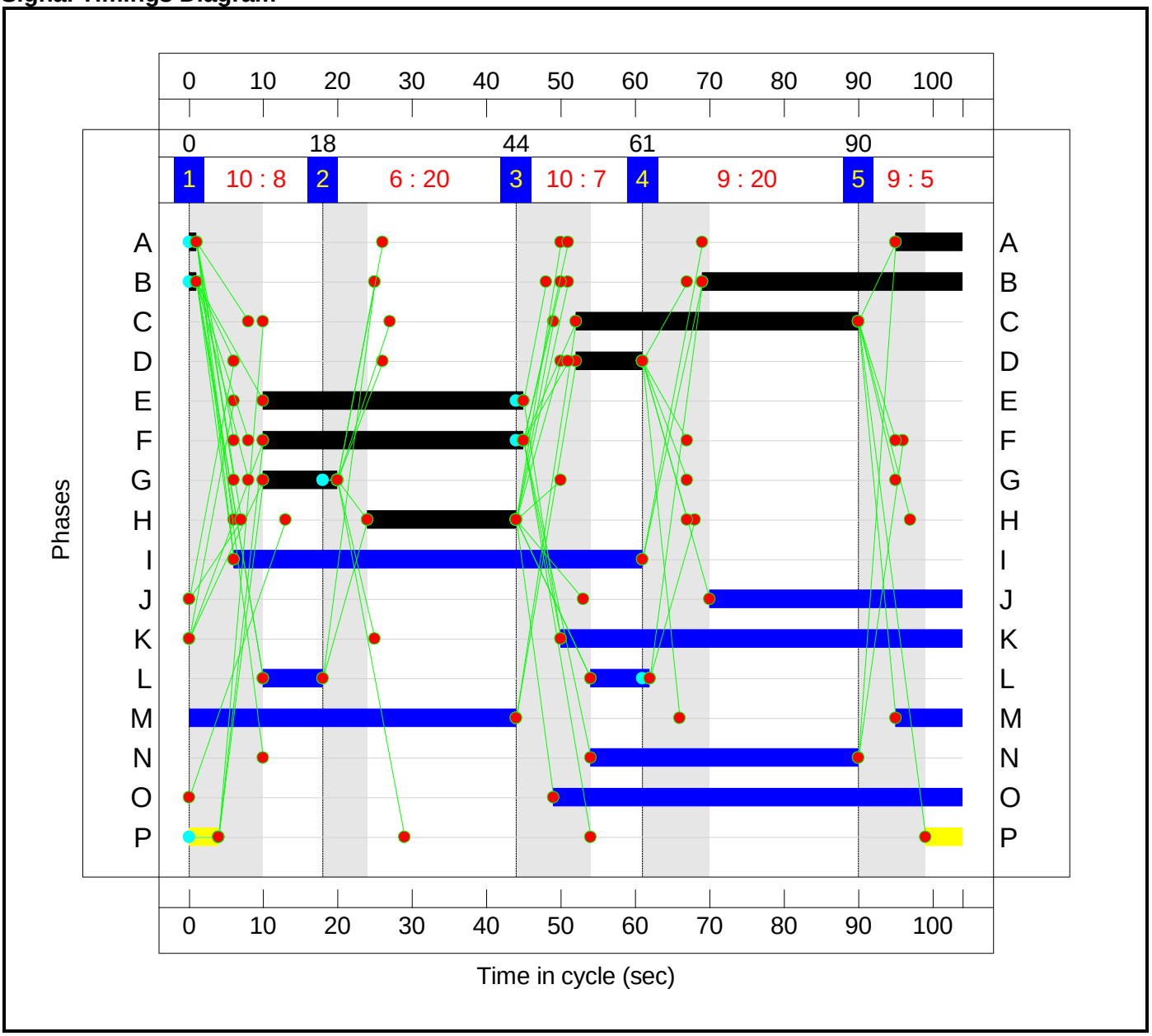
Stage Sequence Diagram



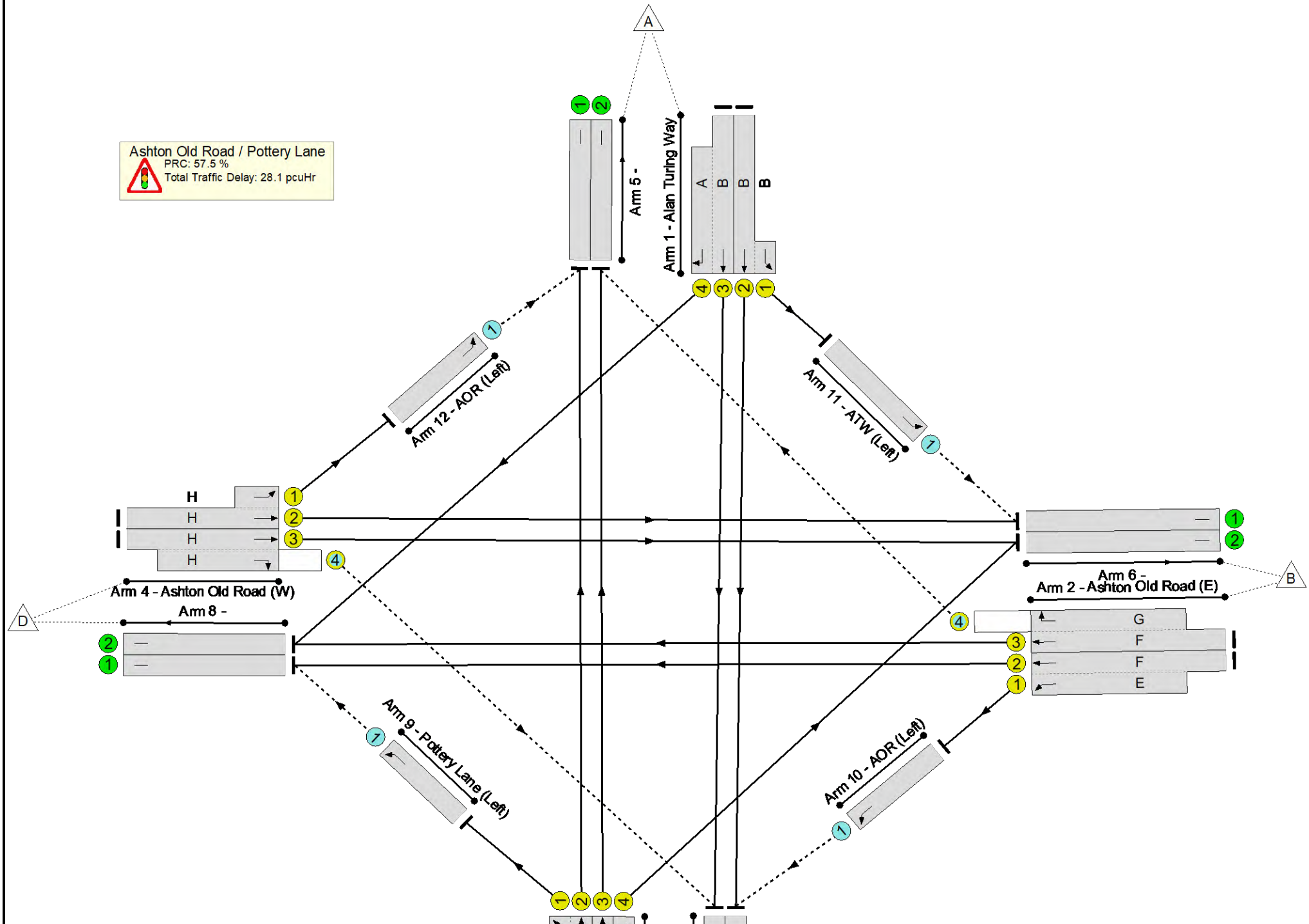
Stage Timings

Stage	1	2	3	4	5
Duration	8	20	7	20	5
Change Point	0	18	44	61	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 57.5 %
Total Traffic Delay: 28.1 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.2%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.2%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	36	-	408	1965:1987	532+199	55.9 : 55.9%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	36:10	-	488	1965:1840	660+194	57.2 : 57.2%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	35	-	424	2105:1973	653+184	50.7 : 50.7%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	35:10	-	103	2105:1834	0+194	0.0 : 53.1%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	38	-	328	1965:1980	679+73	43.6 : 43.6%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	38	-	305	1965	737	41.4%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	9	-	89	1786	172	51.8%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	20	-	278	1965:1987	271+231	55.4 : 55.4%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	20	-	270	1965:1840	397+134	50.9 : 50.9%
5/1		U	N/A	N/A	-		-	-	-	424	2045	2045	20.7%
5/2		U	N/A	N/A	-		-	-	-	408	2045	2045	20.0%
6/1		U	N/A	N/A	-		-	-	-	261	2015	2015	13.0%
6/2		U	N/A	N/A	-		-	-	-	291	2015	2015	14.4%
7/1		U	N/A	N/A	-		-	-	-	390	1945	1945	20.1%
7/2		U	N/A	N/A	-		-	-	-	445	1945	1945	22.9%
8/1		U	N/A	N/A	-		-	-	-	363	1965	1965	18.5%
8/2		U	N/A	N/A	-		-	-	-	111	1965	1965	5.6%

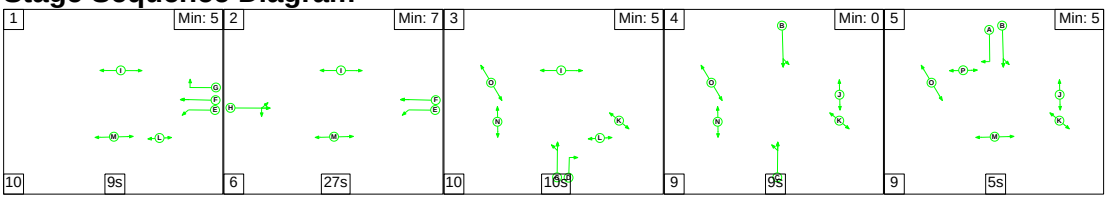
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	32	1980	1090	2.9%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	93	1973	997	9.3%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	111	1987	1187	9.4%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	128	1987	1005	12.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**87**	**442**	**6**	**22.2**	**5.8**	**0.0**	**28.1**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**87**	**442**	**6**	**22.2**	**5.8**	**0.0**	**28.1**	**-**	**-**	**-**	**-**
1/2+1/1	408	408	-	-	-	3.0	0.6	-	3.6	31.7	8.4	0.6	9.1
1/3+1/4	488	488	-	-	-	4.2	0.7	-	4.8	35.6	8.6	0.7	9.3
2/2+2/1	424	424	-	-	-	3.0	0.5	-	3.5	30.1	7.4	0.5	7.9
2/3+2/4	103	103	0	97	6	1.3	0.6	0.0	1.8	64.3	2.8	0.6	3.4
3/2+3/1	328	328	-	-	-	2.2	0.4	-	2.6	28.2	6.8	0.4	7.2
3/3	305	305	-	-	-	2.0	0.4	-	2.4	28.2	6.4	0.4	6.8
3/4	89	89	-	-	-	1.1	0.5	-	1.6	66.2	2.4	0.5	3.0
4/2+4/1	278	278	-	-	-	2.8	0.6	-	3.4	43.7	4.3	0.6	4.9
4/3+4/4	270	270	68	0	0	2.7	0.5	0.0	3.3	43.4	5.2	0.5	5.7
5/1	424	424	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	408	408	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	261	261	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	291	291	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	390	390	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	445	445	-	-	-	0.0	0.1	-	0.1	1.2	4.3	0.1	4.5
8/1	363	363	-	-	-	0.0	0.1	-	0.1	1.2	4.6	0.1	4.7
8/2	111	111	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	32	32	0	32	0	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
10/1	93	93	19	74	0	0.0	0.1	-	0.1	2.2	1.8	0.1	1.8
11/1	111	111	0	111	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
12/1	128	128	0	128	0	0.0	0.1	-	0.1	2.4	2.6	0.1	2.7

C1 PRC for Signalled Lanes (%): 57.5 Total Delay for Signalled Lanes (pcuHr): 27.02 Cycle Time (s): 104
PRC Over All Lanes (%): 57.5 Total Delay Over All Lanes(pcuHr): 28.08

Scenario 11: '2023 Base (Non-Match) - Weekday PM Network Peak' (FG11: '2023 Base (Non-Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

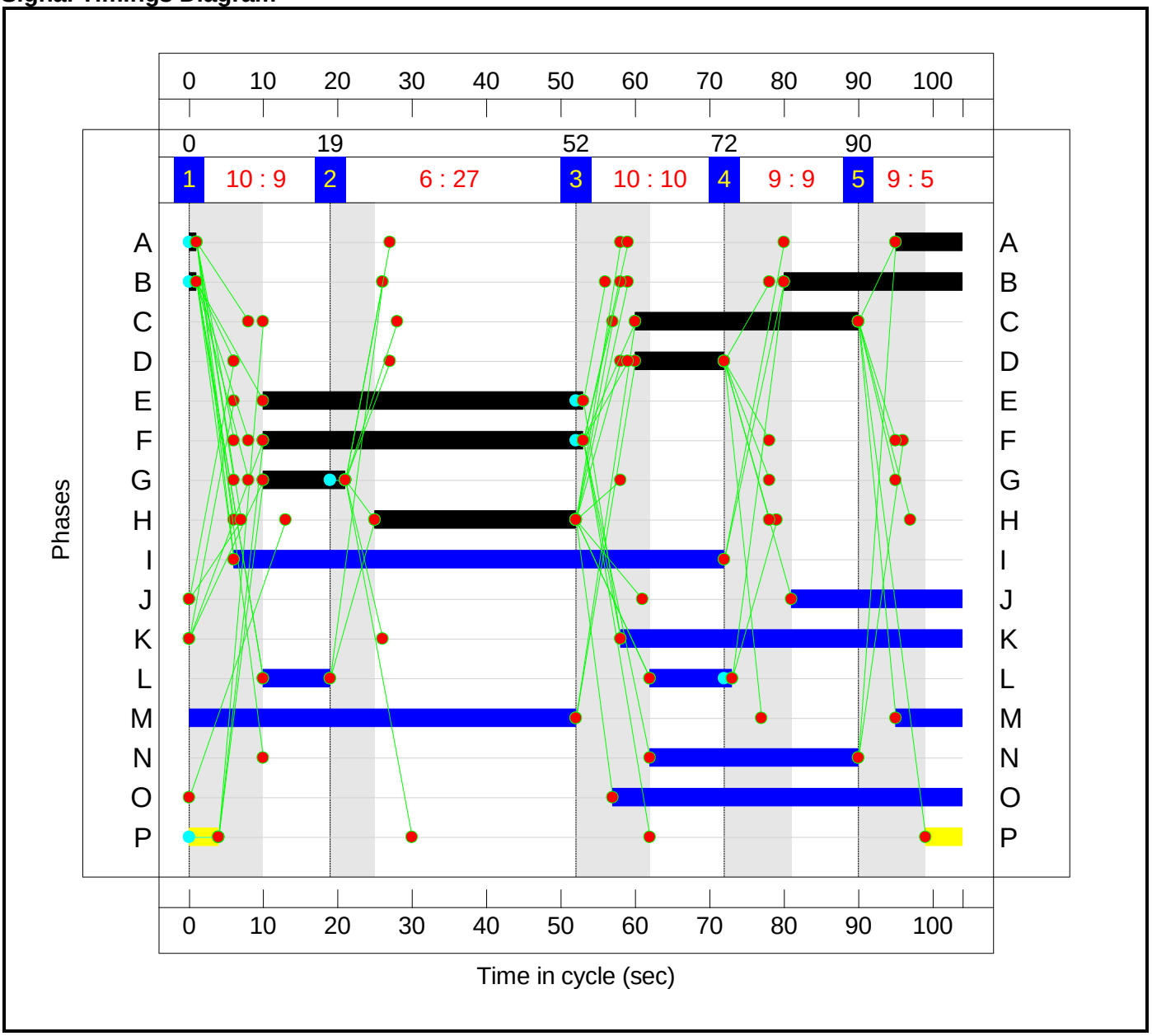
Stage Sequence Diagram



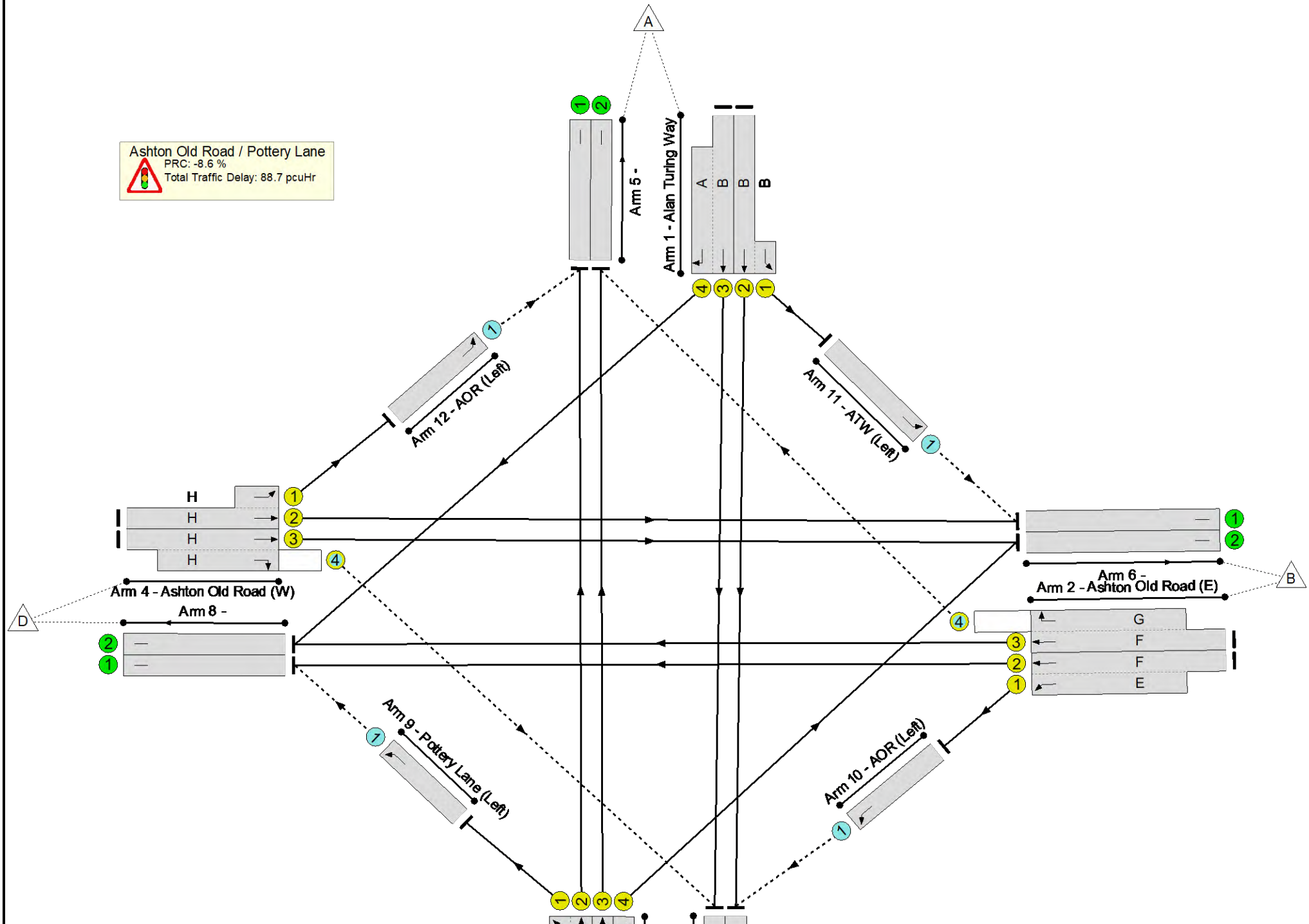
Stage Timings

Stage	1	2	3	4	5
Duration	9	27	10	9	5
Change Point	0	19	52	72	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: -8.6 %
Total Traffic Delay: 88.7 pcuHr
A
B
D
Arm 1 - Alan Turing Way
Arm 2 - Ashton Old Road (E)
Arm 4 - Ashton Old Road (W)
Arm 5 -
Arm 6 -
Arm 8 -
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)
Arm 11 - ATW (Left)
Arm 12 - AOR (Left)
A
B
B
H
H
H
H
G
F
F
E

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.7%**
Ashton Old Road / Pottery Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.7%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	25	-	379	1965:1987	391+127	73.2 : 73.2%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	25:10	-	498	1965:1840	491+156	76.9 : 76.9%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	43	-	684	2105:1973	779+215	68.8 : 68.8%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	43:11	-	202	2105:1834	0+212	0.0 : 95.5%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	30	-	583	1965:1980	571+26	97.7 : 97.7%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	30	-	572	1965	586	97.7%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	12	-	169	1786	223	75.7%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	27	-	606	1965:1987	284+347	96.0 : 96.0%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	27	-	648	1965:1840	503+172	96.0 : 96.0%
5/1		U	N/A	N/A	-		-	-	-	891	2045	2045	43.6%
5/2		U	N/A	N/A	-		-	-	-	774	2045	2045	37.8%
6/1		U	N/A	N/A	-		-	-	-	366	2015	2015	18.2%
6/2		U	N/A	N/A	-		-	-	-	652	2015	2015	32.4%
7/1		U	N/A	N/A	-		-	-	-	434	1945	1945	22.3%
7/2		U	N/A	N/A	-		-	-	-	543	1945	1945	27.9%
8/1		U	N/A	N/A	-		-	-	-	561	1965	1965	28.5%
8/2		U	N/A	N/A	-		-	-	-	120	1965	1965	6.1%

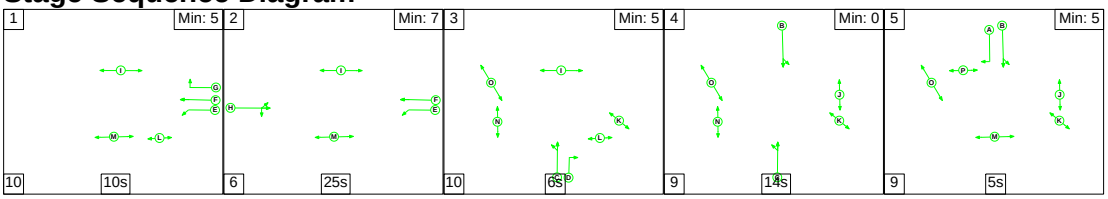
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	25	1980	921	2.7%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	148	1973	959	15.4%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	93	1987	923	10.1%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	333	1987	890	37.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**216**	**681**	**69**	**41.9**	**46.0**	**0.8**	**88.7**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**216**	**681**	**69**	**41.9**	**46.0**	**0.8**	**88.7**	**-**	**-**	**-**	**-**
1/2+1/1	379	379	-	-	-	3.7	1.3	-	5.0	47.8	9.1	1.3	10.5
1/3+1/4	498	498	-	-	-	5.3	1.6	-	6.9	50.0	10.1	1.6	11.7
2/2+2/1	684	684	-	-	-	4.2	1.1	-	5.3	28.0	11.9	1.1	13.0
2/3+2/4	202	202	11	121	69	2.6	5.1	0.4	8.1	144.2	5.8	5.1	10.9
3/2+3/1	583	583	-	-	-	5.8	9.2	-	15.0	92.5	16.4	9.2	25.6
3/3	572	572	-	-	-	5.7	9.0	-	14.8	92.8	16.2	9.0	25.2
3/4	169	169	-	-	-	2.1	1.5	-	3.5	75.5	4.7	1.5	6.2
4/2+4/1	606	606	-	-	-	6.0	7.5	-	13.5	80.1	14.6	7.5	22.1
4/3+4/4	648	648	165	0	0	6.4	7.6	0.3	14.4	79.9	14.2	7.6	21.8
5/1	891	891	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	774	774	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	366	366	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	652	652	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	434	434	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	543	543	-	-	-	0.0	0.2	-	0.2	1.3	5.4	0.2	5.6
8/1	561	561	-	-	-	0.0	0.2	-	0.2	1.6	9.6	0.2	9.8
8/2	120	120	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	25	25	0	25	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
10/1	148	148	40	108	0	0.0	0.1	-	0.1	2.6	2.7	0.1	2.7
11/1	93	93	0	93	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
12/1	333	333	0	333	0	0.0	0.3	-	0.3	3.7	5.3	0.3	5.6

C1 PRC for Signalled Lanes (%): -8.6 Total Delay for Signalled Lanes (pcuHr): 86.51 Cycle Time (s): 104
PRC Over All Lanes (%): -8.6 Total Delay Over All Lanes(pcuHr): 88.69

Scenario 12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak' (FG12: '2023 Base (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

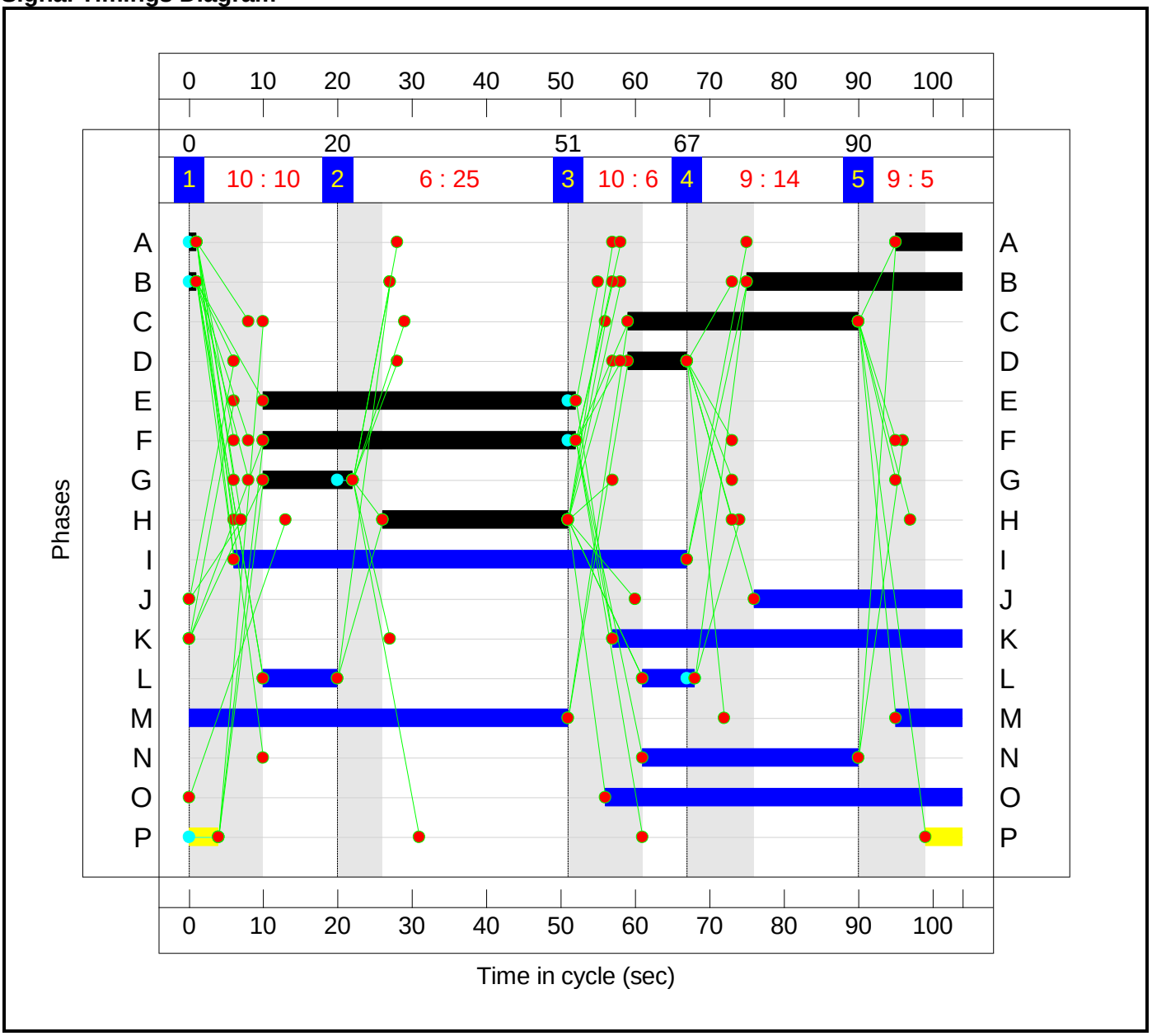
Stage Sequence Diagram



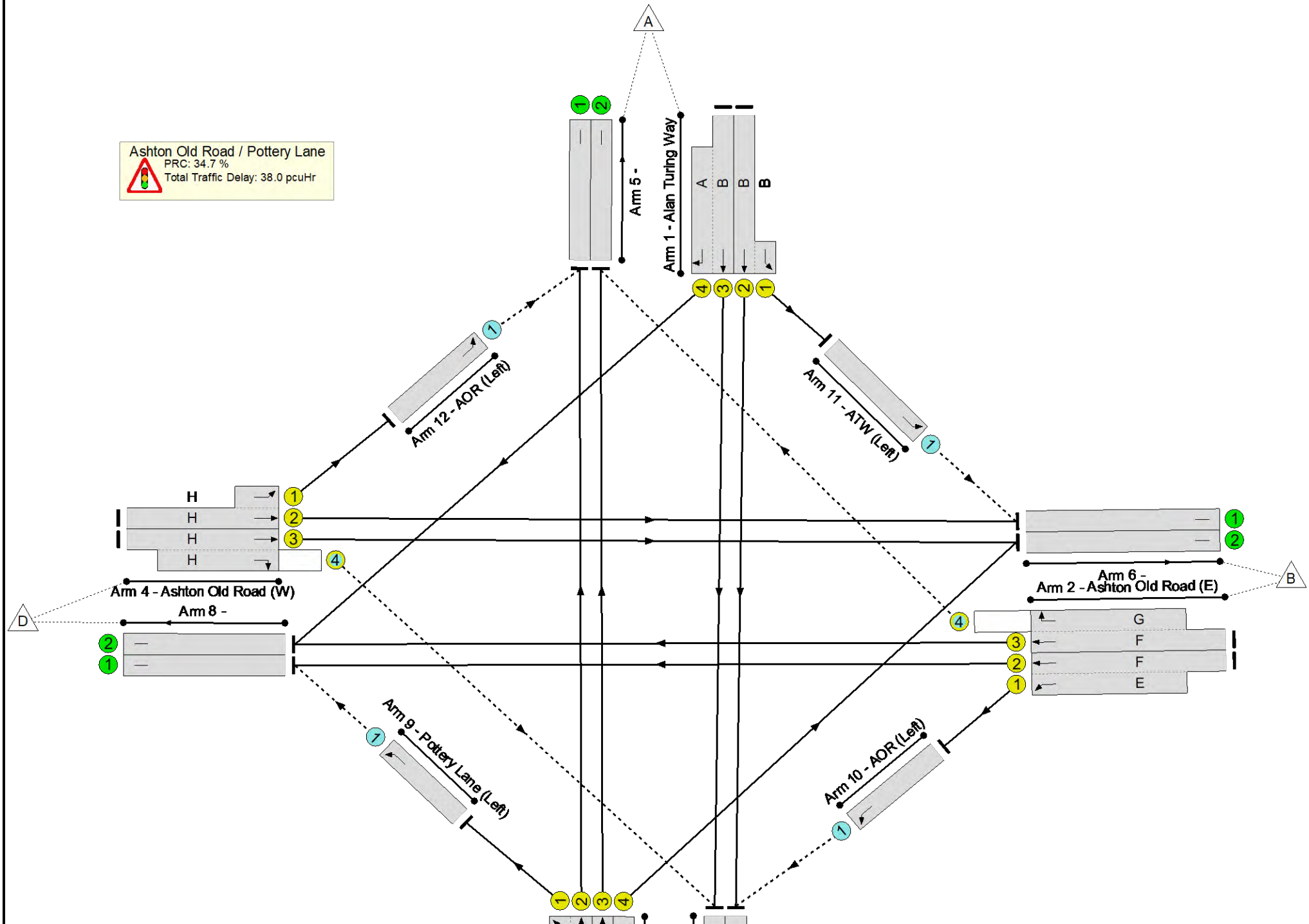
Stage Timings

Stage	1	2	3	4	5
Duration	10	25	6	14	5
Change Point	0	20	51	67	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 34.7 %
Total Traffic Delay: 38.0 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.8%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	30	-	383	1965:1987	480+127	63.1 : 63.1%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	30:10	-	496	1965:1840	573+175	66.3 : 66.3%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	42	-	535	2105:1973	763+213	54.8 : 54.8%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	42:12	-	142	2105:1834	0+229	0.0 : 61.9%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	31	-	403	1965:1980	551+69	64.9 : 64.9%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	31	-	382	1965	605	63.2%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	8	-	95	1786	155	61.5%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	25	-	408	1965:1987	302+308	66.8 : 66.8%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	25	-	443	1965:1840	470+229	63.4 : 63.4%
5/1		U	N/A	N/A	-		-	-	-	564	2045	2045	27.6%
5/2		U	N/A	N/A	-		-	-	-	524	2045	2045	25.6%
6/1		U	N/A	N/A	-		-	-	-	282	2015	2015	14.0%
6/2		U	N/A	N/A	-		-	-	-	393	2015	2015	19.5%
7/1		U	N/A	N/A	-		-	-	-	420	1945	1945	21.6%
7/2		U	N/A	N/A	-		-	-	-	525	1945	1945	27.0%
8/1		U	N/A	N/A	-		-	-	-	463	1965	1965	23.6%
8/2		U	N/A	N/A	-		-	-	-	116	1965	1965	5.9%

9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	45	1980	1013	4.4%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	117	1973	943	12.4%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	80	1987	1103	7.3%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	206	1987	957	21.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**174**	**543**	**17**	**28.9**	**9.0**	**0.1**	**38.0**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**174**	**543**	**17**	**28.9**	**9.0**	**0.1**	**38.0**	**-**	**-**	**-**	**-**
1/2+1/1	383	383	-	-	-	3.3	0.8	-	4.1	38.9	8.9	0.8	9.7
1/3+1/4	496	496	-	-	-	4.8	1.0	-	5.8	41.8	9.5	1.0	10.5
2/2+2/1	535	535	-	-	-	3.2	0.6	-	3.8	25.7	8.8	0.6	9.4
2/3+2/4	142	142	0	125	17	1.7	0.8	0.0	2.5	64.4	3.9	0.8	4.7
3/2+3/1	403	403	-	-	-	3.4	0.9	-	4.4	39.0	9.7	0.9	10.7
3/3	382	382	-	-	-	3.3	0.9	-	4.1	39.0	9.4	0.9	10.3
3/4	95	95	-	-	-	1.2	0.8	-	2.0	75.3	2.6	0.8	3.4
4/2+4/1	408	408	-	-	-	3.7	1.0	-	4.7	41.9	7.2	1.0	8.2
4/3+4/4	443	443	145	0	0	4.1	0.9	0.1	5.1	41.4	7.5	0.9	8.4
5/1	564	564	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	524	524	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	282	282	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	393	393	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	420	420	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	525	525	-	-	-	0.0	0.2	-	0.2	1.3	4.9	0.2	5.1
8/1	463	463	-	-	-	0.0	0.2	-	0.2	1.3	6.2	0.2	6.4
8/2	116	116	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	45	45	0	45	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	117	117	29	88	0	0.0	0.1	-	0.1	2.4	2.1	0.1	2.2
11/1	80	80	0	80	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
12/1	206	206	0	206	0	0.0	0.1	-	0.2	3.1	4.5	0.1	4.6

C1

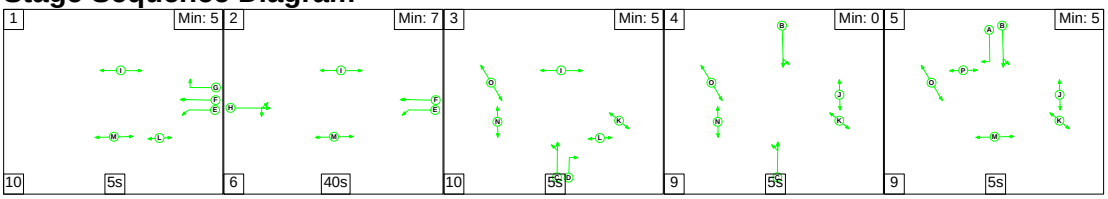
PRC for Signalled Lanes (%): 34.7
PRC Over All Lanes (%): 34.7

Total Delay for Signalled Lanes (pcuHr): 36.58
Total Delay Over All Lanes(pcuHr): 37.99

Cycle Time (s): 104

Scenario 13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak' (FG13: '2023 Base (Non-Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

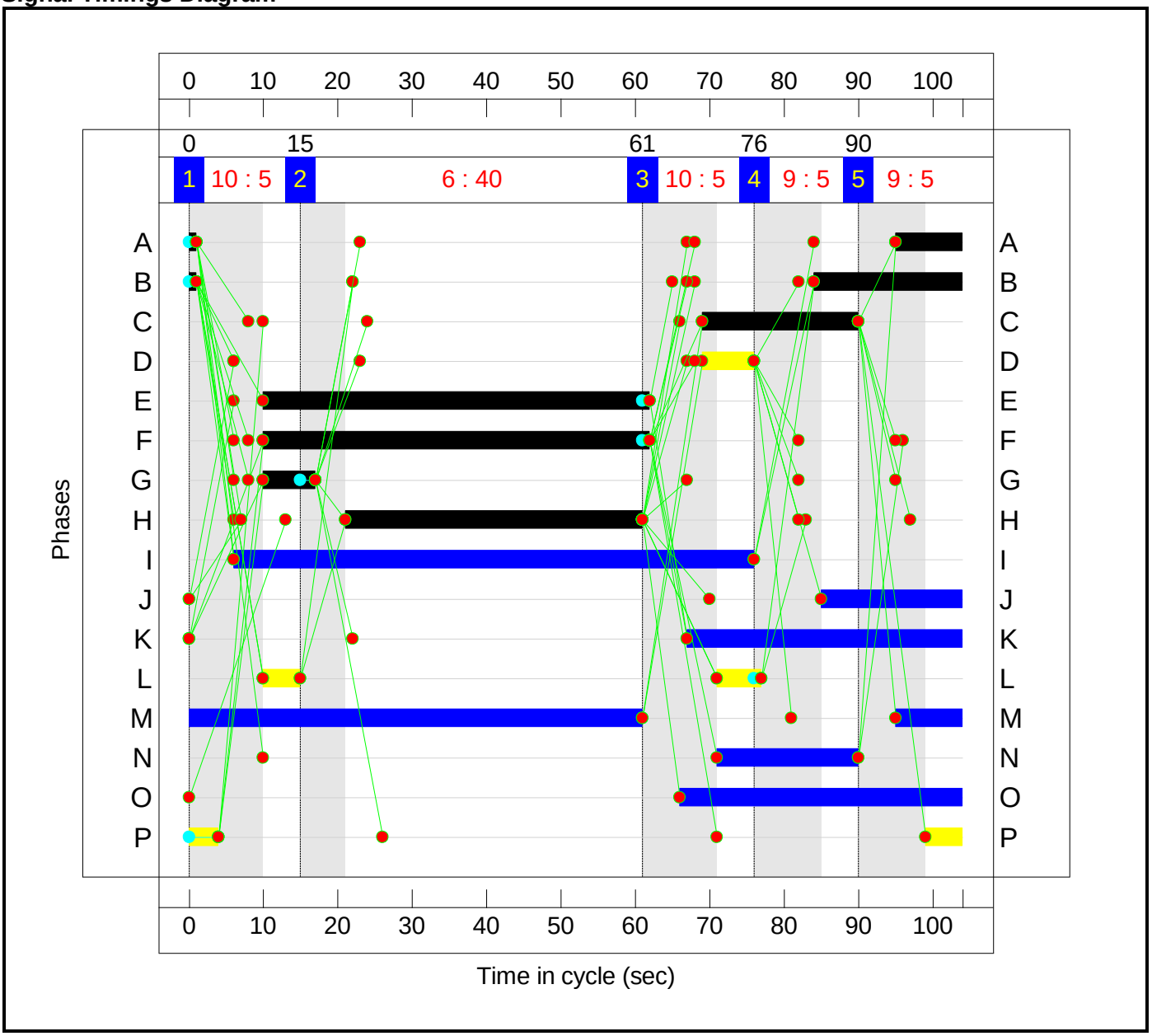
Stage Sequence Diagram



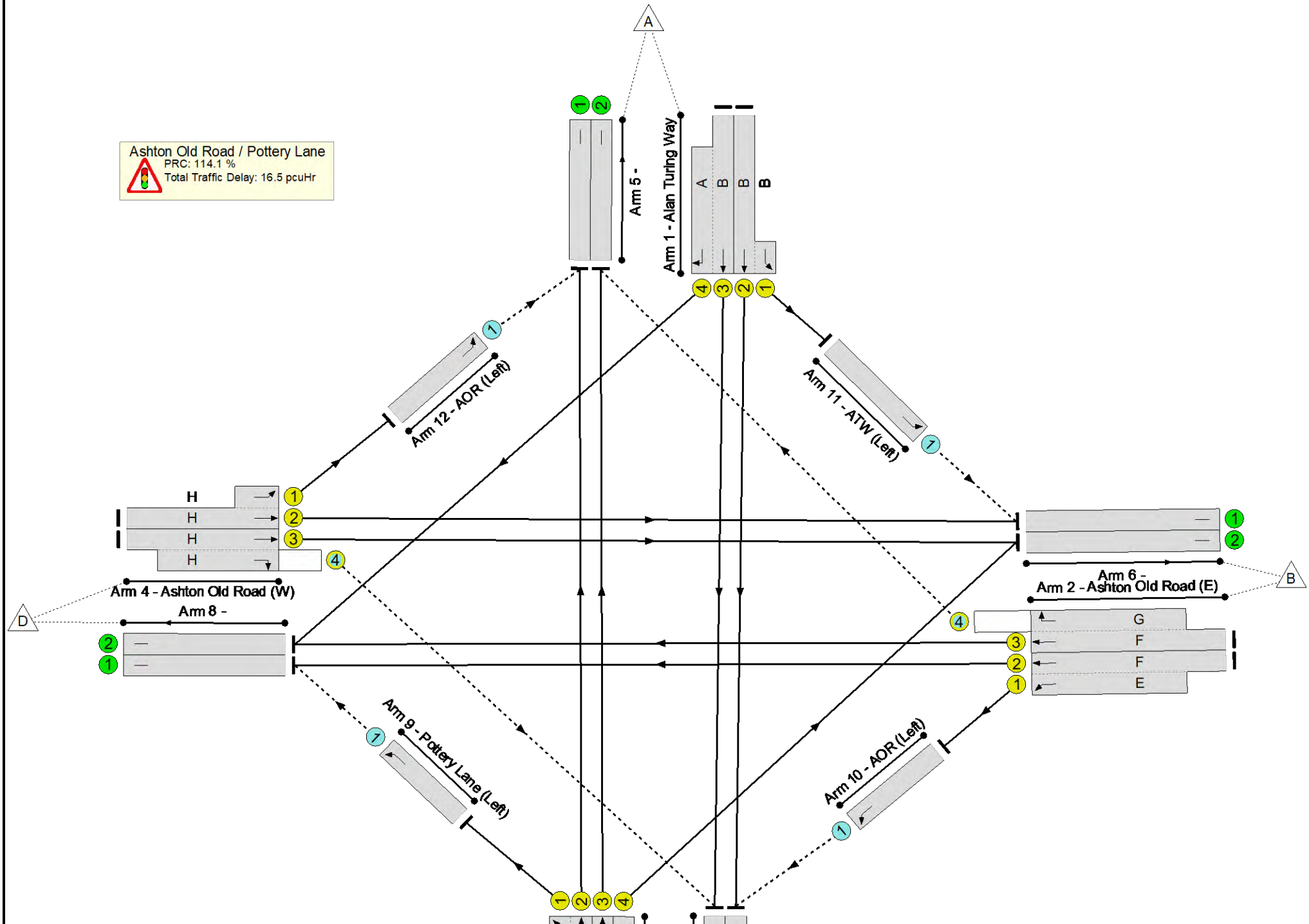
Stage Timings

Stage	1	2	3	4	5
Duration	5	40	5	5	5
Change Point	0	15	61	76	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 114.1 %
Total Traffic Delay: 16.5 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.0%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**42.0%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	21	-	164	1965:1987	326+119	36.8 : 36.8%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	21:10	-	236	1965:1840	416+155	41.4 : 41.4%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	52	-	264	2105:1973	958+181	23.2 : 23.2%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	52:7	-	55	2105:1834	0+141	0.0 : 39.0%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	21	-	156	1965:1980	384+47	36.2 : 36.2%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	21	-	141	1965	416	33.9%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	7	-	56	1786	137	40.8%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	40	-	352	1965:1987	576+262	42.0 : 42.0%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	40	-	310	1965:1840	728+111	36.9 : 36.9%
5/1		U	N/A	N/A	-		-	-	-	249	2045	2045	12.2%
5/2		U	N/A	N/A	-		-	-	-	196	2045	2045	9.6%
6/1		U	N/A	N/A	-		-	-	-	286	2015	2015	14.2%
6/2		U	N/A	N/A	-		-	-	-	325	2015	2015	16.1%
7/1		U	N/A	N/A	-		-	-	-	162	1945	1945	8.3%
7/2		U	N/A	N/A	-		-	-	-	213	1945	1945	11.0%
8/1		U	N/A	N/A	-		-	-	-	239	1965	1965	12.2%
8/2		U	N/A	N/A	-		-	-	-	64	1965	1965	3.3%

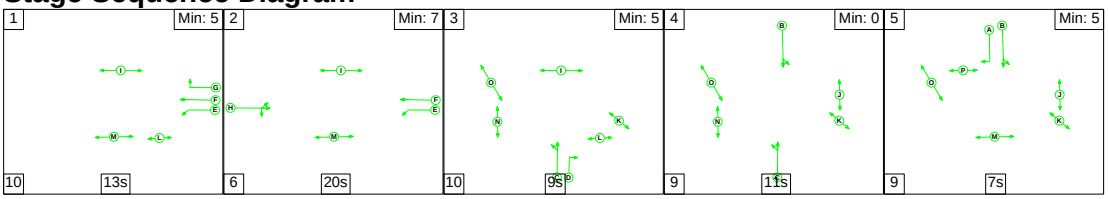
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	17	1980	1193	1.4%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	42	1973	1242	3.4%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	44	1987	1088	4.0%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	110	1987	1244	8.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**58**	**249**	**2**	**13.3**	**3.2**	**0.0**	**16.5**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**58**	**249**	**2**	**13.3**	**3.2**	**0.0**	**16.5**	**-**	**-**	**-**	**-**
1/2+1/1	164	164	-	-	-	1.6	0.3	-	1.9	40.6	3.1	0.3	3.4
1/3+1/4	236	236	-	-	-	2.5	0.4	-	2.8	42.9	4.3	0.4	4.6
2/2+2/1	264	264	-	-	-	1.0	0.2	-	1.2	15.8	3.5	0.2	3.7
2/3+2/4	55	55	0	53	2	0.7	0.3	0.0	1.0	66.8	1.5	0.3	1.8
3/2+3/1	156	156	-	-	-	1.5	0.3	-	1.8	41.3	3.6	0.3	3.9
3/3	141	141	-	-	-	1.4	0.3	-	1.6	41.4	3.4	0.3	3.7
3/4	56	56	-	-	-	0.7	0.3	-	1.1	67.7	1.5	0.3	1.9
4/2+4/1	352	352	-	-	-	2.1	0.4	-	2.5	25.3	5.6	0.4	6.0
4/3+4/4	310	310	41	0	0	1.9	0.3	0.0	2.2	25.2	5.4	0.3	5.7
5/1	249	249	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	196	196	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	286	286	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	325	325	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	162	162	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
7/2	213	213	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/1	239	239	-	-	-	0.0	0.1	-	0.1	1.0	0.6	0.1	0.6
8/2	64	64	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
9/1	17	17	0	17	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
10/1	42	42	17	25	0	0.0	0.0	-	0.0	1.5	0.4	0.0	0.4
11/1	44	44	0	44	0	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
12/1	110	110	0	110	0	0.0	0.0	-	0.0	1.6	0.8	0.0	0.9

C1 PRC for Signalled Lanes (%): 114.1 Total Delay for Signalled Lanes (pcuHr): 15.95 Cycle Time (s): 104
PRC Over All Lanes (%): 114.1 Total Delay Over All Lanes(pcuHr): 16.54

Scenario 14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak' (FG14: '2023 Base (Non-Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

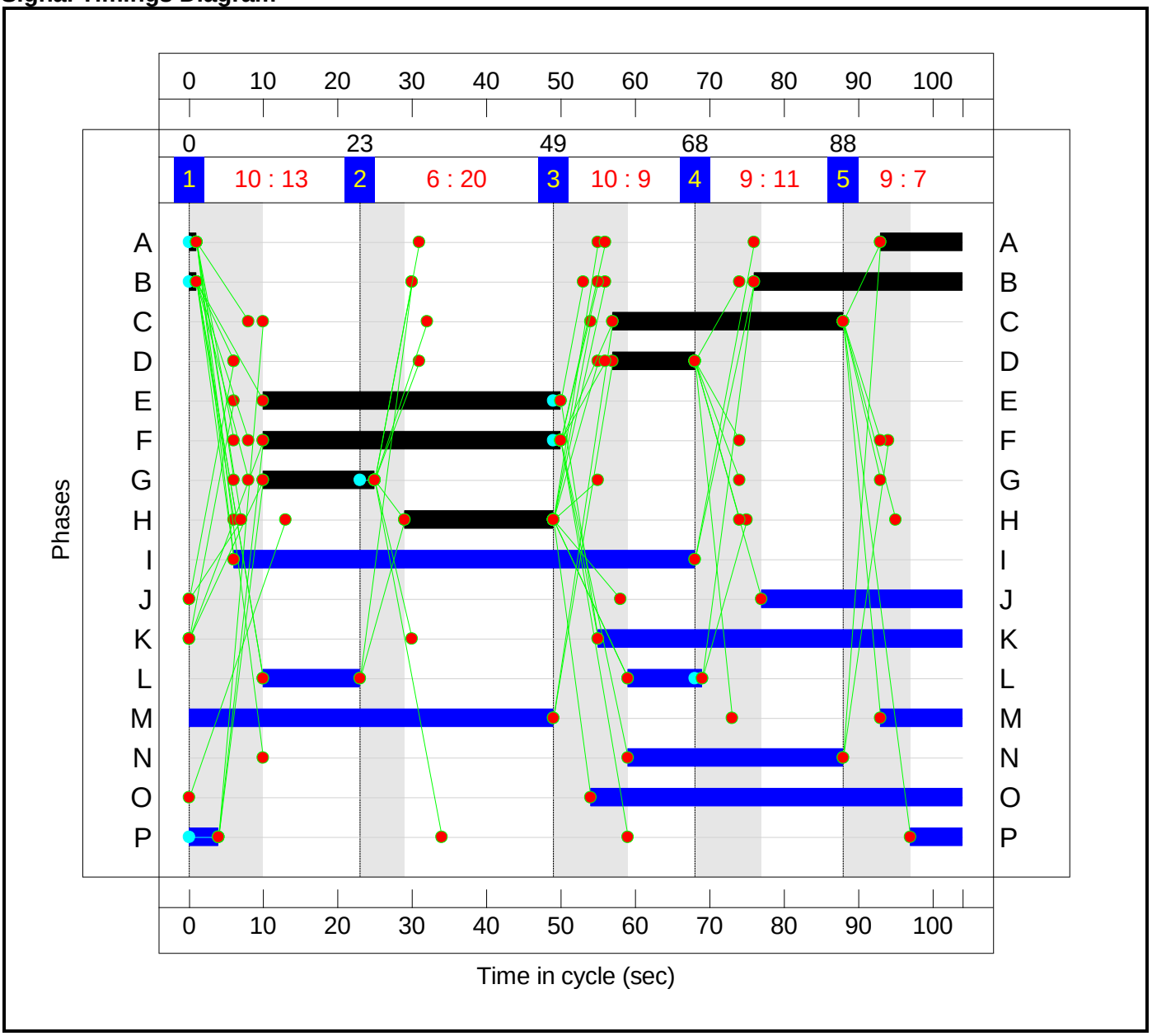
Stage Sequence Diagram



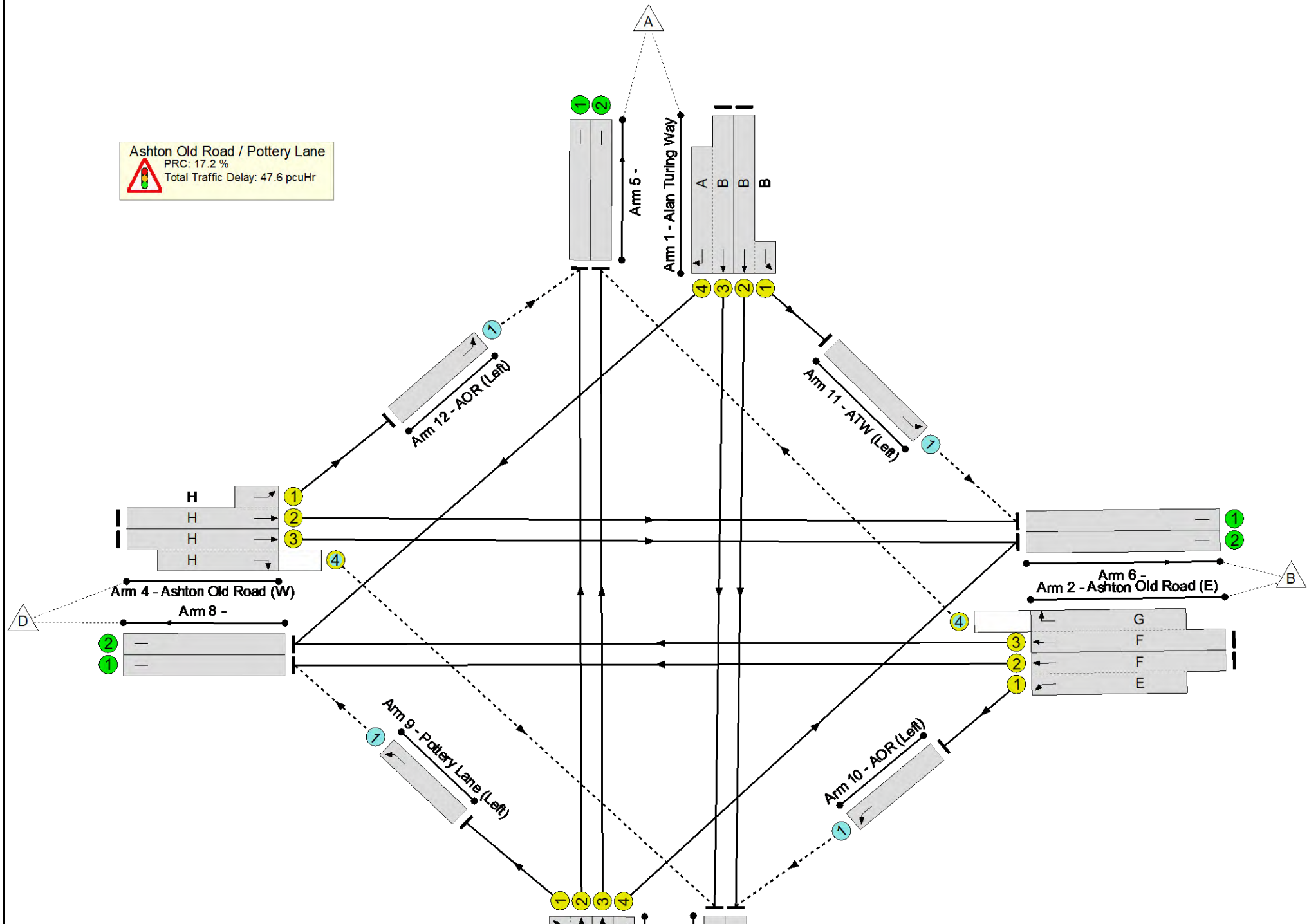
Stage Timings

Stage	1	2	3	4	5
Duration	13	20	9	11	7
Change Point	0	23	49	68	88

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 17.2 %
Total Traffic Delay: 47.6 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.8%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.8%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	29	-	445	1965:1987	413+192	73.5 : 73.5%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	29:12	-	593	1965:1840	556+216	76.8 : 76.8%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	40	-	663	2105:1973	717+245	68.9 : 68.9%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	40:15	-	206	2105:1834	0+282	0.0 : 73.0%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	31	-	440	1965:1980	539+83	70.7 : 70.7%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	31	-	417	1965	605	69.0%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	11	-	149	1786	206	72.3%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	20	-	360	1965:1987	193+289	74.7 : 74.7%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	20	-	387	1965:1840	397+131	73.3 : 73.3%
5/1		U	N/A	N/A	-		-	-	-	597	2045	2045	29.2%
5/2		U	N/A	N/A	-		-	-	-	623	2045	2045	30.5%
6/1		U	N/A	N/A	-		-	-	-	285	2015	2015	14.1%
6/2		U	N/A	N/A	-		-	-	-	440	2015	2015	21.8%
7/1		U	N/A	N/A	-		-	-	-	473	1945	1945	24.3%
7/2		U	N/A	N/A	-		-	-	-	523	1945	1945	26.9%
8/1		U	N/A	N/A	-		-	-	-	553	1965	1965	28.1%
8/2		U	N/A	N/A	-		-	-	-	166	1965	1965	8.4%

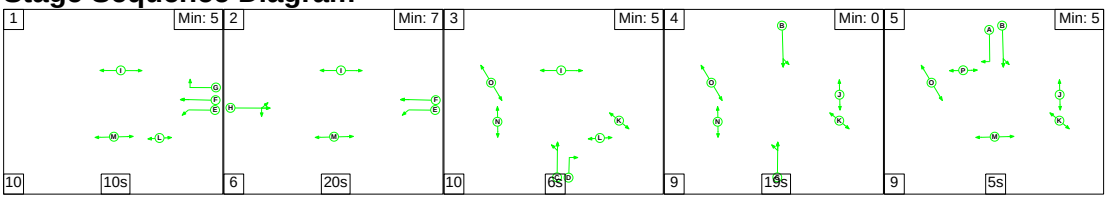
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	59	1980	925	6.4%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	169	1973	978	17.3%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	141	1987	1082	13.0%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	216	1987	896	24.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**130**	**717**	**40**	**34.1**	**13.3**	**0.1**	**47.6**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**130**	**717**	**40**	**34.1**	**13.3**	**0.1**	**47.6**	**-**	**-**	**-**	**-**
1/2+1/1	445	445	-	-	-	4.0	1.4	-	5.4	43.5	10.4	1.4	11.8
1/3+1/4	593	593	-	-	-	6.0	1.6	-	7.6	46.4	11.1	1.6	12.8
2/2+2/1	663	663	-	-	-	4.4	1.1	-	5.5	29.9	11.3	1.1	12.4
2/3+2/4	206	206	0	166	40	2.4	1.3	0.1	3.8	66.3	5.7	1.3	7.0
3/2+3/1	440	440	-	-	-	3.8	1.2	-	5.0	41.1	10.9	1.2	12.0
3/3	417	417	-	-	-	3.7	1.1	-	4.8	41.1	10.5	1.1	11.6
3/4	149	149	-	-	-	1.8	1.3	-	3.1	74.6	4.1	1.3	5.4
4/2+4/1	360	360	-	-	-	3.7	1.4	-	5.2	51.8	7.5	1.4	9.0
4/3+4/4	387	387	96	0	0	4.1	1.3	0.1	5.5	51.0	7.8	1.3	9.2
5/1	597	597	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	623	623	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	285	285	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	440	440	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	473	473	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	523	523	-	-	-	0.0	0.2	-	0.2	1.3	6.5	0.2	6.7
8/1	553	553	-	-	-	0.0	0.2	-	0.2	1.5	8.9	0.2	9.1
8/2	166	166	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	59	59	0	59	0	0.0	0.0	-	0.0	2.1	0.0	0.0	0.0
10/1	169	169	34	135	0	0.0	0.1	-	0.1	2.7	3.3	0.1	3.4
11/1	141	141	0	141	0	0.0	0.1	-	0.1	1.9	0.4	0.1	0.5
12/1	216	216	0	216	0	0.1	0.2	-	0.2	3.5	5.4	0.2	5.5

C1 PRC for Signalled Lanes (%): 17.2 Total Delay for Signalled Lanes (pcuHr): 45.85 Cycle Time (s): 104
PRC Over All Lanes (%): 17.2 Total Delay Over All Lanes(pcuHr): 47.57

Scenario 15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak' (FG15: '2023 Base (Non-Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

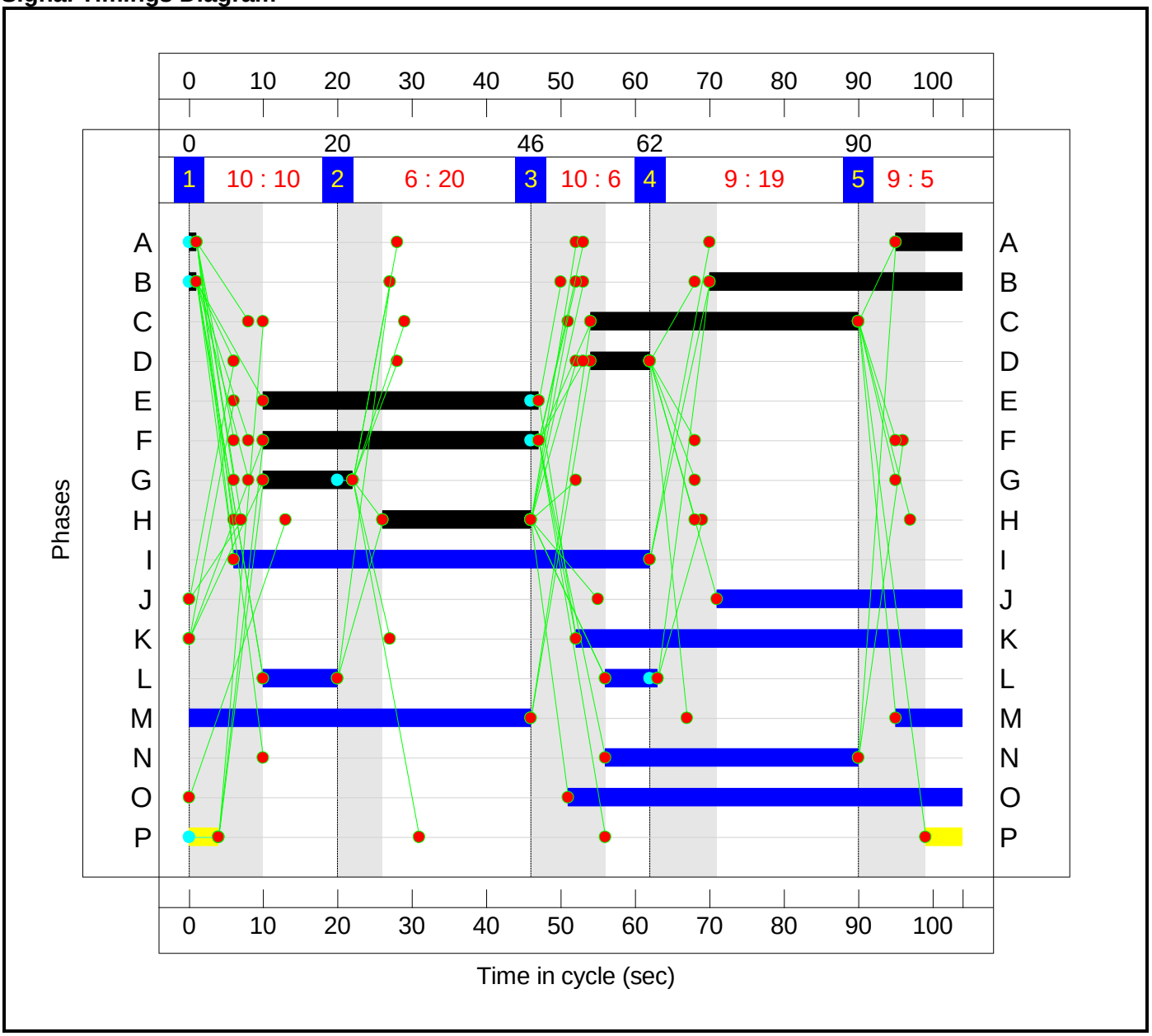
Stage Sequence Diagram



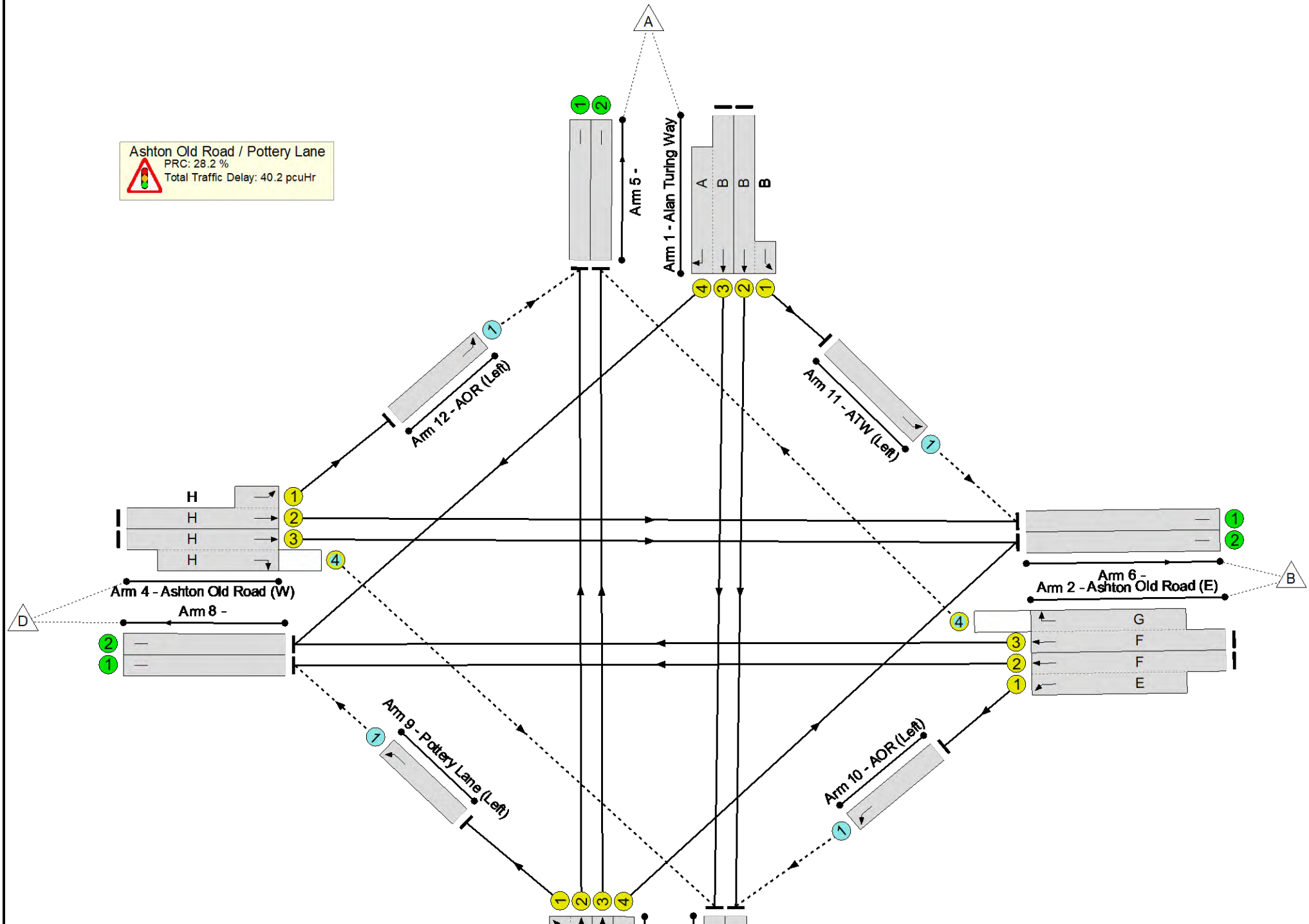
Stage Timings

Stage	1	2	3	4	5
Duration	10	20	6	19	5
Change Point	0	20	46	62	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 28.2 %
Total Traffic Delay: 40.2 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.2%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.2%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	35	-	483	1965:1987	521+190	68.0 : 68.0%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	35:10	-	563	1965:1840	651+158	69.6 : 69.6%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	37	-	551	2105:1973	675+221	61.5 : 61.5%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	37:12	-	162	2105:1834	4+229	69.4 : 69.4%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	36	-	438	1965:1980	635+80	61.2 : 61.2%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	36	-	415	1965	699	59.4%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	8	-	104	1786	155	67.3%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	20	-	356	1965:1987	266+241	70.2 : 70.2%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	20	-	365	1965:1840	397+144	67.5 : 67.5%
5/1		U	N/A	N/A	-		-	-	-	558	2045	2045	27.3%
5/2		U	N/A	N/A	-		-	-	-	574	2045	2045	28.1%
6/1		U	N/A	N/A	-		-	-	-	316	2015	2015	15.7%
6/2		U	N/A	N/A	-		-	-	-	372	2015	2015	18.5%
7/1		U	N/A	N/A	-		-	-	-	490	1945	1945	25.2%
7/2		U	N/A	N/A	-		-	-	-	550	1945	1945	28.3%
8/1		U	N/A	N/A	-		-	-	-	464	1965	1965	23.6%
8/2		U	N/A	N/A	-		-	-	-	113	1965	1965	5.8%

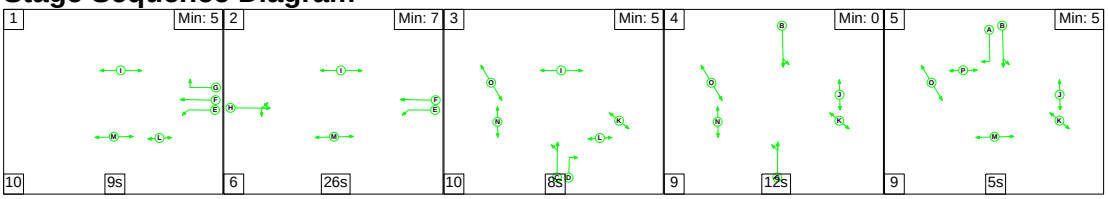
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	49	1980	1029	4.8%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	136	1973	919	14.8%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	129	1987	1133	11.4%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	169	1987	903	18.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**124**	**580**	**34**	**29.9**	**10.2**	**0.1**	**40.2**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**124**	**580**	**34**	**29.9**	**10.2**	**0.1**	**40.2**	**-**	**-**	**-**	**-**
1/2+1/1	483	483	-	-	-	3.8	1.1	-	4.8	36.1	11.0	1.1	12.0
1/3+1/4	563	563	-	-	-	5.0	1.1	-	6.1	39.1	11.1	1.1	12.2
2/2+2/1	551	551	-	-	-	3.9	0.8	-	4.7	30.4	9.5	0.8	10.2
2/3+2/4	162	162	0	125	34	1.9	1.1	0.1	3.1	68.7	4.4	1.1	5.5
3/2+3/1	438	438	-	-	-	3.3	0.8	-	4.1	33.6	10.1	0.8	10.9
3/3	415	415	-	-	-	3.2	0.7	-	3.9	33.7	9.7	0.7	10.4
3/4	104	104	-	-	-	1.3	1.0	-	2.3	80.3	2.9	1.0	3.9
4/2+4/1	356	356	-	-	-	3.6	1.2	-	4.8	48.5	6.5	1.2	7.7
4/3+4/4	365	365	97	0	0	3.8	1.0	0.0	4.9	48.1	7.1	1.0	8.2
5/1	558	558	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	574	574	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	316	316	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	372	372	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	490	490	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	550	550	-	-	-	0.0	0.2	-	0.2	1.3	6.5	0.2	6.7
8/1	464	464	-	-	-	0.0	0.2	-	0.2	1.4	7.1	0.2	7.3
8/2	113	113	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	49	49	0	49	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	136	136	27	109	0	0.0	0.1	-	0.1	2.7	2.7	0.1	2.8
11/1	129	129	0	129	0	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1
12/1	169	169	0	169	0	0.0	0.1	-	0.1	2.9	3.3	0.1	3.4

C1 PRC for Signalled Lanes (%): 28.2 Total Delay for Signalled Lanes (pcuHr): 38.68 Cycle Time (s): 104
PRC Over All Lanes (%): 28.2 Total Delay Over All Lanes(pcuHr): 40.17

Scenario 16: '2023 Base (Match) - Weekday PM Network Peak' (FG16: '2023 Base (Match) - Weekday PM Network Peak', Plan 1: 'Network Control Plan 1')

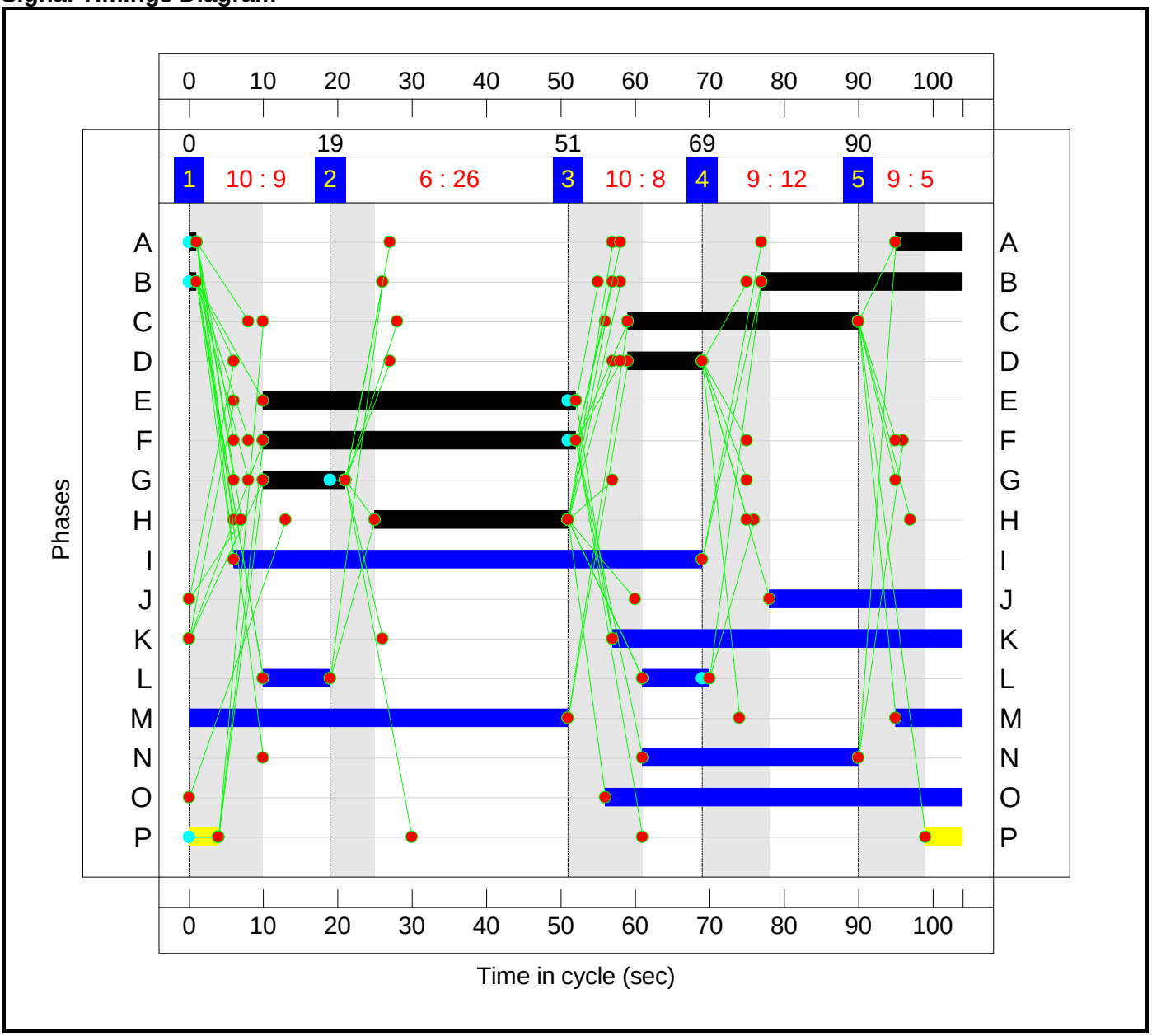
Stage Sequence Diagram



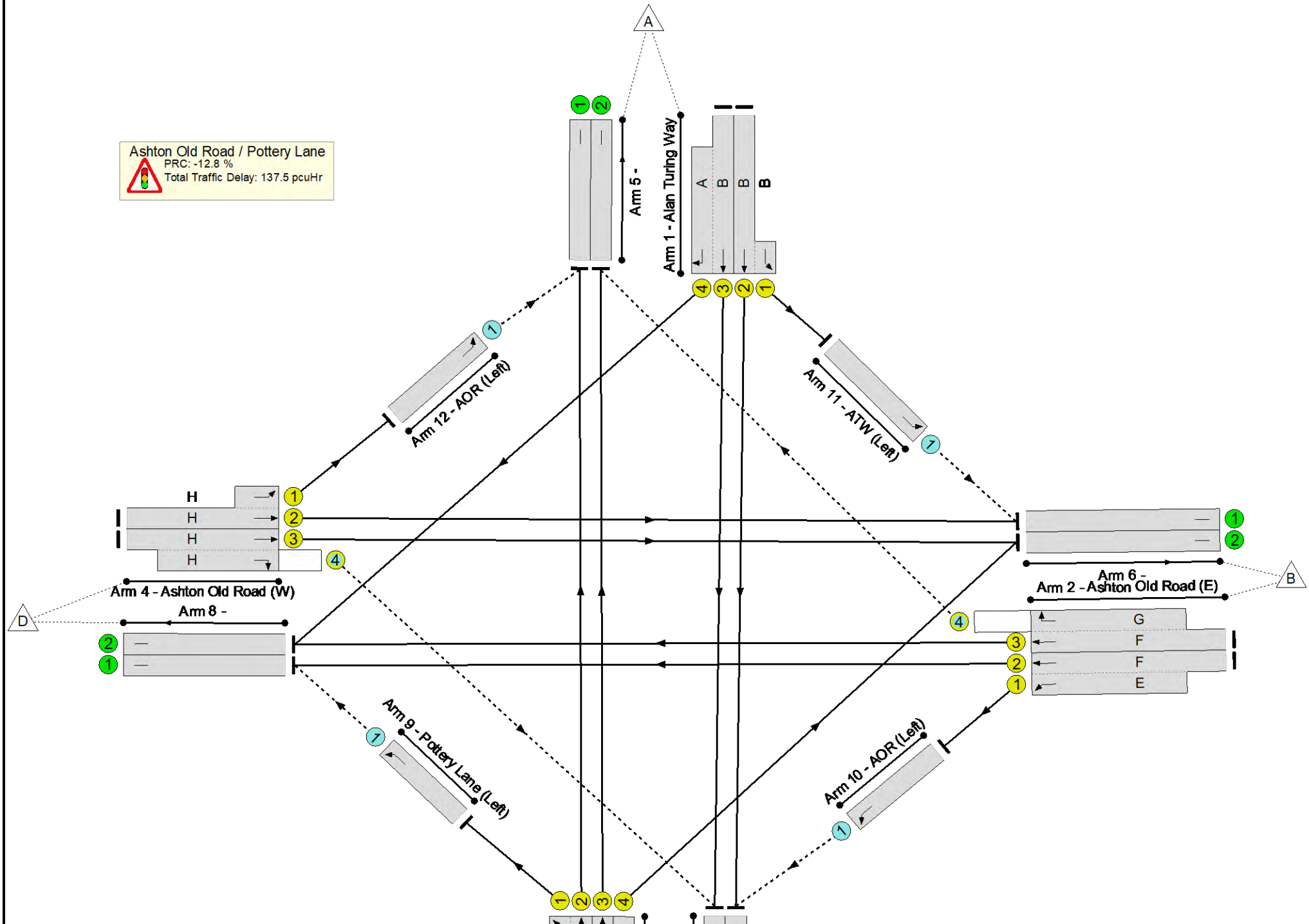
Stage Timings

Stage	1	2	3	4	5
Duration	9	26	8	12	5
Change Point	0	19	51	69	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: -12.8 %
Total Traffic Delay: 137.5 pcuHr
A
B
D
Arm 1 - Alan Turing Way
Arm 2 - Ashton Old Road (E)
Arm 4 - Ashton Old Road (W)
Arm 5 -
Arm 6 -
Arm 8 -
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)
Arm 11 - ATW (Left)
Arm 12 - AOR (Left)
A
B
B
H
H
H
H
G
F
F
E

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.6%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.6%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	28	-	549	1965:1987	457+111	96.8 : 96.8%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	28:10	-	636	1965:1840	547+106	97.4 : 97.4%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	42	-	528	2105:1973	736+281	51.9 : 51.9%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	42:11	-	205	2105:1834	0+212	0.0 : 96.9%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	31	-	628	1965:1980	568+50	101.6 : 101.6%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	31	-	613	1965	605	101.4%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	10	-	188	1786	189	99.5%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	26	-	604	1965:1987	255+348	100.2 : 100.2%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	26	-	718	1965:1840	483+231	100.6 : 100.6%
5/1		U	N/A	N/A	-		-	-	-	926	2045	2045	44.8%
5/2		U	N/A	N/A	-		-	-	-	818	2045	2045	39.6%
6/1		U	N/A	N/A	-		-	-	-	362	2015	2015	17.9%
6/2		U	N/A	N/A	-		-	-	-	674	2015	2015	33.3%
7/1		U	N/A	N/A	-		-	-	-	588	1945	1945	30.2%
7/2		U	N/A	N/A	-		-	-	-	765	1945	1945	39.3%
8/1		U	N/A	N/A	-		-	-	-	433	1965	1965	22.0%
8/2		U	N/A	N/A	-		-	-	-	103	1965	1965	5.2%

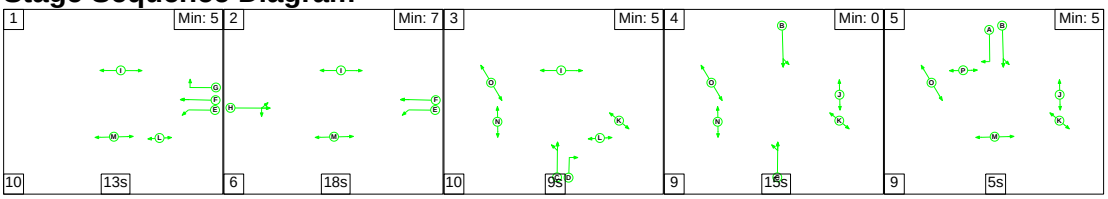
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	51	1980	1044	4.8%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	146	1973	809	18.0%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	107	1987	913	11.7%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	349	1987	859	40.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**269**	**749**	**69**	**47.4**	**89.1**	**1.0**	**137.5**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**269**	**749**	**69**	**47.4**	**89.1**	**1.0**	**137.5**	**-**	**-**	**-**	**-**
1/2+1/1	549	549	-	-	-	5.6	8.0	-	13.6	88.9	15.0	8.0	23.0
1/3+1/4	636	636	-	-	-	6.8	9.1	-	15.8	89.5	15.3	9.1	24.4
2/2+2/1	528	528	-	-	-	3.1	0.5	-	3.6	24.8	7.9	0.5	8.4
2/3+2/4	205	205	0	136	69	2.6	5.7	0.7	9.0	158.0	5.9	5.7	11.6
3/2+3/1	628	618	-	-	-	6.6	15.2	-	21.8	124.8	18.4	15.2	33.6
3/3	613	605	-	-	-	6.4	14.7	-	21.1	123.8	18.0	14.7	32.6
3/4	188	188	-	-	-	2.4	6.6	-	9.1	173.5	5.4	6.6	12.0
4/2+4/1	604	603	-	-	-	6.2	12.6	-	18.8	112.0	15.2	12.6	27.8
4/3+4/4	718	714	231	0	0	7.5	14.5	0.3	22.3	111.9	15.2	14.5	29.7
5/1	916	916	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	810	810	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	362	362	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	671	671	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	588	588	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	764	764	-	-	-	0.0	0.3	-	0.3	1.6	10.9	0.3	11.2
8/1	432	432	-	-	-	0.0	0.1	-	0.2	1.3	5.1	0.1	5.3
8/2	103	103	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	50	50	0	50	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	146	146	38	108	0	0.0	0.1	-	0.1	3.1	2.7	0.1	2.8
11/1	107	107	0	107	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
12/1	348	348	0	348	0	0.1	0.3	-	0.4	4.1	6.0	0.3	6.4

C1 PRC for Signalled Lanes (%): -12.8 Total Delay for Signalled Lanes (pcuHr): 135.04 Cycle Time (s): 104
PRC Over All Lanes (%): -12.8 Total Delay Over All Lanes(pcuHr): 137.47

Scenario 17: '2023 Base (Match) - Weekday PM Arena Arrival Peak' (FG17: '2023 Base (Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

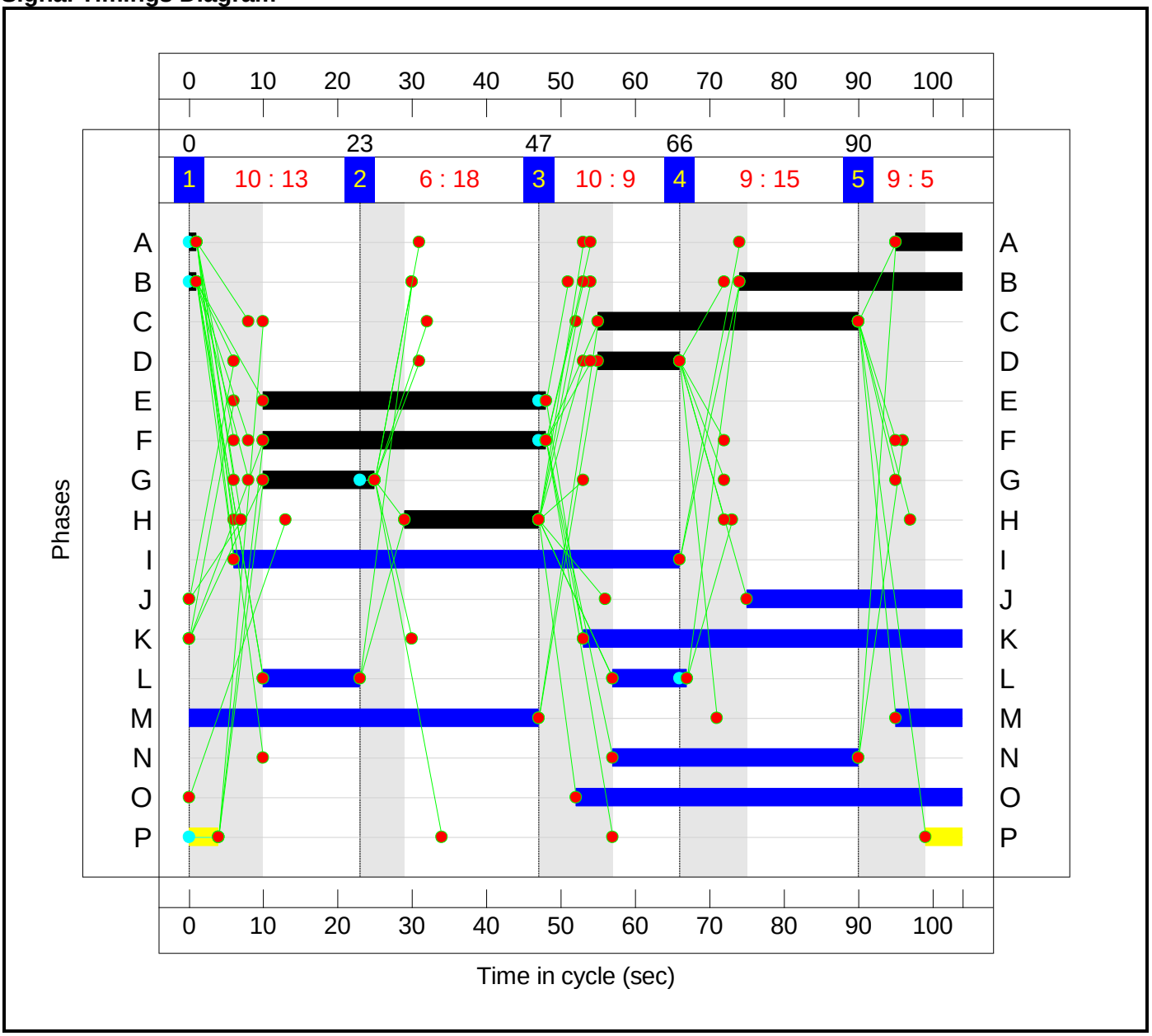
Stage Sequence Diagram



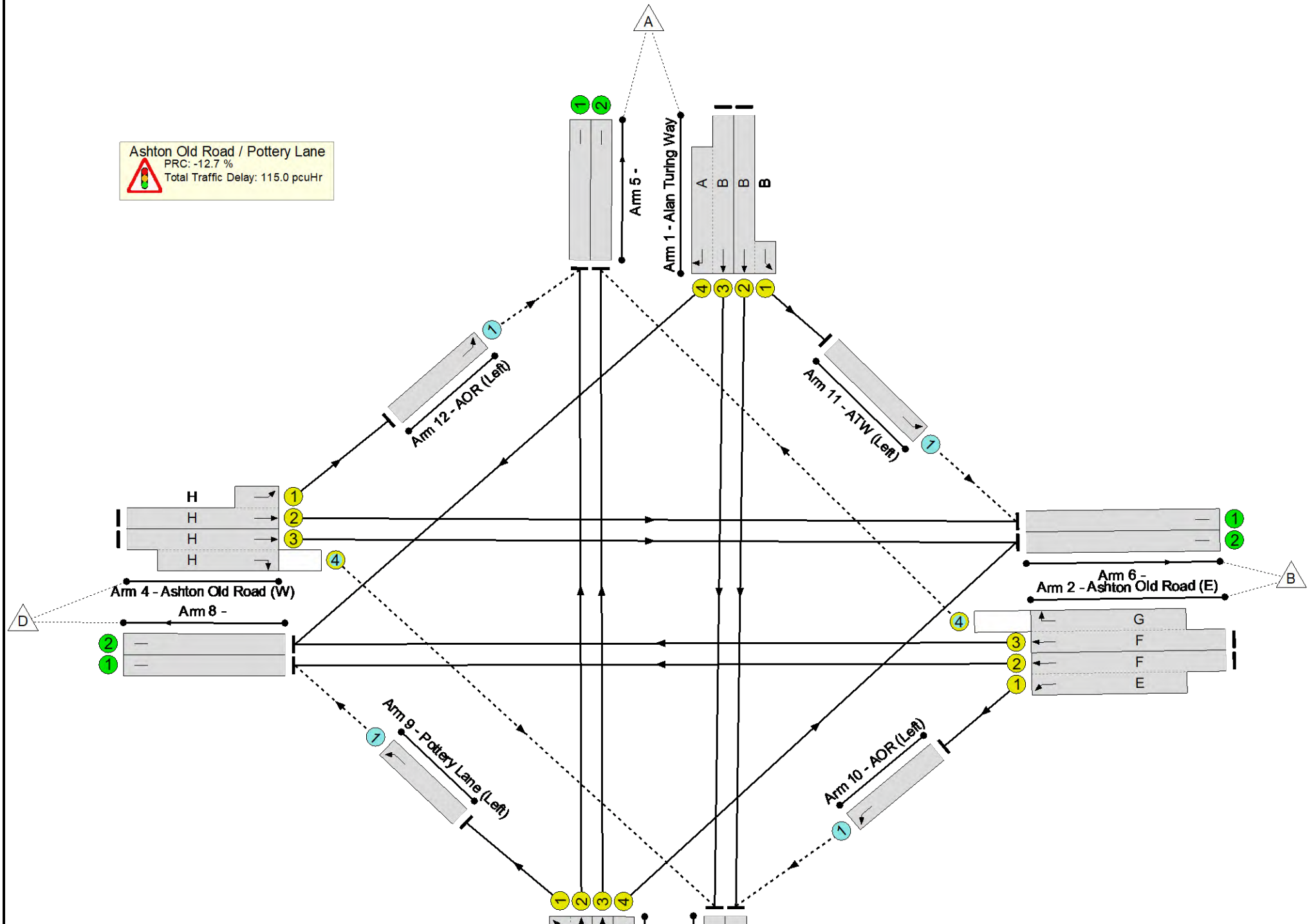
Stage Timings

Stage	1	2	3	4	5
Duration	13	18	9	15	5
Change Point	0	23	47	66	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: -12.7 %
Total Traffic Delay: 115.0 pcuHr
A
B
D
Arm 1 - Alan Turing Way
Arm 2 - Ashton Old Road (E)
Arm 4 - Ashton Old Road (W)
Arm 5 -
Arm 6 -
Arm 8 -
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)
Arm 11 - ATW (Left)
Arm 12 - AOR (Left)
A
B
B
H
H
H
H
G
F
F
E

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.4%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.4%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	31	-	468	1965:1987	467+167	73.8 : 73.8%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	31:10	-	556	1965:1840	591+146	75.5 : 75.5%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	38	-	586	2105:1973	673+277	61.6 : 61.6%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	38:15	-	283	2105:1834	0+282	0.0 : 100.3%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	35	-	705	1965:1980	607+91	101.0 : 101.0%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	35	-	686	1965	680	100.9%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	11	-	165	1786	206	80.1%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	18	-	415	1965:1987	107+304	101.1 : 101.1%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	18	-	475	1965:1840	359+109	101.4 : 101.4%
5/1		U	N/A	N/A	-		-	-	-	920	2045	2045	44.5%
5/2		U	N/A	N/A	-		-	-	-	969	2045	2045	47.1%
6/1		U	N/A	N/A	-		-	-	-	231	2015	2015	11.4%
6/2		U	N/A	N/A	-		-	-	-	529	2015	2015	26.0%
7/1		U	N/A	N/A	-		-	-	-	516	1945	1945	26.5%
7/2		U	N/A	N/A	-		-	-	-	557	1945	1945	28.6%
8/1		U	N/A	N/A	-		-	-	-	507	1965	1965	25.8%
8/2		U	N/A	N/A	-		-	-	-	110	1965	1965	5.6%

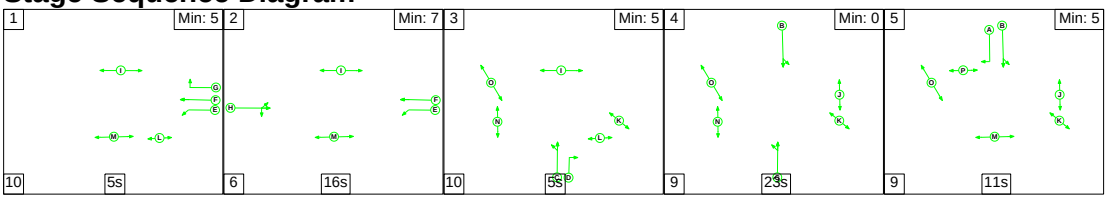
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	92	1980	1029	8.9%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	171	1973	937	18.2%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	123	1987	1040	11.8%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	307	1987	727	41.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**142**	**870**	**69**	**43.4**	**70.3**	**1.3**	**115.0**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**142**	**870**	**69**	**43.4**	**70.3**	**1.3**	**115.0**	**-**	**-**	**-**	**-**
1/2+1/1	468	468	-	-	-	4.1	1.4	-	5.5	42.1	11.1	1.4	12.5
1/3+1/4	556	556	-	-	-	5.3	1.5	-	6.9	44.4	11.5	1.5	13.0
2/2+2/1	586	586	-	-	-	4.0	0.8	-	4.8	29.3	9.2	0.8	10.0
2/3+2/4	283	282	0	213	69	3.5	8.6	1.3	13.4	170.2	8.2	8.6	16.8
3/2+3/1	705	698	-	-	-	6.8	15.1	-	22.0	112.2	20.5	15.1	35.6
3/3	686	680	-	-	-	6.7	14.6	-	21.3	111.9	20.0	14.6	34.6
3/4	165	165	-	-	-	2.1	1.8	-	3.9	85.1	4.6	1.8	6.5
4/2+4/1	415	410	-	-	-	5.0	11.4	-	16.4	142.6	11.0	11.4	22.5
4/3+4/4	475	470	111	0	0	5.7	12.7	0.1	18.4	139.4	10.7	12.7	23.3
5/1	910	910	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	962	962	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	230	230	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	524	524	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	516	516	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	557	557	-	-	-	0.0	0.2	-	0.2	1.3	7.1	0.2	7.3
8/1	506	506	-	-	-	0.0	0.2	-	0.2	1.4	6.8	0.2	6.9
8/2	110	110	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	91	91	0	91	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	171	171	31	140	0	0.0	0.1	-	0.1	2.9	3.4	0.1	3.5
11/1	123	123	0	123	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
12/1	304	304	0	304	0	0.1	0.4	-	0.5	5.9	8.4	0.4	8.8

C1 PRC for Signalled Lanes (%): -12.7 Total Delay for Signalled Lanes (pcuHr): 112.52 Cycle Time (s): 104
PRC Over All Lanes (%): -12.7 Total Delay Over All Lanes(pcuHr): 114.96

Scenario 18: '2023 Base (Match) - Weekday PM Arena Departure Peak' (FG18: '2023 Base (Match) - Weekday PM Arena Departure Peak', Plan 1: 'Network Control Plan 1')

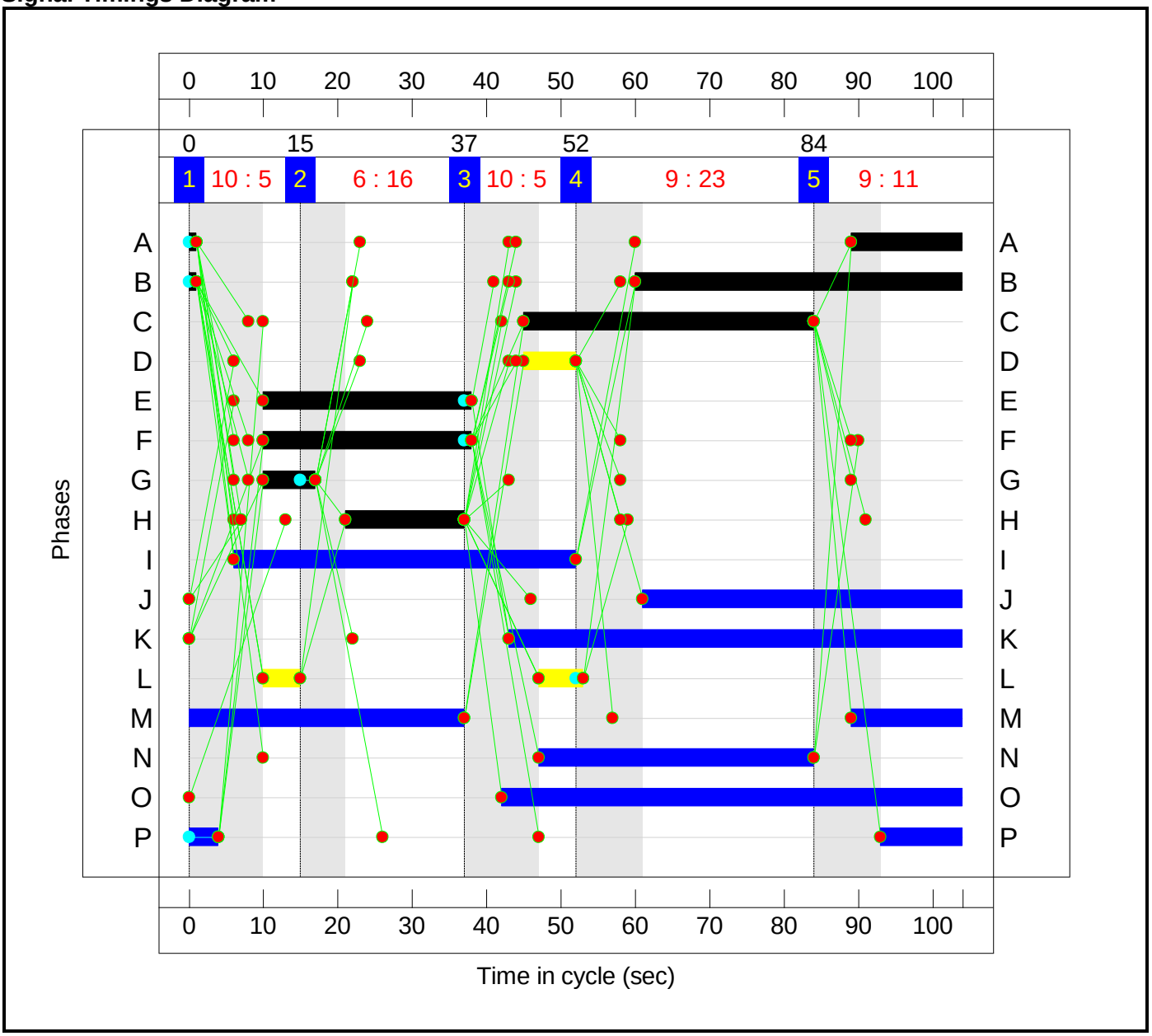
Stage Sequence Diagram



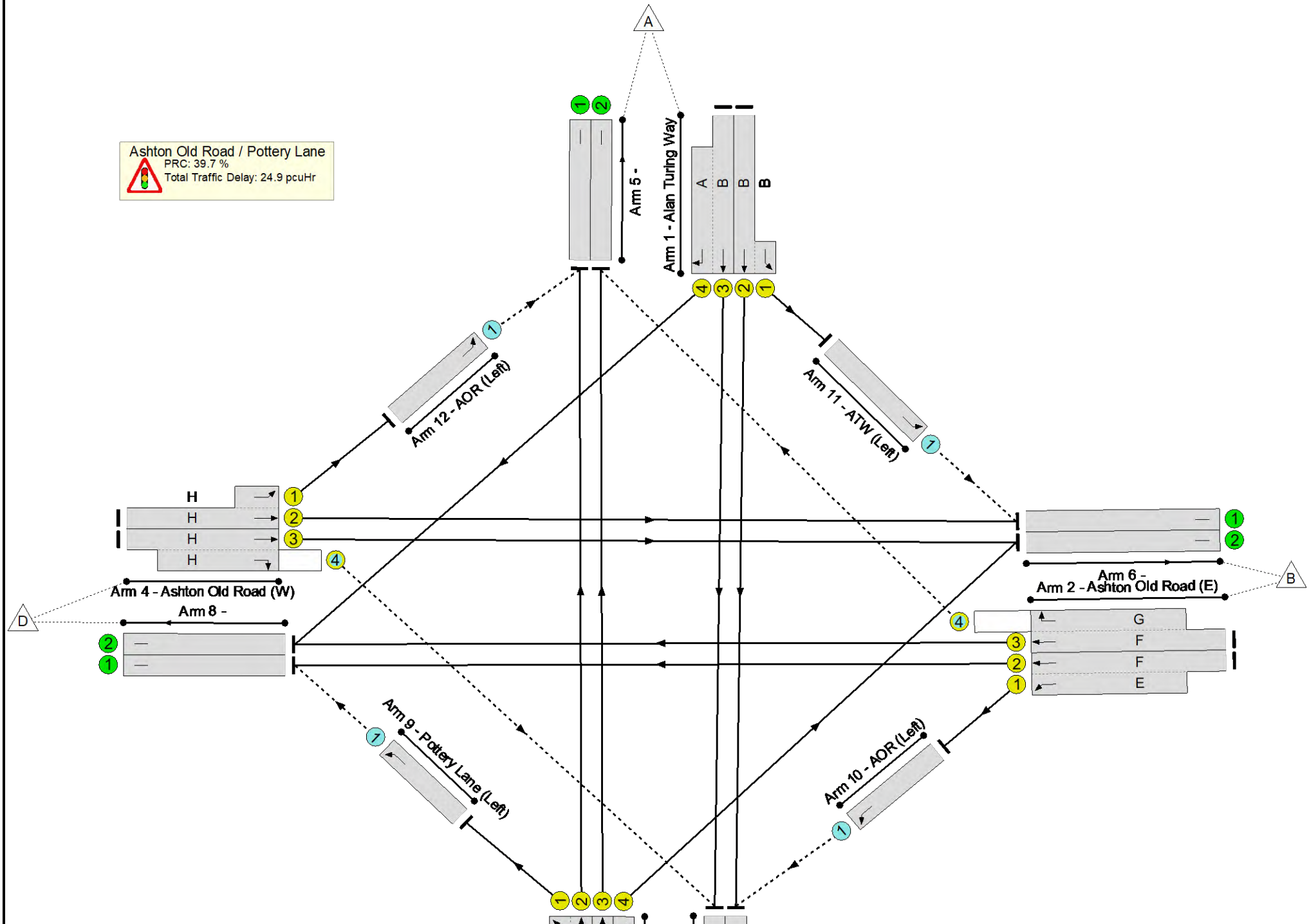
Stage Timings

Stage	1	2	3	4	5
Duration	5	16	5	23	11
Change Point	0	15	37	52	84

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 39.7 %
Total Traffic Delay: 24.9 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.4%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.4%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	45	-	552	1965:1987	638+267	61.0 : 61.0%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	45:16	-	680	1965:1840	771+293	63.9 : 63.9%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	28	-	256	2105:1973	518+326	30.3 : 30.3%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	28:7	-	58	2105:1834	49+141	30.5 : 30.5%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	39	-	186	1965:1980	659+117	24.0 : 24.0%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	39	-	161	1965	756	21.3%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	7	-	51	1786	137	37.1%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	16	-	201	1965:1987	274+98	54.1 : 54.1%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	16	-	343	1965:1840	321+216	64.4 : 63.1%
5/1		U	N/A	N/A	-		-	-	-	211	2045	2045	10.3%
5/2		U	N/A	N/A	-		-	-	-	204	2045	2045	10.0%
6/1		U	N/A	N/A	-		-	-	-	311	2015	2015	15.4%
6/2		U	N/A	N/A	-		-	-	-	258	2015	2015	12.8%
7/1		U	N/A	N/A	-		-	-	-	488	1945	1945	25.1%
7/2		U	N/A	N/A	-		-	-	-	629	1945	1945	32.3%
8/1		U	N/A	N/A	-		-	-	-	185	1965	1965	9.4%
8/2		U	N/A	N/A	-		-	-	-	202	1965	1965	10.3%

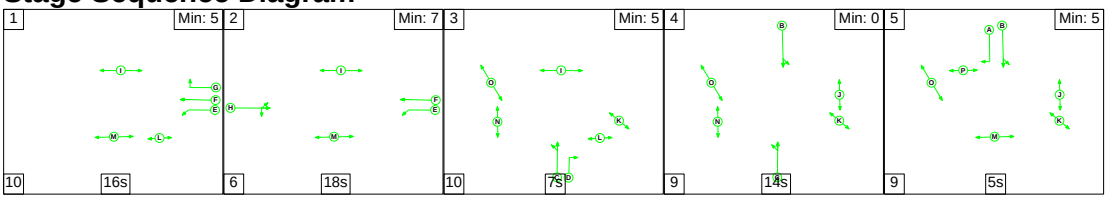
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	28	1980	1161	2.4%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	99	1973	776	12.8%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	163	1987	1226	13.3%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	53	1987	1200	4.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**152**	**368**	**2**	**19.8**	**5.1**	**0.1**	**24.9**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**152**	**368**	**2**	**19.8**	**5.1**	**0.1**	**24.9**	**-**	**-**	**-**	**-**
1/2+1/1	552	552	-	-	-	3.3	0.8	-	4.0	26.3	11.0	0.8	11.8
1/3+1/4	680	680	-	-	-	5.1	0.9	-	5.9	31.5	10.5	0.9	11.4
2/2+2/1	256	256	-	-	-	2.1	0.2	-	2.3	32.0	3.5	0.2	3.8
2/3+2/4	58	58	0	41	2	0.7	0.2	0.0	0.9	54.5	1.2	0.2	1.4
3/2+3/1	186	186	-	-	-	1.1	0.2	-	1.3	24.4	3.3	0.2	3.4
3/3	161	161	-	-	-	1.0	0.1	-	1.1	24.5	3.1	0.1	3.2
3/4	51	51	-	-	-	0.6	0.3	-	0.9	66.3	1.4	0.3	1.7
4/2+4/1	201	201	-	-	-	2.2	0.6	-	2.8	49.5	4.1	0.6	4.7
4/3+4/4	343	343	136	0	0	3.8	0.9	0.1	4.8	49.9	5.6	0.9	6.5
5/1	211	211	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	204	204	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	311	311	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	258	258	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	488	488	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	629	629	-	-	-	0.0	0.2	-	0.2	1.4	6.0	0.2	6.2
8/1	185	185	-	-	-	0.0	0.1	-	0.1	1.0	0.6	0.1	0.6
8/2	202	202	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/1	28	28	0	28	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
10/1	99	99	16	83	0	0.0	0.1	-	0.1	3.1	2.1	0.1	2.2
11/1	163	163	0	163	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
12/1	53	53	0	53	0	0.0	0.0	-	0.0	1.6	0.5	0.0	0.5

C1 PRC for Signalled Lanes (%): 39.7 Total Delay for Signalled Lanes (pcuHr): 23.95 Cycle Time (s): 104
PRC Over All Lanes (%): 39.7 Total Delay Over All Lanes(pcuHr): 24.94

Scenario 19: '2023 Base (Match) - Saturday Matinee Arrival Peak' (FG19: '2023 Base (Match) - Saturday Matinee Arrival Peak', Plan 1: 'Network Control Plan 1')

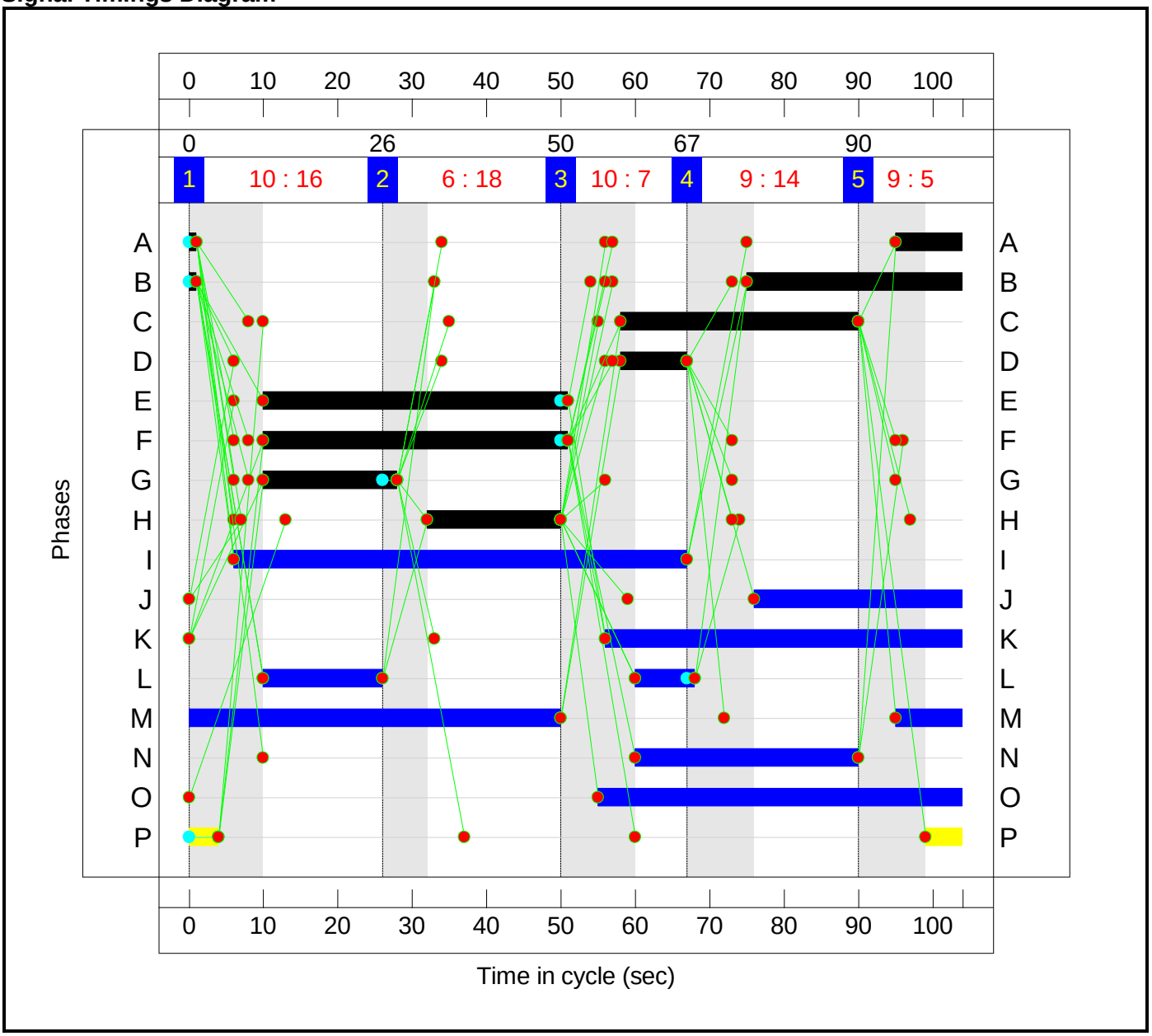
Stage Sequence Diagram



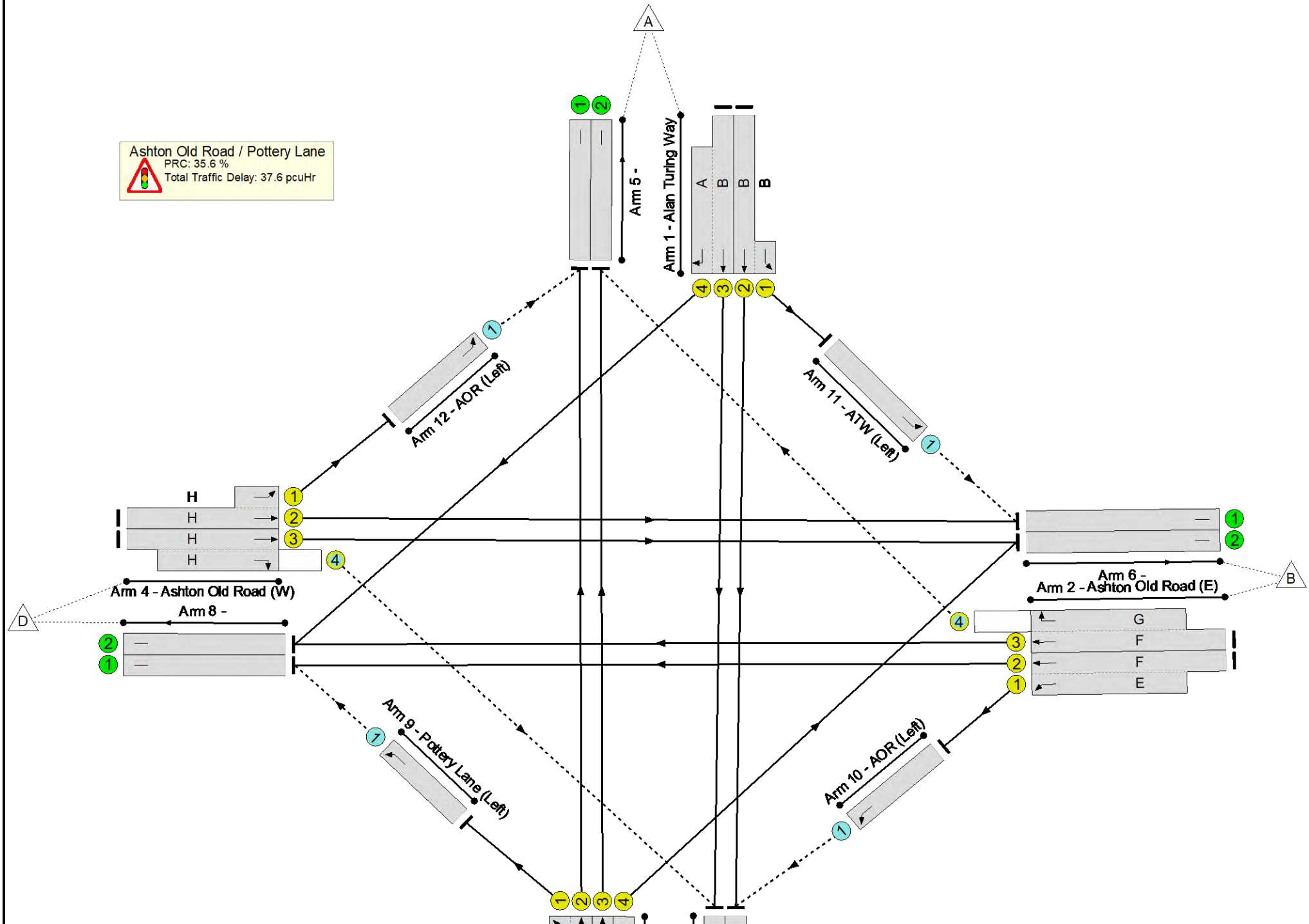
Stage Timings

Stage	1	2	3	4	5
Duration	16	18	7	14	5
Change Point	0	26	50	67	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 35.6 %
Total Traffic Delay: 37.6 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.4%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.4%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	30	-	412	1965:1987	410+220	65.4 : 65.4%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	30:10	-	484	1965:1840	574+159	66.0 : 66.0%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	41	-	604	2105:1973	739+229	62.4 : 62.4%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	41:18	-	221	2105:1834	0+335	0.0 : 66.0%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	32	-	391	1965:1980	581+57	61.3 : 61.3%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	32	-	370	1965	624	59.3%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	9	-	114	1786	172	66.4%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	18	-	304	1965:1987	242+233	63.9 : 63.9%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	18	-	287	1965:1840	359+122	59.6 : 59.6%
5/1		U	N/A	N/A	-		-	-	-	505	2045	2045	24.7%
5/2		U	N/A	N/A	-		-	-	-	591	2045	2045	28.9%
6/1		U	N/A	N/A	-		-	-	-	299	2015	2015	14.8%
6/2		U	N/A	N/A	-		-	-	-	328	2015	2015	16.3%
7/1		U	N/A	N/A	-		-	-	-	411	1945	1945	21.1%
7/2		U	N/A	N/A	-		-	-	-	452	1945	1945	23.2%
8/1		U	N/A	N/A	-		-	-	-	496	1965	1965	25.2%
8/2		U	N/A	N/A	-		-	-	-	105	1965	1965	5.3%

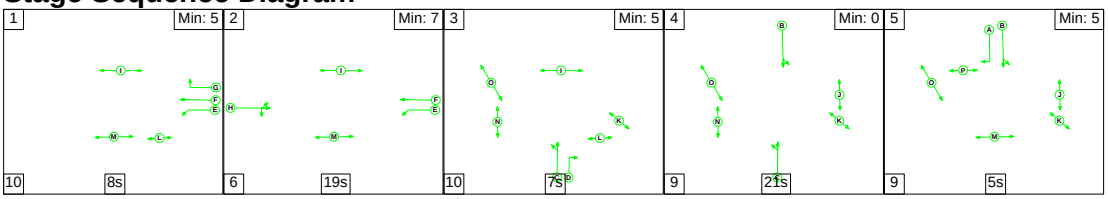
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	35	1980	989	3.5%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	143	1973	1024	14.0%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	144	1987	1164	12.4%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	149	1987	874	17.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**99**	**652**	**13**	**28.4**	**9.1**	**0.1**	**37.6**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**99**	**652**	**13**	**28.4**	**9.1**	**0.1**	**37.6**	**-**	**-**	**-**	**-**
1/2+1/1	412	412	-	-	-	3.5	0.9	-	4.4	38.8	8.9	0.9	9.9
1/3+1/4	484	484	-	-	-	4.6	1.0	-	5.6	41.6	9.5	1.0	10.4
2/2+2/1	604	604	-	-	-	3.8	0.8	-	4.6	27.7	10.1	0.8	10.9
2/3+2/4	221	221	0	208	13	2.4	1.0	0.1	3.5	56.6	5.9	1.0	6.8
3/2+3/1	391	391	-	-	-	3.2	0.8	-	4.0	37.0	9.3	0.8	10.1
3/3	370	370	-	-	-	3.1	0.7	-	3.8	36.9	8.9	0.7	9.7
3/4	114	114	-	-	-	1.4	1.0	-	2.4	75.6	3.2	1.0	4.1
4/2+4/1	304	304	-	-	-	3.2	0.9	-	4.1	48.1	4.9	0.9	5.8
4/3+4/4	287	287	73	0	0	3.1	0.7	0.0	3.8	47.8	5.6	0.7	6.4
5/1	505	505	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	591	591	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	299	299	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	328	328	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	411	411	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	452	452	-	-	-	0.0	0.2	-	0.2	1.2	4.9	0.2	5.1
8/1	496	496	-	-	-	0.0	0.2	-	0.2	1.4	7.8	0.2	7.9
8/2	105	105	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	35	35	0	35	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	143	143	26	117	0	0.0	0.1	-	0.1	2.4	2.6	0.1	2.7
11/1	144	144	0	144	0	0.0	0.1	-	0.1	1.8	0.5	0.1	0.5
12/1	149	149	0	149	0	0.0	0.1	-	0.1	3.1	3.4	0.1	3.5

C1 PRC for Signalled Lanes (%): 35.6 Total Delay for Signalled Lanes (pcuHr): 36.24 Cycle Time (s): 104
PRC Over All Lanes (%): 35.6 Total Delay Over All Lanes(pcuHr): 37.62

Scenario 20: '2023 Base (Match) - Saturday Matinee Departure Peak' (FG20: '2023 Base (Match) - Saturday Matinee Departure Peak', Plan 1: 'Network Control Plan 1')

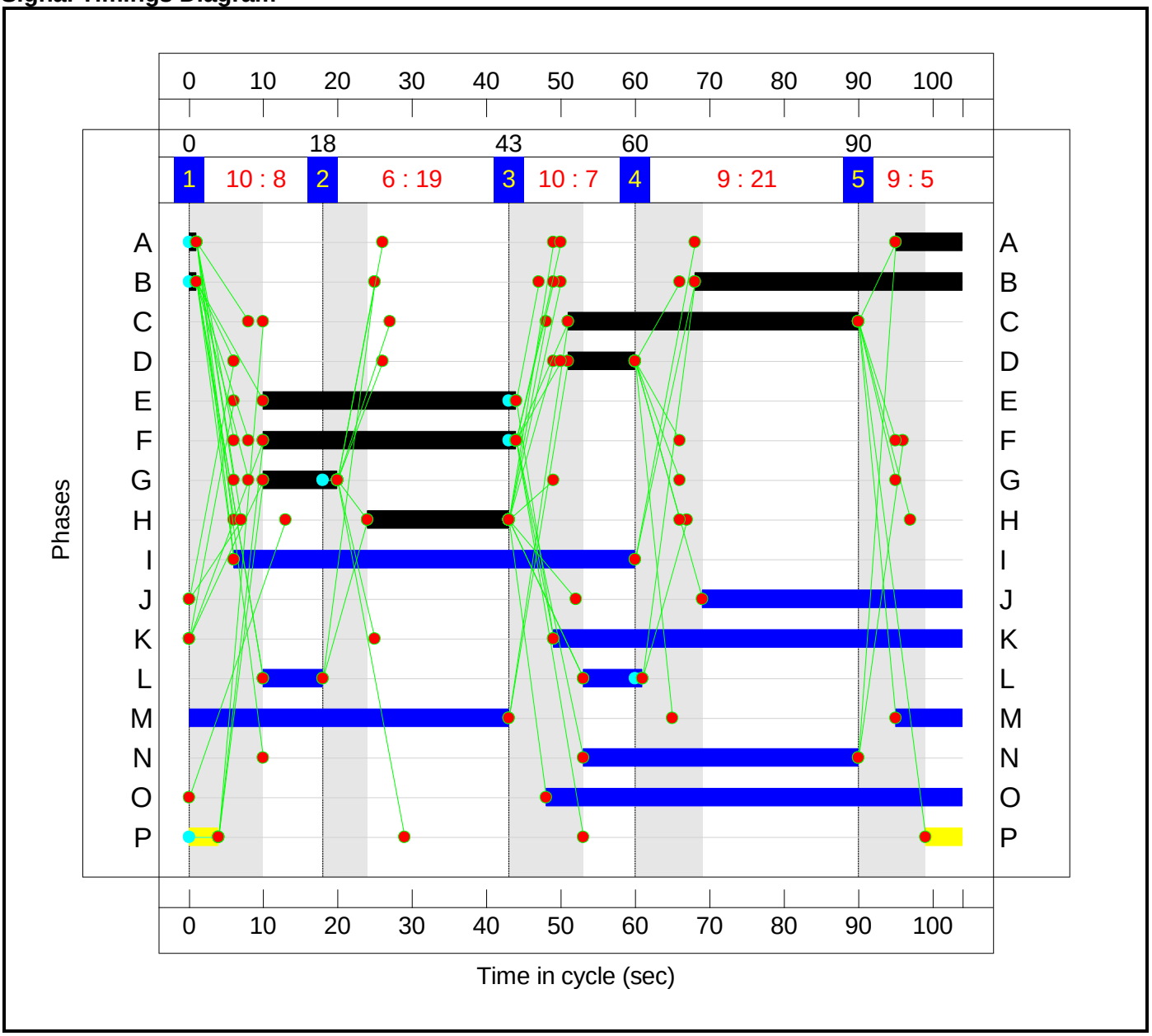
Stage Sequence Diagram



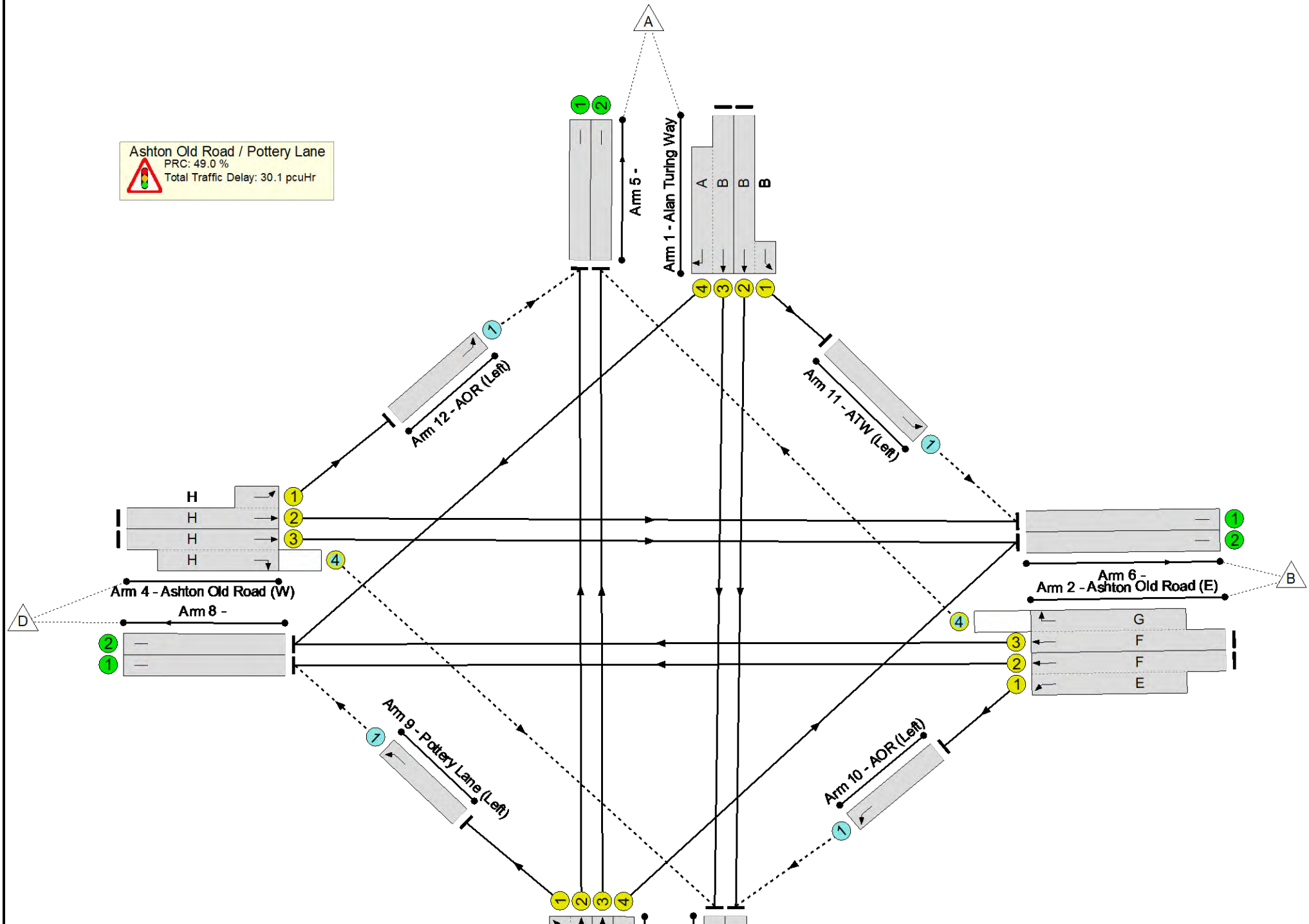
Stage Timings

Stage	1	2	3	4	5
Duration	8	19	7	21	5
Change Point	0	18	43	60	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 49.0 %
Total Traffic Delay: 30.1 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.4%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	37	-	429	1965:1987	545+204	57.3 : 57.3%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	37:10	-	516	1965:1840	674+195	59.2 : 60.1%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	34	-	447	2105:1973	638+179	54.7 : 54.7%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	34:10	-	109	2105:1834	0+194	0.0 : 56.2%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	39	-	345	1965:1980	695+76	44.7 : 44.7%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	39	-	323	1965	756	42.7%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	9	-	94	1786	172	54.7%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	19	-	292	1965:1987	260+223	60.4 : 60.4%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	19	-	286	1965:1840	378+127	56.6 : 56.6%
5/1		U	N/A	N/A	-		-	-	-	446	2045	2045	21.8%
5/2		U	N/A	N/A	-		-	-	-	432	2045	2045	21.1%
6/1		U	N/A	N/A	-		-	-	-	274	2015	2015	13.6%
6/2		U	N/A	N/A	-		-	-	-	308	2015	2015	15.3%
7/1		U	N/A	N/A	-		-	-	-	410	1945	1945	21.1%
7/2		U	N/A	N/A	-		-	-	-	471	1945	1945	24.2%
8/1		U	N/A	N/A	-		-	-	-	383	1965	1965	19.5%
8/2		U	N/A	N/A	-		-	-	-	117	1965	1965	6.0%

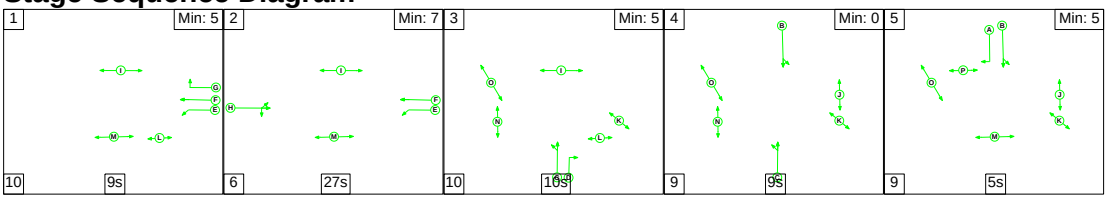
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	34	1980	1074	3.2%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	98	1973	971	10.1%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	117	1987	1179	9.9%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	135	1987	983	13.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**91**	**462**	**12**	**23.6**	**6.5**	**0.0**	**30.1**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**91**	**462**	**12**	**23.6**	**6.5**	**0.0**	**30.1**	**-**	**-**	**-**	**-**
1/2+1/1	429	429	-	-	-	3.1	0.7	-	3.7	31.2	8.9	0.7	9.6
1/3+1/4	516	516	-	-	-	4.4	0.7	-	5.1	35.5	9.1	0.7	9.8
2/2+2/1	447	447	-	-	-	3.3	0.6	-	3.9	31.6	7.9	0.6	8.6
2/3+2/4	109	109	0	97	12	1.3	0.6	0.0	2.0	65.9	3.0	0.6	3.6
3/2+3/1	345	345	-	-	-	2.2	0.4	-	2.7	27.7	7.1	0.4	7.5
3/3	323	323	-	-	-	2.1	0.4	-	2.5	27.7	6.8	0.4	7.2
3/4	94	94	-	-	-	1.2	0.6	-	1.8	67.7	2.6	0.6	3.2
4/2+4/1	292	292	-	-	-	3.0	0.8	-	3.7	46.1	4.8	0.8	5.6
4/3+4/4	286	286	72	0	0	3.0	0.6	0.0	3.6	45.8	5.6	0.6	6.2
5/1	446	446	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	432	432	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	274	274	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	308	308	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	410	410	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	471	471	-	-	-	0.0	0.2	-	0.2	1.2	4.9	0.2	5.0
8/1	383	383	-	-	-	0.0	0.1	-	0.1	1.3	5.5	0.1	5.6
8/2	117	117	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	34	34	0	34	0	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
10/1	98	98	19	79	0	0.0	0.1	-	0.1	2.3	1.8	0.1	1.9
11/1	117	117	0	117	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
12/1	135	135	0	135	0	0.0	0.1	-	0.1	2.5	2.9	0.1	3.0

C1 PRC for Signalled Lanes (%): 49.0 Total Delay for Signalled Lanes (pcuHr): 29.01 Cycle Time (s): 104
PRC Over All Lanes (%): 49.0 Total Delay Over All Lanes(pcuHr): 30.14

Scenario 21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak' (FG21: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

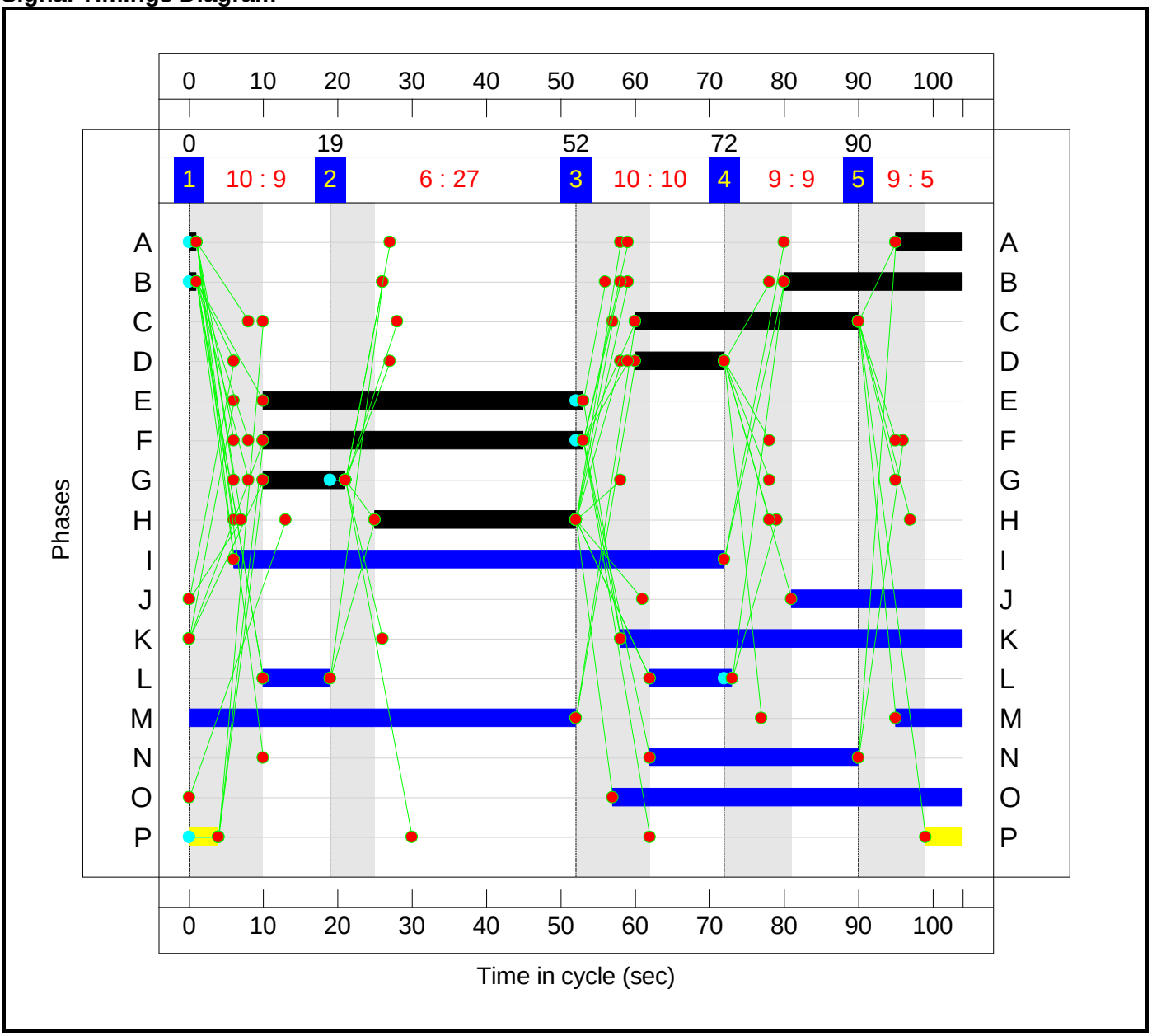
Stage Sequence Diagram



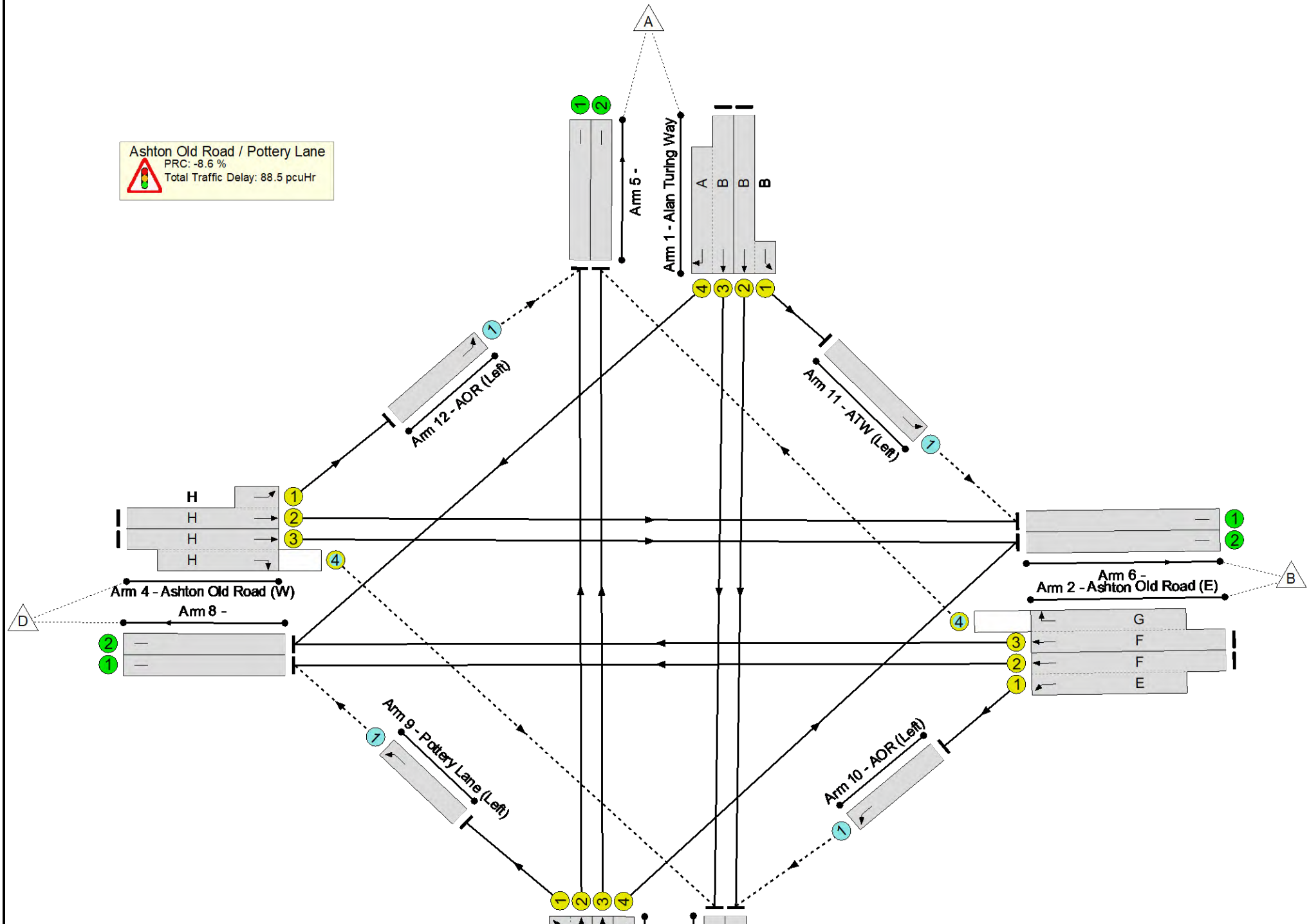
Stage Timings

Stage	1	2	3	4	5
Duration	9	27	10	9	5
Change Point	0	19	52	72	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: -8.6 %
Total Traffic Delay: 88.5 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.7%**
Ashton Old Road / Pottery Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.7%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	25	-	380	1965:1987	390+128	73.4 : 73.4%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	25:10	-	497	1965:1840	491+156	76.7 : 76.7%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	43	-	684	2105:1973	779+215	68.8 : 68.8%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	43:11	-	202	2105:1834	0+212	0.0 : 95.5%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	30	-	583	1965:1980	571+26	97.7 : 97.7%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	30	-	571	1965	586	97.5%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	12	-	169	1786	223	75.7%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	27	-	606	1965:1987	284+347	96.0 : 96.0%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	27	-	648	1965:1840	503+172	96.0 : 96.0%
5/1		U	N/A	N/A	-		-	-	-	891	2045	2045	43.6%
5/2		U	N/A	N/A	-		-	-	-	773	2045	2045	37.8%
6/1		U	N/A	N/A	-		-	-	-	367	2015	2015	18.2%
6/2		U	N/A	N/A	-		-	-	-	652	2015	2015	32.4%
7/1		U	N/A	N/A	-		-	-	-	434	1945	1945	22.3%
7/2		U	N/A	N/A	-		-	-	-	542	1945	1945	27.9%
8/1		U	N/A	N/A	-		-	-	-	561	1965	1965	28.5%
8/2		U	N/A	N/A	-		-	-	-	120	1965	1965	6.1%

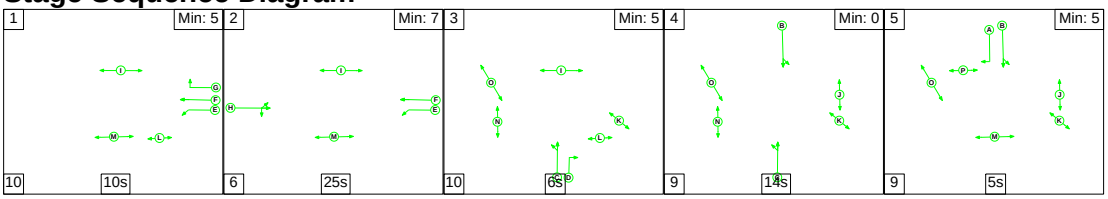
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	25	1980	921	2.7%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	148	1973	959	15.4%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	94	1987	923	10.2%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	333	1987	890	37.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**216**	**682**	**69**	**41.9**	**45.8**	**0.8**	**88.5**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**216**	**682**	**69**	**41.9**	**45.8**	**0.8**	**88.5**	**-**	**-**	**-**	**-**
1/2+1/1	380	380	-	-	-	3.7	1.4	-	5.1	47.9	9.2	1.4	10.5
1/3+1/4	497	497	-	-	-	5.3	1.6	-	6.9	49.9	10.1	1.6	11.7
2/2+2/1	684	684	-	-	-	4.2	1.1	-	5.3	28.0	11.9	1.1	13.0
2/3+2/4	202	202	11	121	69	2.6	5.1	0.4	8.1	144.2	5.8	5.1	10.9
3/2+3/1	583	583	-	-	-	5.8	9.2	-	15.0	92.5	16.4	9.2	25.6
3/3	571	571	-	-	-	5.7	8.8	-	14.5	91.7	16.2	8.8	25.0
3/4	169	169	-	-	-	2.1	1.5	-	3.5	75.5	4.7	1.5	6.2
4/2+4/1	606	606	-	-	-	6.0	7.5	-	13.5	80.1	14.6	7.5	22.1
4/3+4/4	648	648	165	0	0	6.4	7.6	0.3	14.4	79.9	14.2	7.6	21.8
5/1	891	891	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	773	773	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	367	367	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	652	652	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	434	434	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	542	542	-	-	-	0.0	0.2	-	0.2	1.3	5.4	0.2	5.6
8/1	561	561	-	-	-	0.0	0.2	-	0.2	1.6	9.6	0.2	9.8
8/2	120	120	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	25	25	0	25	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
10/1	148	148	40	108	0	0.0	0.1	-	0.1	2.6	2.7	0.1	2.7
11/1	94	94	0	94	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
12/1	333	333	0	333	0	0.0	0.3	-	0.3	3.7	5.3	0.3	5.6

C1 PRC for Signalled Lanes (%): -8.6 Total Delay for Signalled Lanes (pcuHr): 86.30 Cycle Time (s): 104
PRC Over All Lanes (%): -8.6 Total Delay Over All Lanes(pcuHr): 88.48

Scenario 22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak' (FG22: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak', Plan 1: 'Network Control Plan 1')

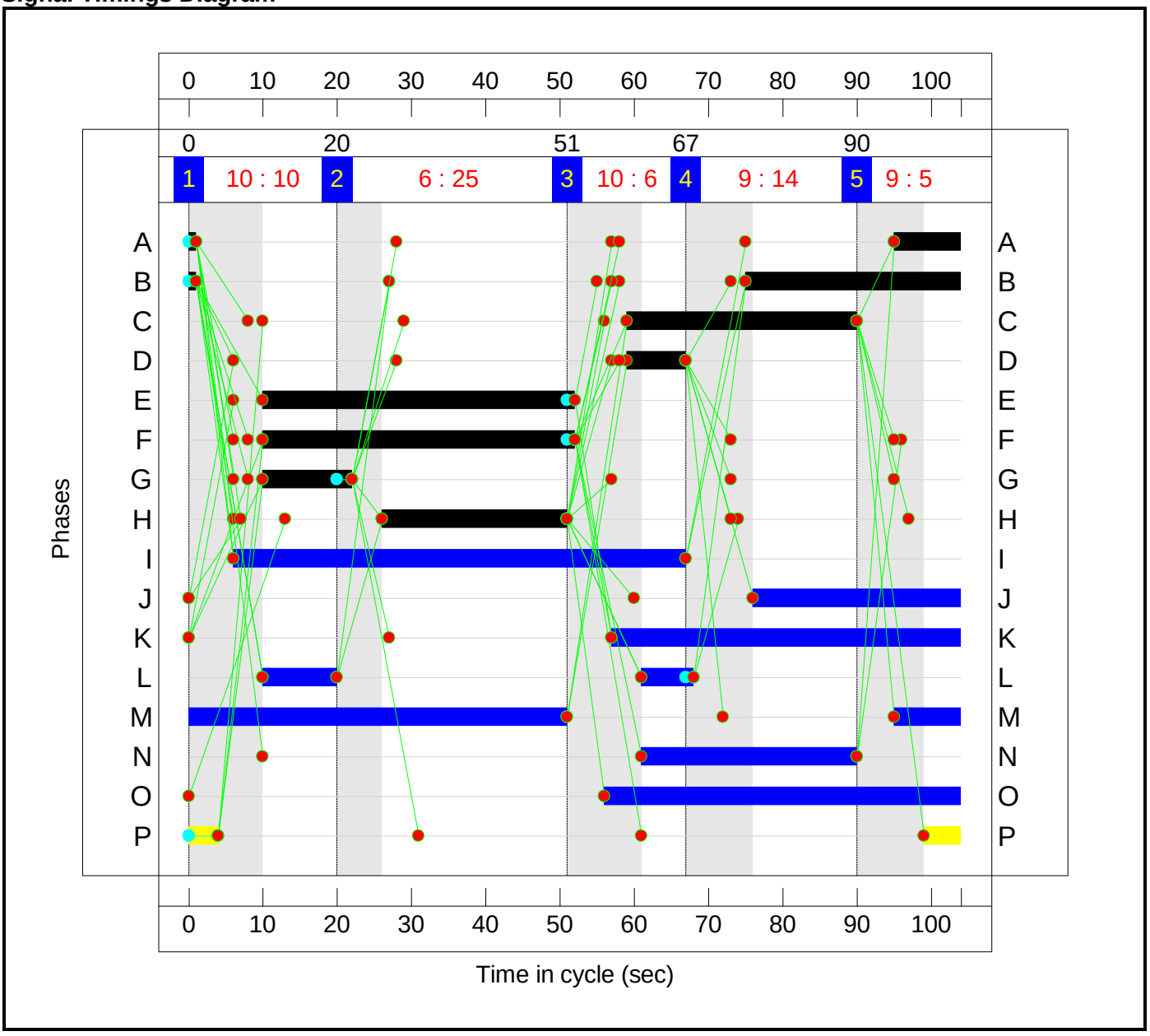
Stage Sequence Diagram



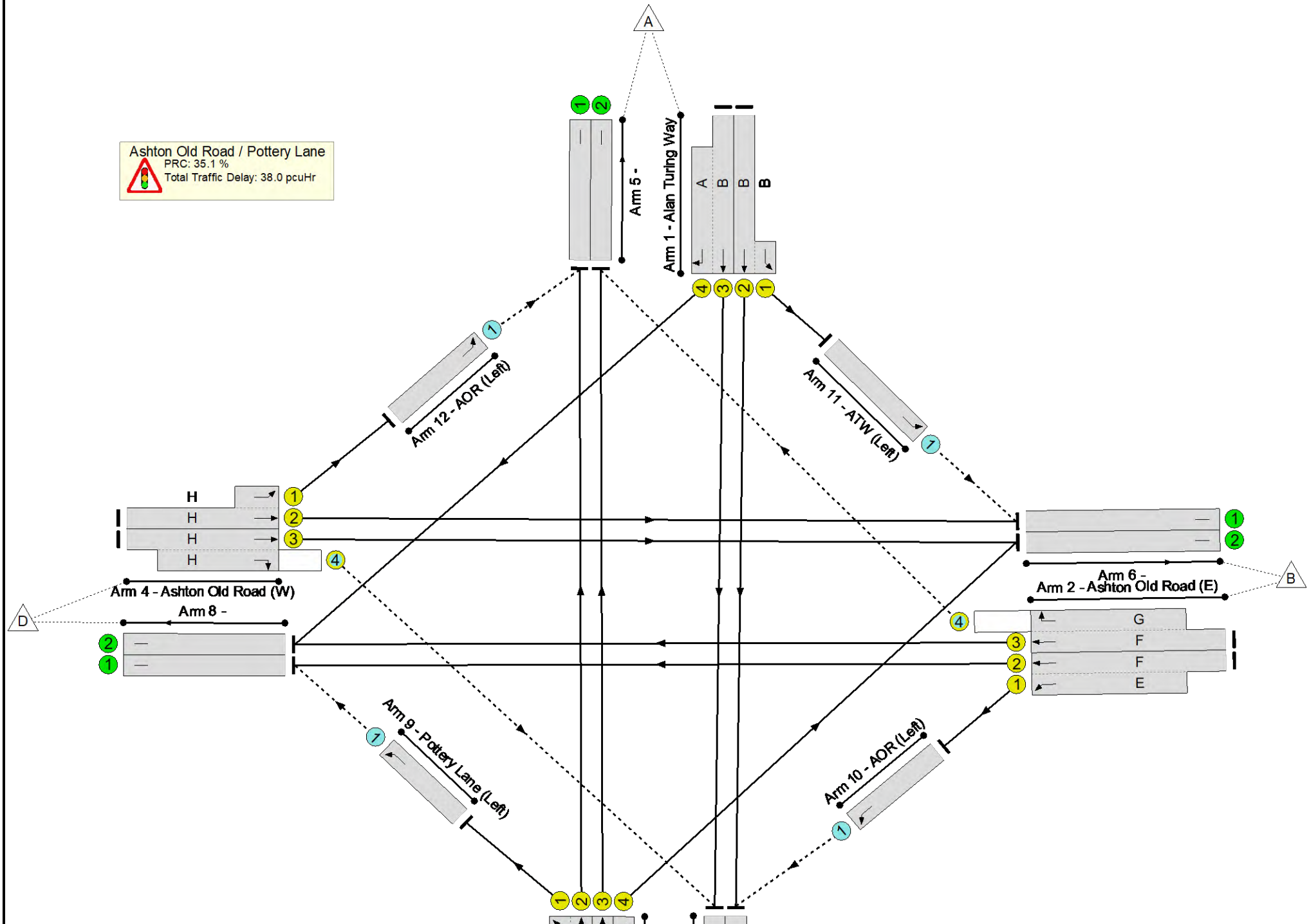
Stage Timings

Stage	1	2	3	4	5
Duration	10	25	6	14	5
Change Point	0	20	51	67	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 35.1 %
Total Traffic Delay: 38.0 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.6%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.6%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	30	-	383	1965:1987	480+127	63.1 : 63.1%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	30:10	-	496	1965:1840	573+175	66.3 : 66.3%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	42	-	529	2105:1973	762+216	54.1 : 54.1%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	42:12	-	148	2105:1834	10+229	61.9 : 61.9%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	31	-	403	1965:1980	550+71	64.9 : 64.9%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	31	-	383	1965	605	63.3%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	8	-	95	1786	155	61.5%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	25	-	405	1965:1987	297+311	66.6 : 66.6%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	25	-	447	1965:1840	470+226	64.2 : 64.2%
5/1		U	N/A	N/A	-		-	-	-	564	2045	2045	27.6%
5/2		U	N/A	N/A	-		-	-	-	525	2045	2045	25.7%
6/1		U	N/A	N/A	-		-	-	-	278	2015	2015	13.8%
6/2		U	N/A	N/A	-		-	-	-	397	2015	2015	19.7%
7/1		U	N/A	N/A	-		-	-	-	420	1945	1945	21.6%
7/2		U	N/A	N/A	-		-	-	-	525	1945	1945	27.0%
8/1		U	N/A	N/A	-		-	-	-	458	1965	1965	23.3%
8/2		U	N/A	N/A	-		-	-	-	122	1965	1965	6.2%

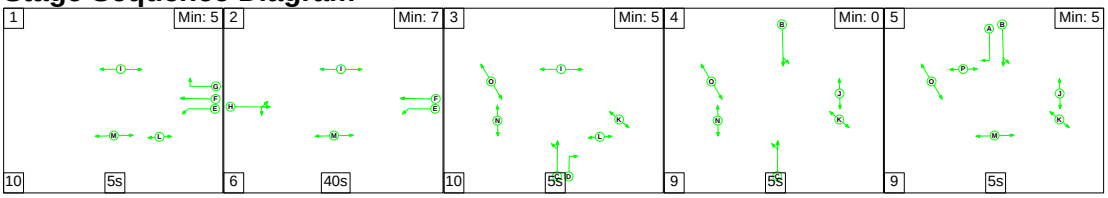
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	46	1980	1015	4.5%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	117	1973	943	12.4%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	80	1987	1100	7.3%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	207	1987	957	21.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**174**	**545**	**17**	**28.9**	**9.0**	**0.1**	**38.0**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**174**	**545**	**17**	**28.9**	**9.0**	**0.1**	**38.0**	**-**	**-**	**-**	**-**
1/2+1/1	383	383	-	-	-	3.3	0.8	-	4.1	38.9	8.9	0.8	9.7
1/3+1/4	496	496	-	-	-	4.8	1.0	-	5.8	41.8	9.5	1.0	10.5
2/2+2/1	529	529	-	-	-	3.2	0.6	-	3.8	25.5	8.6	0.6	9.2
2/3+2/4	148	148	0	125	17	1.7	0.8	0.0	2.6	62.6	3.9	0.8	4.7
3/2+3/1	403	403	-	-	-	3.4	0.9	-	4.4	38.9	9.7	0.9	10.7
3/3	383	383	-	-	-	3.3	0.9	-	4.2	39.0	9.5	0.9	10.3
3/4	95	95	-	-	-	1.2	0.8	-	2.0	75.3	2.6	0.8	3.4
4/2+4/1	405	405	-	-	-	3.7	1.0	-	4.7	41.8	7.2	1.0	8.1
4/3+4/4	447	447	145	0	0	4.2	0.9	0.1	5.2	41.7	7.7	0.9	8.6
5/1	564	564	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	525	525	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	278	278	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	397	397	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	420	420	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	525	525	-	-	-	0.0	0.2	-	0.2	1.3	4.9	0.2	5.1
8/1	458	458	-	-	-	0.0	0.2	-	0.2	1.3	6.1	0.2	6.3
8/2	122	122	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	46	46	0	46	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	117	117	29	88	0	0.0	0.1	-	0.1	2.4	2.1	0.1	2.2
11/1	80	80	0	80	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
12/1	207	207	0	207	0	0.0	0.1	-	0.2	3.1	4.5	0.1	4.7

C1 PRC for Signalled Lanes (%): 35.1 Total Delay for Signalled Lanes (pcuHr): 36.60 Cycle Time (s): 104
PRC Over All Lanes (%): 35.1 Total Delay Over All Lanes(pcuHr): 38.01

Scenario 23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak' (FG23: '2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak ', Plan 1: 'Network Control Plan 1')

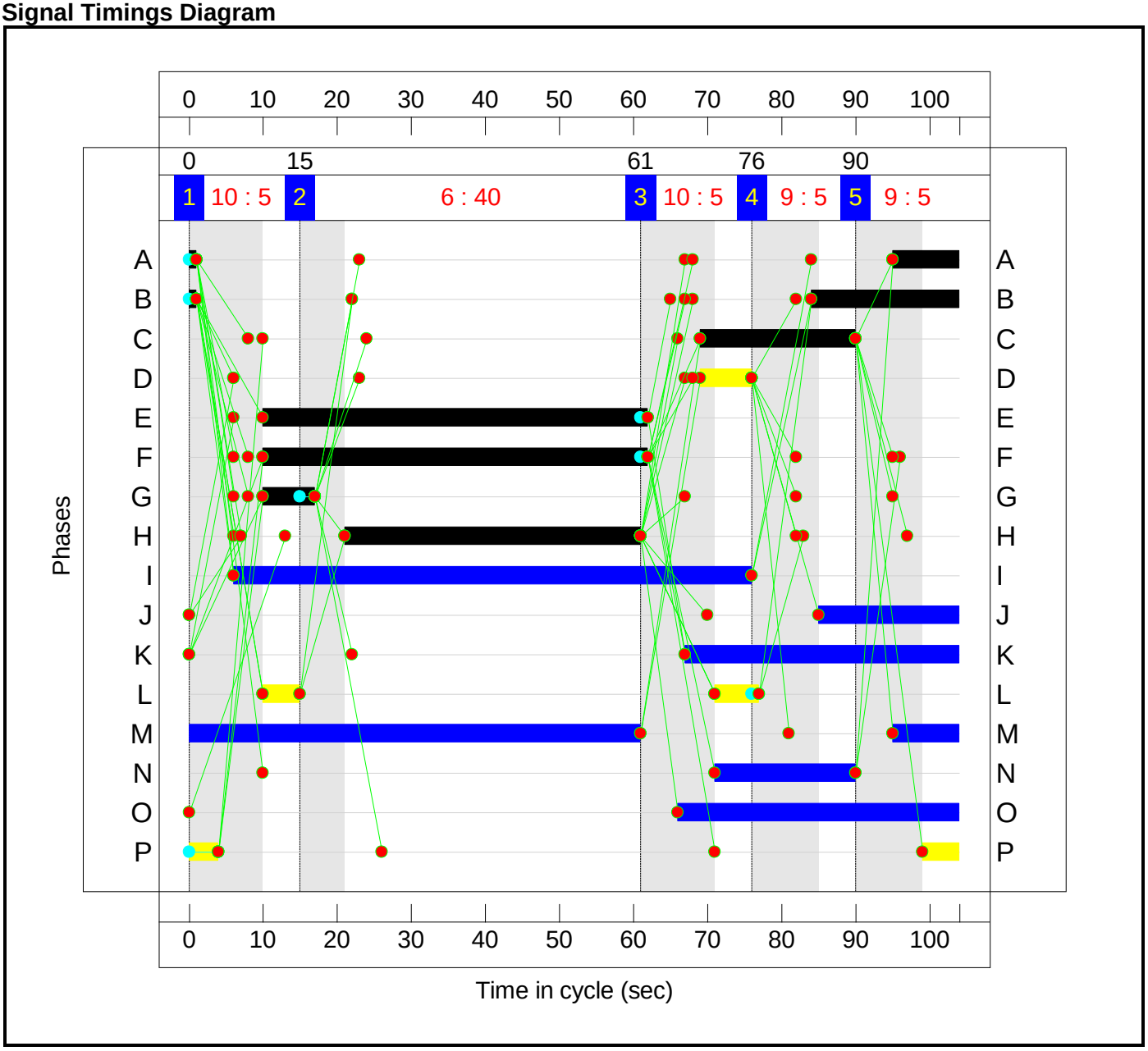
Stage Sequence Diagram



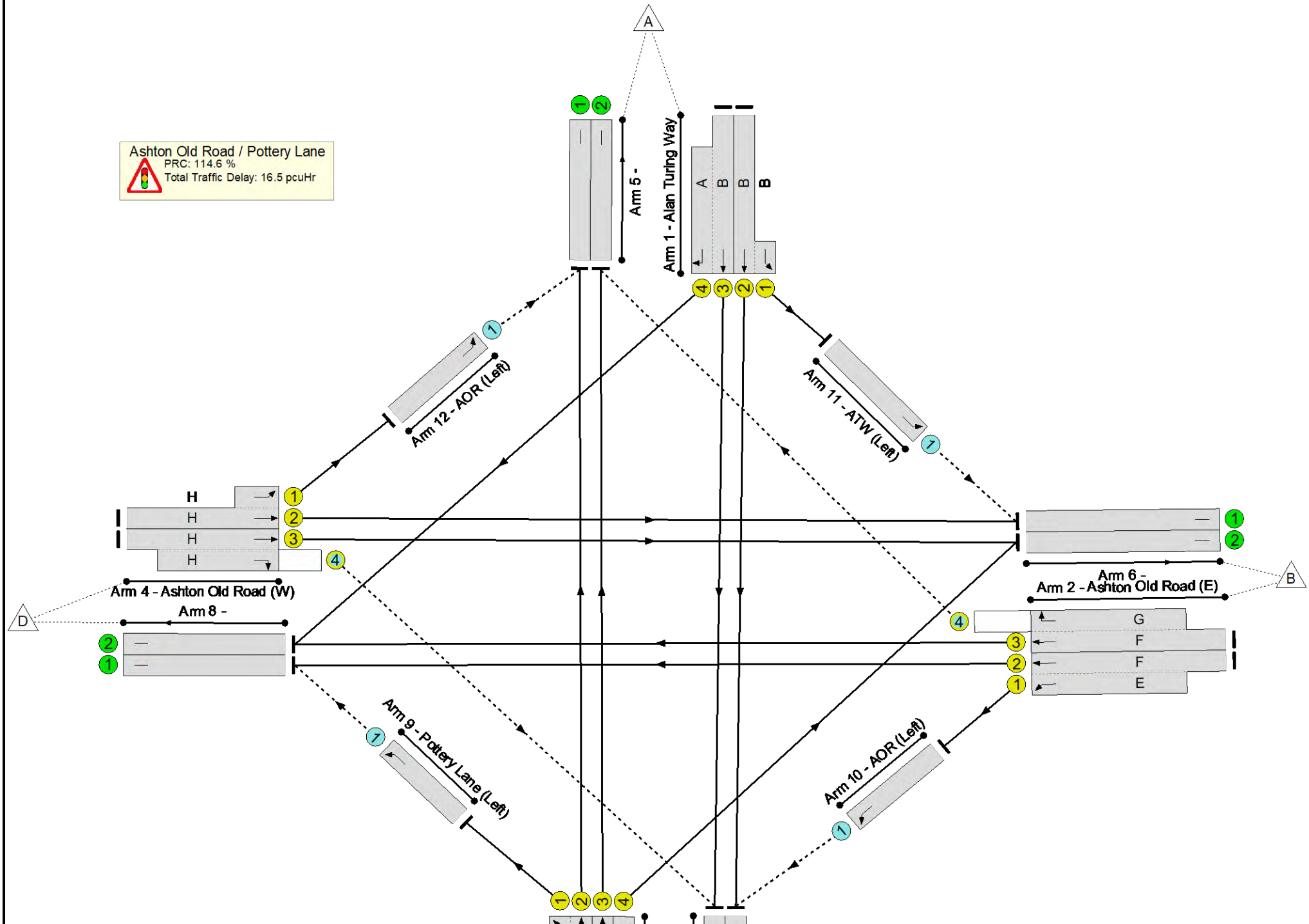
Stage Timings

Stage	1	2	3	4	5
Duration	5	40	5	5	5
Change Point	0	15	61	76	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 114.6 %
Total Traffic Delay: 16.5 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.9%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.9%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	21	-	164	1965:1987	326+119	36.8 : 36.8%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	21:10	-	236	1965:1840	416+155	41.4 : 41.4%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	52	-	264	2105:1973	958+181	23.2 : 23.2%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	52:7	-	55	2105:1834	0+141	0.0 : 39.0%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	21	-	156	1965:1980	384+47	36.2 : 36.2%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	21	-	141	1965	416	33.9%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	7	-	56	1786	137	40.8%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	40	-	351	1965:1987	577+260	41.9 : 41.9%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	40	-	309	1965:1840	728+111	36.8 : 36.8%
5/1		U	N/A	N/A	-		-	-	-	248	2045	2045	12.1%
5/2		U	N/A	N/A	-		-	-	-	196	2045	2045	9.6%
6/1		U	N/A	N/A	-		-	-	-	286	2015	2015	14.2%
6/2		U	N/A	N/A	-		-	-	-	324	2015	2015	16.1%
7/1		U	N/A	N/A	-		-	-	-	162	1945	1945	8.3%
7/2		U	N/A	N/A	-		-	-	-	213	1945	1945	11.0%
8/1		U	N/A	N/A	-		-	-	-	239	1965	1965	12.2%
8/2		U	N/A	N/A	-		-	-	-	64	1965	1965	3.3%

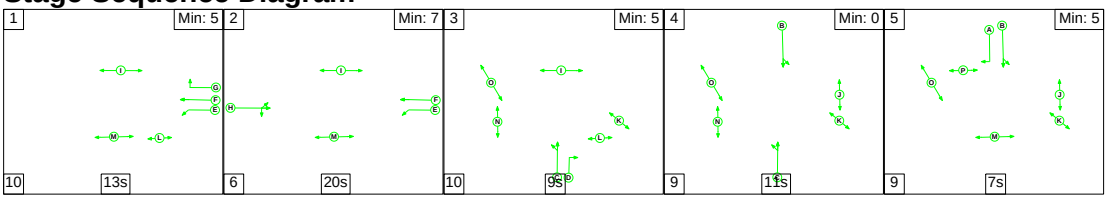
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	17	1980	1193	1.4%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	42	1973	1242	3.4%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	44	1987	1089	4.0%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	109	1987	1244	8.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**58**	**248**	**2**	**13.3**	**3.2**	**0.0**	**16.5**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**58**	**248**	**2**	**13.3**	**3.2**	**0.0**	**16.5**	**-**	**-**	**-**	**-**
1/2+1/1	164	164	-	-	-	1.6	0.3	-	1.9	40.6	3.1	0.3	3.4
1/3+1/4	236	236	-	-	-	2.5	0.4	-	2.8	42.9	4.3	0.4	4.6
2/2+2/1	264	264	-	-	-	1.0	0.2	-	1.2	15.8	3.5	0.2	3.7
2/3+2/4	55	55	0	53	2	0.7	0.3	0.0	1.0	66.8	1.5	0.3	1.8
3/2+3/1	156	156	-	-	-	1.5	0.3	-	1.8	41.3	3.6	0.3	3.9
3/3	141	141	-	-	-	1.4	0.3	-	1.6	41.4	3.4	0.3	3.7
3/4	56	56	-	-	-	0.7	0.3	-	1.1	67.7	1.5	0.3	1.9
4/2+4/1	351	351	-	-	-	2.1	0.4	-	2.5	25.3	5.6	0.4	6.0
4/3+4/4	309	309	41	0	0	1.9	0.3	0.0	2.2	25.2	5.4	0.3	5.7
5/1	248	248	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	196	196	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	286	286	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	324	324	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	162	162	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
7/2	213	213	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/1	239	239	-	-	-	0.0	0.1	-	0.1	1.0	0.6	0.1	0.6
8/2	64	64	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
9/1	17	17	0	17	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
10/1	42	42	17	25	0	0.0	0.0	-	0.0	1.5	0.4	0.0	0.4
11/1	44	44	0	44	0	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
12/1	109	109	0	109	0	0.0	0.0	-	0.0	1.6	0.8	0.0	0.9

C1 PRC for Signalled Lanes (%): 114.6 Total Delay for Signalled Lanes (pcuHr): 15.94 Cycle Time (s): 104
PRC Over All Lanes (%): 114.6 Total Delay Over All Lanes(pcuHr): 16.52

Scenario 24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak' (FG24: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak ', Plan 1: 'Network Control Plan 1')

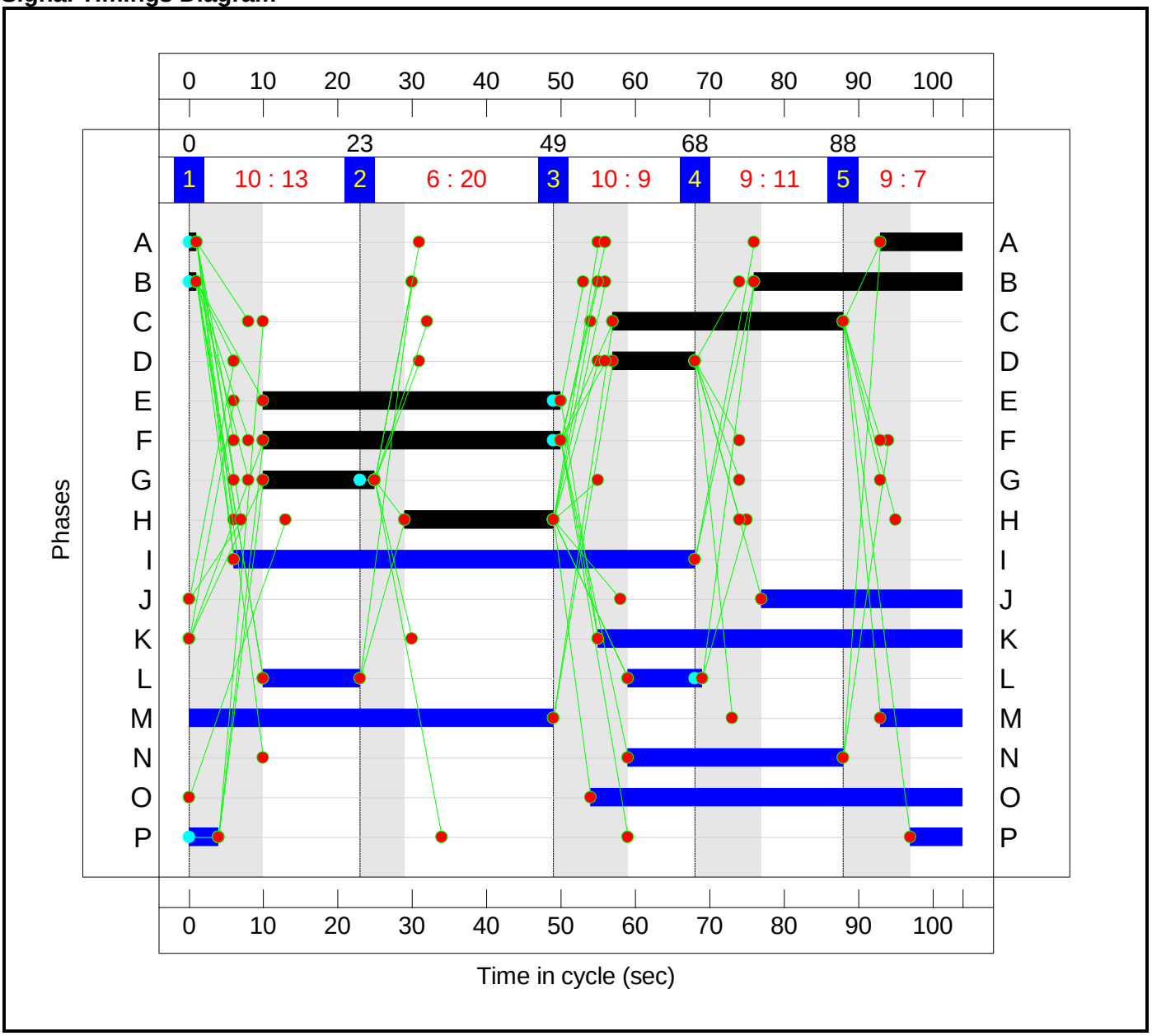
Stage Sequence Diagram



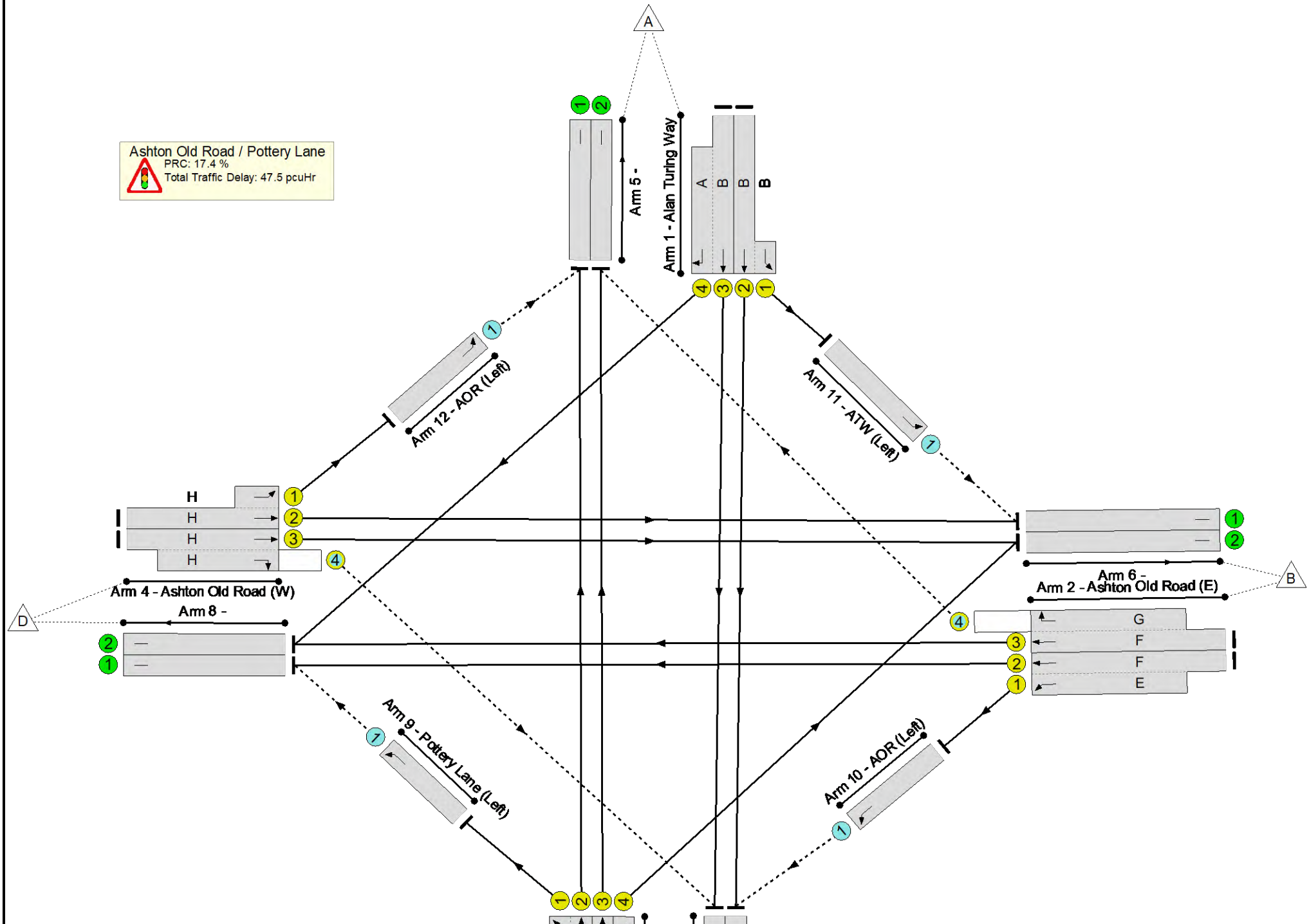
Stage Timings

Stage	1	2	3	4	5
Duration	13	20	9	11	7
Change Point	0	23	49	68	88

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 17.4 %
Total Traffic Delay: 47.5 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	29	-	445	1965:1987	413+192	73.5 : 73.5%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	29:12	-	591	1965:1840	556+215	76.6 : 76.6%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	40	-	663	2105:1973	717+245	68.9 : 68.9%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	40:15	-	206	2105:1834	0+282	0.0 : 73.0%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	31	-	440	1965:1980	539+83	70.7 : 70.7%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	31	-	418	1965	605	69.1%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	11	-	148	1786	206	71.8%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	20	-	359	1965:1987	192+290	74.6 : 74.6%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	20	-	387	1965:1840	397+131	73.3 : 73.3%
5/1		U	N/A	N/A	-		-	-	-	597	2045	2045	29.2%
5/2		U	N/A	N/A	-		-	-	-	624	2045	2045	30.5%
6/1		U	N/A	N/A	-		-	-	-	284	2015	2015	14.1%
6/2		U	N/A	N/A	-		-	-	-	439	2015	2015	21.8%
7/1		U	N/A	N/A	-		-	-	-	473	1945	1945	24.3%
7/2		U	N/A	N/A	-		-	-	-	522	1945	1945	26.8%
8/1		U	N/A	N/A	-		-	-	-	553	1965	1965	28.1%
8/2		U	N/A	N/A	-		-	-	-	165	1965	1965	8.4%

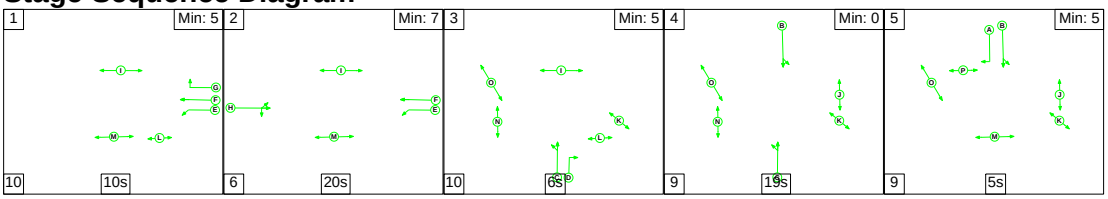
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	59	1980	925	6.4%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	169	1973	978	17.3%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	141	1987	1084	13.0%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	216	1987	896	24.1%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**130**	**717**	**40**	**34.1**	**13.3**	**0.1**	**47.5**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**130**	**717**	**40**	**34.1**	**13.3**	**0.1**	**47.5**	**-**	**-**	**-**	**-**
1/2+1/1	445	445	-	-	-	4.0	1.4	-	5.4	43.5	10.4	1.4	11.8
1/3+1/4	591	591	-	-	-	6.0	1.6	-	7.6	46.3	11.1	1.6	12.7
2/2+2/1	663	663	-	-	-	4.4	1.1	-	5.5	29.9	11.3	1.1	12.4
2/3+2/4	206	206	0	166	40	2.4	1.3	0.1	3.8	66.3	5.7	1.3	7.0
3/2+3/1	440	440	-	-	-	3.8	1.2	-	5.0	41.1	10.9	1.2	12.0
3/3	418	418	-	-	-	3.7	1.1	-	4.8	41.2	10.6	1.1	11.7
3/4	148	148	-	-	-	1.8	1.2	-	3.0	74.1	4.1	1.2	5.3
4/2+4/1	359	359	-	-	-	3.7	1.4	-	5.2	51.8	7.5	1.4	9.0
4/3+4/4	387	387	96	0	0	4.1	1.3	0.1	5.5	51.0	7.8	1.3	9.2
5/1	597	597	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	624	624	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	284	284	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	439	439	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	473	473	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	522	522	-	-	-	0.0	0.2	-	0.2	1.3	6.5	0.2	6.7
8/1	553	553	-	-	-	0.0	0.2	-	0.2	1.5	8.9	0.2	9.1
8/2	165	165	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	59	59	0	59	0	0.0	0.0	-	0.0	2.1	0.0	0.0	0.0
10/1	169	169	34	135	0	0.0	0.1	-	0.1	2.7	3.3	0.1	3.4
11/1	141	141	0	141	0	0.0	0.1	-	0.1	1.9	0.4	0.1	0.5
12/1	216	216	0	216	0	0.1	0.2	-	0.2	3.6	5.4	0.2	5.5

C1 PRC for Signalled Lanes (%): 17.4 Total Delay for Signalled Lanes (pcuHr): 45.77 Cycle Time (s): 104
PRC Over All Lanes (%): 17.4 Total Delay Over All Lanes(pcuHr): 47.49

Scenario 25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak' (FG25: '2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak ', Plan 1: 'Network Control Plan 1')

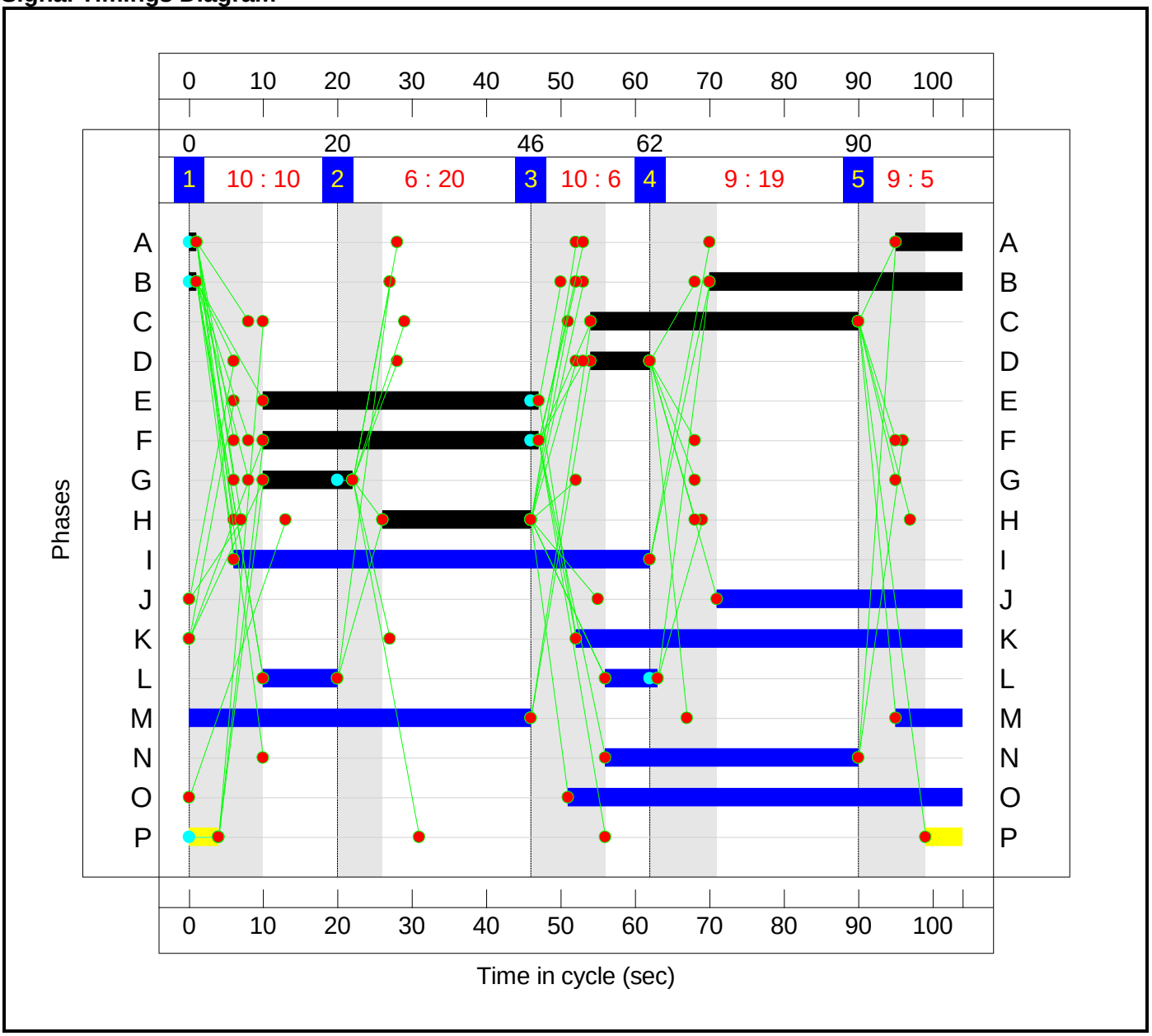
Stage Sequence Diagram



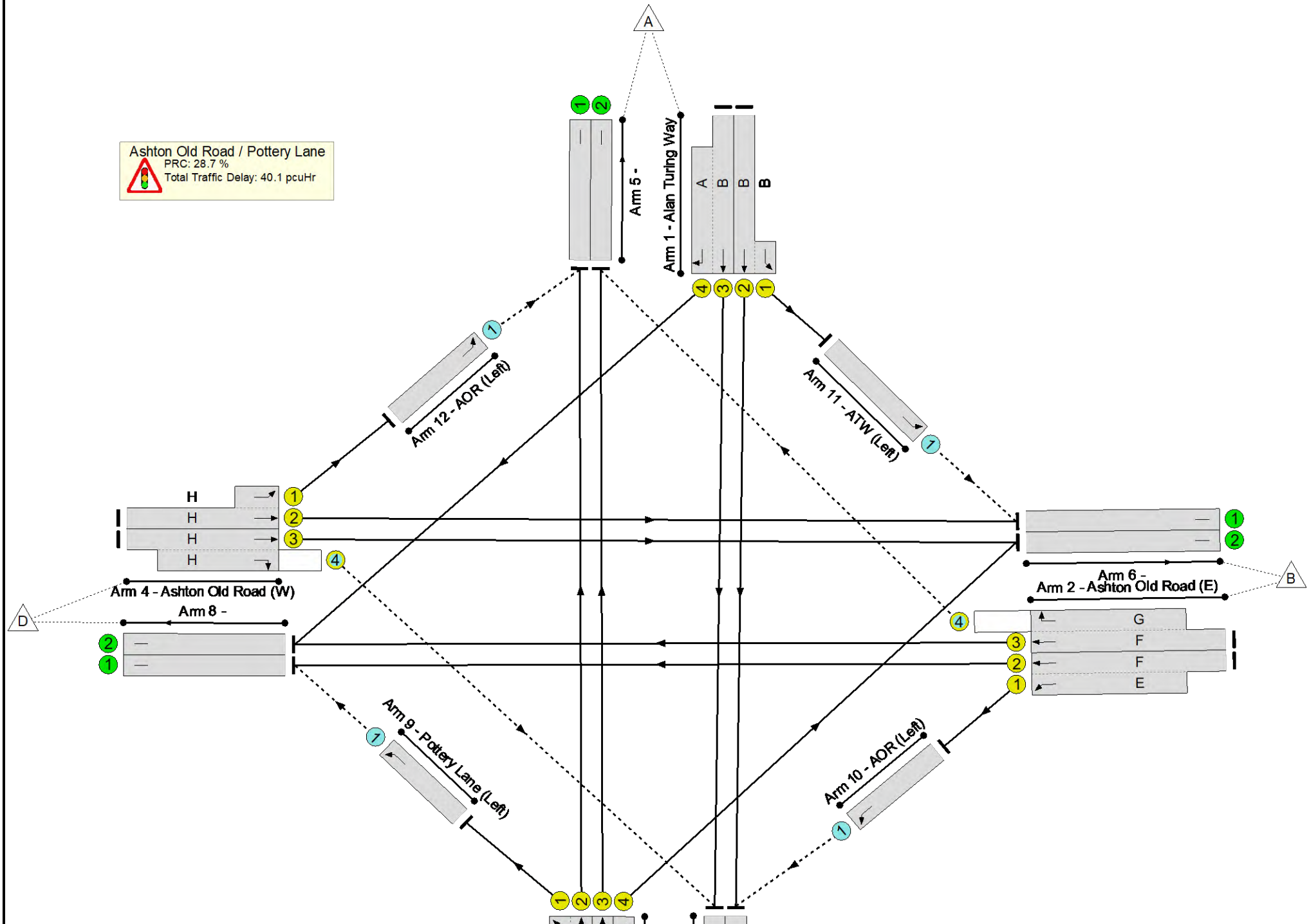
Stage Timings

Stage	1	2	3	4	5
Duration	10	20	6	19	5
Change Point	0	20	46	62	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 28.7 %
Total Traffic Delay: 40.1 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	35	-	482	1965:1987	522+189	67.9 : 67.9%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	35:10	-	561	1965:1840	651+157	69.4 : 69.4%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	37	-	551	2105:1973	675+221	61.5 : 61.5%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	37:12	-	162	2105:1834	3+229	69.8 : 69.8%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	36	-	438	1965:1980	635+80	61.2 : 61.2%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	36	-	415	1965	699	59.4%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	8	-	104	1786	155	67.3%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	20	-	355	1965:1987	266+242	69.9 : 69.9%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	20	-	365	1965:1840	397+144	67.5 : 67.5%
5/1		U	N/A	N/A	-		-	-	-	558	2045	2045	27.3%
5/2		U	N/A	N/A	-		-	-	-	575	2045	2045	28.1%
6/1		U	N/A	N/A	-		-	-	-	314	2015	2015	15.6%
6/2		U	N/A	N/A	-		-	-	-	372	2015	2015	18.5%
7/1		U	N/A	N/A	-		-	-	-	490	1945	1945	25.2%
7/2		U	N/A	N/A	-		-	-	-	549	1945	1945	28.2%
8/1		U	N/A	N/A	-		-	-	-	464	1965	1965	23.6%
8/2		U	N/A	N/A	-		-	-	-	111	1965	1965	5.6%

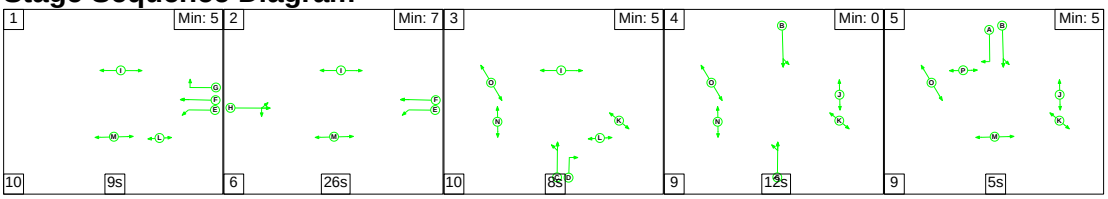
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	49	1980	1029	4.8%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	136	1973	919	14.8%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	128	1987	1133	11.3%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	169	1987	903	18.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**124**	**579**	**35**	**29.8**	**10.2**	**0.1**	**40.1**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**124**	**579**	**35**	**29.8**	**10.2**	**0.1**	**40.1**	**-**	**-**	**-**	**-**
1/2+1/1	482	482	-	-	-	3.8	1.0	-	4.8	36.1	11.0	1.0	12.0
1/3+1/4	561	561	-	-	-	5.0	1.1	-	6.1	39.1	11.0	1.1	12.2
2/2+2/1	551	551	-	-	-	3.9	0.8	-	4.7	30.4	9.5	0.8	10.2
2/3+2/4	162	162	0	125	35	2.0	1.1	0.1	3.1	69.4	4.4	1.1	5.5
3/2+3/1	438	438	-	-	-	3.3	0.8	-	4.1	33.6	10.1	0.8	10.9
3/3	415	415	-	-	-	3.2	0.7	-	3.9	33.7	9.7	0.7	10.4
3/4	104	104	-	-	-	1.3	1.0	-	2.3	80.3	2.9	1.0	3.9
4/2+4/1	355	355	-	-	-	3.6	1.1	-	4.8	48.4	6.5	1.1	7.6
4/3+4/4	365	365	97	0	0	3.8	1.0	0.0	4.9	48.1	7.1	1.0	8.2
5/1	558	558	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	575	575	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	314	314	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	372	372	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	490	490	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	549	549	-	-	-	0.0	0.2	-	0.2	1.3	6.5	0.2	6.7
8/1	464	464	-	-	-	0.0	0.2	-	0.2	1.4	7.1	0.2	7.3
8/2	111	111	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	49	49	0	49	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	136	136	27	109	0	0.0	0.1	-	0.1	2.7	2.7	0.1	2.8
11/1	128	128	0	128	0	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1
12/1	169	169	0	169	0	0.0	0.1	-	0.1	2.9	3.6	0.1	3.7

C1 PRC for Signalled Lanes (%): 28.7 Total Delay for Signalled Lanes (pcuHr): 38.63 Cycle Time (s): 104
PRC Over All Lanes (%): 28.7 Total Delay Over All Lanes(pcuHr): 40.12

Scenario 26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak' (FG26: '2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak ', Plan 1: 'Network Control Plan 1')

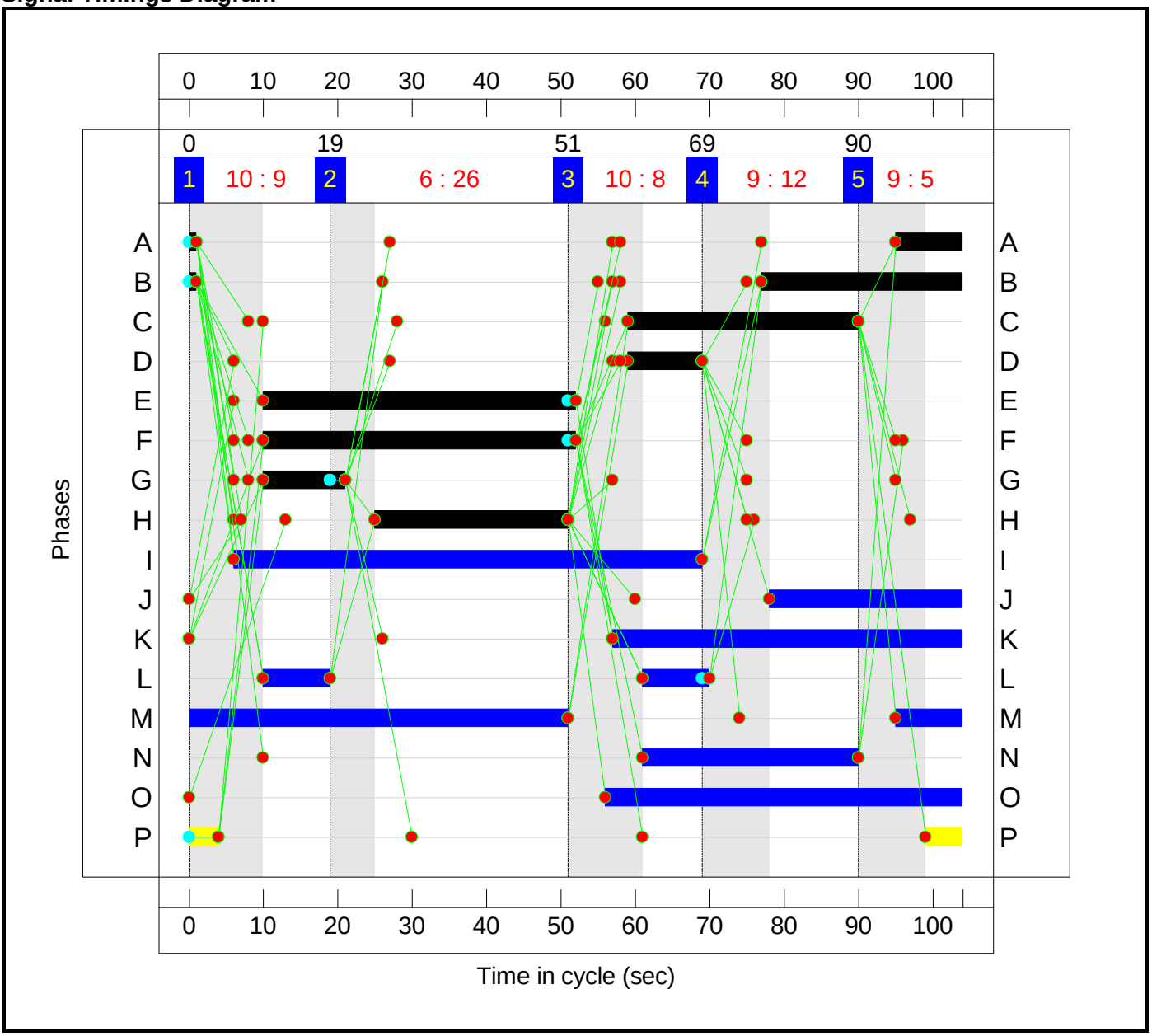
Stage Sequence Diagram



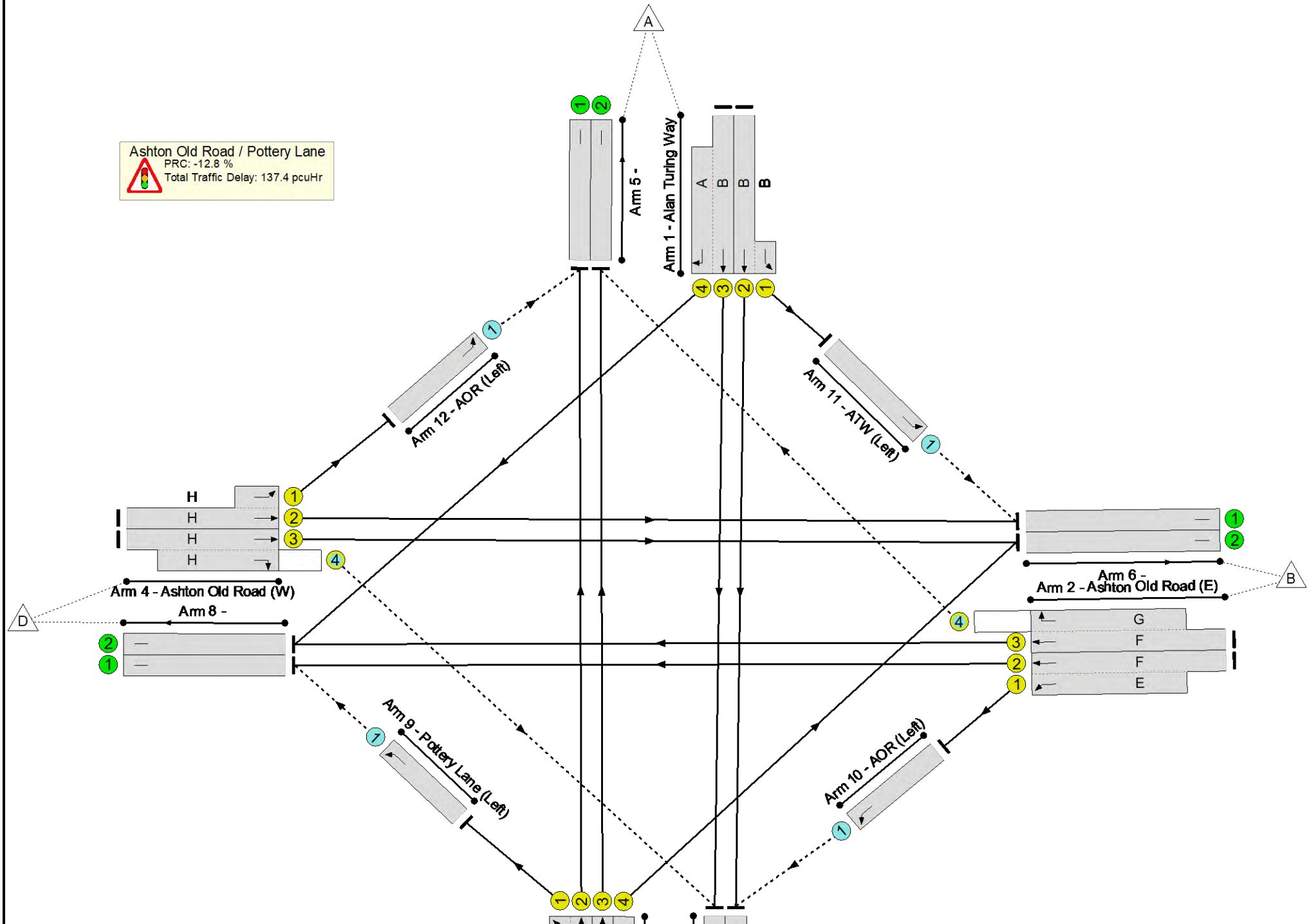
Stage Timings

Stage	1	2	3	4	5
Duration	9	26	8	12	5
Change Point	0	19	51	69	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: -12.8 %
Total Traffic Delay: 137.4 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.5%**
Ashton Old Road / Pottery Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.5%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	28	-	549	1965:1987	457+111	96.8 : 96.8%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	28:10	-	636	1965:1840	547+106	97.4 : 97.4%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	42	-	528	2105:1973	736+281	51.9 : 51.9%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	42:11	-	205	2105:1834	0+212	0.0 : 96.9%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	31	-	628	1965:1980	567+51	101.5 : 101.5%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	31	-	613	1965	605	101.4%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	10	-	188	1786	189	99.5%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	26	-	604	1965:1987	255+348	100.2 : 100.2%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	26	-	718	1965:1840	483+231	100.6 : 100.6%
5/1		U	N/A	N/A	-		-	-	-	925	2045	2045	44.8%
5/2		U	N/A	N/A	-		-	-	-	818	2045	2045	39.6%
6/1		U	N/A	N/A	-		-	-	-	362	2015	2015	17.9%
6/2		U	N/A	N/A	-		-	-	-	674	2015	2015	33.3%
7/1		U	N/A	N/A	-		-	-	-	588	1945	1945	30.2%
7/2		U	N/A	N/A	-		-	-	-	765	1945	1945	39.3%
8/1		U	N/A	N/A	-		-	-	-	434	1965	1965	22.0%
8/2		U	N/A	N/A	-		-	-	-	103	1965	1965	5.2%

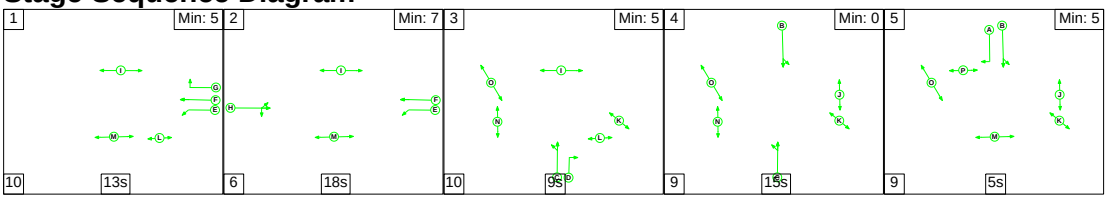
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	52	1980	1044	4.9%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	146	1973	809	18.0%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	107	1987	913	11.7%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	349	1987	859	40.5%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**269**	**750**	**69**	**47.4**	**89.1**	**1.0**	**137.4**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**269**	**750**	**69**	**47.4**	**89.1**	**1.0**	**137.4**	**-**	**-**	**-**	**-**
1/2+1/1	549	549	-	-	-	5.6	8.0	-	13.6	88.9	15.0	8.0	23.0
1/3+1/4	636	636	-	-	-	6.8	9.1	-	15.8	89.5	15.3	9.1	24.4
2/2+2/1	528	528	-	-	-	3.1	0.5	-	3.6	24.8	7.9	0.5	8.4
2/3+2/4	205	205	0	136	69	2.6	5.7	0.7	9.0	158.0	5.9	5.7	11.6
3/2+3/1	628	618	-	-	-	6.6	15.1	-	21.7	124.5	18.4	15.1	33.6
3/3	613	605	-	-	-	6.4	14.7	-	21.1	123.8	18.0	14.7	32.6
3/4	188	188	-	-	-	2.4	6.6	-	9.1	173.5	5.4	6.6	12.0
4/2+4/1	604	603	-	-	-	6.2	12.6	-	18.8	112.0	15.2	12.6	27.8
4/3+4/4	718	714	231	0	0	7.5	14.5	0.3	22.3	111.9	15.2	14.5	29.7
5/1	916	916	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	810	810	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	362	362	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	671	671	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	588	588	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	764	764	-	-	-	0.0	0.3	-	0.3	1.6	10.9	0.3	11.2
8/1	433	433	-	-	-	0.0	0.1	-	0.2	1.3	5.1	0.1	5.3
8/2	103	103	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	51	51	0	51	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
10/1	146	146	38	108	0	0.0	0.1	-	0.1	3.1	2.7	0.1	2.8
11/1	107	107	0	107	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
12/1	348	348	0	348	0	0.1	0.3	-	0.4	4.1	6.0	0.3	6.4

C1 PRC for Signalled Lanes (%): -12.8 Total Delay for Signalled Lanes (pcuHr): 135.00 Cycle Time (s): 104
PRC Over All Lanes (%): -12.8 Total Delay Over All Lanes(pcuHr): 137.43

Scenario 27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak' (FG27: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak ', Plan 1: 'Network Control Plan 1')

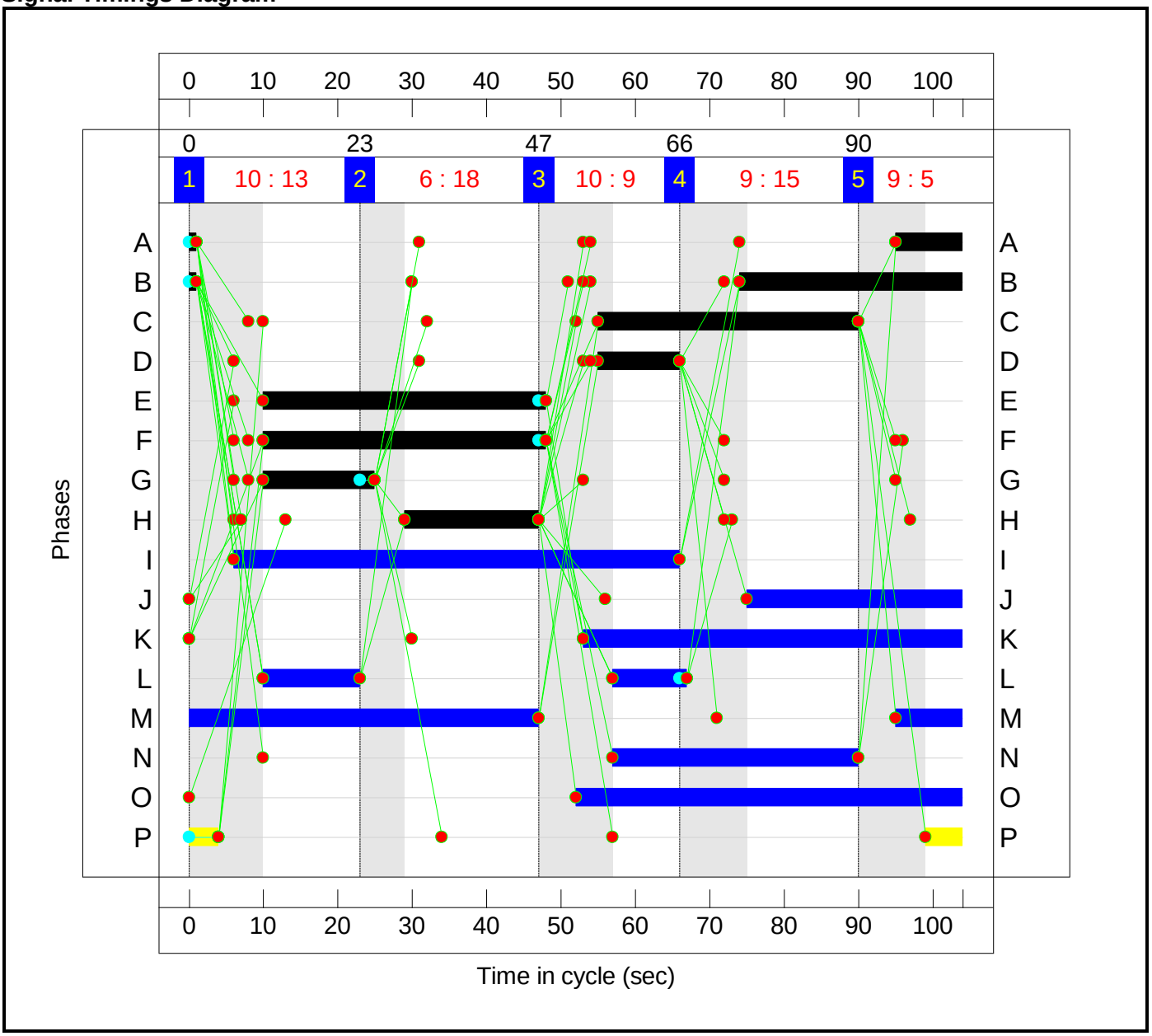
Stage Sequence Diagram



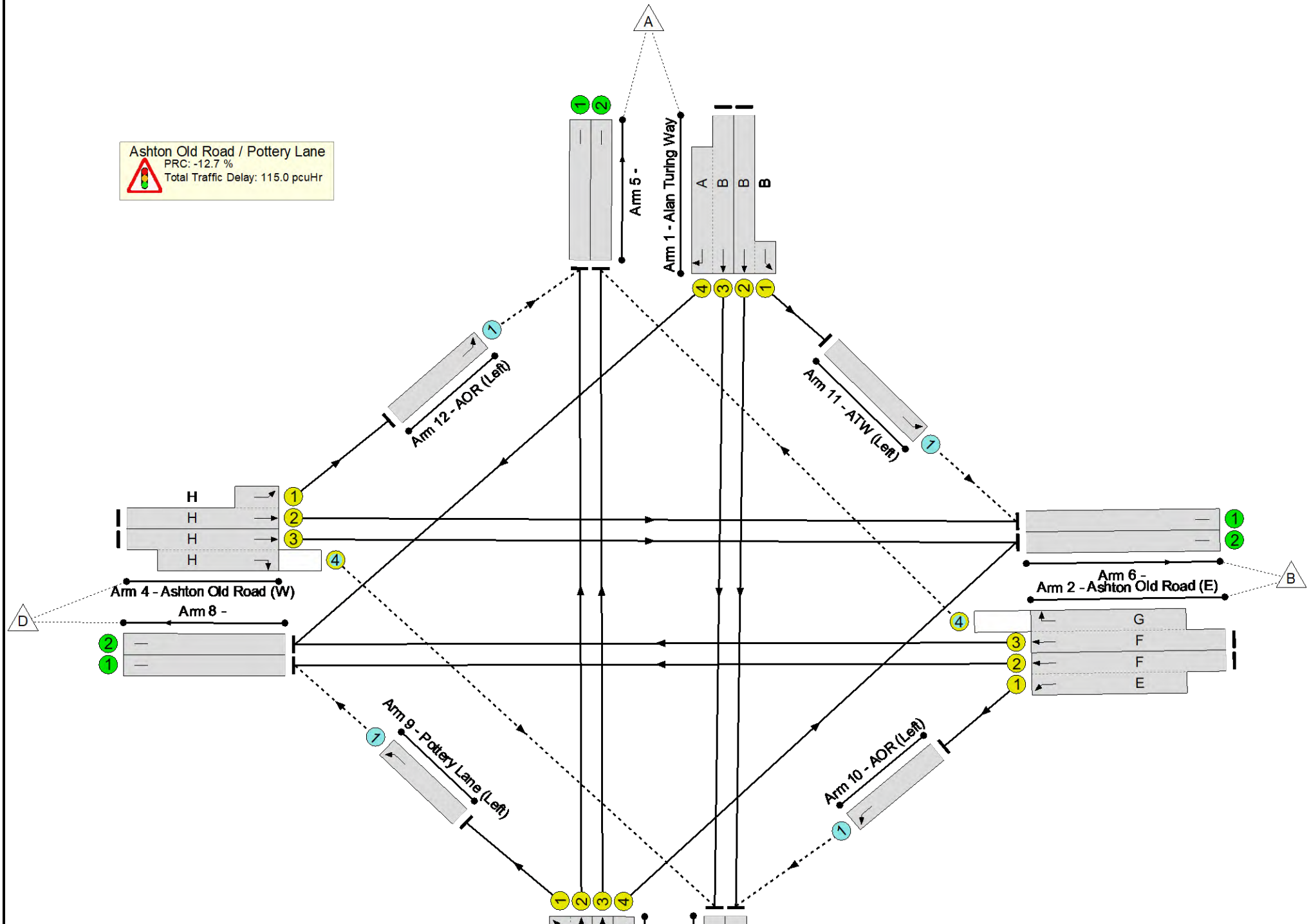
Stage Timings

Stage	1	2	3	4	5
Duration	13	18	9	15	5
Change Point	0	23	47	66	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: -12.7 %
Total Traffic Delay: 115.0 pcuHr
A
B
D
Arm 1 - Alan Turing Way
Arm 2 - Ashton Old Road (E)
Arm 4 - Ashton Old Road (W)
Arm 5 -
Arm 6 -
Arm 8 -
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)
Arm 11 - ATW (Left)
Arm 12 - AOR (Left)
A
B
B
H
H
H
H
G
F
F
E

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.4%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.4%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	31	-	468	1965:1987	466+168	73.8 : 73.8%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	31:10	-	555	1965:1840	591+144	75.5 : 75.5%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	38	-	585	2105:1973	674+276	61.6 : 61.6%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	38:15	-	284	2105:1834	0+282	0.0 : 100.7%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	35	-	705	1965:1980	607+91	101.0 : 101.0%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	35	-	686	1965	680	100.9%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	11	-	165	1786	206	80.1%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	18	-	414	1965:1987	106+304	101.0 : 101.0%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	18	-	474	1965:1840	359+108	101.4 : 101.4%
5/1		U	N/A	N/A	-		-	-	-	920	2045	2045	44.5%
5/2		U	N/A	N/A	-		-	-	-	970	2045	2045	47.1%
6/1		U	N/A	N/A	-		-	-	-	231	2015	2015	11.4%
6/2		U	N/A	N/A	-		-	-	-	529	2015	2015	26.0%
7/1		U	N/A	N/A	-		-	-	-	514	1945	1945	26.4%
7/2		U	N/A	N/A	-		-	-	-	556	1945	1945	28.6%
8/1		U	N/A	N/A	-		-	-	-	507	1965	1965	25.8%
8/2		U	N/A	N/A	-		-	-	-	109	1965	1965	5.5%

9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	92	1980	1029	8.9%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	170	1973	939	18.1%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	124	1987	1040	11.9%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	307	1987	727	41.8%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**141**	**871**	**69**	**43.4**	**70.3**	**1.3**	**115.0**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**141**	**871**	**69**	**43.4**	**70.3**	**1.3**	**115.0**	**-**	**-**	**-**	**-**
1/2+1/1	468	468	-	-	-	4.1	1.4	-	5.5	42.1	11.1	1.4	12.5
1/3+1/4	555	555	-	-	-	5.3	1.5	-	6.8	44.4	11.5	1.5	13.0
2/2+2/1	585	585	-	-	-	4.0	0.8	-	4.8	29.3	9.2	0.8	10.0
2/3+2/4	284	282	0	213	69	3.6	8.9	1.3	13.7	173.9	8.3	8.9	17.2
3/2+3/1	705	698	-	-	-	6.8	15.1	-	22.0	112.2	20.5	15.1	35.6
3/3	686	680	-	-	-	6.7	14.6	-	21.3	111.9	20.0	14.6	34.6
3/4	165	165	-	-	-	2.1	1.8	-	3.9	85.1	4.6	1.8	6.5
4/2+4/1	414	410	-	-	-	5.0	11.2	-	16.2	140.9	11.0	11.2	22.2
4/3+4/4	474	469	110	0	0	5.7	12.6	0.1	18.4	139.5	10.7	12.6	23.3
5/1	911	911	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	962	962	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	230	230	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	524	524	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/1	514	514	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	556	556	-	-	-	0.0	0.2	-	0.2	1.3	7.1	0.2	7.3
8/1	506	506	-	-	-	0.0	0.2	-	0.2	1.4	6.8	0.2	6.9
8/2	109	109	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	91	91	0	91	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	170	170	31	139	0	0.0	0.1	-	0.1	2.9	3.4	0.1	3.5
11/1	124	124	0	124	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
12/1	304	304	0	304	0	0.1	0.4	-	0.5	5.9	8.4	0.4	8.8

C1

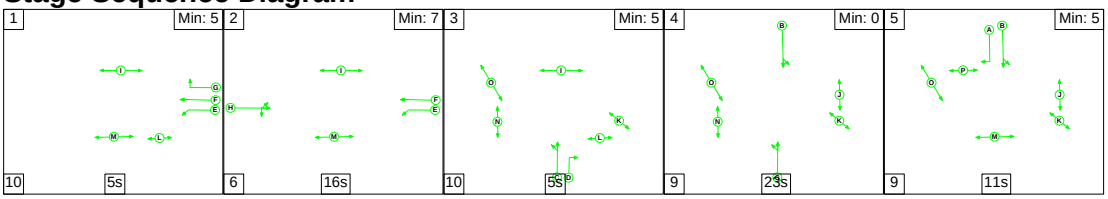
PRC for Signalled Lanes (%): -12.7
PRC Over All Lanes (%): -12.7

Total Delay for Signalled Lanes (pcuHr): 112.57
Total Delay Over All Lanes(pcuHr): 115.01

Cycle Time (s): 104

Scenario 28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak' (FG28: '2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak ', Plan 1: 'Network Control Plan 1')

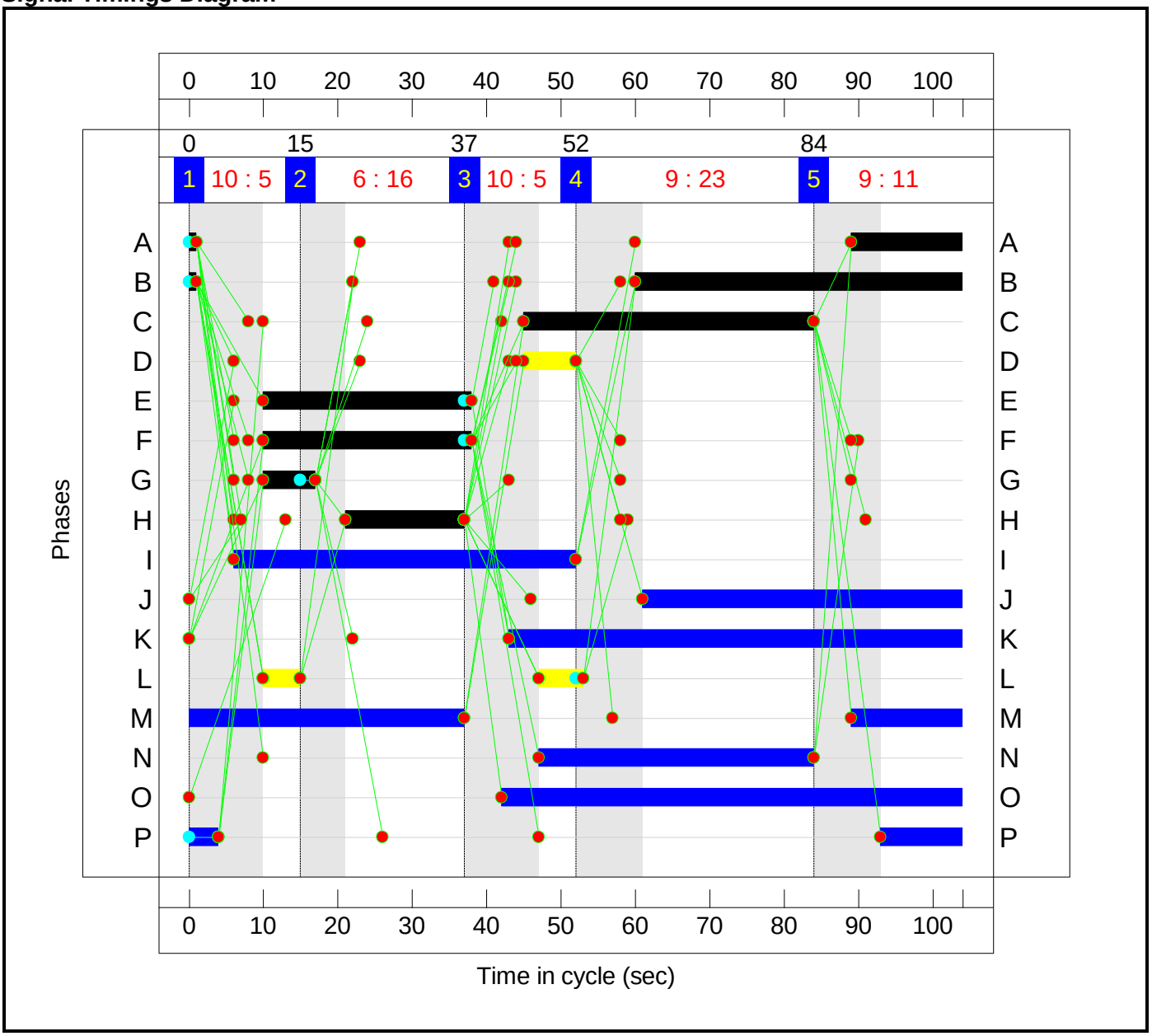
Stage Sequence Diagram



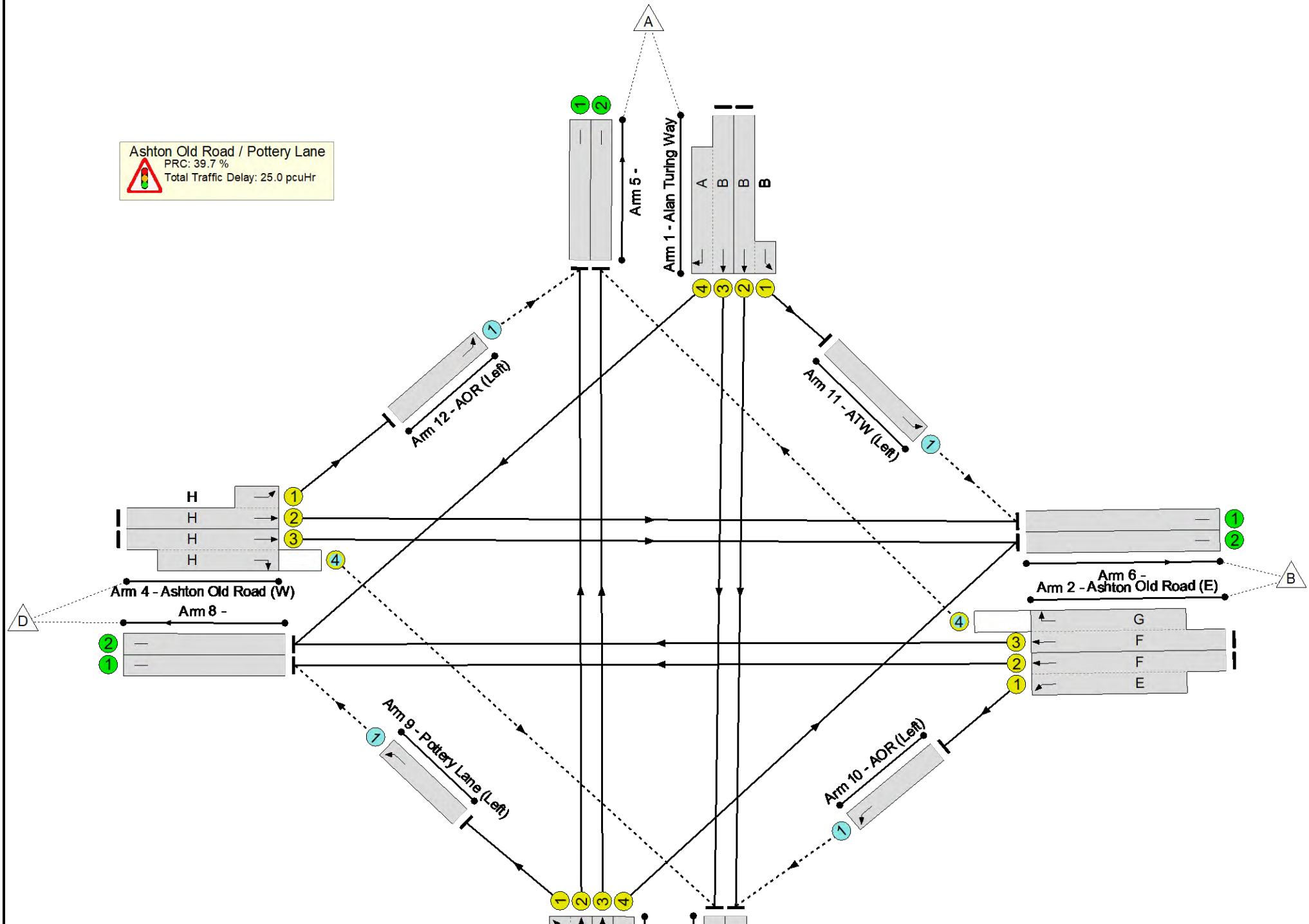
Stage Timings

Stage	1	2	3	4	5
Duration	5	16	5	23	11
Change Point	0	15	37	52	84

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 39.7 %
Total Traffic Delay: 25.0 pcuHr
A
B
D
Arm 1 - Alan Turing Way
Arm 2 - Ashton Old Road (E)
Arm 4 - Ashton Old Road (W)
Arm 5 -
Arm 6 -
Arm 8 -
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)
Arm 11 - ATW (Left)
Arm 12 - AOR (Left)
A
B
B
H
H
H
H
G
F
F
E

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.4%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.4%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	45	-	552	1965:1987	638+267	61.0 : 61.0%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	45:16	-	681	1965:1840	771+294	64.0 : 64.0%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	28	-	256	2105:1973	518+326	30.3 : 30.3%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	28:7	-	58	2105:1834	49+141	30.5 : 30.5%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	39	-	186	1965:1980	659+117	24.0 : 24.0%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	39	-	161	1965	756	21.3%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	7	-	51	1786	137	37.1%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	16	-	201	1965:1987	274+98	54.1 : 54.1%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	16	-	343	1965:1840	321+216	64.4 : 63.1%
5/1		U	N/A	N/A	-		-	-	-	211	2045	2045	10.3%
5/2		U	N/A	N/A	-		-	-	-	204	2045	2045	10.0%
6/1		U	N/A	N/A	-		-	-	-	311	2015	2015	15.4%
6/2		U	N/A	N/A	-		-	-	-	258	2015	2015	12.8%
7/1		U	N/A	N/A	-		-	-	-	488	1945	1945	25.1%
7/2		U	N/A	N/A	-		-	-	-	629	1945	1945	32.3%
8/1		U	N/A	N/A	-		-	-	-	185	1965	1965	9.4%
8/2		U	N/A	N/A	-		-	-	-	203	1965	1965	10.3%

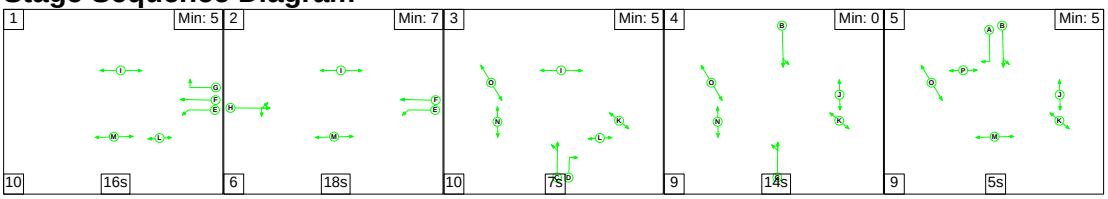
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	28	1980	1161	2.4%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	99	1973	776	12.8%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	163	1987	1226	13.3%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	53	1987	1200	4.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**152**	**368**	**2**	**19.8**	**5.1**	**0.1**	**25.0**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**152**	**368**	**2**	**19.8**	**5.1**	**0.1**	**25.0**	**-**	**-**	**-**	**-**
1/2+1/1	552	552	-	-	-	3.3	0.8	-	4.0	26.3	11.0	0.8	11.8
1/3+1/4	681	681	-	-	-	5.1	0.9	-	6.0	31.5	10.5	0.9	11.4
2/2+2/1	256	256	-	-	-	2.1	0.2	-	2.3	32.0	3.5	0.2	3.8
2/3+2/4	58	58	0	41	2	0.7	0.2	0.0	0.9	54.5	1.2	0.2	1.4
3/2+3/1	186	186	-	-	-	1.1	0.2	-	1.3	24.4	3.3	0.2	3.4
3/3	161	161	-	-	-	1.0	0.1	-	1.1	24.5	3.1	0.1	3.2
3/4	51	51	-	-	-	0.6	0.3	-	0.9	66.3	1.4	0.3	1.7
4/2+4/1	201	201	-	-	-	2.2	0.6	-	2.8	49.5	4.1	0.6	4.7
4/3+4/4	343	343	136	0	0	3.8	0.9	0.1	4.8	49.9	5.6	0.9	6.5
5/1	211	211	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
5/2	204	204	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/1	311	311	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2	258	258	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1	488	488	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	629	629	-	-	-	0.0	0.2	-	0.2	1.4	6.0	0.2	6.2
8/1	185	185	-	-	-	0.0	0.1	-	0.1	1.0	0.6	0.1	0.6
8/2	203	203	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
9/1	28	28	0	28	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
10/1	99	99	16	83	0	0.0	0.1	-	0.1	3.1	2.1	0.1	2.2
11/1	163	163	0	163	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
12/1	53	53	0	53	0	0.0	0.0	-	0.0	1.6	0.5	0.0	0.5

C1 PRC for Signalled Lanes (%): 39.7 Total Delay for Signalled Lanes (pcuHr): 23.96 Cycle Time (s): 104
PRC Over All Lanes (%): 39.7 Total Delay Over All Lanes(pcuHr): 24.96

Scenario 29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak' (FG29: '2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak ', Plan 1: 'Network Control Plan 1')

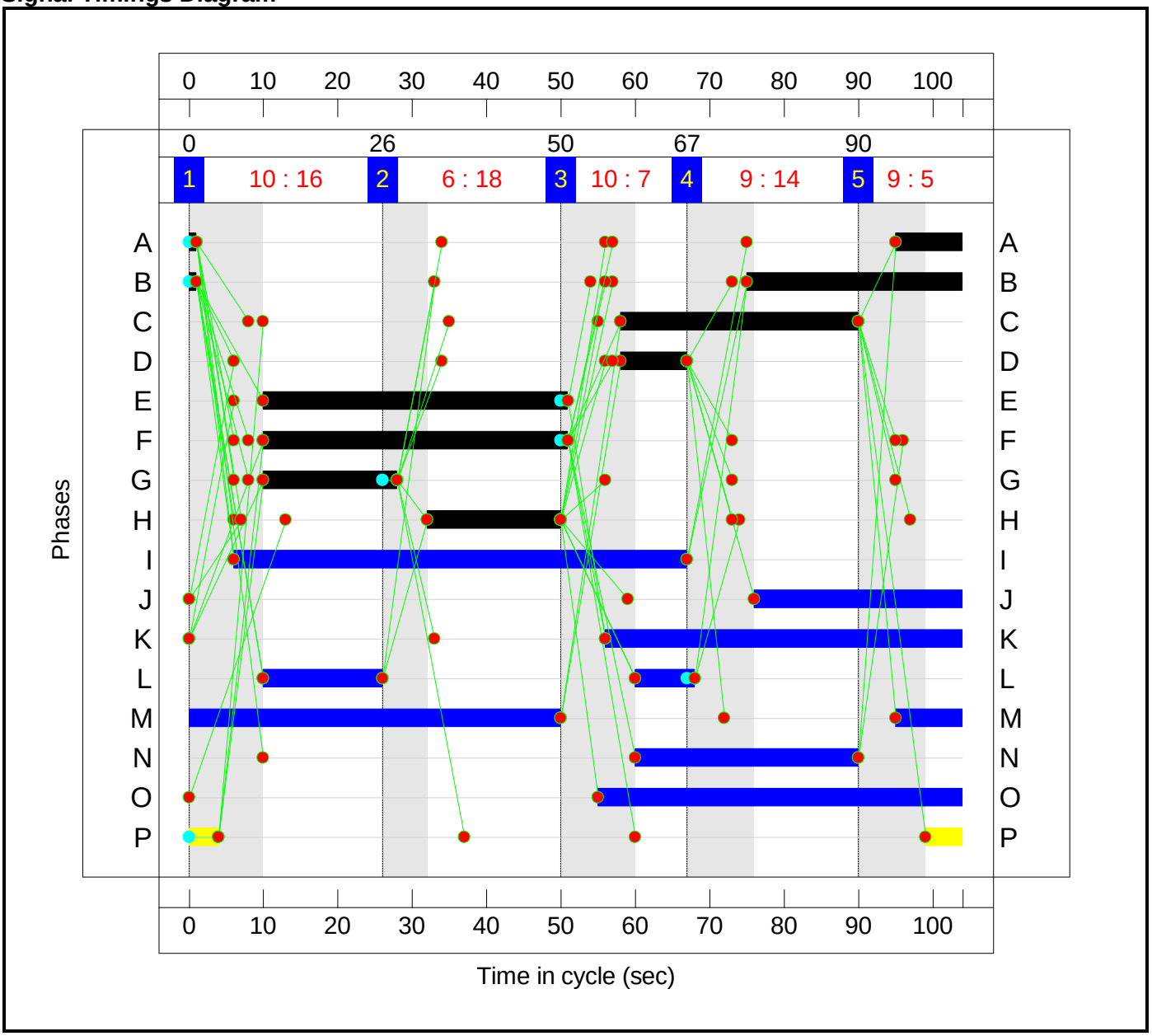
Stage Sequence Diagram



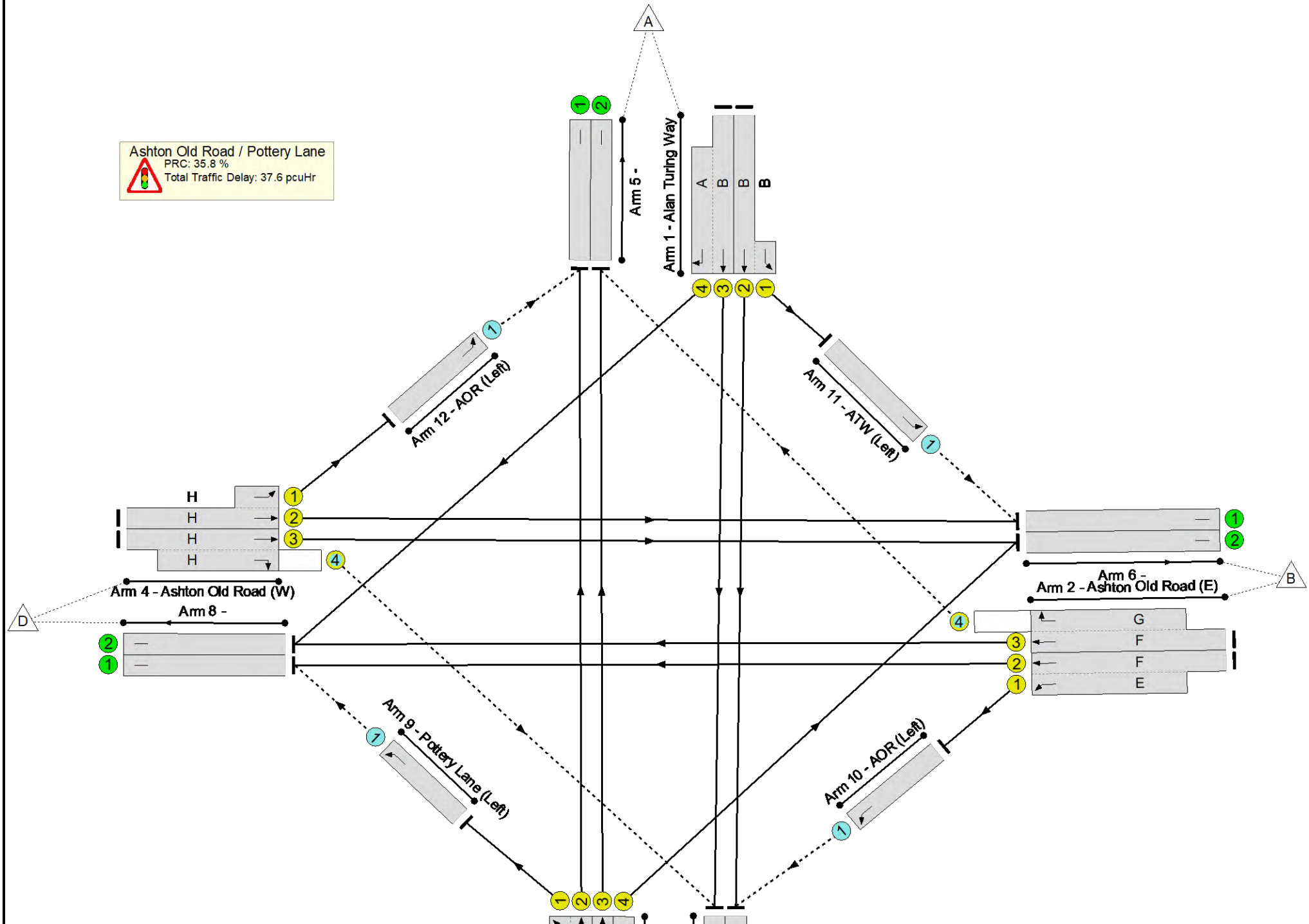
Stage Timings

Stage	1	2	3	4	5
Duration	16	18	7	14	5
Change Point	0	26	50	67	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 35.8 %
Total Traffic Delay: 37.6 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.3%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.3%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	30	-	412	1965:1987	410+220	65.4 : 65.4%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	30:10	-	483	1965:1840	574+159	65.8 : 65.8%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	41	-	604	2105:1973	739+229	62.4 : 62.4%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	41:18	-	222	2105:1834	0+335	0.0 : 66.3%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	32	-	390	1965:1980	581+57	61.1 : 61.1%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	32	-	370	1965	624	59.3%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	9	-	113	1786	172	65.8%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	18	-	304	1965:1987	242+233	63.9 : 63.9%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	18	-	287	1965:1840	359+122	59.6 : 59.6%
5/1		U	N/A	N/A	-		-	-	-	504	2045	2045	24.6%
5/2		U	N/A	N/A	-		-	-	-	592	2045	2045	28.9%
6/1		U	N/A	N/A	-		-	-	-	299	2015	2015	14.8%
6/2		U	N/A	N/A	-		-	-	-	327	2015	2015	16.2%
7/1		U	N/A	N/A	-		-	-	-	411	1945	1945	21.1%
7/2		U	N/A	N/A	-		-	-	-	451	1945	1945	23.2%
8/1		U	N/A	N/A	-		-	-	-	496	1965	1965	25.2%
8/2		U	N/A	N/A	-		-	-	-	105	1965	1965	5.3%

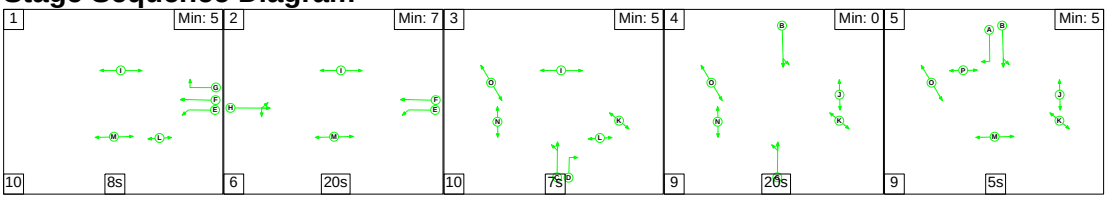
9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	35	1980	989	3.5%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	143	1973	1025	13.9%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	144	1987	1165	12.4%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	149	1987	875	17.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**99**	**652**	**14**	**28.4**	**9.0**	**0.1**	**37.6**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**99**	**652**	**14**	**28.4**	**9.0**	**0.1**	**37.6**	**-**	**-**	**-**	**-**
1/2+1/1	412	412	-	-	-	3.5	0.9	-	4.4	38.8	8.9	0.9	9.9
1/3+1/4	483	483	-	-	-	4.6	1.0	-	5.6	41.5	9.5	1.0	10.4
2/2+2/1	604	604	-	-	-	3.8	0.8	-	4.6	27.7	10.1	0.8	10.9
2/3+2/4	222	222	0	208	14	2.4	1.0	0.1	3.5	56.7	5.9	1.0	6.9
3/2+3/1	390	390	-	-	-	3.2	0.8	-	4.0	37.0	9.3	0.8	10.0
3/3	370	370	-	-	-	3.1	0.7	-	3.8	36.9	8.9	0.7	9.7
3/4	113	113	-	-	-	1.4	0.9	-	2.4	75.1	3.1	0.9	4.1
4/2+4/1	304	304	-	-	-	3.2	0.9	-	4.1	48.1	4.9	0.9	5.8
4/3+4/4	287	287	73	0	0	3.1	0.7	0.0	3.8	47.8	5.6	0.7	6.4
5/1	504	504	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	592	592	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	299	299	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	327	327	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	411	411	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	451	451	-	-	-	0.0	0.2	-	0.2	1.2	4.9	0.2	5.1
8/1	496	496	-	-	-	0.0	0.2	-	0.2	1.4	7.8	0.2	7.9
8/2	105	105	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	35	35	0	35	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
10/1	143	143	26	117	0	0.0	0.1	-	0.1	2.4	2.6	0.1	2.7
11/1	144	144	0	144	0	0.0	0.1	-	0.1	1.8	0.5	0.1	0.5
12/1	149	149	0	149	0	0.0	0.1	-	0.1	3.1	3.4	0.1	3.5

C1 PRC for Signalled Lanes (%): 35.8 Total Delay for Signalled Lanes (pcuHr): 36.20 Cycle Time (s): 104
PRC Over All Lanes (%): 35.8 Total Delay Over All Lanes(pcuHr): 37.57

Scenario 30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak' (FG30: '2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak ', Plan 1: 'Network Control Plan 1')

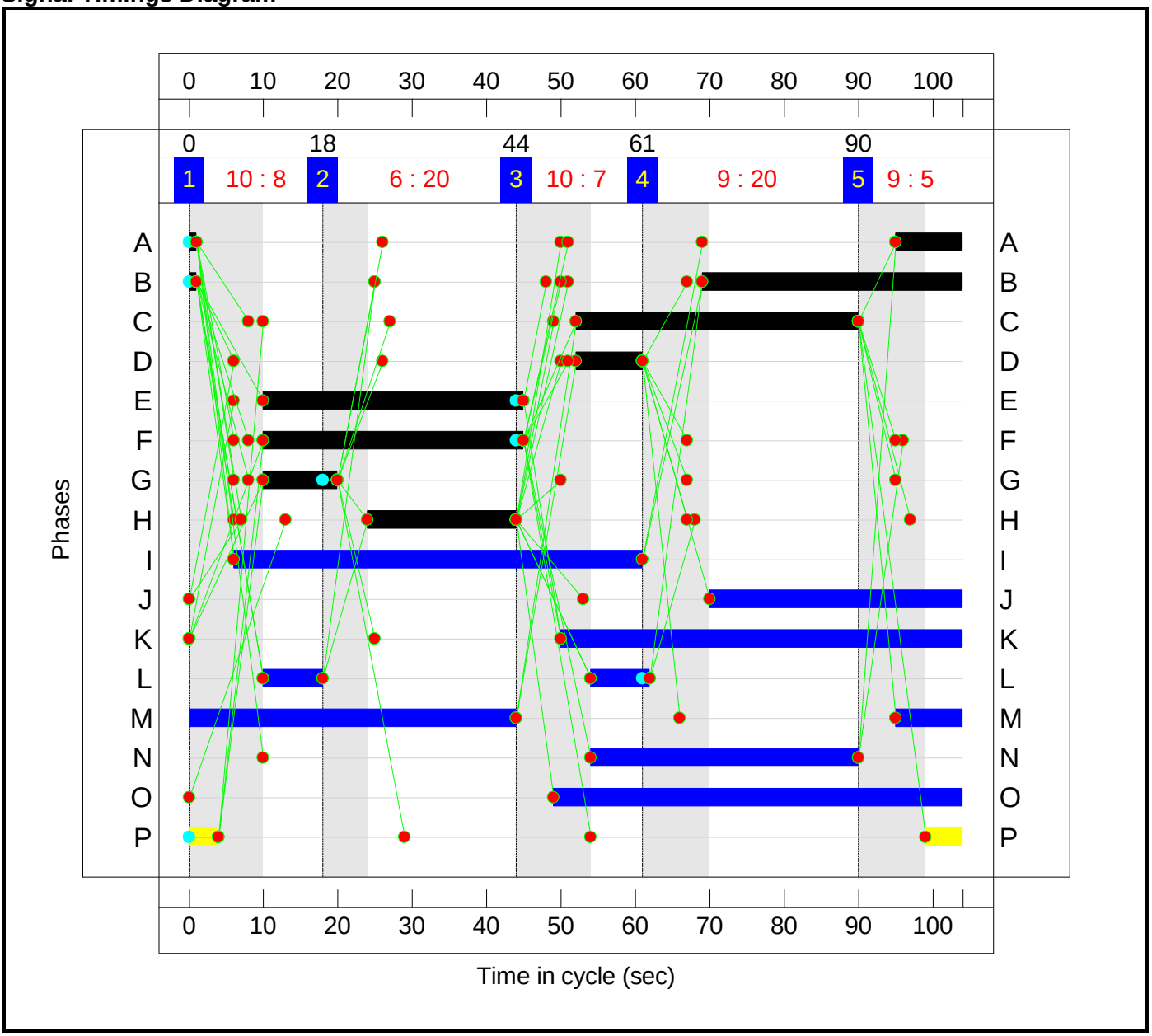
Stage Sequence Diagram



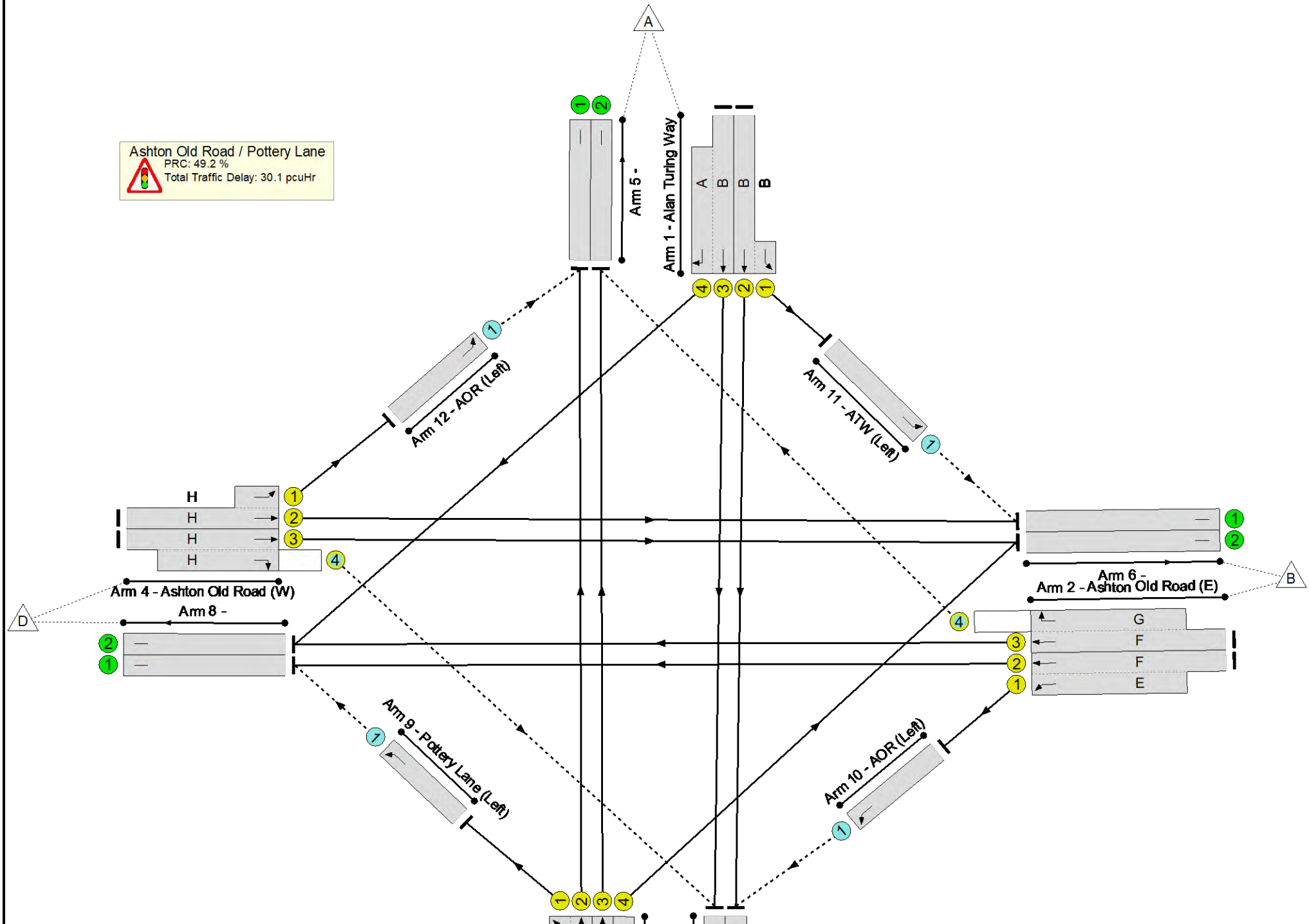
Stage Timings

Stage	1	2	3	4	5
Duration	8	20	7	20	5
Change Point	0	18	44	61	90

Signal Timings Diagram



Network Layout Diagram


Ashton Old Road / Pottery Lane
PRC: 49.2 %
Total Traffic Delay: 30.1 pcuHr
A
B
D
Arm 5 -
Arm 1 - Alan Turing Way
A
B
B
B
Arm 12 - AOR (Left)
Arm 11 - ATW (Left)
H
H
H
H
Arm 4 - Ashton Old Road (W)
Arm 8 -
Arm 6 -
Arm 2 - Ashton Old Road (E)
G
F
F
E
Arm 9 - Pottery Lane (Left)
Arm 10 - AOR (Left)

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.3%**
Ashton Old Road / Pottery Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.3%**
1/2+1/1	Alan Turing Way Ahead Left	U	N/A	N/A	B		1	36	-	430	1965:1987	532+199	58.9 : 58.9%
1/3+1/4	Alan Turing Way Ahead Right	U	N/A	N/A	B A		1	36:10	-	515	1965:1840	660+194	60.3 : 60.3%
2/2+2/1	Ashton Old Road (E) Ahead Ahead2	U	N/A	N/A	F E		1	35	-	447	2105:1973	653+183	53.4 : 53.4%
2/3+2/4	Ashton Old Road (E) Right Ahead	U+O	N/A	N/A	F G		1	35:10	-	108	2105:1834	0+194	0.0 : 55.7%
3/2+3/1	Pottery Lane Ahead Left	U	N/A	N/A	C		1	38	-	345	1965:1980	680+72	45.9 : 45.9%
3/3	Pottery Lane Ahead	U	N/A	N/A	C		1	38	-	322	1965	737	43.7%
3/4	Pottery Lane Right	U	N/A	N/A	D		1	9	-	94	1786	172	54.7%
4/2+4/1	Ashton Old Road (W) Ahead Ahead2	U	N/A	N/A	H		1	20	-	293	1965:1987	271+231	58.4 : 58.4%
4/3+4/4	Ashton Old Road (W) Ahead Right	U+O	N/A	N/A	H		1	20	-	286	1965:1840	397+133	53.9 : 53.9%
5/1		U	N/A	N/A	-		-	-	-	447	2045	2045	21.9%
5/2		U	N/A	N/A	-		-	-	-	430	2045	2045	21.0%
6/1		U	N/A	N/A	-		-	-	-	275	2015	2015	13.6%
6/2		U	N/A	N/A	-		-	-	-	308	2015	2015	15.3%
7/1		U	N/A	N/A	-		-	-	-	411	1945	1945	21.1%
7/2		U	N/A	N/A	-		-	-	-	470	1945	1945	24.2%
8/1		U	N/A	N/A	-		-	-	-	382	1965	1965	19.4%
8/2		U	N/A	N/A	-		-	-	-	117	1965	1965	6.0%

9/1	Pottery Lane (Left) Ahead	O	N/A	N/A	-		-	-	-	33	1980	1071	3.1%
10/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	98	1973	978	10.0%
11/1	ATW (Left) Left	O	N/A	N/A	-		-	-	-	117	1987	1177	9.9%
12/1	AOR (Left) Left	O	N/A	N/A	-		-	-	-	135	1987	989	13.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform 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	**-**	**-**	**92**	**460**	**11**	**23.7**	**6.4**	**0.0**	**30.1**	**-**	**-**	**-**	**-**
Ashton Old Road / Pottery Lane	**-**	**-**	**92**	**460**	**11**	**23.7**	**6.4**	**0.0**	**30.1**	**-**	**-**	**-**	**-**
1/2+1/1	430	430	-	-	-	3.2	0.7	-	3.9	32.4	9.1	0.7	9.8
1/3+1/4	515	515	-	-	-	4.4	0.8	-	5.2	36.3	9.3	0.8	10.0
2/2+2/1	447	447	-	-	-	3.2	0.6	-	3.8	30.5	7.9	0.6	8.4
2/3+2/4	108	108	0	97	11	1.3	0.6	0.0	2.0	65.6	2.9	0.6	3.6
3/2+3/1	345	345	-	-	-	2.3	0.4	-	2.7	28.6	7.2	0.4	7.6
3/3	322	322	-	-	-	2.2	0.4	-	2.6	28.6	6.9	0.4	7.3
3/4	94	94	-	-	-	1.2	0.6	-	1.8	67.7	2.6	0.6	3.2
4/2+4/1	293	293	-	-	-	2.9	0.7	-	3.6	44.5	4.8	0.7	5.5
4/3+4/4	286	286	72	0	0	2.9	0.6	0.0	3.5	44.1	5.5	0.6	6.1
5/1	447	447	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	430	430	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	275	275	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2	308	308	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	411	411	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	470	470	-	-	-	0.0	0.2	-	0.2	1.2	4.9	0.2	5.1
8/1	382	382	-	-	-	0.0	0.1	-	0.1	1.2	5.1	0.1	5.2
8/2	117	117	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
9/1	33	33	0	33	0	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
10/1	98	98	20	78	0	0.0	0.1	-	0.1	2.3	1.8	0.1	1.9
11/1	117	117	0	117	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
12/1	135	135	0	135	0	0.0	0.1	-	0.1	2.5	2.9	0.1	3.0

C1 PRC for Signalled Lanes (%): 49.2 Total Delay for Signalled Lanes (pcuHr): 29.02 Cycle Time (s): 104
PRC Over All Lanes (%): 49.2 Total Delay Over All Lanes(pcuHr): 30.15

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Rowsley Street v2.j9
Path: \\Global\europe\Manchester\Jobs\260000\267262-00 - Etihad Campus Movement and Transport Strategy\4 Internal Project Data\4-04 Calculations\4-04-08 Transport Planning\Junction Models\Models\BH Issue 13-12-2019\2020-01-20 For BH
Report generation date: 21/01/2020 10:28:42

»2019 Base (Non-Match) - Weekday PM Network Peak, 1700-1800
»2019 Base (Non-Match) - Weekday PM Arena Arrival Peak, 1900-2000
»2019 Base (Non-Match) - Weekday PM Arena Departure Peak, 2200-2300
»2019 Base (Non-Match) - Saturday Matinee Arrival Peak, 1200-1300
»2019 Base (Non-Match) - Saturday Matinee Departure Peak, 1600-1700
»2019 Base (Match) - Weekday PM Network Peak, 1700-1800
»2019 Base (Match) - Weekday PM Arena Arrival Peak, 1900-2000
»2019 Base (Match) - Weekday PM Arena Departure Peak, 2200-2300
»2019 Base (Match) - Saturday Matinee Arrival Peak, 1200-1300
»2019 Base (Match) - Saturday Matinee Departure Peak, 1600-1700
»2023 Base (Non-Match) - Weekday PM Network Peak [D14], 1700-1800
»2023 Base (Non-Match) - Weekday PM Arena Arrival Peak [D15], 1900-2000
»2023 Base (Non-Match) - Weekday PM Arena Departure Peak [D16], 2200-2300
»2023 Base (Non-Match) - Saturday Matinee Arrival Peak [D17], 1200-1300
»2023 Base (Non-Match) - Saturday Matinee Departure Peak [D18], 1600-1700
»2023 Base (Match) - Weekday PM Network Peak [D20], 1700-1800
»2023 Base (Match) - Weekday PM Arena Arrival Peak [D21], 1900-2000
»2023 Base (Match) - Weekday PM Arena Departure Peak [D22], 2200-2300
»2023 Base (Match) - Saturday Matinee Arrival Peak [D23], 1200-1300
»2023 Base (Match) - Saturday Matinee Departure Peak [D24], 1600-1700
»2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak [D26], 1700-1800
»2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak [D27], 1900-2000
»2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak [D28], 2200-2300
»2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak [D29], 1200-1300
»2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak [D30], 1600-1700
»2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak [D32], 1700-1800
»2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak [D33], 1900-2000
»2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak [D34], 2200-2300
»2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak [D35], 1200-1300
»2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak [D36], 1600-1700

Summary of junction performance

	1700-1800				1900-2000				2200-2300				1200-1300				1600-1700			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2019 Base (Non-Match) - Weekday PM Network Peak																			
Stream B-C	0.3	8.33	0.22	A																
Stream B-A	0.1	12.35	0.11	B																

Stream C-B	0.1	9.11	0.08	A															
2019 Base (Non-Match) - Weekday PM Arena Arrival Peak																			
Stream B-C					0.0	5.84	0.03	A											
Stream B-A					0.0	8.85	0.03	A											
Stream C-B					0.1	7.79	0.06	A											
2019 Base (Non-Match) - Weekday PM Arena Departure Peak																			
Stream B-C									0.0	5.48	0.02	A							
Stream B-A									0.0	7.76	0.03	A							
Stream C-B									0.0	7.01	0.01	A							
2019 Base (Non-Match) - Saturday Matinee Arrival Peak																			
Stream B-C													0.0	6.06	0.05	A			
Stream B-A													0.1	9.81	0.05	A			
Stream C-B													0.0	7.81	0.04	A			
2019 Base (Non-Match) - Saturday Matinee Departure Peak																			
Stream B-C																	0.0	5.95	0.03	A
Stream B-A																	0.0	9.40	0.04	A
Stream C-B																	0.0	7.63	0.02	A
2019 Base (Match) - Weekday PM Network Peak																			
Stream B-C	0.2	8.40	0.18	A															
Stream B-A	0.4	15.22	0.26	C															
Stream C-B	0.2	10.36	0.17	B															
2019 Base (Match) - Weekday PM Arena Arrival Peak																			
Stream B-C					0.2	7.71	0.14	A											
Stream B-A					0.5	15.73	0.33	C											
Stream C-B					0.2	9.80	0.17	A											
2019 Base (Match) - Weekday PM Arena Departure Peak																			
Stream B-C									0.2	6.77	0.17	A							
Stream B-A									0.5	11.52	0.32	B							
Stream C-B									0.1	7.31	0.07	A							
2019 Base (Match) - Saturday Matinee Arrival Peak																			
Stream B-C													0.1	6.58	0.09	A			
Stream B-A													0.2	11.34	0.17	B			
Stream C-B													0.1	8.14	0.07	A			
2019 Base (Match) - Saturday Matinee Departure Peak																			
Stream B-C																	0.2	6.79	0.15	A
Stream B-A																	0.2	10.91	0.20	B
Stream C-B																	0.1	8.09	0.10	A
2023 Base (Non-Match) - Weekday PM Network Peak [D14]																			
Stream B-C	0.3	8.65	0.23	A															
Stream B-A	0.1	12.98	0.12	B															
Stream C-B	0.1	9.32	0.09	A															
2023 Base (Non-Match) - Weekday PM Arena Arrival Peak [D15]																			
Stream B-C					0.0	5.91	0.04	A											
Stream B-A					0.0	9.05	0.03	A											
Stream C-B					0.1	7.89	0.06	A											
2023 Base (Non-Match) - Weekday PM Arena Departure Peak [D16]																			
Stream B-C									0.0	5.52	0.02	A							
Stream B-A									0.0	7.85	0.04	A							
Stream C-B									0.0	7.06	0.01	A							
2023 Base (Non-Match) - Saturday Matinee Arrival Peak [D17]																			
Stream B-C													0.1	6.15	0.05	A			
Stream B-A													0.1	10.12	0.06	B			
Stream C-B													0.0	7.92	0.04	A			
2023 Base (Non-Match) - Saturday Matinee Departure Peak [D18]																			
Stream B-C																	0.0	6.02	0.04	A

Stream B-A																	0.1	9.66	0.05	A
Stream C-B																	0.0	7.72	0.03	A
	2023 Base (Match) - Weekday PM Network Peak [D20]																			
Stream B-C	0.2	8.75	0.20	A																
Stream B-A	0.4	16.39	0.29	C																
Stream C-B	0.2	10.70	0.18	B																
	2023 Base (Match) - Weekday PM Arena Arrival Peak [D21]																			
Stream B-C					0.2	7.98	0.15	A												
Stream B-A					0.6	17.09	0.36	C												
Stream C-B					0.2	10.10	0.18	B												
	2023 Base (Match) - Weekday PM Arena Departure Peak [D22]																			
Stream B-C									0.2	6.93	0.19	A								
Stream B-A									0.5	12.05	0.34	B								
Stream C-B									0.1	7.38	0.07	A								
	2023 Base (Match) - Saturday Matinee Arrival Peak [D23]																			
Stream B-C													0.1	6.72	0.10	A				
Stream B-A													0.2	11.86	0.19	B				
Stream C-B													0.1	8.28	0.07	A				
	2023 Base (Match) - Saturday Matinee Departure Peak [D24]																			
Stream B-C																	0.2	6.96	0.16	A
Stream B-A																	0.3	11.37	0.21	B
Stream C-B																	0.1	8.22	0.11	A
	2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak [D26]																			
Stream B-C	0.3	9.05	0.24	A																
Stream B-A	0.1	13.78	0.13	B																
Stream C-B	0.1	9.67	0.09	A																
	2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak [D27]																			
Stream B-C					0.0	6.15	0.04	A												
Stream B-A					0.0	9.57	0.03	A												
Stream C-B					0.1	8.20	0.06	A												
	2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak [D28]																			
Stream B-C									0.0	5.53	0.02	A								
Stream B-A									0.0	8.19	0.04	A								
Stream C-B									0.0	7.05	0.01	A								
	2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak [D29]																			
Stream B-C													0.1	6.45	0.05	A				
Stream B-A													0.1	10.84	0.06	B				
Stream C-B													0.0	8.29	0.04	A				
	2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak [D30]																			
Stream B-C																	0.0	6.04	0.04	A
Stream B-A																	0.1	10.15	0.05	B
Stream C-B																	0.0	7.74	0.03	A
	2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak [D32]																			
Stream B-C	0.2	8.82	0.20	A																
Stream B-A	0.4	16.62	0.29	C																
Stream C-B	0.2	10.75	0.18	B																
	2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak [D33]																			
Stream B-C					0.2	8.04	0.15	A												
Stream B-A					0.6	17.39	0.36	C												
Stream C-B					0.2	10.19	0.18	B												
	2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak [D34]																			
Stream B-C									0.2	6.92	0.18	A								
Stream B-A									0.5	12.19	0.34	B								
Stream C-B									0.1	7.38	0.07	A								
	2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak [D35]																			

Stream B-C													0.1	7.07	0.10	A				
Stream B-A													0.2	12.85	0.20	B				
Stream C-B													0.1	8.69	0.08	A				
2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak [D36]																				
Stream B-C																	0.2	6.99	0.16	A
Stream B-A																	0.3	12.04	0.22	B
Stream C-B																	0.1	8.25	0.11	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	09/12/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\Tom-J.Smith
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Base (Non-Match) - Weekday PM Network Peak	1700-1800	FLAT	17:00	18:00	60	15	✓
D3	2019 Base (Non-Match) - Weekday PM Arena Arrival Peak	1900-2000	FLAT	19:00	20:00	60	15	✓
D4	2019 Base (Non-Match) - Weekday PM Arena Departure Peak	2200-2300	FLAT	22:00	23:00	60	15	✓
D5	2019 Base (Non-Match) - Saturday Matinee Arrival Peak	1200-1300	FLAT	12:00	13:00	60	15	✓
D6	2019 Base (Non-Match) - Saturday Matinee Departure Peak	1600-1700	FLAT	16:00	17:00	60	15	✓
D8	2019 Base (Match) - Weekday PM Network Peak	1700-1800	FLAT	17:00	18:00	60	15	✓
D9	2019 Base (Match) - Weekday PM Arena Arrival Peak	1900-2000	FLAT	19:00	20:00	60	15	✓
D10	2019 Base (Match) - Weekday PM Arena Departure Peak	2200-2300	FLAT	22:00	23:00	60	15	✓
D11	2019 Base (Match) - Saturday Matinee Arrival Peak	1200-1300	FLAT	12:00	13:00	60	15	✓
D12	2019 Base (Match) - Saturday Matinee Departure Peak	1600-1700	FLAT	16:00	17:00	60	15	✓
D14	2023 Base (Non-Match) - Weekday PM Network Peak [D14]	1700-1800		17:00	18:00	60	15	✓
D15	2023 Base (Non-Match) - Weekday PM Arena Arrival Peak [D15]	1900-2000		19:00	20:00	60	15	✓
D16	2023 Base (Non-Match) - Weekday PM Arena Departure Peak [D16]	2200-2300		22:00	23:00	60	15	✓
D17	2023 Base (Non-Match) - Saturday Matinee Arrival Peak [D17]	1200-1300		12:00	13:00	60	15	✓
D18	2023 Base (Non-Match) - Saturday Matinee Departure Peak [D18]	1600-1700		16:00	17:00	60	15	✓
D20	2023 Base (Match) - Weekday PM Network Peak [D20]	1700-1800		17:00	18:00	60	15	✓
D21	2023 Base (Match) - Weekday PM Arena Arrival Peak [D21]	1900-2000		19:00	20:00	60	15	✓
D22	2023 Base (Match) - Weekday PM Arena Departure Peak [D22]	2200-2300		22:00	23:00	60	15	✓
D23	2023 Base (Match) - Saturday Matinee Arrival Peak [D23]	1200-1300		12:00	13:00	60	15	✓
D24	2023 Base (Match) - Saturday Matinee Departure Peak [D24]	1600-1700		16:00	17:00	60	15	✓
D26	2023 Base + Arena Evening Event (Non-Match) - Weekday PM Network Peak [D26]	1700-1800	FLAT	17:00	18:00	60	15	✓
D27	2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Arrival Peak [D27]	1900-2000	FLAT	19:00	20:00	60	15	✓
D28	2023 Base + Arena Evening Event (Non-Match) - Weekday PM Arena Departure Peak [D28]	2200-2300	FLAT	22:00	23:00	60	15	✓
D29	2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Arrival Peak [D29]	1200-1300	FLAT	12:00	13:00	60	15	✓
D30	2023 Base + Arena Matinee (Non-Match) - Saturday Matinee Departure Peak [D30]	1600-1700	FLAT	16:00	17:00	60	15	✓
D32	2023 Base + Arena Evening Event (Match) - Weekday PM Network Peak [D32]	1700-1800	FLAT	17:00	18:00	60	15	✓
D33	2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak [D33]	1900-2000	FLAT	19:00	20:00	60	15	✓
D34	2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak [D34]	2200-2300	FLAT	22:00	23:00	60	15	✓
D35	2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak [D35]	1200-1300	FLAT	12:00	13:00	60	15	✓
D36	2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak [D36]	1600-1700	FLAT	16:00	17:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Base (Non-Match) - Weekday PM Network Peak, 1700-1800

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		1.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Ashton New Road West		Major
B	Rowsley Street		Minor
C	Ashton New Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.70			0.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	5.00	5.00	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	574	0.088	0.222	0.139	0.316
1	B-C	749	0.096	0.243	-	-
1	C-B	574	0.187	0.187	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Base (Non-Match) - Weekday PM Network Peak	1700-1800	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	766	100.000
B		FLAT	✓	155	100.000
C		FLAT	✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	735
	B	36	0	119
	C	495	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	8.33	0.3	A	119	119
B-A	0.11	12.35	0.1	B	36	36
C-A					495	495
C-B	0.08	9.11	0.1	A	36	36
A-B					31	31
A-C					735	735

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	551	0.216	118	0.0	0.3	8.285	A
B-A	36	9	328	0.110	36	0.0	0.1	12.306	B
C-A	495	124			495				
C-B	36	9	431	0.084	36	0.0	0.1	9.096	A
A-B	31	8			31				
A-C	735	184			735				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	551	0.216	119	0.3	0.3	8.329	A
B-A	36	9	327	0.110	36	0.1	0.1	12.349	B
C-A	495	124			495				
C-B	36	9	431	0.084	36	0.1	0.1	9.112	A
A-B	31	8			31				
A-C	735	184			735				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	551	0.216	119	0.3	0.3	8.329	A
B-A	36	9	327	0.110	36	0.1	0.1	12.349	B
C-A	495	124			495				
C-B	36	9	431	0.084	36	0.1	0.1	9.112	A
A-B	31	8			31				
A-C	735	184			735				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	551	0.216	119	0.3	0.3	8.329	A
B-A	36	9	327	0.110	36	0.1	0.1	12.349	B
C-A	495	124			495				
C-B	36	9	431	0.084	36	0.1	0.1	9.112	A
A-B	31	8			31				
A-C	735	184			735				

2019 Base (Non-Match) - Weekday PM Arena Arrival Peak, 1900-2000

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		0.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019 Base (Non-Match) - Weekday PM Arena Arrival Peak	1900-2000	FLAT	19:00	20:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	454	100.000
B		FLAT	✓	32	100.000
C		FLAT	✓	381	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	20	434
	B	11	0	21
	C	354	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	5.84	0.0	A	21	21
B-A	0.03	8.85	0.0	A	11	11
C-A					354	354
C-B	0.06	7.79	0.1	A	27	27
A-B					20	20
A-C					434	434

Main Results for each time segment

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	637	0.033	21	0.0	0.0	5.840	A
B-A	11	3	418	0.026	11	0.0	0.0	8.846	A
C-A	354	89			354				
C-B	27	7	489	0.055	27	0.0	0.1	7.780	A
A-B	20	5			20				
A-C	434	109			434				

19:15 - 19:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	637	0.033	21	0.0	0.0	5.843	A
B-A	11	3	418	0.026	11	0.0	0.0	8.851	A
C-A	354	89			354				
C-B	27	7	489	0.055	27	0.1	0.1	7.787	A
A-B	20	5			20				
A-C	434	109			434				

19:30 - 19:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	637	0.033	21	0.0	0.0	5.843	A
B-A	11	3	418	0.026	11	0.0	0.0	8.851	A
C-A	354	89			354				
C-B	27	7	489	0.055	27	0.1	0.1	7.787	A
A-B	20	5			20				
A-C	434	109			434				

19:45 - 20:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	637	0.033	21	0.0	0.0	5.843	A
B-A	11	3	418	0.026	11	0.0	0.0	8.851	A
C-A	354	89			354				
C-B	27	7	489	0.055	27	0.1	0.1	7.787	A
A-B	20	5			20				
A-C	434	109			434				

2019 Base (Non-Match) - Weekday PM Arena Departure Peak, 2200-2300

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		0.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2019 Base (Non-Match) - Weekday PM Arena Departure Peak	2200-2300	FLAT	22:00	23:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	308	100.000
B		FLAT	✓	28	100.000
C		FLAT	✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	304
	B	16	0	12
	C	178	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	5.48	0.0	A	12	12
B-A	0.03	7.76	0.0	A	16	16
C-A					178	178
C-B	0.01	7.01	0.0	A	3	3
A-B					4	4
A-C					304	304

Main Results for each time segment

22:00 - 22:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	669	0.018	12	0.0	0.0	5.480	A
B-A	16	4	480	0.033	16	0.0	0.0	7.754	A
C-A	178	45			178				
C-B	3	0.75	516	0.006	3	0.0	0.0	7.009	A
A-B	4	1			4				
A-C	304	76			304				

22:15 - 22:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	669	0.018	12	0.0	0.0	5.480	A
B-A	16	4	480	0.033	16	0.0	0.0	7.757	A
C-A	178	45			178				
C-B	3	0.75	516	0.006	3	0.0	0.0	7.009	A
A-B	4	1			4				
A-C	304	76			304				

22:30 - 22:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	669	0.018	12	0.0	0.0	5.480	A
B-A	16	4	480	0.033	16	0.0	0.0	7.757	A
C-A	178	45			178				
C-B	3	0.75	516	0.006	3	0.0	0.0	7.009	A
A-B	4	1			4				
A-C	304	76			304				

22:45 - 23:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	669	0.018	12	0.0	0.0	5.480	A
B-A	16	4	480	0.033	16	0.0	0.0	7.757	A
C-A	178	45			178				
C-B	3	0.75	516	0.006	3	0.0	0.0	7.009	A
A-B	4	1			4				
A-C	304	76			304				

2019 Base (Non-Match) - Saturday Matinee Arrival Peak, 1200-1300

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		0.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2019 Base (Non-Match) - Saturday Matinee Arrival Peak	1200-1300	FLAT	12:00	13:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	505	100.000
B		FLAT	✓	49	100.000
C		FLAT	✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	476
	B	21	0	28
	C	512	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.06	0.0	A	28	28
B-A	0.05	9.81	0.1	A	21	21
C-A					512	512
C-B	0.04	7.81	0.0	A	19	19
A-B					29	29
A-C					476	476

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	622	0.045	28	0.0	0.0	6.060	A
B-A	21	5	388	0.054	21	0.0	0.1	9.792	A
C-A	512	128			512				
C-B	19	5	480	0.040	19	0.0	0.0	7.808	A
A-B	29	7			29				
A-C	476	119			476				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	622	0.045	28	0.0	0.0	6.064	A
B-A	21	5	388	0.054	21	0.1	0.1	9.805	A
C-A	512	128			512				
C-B	19	5	480	0.040	19	0.0	0.0	7.813	A
A-B	29	7			29				
A-C	476	119			476				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	622	0.045	28	0.0	0.0	6.064	A
B-A	21	5	388	0.054	21	0.1	0.1	9.805	A
C-A	512	128			512				
C-B	19	5	480	0.040	19	0.0	0.0	7.813	A
A-B	29	7			29				
A-C	476	119			476				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	622	0.045	28	0.0	0.0	6.064	A
B-A	21	5	388	0.054	21	0.1	0.1	9.805	A
C-A	512	128			512				
C-B	19	5	480	0.040	19	0.0	0.0	7.813	A
A-B	29	7			29				
A-C	476	119			476				

2019 Base (Non-Match) - Saturday Matinee Departure Peak, 1600-1700

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2019 Base (Non-Match) - Saturday Matinee Departure Peak	1600-1700	FLAT	16:00	17:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	484	100.000
B		FLAT	✓	39	100.000
C		FLAT	✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	467
	B	18	0	21
	C	458	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	5.95	0.0	A	21	21
B-A	0.04	9.40	0.0	A	18	18
C-A					458	458
C-B	0.02	7.63	0.0	A	12	12
A-B					17	17
A-C					467	467

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	626	0.034	21	0.0	0.0	5.943	A
B-A	18	5	401	0.045	18	0.0	0.0	9.392	A
C-A	458	115			458				
C-B	12	3	484	0.025	12	0.0	0.0	7.628	A
A-B	17	4			17				
A-C	467	117			467				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	626	0.034	21	0.0	0.0	5.946	A
B-A	18	5	401	0.045	18	0.0	0.0	9.400	A
C-A	458	115			458				
C-B	12	3	484	0.025	12	0.0	0.0	7.631	A
A-B	17	4			17				
A-C	467	117			467				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	626	0.034	21	0.0	0.0	5.946	A
B-A	18	5	401	0.045	18	0.0	0.0	9.400	A
C-A	458	115			458				
C-B	12	3	484	0.025	12	0.0	0.0	7.631	A
A-B	17	4			17				
A-C	467	117			467				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21	5	626	0.034	21	0.0	0.0	5.946	A
B-A	18	5	401	0.045	18	0.0	0.0	9.400	A
C-A	458	115			458				
C-B	12	3	484	0.025	12	0.0	0.0	7.631	A
A-B	17	4			17				
A-C	467	117			467				

2019 Base (Match) - Weekday PM Network Peak, 1700-1800

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		1.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2019 Base (Match) - Weekday PM Network Peak	1700-1800	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	838	100.000
B		FLAT	✓	180	100.000
C		FLAT	✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	111	727
	B	85	0	95
	C	422	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	5.52	0.0	A	13	13
B-A	0.04	7.85	0.0	A	17	17
C-A					187	187
C-B	0.01	7.06	0.0	A	3	3
A-B					4	4
A-C					320	320

Main Results for each time segment

22:00 - 22:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	665	0.019	13	0.0	0.0	5.521	A
B-A	17	4	475	0.035	17	0.0	0.0	7.850	A
C-A	187	47			187				
C-B	3	0.79	513	0.006	3	0.0	0.0	7.053	A
A-B	4	1			4				
A-C	320	80			320				

22:15 - 22:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	665	0.019	13	0.0	0.0	5.521	A
B-A	17	4	475	0.035	17	0.0	0.0	7.855	A
C-A	187	47			187				
C-B	3	0.79	513	0.006	3	0.0	0.0	7.053	A
A-B	4	1			4				
A-C	320	80			320				

22:30 - 22:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	665	0.019	13	0.0	0.0	5.521	A
B-A	17	4	475	0.035	17	0.0	0.0	7.855	A
C-A	187	47			187				
C-B	3	0.79	513	0.006	3	0.0	0.0	7.056	A
A-B	4	1			4				
A-C	320	80			320				

22:45 - 23:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	665	0.019	13	0.0	0.0	5.521	A
B-A	17	4	475	0.035	17	0.0	0.0	7.855	A
C-A	187	47			187				
C-B	3	0.79	513	0.006	3	0.0	0.0	7.056	A
A-B	4	1			4				
A-C	320	80			320				

2023 Base (Non-Match) - Saturday Matinee Arrival Peak [D17], 1200-1300

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		0.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D17	2023 Base (Non-Match) - Saturday Matinee Arrival Peak [D17]	1200-1300	12:00	13:00	60	15	✓	Advanced	D5*1.0547

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT		100.000
B		DIRECT		100.000
C		DIRECT		100.000

Origin-Destination Data

Demand (PCU/hr)

12:00 - 12:15

		To		
		A	B	C
From	A	0	31	502
	B	22	0	30
	C	540	20	0

Demand (PCU/hr)

12:15 - 12:30

		To		
		A	B	C
From	A	0	31	502
	B	22	0	30
	C	540	20	0

12:30 - 12:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	502
	B	22	0	30
	C	540	20	0

12:45 - 13:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	502
	B	22	0	30
	C	540	20	0

Vehicle Mix

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

12:45 - 13:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.15	0.1	A	30	30
B-A	0.06	10.12	0.1	B	22	22
C-A					540	540
C-B	0.04	7.92	0.0	A	20	20
A-B					31	31
A-C					502	502

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	615	0.048	29	0.0	0.1	6.150	A
B-A	22	6	378	0.059	22	0.0	0.1	10.103	B
C-A	540	135			540				
C-B	20	5	475	0.042	20	0.0	0.0	7.917	A
A-B	31	8			31				
A-C	502	126			502				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	614	0.048	30	0.1	0.1	6.153	A
B-A	22	6	378	0.059	22	0.1	0.1	10.116	B
C-A	540	135			540				
C-B	20	5	475	0.042	20	0.0	0.0	7.919	A
A-B	31	8			31				
A-C	502	126			502				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	614	0.048	30	0.1	0.1	6.153	A
B-A	22	6	378	0.059	22	0.1	0.1	10.116	B
C-A	540	135			540				
C-B	20	5	475	0.042	20	0.0	0.0	7.919	A
A-B	31	8			31				
A-C	502	126			502				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	614	0.048	30	0.1	0.1	6.153	A
B-A	22	6	378	0.059	22	0.1	0.1	10.116	B
C-A	540	135			540				
C-B	20	5	475	0.042	20	0.0	0.0	7.919	A
A-B	31	8			31				
A-C	502	126			502				

2023 Base (Non-Match) - Saturday Matinee Departure Peak [D18], 1600-1700

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D18	2023 Base (Non-Match) - Saturday Matinee Departure Peak [D18]	1600-1700	16:00	17:00	60	15	✓	Advanced	D6*1.0547

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT		100.000
B		DIRECT		100.000
C		DIRECT		100.000

Origin-Destination Data

16:00 - 16:15

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	493
	B	19	0	22
	C	483	13	0

16:15 - 16:30

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	493
	B	19	0	22
	C	483	13	0

16:30 - 16:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	493
	B	19	0	22
	C	483	13	0

16:45 - 17:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	18	493
	B	19	0	22
	C	483	13	0

Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

16:15 - 16:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

16:30 - 16:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	6.02	0.0	A	22	22
B-A	0.05	9.66	0.1	A	19	19
C-A					483	483
C-B	0.03	7.72	0.0	A	13	13
A-B					18	18
A-C					493	493

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	620	0.036	22	0.0	0.0	6.022	A
B-A	19	5	392	0.048	19	0.0	0.1	9.653	A
C-A	483	121			483				
C-B	13	3	479	0.026	13	0.0	0.0	7.721	A
A-B	18	4			18				
A-C	493	123			493				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	620	0.036	22	0.0	0.0	6.025	A
B-A	19	5	391	0.048	19	0.1	0.1	9.664	A
C-A	483	121			483				
C-B	13	3	479	0.026	13	0.0	0.0	7.724	A
A-B	18	4			18				
A-C	493	123			493				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	620	0.036	22	0.0	0.0	6.025	A
B-A	19	5	391	0.048	19	0.1	0.1	9.664	A
C-A	483	121			483				
C-B	13	3	479	0.026	13	0.0	0.0	7.724	A
A-B	18	4			18				
A-C	493	123			493				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	6	620	0.036	22	0.0	0.0	6.025	A
B-A	19	5	391	0.048	19	0.1	0.1	9.664	A
C-A	483	121			483				
C-B	13	3	479	0.026	13	0.0	0.0	7.724	A
A-B	18	4			18				
A-C	493	123			493				

2023 Base (Match) - Weekday PM Network Peak [D20], 1700-1800

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		1.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D20	2023 Base (Match) - Weekday PM Network Peak [D20]	1700-1800	17:00	18:00	60	15	✓	Advanced	D8*1.05

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT		100.000
B		DIRECT		100.000
C		DIRECT		100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	117	763
	B	89	0	100
	C	443	74	0

17:15 - 17:30

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	117	763
	B	89	0	100
	C	443	74	0

17:30 - 17:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	117	763
	B	89	0	100
	C	443	74	0

17:45 - 18:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	117	763
	B	89	0	100
	C	443	74	0

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	8.75	0.2	A	100	100
B-A	0.29	16.39	0.4	C	89	89
C-A					443	443
C-B	0.18	10.70	0.2	B	74	74
A-B					117	117
A-C					763	763

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	512	0.195	99	0.0	0.2	8.693	A
B-A	89	22	309	0.289	88	0.0	0.4	16.142	C
C-A	443	111			443				
C-B	74	18	410	0.179	73	0.0	0.2	10.652	B
A-B	117	29			117				
A-C	763	191			763				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	511	0.195	100	0.2	0.2	8.748	A
B-A	89	22	309	0.289	89	0.4	0.4	16.383	C
C-A	443	111			443				
C-B	74	18	410	0.179	73	0.2	0.2	10.704	B
A-B	117	29			117				
A-C	763	191			763				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	511	0.195	100	0.2	0.2	8.748	A
B-A	89	22	309	0.289	89	0.4	0.4	16.387	C
C-A	443	111			443				
C-B	74	18	410	0.179	73	0.2	0.2	10.704	B
A-B	117	29			117				
A-C	763	191			763				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	511	0.195	100	0.2	0.2	8.748	A
B-A	89	22	309	0.289	89	0.4	0.4	16.386	C
C-A	443	111			443				
C-B	74	18	410	0.179	73	0.2	0.2	10.704	B
A-B	117	29			117				
A-C	763	191			763				

2023 Base (Match) - Weekday PM Arena Arrival Peak [D21], 1900-2000

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D21	2023 Base (Match) - Weekday PM Arena Arrival Peak [D21]	1900-2000	19:00	20:00	60	15	✓	Advanced	D9*1.0529

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT		100.000
B		DIRECT		100.000
C		DIRECT		100.000

Origin-Destination Data

19:00 - 19:15

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	104	644
	B	118	0	78
	C	490	78	0

19:15 - 19:30

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	104	644
	B	118	0	78
	C	490	78	0

19:30 - 19:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	104	644
	B	118	0	78
	C	490	78	0

19:45 - 20:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	104	644
	B	118	0	78
	C	490	78	0

Vehicle Mix

19:00 - 19:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

19:15 - 19:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

19:30 - 19:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

19:45 - 20:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	7.98	0.2	A	78	78
B-A	0.36	17.09	0.6	C	118	118
C-A					490	490
C-B	0.18	10.10	0.2	B	78	78
A-B					104	104
A-C					644	644

Main Results for each time segment

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	19	530	0.147	77	0.0	0.2	7.943	A
B-A	118	29	329	0.359	116	0.0	0.5	16.740	C
C-A	490	122			490				
C-B	78	19	434	0.179	77	0.0	0.2	10.054	B
A-B	104	26			104				
A-C	644	161			644				

19:15 - 19:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	19	529	0.147	78	0.2	0.2	7.984	A
B-A	118	29	328	0.359	118	0.5	0.6	17.086	C
C-A	490	122			490				
C-B	78	19	434	0.179	78	0.2	0.2	10.101	B
A-B	104	26			104				
A-C	644	161			644				

19:30 - 19:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	19	529	0.147	78	0.2	0.2	7.984	A
B-A	118	29	328	0.359	118	0.6	0.6	17.092	C
C-A	490	122			490				
C-B	78	19	434	0.179	78	0.2	0.2	10.101	B
A-B	104	26			104				
A-C	644	161			644				

19:45 - 20:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	19	529	0.147	78	0.2	0.2	7.984	A
B-A	118	29	328	0.359	118	0.6	0.6	17.093	C
C-A	490	122			490				
C-B	78	19	434	0.179	78	0.2	0.2	10.101	B
A-B	104	26			104				
A-C	644	161			644				

2023 Base (Match) - Weekday PM Arena Departure Peak [D22], 2200-2300

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D22	2023 Base (Match) - Weekday PM Arena Departure Peak [D22]	2200-2300	22:00	23:00	60	15	✓	Advanced	D10*1.0529

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT		100.000
B		DIRECT		100.000
C		DIRECT		100.000

Origin-Destination Data

22:00 - 22:15

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	71	182
	B	155	0	118
	C	438	39	0

22:15 - 22:30

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	71	182
	B	155	0	118
	C	438	39	0

22:30 - 22:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	71	182
	B	155	0	118
	C	438	39	0

22:45 - 23:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	71	182
	B	155	0	118
	C	438	39	0

Vehicle Mix

22:00 - 22:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

22:15 - 22:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

22:30 - 22:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

22:45 - 23:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	6.93	0.2	A	118	118
B-A	0.34	12.05	0.5	B	155	155
C-A					438	438
C-B	0.07	7.38	0.1	A	39	39
A-B					71	71
A-C					182	182

Main Results for each time segment

22:00 - 22:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	638	0.185	117	0.0	0.2	6.896	A
B-A	155	39	454	0.341	153	0.0	0.5	11.887	B
C-A	438	110			438				
C-B	39	10	527	0.074	39	0.0	0.1	7.369	A
A-B	71	18			71				
A-C	182	46			182				

22:15 - 22:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	637	0.185	118	0.2	0.2	6.928	A
B-A	155	39	454	0.341	155	0.5	0.5	12.047	B
C-A	438	110			438				
C-B	39	10	527	0.074	39	0.1	0.1	7.378	A
A-B	71	18			71				
A-C	182	46			182				

22:30 - 22:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	637	0.185	118	0.2	0.2	6.929	A
B-A	155	39	454	0.341	155	0.5	0.5	12.049	B
C-A	438	110			438				
C-B	39	10	527	0.074	39	0.1	0.1	7.378	A
A-B	71	18			71				
A-C	182	46			182				

22:45 - 23:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	637	0.185	118	0.2	0.2	6.929	A
B-A	155	39	454	0.341	155	0.5	0.5	12.049	B
C-A	438	110			438				
C-B	39	10	527	0.074	39	0.1	0.1	7.378	A
A-B	71	18			71				
A-C	182	46			182				

2023 Base (Match) - Saturday Matinee Arrival Peak [D23], 1200-1300

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D23	2023 Base (Match) - Saturday Matinee Arrival Peak [D23]	1200-1300	12:00	13:00	60	15	✓	Advanced	D11*1.0547

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT		100.000
B		DIRECT		100.000
C		DIRECT		100.000

Origin-Destination Data

12:00 - 12:15

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	488
	B	71	0	57
	C	528	34	0

12:15 - 12:30

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	488
	B	71	0	57
	C	528	34	0

12:30 - 12:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	488
	B	71	0	57
	C	528	34	0

12:45 - 13:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	488
	B	71	0	57
	C	528	34	0

Vehicle Mix

12:00 - 12:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

12:15 - 12:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

12:30 - 12:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D33	2023 Base + Arena Evening Event (Match) - Weekday PM Arena Arrival Peak [D33]	1900-2000	FLAT	19:00	20:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	764	100.000
B		FLAT	✓	195	100.000
C		FLAT	✓	568	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	104	660
	B	118	0	77
	C	490	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	8.04	0.2	A	77	77
B-A	0.36	17.39	0.6	C	118	118
C-A					490	490
C-B	0.18	10.19	0.2	B	78	78
A-B					104	104
A-C					660	660

Main Results for each time segment

19:00 - 19:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	526	0.146	76	0.0	0.2	7.998	A
B-A	118	30	325	0.363	116	0.0	0.6	17.018	C
C-A	490	123			490				
C-B	78	20	431	0.181	77	0.0	0.2	10.138	B
A-B	104	26			104				
A-C	660	165			660				

19:15 - 19:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	525	0.147	77	0.2	0.2	8.040	A
B-A	118	30	325	0.363	118	0.6	0.6	17.384	C
C-A	490	123			490				
C-B	78	20	431	0.181	78	0.2	0.2	10.185	B
A-B	104	26			104				
A-C	660	165			660				

19:30 - 19:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	525	0.147	77	0.2	0.2	8.040	A
B-A	118	30	325	0.363	118	0.6	0.6	17.390	C
C-A	490	123			490				
C-B	78	20	431	0.181	78	0.2	0.2	10.185	B
A-B	104	26			104				
A-C	660	165			660				

19:45 - 20:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	525	0.147	77	0.2	0.2	8.041	A
B-A	118	30	325	0.363	118	0.6	0.6	17.391	C
C-A	490	123			490				
C-B	78	20	431	0.181	78	0.2	0.2	10.185	B
A-B	104	26			104				
A-C	660	165			660				

2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak [D34], 2200-2300

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		2.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D34	2023 Base + Arena Evening Event (Match) - Weekday PM Arena Departure Peak [D34]	2200-2300	FLAT	22:00	23:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	253	100.000
B		FLAT	✓	272	100.000
C		FLAT	✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	71	182
	B	155	0	117
	C	461	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	6.92	0.2	A	117	117
B-A	0.34	12.19	0.5	B	155	155
C-A					461	461
C-B	0.07	7.38	0.1	A	39	39
A-B					71	71
A-C					182	182

Main Results for each time segment

22:00 - 22:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	29	638	0.183	116	0.0	0.2	6.891	A
B-A	155	39	450	0.344	153	0.0	0.5	12.024	B
C-A	461	115			461				
C-B	39	10	527	0.074	39	0.0	0.1	7.371	A
A-B	71	18			71				
A-C	182	46			182				

22:15 - 22:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	29	637	0.184	117	0.2	0.2	6.923	A
B-A	155	39	450	0.344	155	0.5	0.5	12.187	B
C-A	461	115			461				
C-B	39	10	527	0.074	39	0.1	0.1	7.379	A
A-B	71	18			71				
A-C	182	46			182				

22:30 - 22:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	29	637	0.184	117	0.2	0.2	6.923	A
B-A	155	39	450	0.344	155	0.5	0.5	12.190	B
C-A	461	115			461				
C-B	39	10	527	0.074	39	0.1	0.1	7.379	A
A-B	71	18			71				
A-C	182	46			182				

22:45 - 23:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	29	637	0.184	117	0.2	0.2	6.923	A
B-A	155	39	450	0.344	155	0.5	0.5	12.190	B
C-A	461	115			461				
C-B	39	10	527	0.074	39	0.1	0.1	7.379	A
A-B	71	18			71				
A-C	182	46			182				

2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak [D35], 1200-1300

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D35	2023 Base + Arena Matinee (Match) - Saturday Matinee Arrival Peak [D35]	1200-1300	FLAT	12:00	13:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	674	100.000
B		FLAT	✓	127	100.000
C		FLAT	✓	562	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	77	597
	B	70	0	57
	C	528	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.07	0.1	A	57	57
B-A	0.20	12.85	0.2	B	70	70
C-A					528	528
C-B	0.08	8.69	0.1	A	34	34
A-B					77	77
A-C					597	597

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	566	0.101	57	0.0	0.1	7.056	A
B-A	70	18	350	0.200	69	0.0	0.2	12.760	B
C-A	528	132			528				
C-B	34	9	448	0.076	34	0.0	0.1	8.685	A
A-B	77	19			77				
A-C	597	149			597				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	566	0.101	57	0.1	0.1	7.073	A
B-A	70	18	350	0.200	70	0.2	0.2	12.852	B
C-A	528	132			528				
C-B	34	9	448	0.076	34	0.1	0.1	8.691	A
A-B	77	19			77				
A-C	597	149			597				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	566	0.101	57	0.1	0.1	7.073	A
B-A	70	18	350	0.200	70	0.2	0.2	12.852	B
C-A	528	132			528				
C-B	34	9	448	0.076	34	0.1	0.1	8.691	A
A-B	77	19			77				
A-C	597	149			597				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	566	0.101	57	0.1	0.1	7.073	A
B-A	70	18	350	0.200	70	0.2	0.2	12.852	B
C-A	528	132			528				
C-B	34	9	448	0.076	34	0.1	0.1	8.691	A
A-B	77	19			77				
A-C	597	149			597				

2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak [D36], 1600-1700

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Rowsley Street / Ashton New Road	T-Junction	Two-way		1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D36	2023 Base + Arena Matinee (Match) - Saturday Matinee Departure Peak [D36]	1600-1700	FLAT	16:00	17:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	458	100.000
B		FLAT	✓	181	100.000
C		FLAT	✓	641	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	72	386
	B	84	0	97
	C	589	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	6.99	0.2	A	97	97
B-A	0.22	12.04	0.3	B	84	84
C-A					589	589
C-B	0.11	8.25	0.1	A	52	52
A-B					72	72
A-C					386	386

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	24	612	0.158	96	0.0	0.2	6.964	A
B-A	84	21	383	0.219	83	0.0	0.3	11.948	B
C-A	589	147			589				
C-B	52	13	489	0.106	52	0.0	0.1	8.230	A
A-B	72	18			72				
A-C	386	97			386				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	24	612	0.159	97	0.2	0.2	6.989	A
B-A	84	21	383	0.219	84	0.3	0.3	12.038	B
C-A	589	147			589				
C-B	52	13	489	0.106	52	0.1	0.1	8.246	A
A-B	72	18			72				
A-C	386	97			386				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	24	612	0.159	97	0.2	0.2	6.989	A
B-A	84	21	383	0.219	84	0.3	0.3	12.038	B
C-A	589	147			589				
C-B	52	13	489	0.106	52	0.1	0.1	8.246	A
A-B	72	18			72				
A-C	386	97			386				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	24	612	0.159	97	0.2	0.2	6.989	A
B-A	84	21	383	0.219	84	0.3	0.3	12.038	B
C-A	589	147			589				
C-B	52	13	489	0.106	52	0.1	0.1	8.246	A
A-B	72	18			72				
A-C	386	97			386				

Appendix D Collision Data

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TRANSPORT FOR GREATER MANCHESTER

Traffic Accident Data for

BuroHappold Engineering

Reported Road Injury Accidents in Specified Area of Etihad Campus, Manchester.
01/05/2014 to 30/04/2019

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Severity Symbol Key

- Slight
- Serious
- Fatal

A3038855, 2017
A3049374, 2018
A3045988, 2018
A3020239, 2016
A3051139, 2018
A3013077, 2016
A3000215, 2015
A3025873, 2017
A3031671, 2017
A3026158, 2016
A3051579, 2018
A3027231, 2017
A3013061, 2016
A3017027, 2016
A3023468, 2016
A3093279, 2014
A3041476, 2018
A3055528, 2019
A3052213, 2018
A3093487, 2014
A1090240, 2014
A3055005, 2019
A3091369, 2014
A3090887, 2014
A3039848, 2018
A3093549, 2014
A3030388, 2017
A3017910, 2016
A3051619, 2018
A1094232, 2014
A3021157, 2016
A3087622, 2014
A1091503, 2014
A3004253, 2015
A3095425, 2014
A3027030, 2017
A1013409, 2016
A3006849, 2015
A1016989, 2016
A3051928, 2018
A3041017, 2018
A3089515, 2014
A3004691, 2015
A3008264, 2015
A3087132, 2014
A3045973, 2018
A1029260, 2017
A3002788, 2015
A3024029, 2016
A3096065, 2015
A3050902, 2018
A3012150, 2016
A3037321, 2017
A1088417, 2014
A3016936, 2016
A3042152, 2018
A3019759, 2016
A3030169, 2017
A3034330, 2017
A3036934, 2017
A3045702, 2018
A3007186, 2015
A3003218, 2015
A3045521, 2018
A3086742, 2014
A3005254, 2015
A3049319, 2018

Ashton New Road
Alan Turing Way

Transport for Greater Manchester 2 Piccadilly Place, Manchester, M1 3BG	**Reported Road Injury Accidents in Specified Area of Etihad Campus, Manchester, 01/05/2014 to 30/04/2019**			
	Drawn By : liuj	Note: A road accident which occurs at or within 20m of a junction, is coded as a junction accident	Date : 18/09/2019	

TRANSPORT FOR GREATER MANCHESTER

Transport for Greater Manchester

Reported Road Injury Accidents in Specified Area of Etihad Campus, Manchester. 01/05/2014 to 30/04/2019

Injury Accidents	May – Dec 2014	2015	2016	2017	2018	Jan-Apr 2019	Total
Fatal	1	0	0	0	0	0	1
Serious	4	2	1	4	2	1	14
Slight	9	8	13	7	14	1	52
Total	14	10	14	11	16	2	67

Standard Totals Report : Reported Injury Accidents in Specified Area of Etihad Campus, Manchester, 01/05/2014 to 30/04/2019

Accidents

Fatal	1
Serious	14
Slight	52
Total Accidents	**67**

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal					
Male	0	0	0	1	1
Total	**0**	**0**	**0**	**1**	**1**
Serious					
Male	1	9	0	1	11
Female	1	2	0	0	3
Total	**2**	**11**	**0**	**1**	**14**
Slight					
Male	11	36	1	1	49
Female	2	22	0	0	24
Total	**13**	**58**	**1**	**1**	**73**
Total Casualties	**15**	**69**	**1**	**3**	**88**

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal					
Driver or rider	0	0	0	1	1
Total	**0**	**0**	**0**	**1**	**1**
Serious					
Driver or rider	1	5	0	0	6
Veh or pillion pas	0	1	0	0	1
Pedestrian	1	5	0	1	7
Total	**2**	**11**	**0**	**1**	**14**
Slight					
Driver or rider	1	40	1	1	43
Veh or pillion pas	8	13	0	0	21
Pedestrian	4	5	0	0	9
Total	**13**	**58**	**1**	**1**	**73**
Total Casualties	**15**	**69**	**1**	**3**	**88**

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal	0	0	0	1	1
Serious	2	5	0	1	8
Slight	5	15	0	0	20
Total Casualties	**7**	**20**	**0**	**2**	**29**

Casualties Broken Down By Type

Car (Driver)	**0-15**	**16+**	**Total**
Serious	0	1	1
Slight	0	30	30
Total	**0**	**31**	**31**
Car (Passenger)	**0-15**	**16+**	**Total**
Serious	0	1	1
Slight	8	12	20
Total	**8**	**13**	**21**
Pedestrian	**0-15**	**16+**	**Total**
Serious	1	6	7
Slight	4	5	9
Total	**5**	**11**	**16**
TWPV (Rider)	**0-15**	**16+**	**Total**
Serious	0	4	4
Slight	0	2	2
Total	**0**	**6**	**6**
Cyclist (Rider)	**0-15**	**16+**	**Total**
Fatal	0	1	1
Serious	1	0	1
Slight	1	10	11
Total	**2**	**11**	**13**
PSV (Passenger)	**0-15**	**16+**	**Total**
Slight	0	1	1
Total	**0**	**1**	**1**
Total	**15**	**73**	**88**

Standard Report - Reported Injury Accidents in Specified Area of Etihad Campus, Manchester, 01/05/2014 to 30/04/2019

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

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

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Accident Reference Number: A1094232 **Day:** Saturday **Date:** 29/11/2014 **Time:** 01:55

Place Reported: Scene **District:** Manchester

Location: Great Ancoats Street 15 metres NW of Store Street

Description: V1 Trav Nw On Great Ancoats St Collides With C1 (Pedestrian) Crossing Carriageway From Offside In Westerly Direction.

Locational Details

Road:	A665/C	Junction Details:	Xrds
OSGR:	385177 398256	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLoo	Poss	V1
DEye	Poss	V1
PFLoo	Poss	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	27	Serious	

Accident Reference Number: A3030388 **Day:** Wednesday **Date:** 26/04/2017 **Time:** 14:55

Place Reported: Else **District:** Manchester

Location: Great Ancoats Street at junction with Old Mill Street

Description: Both Vehs Trav Se Great Ancoats St In Adjacent Lanes. V1 Moves Into Same Lane As V2 And Collision Ocurs. V1 Then Fails To Stop

Locational Details

Road:	A665/C	Junction Details:	Tjun
OSGR:	385184 398260	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
Car	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	32	Slight	

Accident Reference Number: A1013409 **Day:** Saturday **Date:** 05/03/2016 **Time:** 19:50

Place Reported: Scene **District:** Manchester

Location: Store Street at junction with Great Ancoats Street

Description: C1 (Pedestrian) Crosses Se-bd Infront Of A Passing Vehicle (V1) Trav Sw Store St And Collision Occurs

Locational Details

Road:	C/A665		Junction Details:	Xrds	
OSGR:	385188	398234	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PXMas	Poss	C1
PFLoo	Poss	C1
PJudge	Poss	C1
PAlcoh	Poss	C1
DDrugs	Poss	V1
DFast	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	23	Serious	

Accident Reference Number: A3090887 **Day:** Wednesday **Date:** 03/09/2014 **Time:** 11:15

Place Reported: Scene **District:** Manchester

Location: Great Ancoats Street 10 metres Nw of Old Mill Street

Description: C1 Is Crossing Road As V1 Trav Se Great Ancoats St Filters Through Standing Traffic. C1 Does Not See V1 And Collision Occurs, Resulting In C1 Being Knocked To Ground.

Locational Details

Road:	A665/C		Junction Details:	Xrds	
OSGR:	385189	398261	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	Ref	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PXMas	VLike	C1
PFLoo	VLike	C1
DStat	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
othr	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	30	Slight	

Accident Reference Number: A3095425 **Day:** Tuesday **Date:** 23/12/2014 **Time:** 04:25

Place Reported: Scene **District:** Manchester

Location: Great Ancoats Street at junction with Store Street

Description: V2 Travels Nw On Great Ancoats St. V1 Heads Ne On Store St. V1 Moves Through Red Light And Collides With V2. V1 Fts

Locational Details

Road:	A665/C		Junction Details:	Xrds	
OSGR:	385190	398242	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DATS	VLike	V1
DFLoo	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	54	Slight	

Accident Reference Number: A1091503 **Day:** Friday **Date:** 19/09/2014 **Time:** 06:34

Place Reported: Scene **District:** Manchester

Location: Great Ancoats Street at junction with Store Street

Description: V1 Trav Se On Great Ancoats St Turns Right, Is Blinded By Sun, And Crosses Path Of V2 (Motorcycle) Trav Nw Same. Collision Occurs

Locational Details

Road:	A665/C		Junction Details:	Xrds	
OSGR:	385194	398241	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DTurn	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	wtgTR	NW	SW	
m/cl	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	47	Serious	

Accident Reference Number: A3052213 **Day:** Tuesday **Date:** 25/12/2018 **Time:** 20:37

Place Reported: Scene **District:** Manchester

Location: Great Ancoats Street at junction with Old Mill Street

Description: Both Vehs Trav Se Great Ancoats St. V2 In Front Changes Lane To Left & Brakes. V1 Behind Brakes But Collides Rear V2

Locational Details

Road:	A665/C		Junction Details:	Xrds
OSGR:	385195	398259	Junction Control:	TS
Speed Limit:	30		Ped Crossing:	

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DBrake	VLike	V1
DTurn	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
Car	Waitg	NW	SE	
Car	chlnL	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	53	Slight	

Accident Reference Number: A1090240 **Day:** Thursday **Date:** 14/08/2014 **Time:** 21:00

Place Reported: Scene **District:** Manchester

Location: Great Ancoats Street at junction with Old Mill Street

Description: V1 Travels Se On Great Ancoats St. V2 Travels Opposite Direction, Turning Right Into Old Mill St. As V2 Turns, Collision Occurs.

Locational Details

Road:	A665/C		Junction Details:	Xrds
OSGR:	385199	398254	Junction Control:	TS
Speed Limit:	30		Ped Crossing:	Ref

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DATS	VLike	V1
DFast	VLike	V1
DFLoo	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
Car	TurnR	SE	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
2 Pas	M	10	Slight	
1 Drv	M	27	Slight	

Accident Reference Number: A3041476 **Day:** Friday **Date:** 09/03/2018 **Time:** 22:30

Place Reported: Else **District:** Manchester

Location: Old Mill Street at junction with Great Ancoats Street

Description: V1 Trav Nw Gt Ancoats St Turns Right Onto Old Mill St And Collides With V2 (Pedal Cycle) Trav Se Across Old Mill St From Pavement.

Locational Details

Road:	C/A665		Junction Details:	Xrds
OSGR:	385207	398262	Junction Control:	TS
Speed Limit:	30		Ped Crossing:	Ref

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLoo	VLike	V2
DJudge	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	24	Slight	

Accident Reference Number: A1016989 **Day:** Monday **Date:** 06/06/2016 **Time:** 00:35

Place Reported: Scene **District:** Manchester

Location: Great Ancoats Street 50 metres SE of Old Mill Street

Description: V1 Trav Nw Great Ancoats St As C1 Walks Into Road From Easterly Direction And Collision Occurs

Locational Details

Road:	A665		Junction Details:	
OSGR:	385228	398201	Junction Control:	n/a
Speed Limit:	30		Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PFLoo	Poss	C1
PAlcoh	Poss	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	30	Slight	

Accident Reference Number: A3041017 **Day:** Sunday **Date:** 11/02/2018 **Time:** 01:00
Place Reported: Else **District:** Manchester
Location: Great Ancoats Street at junction with Pollard Street
Description: Both Vehs Trav Se Great Ancoats St. V2 Stationary In Traffic At ATS - V1 Approaches From Behind & Collides With V2. V1 FTS.

Locational Details				Conditions		Accident Details	
Road:	A665/A662	Junction Details:	Tjun	Road Surface:	Wet	Severity:	Slight
OSGR:	385309 398125	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	R&W	No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
Car	Waitg	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	28	Slight	
2 Pas	M	34	Slight	

Accident Reference Number: A3004691 **Day:** Sunday **Date:** 16/08/2015 **Time:** 11:15
Place Reported: Scene **District:** Manchester
Location: Great Ancoats Street at junction with Pollard Street
Description: Both Veh Trav Se Great Ancoats St; V1 In Inside Lane V2 Is In Outside Lane. V1 Collides With V2

Locational Details				Conditions		Accident Details	
Road:	A665/A662	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Slight
OSGR:	385321 398110	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DFLoo	VLike	V1
DJudge	Poss	V1
DTurn	VLike	V1
DDisIn	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
othr	chlnR	NW	SE	
Mbus	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	F	40	Slight	
2 Pas	M	10	Slight	

Accident Reference Number: A3096065 **Day:** Sunday **Date:** 04/01/2015 **Time:** 19:54
Place Reported: Scene **District:** Manchester
Location: Great Ancoats Street at junction with Pollard Street
Description: V1 Travels Nw On Great Ancoats St As C1 Crosses V1's Path On V2 (Pedal Cycle). V2 Is On Pedestrian Crossing. C1 Is Knocked To Floor.

Locational Details				Conditions		Accident Details	
Road:	A665/A662	Junction Details:	Tjun	Road Surface:	Wet	Severity:	Slight
OSGR:	385324 398094	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	
p/c	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	22	Slight	

Accident Reference Number: A1029260 **Day:** Sunday **Date:** 09/04/2017 **Time:** 03:35
Place Reported: Scene **District:** Manchester
Location: Great Ancoats Street at junction with Pollard Street
Description: C1 Waits To Cross Road, Believed To Be Under Influence. V1 Trav Se Great Ancoats St Crosses Junction As C1 Runs Into Road. V1 Tries To Avoid C1 But Collision Occurs

Locational Details				Conditions		Accident Details	
Road:	A665/A662	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Serious
OSGR:	385333 398100	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	1
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PAlcoh	VLike	C1
PDrugs	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	24	Serious	

Accident Reference Number: A3087132 **Day:** Saturday **Date:** 10/05/2014 **Time:** 10:10
Place Reported: Scene **District:** Manchester
Location: Pollard Street 30 metres NE of Great Ancoats Street
Description: Both Vehs Trav Sw On Pollard St. V1 Slows For Traffic Ahead. V2 Behind Skids On Wet Surface And Hits V1

Locational Details

Road:	A662	Junction Details:			
OSGR:	385360 398118	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Stopg	NE	SW	
LGV	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	33	Slight	

Accident Reference Number: A1088417 **Day:** Friday **Date:** 27/06/2014 **Time:** 19:00
Place Reported: Scene **District:** Manchester
Location: Great Ancoats Street at junction with Adair Street
Description: V1 Trav Se On Great Ancoats St Turns Right Into Path Of V2 Trav Opp Dir. Collision Occurs

Locational Details

Road:	A665/U	Junction Details:	Tjun		
OSGR:	385375 398043	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DFLoo	VLike	V1
DTurn	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Taxi	TurnR	NW	SW	
Car	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	28	Slight	
2 Pas	F	25	Serious	

Accident Reference Number: A3023468 **Day:** Monday **Date:** 14/11/2016 **Time:** 19:57
Place Reported: Scene **District:** Manchester
Location: Old Mill Street at junction with Weybridge Road
Description: V2 (Pedal Cycle) Trav Se Weybridge Rd Pulls Out Into Path V1 Trav Ne Old Mill St

Locational Details

Road:	C/U	Junction Details:	Mini		
OSGR:	385488 398481	Junction Control:	GW		
Speed Limit:	20	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Taxi	Ahead	SW	NE	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	14	Slight	

Accident Reference Number: A3013061 **Day:** Wednesday **Date:** 09/03/2016 **Time:** 16:00
Place Reported: Scene **District:** Manchester
Location: Old Mill Street, outside number 126, 15 metres South West of Carruthers Street
Description: C1 Is Waiting To Cross Road E-bound With Brother. Traffic Stops And C1 Moves After Man In Van Advises It Is Safe. V1 Trav Sw Old Mill St Drives Through And Hits C1

Locational Details

Road:	U/U	Junction Details:	Xrds		
OSGR:	385578 398543	Junction Control:	GW		
Speed Limit:	20	Ped Crossing:	ZebX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
VMirr	Poss	V1
DFast	Poss	V1
DFLoo	VLike	V1
DPedX	VLike	V1
DCare	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	10	Slight	

Accident Reference Number: A3031671 **Day:** Thursday **Date:** 15/06/2017 **Time:** 09:40
Place Reported: Scene **District:** Manchester
Location: Carruthers Street at junction with Piercy Street
Description: V1 Trav Nw Carruthers St Twds Old Mill St. V2 Trav Sw Piercy St Crossing Carruthers St And In Doing So Collides With Offside Of V1

Locational Details

Road:	U/U	Junction Details:	Xrds		
OSGR:	385614	398524	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLoo	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	
Car	Ahead	NE	SW	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	M	77	Slight	

Accident Reference Number: A3026158 **Day:** Thursday **Date:** 01/12/2016 **Time:** 14:45
Place Reported: Scene **District:** Manchester
Location: Old Mill Street at junction with Beswick Street
Description: V1 Trav Ne Old Mill St Turning Right Onto Beswick St, V2 Trav Sw Bradford Rd Twds Old Mill St And Collision Occurs

Locational Details

Road:	C/C		Junction Details:	Xrds	
OSGR:	385707	398644	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	4

Contributory Factors

Factor	Conf	Ref
DJudge	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SW	SE	
Car	Ahead	NE	SW	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	M	43	Slight	
2	Drv	F	26	Slight	
3	Pas	F	26	Slight	
4	Pas	F	26	Slight	

Accident Reference Number: A3037321 **Day:** Wednesday **Date:** 18/10/2017 **Time:** 17:58
Place Reported: Scene **District:** Manchester
Location: Pollard Street at junction with Carruthers Street
Description: V1 Trav Se Carruthers St, Turns Right Onto Pollard St. As V1 Turns Notices C1 Running N-bound Across Cway To His O/s & Collision Occurs

Locational Details

Road:	A662/U		Junction Details:	Xrds	
OSGR:	385708	398402	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PCare	VLike	C1
PFLoo	VLike	C1
DFLoo	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	NW	SW	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Ped	F	24	Serious	

Accident Reference Number: A3000215 **Day:** Wednesday **Date:** 22/04/2015 **Time:** 08:25
Place Reported: Scene **District:** Manchester
Location: Bradford Road at Junction with Halmore Road
Description: Both Vehicles Trav Sw Bradford Rd. V1 Goes To Turn Right As V2 (Motorcycle) Overtakes Causing Collision

Locational Details

Road:	C/U		Junction Details:	Tjun	
OSGR:	385791	398713	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLoo	VLike	V1
DCare	VLike	V1
DWscr	VLike	V1
DJudge	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	NE	NW	
m/c	Ahead	NE	SW	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Rid	M	41	Slight	

Accident Reference Number: A3034330 **Day:** Sunday **Date:** 13/08/2017 **Time:** 13:00
Place Reported: Else **District:** Manchester
Location: Pollard Street 35 metres North East of Little Holme Street
Description: Both Vehs Trav Ne Pollard St After Earlier Altercation. V1 Collided With Rear Of V2 And Drove Off.

Locational Details

Road:	U	Junction Details:			
OSGR:	385792	398515	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	Stopg	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	26	Slight	

Accident Reference Number: A3003218 **Day:** Sunday **Date:** 05/07/2015 **Time:** 21:27
Place Reported: Scene **District:** Manchester
Location: Beswick Street 10 metres South East of Branson Street
Description: V1 Travels Nw Beswick St, Loses Control On Nearside Bend And Collides With V2, Travelling Se.

Locational Details

Road:	C/U	Junction Details:	Tjun		
OSGR:	385917	398517	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
StoVeh	VLike	V1
DCare	VLike	V1
DSpee	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Lbend	SE	NW	
Car	Rbend	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	42	Slight	

Accident Reference Number: A3045521 **Day:** Wednesday **Date:** 13/06/2018 **Time:** 13:35
Place Reported: Else **District:** Manchester
Location: Beswick Street 5 metres North West of Holt Town
Description: V1 Parked On Beswick St. V2 (Pedal Cycle) Trav S Beswick St As V1 Driver Opens Door. V2 Collides With V1 Door

Locational Details

Road:	C/U	Junction Details:	Tjun		
OSGR:	385926	398507	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Parkd	Pk	Pk	
p/c	Rbend	NW	S	O/tn

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	52	Slight	

Accident Reference Number: A3021157 **Day:** Monday **Date:** 26/09/2016 **Time:** 11:30
Place Reported: Scene **District:** Manchester
Location: Cambrian Street at junction with Pollard Street East
Description: Both Vehs Trav Se Along Cambrian St. V2 (Pedal Cycle) Indicates To Turn R Into Pollard St E, V1 Goes To Overtake V2 And Collision Occurs

Locational Details

Road:	C/U	Junction Details:	Tjun		
OSGR:	386035	398775	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLoo	Poss	V1
DJudge	Poss	V1
DAggre	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
p/c	TurnR	NW	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	39	Slight	

Accident Reference Number: A3017910 **Day:** Tuesday **Date:** 05/07/2016 **Time:** 09:45

Place Reported: Scene **District:** Manchester

Location: Bradford Road 40 metres South West of Glenden Street

Description: Both Vehs Trav Ne Bradford Rd. V1 Stops To Let Pedestrian Cross, V2 Fails To See V1 Stopped, V2 Goes Into V1

Locational Details

Road:	C	Junction Details:			
OSGR:	386108 398943	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	Stopg	SW	NE	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	F	32	Slight	
2	Pas	M	2	Slight	

Accident Reference Number: A3039848 **Day:** Saturday **Date:** 20/01/2018 **Time:** 10:59

Place Reported: Scene **District:** Manchester

Location: Bradford Road at junction with Varley Street

Description: V2 Trav Se On Varley St Turns Right Into Path Of V1 Trav Ne On Bradford Rd. V2 Collides With V1.

Locational Details

Road:	C/C	Junction Details:	Tjun		
OSGR:	386199 399008	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DSpee	VLike	V1
DFast	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	TurnR	NW	SW	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Pas	M	13	Slight	
2	Pas	M	10	Slight	

Accident Reference Number: A3019759 **Day:** Friday **Date:** 26/08/2016 **Time:** 16:15

Place Reported: Scene **District:** Manchester

Location: Ashton New Road at junction with Cambrian Street

Description: V1 Trav Nw Ashton New Rd Turns Right Across Path V2 (Motorcycle) Trav Se Ashton New Rd

Locational Details

Road:	A662/C	Junction Details:	Tjun		
OSGR:	386231 398439	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:	ZebX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
m/cl	Ahead	NW	SE	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Rid	M	20	Slight	

Accident Reference Number: A3086742 **Day:** Tuesday **Date:** 13/05/2014 **Time:** 16:00

Place Reported: Else **District:** Manchester

Location: Cambrian Street at junction with Hillkirk Street/Philips Park Road

Description: V2 Trav S Cambrian St Is Waiting At Junction To Turn Left. V1 Trav Same Drives Into Back Of V2.

Locational Details

Road:	C/U	Junction Details:	Tjun		
OSGR:	386257 398527	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Othr

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
othr	Rbend	NW	S	
Car	wtgTL	NW	NE	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	M	27	Slight	
2	Pas	F	26	Slight	

Accident Reference Number: A3055005 **Day:** Tuesday **Date:** 19/03/2019 **Time:** 11:50
Place Reported: Scene **District:** Manchester
Location: Bradford Road 70 metres NE Of Varley Street
Description: V1 Trav Ne Bradford Rd. C1 (Elderly Pedestrian) Crossing From Driver N/s Heading S-bd. Collision Occurs

Locational Details

Road:	C	Junction Details:			
OSGR:	386262 399050	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	81	Serious	

Accident Reference Number: A3016936 **Day:** Saturday **Date:** 11/06/2016 **Time:** 23:20
Place Reported: Scene **District:** Manchester
Location: Ashton New Road at junction with Councillor Street
Description: C1 Alights From V2 (PCV) Crosses N-bound In Front Of V2 Collides With V1 Trav W Ashton New Rd Overtaking Bus

Locational Details

Road:	A662/C	Junction Details:	Tjun		
OSGR:	386419 398371	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	E	W	
PCV	Parkd	Pk	Pk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	19	Slight	

Accident Reference Number: A3050902 **Day:** Saturday **Date:** 24/11/2018 **Time:** 23:25
Place Reported: Scene **District:** Manchester
Location: Darley Street at junction with Ashton New Road
Description: Both V1 (LGV) & V2 Trav W Ashton New Rd Having Had Verbal Altercation, V1 Turns Left Onto Darlet St But Hits V3 (Pedal Cycle) Trav N Darley St

Locational Details

Road:	C/A662	Junction Details:	Tjun		
OSGR:	386504 398342	Junction Control:	Man		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	3
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
LGV	TurnL	E	S	
Car	Stopg	E	W	
p/c	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	18	Slight	

Accident Reference Number: A3051139 **Day:** Saturday **Date:** 08/12/2018 **Time:** 13:40
Place Reported: Scene **District:** Manchester
Location: Bradford Road at junction with Hooton Street
Description: All Vehs Trav Se Hooton St Entering Bradford Rd, V1 Makes Off From V2 (Police) But Fails To Give Way To V3, V1 Collides With V3. V1 FTS

Locational Details

Road:	C/U	Junction Details:	Tjun		
OSGR:	386556 399277	Junction Control:	Man		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	3
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DAggre	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
Car	Ahead	NW	SE	
Car	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	46	Slight	

Accident Reference Number: A3036934 **Day:** Tuesday **Date:** 17/10/2017 **Time:** 15:20
Place Reported: Else **District:** Manchester
Location: Ashton New Road at junction with Rowsley Street
Description: V1 Trav Se On Rowsley St Turns Right Onto Ashton New Rd And Collides With V2 (Pedalcycle) Trav W On Ashton New Rd In Cycle Lane

Locational Details

Road:	A662/U	Junction Details:	Tjun		
OSGR:	386599 398344	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	NW	W	
p/c	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	34	Slight	

Accident Reference Number: A3049319 **Day:** Friday **Date:** 28/09/2018 **Time:** 16:25
Place Reported: Else **District:** Manchester
Location: Ashton New Road at junction with Rowsley Street
Description: V1 (Minibus) Trav Se Rowsley St Turns Right. V2 Trav E Ashton New Rd Brakes But Collides O/s V1. V2 Passenger Injured.

Locational Details

Road:	A662/U	Junction Details:	Tjun		
OSGR:	386603 398351	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:	Ref		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Mbus	TurnR	NW	W	
PCV	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	M	30	Slight	

Accident Reference Number: A3045988 **Day:** Tuesday **Date:** 10/07/2018 **Time:** 07:40
Place Reported: Else **District:** Manchester
Location: Alan Turing Way at junction with Bradford Road
Description: Both Vehs Trav Nw Alan Turing Way. V1 Turns Left Twds Bradford Rd And Collision Occurs With V2 (Pedal Cycle). V1 FTS

Locational Details

Road:	A6010/C	Junction Details:	Tjun		
OSGR:	386621 399320	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	SE	SW	
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	29	Slight	

Accident Reference Number: A3038855 **Day:** Sunday **Date:** 10/12/2017 **Time:** 11:28
Place Reported: Scene **District:** Manchester
Location: Alan Turing Way at junction with Bradford Road
Description: All Vehs Trav Nw Alan Turing Way. V1 Pursued By V2, V3, & V4 (Police). V1 Collides With Nearside Of V5 Stationary At Red ATS.

Locational Details

Road:	A6010/C	Junction Details:	Tjun		
OSGR:	386632 399316	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	5
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
VCrime	VLike	V1
DAggre	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	
Car	Ahead	SE	NW	
Car	Ahead	SE	NW	
Car	Ahead	SE	NW	
Car	Waitg	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	F	19	Slight	

Accident Reference Number: A3013077 **Day:** Thursday **Date:** 11/02/2016 **Time:** 13:45
Place Reported: Scene **District:** Manchester
Location: Alan Turing Way at junction with Briscoe Lane
Description: V1 Trav Nw Alan Turing Way, Is Turning Right In Dedicated Lane. V2 Trav Se Alan Turing Way. V1 Misjudges Speed Of V2, As V1 Turns Collision Occurs.

Locational Details

Road:	A6010/C	Junction Details:	Tjun
OSGR:	386735 399252	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	3

Contributory Factors

Factor	Conf	Ref
DSpee	Poss	V2
DJnOvr	VLike	V1
DFLoo	VLike	V1
DJudge	VLike	V1
DLearn	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
Mbus	Ahead	NW	SE	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	M	36	Slight	
2	Pas	M	39	Slight	
3	Drv	M	44	Slight	

Accident Reference Number: A3049374 **Day:** Saturday **Date:** 13/10/2018 **Time:** 16:55
Place Reported: Scene **District:** Manchester
Location: Alan Turing Way at junction with Briscoe Lane
Description: V1 Trav Nw Alan Turing Way Turns Right & Collides V2 Trav Se Alan Turing Way.

Locational Details

Road:	A6010/C	Junction Details:	Tjun
OSGR:	386735 399257	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DFLoo	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
Car	Ahead	NW	SE	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	F	24	Slight	
2	Drv	M	45	Serious	

Accident Reference Number: A3020239 **Day:** Sunday **Date:** 04/09/2016 **Time:** 08:00
Place Reported: Scene **District:** Manchester
Location: Alan Turing Way at junction with Briscoe Lane
Description: Both Vehs Trav Se Alan Turing Way. V1 Collides With Rear Wheel Of V2 (Pedal Cycle)

Locational Details

Road:	A6010/C	Junction Details:	Tjun
OSGR:	386736 399257	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLoo	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
p/c	Ahead	NW	SE	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Rid	M	35	Slight	

Accident Reference Number: A3025873 **Day:** Friday **Date:** 13/01/2017 **Time:** 14:35
Place Reported: Scene **District:** Manchester
Location: Alan Turing Way at junction with Briscoe Lane
Description: V2 Trav Se Alan Turning Way, V1 Trav Opp Dir Turna R Into Briscoe La Into Path Of V2 And Collision Occurs

Locational Details

Road:	A6010/C	Junction Details:	Tjun
OSGR:	386737 399252	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Wind

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	4

Contributory Factors

Factor	Conf	Ref
DTurn	Poss	V1
DFLoo	Poss	V1
DSpee	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
Car	Ahead	NW	SE	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	M	36	Slight	
2	Pas	F	34	Slight	
3	Pas	M	6	Slight	
4	Pas	M	36	Slight	

Accident Reference Number: A3017027 **Day:** Monday **Date:** 13/06/2016 **Time:** 08:27
Place Reported: Else **District:** Manchester
Location: Alan Turing Way at junction with Brisco Lane
Description: C1 (Child) Runs Ne-bound From Between Parked Cars - Collides V1 Trav Nw Alan Turing Way

Locational Details

Road:	A6010/C	Junction Details:	Tjun
OSGR:	386738 399236	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PJudge	VLike	C1
PFLoo	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Ped	F	11	Slight	

Accident Reference Number: A3027231 **Day:** Sunday **Date:** 12/02/2017 **Time:** 16:12
Place Reported: Scene **District:** Manchester
Location: Alan Turing Way at junction with Briscoe Lane
Description: V3 Trav Sw Brisco La With Emergency Equip, V1 and V2 Trav Se Alan Turning Way. V2 Stops In Jct To Let V3 Turn. V1 Fails To See V2 Stop And Collides Read V2.

Locational Details

Road:	A6010/C	Junction Details:	Tjun
OSGR:	386741 399251	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Wind

Accident Details

Severity:	Slight
No. of Vehicles:	3
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DFLoo	VLike	V1
EmVeh	VLike	V3

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
Car	Stopg	NW	SE	
Car	wtgTR	NE	NW	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	M	55	Slight	
2	Pas	F	50	Slight	

Accident Reference Number: A3051579 **Day:** Monday **Date:** 17/12/2018 **Time:** 08:20
Place Reported: Else **District:** Manchester
Location: Briscoe Lane 10 metres Ne Of Alan Turing Way
Description: Both Vehs Trav Sw Briscoe La. V2 Stationary In Traffic & V1 Collides Into Rear Of V2. V1 FTS

Locational Details

Road:	C/A6010	Junction Details:	Tjun
OSGR:	386750 399259	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DCare	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NE	SW	
Car	Waitg	NE	SW	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	M	53	Slight	
2	Pas	F	2	Slight	

Accident Reference Number: A3007186 **Day:** Saturday **Date:** 10/10/2015 **Time:** 22:28
Place Reported: Scene **District:** Manchester
Location: Ashton New Road at Junction with Swallow Street
Description: C1 Is Walking From Car Park And Is Hit By V1 Trav W Ashton New Rd

Locational Details

Road:	A662/U	Junction Details:	Tjun
OSGR:	386787 398350	Junction Control:	Man
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
TCalm	VLike	V1
TmpRd	VLike	V1
DCare	VLike	V1
PDang	Poss	C1
DGWor	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	wtgTR	E	W	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Ped	M	18	Serious	

Accident Reference Number: A3030169 **Day:** Wednesday **Date:** 29/03/2017 **Time:** 16:00

Place Reported: Scene **District:** Manchester

Location: Ashton New Road 60 metres W Of Swallow Street

Description: V1 Trav W On Ashton New Rd. C1 (Pedestrian) Is Being Chased By Unknown Person & Runs Into Road From Drivers Nside Dir Unknown. C1 Collides With V1.

Contributory Factors

Factor	Conf	Ref
PFLoo	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	12	Serious	

Locational Details

Road:	A662	Junction Details:		
OSGR:	386838 398350	Junction Control:	n/a	
Speed Limit:	30	Ped Crossing:	PelX	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	1

Accident Reference Number: A3093279 **Day:** Tuesday **Date:** 28/10/2014 **Time:** 18:30

Place Reported: Else **District:** Manchester

Location: Alan Turing Way 235 metres S of Briscoe Lane

Description: C1 Exits Park Area Onto Pavement And Is Hit Bt V1, Which Is Being Ridden Nw On The Pavement. Rider Of V1 Falls Off And Then Leaves Area

Contributory Factors

Factor	Conf	Ref
DFLoo	Poss	V1
DCare	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	16	Slight	

Locational Details

Road:	A6010	Junction Details:		
OSGR:	386866 399048	Junction Control:	n/a	
Speed Limit:	30	Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Accident Reference Number: A3093487 **Day:** Sunday **Date:** 02/11/2014 **Time:** 10:18

Place Reported: Scene **District:** Manchester

Location: Alan Turing Way at junction with Sportcity Way

Description: V2 Travels N On Alan Turing Way, Indicating To Turn Left Into Sportcity Way. V1 (Pedal Cycle) Travels Same Way But Not On Cycle Lane. As V2 Turns, Collision Occurs

Contributory Factors

Factor	Conf	Ref
DFLoo	VLike	V1
DJudge	VLike	V1
DFLoo	Poss	V2
DJudge	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
p/c	U/T	S	N	O/tn
Car	TurnL	S	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	54	Slight	

Locational Details

Road:	A6010/U	Junction Details:	Tjun	
OSGR:	386895 398943	Junction Control:	TS	
Speed Limit:	30	Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Accident Reference Number: A3055528 **Day:** Monday **Date:** 18/03/2019 **Time:** 11:50

Place Reported: Scene **District:** Manchester

Location: Alan Turning Way at junction with Forge Lane

Description: All Vehs Trav S Alan Turning Way, V1 Changes Lane Hits V2, V2 Then Hits V3 Turns Right Onto Forge La

Contributory Factors

Factor	Conf	Ref
DTurn	VLike	V1
DFLoo	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	
Car	Ahead	N	S	
Car	TurnR	N	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	39	Slight	
2 Pas	M	50	Slight	

Locational Details

Road:	A6010/U	Junction Details:	Tjun	
OSGR:	386896 398968	Junction Control:	TS	
Speed Limit:	30	Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	3
No. of Casualties:	2

Accident Reference Number: A3005254 **Day:** Monday **Date:** 31/08/2015 **Time:** 04:49
Place Reported: Scene **District:** Manchester
Location: Grey Mare Lane at junction with Ashton New Road
Description: V1 Trav E Ashton New Rd, Turns Right Into Grey Mare La, Loses Control Hits Barrier

Locational Details

Road:	C/A662	Junction Details:	Tjun		
OSGR:	386987 398309	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	W	S	Skid

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	M	22	Slight	

Accident Reference Number: A3091369 **Day:** Friday **Date:** 12/09/2014 **Time:** 20:15
Place Reported: Scene **District:** Manchester
Location: Alan Turing Way at junction with Gibbon Street
Description: V1 (Motorcycle) Travels Se On Alan Turing Way. V2 Trav Opposite Direction Turns Right From Alan Turing Way Into Gibbon St Across Path Of Rider Of V1, Collision Occurs.

Locational Details

Road:	A6010/U	Junction Details:	Tjun		
OSGR:	387008 398700	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DTurn	Poss	V1
DFLoo	Poss	V1
DCare	VLike	V1
DLearn	VLike	V1
DFLoo	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
m/p	Ahead	NW	SE	Skid
Car	TurnR	SE	E	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Rid	M	24	Serious	

Accident Reference Number: A3045702 **Day:** Saturday **Date:** 30/06/2018 **Time:** 12:17
Place Reported: Scene **District:** Manchester
Location: Ashton New Road 30 metres W of Alan Turing Way
Description: V1 (Motocycle) Trav W Ashton New Rd Towards Slight Bend Fails To Turn Collides With Railing

Locational Details

Road:	A662	Junction Details:			
OSGR:	387099 398311	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DAggre	VLike	V1
DCare	VLike	V1
DFLoo	VLike	V1
DLoss	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
m/cl	Rbend	E	W	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Rid	M	38	Serious	

Accident Reference Number: A3042152 **Day:** Monday **Date:** 12/03/2018 **Time:** 22:00
Place Reported: Else **District:** Manchester
Location: Ashton New Road at junction with Alan Turing Way
Description: Both Vehs Trav E Ashton New Rd Turning Left Onto Alan Turing Way. V1 Runs Into Back Of V2

Locational Details

Road:	A662/A6010	Junction Details:	Xrds		
OSGR:	387124 398349	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	W	N	
Car	TurnL	W	N	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	M	44	Slight	
2	Pas	F	30	Slight	

Accident Reference Number: A3093549 **Day:** Tuesday **Date:** 04/11/2014 **Time:** 12:14

Place Reported: Else **District:** Manchester

Location: Ashton New Road at junction with Alan Turing Way

Description: V1 Travels E Ashton New Road Turning Left Into Alan Turing Way And Hits V2 Trav N Alan Turing Way, In Rear. V2 Had Stopped Suddenly As A Result Of An Obstruction In The Road

Locational Details

Road:	A662/A6010	Junction Details:	Xrds
OSGR:	387130 398361	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DBrake	VLike	V2
ObjInC	VLike	V2

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	W	N	
Car	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	28	Slight	

Accident Reference Number: A3051619 **Day:** Sunday **Date:** 16/12/2018 **Time:** 13:06

Place Reported: Scene **District:** Manchester

Location: Alan Turning Way 20 metres Nw Of Ashton New Road

Description: V1 Trav Se Alan Turning Way, C1 (Pedestrain) Crossing From Drivers O/s Heading W-bd Runs Into Path Of V1, Collision Occurs

Locational Details

Road:	A6010/A662	Junction Details:	Xrds
OSGR:	387141 398366	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PCare	VLike	C1
PFLoo	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	11	Slight	

Accident Reference Number: A3087622 **Day:** Monday **Date:** 02/06/2014 **Time:** 18:42

Place Reported: Scene **District:** Manchester

Location: Alan Turing Way 20 metres NW of Ashton New Road

Description: Both Vehs Trav Se On Alan Turing Way. V1 Overtakes V2 (Pedal Cycle) And Cuts In Front Of V2 To Turn Left. Collision Occurs

Locational Details

Road:	A6010/A662	Junction Details:	Tjun
OSGR:	387149 398370	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DTurn	VLike	V1
DJnOvr	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
LGV	TurnL	NW	SE	
p/c	Ahead	NW	SE	O/tn

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	56	Slight	

Accident Reference Number: A3004253 **Day:** Tuesday **Date:** 28/07/2015 **Time:** 09:50

Place Reported: Scene **District:** Manchester

Location: Alan Turing Way at junction with Ashton New Road

Description: V1 Trav S Alan Turing Way As V1 Approaches Jct, 2 Children Run Across Ped Crossing And C1 Collides V1

Locational Details

Road:	A6010/A662	Junction Details:	Xrds
OSGR:	387150 398354	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
Slip	Poss	V1
PFLoo	VLike	C1
PCare	VLike	C1
PPedX	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Stopg	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	9	Slight	

Accident Reference Number: A3008264 **Day:** Friday **Date:** 13/11/2015 **Time:** 07:40

Place Reported: Scene **District:** Manchester

Location: Alan Turing Way at junction with Ashton New Road

Description: V1 (Motorcycle) Trav Sw Ashton New Rd, Turning Right At Junction With Alan Turing Way, Rider Loses Control In Wet Conditions

Locational Details				Conditions		Accident Details	
Road:	A6010/A662	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Serious
OSGR:	387154 398340	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	1
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Rain	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DPanic	VLike	V1
DLearn	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
m/s	TurnR	NE	NW	Skid

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	52	Serious	

Accident Reference Number: A3002788 **Day:** Thursday **Date:** 25/06/2015 **Time:** 20:40

Place Reported: Scene **District:** Manchester

Location: Ashton New Road at junction with Alan Turing Way

Description: V1 Travelling E Ashton New Rd Turns Right Across Path Of V2, Trav Opposite, Collision Occurs

Locational Details				Conditions		Accident Details	
Road:	A662/A6010	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Slight
OSGR:	387156 398336	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DTurn	Poss	V1
DFLoo	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	W	S	
Car	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	39	Slight	
2 Pas	M	13	Slight	

Accident Reference Number: A3045973 **Day:** Saturday **Date:** 14/07/2018 **Time:** 10:15

Place Reported: Scene **District:** Manchester

Location: Ashton New Road at junction with Alan Turing Way

Description: V1 Trav Ne Ashton New Rd Turns Right Twds Alan Turing Way Across Path Of V2 Trav Sw Ashton New Rd. Collision Occurs

Locational Details				Conditions		Accident Details	
Road:	A662/A6010	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Slight
OSGR:	387156 398338	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLoo	VLike	V1
DJudge	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SW	SE	
Car	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	65	Slight	

Accident Reference Number: A3027030 **Day:** Thursday **Date:** 09/02/2017 **Time:** 19:45

Place Reported: Scene **District:** Manchester

Location: Alan Turing Way at junction with Ashton New Road

Description: V1 (Pedal Cycle) Trav E Ashton New Rd Goes Through Red Light & Collides With V2 Trav S Alan Turing Way

Locational Details				Conditions		Accident Details	
Road:	A6010/A662	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Serious
OSGR:	387156 398345	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DATS	VLike	V1
DFLoo	Poss	V1
DJudge	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	W	E	
Car	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	12	Serious	

Accident Reference Number: A3012150 **Day:** Wednesday **Date:** 17/02/2016 **Time:** 10:10
Place Reported: Scene **District:** Manchester
Location: Alan Turing Way at junction with Ashton New Road
Description: V1 Trav E Ashton New Rd Turns Right Onto Alan Turing Way Clips Kerb & Ends Up On Roof

Locational Details				Conditions		Accident Details	
Road:	A6010/A662	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Slight
OSGR:	387158 398326	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	1
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	R&W	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	W	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	52	Slight	

Accident Reference Number: A3024029 **Day:** Tuesday **Date:** 29/11/2016 **Time:** 20:55
Place Reported: Scene **District:** Manchester
Location: Ashton New Road at junction with Alan Turing Way
Description: V1 Trav Ne Ashton New Rd Turns Right Onto Alan Turing Way And Collides With V2 Trav Sw Ashton New Rd.

Locational Details				Conditions		Accident Details	
Road:	A662/A6010	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Slight
OSGR:	387158 398333	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SW	S	
Car	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	40	Slight	

Accident Reference Number: A3051928 **Day:** Saturday **Date:** 22/12/2018 **Time:** 19:40
Place Reported: Else **District:** Manchester
Location: Ashton New Road 20 metres Ne Of Alan Turning Way
Description: Both Vehs Trav Sw Ashton New Rd, V2 Stopping Due To Stationary Vehicle In Front, V1 Collides With Rear Of V2. V1 FTS

Locational Details				Conditions		Accident Details	
Road:	A662/A6010	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Slight
OSGR:	387180 398344	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Rain	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLoo	Poss	V1
DJudge	Poss	V1
DTgate	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NE	W	
Car	Waitg	NE	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	53	Slight	

Accident Reference Number: A3089515 **Day:** Thursday **Date:** 24/07/2014 **Time:** 07:45
Place Reported: Scene **District:** Manchester
Location: Ashton Old Road at junction with Alan Turing Way
Description: V1 (HGV) Travels Sw Ashton Old Rd, Approaching Left Turn And V1 Turns, Resulting In Collision With V2 (Pedal Cycle), Which Is Travelling Sw Ashton Old Rd.

Locational Details				Conditions		Accident Details	
Road:	A662/A6010	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Fatal
OSGR:	387194 398343	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLoo	Poss	V1
DCPav	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
HGV	TurnL	NE	SE	
p/c	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	71	Fatal	

Accident Reference Number: A3006849 **Day:** Monday **Date:** 12/10/2015 **Time:** 17:00

Place Reported: Else **District:** Manchester

Location: Ashton New Road 100 metres North East of Alan Turing Way

Description: C1 Walks Into Road In Front Of V1 (Motorcycle) Trav Sw Ahston New Rd, Collision Occurs

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
m/s	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	30	Slight	

Locational Details

Road:	A662	Junction Details:	
OSGR:	387258 398375	Junction Control:	n/a
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

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

WARNING: Please note that -
Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT
Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced
Accidents before 1 April 1999 do not have contributory factors attached.

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

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

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

Appendix E Architects' Drawings

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REVISIONS		
REV	DATE	DESCRIPTION
00	14.02.2020	PLANNING

KEY PLAN



KEY SECTION



- Auditorium
- Back of House Circulation
- Concessions & Catering
- Concourse
- Corridors/Circulation
- Hospitality
- Kitchens
- Medical
- Merchandise
- Offices
- Plant
- Riser
- Storage
- Ticketing
- Vertical Circulation
- WCs

- PLANNING APPLICATION BOUNDARY
- LINE FLOOR ABOVE
- LINE FLOOR BELOW
- ZONE FOR NAMING RIGHTS SIGNAGE

THIS DRAWING IS ONLY TO SCALE IF IT IS REPRODUCED AT THE CORRECT PAPER SIZE

1:250@A0

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OVG International

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PROJECT NAME

OVG MANCHESTER

DRAWING TITLE

LEVEL 01 - ALL ZONES

RL 61.20

STATUS	PROJECT No.
PLANNING	4933

DATE	SCALE	SIZE
14/02/2020	1 : 250	A0

DRAWN	CHECKED	APPROVED
MC	PG	DS

PROJECT	ORIGIN	ZONE	LEVEL	TYPE	ROLE	DRAWING	REV
BRA-POP-	ZZ-	01-	DR-	A-		0613	00

JOE MERCER WAY

ALAN TURING WAY

LEVEL BELOW (L01)

LEVEL ABOVE (L03)

KITCHEN
SUITE
BAR
LOUNGE
STORE
BOH CIRC
PLANT
WC
HOSPO CIRC.
PRODUCTION
OFFICES

REVISIONS		
REV	DATE	DESCRIPTION
00	14.02.2020	PLANNING

KEY PLAN

KEY SECTION

- Back of House Circulation
- Concessions & Catering
- Crew/Production
- Hospitality
- Hospitality Circulation
- Kitchens
- Offices
- Plant
- Riser
- Storage
- Vertical Circulation
- WCs

- PLANNING APPLICATION BOUNDARY
- LINE FLOOR ABOVE
- LINE FLOOR BELOW
- ZONE FOR NAMING RIGHTS SIGNAGE

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ARCHITECT

POPULOUS

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PROJECT NAME

OVG MANCHESTER

DRAWING TITLE

LEVEL 02 - ALL ZONES

RL 65.70

STATUS	PROJECT No.
PLANNING	4933

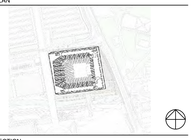
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14/02/2020	1 : 250	A0

DRAWN	CHECKED	APPROVED
MC	PG	DS

PROJECT	ORIGIN	ZONE	LEVEL	TYPE	ROLE	DRAWING	REV
BRA-POP-	ZZ-	02-	DR-	A-		0614	00

REVISIONS		
REV	DATE	DESCRIPTION
00	14.02.2020	PLANNING

KEY PLAN



KEY SECTION



- Back of House Circulation
- Concessions & Catering
- Concourse
- Medical
- Merchandise
- Offices
- Plant
- Riser
- Storage
- Vertical Circulation
- WCs

- PLANNING APPLICATION BOUNDARY
- LINE FLOOR ABOVE
- LINE FLOOR BELOW
- ZONE FOR NAMING RIGHTS SIGNAGE

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PROJECT NAME

OVG MANCHESTER

DRAWING TITLE

LEVEL 03 - ALL ZONES

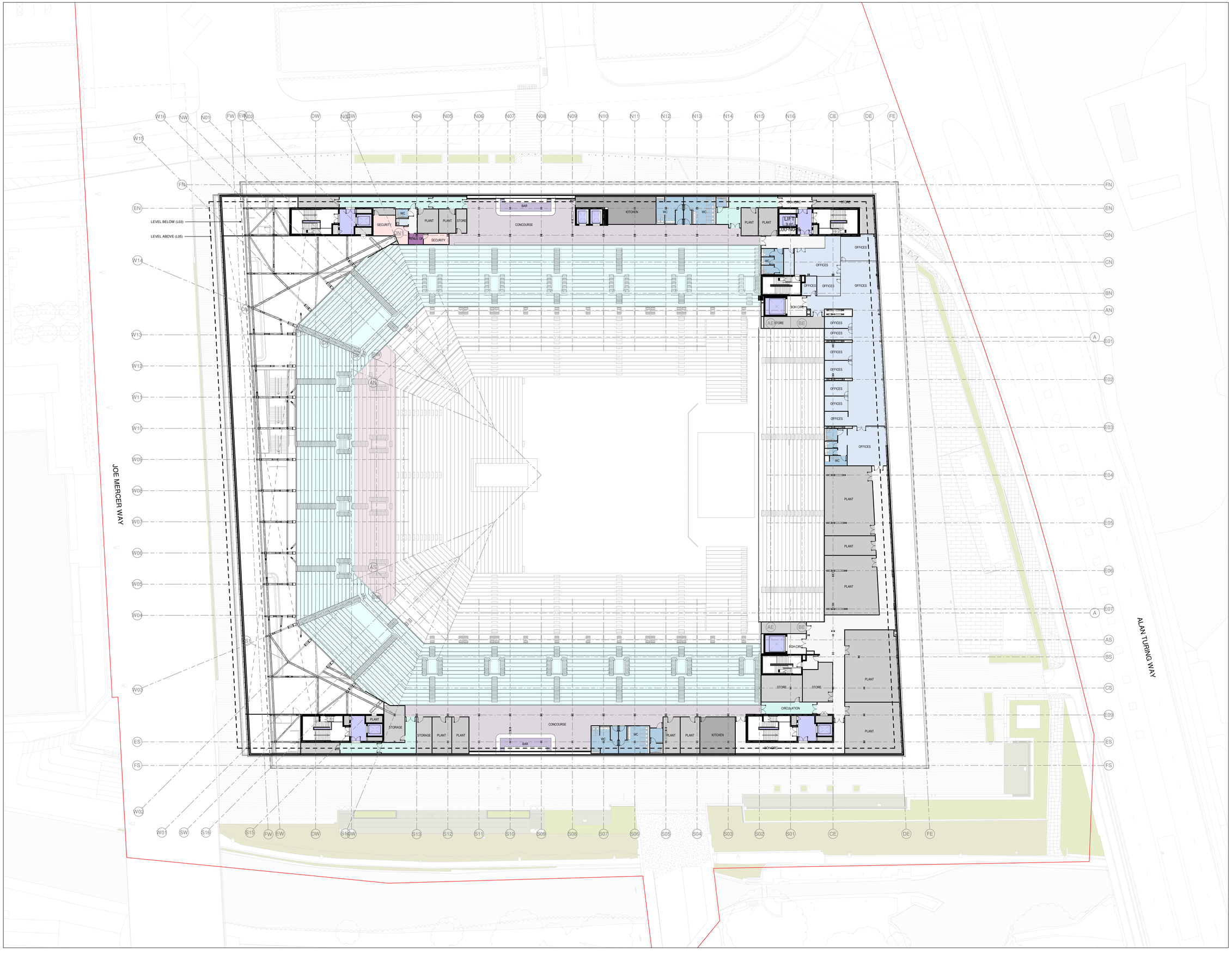
RL 69.80

STATUS	PROJECT No.
PLANNING	4933

DATE	SCALE	SIZE
14/02/2020	1 : 250	A0

DRAWN	CHECKED	APPROVED
MC	PG	DS

PROJECT	ORIGIN	ZONE	LEVEL	TYPE	ROLE	DRAWING	REV
BRA-POP-	ZZ-	03-		DR-	A-	0615	00



REVISIONS		
REV	DATE	DESCRIPTION
00	14.02.2020	PLANNING

KEY PLAN



KEY SECTION



- Back of House Circulation
- Concessions & Catering
- Concourse
- Corridors/Circulation
- Kitchens
- Offices
- Plant
- Riser
- Security
- Storage
- Venue Operations
- Vertical Circulation
- WCs

PLANNING APPLICATION BOUNDARY
LINE FLOOR ABOVE
LINE FLOOR BELOW
ZONE FOR NAMING RIGHTS SIGNAGE

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PROJECT NAME

OVG MANCHESTER

DRAWING TITLE

LEVEL 04 - ALL ZONES

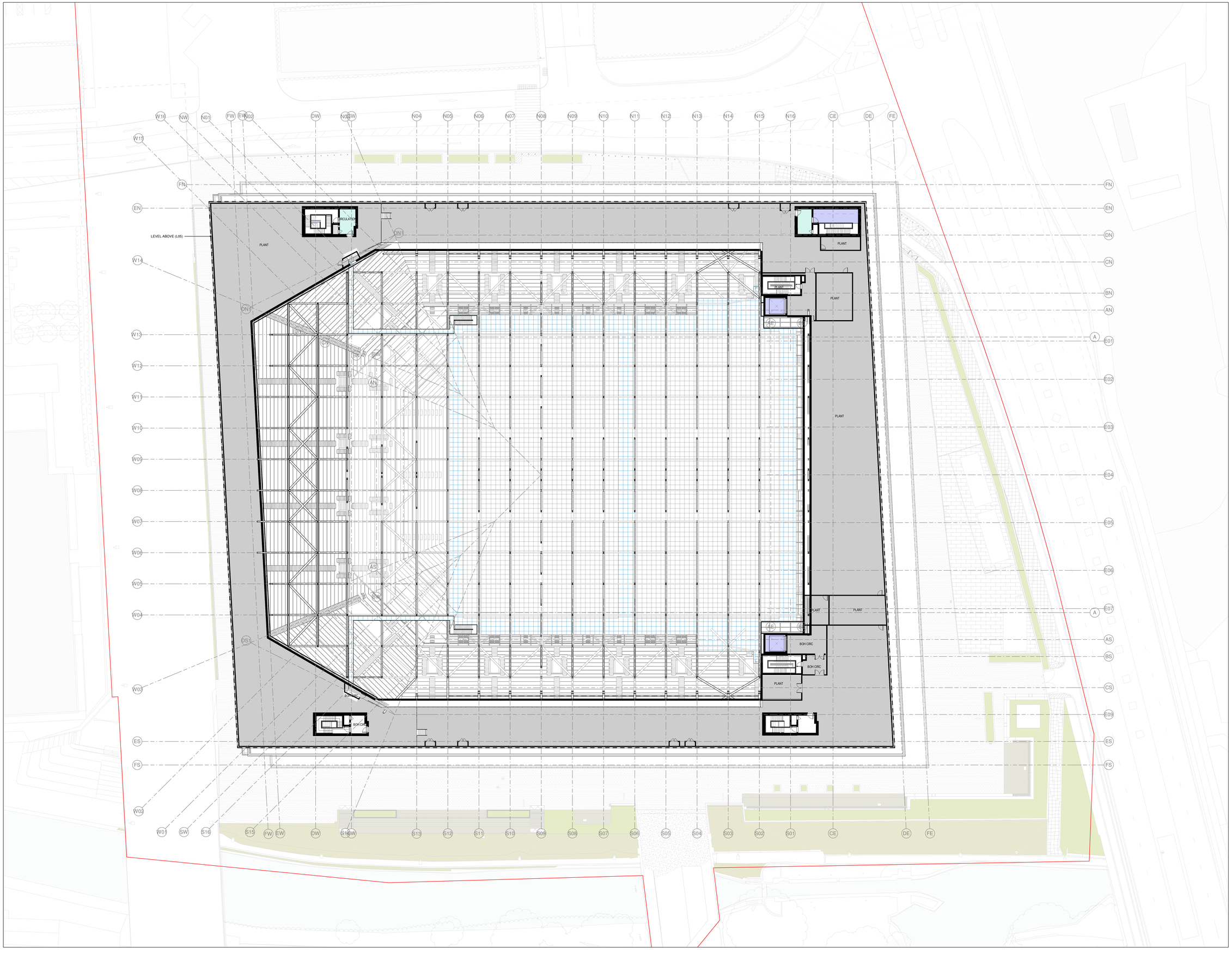
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PLANNING	4933

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MC	PG	DS

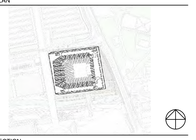
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BRA-POP-	ZZ-	04-	DR-	A-		0617	00



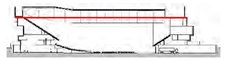
REVISIONS

REV	DATE	DESCRIPTION
00	14.02.2020	PLANNING

KEY PLAN



KEY SECTION



- Back of House Circulation
- Corridors/Circulation
- Plant
- Riser
- Vertical Circulation

- PLANNING APPLICATION BOUNDARY
- LINE FLOOR ABOVE
- LINE FLOOR BELOW
- ZONE FOR NAMING RIGHTS SIGNAGE

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PROJECT NAME

OVG MANCHESTER

DRAWING TITLE

LEVEL 05 - ALL ZONES

RL 83.58

STATUS	PROJECT No.
PLANNING	4933

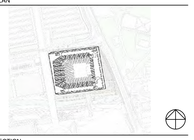
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DRAWN	CHECKED	APPROVED
MC	PG	DS

PROJECT	ORIGIN	ZONE	LEVEL	TYPE	ROLE	DRAWING	REV
BRA-	POP-	ZZ-	05-	DR-	A-	0619	00

REVISIONS		
REV	DATE	DESCRIPTION
00	14.02.2020	PLANNING

KEY PLAN



KEY SECTION



- Auditorium
- Back of House Circulation
- Catering
- Concessions & Catering
- Concourse
- Corridors/Circulation
- Crew/Production
- Hospitality
- Hospitality Circulation
- Kitchens
- Medical
- Merchandise
- Open Storage
- Performers
- Plant
- Riser
- Security
- Storage
- Ticketing
- Venue Operations
- Vertical Circulation
- WCs

- PLANNING APPLICATION BOUNDARY
- LINE FLOOR ABOVE
- LINE FLOOR BELOW
- ZONE FOR NAMING RIGHTS SIGNAGE

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PROJECT NAME

OVG MANCHESTER

DRAWING TITLE

LEVEL GF - ALL ZONES

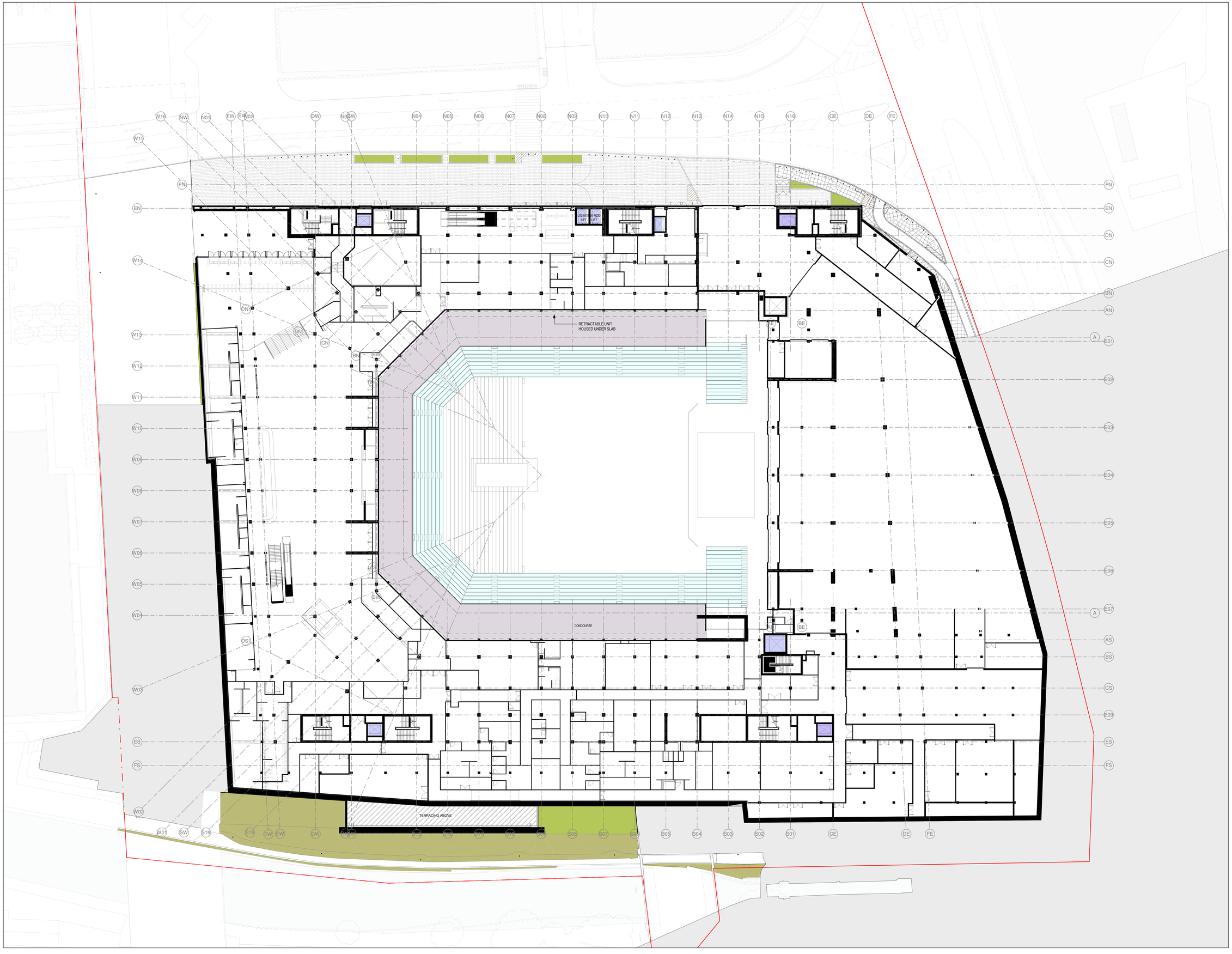
RL 55.00

STATUS	PROJECT No.
PLANNING	4933

DATE	SCALE	SIZE
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DRAWN	CHECKED	APPROVED
MC	PG	DS

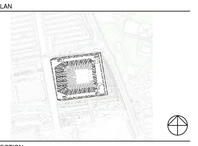
PROJECT	ORIGIN	ZONE	LEVEL	TYPE	ROLE	DRAWING	REV
BRA-POP-	ZZ-	GF-	DR-	A-		0611	00



REVISIONS

REV	DATE	DESCRIPTION
00	14.02.2020	PLANNING

KEY PLAN



KEY SECTION



Concourse
Vertical Circulation

PLANNING APPLICATION BOUNDARY
LINE FLOOR ABOVE
LINE FLOOR BELOW
ZONE FOR NAMING RIGHTS SIGNAGE

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PROJECT NAME

OVG MANCHESTER

DRAWING TITLE

LEVEL M0 - ALL ZONES

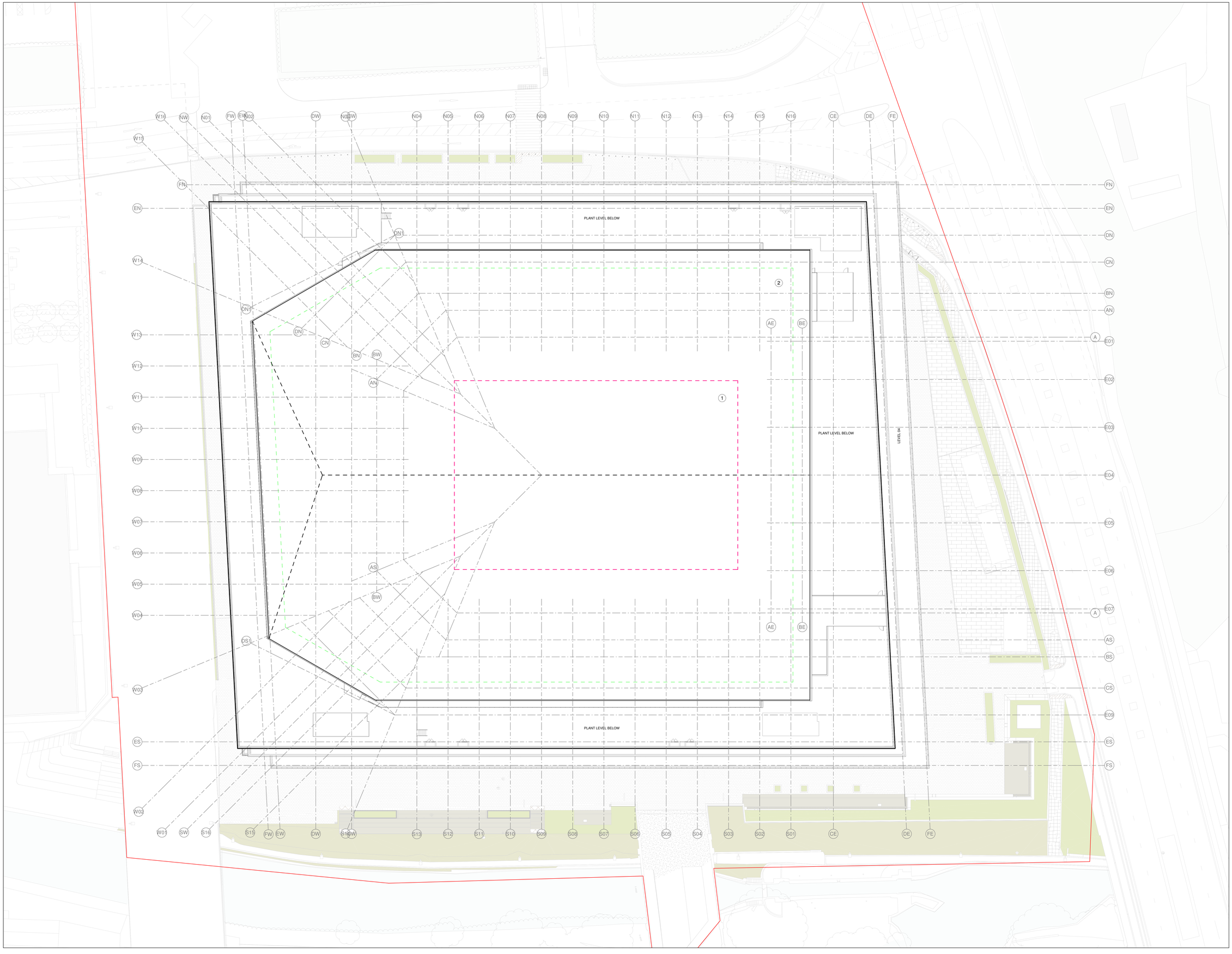
RL 59.14

STATUS	PROJECT No.
PLANNING	4933

DATE	SCALE	SIZE
14/02/2020	1 : 250	A0

DRAWN	CHECKED	APPROVED
MC	PG	DS

PROJECT	ORIGIN	ZONE	LEVEL	TYPE	ROLE	DRAWING	REV
BRA-POP-	ZZ-	M0-	DR-	A-		0612	00



REVISIONS		
REV	DATE	DESCRIPTION
00	14.02.2020	PLANNING

KEY PLAN



KEY SECTION



FACADE LEGEND

1 ZONE FOR NAMING RIGHTS SIGNAGE

2 ZONE FOR PV APPLICATION

PLANNING APPLICATION BOUNDARY

ZONE FOR PV APPLICATION

ZONE FOR NAMING RIGHTS SIGNAGE

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PROJECT NAME

OVG MANCHESTER

DRAWING TITLE

ROOF LEVEL - ALL ZONES

RL 92.62

STATUS	PROJECT No.
PLANNING	4933

DATE	SCALE	SIZE
14/02/2020	1 : 250	A0

DRAWN	CHECKED	APPROVED
MC	PG	DS

PROJECT	ORIGIN	ZONE	LEVEL	TYPE	ROLE	DRAWING	REV
BRA-	POP-	ZZ-	RF-	DR-	A-	0620	00

Appendix F Highways Proposals

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CONSTRUCTION.
- EXISTING BURIED UTILITIES
- EXISTING LIVE HIGHWAY AND CAR PARK

MAINTENANCE/CLEANING/OPERATION.
- NO UNUSUAL RISKS

DECOMMISSIONING/DEMOLITION.
- NO UNUSUAL RISKS

Notes

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   - TOPO SURVEY FROM SURVEY OPERATIONS REFERENCE 19D065 A RECEIVED ON THE 12.09.2019
4. FOR KERBING DETAILS WITHIN SPORT CITY WAY PUBLIC REALM REFER TO LANDSCAPE ARCHITECT DETAILS

LEGEND

- PROPOSED FOOTWAY
- PROPOSED ROAD (MIX OF OVERLAY AND NEW FULL DEPTH CONSTRUCTION
- PROPOSED RAISED TABLE OVER EXISTING CARRIAGEWAY
- PROPOSED LANDSCAPING
- PROPOSED KERB
- PROPOSED RISING BOLLARDS HVM LINE
- PROPOSED FIXED BOLLARDS HVM LINE
- PLANNING BOUNDARY
- LAND OWNERSHIP BOUNDARY

PEDESTRIANS

FIXED BOLLARDS

RISING BOLLARDS

PROPOSED PLANTER LOCATIONS

NEW TRAFFIC LANE

EXISTING GATE TO BE EXTENDED

TACTILE PAVING

EXISTING GATE TO BE RETAINED

TIE IN POINT TO EXISTING KERB LINE

TACTILE PAVING

SEE INSET 1

RETAINING WALL

INSET 1 - SCALE 1:200

Rev	Description	Date	Drn	Ch'd
P04	STAGE 3	13.02.2020	SBH	NJH
P03	INFORMATION	27.01.2020	SBH	NJH
P02	DRAFT STAGE 3	14.01.2020	SBH	NJH
P01	DRAFT STAGE 3	29.11.2019	SBH	JB

STAGE 3

Status of drawing

BUROHAPPOLD ENGINEERING

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Bath BA2 3DQ
UK

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Fax: +44 (0)870 787 4148
Email: 0042841@burohappold.com
Web: www.burohappold.com

Architect *POPULOUS*

Project **OVG MANCHESTER**

Drg Title HIGHWAYS
SPORT CITY WAY PUBLIC REALM
GENERAL ARRANGEMENT

Scales@A1	1:250	Job No.	0042841
Drawn by	SBH	Date	NOV 2019
Checked by	NJH	Rev	P04

Drawing No. BRA-BHE-XX-XX-DR-C-0210

S:\brehds\Projects\0042841 Project Bradford\08 Civils - Infrastructure\Sheets\02 Highways\BRA-BHE-XX-XX-DR-C-0210.dwg

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- EXISTING LIVE HIGHWAY AND CAR PARK

MAINTENANCE/CLEANING/OPERATION.
- NO UNUSUAL RISKS

DECOMMISSIONING/DEMOLITION.
- NO UNUSUAL RISKS

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LEGEND

- PROPOSED FOOTWAY
- PROPOSED ROAD (MIX OF OVERLAY AND NEW FULL DEPTH CONSTRUCTION
- PROPOSED LANDSCAPING
- PROPOSED CYCLE LANE
- PROPOSED KERB

PROPOSED HIGHWAY ADOPTION EXTENT

EXISTING GATES RELOCATED

NEW ISLAND TO BE INSTALLED TO SUIT NEW JUNCTION ARRANGEMENT

EXISTING JUNCTION MODIFIED TO PROVIDE LEFT-IN LEFT-OUT CAR ACCESS FOR WESTERN CAR PARK

NEW LEFT TURN ACCESS FOR SERVICE VEHICLES ONLY

NEW GATES

TICKET CHECK POINT

EXISTING ROUTE USED TO PROVIDE VEHICLE ACCESS TO AND FROM WESTERN CAR PARK

8m WIDE PEDESTRIAN ROUTE SEPARATED FROM VEHICLE TRAFFIC BY HB2 125mm KERBS

PEDESTRIANS

PROPOSED HATCH MARKINGS TO SUIT NEW CAR PARK ARRANGEMENT

PROPOSED TACTILE PAVING / UNCONTROLLED CROSSINGS

PROPOSED ROAD TO TIE INTO EXISTING

Rev	Description	Date	Drn	Ch'd
P03	STAGE 3	13.02.2020	SBH	NJH
P02	INFORMATION	27.01.2020	SBH	NJH
P01	DRAFT STAGE 3	29.11.2019	SBH	JB

STAGE 3

Status of drawing

BUROHAPPOLD ENGINEERING

Camden Mill
Lower Bristol Road
Bath BA2 3DQ
UK

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Fax: +44 (0)870 787 4148
Email: 0042841@burohappold.com
Web: www.burohappold.com

Architect *POPULOUS*

Project **OVG MANCHESTER**

Drg Title HIGHWAYS
NORTHERN CAR PARK ACCESS
GENERAL ARRANGEMENT

Scales@A1 1:250
Drawn by SBH
Checked by NJH

Job No. 0042841
Date NOV 2019
Rev P03

Drawing No. BRA-BHE-XX-XX-DR-C-0230

Steve Hicks P:\0042841 Project Bradford\PDB Civils - Infrastructure\Sheets\02 Highways\BRA-BHE-XX-XX-DR-C-0230.dwg

Appendix G Swept Path Analysis

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N/A

MAINTENANCE/CLEANING/OPERATION.

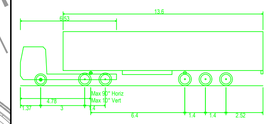
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DECOMMISSIONING/DEMOLITION.

N/A

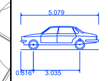
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   - POPULUS (ARCHITECT) - LEVEL 00 RECEIVED ON THE 30.11.2019
   - TOPO SURVEY FROM SURVEY OPERATIONS REFERENCE 19D065 A RECEIVED ON THE 12.09.2019



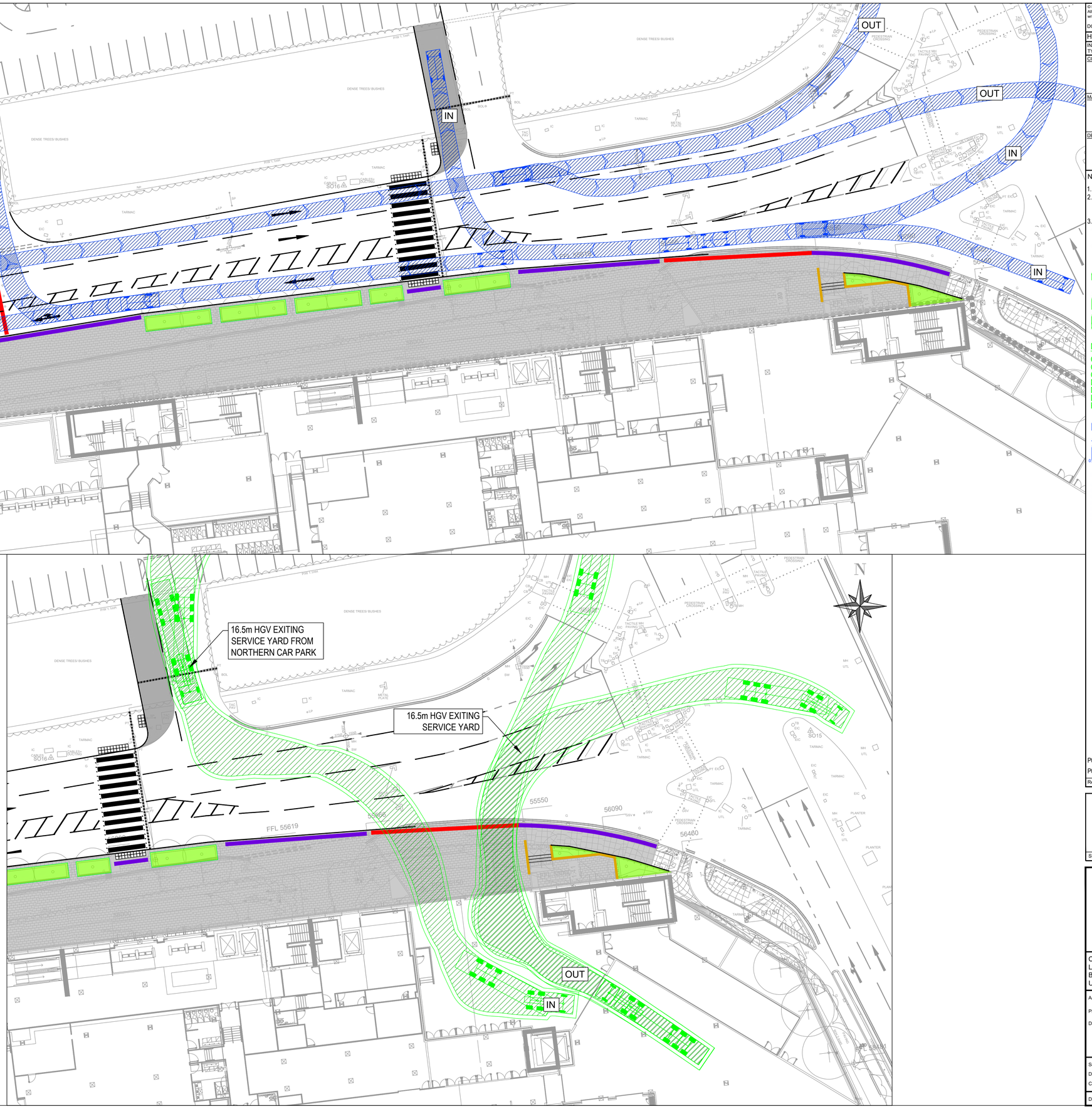
Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Rev	Description	Date	Drn	Ch'd
P02	STAGE 3	13.02.2020	SBH	NJH
P01	DRAFT STAGE 3	29.11.2019	SBH	JB

STAGE 3

Status of drawing

BUROHAPPOLD ENGINEERING

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Web: www.burohappold.com

Architect *POPULOUS*

Project **OVG MANCHESTER**

Drg Title HIGHWAYS
SPORT CITY WAY PUBLIC REALM
VEHICLE TRACKING ANALYSIS

Scales@A1	1:250	Job No.	0042841
Drawn by	SBH	Date	NOV 2019
Checked by	NJH	Rev	P02

Drawing No. BRA-BHE-XX-XX-DR-C-0213

Steve Hicks P:\0042841 Project Bradford\FDB Civils - Infrastructure\Sheet\02 Highways\BRA-BHE-XX-XX-DR-C-0213.dwg

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CONSTRUCTION.

N/A

MAINTENANCE/CLEANING/OPERATION.

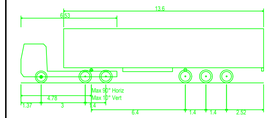
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DECOMMISSIONING/DEMOLITION.

N/A

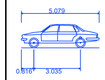
Notes

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED
2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH OTHER RELEVANT ENGINEER AND ARCHITECTS DRAWINGS AND SPECIFICATIONS
3. THIS DRAWING REFERENCES THE FOLLOWING INFORMATION:
   - POPULUS (ARCHITECT) - LEVEL 00 RECEIVED ON THE 30.11.2019
   - TOPO SURVEY FROM SURVEY OPERATIONS REFERENCE 19D065 A RECEIVED ON THE 12.09.2019



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Kerb to Kerb Turning Radius	5.900m

Rev	Description	Date	Drn	Ch'd
P02	STAGE 3	13.02.2020	SBH	NJH
P01	DRAFT STAGE 3	29.11.2019	SBH	JB

STAGE 3

Status of drawing

BUROHAPPOLD ENGINEERING

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Lower Bristol Road
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Web: www.burohappold.com

Architect *POPULOUS*

Project **OVG MANCHESTER**

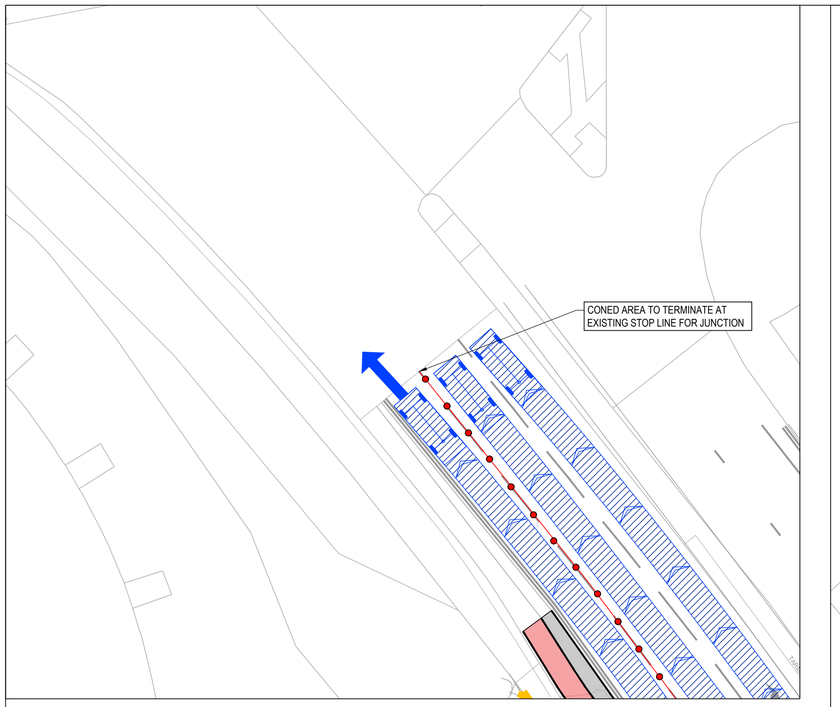
Drg Title HIGHWAYS
NORTHERN CAR PARK ACCESS
VEHICLE TRACKING ANALYSIS

Scales@A1 1:250
Drawn by SBH
Checked by NJH

Job No. 0042841
Date NOV 2019
Rev P02

Drawing No. BRA-BHE-XX-XX-DR-C-0233

Save Hicks P:\0042841 Project Bradford\FB Civils - Infrastructure\Sheet\02 Highways\BRA-BHE-XX-XX-DR-C-0233.dwg



INSET 1

SEE INSET 1 FOR CONTINUATION

CONE FREQUENCY INCREASED TO PREVENT VEHICLES EXITING THE SITE FROM MERGING INTO OTHER LANES

GAP IN CONES, MARSHALED FOR POSSIBLE ARENA SERVICE ENTRY ONLY

ARENA SERVICE ENTRY ONLY

CONES FORMING TEMPORARY LANE CLOSURE ZONE DURING EVENT

BRISCOE LANE ONLY

LANE AHEAD CLOSED

"KEEP RIGHT" SIGN AT START OF TAPER

SERVICE VEHICLES ONLY

CONES FORMING AREA FORCING RIGHT TURN ONLY FROM PROPOSED 'KISS AND RIDE' ZONE WITH EXIT TO THE NORTH

CONES FORMING AREA FORCING RIGHT TURN ONLY FROM RIGHT HAND LANE WITH EXIT TO THE SOUTH

GET IN LANE
EXIT NORTH
EXIT SOUTH

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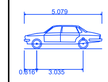
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CONSTRUCTION.
- EXISTING BURIED UTILITIES
- EXISTING LIVE HIGHWAY AND CAR PARK

MAINTENANCE/CLEANING/OPERATION.
- NO UNUSUAL RISKS

DECOMMISSIONING/DEMOLITION.
- NO UNUSUAL RISKS

Notes



Large Car (2006)

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Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Description	Date	Drn	Ch'd
P02	STAGE 3	13.02.2020	SBH	NJH
P01	DRAFT STAGE 3	17.01.2020	SBH	NJH

STAGE 3

Status of drawing

BUROHAPPOLD ENGINEERING

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Architect *POPULOUS*

Project **OVG MANCHESTER**

Drg Title HIGHWAYS
NORTHERN CAR PARK
TEMPORARY EGRESS

Scales@A1	1:200	Job No.	0042841
Drawn by	SBH	Date	JAN 2020
Checked by	NJH	Rev	P02

Drawing No. BRA-BHE-XX-XX-DR-C-0235

Steve Hicks P:\0042841 Project Bradford\FE8 Civils - Infrastructure\Sheets\02 Highway\BRA-BHE-XX-XX-DR-C-0235.dwg

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- NO UNUSUAL RISKS

DECOMMISSIONING/DEMOLITION.
- NO UNUSUAL RISKS

Notes

LANE 1 JUNCTION
CAPACITY = 1443 PCU/HR

2x80m QUEUE
SPACE ~32 CARS

TICKET VALIDATION
CAPACITY = 600 VEHS/HR

CAR PARK H
1257 SPACES

CAR PARK G
631 SPACES

CAR PARK J & K
153 SPACES

SPORTCITY WAY
CLOSURE

TICKET VALIDATION
CAPACITY = 600 VEHS/HR

JUNCTION TURN
CAPACITY 587 PCU/HR

2x75m QUEUE
SPACE ~30 CARS

ALL CAR PARKS
USE BOTH LANES

ALL CAR PARKS

VIP DROP OFF

VIP DROP OFF ONLY

BROXTON WARD BAY STREET

NEW VIADUCT STREET

Ward Bay

Cycle Way

River Medlock

Track

Subway

53.3m

51.8m

Rev	Description	Date	Drn	Ch'd
P02	STAGE 3	13.02.2020	SBH	NJH
P01	INFORMATION	06.02.2020	SBH	NJH

STAGE 3

Status of drawing

BUROHAPPOLD ENGINEERING

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Architect *POPULOUS*

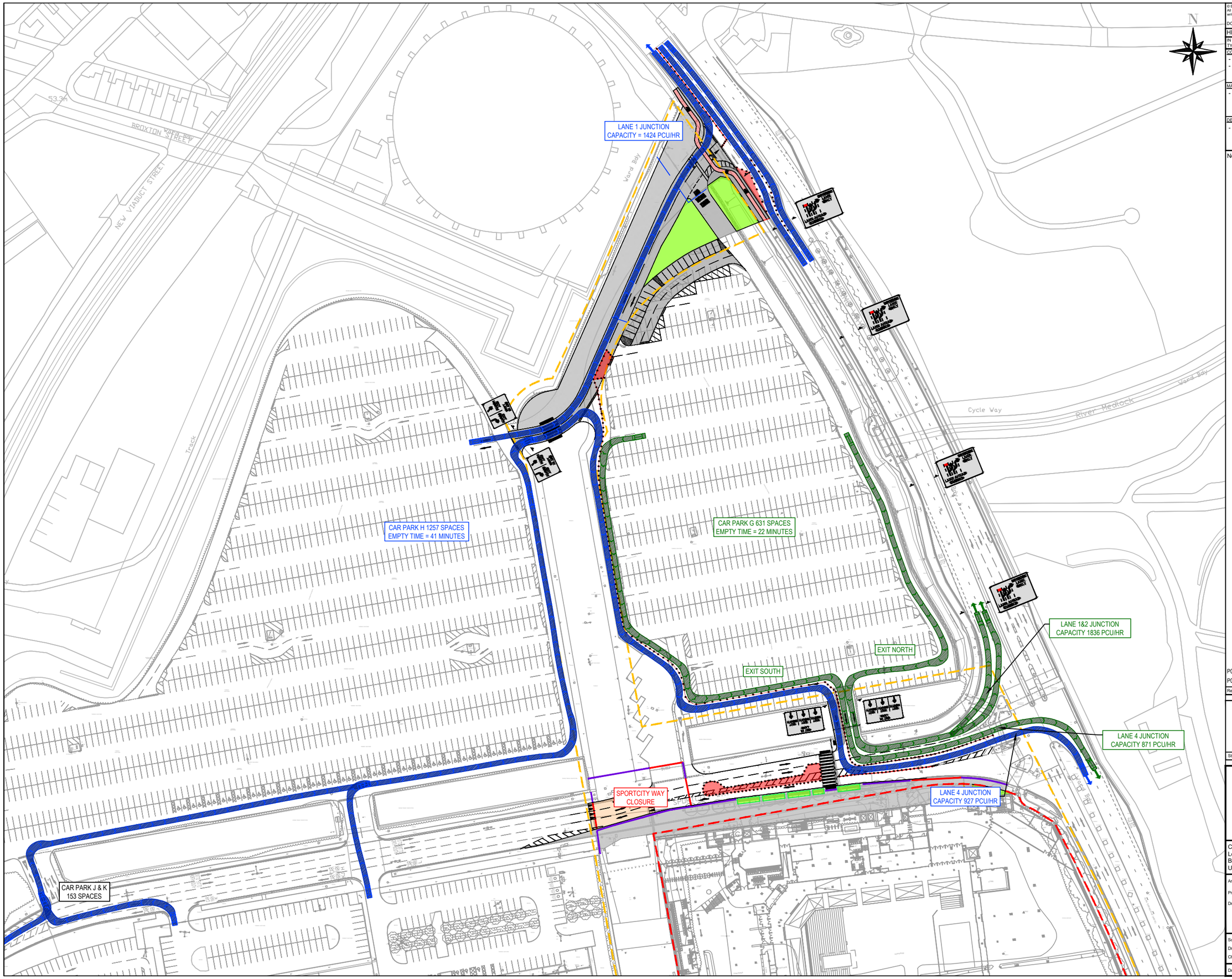
Project **OVG MANCHESTER**

Drg Title CAR INGRESS
TRAFFIC FLOWS

Scales@A1	AS SHOWN	Job No.	0042841
Drawn by	SBH	Date	FEB 2020
Checked by	NJH	Rev	P02

Drawing No. BRA-BHE-XX-XX-DR-C-0295

Storm Node: P:\0042841 Project Backfund\08 Civils - Infrastructure\Sheet\02 Highways\BRA-BHE-XX-XX-DR-C-0295.dwg



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- EXISTING LIVE HIGHWAY AND CAR PARK

MAINTENANCE/CLEANING/OPERATION.
- NO UNUSUAL RISKS

DECOMMISSIONING/DEMOLITION.
- NO UNUSUAL RISKS

Notes

Rev	Description	Date	Drn	Ch'd
P02	STAGE 3	13.02.2020	SBH	NJH
P01	INFORMATION	06.02.2020	SBH	NJH

STAGE 3

Status of drawing

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Architect *POPULOUS*

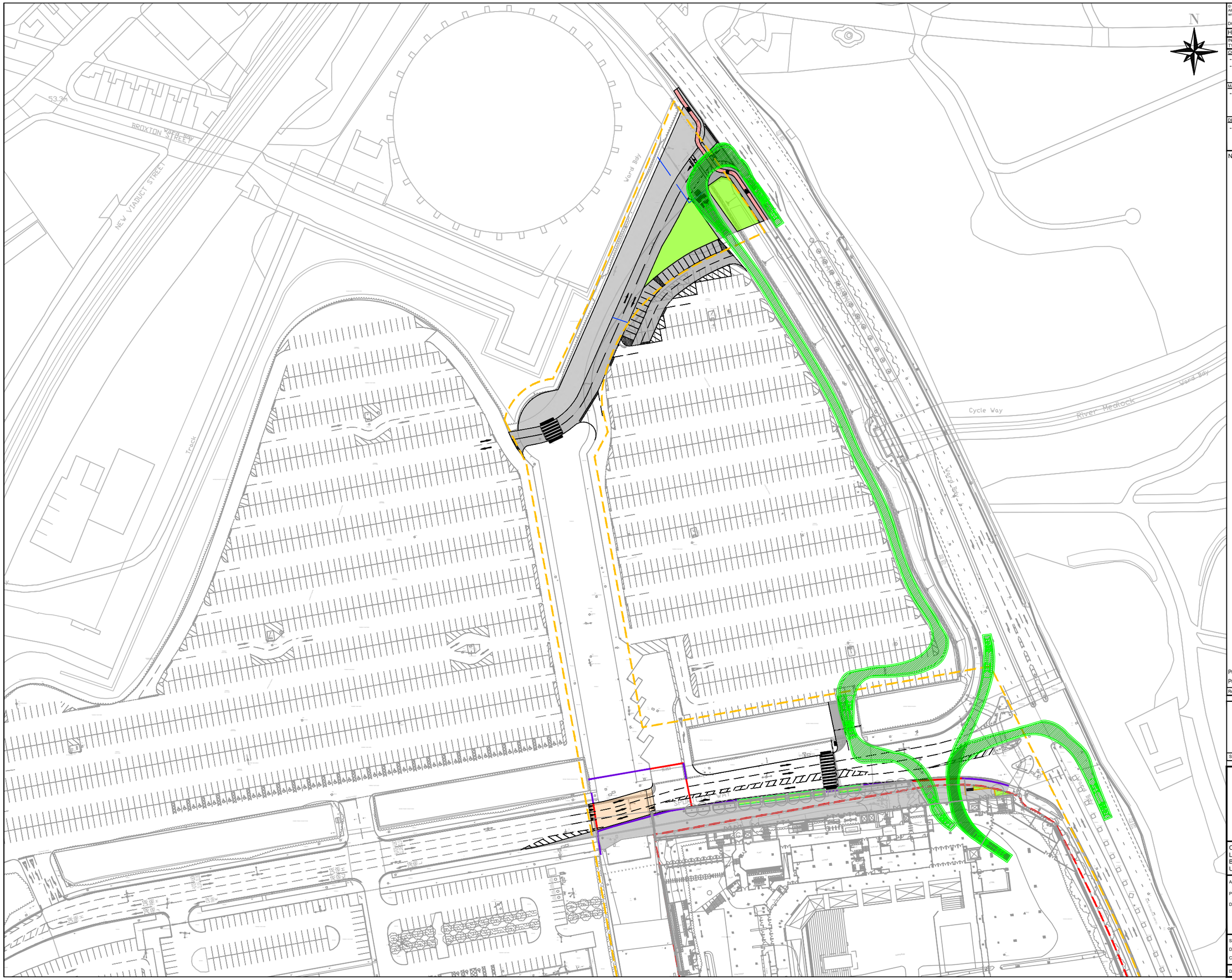
Project **OVG MANCHESTER**

Drg Title CAR EGRESS TRAFFIC FLOWS

Scales@A1	AS SHOWN	Job No.	0042841
Drawn by	SBH	Date	FEB 2020
Checked by	NJH	Rev	P02

Drawing No. BRA-BHE-XX-XX-DR-C-0296

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- EXISTING LIVE HIGHWAY AND CAR PARK

MAINTENANCE/CLEANING/OPERATION.
- NO UNUSUAL RISKS

DECOMMISSIONING/DEMOLITION.
- NO UNUSUAL RISKS

Notes

Rev	Description	Date	Drn	Ch'd
P02	STAGE 3	13.02.2020	SBH	NJH
P01	INFORMATION	06.02.2020	SBH	NJH

STAGE 3

Status of drawing

BUROHAPPOLD ENGINEERING

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Fax: +44 (0)870 787 4148
Email: 0042841@burohappold.com
Web: www.burohappold.com

Architect *POPULOUS*

Project **OVG MANCHESTER**

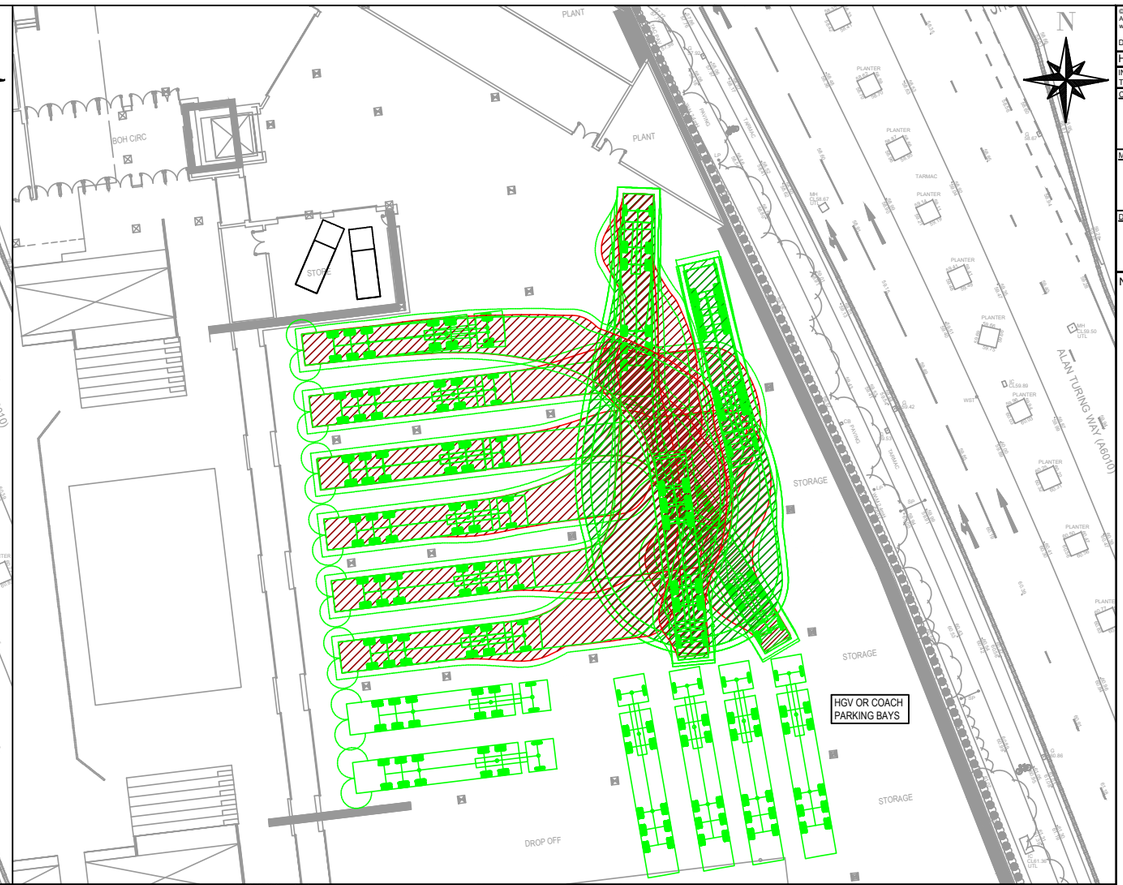
Drg Title TRUCK ACCESS
TRAFFIC FLOWS

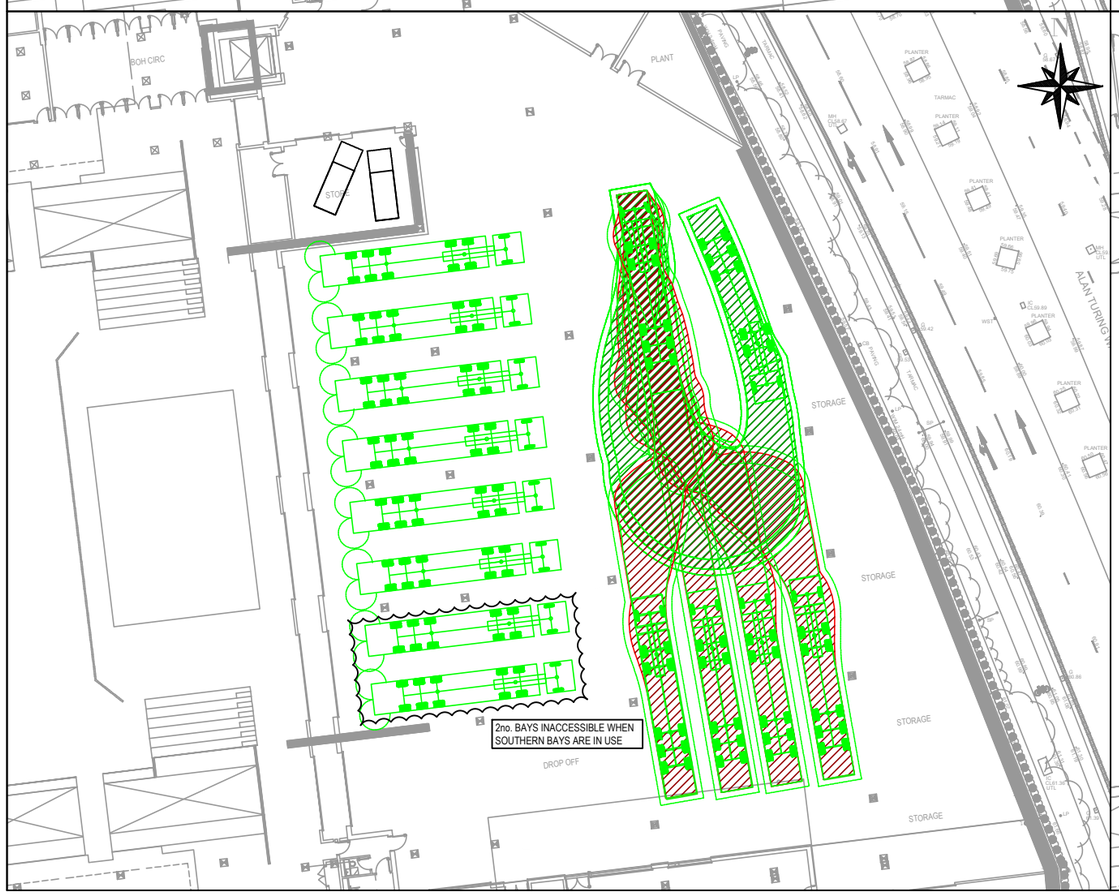
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Drawn by	SBH	Date	FEB 2020
Checked by	NJH	Rev	P02

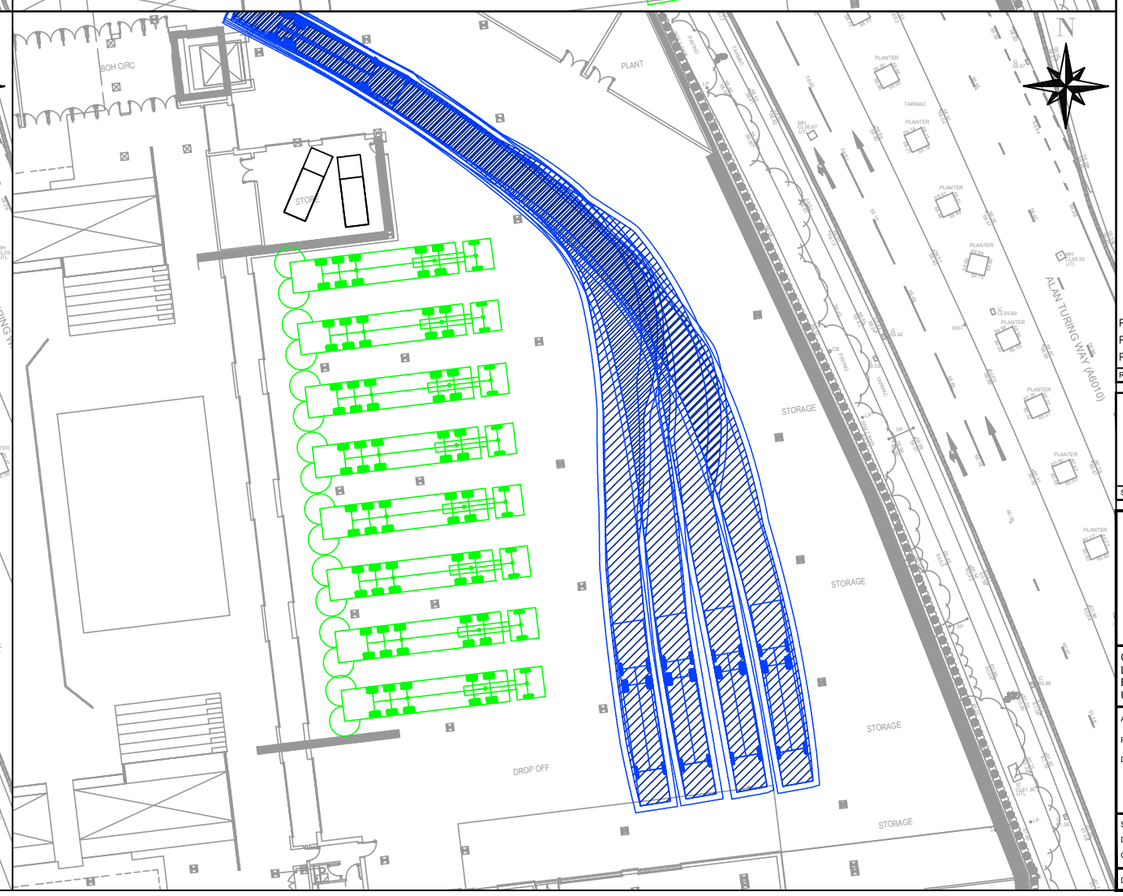
Drawing No. BRA-BHE-XX-XX-DR-C-0298

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N/A

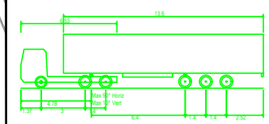
MAINTENANCE/CLEANING/OPERATION.

N/A

DECOMMISSIONING/DEMOLITION.

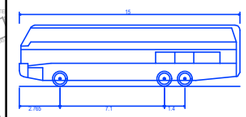
N/A

Notes



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Plaxton Panther Bus

Overall Length	15.000m
Overall Width	2.500m
Overall Body Height	4.157m
Min Body Ground Clearance	0.397m
Track Width	2.500m
Lock to lock time	5.00s
Wall to Wall Turning Radius	12.500m

Rev	Description	Date	Drn	Ch'd
P03	STAGE 3	13.02.2020	SBH	NJH
P02	INTERNAL TRACKING ONLY	19.09.2019	SBH	NJH
P01	INITIAL ISSUE	04.07.2019	SBH	NJH

STAGE 3

Status of drawing

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Architect *POPULOUS*

Project **OVG MANCHESTER**

Drg Title VEHICLE TRACKING ANALYSIS
SERVICE YARD
PARKING

Scales@A1 1:250
Drawn by SBH
Checked by NJH

Job No. 0042841
Date JUNE 2019
Rev P03

Drawing No. BRA-BHE-XX-XX-DR-C-0600

Steve Hicks P:\0042841 Project Bus\Revit\P06 Civils - Infrastructure\Sheets\05 Tracking\BRA-BHE-XX-XX-DR-C-0600.rvt

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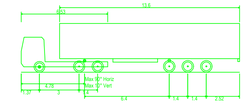
MAINTENANCE/CLEANING/OPERATION.

N/A

DECOMMISSIONING/DEMOLITION.

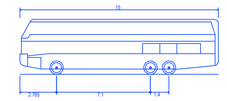
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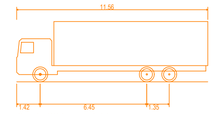
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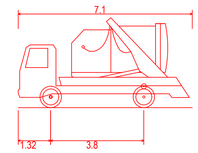
Plaxton Panther Bus

Overall Length	15.000m
Overall Width	2.500m
Overall Body Height	4.157m
Min Body Ground Clearance	0.397m
Track Width	2.500m
Lock to lock time	5.00s
Wall to Wall Turning Radius	12.500m



3 axle 26 tonne rigid

Overall Length	11.560m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.800m



Swing Arm Skip Compactor Truck

Overall Length	7.100m
Overall Width	2.480m
Overall Body Height	3.664m
Min Body Ground Clearance	0.410m
Track Width	2.480m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.000m

Rev	Description	Date	Drn	Ch'd
P03	STAGE 3	13.02.2020	SBH	NJH
P02	DRAFT STAGE 3	06.12.2019	SBH	JB
P01	INITIAL ISSUE	19.09.2019	SBH	NJH

STAGE 3

Status of drawing

BUROHAPPOLD ENGINEERING

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Architect *POPULOUS*

Project **OVG MANCHESTER**

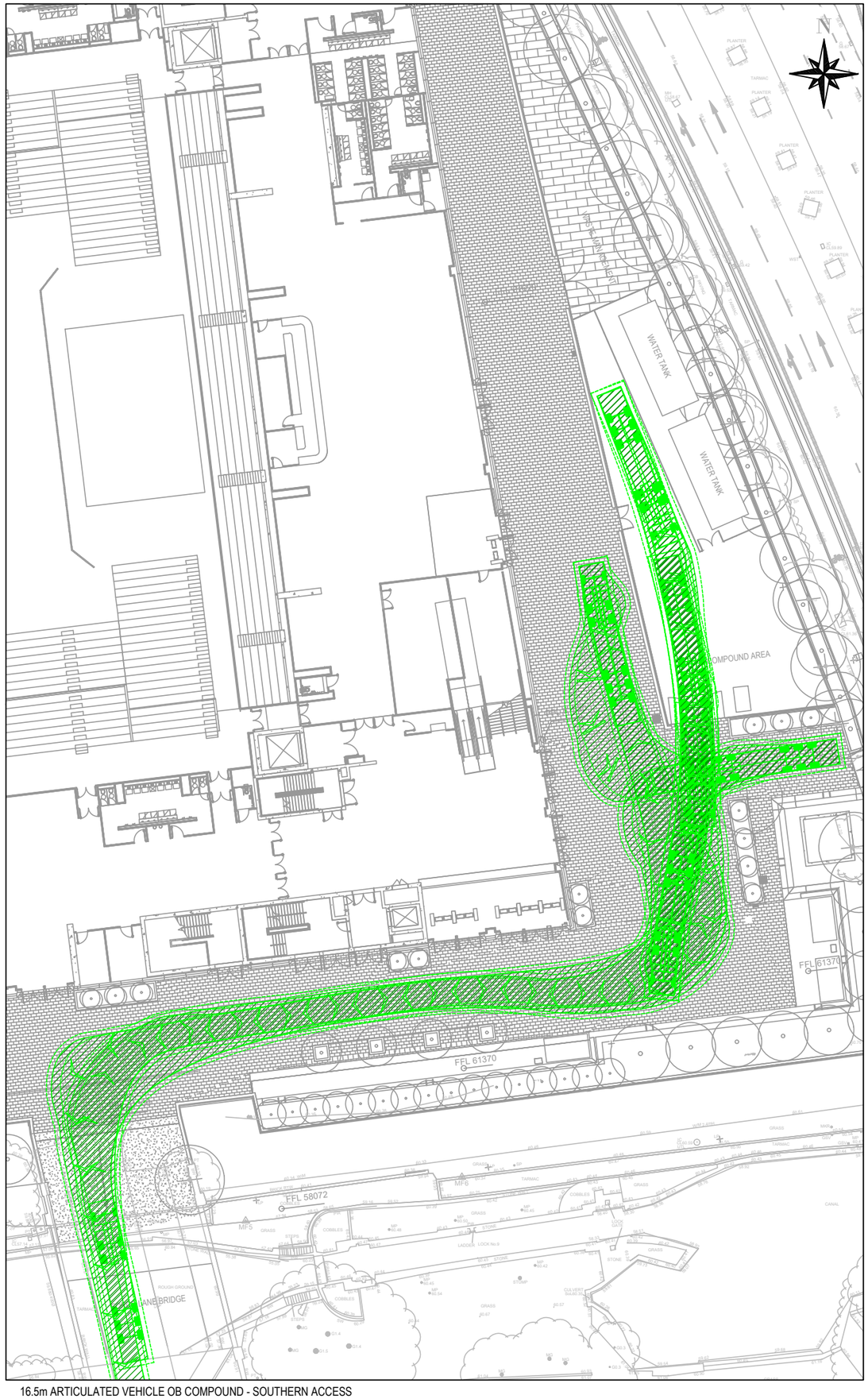
Drg Title VEHICLE TRACKING ANALYSIS
SERVICE YARD
VEHICLE TURNS

Scales@A1 1:250
Drawn by SBH
Checked by NJH

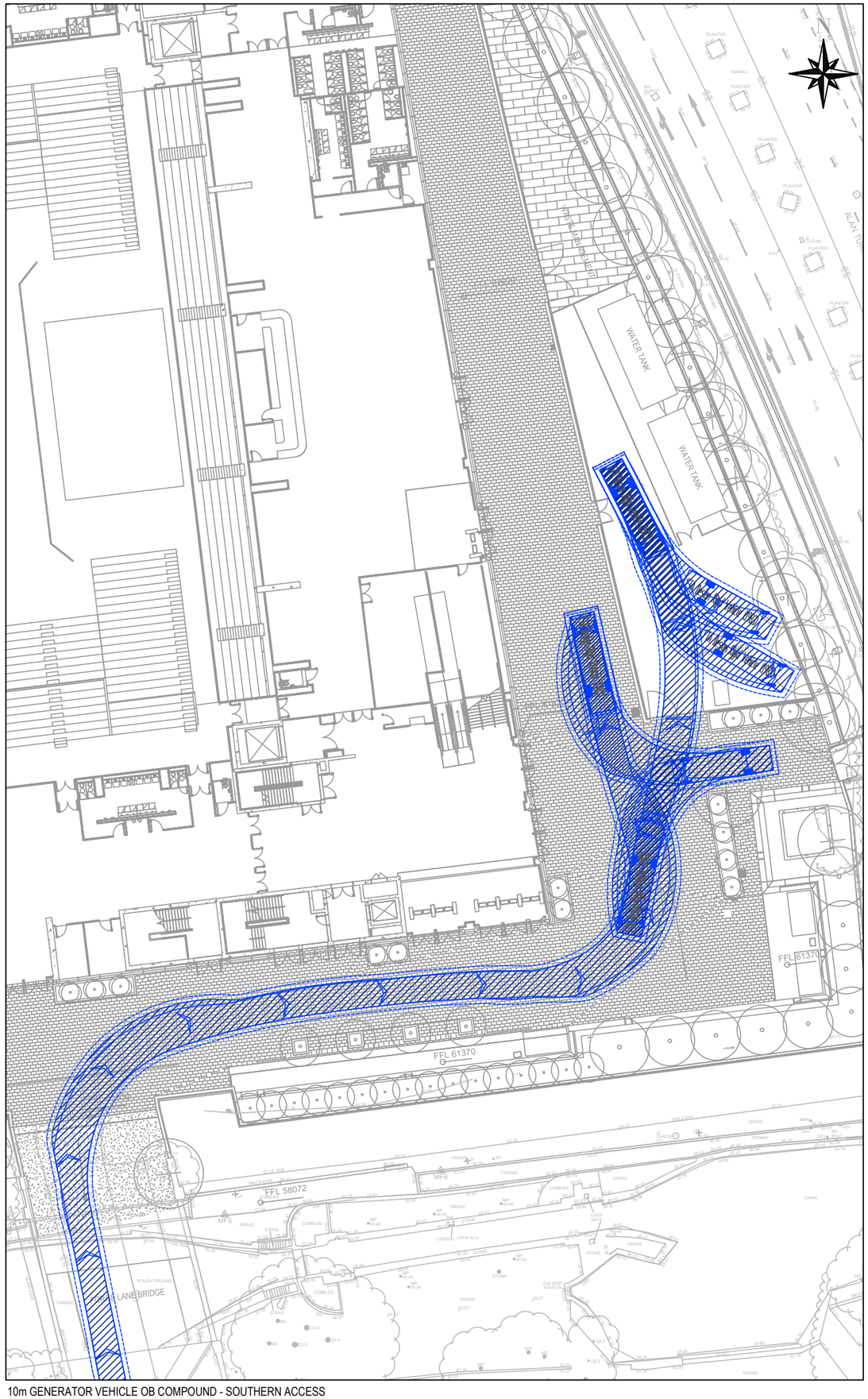
Job No. 0042841
Date SEPT 2019
Rev P03

Drawing No. BRA-BHE-XX-XX-DR-C-0601

Steve Hicks P:\0042841 Project Bradford\FDB Civils - Infrastructure\Sheet\05 Tracking\BRA-BHE-XX-XX-DR-C-0601.dwg



16.5m ARTICULATED VEHICLE OB COMPOUND - SOUTHERN ACCESS



10m GENERATOR VEHICLE OB COMPOUND - SOUTHERN ACCESS

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N/A

MAINTENANCE/CLEANING/OPERATION.

N/A

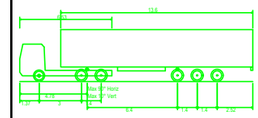
DECOMMISSIONING/DEMOLITION.

N/A

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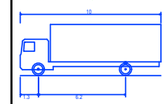
1. BACKGROUND AS PER POPULOUS MODEL '191025_MP_L01 OPT_C' RECEIVED ON 25.10.19

VEHICLE PROFILES



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Generator Vehicle

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	12.000m

Rev	Description	Date	Drn	Ch'd
P05	STAGE 3	13.02.2020	SBH	NJH
P04	DRAFT STAGE 3	06.12.2019	SBH	JB
P03	UPDATED ARCHITECTUAL LAYOUT	07.11.2019	SBH	NJH
P02	UPDATED ARCHITECTUAL LAYOUT	06.11.2019	SBH	NJH
P01	INITIAL ISSUE	25.10.2019	SBH	NJH

STAGE 3

Status of drawing

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Architect *POPULOUS*

Project **OVG MANCHESTER**

Drg Title VEHICLE TRACKING ANALYSIS
L01 PODIUM
HGV & GENERATOR TRUCK

Scales@A1	1:250
Drawn by	SBH
Checked by	NJH
Job No.	0042841
Date	OCT 2019
Rev	P05

Drawing No. BRA-BHE-XX-XX-DR-C-0603

Save Time:20/02/2020 | Project Bookmark:OK | Path:J:\0042841\Design\BIM\BRA-BHE-XX-XX-DR-C-0603.dwg

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N/A

MAINTENANCE/CLEANING/OPERATION.

N/A

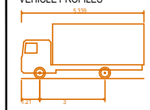
DECOMMISSIONING/DEMOLITION.

N/A

Notes

1. BACKGROUND AS PER POPULOUS MODEL '191025_MP_L01 OPT_C' RECEIVED ON 25.10.19

VEHICLE PROFILES



3.5t Box Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

Rev	Description	Date	Drn	Ch'd
P05	STAGE 3	13.02.2020	SBH	NJH
P04	DRAFT STAGE 3	06.12.2019	SBH	JB
P03	UPDATED ARCHITECTUAL LAYOUT	07.11.2019	SBH	NJH
P02	UPDATED ARCHITECTUAL LAYOUT	06.11.2019	SBH	NJH
P01	INITIAL ISSUE	25.10.2019	SBH	NJH

STAGE 3

Status of drawing

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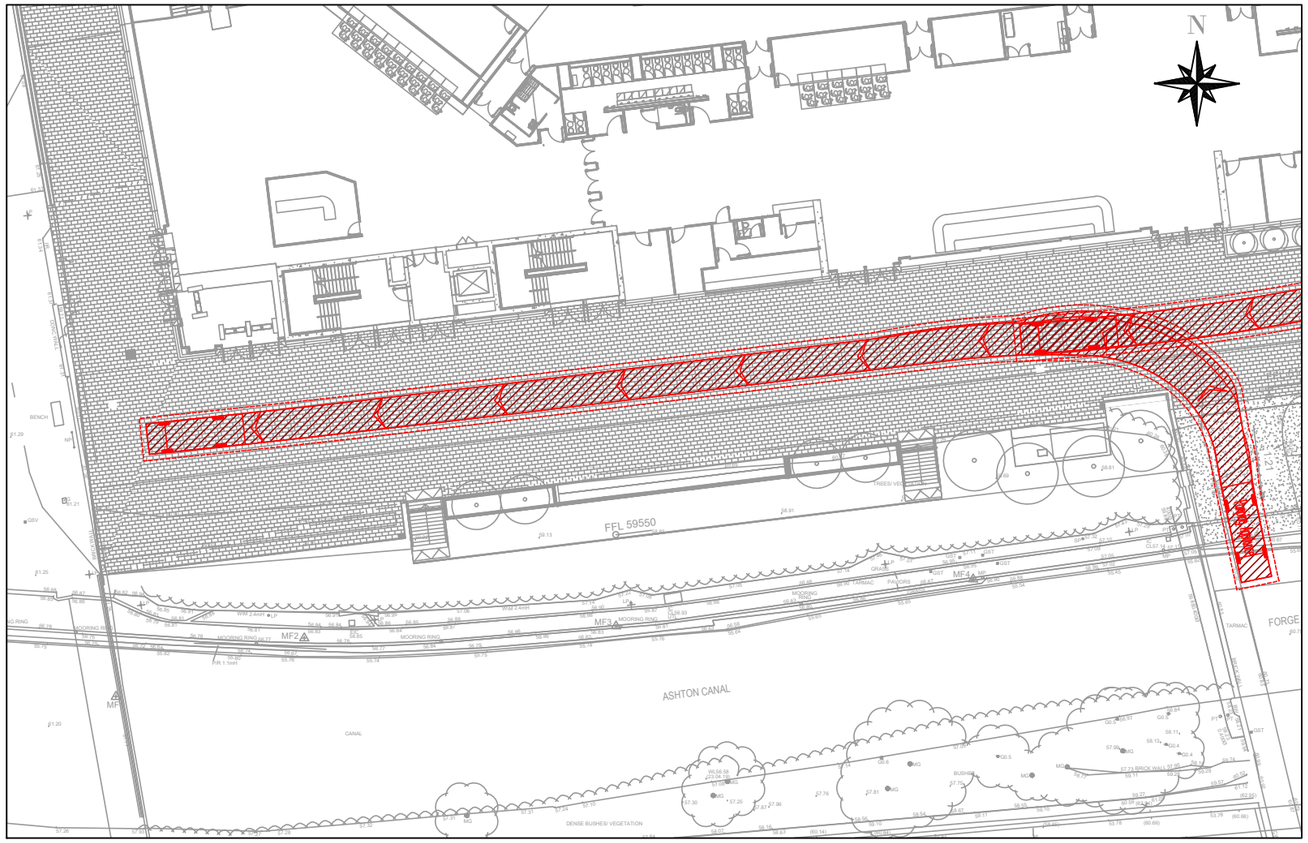
Drg Title VEHICLE TRACKING ANALYSIS
L01 PODIUM
WASTE COLLECTION

Scales@A1	1:250	Job No.	0042841
Drawn by	SBH	Date	OCT 2019
Checked by	NJH	Rev	P05

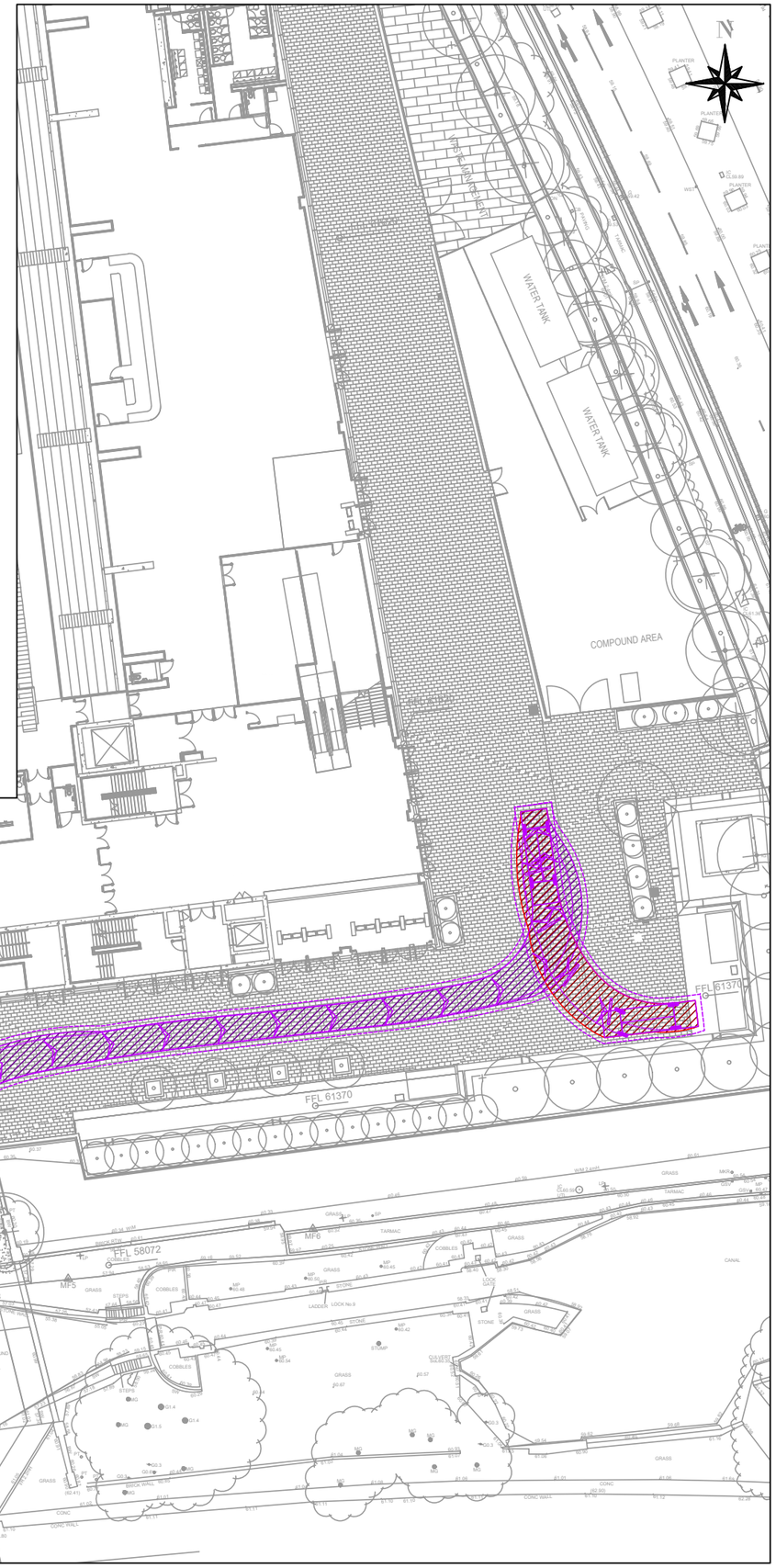
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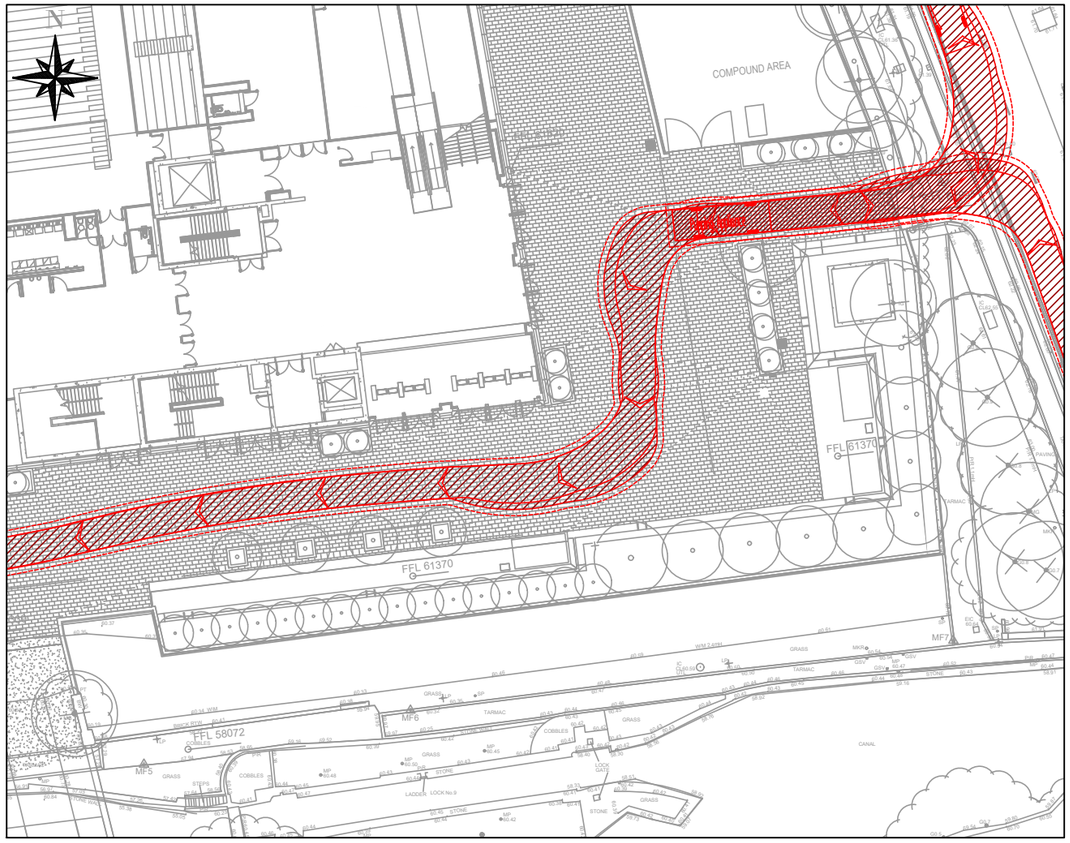
3.5T BOX VAN WASTE COLLECTION - SOUTHERN ACCESS

Steve Hicks P:\0042841 Project Data\Revit\08 Civils - Infrastructure\Sheets\05 Tracking\BRA-BHE-XX-XX-DR-C-0604.dwg



FIRE TENDER - SOUTHERN ACCESS HEADING WEST





FIRE TENDER - EASTERN ACCESS AND EXITING SOUTH

UPLINK VEHICLE OB COMPOUND - SOUTHERN ACCESS

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MAINTENANCE/CLEANING/OPERATION.

N/A

DECOMMISSIONING/DEMOLITION.

N/A

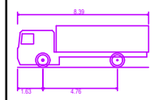
Notes

1. BACKGROUND AS PER POPULOUS MODEL "191025_MP_L01 OPT_C' RECEIVED ON 25.10.19

VEHICLE PROFILES



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



Uplink Vehicle	
Overall Length	8.390m
Overall Width	2.321m
Overall Body Height	2.650m
Min Body Ground Clearance	0.158m
Track Width	2.321m
Lock to lock time	5.00s
Max Steering Angle (Virtual)	45.00°

Rev	Description	Date	Drn	Ch'd
P05	STAGE 3	13.02.2020	SBH	NJH
P04	DRAFT STAGE 3	06.12.2019	SBH	JB
P03	UPDATED ARCHITECTUAL LAYOUT	07.11.2019	SBH	NJH
P02	UPDATED ARCHITECTUAL LAYOUT	06.11.2019	SBH	NJH
P01	INITIAL ISSUE	25.10.2019	SBH	NJH

STAGE 3

Status of drawing

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Architect *POPULOUS*

Project **OVG MANCHESTER**

Drg Title VEHICLE TRACKING ANALYSIS
L01 PODIUM
FIRE AND OB UPLINK TRUCK

Scales@A1	1:250	Job No.	0042841
Drawn by	SBH	Date	OCT 2019
Checked by	NJH	Rev	P05

Drawing No. BRA-BHE-XX-XX-DR-C-0605

Steve Hicks P:\0042841 Project Bradford\FOB Ovals - Infrastructure\Sheets\0 Tracking\BRA-BHE-XX-XX-DR-C-0605.dwg

Appendix H Modal Split Survey Data

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ETIHAD STADIUM SUPPORTER MODE SHARE

What is your main mode of transport to travel to the Etihad Stadium on matchdays this season?

	Midweek		Weekend	
Car - with other passengers	353	42%	363	43%
Car - on my own	128	15%	97	12%
Metrolink	115	14%	117	14%
Train & other mode (e.g. e.g. train and bus, train and	59	7%	73	9%
Coach	43	5%	52	6%
Train & Walk	43	5%	64	8%
Not applicable	41	5%	9	1%
Bus	27	3%	29	4%
Car - dropped off by someone else	17	2%	26	3%
Walk	10	1%	7	1%
Cycle	1	0%	1	0%
Motorbike	1	0%	0	0%
Total	838	100%	838	100%

Report for Staff Travel Survey 2017

Staff Travel Survey 2017

How do you mainly travel to work?

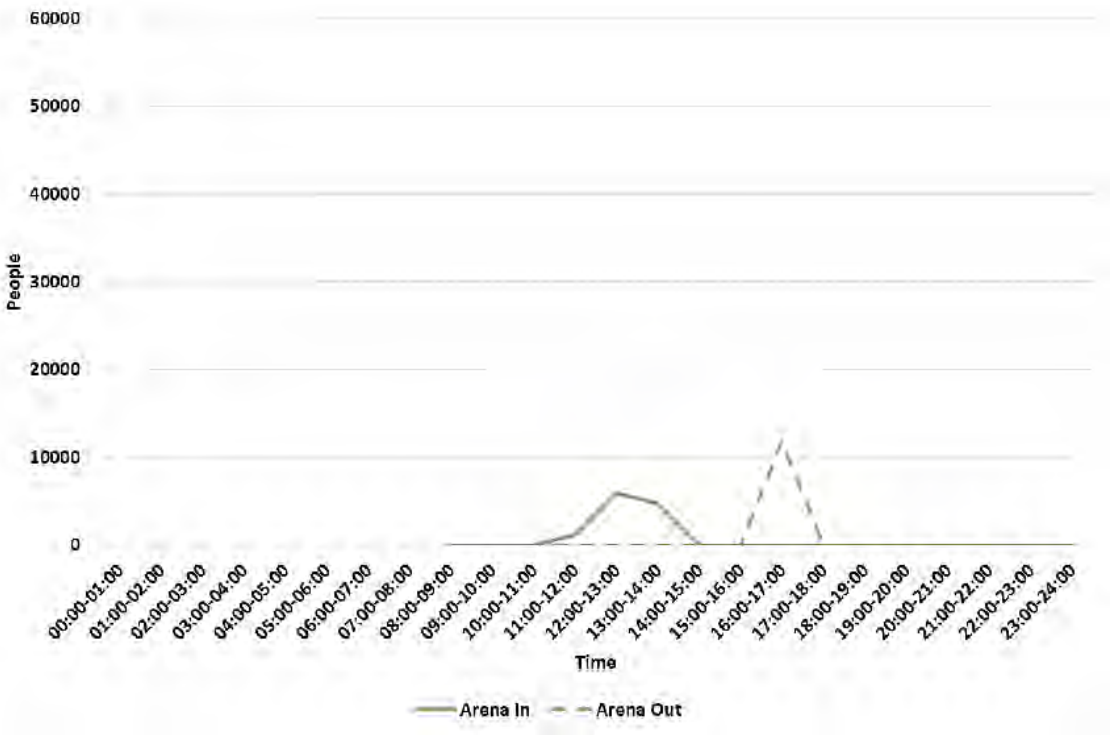
Value	Percent	Count
Car alone	65%	77
Car as driver with passengers	3%	4
Car as passenger	1%	1
Dropped off by car	3%	3
Bus	2%	2
Metrolink (tram)	15%	18
Motorbike	2%	2
Bicycle	1%	1
Train and walk	2%	2
Train and other mode	3%	4
Other - Please specify	3%	4
	Totals	118

Which other modes of transport do you use to travel to the stadium on match days? Please select all that apply

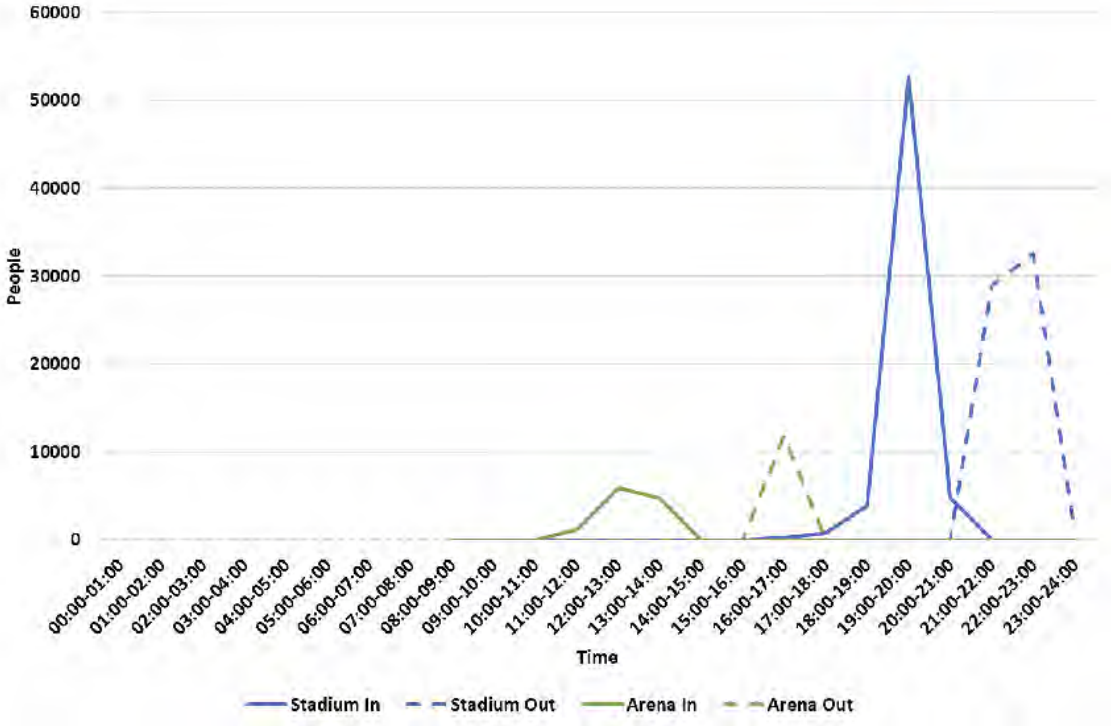
	Weekend		Mid week	
		%		%
Car alone	16	17%	15	23%
Car as driver with passengers	8	8%	5	8%
Car as passenger	9	9%	4	6%
Dropped off by car	6	6%	4	6%
Bus	3	3%	1	2%
Metrolink (tram)	23	24%	15	23%
Taxi	4	4%	4	6%
Motorbike	1	1%	2	3%
Walk from home	2	2%	1	2%
Bicycle	3	3%	1	2%
Train and walk	5	5%	2	3%
Train and other mode	7	7%	4	6%
Metrolink Park & Ride	2	2%	0	0%
Walk from work	6	6%	7	11%
	95	100%	65	100%

WEEKDAY

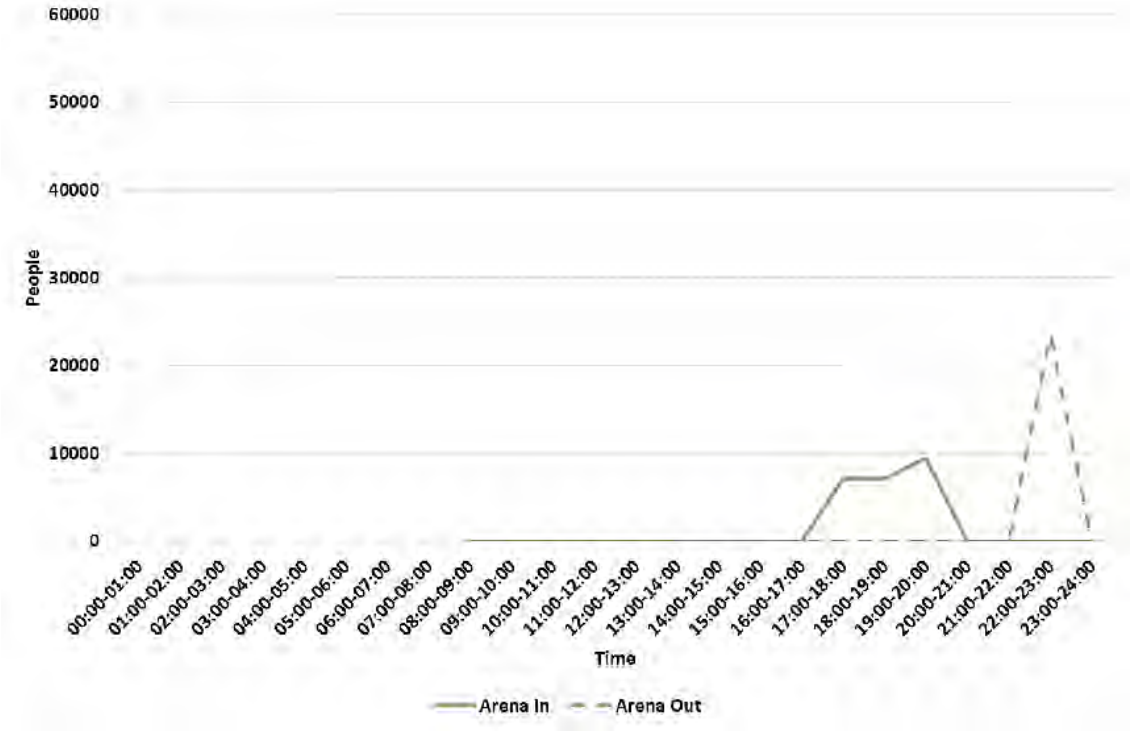
Matinee Event Only



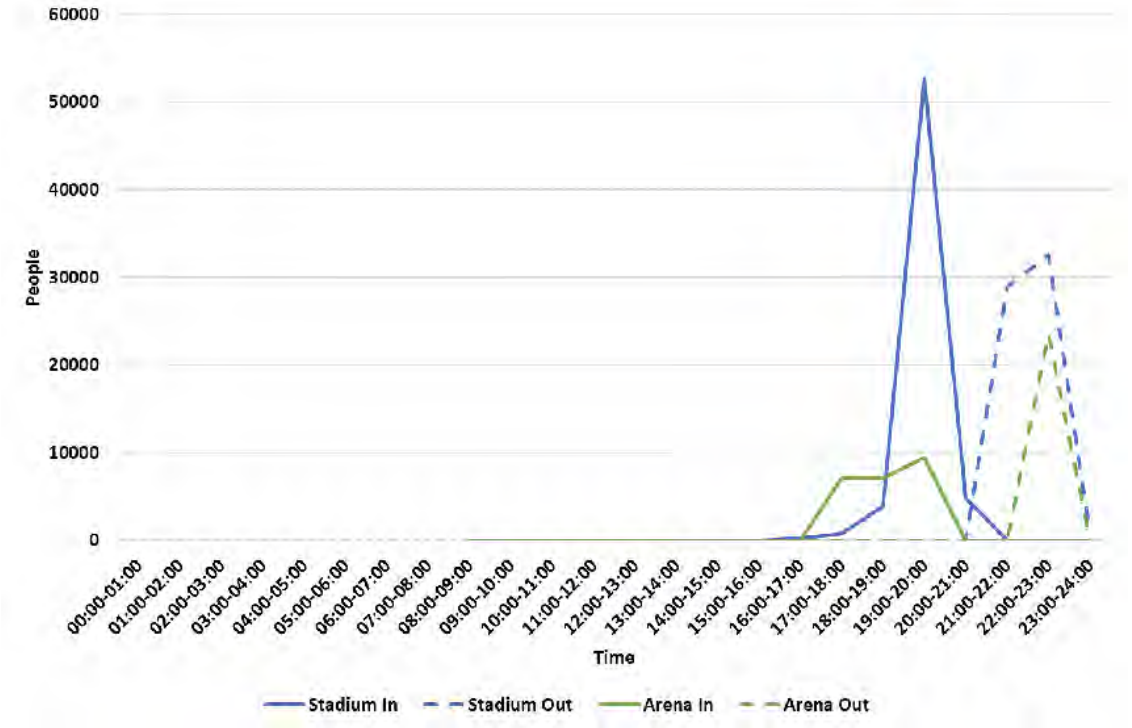
Matinee event with 20:00 kick-off evening match at Etihad Stadium



Evening concert only

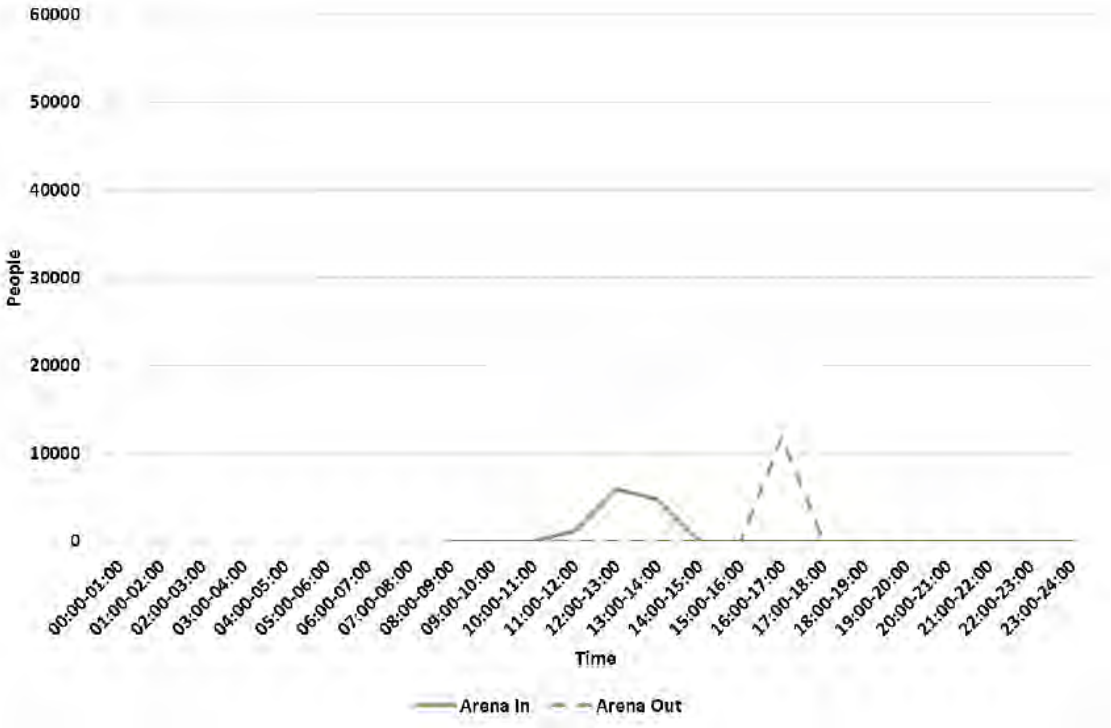


Evening concert with 20:00 kick-off evening match at Etihad Stadium

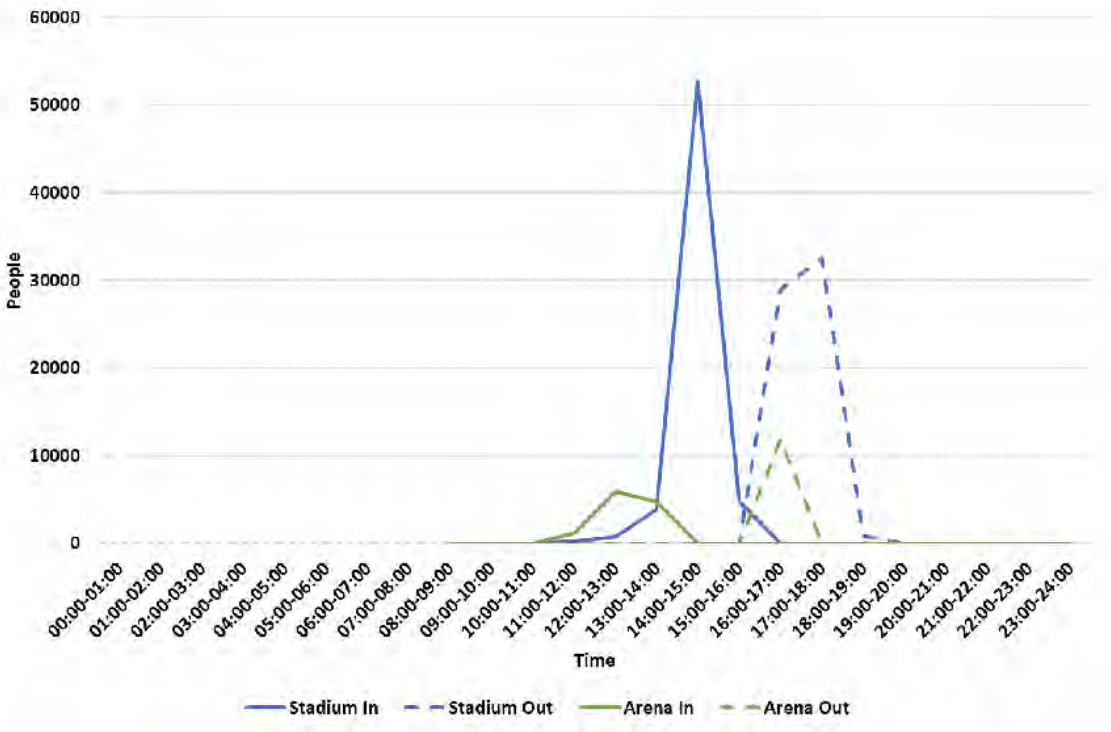


Weekend

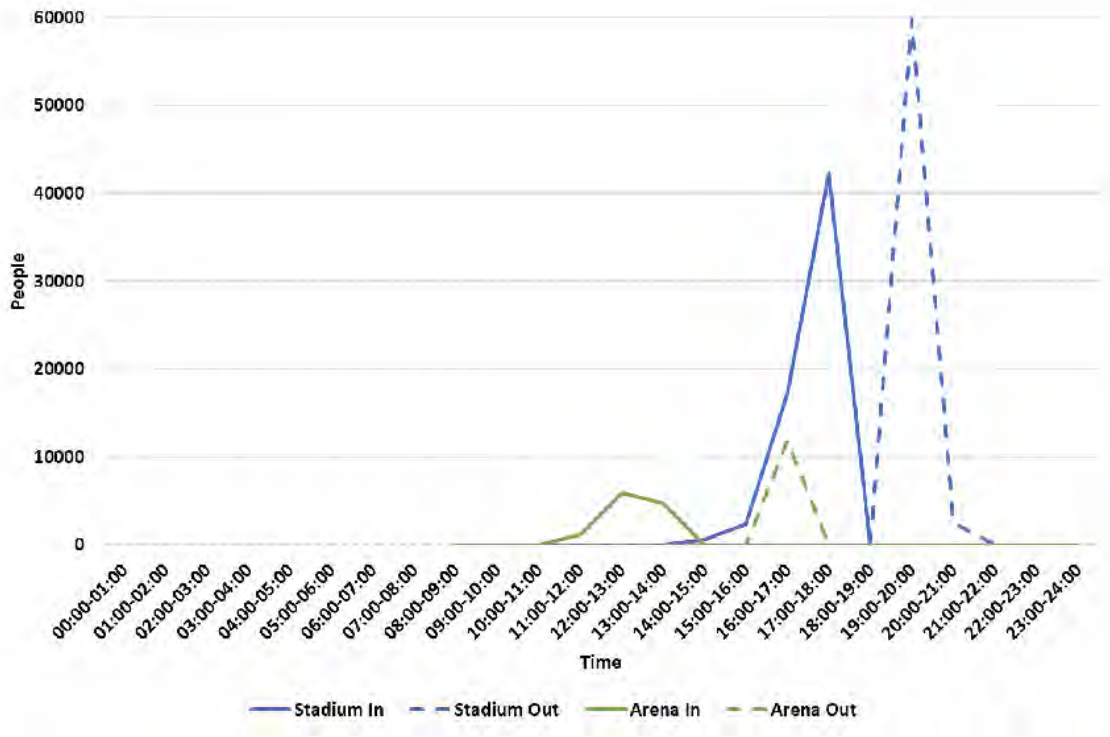
Matinee event only



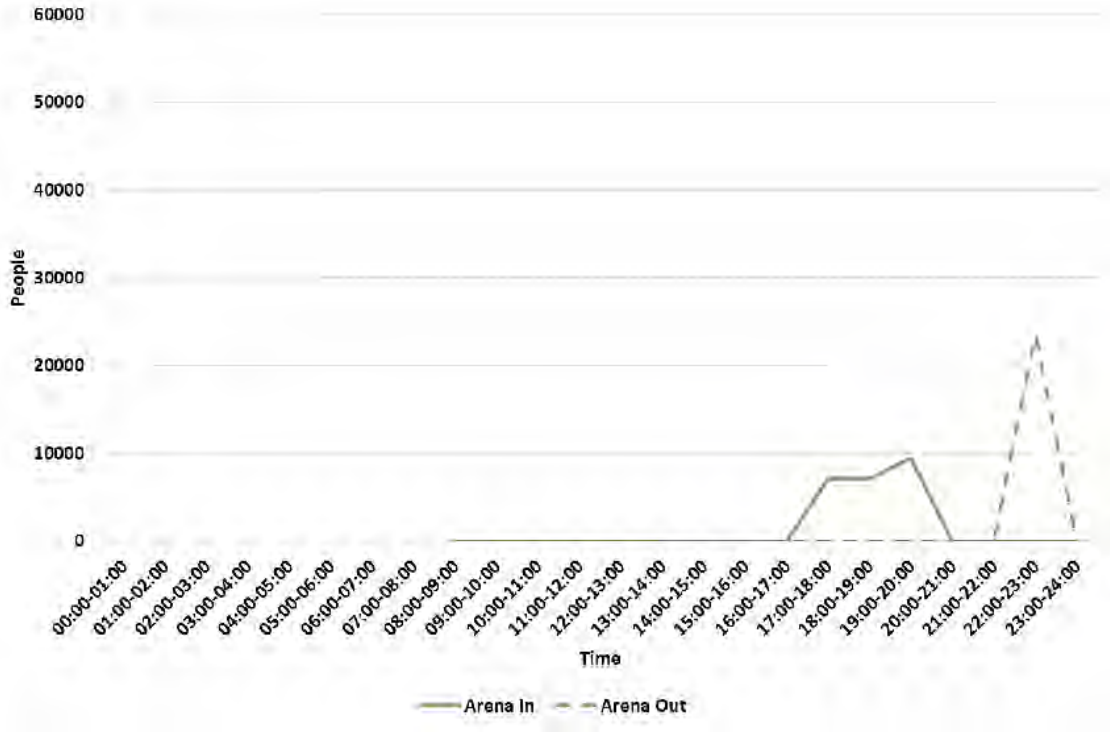
Matinee event with 15:00 kick-off afternoon match at Etihad Stadium



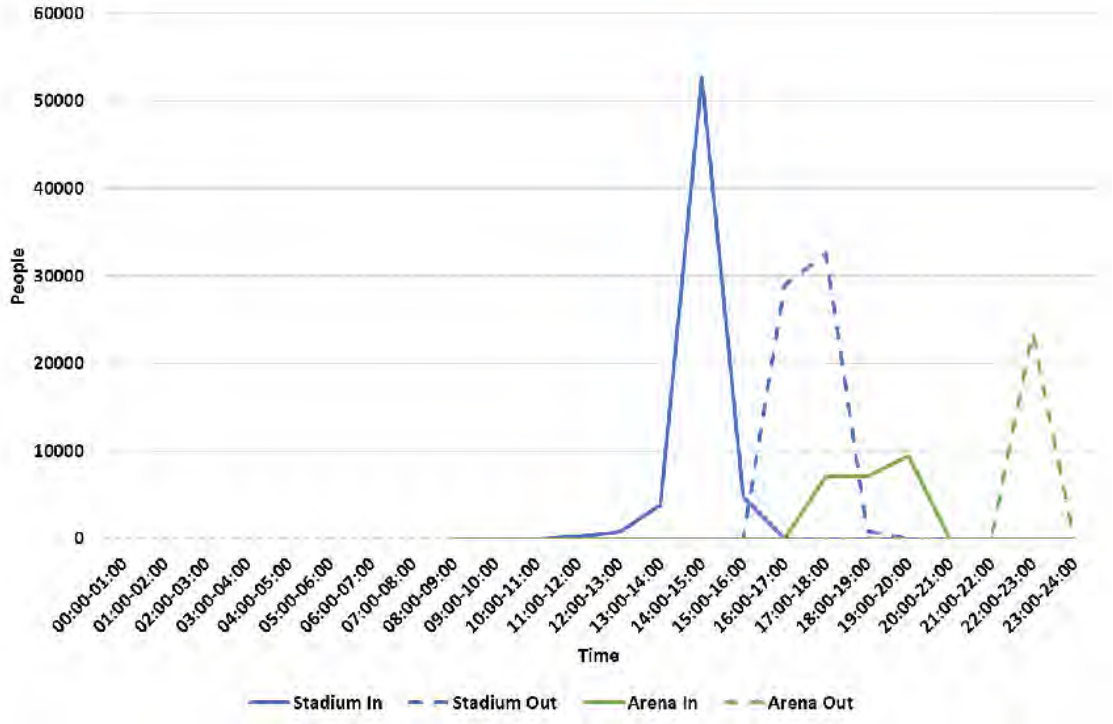
Matinee event with 17:30 kick-off afternoon match at Etihad Stadium



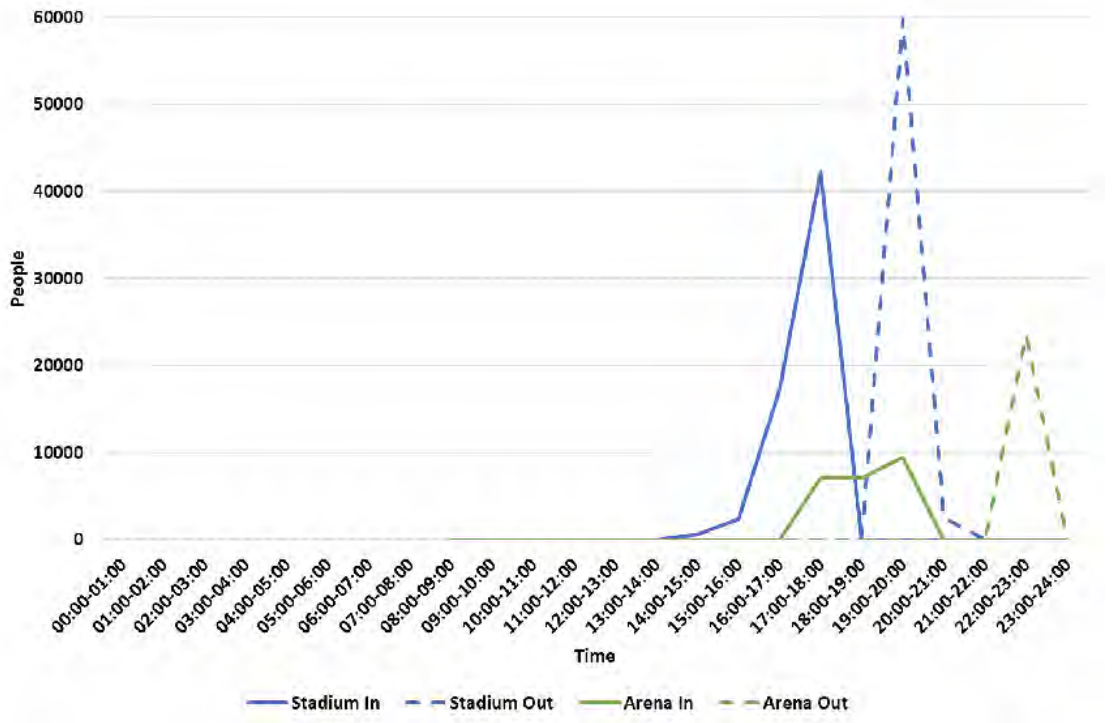
Evening concert only



Evening concert with 15:00 kick-off afternoon match at Etihad Stadium



Evening concert with 17:30 kick-off afternoon match at Etihad Stadium



WEEKDAY – No Mitigation

Matinee Event

Table 1 Total Person Trips – Weekday Matinee (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car (driver and passengers)	37	0	37	0	103	103	6939	6939	13878
Drop off	23	0	23	0	65	65	356	356	713
Motorbike	2	0	2	0	4	4	20	20	40
Bicycle	5	0	5	0	13	13	36	36	72
Walk	12	0	12	0	34	34	229	229	459
Taxi	6	0	6	0	17	17	608	608	1216
Train and Walk	8	0	8	0	22	22	640	640	1279
Train and other mode	11	0	11	0	30	30	879	879	1758
Bus	5	0	5	0	13	13	400	400	801
Metrolink	39	0	39	0	108	108	1812	1812	3624
Coach	0	0	0	0	0	0	599	599	1199
Total	148	0	148	0	409	409	12519	12519	25038

Table 2 Total Person Trips – Weekday Matinee (Development Peaks)

Mode	Arrival (12:00-13:00)			Departure (16:00-17:00)		
	In	Out	Total	In	Out	Total
Car (driver and passengers)	3372	0	3372	0	6774	6774
Drop off	118	0	118	0	253	253
Motorbike	6	0	6	0	13	13
Bicycle	6	0	6	0	15	15
Walk	82	0	82	0	174	174
Taxi	288	0	288	0	581	581
Train and Walk	300	0	300	0	605	605
Train and other mode	411	0	411	0	831	831
Bus	188	0	188	0	380	380
Metrolink	805	0	805	0	1640	1640
Coach	300	0	300	0	599	599
Total	5875	0	5875	0	11865	11865

Table 3 Total Vehicle Trips – Weekday Matinee (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (on-site)	0	0	0	0	0	0	500	500	1000
Cars (off-site)	29	0	29	0	80	80	2461	2461	4922
Taxi-Drop Off	23	23	46	64	64	127	915	915	1829
Motorcycle	2	0	2	0	4	4	20	20	40
Coach	0	0	0	0	0	0	12	12	24
Light Servicing	1	1	2	0	0	0	18	18	36
Heavy Servicing	0	0	0	0	0	0	27	27	54

Table 4 Total Vehicle Trips – Weekday Matinee (Development Peaks)

Mode	Arrival (12:00-13:00)			Departure (16:00-17:00)		
	In	Out	Total	In	Out	Total
Cars (on-site)	250	0	250	0	500	500
Cars (off-site)	1155	0	1155	0	2333	2333
Taxi-Drop Off	169	169	338	356	356	711
Motorcycle	6	0	6	0	13	13
Coach	6	0	6	0	12	12
Light Servicing	1	1	2	1	1	2
Heavy Servicing	0	0	0	0	0	0

Evening Concert Event

Table 5 Total Person Trips – Weekday Evening (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car (driver and passengers)	3	0	3	4047	0	4047	13683	13683	27367
Drop off	2	0	2	141	0	141	591	591	1183
Motorbike	0	0	0	7	0	7	32	32	63
Bicycle	0	0	0	7	0	7	48	48	96
Walk	1	0	1	99	0	99	394	394	788
Taxi	1	0	1	345	0	345	1184	1184	2368
Train and Walk	1	0	1	360	0	360	1239	1239	2478
Train and other mode	1	0	1	494	0	494	1702	1702	3403
Bus	0	0	0	226	0	226	776	776	1553
Metrolink	3	0	3	966	0	966	3422	3422	6844
Coach	0	0	0	360	0	360	1199	1199	2397
Total	13	0	13	7050	0	7050	24269	24269	48538

Table 6 Total Person Trips – Weekday Evening (Development Peaks)

Mode	Arrival (19:00-20:00)			Departure (22:00-23:00)		
	In	Out	Total	In	Out	Total
Car (driver and passengers)	5396	0	5396	0	13518	13518
Drop off	188	0	188	0	488	488
Motorbike	9	0	9	0	25	25
Bicycle	9	0	9	0	27	27
Walk	132	0	132	0	339	339
Taxi	461	0	461	0	1156	1156
Train and Walk	479	0	479	0	1205	1205
Train and other mode	658	0	658	0	1653	1653
Bus	301	0	301	0	756	756
Metrolink	1288	0	1288	0	3250	3250
Coach	479	0	479	0	1199	1199
Total	9400	0	9400	0	23615	23615

Table 7 Total Vehicle Trips – Weekday Evening (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (on-site)	0	0	0	150	0	150	500	500	1000
Cars (off-site)	3	0	3	1536	0	1536	5271	5271	10543
Taxi-Drop Off	2	2	4	203	203	405	1590	1590	3180
Motorcycle	0	0	0	7	0	7	32	32	63
Coach	0	0	0	7	0	7	24	24	48
Light Servicing	1	1	2	0	0	0	18	18	36
Heavy Servicing	0	0	0	0	0	0	27	27	54

Table 8 Total Vehicle Trips – Weekday Matinee (Development Peaks)

Mode	Arrival (19:00-20:00)			Departure (22:00-23:00)		
	In	Out	Total	In	Out	Total
Cars (on-site)	200	0	200	0	500	500
Cars (off-site)	2048	0	2048	0	5143	5143
Taxi-Drop Off	270	270	541	693	693	1387
Motorcycle	9	0	9	0	25	25
Coach	10	0	10	0	24	24
Light Servicing	0	0	0	0	0	0
Heavy Servicing	0	0	0	0	0	0

WEEKEND – No Mitigation

Matinee Event

Table 9 Total Person Trips – Weekend Matinee (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car (driver and passengers)	45	0	45	0	126	126	6687	6687	13375
Drop off	18	0	18	0	50	50	459	459	918
Motorbike	5	0	5	0	13	13	24	24	47
Bicycle	2	0	2	0	6	6	24	24	47
Walk	18	0	18	0	50	50	189	189	377
Taxi	9	0	9	0	25	25	177	177	353
Train and Walk	5	0	5	0	13	13	917	917	1833
Train and other mode	9	0	9	0	25	25	1070	1070	2139
Bus	2	0	2	0	6	6	423	423	846
Metrolink	34	0	34	0	94	94	1822	1822	3645
Coach	0	0	0	0	0	0	729	729	1457
Total	148	0	148	0	409	409	12519	12519	25038

Table 10 Total Person Trips – Weekend Matinee (Development Peaks)

Mode	Arrival (12:00-13:00)			Departure (16:00-17:00)		
	In	Out	Total	In	Out	Total
Car (driver and passengers)	3225	0	3225	0	6486	6486
Drop off	182	0	182	0	378	378
Motorbike	0	0	0	0	4	4
Bicycle	6	0	6	0	14	14
Walk	47	0	47	0	108	108
Taxi	65	0	65	0	136	136
Train and Walk	447	0	447	0	897	897
Train and other mode	511	0	511	0	1029	1029
Bus	206	0	206	0	413	413
Metrolink	823	0	823	0	1672	1672
Coach	364	0	364	0	729	729
Total	5875	0	5875	0	11865	11865

Table 11 Total Vehicle Trips – Weekend Matinee (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (on-site)	0	0	0	0	0	0	500	500	1000
Cars (off-site)	35	0	35	0	98	98	2372	2372	4743
Taxi-Drop Off	21	21	42	59	59	117	632	632	1264
Motorcycle	5	0	5	0	13	13	24	24	47
Coach	0	0	0	0	0	0	15	15	29
Light Servicing	1	1	2	0	0	0	18	18	36
Heavy Servicing	0	0	0	0	0	0	27	27	54

Table 12 Total Vehicle Trips – Weekend Matinee (Development Peaks)

Mode	Arrival (12:00-13:00)			Departure (16:00-17:00)		
	In	Out	Total	In	Out	Total
Cars (on-site)	250	0	250	0	500	500
Cars (off-site)	1094	0	1094	0	2215	2215
Taxi-Drop Off	103	103	206	222	222	444
Motorcycle	0	0	0	0	4	4
Coach	7	0	7	0	15	15
Light Servicing	1	1	2	1	1	2
Heavy Servicing	0	0	0	0	0	0

Evening Concert Event

Table 13 Total Person Trips – Weekend Evening (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car (driver and passengers)	4	0	4	3870	0	3870	13138	13138	26276
Drop off	2	0	2	219	0	219	823	823	1646
Motorbike	0	0	0	0	0	0	24	24	47
Bicycle	0	0	0	7	0	7	35	35	71
Walk	2	0	2	56	0	56	283	283	565
Taxi	1	0	1	78	0	78	306	306	612
Train and Walk	0	0	0	536	0	536	1810	1810	3619
Train and other mode	1	0	1	613	0	613	2092	2092	4184
Bus	0	0	0	247	0	247	834	834	1669
Metrolink	3	0	3	987	0	987	3467	3467	6935
Coach	0	0	0	437	0	437	1457	1457	2914
Total	13	0	13	7050	0	7050	24269	24269	48538

Table 14 Total Person Trips – Weekend Evening (Development Peaks)

Mode	Arrival (19:00-20:00)			Departure (22:00-23:00)		
	In	Out	Total	In	Out	Total
Car (driver and passengers)	5161	0	5161	0	12937	12937
Drop off	291	0	291	0	743	743
Motorbike	0	0	0	0	4	4
Bicycle	9	0	9	0	25	25
Walk	75	0	75	0	202	202
Taxi	103	0	103	0	266	266
Train and Walk	714	0	714	0	1790	1790
Train and other mode	818	0	818	0	2052	2052
Bus	329	0	329	0	824	824
Metrolink	1316	0	1316	0	3317	3317
Coach	583	0	583	0	1457	1457
Total	9400	0	9400	0	23615	23615

Table 15 Total Vehicle Trips – Weekend Evening (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (on-site)	0	0	0	150	0	150	500	500	1000
Cars (off-site)	3	0	3	1463	0	1463	5059	5059	10119
Taxi-Drop Off	2	2	4	123	123	247	1043	1043	2086
Motorcycle	0	0	0	0	0	0	24	24	47
Coach	0	0	0	9	0	9	29	29	58
Light Servicing	1	1	2	1	1	2	0	5	5
Heavy Servicing	0	0	0	0	0	0	0	27	27

Table 16 Total Vehicle Trips – Weekday Matinee (Development Peaks)

Mode	Arrival (19:00-20:00)			Departure (22:00-23:00)		
	In	Out	Total	In	Out	Total
Cars (on-site)	200	0	200	0	500	500
Cars (off-site)	1950	0	1950	0	4903	4903
Taxi-Drop Off	165	165	329	428	428	855
Motorcycle	0	0	0	0	4	4
Coach	12	0	12	0	29	29
Light Servicing	0	0	0	0	0	0
Heavy Servicing	0	0	0	0	0	0

WEEKDAY – With Mitigation

Matinee Event

Table 17 Total Person Trips – Weekday Matinee (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car (driver and passengers)	27	0	27	0	74	74	5485	5485	10969
Drop off	26	0	26	0	71	71	427	427	854
Motorbike	2	0	2	0	5	5	21	21	41
Bicycle	5	0	5	0	14	14	38	38	77
Walk	14	0	14	0	38	38	283	283	565
Taxi	7	0	7	0	19	19	799	799	1599
Train and Walk	9	0	9	0	24	24	808	808	1616
Train and other mode	12	0	12	0	33	33	1120	1120	2239
Bus	5	0	5	0	14	14	497	497	993
Metrolink	43	0	43	0	118	118	2278	2278	4557
Coach	0	0	0	0	0	0	764	764	1528
Total	148	0	148	0	409	409	12519	12519	25038

Table 18 Total Person Trips – Weekday Matinee (Development Peaks)

Mode	Arrival (12:00-13:00)			Departure (16:00-17:00)		
	In	Out	Total	In	Out	Total
Car (driver and passengers)	2673	0	2673	0	5367	5367
Drop off	147	0	147	0	314	314
Motorbike	6	0	6	0	13	13
Bicycle	6	0	6	0	16	16
Walk	106	0	106	0	222	222
Taxi	382	0	382	0	769	769
Train and Walk	382	0	382	0	770	770
Train and other mode	529	0	529	0	1067	1067
Bus	235	0	235	0	474	474
Metrolink	1028	0	1028	0	2089	2089
Coach	382	0	382	0	764	764
Total	5875	0	5875	0	11865	11865

Table 19 Total Vehicle Trips – Weekday Matinee (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (on-site)	0	0	0	0	0	0	500	500	1000
Cars (off-site)	21	0	21	0	57	57	1612	1612	3225
Taxi-Drop Off	25	25	50	70	70	139	1143	1143	2287
Motorcycle	2	0	2	0	5	5	21	21	41
Coach	0	0	0	0	0	0	15	15	31
Light Servicing	1	1	2	0	0	0	18	18	36
Heavy Servicing	0	0	0	0	0	0	27	27	54

Table 20 Total Vehicle Trips – Weekday Matinee (Development Peaks)

Mode	Arrival (12:00-13:00)			Departure (16:00-17:00)		
	In	Out	Total	In	Out	Total
Cars (on-site)	250	0	250	0	500	500
Cars (off-site)	752	0	752	0	1521	1521
Taxi-Drop Off	220	220	441	460	460	920
Motorcycle	6	0	6	0	13	13
Coach	8	0	8	0	15	15
Light Servicing	1	1	2	1	1	2
Heavy Servicing	0	0	0	0	0	0

Evening Concert Event

Table 21 Total Person Trips – Weekday Evening (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car (driver and passengers)	2	0	2	3208	0	3208	10831	10831	21662
Drop off	2	0	2	176	0	176	721	721	1441
Motorbike	0	0	0	7	0	7	32	32	65
Bicycle	0	0	0	7	0	7	50	50	100
Walk	1	0	1	127	0	127	494	494	988
Taxi	1	0	1	458	0	458	1563	1563	3126
Train and Walk	1	0	1	458	0	458	1572	1572	3144
Train and other mode	1	0	1	635	0	635	2177	2177	4354
Bus	0	0	0	282	0	282	967	967	1933
Metrolink	4	0	4	1234	0	1234	4335	4335	8669
Coach	0	0	0	458	0	458	1528	1528	3055
Total	13	0	13	7050	0	7050	24269	24269	48538

Table 22 Total Person Trips – Weekday Evening (Development Peaks)

Mode	Arrival (19:00-20:00)			Departure (22:00-23:00)		
	In	Out	Total	In	Out	Total
Car (driver and passengers)	4277	0	4277	0	10713	10713
Drop off	235	0	235	0	607	607
Motorbike	9	0	9	0	25	25
Bicycle	9	0	9	0	27	27
Walk	169	0	169	0	434	434
Taxi	611	0	611	0	1533	1533
Train and Walk	611	0	611	0	1534	1534
Train and other mode	846	0	846	0	2124	2124
Bus	376	0	376	0	944	944
Metrolink	1645	0	1645	0	4146	4146
Coach	611	0	611	0	1528	1528
Total	9400	0	9400	0	23615	23615

Table 23 Total Vehicle Trips – Weekday Evening (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (on-site)	0	0	0	150	0	150	500	500	1000
Cars (off-site)	2	0	2	1053	0	1053	3617	3617	7234
Taxi-Drop Off	2	2	4	264	264	529	2025	2025	4049
Motorcycle	0	0	0	7	0	7	32	32	65
Coach	0	0	0	9	0	9	31	31	61
Light Servicing	1	1	2	0	0	0	18	18	36
Heavy Servicing	0	0	0	0	0	0	27	27	54

Table 24 Total Vehicle Trips – Weekday Matinee (Development Peaks)

Mode	Arrival (19:00-20:00)			Departure (22:00-23:00)		
	In	Out	Total	In	Out	Total
Cars (on-site)	200	0	200	0	500	500
Cars (off-site)	1404	0	1404	0	3526	3526
Taxi-Drop Off	353	353	705	901	901	1802
Motorcycle	9	0	9	0	25	25
Coach	12	0	12	0	31	31
Light Servicing	0	0	0	0	0	0
Heavy Servicing	0	0	0	0	0	0

WEEKEND – With Mitigation

Matinee Event

Table 25 Total Person Trips – Weekend Matinee (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car (driver and passengers)	27	0	27	0	74	74	4838	4838	9677
Drop off	22	0	22	0	60	60	582	582	1164
Motorbike	5	0	5	0	15	15	28	28	56
Bicycle	3	0	3	0	7	7	38	38	75
Walk	22	0	22	0	60	60	230	230	459
Taxi	11	0	11	0	30	30	232	232	465
Train and Walk	5	0	5	0	15	15	1203	1203	2406
Train and other mode	11	0	11	0	30	30	1407	1407	2815
Bus	3	0	3	0	7	7	602	602	1203
Metrolink	40	0	40	0	112	112	2384	2384	4768
Coach	0	0	0	0	0	0	975	975	1951
Total	148	0	148	0	409	409	12519	12519	25038

Table 26 Total Person Trips – Weekend Matinee (Development Peaks)

Mode	Arrival (12:00-13:00)			Departure (16:00-17:00)		
	In	Out	Total	In	Out	Total
Car (driver and passengers)	2350	0	2350	0	4721	4721
Drop off	235	0	235	0	487	487
Motorbike	0	0	0	0	4	4
Bicycle	12	0	12	0	26	26
Walk	59	0	59	0	134	134
Taxi	88	0	88	0	185	185
Train and Walk	588	0	588	0	1179	1179
Train and other mode	676	0	676	0	1360	1360
Bus	294	0	294	0	590	590
Metrolink	1087	0	1087	0	2205	2205
Coach	488	0	488	0	975	975
Total	5875	0	5875	0	11865	11865

Table 27 Total Vehicle Trips – Weekend Matinee (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (on-site)	0	0	0	0	0	0	500	500	1000
Cars (off-site)	21	0	21	0	57	57	1370	1370	2740
Taxi-Drop Off	25	25	50	69	69	139	800	800	1600
Motorcycle	5	0	5	0	15	15	28	28	56
Coach	0	0	0	0	0	0	20	20	39
Light Servicing	1	1	2	0	0	0	18	18	36
Heavy Servicing	0	0	0	0	0	0	27	27	54

Table 28 Total Vehicle Trips – Weekend Matinee (Development Peaks)

Mode	Arrival (12:00-13:00)			Departure (16:00-17:00)		
	In	Out	Total	In	Out	Total
Cars (on-site)	250	0	250	0	500	500
Cars (off-site)	631	0	631	0	1279	1279
Taxi-Drop Off	135	135	269	289	289	578
Motorcycle	0	0	0	0	4	4
Coach	10	0	10	0	20	20
Light Servicing	1	1	2	1	1	2
Heavy Servicing	0	0	0	0	0	0

Evening Concert Event

Table 29 Total Person Trips – Weekend Evening (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car (driver and passengers)	2	0	2	2820	0	2820	9538	9538	19077
Drop off	2	0	2	282	0	282	1052	1052	2104
Motorbike	0	0	0	0	0	0	28	28	56
Bicycle	0	0	0	14	0	14	61	61	122
Walk	2	0	2	71	0	71	347	347	694
Taxi	1	0	1	106	0	106	409	409	817
Train and Walk	0	0	0	705	0	705	2378	2378	4756
Train and other mode	1	0	1	811	0	811	2759	2759	5517
Bus	0	0	0	353	0	353	1189	1189	2378
Metrolink	3	0	3	1304	0	1304	4558	4558	9115
Coach	0	0	0	585	0	585	1951	1951	3901
Total	13	0	13	7050	0	7050	24269	24269	48538

Table 30 Total Person Trips – Weekend Evening (Development Peaks)

Mode	Arrival (19:00-20:00)			Departure (22:00-23:00)		
	In	Out	Total	In	Out	Total
Car (driver and passengers)	3760	0	3760	0	9421	9421
Drop off	376	0	376	0	957	957
Motorbike	0	0	0	0	4	4
Bicycle	19	0	19	0	49	49
Walk	94	0	94	0	252	252
Taxi	141	0	141	0	361	361
Train and Walk	940	0	940	0	2354	2354
Train and other mode	1081	0	1081	0	2711	2711
Bus	470	0	470	0	1177	1177
Metrolink	1739	0	1739	0	4379	4379
Coach	780	0	780	0	1951	1951
Total	9400	0	9400	0	23615	23615

Table 31 Total Vehicle Trips – Weekend Evening (Network Peaks)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (on-site)	0	0	0	150	0	150	500	500	1000
Cars (off-site)	2	0	2	908	0	908	3133	3133	6265
Taxi-Drop Off	2	2	4	162	162	323	1338	1338	2677
Motorcycle	0	0	0	0	0	0	28	28	56
Coach	0	0	0	12	0	12	39	39	78
Light Servicing	1	1	2	1	1	2	0	5	5
Heavy Servicing	0	0	0	0	0	0	0	27	27

Table 32 Total Vehicle Trips – Weekday Matinee (Development Peaks)

Mode	Arrival (19:00-20:00)			Departure (22:00-23:00)		
	In	Out	Total	In	Out	Total
Cars (on-site)	200	0	200	0	500	500
Cars (off-site)	1210	0	1210	0	3041	3041
Taxi-Drop Off	215	215	431	558	558	1116
Motorcycle	0	0	0	0	4	4
Coach	16	0	16	0	39	39
Light Servicing	0	0	0	0	0	0
Heavy Servicing	0	0	0	0	0	0

Appendix I TRICS Outputs

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TRICS 7.6.4
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

1	GREATER LONDON		
	BT	BRENT	2 days
	CN	CAMDEN	1 days
	HD	HILLINGDC	1 days
	HM	HAMMERS	1 days
	HO	HOUNSLO	1 days
	KN	KENSINGT	1 days
	LB	LAMBETH	1 days
	TH	TOWER HA	1 days
2	SOUTH EAST		
	ES	EAST SUSS	3 days
	HF	HERTFORD	1 days
	SO	SLOUGH	2 days
4	EAST ANGLIA		
	CA	CAMBRIDC	1 days
	NF	NORFOLK	2 days
7	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YC	2 days
	WY	WEST YOR	1 days
8	NORTH WEST		
	GM	GREATER M	2 days
	MS	MERSEYSIL	1 days
9	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & W	2 days
10	WALES		
	CO	CONWY	1 days
	PS	POWYS	1 days
11	SCOTLAND		
	DU	DUNDEE C	1 days
	EB	CITY OF EL	1 days

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

Secondary 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 Ran 178 to 114000 (units: sqm)
Range Sele 178 to 114000 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

Date Rang 01/01/14 to 17/06/19

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:
Monday 7 days
Tuesday 7 days
Wednesda 7 days
Thursday 8 days
Friday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 31 days
Directional 0 days
This data c the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 7
Edge of To 14
Suburban / 5

Edge of To 3
Neighbour 2
Free Stand 0
Not Known 0
This data c Edge of T Suburban Neighbou Edge of T Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 1
Commerci 4
Developm 3
Residential 4
Retail Zone 0
Built-Up Z 13
Village 0
Out of Tow 0
High Stree 2
No Sub Ca 4
This data c Industrial Developm Residentia Retail Zon Built-Up Z Village Out of To High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
A1 1 days
B1 30 days
This data c which can be found within the Library module of TRICS®.

Population within 1 mile:
1,001 to 5 1 days
5,001 to 1 3 days
15,001 to 2 3 days
20,001 to 2 2 days
25,001 to 5 14 days
50,001 to 1 4 days
100,001 or 4 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
5,001 to 2 1 days
25,001 to 3 days
50,001 to 1 days
75,001 to 3 days
100,001 to 1 days
125,001 to 6 days
250,001 to 2 days
500,001 or 14 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 2 days
0.6 to 1.0 20 days
1.1 to 1.5 7 days
1.6 to 2.0 2 days
This data c within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 10 days
No 21 days
This data c and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL P 22 days
1b Very po 1 days
4 Good 1 days
5 Very Goo 2 days
6a Exceller 1 days
6b (High) E 4 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters
1 BT-02-A-0 OFFICES BRENT
EMPIRE WAY

WEMBLEY
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 920 sqm
Survey dat WEDNESD. ####### Survey Typ MANUAL
2 BT-02-A-0 OFFICES BRENT
EMPIRE WAY

WEMBLEY
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 10625 sqm
Survey dat THURSDA ####### Survey Typ MANUAL
3 CA-02-A-0 OFFICES CAMBRIDGESHIRE
NEW ROAD

PETERBOROUGH
Town Centre
Built-Up Zone
Total Gross floor area: 8793 sqm
Survey dat TUESDAY ####### Survey Typ MANUAL
4 CB-02-A-0 OFFICE CUMBRIA
PORT ROAD

CARLISLE
Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey dat FRIDAY ####### Survey Typ MANUAL
5 CN-02-A-0 PLANNING CAMDEN
FITZROY STREET

FITZROVIA
Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey dat WEDNESD. ####### Survey Typ MANUAL
6 CO-02-A-0 GOVERNM CONWY
NARROW LANE

LLANDUDNO JUNCTION
Edge of Town
Commercial Zone
Total Gross floor area: 6186 sqm
Survey dat WEDNESD. ####### Survey Typ MANUAL
7 DU-02-A-0 OFFICES DUNDEE CITY
GREENMARKET

DUNDEE
Edge of Town Centre
Development Zone
Total Gross floor area: 3200 sqm
Survey dat THURSDA ####### Survey Typ MANUAL
8 EB-02-A-0 REGUS OFI CITY OF EDINBURGH
ST ANDREW SQUARE

EDINBURGH
Town Centre
Built-Up Zone
Total Gross floor area: 4500 sqm
Survey dat WEDNESD. ####### Survey Typ MANUAL
9 ES-02-A-1 HOUSING EAST SUSSEX
THE SIDINGS
ORE VALLEY
HASTINGS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 186 sqm
Survey dat TUESDAY ####### Survey Typ MANUAL
10 ES-02-A-1 COUNCIL (EAST SUSSEX
VICARAGE LANE

HAILSHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
Survey dat THURSDA\ ####### Survey Typ MANUAL
11 ES-02-A-1: OFFICES EAST SUSSEX
ROMAN ROAD

HOVE
Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey dat WEDNESD. ####### Survey Typ MANUAL
12 GM-02-A-(REGUS GREATER MANCHESTER
FOUNTAIN STREET

MANCHESTER
Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey dat MONDAY ####### Survey Typ MANUAL
13 GM-02-A-(LEASED OF GREATER MANCHESTER
NEW MOUNT STREET

MANCHESTER
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey dat MONDAY ####### Survey Typ MANUAL
14 HD-02-A-(DATA CEN HILLINGDON
MILLINGTON ROAD

HAYES
Edge of Town Centre
Commercial Zone
Total Gross floor area: 12100 sqm
Survey dat TUESDAY ####### Survey Typ MANUAL
15 HF-02-A-0 OFFICES HERTFORDSHIRE
STATION WAY

ST ALBANS
Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey dat THURSDA\ ####### Survey Typ MANUAL
16 HM-02-A-(REGUS OFI HAMMERSMITH AND FULHAM
QUEEN CAROLINE STREET

HAMMERSMITH
Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey dat MONDAY ####### Survey Typ MANUAL
17 HO-02-A-(SKY HEAD(HOUNSLOW
SYON LANE

ISLEWORTH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 120000 sqm
Survey dat WEDNESD. ####### Survey Typ MANUAL
18 KN-02-A-0 FRUIT DRI! KENSINGTON AND CHELSEA
LADBROKE GROVE

KENSAL GREEN
Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey dat MONDAY ####### Survey Typ MANUAL
19 LB-02-A-0 START UP (LAMBETH
DURHAM STREET

VAUXHALL
Edge of Town Centre

Built-Up Zone
Total Gross floor area: 10200 sqm
Survey dat MONDAY ####### Survey Typ MANUAL
20 MS-02-A-(SCIENCE P. MERSEYSIDE
MOUNT PLEASANT

LIVERPOOL
Edge of Town
Built-Up Zone
Total Gross floor area: 11250 sqm
Survey dat TUESDAY ####### Survey Typ MANUAL
21 NF-02-A-0 FINANCIAL NORFOLK
NORTH QUAY

GREAT YARMOUTH
Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey dat MONDAY ####### Survey Typ MANUAL
22 NF-02-A-0 OFFICES NORFOLK
NORTH QUAY

GREAT YARMOUTH
Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey dat TUESDAY ####### Survey Typ MANUAL
23 NY-02-A-0 SOLICITOR NORTH YORKSHIRE
NORTH PARK ROAD

HARROGATE
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey dat THURSDA\ ####### Survey Typ MANUAL
24 NY-02-A-0 DISTRICT (NORTH YORKSHIRE
STATION ROAD

RICHMOND
Edge of Town Centre
No Sub Category
Total Gross floor area: 1930 sqm
Survey dat THURSDA\ ####### Survey Typ MANUAL
25 PS-02-A-0 COUNCIL (POWYS
SEVERN ROAD

WELSHPOOL
Edge of Town Centre
No Sub Category
Total Gross floor area: 3920 sqm
Survey dat TUESDAY ####### Survey Typ MANUAL
26 SO-02-A-0 COUNCIL (SLOUGH
HIGH STREET

SLOUGH
Town Centre
High Street
Total Gross floor area: 1800 sqm
Survey dat THURSDA\ ####### Survey Typ MANUAL
27 SO-02-A-0 COUNCIL (SLOUGH
BATH ROAD

SLOUGH
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5050 sqm
Survey dat THURSDA\ ####### Survey Typ MANUAL
28 TH-02-A-0 OFFICE SP/ TOWER HAMLETS
CAMBRIDGE HEATH ROAD

BETHNAL GREEN
Neighbourhood Centre (PPS6 Local Centre)
High Street

Total Gross floor area: 7049 sqm
Survey dat WEDNESD. ####### Survey Typ MANUAL
29 TW-02-A-(OFFICES TYNE & WEAR
MULGRAVE TERRACE

GATESHEAD
Town Centre
Built-Up Zone
Total Gross floor area: 2090 sqm
Survey dat MONDAY ####### Survey Typ MANUAL
30 TW-02-A-(HOUSING . TYNE & WEAR
BENTON PARK ROAD
LONGBENTON
NEWCASTLE UPON TYNE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4800 sqm
Survey dat FRIDAY ####### Survey Typ MANUAL
31 WY-02-A-(OFFICES WEST YORKSHIRE
PIONEER WAY
WHITWOOD
CASTLEFORD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey dat TUESDAY ####### Survey Typ MANUAL

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS				
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Arrival Period	Departure Period
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:0	1	114000	0.475	1	114000	0.066	1	114000	0.541		
07:00-08:0	30	8531	0.741	30	8531	0.094	30	8531	0.835	16%	
08:00-09:0	31	8262	2.185	31	8262	0.141	31	8262	2.326	47% Of total	
09:00-10:0	31	8262	1.722	31	8262	0.236	31	8262	1.958	37%	
10:00-11:0	31	8262	0.708	31	8262	0.373	31	8262	1.081		
11:00-12:0	31	8262	0.459	31	8262	0.41	31	8262	0.869		
12:00-13:0	31	8262	0.667	31	8262	0.932	31	8262	1.599		
13:00-14:0	31	8262	0.875	31	8262	0.805	31	8262	1.68		
14:00-15:0	31	8262	0.506	31	8262	0.468	31	8262	0.974		
15:00-16:0	31	8262	0.298	31	8262	0.569	31	8262	0.867		
16:00-17:0	31	8262	0.234	31	8262	1.094	31	8262	1.328		25%
17:00-18:0	31	8262	0.144	31	8262	2.146	31	8262	2.29		49% Of total
18:00-19:0	29	8783	0.079	29	8783	1.118	29	8783	1.197		26%
19:00-20:0	1	114000	0.052	1	114000	0.505	1	114000	0.557		
20:00-21:0	1	114000	0.051	1	114000	0.192	1	114000	0.243		
21:00-22:0	1	114000	0.061	1	114000	0.111	1	114000	0.172		
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			9.257			9.26			18.517		

Appendix J Wider Impact Assessment

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Trip Origins

Spice Girls	29-May	Wednesday
Area		%
SCOTLAND	3	0%
NORTH EAST	0	0%
YORKSHIRE	157	22%
EAST AND SURROUNDII	45	6%
LONDON/HOME COUN	16	2%
SOUTH EAST	2	0%
NORTH WEST	394	55%
MIDLANDS AND SURRC	41	6%
WALES AND BORDERS	40	6%
SOUTH WEST	16	2%
ISLES/OTHER	0	0%
Total Tickets Sold	714	100%

Spice Girls	31-May	Friday
Area		%
SCOTLANI	0	0%
NORTH EA	2	0%
YORKSHIR	137	28%
EAST AND	19	4%
LONDON/I	11	2%
SOUTH EA	4	1%
NORTH WI	276	56%
MIDLANDS	27	5%
WALES AN	15	3%
SOUTH WE	5	1%
ISLES/OTH	0	0%
Total Ticke	496	100%

Spice Girls	01-Jun	Saturday
Area		%
SCOTLAND	0	0.0%
NORTH EAS	3	0.7%
YORKSHIRE	129	28.0%
EAST AND SURROU	26	5.6%
LONDON/HOME C(	10	2.2%
SOUTH EAS	1	0.2%
NORTH WES	246	53.4%
MIDLANDS AND SURR	21	4.6%
WALES AND BOF	19	4.1%
SOUTH WES	5	1.1%
ISLES/OTHEI	1	0.2%
Total Tickets S	461	100%

Average Weekday - Spice Girls

Area		%	N	S	E	W	N	S	E	W
SCOTLAND	3	0.2%	100%				3	0	0	0
NORTH EAST	2	0.2%	50%		50%		1	0	1	0
YORKSHIRE	294	24.3%	50%		50%		147	0	147	0
EAST AND SURROUNDII	64	5.3%			100%		0	0	64	0
LONDON/HOME COUN	27	2.2%		100%			0	27	0	0
SOUTH EAST	6	0.5%		100%			0	6	0	0
NORTH WEST	670	55.4%	24%	26%	24%	27%	159	175.5	157.5	178
MIDLANDS AND SURRC	68	5.6%		100%			0	68	0	0
WALES AND BORDERS	55	4.5%		50%		50%	0	27.5	0	27.5
SOUTH WEST	21	1.7%		100%			0	21	0	0
ISLES/OTHER	0	0.0%		100%			0	0	0	0
Total Tickets Sold	1210	100%					310	325	369.5	205.5

N	S	E	W
26%	27%	31%	17%

NORTH WEST (N)	13.1%
NORTH WEST (S)	14.5%
NORTH WEST (E)	13.0%
NORTH WEST (W)	14.7%

Weekend - Spice Girls

Area		%	N	S	E	W	N	S	E	W
SCOTLANI	0	0.0%	100%	0%	0%	0%	0	0	0	0
NORTH EA	3	0.7%	50%	0%	50%	0%	1.5	0	1.5	0
YORKSHIR	129	28.0%	50%	0%	50%	0%	64.5	0	64.5	0
EAST AND	26	5.6%	0%	0%	100%	0%	0	0	26	0
LONDON/I	10	2.2%	0%	100%	0%	0%	0	10	0	0
SOUTH EA	1	0.2%	0%	100%	0%	0%	0	1	0	0
NORTH WI	246	53.4%	21%	33%	21%	25%	50.5	82	51.5	62
MIDLANDS	21	4.6%	0%	100%	0%	0%	0	21	0	0
WALES AN	19	4.1%	0%	50%	0%	50%	0	9.5	0	9.5
SOUTH WE	5	1.1%	0%	100%	0%	0%	0	5	0	0
ISLES/OTH	1	0.2%	0%	100%	0%	0%	0	1	0	0
Total Ticke	461	100%					116.5	129.5	143.5	71.5

N	S	E	W
25%	28%	31%	16%

NORTH WI	11.0%
NORTH WI	17.8%
NORTH WI	11.2%
NORTH WI	13.4%

City Centre Destinations

Wednesday
29 May Spice Girls

P&R	74	2%
Eithad	1309	42%
Mancheste	1733	56%
Total	3116	

Friday
31 May Spice Girls

P&R	72	3%
Eithad	1034	37%
Mancheste	1670	60%
Total	2776	

Saturday
1 June Spice Girls

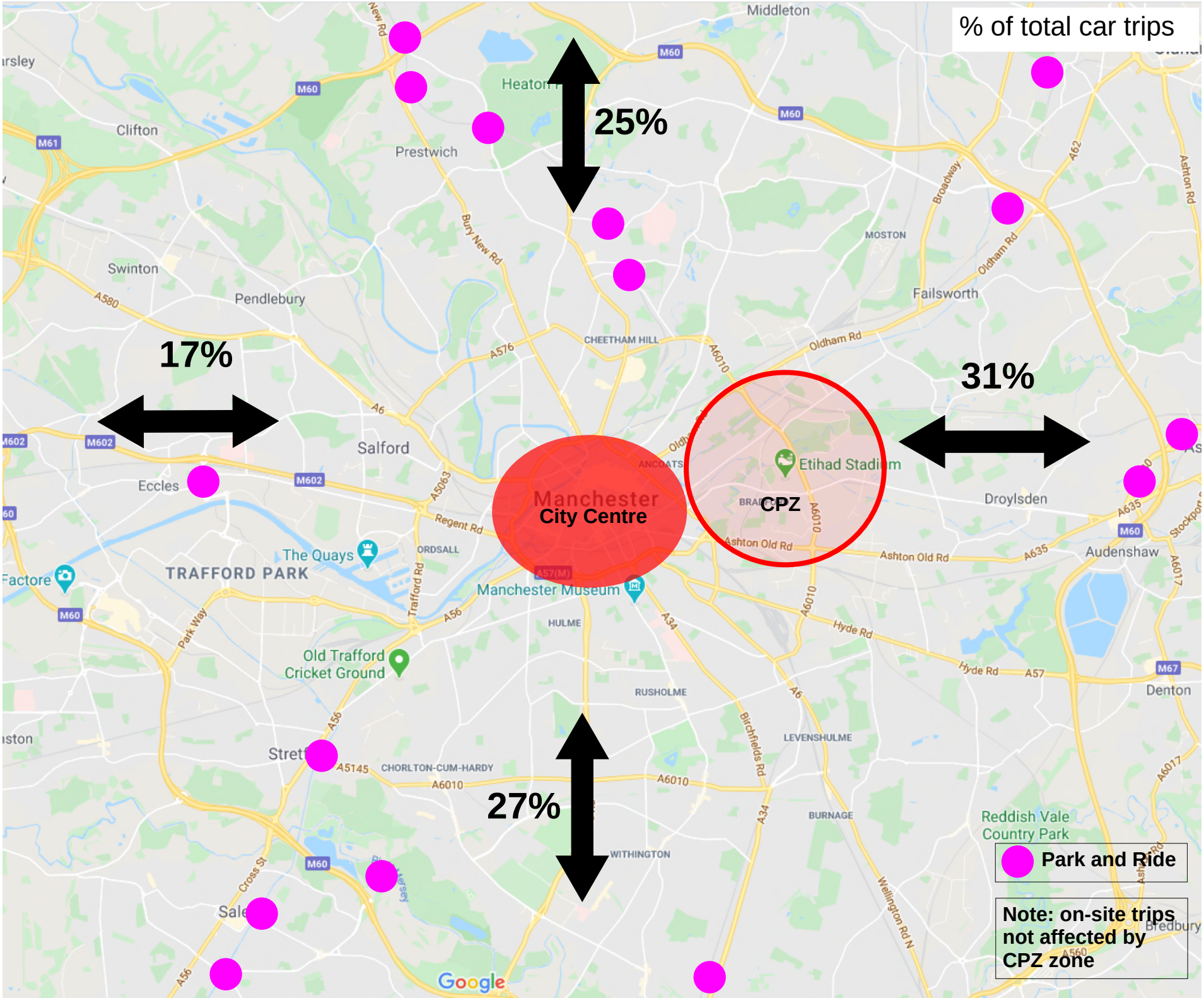
P&R	76	3%
Eithad	939	35%
Mancheste	1638	62%
Total	2653	

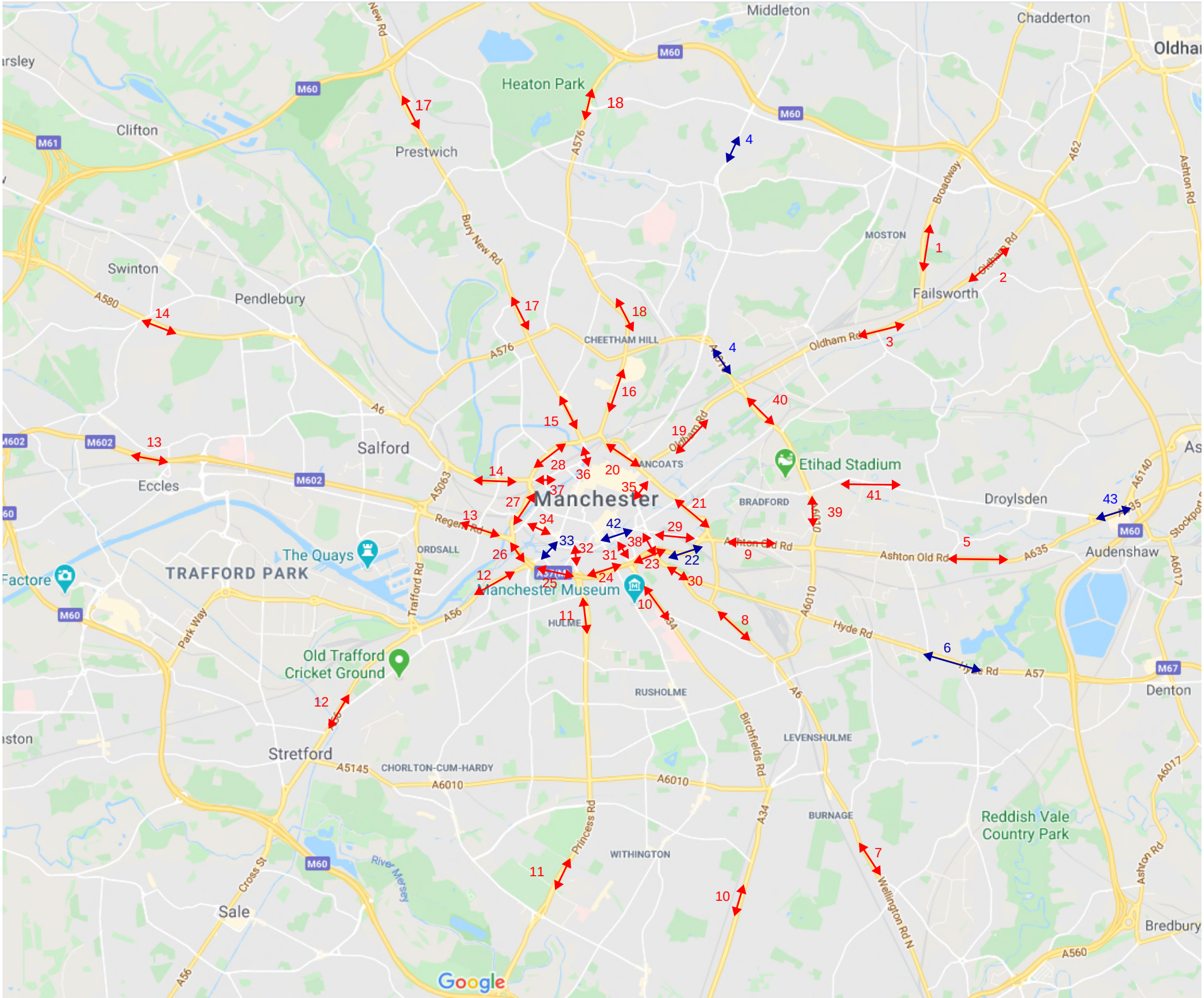
Weekday

P&R	146	2%
Eithad	2343	40%
Mancheste	3403	58%
Total	5892	

Weekend

P&R	76	3%
Eithad	939	35%
Mancheste	1638	62%
Total	2653	


% of total car trips
25%
17%
31%
27%
CPZ
Park and Ride
Note: on-site trips not affected by CPZ zone
Manchester City Centre
Etihad Stadium
Salford
Eccles
Prestwich
Middleton
Swinton
Pendlebury
Failsworth
Droylsden
Audenshaw
Denton
TRAFFORD PARK
The Quays
Old Trafford Cricket Ground
Manchester Museum
HULME
RUSHOLME
LEVENSHULME
BURNAGE
WITHINGTON
CHORLTON-CUM-HARDY
CHEETHAM HILL
MOSTON
Reddish Vale Country Park
Clifton
Google


Middleton
Chadderton
Heaton Park
Prestwich
Clifton
Swinton
Pendlebury
Salford
Eccles
Manchester
CHEETHAM HILL
ANCOATS
BRADFORD
MOSTON
Failsworth
Droylsden
Audenshaw
Etihad Stadium
The Quays
TRAFFORD PARK
Manchester Museum
ORDSALL
HULME
RUSHOLME
Old Trafford
Cricket Ground
Stretford
CHORLTON-CUM-HARDY
LEVENSHULME
BURNAGE
WITHINGTON
Reddish Vale
Country Park
Denton
Bredbury
Sale
Ashton Old Rd
Hyde Rd
Oldham Rd
Broadway
Bury New Rd
Princess Rd
Birchfields Rd
Wellington Rd N
Trafford Rd
Park Way
Cross St
River Mersey
A6
A34
A56
A57
A580
A576
A5063
A6010
A635
A560
M60
M61
M602
M67
Google

Revised Demand - Include Mode Shift and 10% reduction factor

	On-site Cars		Off-site Cars		On-site drop offs	
	In	Out	In	Out	In	Out
00:00-01:00	0	0	0	12	14	0
01:00-02:00	0	0	0	7	9	0
02:00-03:00	0	0	0	2	3	0
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	0	0	2	0	2	0
07:00-08:00	0	0	2	0	2	0
08:00-09:00	0	0	2	0	2	0
09:00-10:00	0	0	2	0	2	2
10:00-11:00	0	0	4	0	5	0
11:00-12:00	0	0	4	0	5	0
12:00-13:00	0	0	4	0	5	0
13:00-14:00	0	0	4	0	5	0
14:00-15:00	0	0	19	0	23	0
15:00-16:00	0	0	34	0	41	0
16:00-17:00	0	0	32	0	39	0
17:00-18:00	150	0	1053	0	264	0
18:00-19:00	150	0	1053	0	264	0
19:00-20:00	200	0	1404	0	353	0
20:00-21:00	0	0	0	7	0	8
21:00-22:00	0	0	0	7	0	8
22:00-23:00	0	500	0	3526	0	901
23:00-24:00	0	0	0	57	0	70

Revised Demand - Include Mode Shift and 10% reduction factor

	On-site Cars		Off-site Cars		On-site drop offs	
	In	Out	In	Out	In	Out
00:00-01:00	0	0	0	12	14	0
01:00-02:00	0	0	0	7	9	0
02:00-03:00	0	0	0	2	3	0
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	0	0	2	0	2	0
07:00-08:00	0	0	2	0	2	0
08:00-09:00	0	0	2	0	2	0
09:00-10:00	0	0	2	0	2	2
10:00-11:00	0	0	4	0	5	0
11:00-12:00	0	0	4	0	5	0
12:00-13:00	0	0	4	0	5	0
13:00-14:00	0	0	4	0	5	0
14:00-15:00	0	0	19	0	23	0
15:00-16:00	0	0	34	0	41	0
16:00-17:00	0	0	32	0	39	0
17:00-18:00	150	0	1053	0	264	0
18:00-19:00	150	0	1053	0	264	0
19:00-20:00	200	0	1404	0	353	0
20:00-21:00	0	0	0	7	0	8
21:00-22:00	0	0	0	7	0	8
22:00-23:00	0	500	0	0	0	901
23:00-24:00	0	0	0	3583	0	70

0% off-site leave in same hour
100% off-site departures leave an hour later

Revised Demand - Include Mode Shift and 10% reduction factor

	On-site Cars		Off-site Cars		Total Cars	
	In	Out	In	Out	In	Out
00:00-01:00	14	0	0	12	14	12
01:00-02:00	9	0	0	7	9	7
02:00-03:00	3	0	0	2	3	2
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	2	0	2	0	4	0
07:00-08:00	2	0	2	0	4	0
08:00-09:00	2	0	2	0	4	0
09:00-10:00	2	2	2	0	4	2
10:00-11:00	5	0	4	0	8	0
11:00-12:00	5	0	4	0	8	0
12:00-13:00	5	0	4	0	9	0
13:00-14:00	5	0	4	0	9	0
14:00-15:00	23	0	19	0	42	0
15:00-16:00	41	0	34	0	74	0
16:00-17:00	39	0	32	0	71	0
17:00-18:00	414	0	1053	0	1467	0
18:00-19:00	414	0	1053	0	1467	0
19:00-20:00	553	0	1404	0	1956	0
20:00-21:00	0	8	0	7	0	15
21:00-22:00	0	8	0	7	0	15
22:00-23:00	0	1401	0	0	0	1401
23:00-24:00	0	70	0	3583	0	3653
Total	0	0	0	0	0	0
Max	553	1401	1404	3583	1956	3653

Development Peak Periods

	Arrival	N/S split	Departure	N/S split
Around Etihad stadium	337	168	0	0
City Centre	927		0	
P&R	140		0	

Arrival Peak Period

	Arrival	N/S split	Departure	N/S split
Around Etihad stadium	253	126	0	0
City Centre	695		0	
P&R	105		0	

PM Peak (In)

On-site Trips

414

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	1	25%	25%	50%	50%																																			100%			
NORTH EAST	0.2%	1	50%	50%	100%																																				100%			
YORKSHIRE	24.3%	101	50%	50%	100%																																			100%			
EAST AND SURROUNDING	5.3%	22					25%	50%																															75%		25%		
LONDON/HOME COUNTIES	2.2%	9								25%	50%		75%										50%	100%	75%						25%								50%				75%
SOUTH EAST	0.5%	2								25%	50%		75%										50%	100%	75%						25%								50%				75%
NORTH WEST (N)	13.1%	54	50%		50%	50%														100%																			100%			
NORTH WEST (S)	14.5%	60								25%	50%		75%										50%	100%	75%						25%								50%				75%
NORTH WEST (E)	13.0%	54					25%	50%																															75%		25%		
NORTH WEST (W)	14.7%	61									50%			50%	50%								50%	100%	100%	100%	100%	50%												50%				
MIDLANDS AND SURROUNDING	5.6%	23								25%	50%		75%										50%	100%	75%						25%								50%				75%
WALES AND BORDERS	4.5%	19								25%	50%		75%										50%	100%	75%						25%								50%				75%
SOUTH WEST	1.7%	7								25%	50%		75%										50%	100%	75%						25%								50%				75%
ISLES/OTHER	0.0%	0								25%	50%		75%										50%	100%	75%						25%								50%				75%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
NORTH EAST	0.2%	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
YORKSHIRE	24.3%	101	50	50	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	0	0	0
EAST AND SURROUNDING	5.3%	22	0	0	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	5	0	0
LONDON/HOME COUNTIES	2.2%	9	0	0	0	0	0	0	0	2	5	0	7	0	0	0	0	0	0	0	0	0	5	9	7	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	7
SOUTH EAST	0.5%	2	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
NORTH WEST (N)	13.1%	54	27	0	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0
NORTH WEST (S)	14.5%	60	0	0	0	0	0	0	0	15	30	0	45	0	0	0	0	0	0	0	0	0	30	60	45	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	30	0	0	0	45
NORTH WEST (E)	13.0%	54	0	0	0	0	13	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	13	0	0
NORTH WEST (W)	14.7%	61	0	0	0	0	0	0	0	0	30	0	0	30	30	0	0	0	0	0	0	0	30	61	61	61	61	30	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	23	0	0	0	0	0	0	0	6	12	0	17	0	0	0	0	0	0	0	0	0	12	23	17	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	12	0	0	0	17
WALES AND BORDERS	4.5%	19	0	0	0	0	0	0	0	5	9	0	14	0	0	0	0	0	0	0	0	0	9	19	14	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	9	0	0	0	14
SOUTH WEST	1.7%	7	0	0	0	0	0	0	0	2	4	0	5	0	0	0	0	0	0	0	0	0	4	7	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	5
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	414	78	51	129	28	19	38	0	30	91	0	91	30	30	0	0	0	0	54	0	0	91	182	151	61	61	30	0	0	0	30	0	0	0	0	0	0	0	0	148	157	19	0	91

City Centre Trips

695

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND		0.2%	2													50%	50%																			50%			50%					
NORTH EAST		0.2%	1	50%		50%												25%	25%	25%	25%	50%														50%	50%							
YORKSHIRE		24.3%	169	50%		50%												25%	25%	25%	25%	50%														50%	50%							
EAST AND SURROUNDING		5.3%	37					50%	50%			50%																			50%	50%							50%					
LONDON/HOME COUNTIES		2.2%	16							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
SOUTH EAST		0.5%	3							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
NORTH WEST (N)		13.1%	91															50%	50%	50%	50%		50%													50%	50%							
NORTH WEST (S)		14.5%	101							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
NORTH WEST (E)		13.0%	90					50%	50%			50%																			50%	50%							50%					
NORTH WEST (W)		14.7%	102												33%	33%	33%																	33%	33%			33%					
MIDLANDS AND SURROUNDING		5.6%	39							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
WALES AND BORDERS		4.5%	32							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
SOUTH WEST		1.7%	12							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
ISLES/OTHER		0.0%	0							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
Total Tickets Sold		0.0%	0																																									

On-site Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND		0.2%	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
NORTH EAST		0.2%	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
YORKSHIRE		24.3%	169	84	0	84	0	0	0	0	0	0	0	0	0	0	0	42	42	42	42	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	84	0	0	0	0	0	0	0
EAST AND SURROUNDING		5.3%	37	0	0	0	0	18	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18	0	0	0	0	0	0	0	18	0	0	0	0	0
LONDON/HOME COUNTIES		2.2%	16	0	0	0	0	0	0	4	4	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	0	0	0	0	4	0	0	0	0	0
SOUTH EAST		0.5%	3	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	0	0	0	0	0
NORTH WEST (N)		13.1%	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	46	46	46	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0
NORTH WEST (S)		14.5%	101	0	0	0	0	0	0	25	25	0	25	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25	25	25	0	0	0	0	25	0	0	0	0	0
NORTH WEST (E)		13.0%	90	0	0	0	0	45	45	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45	0	0	0	0	0	0	0	45	0	0	0	0	0
NORTH WEST (W)		14.7%	102	0	0	0	0	0	0	0	0	0	0	0	34	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34	0	0	34	0	0	0	0	0	0
MIDLANDS AND SURROUNDING		5.6%	39	0	0	0	0	0	0	10	10	0	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	0	0	0	0	10	0	0	0	0	0
WALES AND BORDERS		4.5%	32	0	0	0	0	0	0	8	8	0	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8	8	0	0	0	0	8	0	0	0	0	0
SOUTH WEST		1.7%	12	0	0	0	0	0	0	3	3	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	0	0	0	0	3	0	0	0	0	0
ISLES/OTHER		0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0.0%	695	85	0	85	0	64	64	51	51	64	51	51	85	35	35	88	88	88	88	85	46	0	0	0	0	0	0	0	0	64	114	51	51	85	35	131	131	35	114	0	0	0	0	0

Zone A

126

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	25%	25%	50%	50%																																							
NORTH EAST	0.2%	0	50%	50%	100%																	50%																								
YORKSHIRE	24.3%	31	50%	50%	100%																																									
EAST AND SURROUNDING	5.3%	7					25%	50%			50%													50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	3											100%											100%	100%	100%																		100%
SOUTH EAST	0.5%	1											100%											100%	100%	100%																		100%
NORTH WEST (N)	13.1%	17	50%		50%	50%																25%																						
NORTH WEST (S)	14.5%	18									33%			33%	33%									100%	100%	67%	67%	33%				33%												
NORTH WEST (E)	13.0%	16					25%	50%			50%													50%																		50%		25%		
NORTH WEST (W)	14.7%	19													50%	50%								100%	100%	100%	100%	100%	50%															
MIDLANDS AND SURROUNDING	5.6%	7											100%											100%	100%	100%																		100%
WALES AND BORDERS	4.5%	6											100%											100%	100%	100%																		100%
SOUTH WEST	1.7%	2											100%											100%	100%	100%																		100%
ISLES/OTHER	0.0%	0											100%											100%	100%	100%																		100%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	31	15	15	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	7	0	0	0	0	2	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0
LONDON/HOME COUNTIES	2.2%	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SOUTH EAST	0.5%	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NORTH WEST (N)	13.1%	17	8	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	18	0	0	0	0	0	6	0	0	6	0	6	6	0	0	0	0	0	0	0	0	0	18	18	12	12	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	16	0	0	0	0	4	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4	0	0
NORTH WEST (W)	14.7%	19	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	19	19	19	19	19	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
WALES AND BORDERS	4.5%	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
SOUTH WEST	1.7%	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	126	24	16	39	8	6	12	0	6	12	0	25	15	9	0	0	0	0	0	4	0	67	55	49	31	25	9	0	0	0	6	0	0	0	0	0	0	0	0	12	0	6	0	18

Zone B

126

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0				50%																																			100%			
NORTH EAST	0.2%	0									50%				50%									50%	50%	50%	50%	50%																
YORKSHIRE	24.3%	31	50%		50%																																				50%			
EAST AND SURROUNDING	5.3%	7					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	3									100%		100%											100%	100%																			100%
SOUTH EAST	0.5%	1									100%		100%											100%	100%																			100%
NORTH WEST (N)	13.1%	17				50%	50%																																	50%			
NORTH WEST (S)	14.5%	18								33%	100%		33%	33%										100%	67%	67%	33%				33%													
NORTH WEST (E)	13.0%	16					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	14.7%	19									100%			50%	50%									100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	5.6%	7									100%		100%											100%	100%																			100%
WALES AND BORDERS	4.5%	6									100%		100%											100%	100%																			100%
SOUTH WEST	1.7%	2									100%		100%											100%	100%																			100%
ISLES/OTHER	0.0%	0									100%		100%											100%	100%																			100%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	31	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0
EAST AND SURROUNDING	5.3%	7	0	0	0	0	2	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0
LONDON/HOME COUNTIES	2.2%	3	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SOUTH EAST	0.5%	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NORTH WEST (N)	13.1%	17	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0
NORTH WEST (S)	14.5%	18	0	0	0	0	0	0	0	6	18	0	6	6	0	0	0	0	0	0	0	0	0	18	12	12	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	16	0	0	0	0	4	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	4	0	0
NORTH WEST (W)	14.7%	19	0	0	0	0	0	0	0	0	19	0	0	9	9	0	0	0	0	0	0	0	0	19	19	19	19	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	7	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
WALES AND BORDERS	4.5%	6	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
SOUTH WEST	1.7%	2	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	126	15	0	15	8	14	12	0	6	67	0	25	15	9	0	0	0	0	0	0	0	12	55	49	31	25	9	0	0	0	6	0	0	0	0	0	0	0	0	12	24	6	0	18

Total			**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**23a**	**24a**
SCOTLAND			0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0			0	0
NORTH EAST			1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0			0	0
YORKSHIRE			165	66	231	0	0	0	0	0	0	0	0	0	0	42	42	42	42	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	84	0	0	0	116	0			0	0
EAST AND SURROUNDING			0	0	0	0	27	36	0	0	25	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	18	18	0	0	0	0	0	0	0	18	23	0	9			0	0
LONDON/HOME COUNTIES			0	0	0	0	0	0	4	6	7	4	16	4	0	0	0	0	0	0	0	0	7	15	13	0	0	0	0	0	0	6	4	4	4	0	0	0	0	4	5	0	0			0	13
SOUTH EAST			0	0	0	0	0	0	1	1	2	1	4	1	0	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	1	0	0			0	3
NORTH WEST (N)			36	0	36	44	8	0	0	0	0	0	0	0	0	46	46	46	100	4	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	46	0	0	0	63	0			0	0
NORTH WEST (S)			0	0	0	0	0	0	25	52	48	25	82	37	0	0	0	0	0	0	0	0	48	97	69	24	12	0	0	0	0	52	25	25	25	0	0	0	0	25	30	0	0			0	45
NORTH WEST (E)			0	0	0	0	67	89	0	0	62	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	45	45	0	0	0	0	0	0	0	45	57	0	22			0	0
NORTH WEST (W)			0	0	0	0	0	0	0	0	49	0	0	83	83	34	0	0	0	0	0	0	49	98	98	98	98	49	0	0	0	0	0	0	34	34	0	0	34	0	30	0	0			0	0
MIDLANDS AND SURROUNDING			0	0	0	0	0	0	10	16	19	10	41	10	0	0	0	0	0	0	0	0	19	37	32	0	0	0	0	0	0	16	10	10	10	0	0	0	0	10	12	0	0			0	32
WALES AND BORDERS			0	0	0	0	0	0	8	13	15	8	34	8	0	0	0	0	0	0	0	0	15	30	26	0	0	0	0	0	0	13	8	8	8	0	0	0	0	8	9	0	0			0	26
SOUTH WEST			0	0	0	0	0	0	3	5	6	3	13	3	0	0	0	0	0	0	0	0	6	12	10	0	0	0	0	0	0	5	3	3	3	0	0	0	0	3	4	0	0			0	10
ISLES/OTHER			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
Total			202	66	269	45	102	125	51	93	233	51	190	146	84	35	88	88	88	143	89	46	169	293	250	123	110	49	0	0	64	157	51	51	85	35	131	131	35	114	171	181	31	89	133	0	128

29+38 5+41

	Source Traffic	Link	Pk Hour		
Towards Rochdale Road	45	4	45	SB	
Ashton Road towards M60	133	41, 5	133	WB	
Hyde Road to South	125	6	125	WB	
Mancunian Way	293	22	293	EB	But reduces after London Road junction
Whitworth Street	178	29, 38	89	WB	
Deansgate	85	33	85	NB	

PM Peak (Out)

On-site Trips

264

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	1	25%	25%	50%	50%																																			100%			
NORTH EAST	0.2%	0	50%	50%	100%																																				100%			
YORKSHIRE	24.3%	64	50%	50%	100%																																			100%			
EAST AND SURROUNDING	5.3%	14					25%	50%																															75%		25%		
LONDON/HOME COUNTIES	2.2%	6								25%	50%		75%										50%	100%	75%						25%								50%				75%
SOUTH EAST	0.5%	1								25%	50%		75%										50%	100%	75%						25%								50%				75%
NORTH WEST (N)	13.1%	35	50%		50%	50%														100%																			100%			
NORTH WEST (S)	14.5%	38								25%	50%		75%										50%	100%	75%						25%								50%				75%
NORTH WEST (E)	13.0%	34					25%	50%																															75%		25%		
NORTH WEST (W)	14.7%	39									50%			50%	50%								50%	100%	100%	100%	100%	50%												50%				
MIDLANDS AND SURROUNDING	5.6%	15								25%	50%		75%										50%	100%	75%						25%								50%				75%
WALES AND BORDERS	4.5%	12								25%	50%		75%										50%	100%	75%						25%								50%				75%
SOUTH WEST	1.7%	5								25%	50%		75%										50%	100%	75%						25%								50%				75%
ISLES/OTHER	0.0%	0								25%	50%		75%										50%	100%	75%						25%								50%				75%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
YORKSHIRE	24.3%	64	32	32	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0		0	0
EAST AND SURROUNDING	5.3%	14	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	3	0	0
LONDON/HOME COUNTIES	2.2%	6	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	0	3	6	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	4
SOUTH EAST	0.5%	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
NORTH WEST (N)	13.1%	35	17	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0
NORTH WEST (S)	14.5%	38	0	0	0	0	0	0	0	10	19	0	29	0	0	0	0	0	0	0	0	0	19	38	29	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	19	0	0	0	29
NORTH WEST (E)	13.0%	34	0	0	0	0	9	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	9	0	0
NORTH WEST (W)	14.7%	39	0	0	0	0	0	0	0	0	19	0	0	19	19	0	0	0	0	0	0	0	19	39	39	39	39	19	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	15	0	0	0	0	0	0	0	4	7	0	11	0	0	0	0	0	0	0	0	0	7	15	11	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7	0	0	0	11
WALES AND BORDERS	4.5%	12	0	0	0	0	0	0	0	3	6	0	9	0	0	0	0	0	0	0	0	0	6	12	9	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	9
SOUTH WEST	1.7%	5	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	2	5	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	264	50	33	82	18	12	24	0	19	58	0	58	19	19	0	0	0	0	35	0	0	58	116	97	39	39	19	0	0	0	19	0	0	0	0	0	0	0	0	94	100	12	0	58

City Centre Trips

0

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0													50%	50%																				50%			50%						
NORTH EAST	0.2%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
YORKSHIRE	24.3%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
EAST AND SURROUNDING	5.3%	0					50%	50%			50%																				50%	50%								50%					
LONDON/HOME COUNTIES	2.2%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
SOUTH EAST	0.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
NORTH WEST (N)	13.1%	0															50%	50%	50%	50%		50%															50%	50%							
NORTH WEST (S)	14.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
NORTH WEST (E)	13.0%	0					50%	50%			50%																				50%	50%								50%					
NORTH WEST (W)	14.7%	0												33%	33%	33%																			33%	33%			33%						
MIDLANDS AND SURROUNDING	5.6%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
WALES AND BORDERS	4.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
SOUTH WEST	1.7%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
ISLES/OTHER	0.0%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone A

0

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	25%	25%	50%	50%																																							
NORTH EAST	0.2%	0	50%	50%	100%																50%																								
YORKSHIRE	24.3%	0	50%	50%	100%																																								
EAST AND SURROUNDING	5.3%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0											100%										100%	100%	100%																				100%
SOUTH EAST	0.5%	0											100%										100%	100%	100%																				100%
NORTH WEST (N)	13.1%	0	50%		50%	50%															25%																								
NORTH WEST (S)	14.5%	0								33%			33%	33%									100%	100%	67%	67%	33%					33%													
NORTH WEST (E)	13.0%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	14.7%	0												50%	50%								100%	100%	100%	100%	100%	50%																	
MIDLANDS AND SURROUNDING	5.6%	0											100%										100%	100%	100%																				100%
WALES AND BORDERS	4.5%	0											100%										100%	100%	100%																				100%
SOUTH WEST	1.7%	0											100%										100%	100%	100%																				100%
ISLES/OTHER	0.0%	0											100%										100%	100%	100%																				100%
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone B

0

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0				50%																																			100%			
NORTH EAST	0.2%	0									50%				50%									50%	50%	50%	50%	50%																
YORKSHIRE	24.3%	0	50%		50%																																				50%			
EAST AND SURROUNDING	5.3%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0									100%		100%											100%	100%																			100%	
SOUTH EAST	0.5%	0									100%		100%											100%	100%																			100%	
NORTH WEST (N)	13.1%	0				50%	50%																																		50%			
NORTH WEST (S)	14.5%	0								33%	100%		33%	33%										100%	67%	67%	33%				33%													
NORTH WEST (E)	13.0%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	14.7%	0									100%			50%	50%									100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	5.6%	0									100%		100%											100%	100%																			100%	
WALES AND BORDERS	4.5%	0									100%		100%											100%	100%																			100%	
SOUTH WEST	1.7%	0									100%		100%											100%	100%																			100%	
ISLES/OTHER	0.0%	0									100%		100%											100%	100%																			100%	
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**23a**	**24a**
SCOTLAND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0				0	0
NORTH EAST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0
YORKSHIRE	32	32	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0				0	0
EAST AND SURROUNDING	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	3				0	0
LONDON/HOME COUNTIES	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	3	6	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0				0	4
SOUTH EAST	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0				0	1
NORTH WEST (N)	17	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0				0	0
NORTH WEST (S)	0	0	0	0	0	0	10	19	0	29	0	0	0	0	0	0	0	0	0	19	38	29	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	19	0	0				0	29
NORTH WEST (E)	0	0	0	0	9	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	9				0	0
NORTH WEST (W)	0	0	0	0	0	0	0	0	19	0	0	19	19	0	0	0	0	0	0	19	39	39	39	39	19	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0				0	0
MIDLANDS AND SURROUNDING	0	0	0	0	0	0	0	4	7	0	11	0	0	0	0	0	0	0	0	7	15	11	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7	0	0				0	11
WALES AND BORDERS	0	0	0	0	0	0	0	3	6	0	9	0	0	0	0	0	0	0	0	6	12	9	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0				0	9
SOUTH WEST	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	2	5	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0				0	3
ISLES/OTHER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0
Total	50	33	82	18	12	24	0	19	58	0	58	19	19	0	0	0	0	35	0	0	58	116	97	39	39	19	0	0	0	19	0	0	0	0	0	0	0	0	94	100	12	0	24	0	58

29+38 5+41

	Source Traffic	Link	Pk Hour		
Towards Rochdale Road	18	4	18	SB	
Ashton Road towards M60	24	41, 5	24	WB	
Hyde Road to South	24	6	24	WB	
Mancunian Way	116	22	116	EB	But reduces after London Road junction
Whitworth Street	0	29, 38	0	WB	
Deansgate	0	33	0	NB	

Peak arrivals (IN)

On-site Trips

553

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	1	25%	25%	50%	50%																																			100%			
NORTH EAST	0.2%	1	50%	50%	100%																																				100%			
YORKSHIRE	24.3%	134	50%	50%	100%																																			100%			
EAST AND SURROUNDING	5.3%	29					25%	50%																															75%		25%		
LONDON/HOME COUNTIES	2.2%	12								25%	50%		75%										50%	100%	75%						25%								50%				75%
SOUTH EAST	0.5%	3								25%	50%		75%										50%	100%	75%						25%								50%				75%
NORTH WEST (N)	13.1%	73	50%		50%	50%														100%																			100%			
NORTH WEST (S)	14.5%	80								25%	50%		75%										50%	100%	75%						25%								50%				75%
NORTH WEST (E)	13.0%	72					25%	50%																															75%		25%		
NORTH WEST (W)	14.7%	81									50%			50%	50%								50%	100%	100%	100%	100%	50%												50%				
MIDLANDS AND SURROUNDING	5.6%	31								25%	50%		75%										50%	100%	75%						25%								50%				75%
WALES AND BORDERS	4.5%	25								25%	50%		75%										50%	100%	75%						25%								50%				75%
SOUTH WEST	1.7%	10								25%	50%		75%										50%	100%	75%						25%								50%				75%
ISLES/OTHER	0.0%	0								25%	50%		75%										50%	100%	75%						25%								50%				75%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
NORTH EAST	0.2%	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
YORKSHIRE	24.3%	134	67	67	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	0	0	0
EAST AND SURROUNDING	5.3%	29	0	0	0	0	7	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	7	0	0
LONDON/HOME COUNTIES	2.2%	12	0	0	0	0	0	0	0	3	6	0	9	0	0	0	0	0	0	0	0	0	6	12	9	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	9
SOUTH EAST	0.5%	3	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
NORTH WEST (N)	13.1%	73	36	0	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	0	0	0
NORTH WEST (S)	14.5%	80	0	0	0	0	0	0	0	20	40	0	60	0	0	0	0	0	0	0	0	0	40	80	60	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	40	0	0	0	60
NORTH WEST (E)	13.0%	72	0	0	0	0	18	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	18	0	0
NORTH WEST (W)	14.7%	81	0	0	0	0	0	0	0	0	41	0	0	41	41	0	0	0	0	0	0	0	41	81	81	81	81	41	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	31	0	0	0	0	0	0	0	8	16	0	23	0	0	0	0	0	0	0	0	0	16	31	23	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16	0	0	0	23
WALES AND BORDERS	4.5%	25	0	0	0	0	0	0	0	6	13	0	19	0	0	0	0	0	0	0	0	0	13	25	19	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	13	0	0	0	19
SOUTH WEST	1.7%	10	0	0	0	0	0	0	0	2	5	0	7	0	0	0	0	0	0	0	0	0	5	10	7	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	7
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	553	104	68	172	37	25	51	0	40	121	0	121	41	41	0	0	0	0	73	0	0	121	242	202	81	81	41	0	0	0	40	0	0	0	0	0	0	0	0	197	209	25	0	121

City Centre Trips

927

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	2														50%	50%																			50%			50%					
NORTH EAST	0.2%	2	50%		50%													25%	25%	25%	25%	50%														50%	50%							
YORKSHIRE	24.3%	225	50%		50%													25%	25%	25%	25%	50%														50%	50%							
EAST AND SURROUNDING	5.3%	49					50%	50%			50%																			50%	50%							50%					
LONDON/HOME COUNTIES	2.2%	21							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
SOUTH EAST	0.5%	5							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
NORTH WEST (N)	13.1%	122																50%	50%	50%	50%		50%													50%	50%							
NORTH WEST (S)	14.5%	134							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
NORTH WEST (E)	13.0%	121					50%	50%			50%																			50%	50%							50%					
NORTH WEST (W)	14.7%	136													33%	33%	33%																	33%	33%			33%					
MIDLANDS AND SURROUNDING	5.6%	52							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
WALES AND BORDERS	4.5%	42							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
SOUTH WEST	1.7%	16							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
ISLES/OTHER	0.0%	0							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
NORTH EAST	0.2%	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
YORKSHIRE	24.3%	225	113	0	113	0	0	0	0	0	0	0	0	0	0	0	0	56	56	56	56	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	113	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	49	0	0	0	0	25	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25	0	0	0	0	0	0	25	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	21	0	0	0	0	0	0	5	5	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	0	0	0	0	5	0	0	0	0	0
SOUTH EAST	0.5%	5	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	0	0	0	0	0
NORTH WEST (N)	13.1%	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	61	61	61	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	61	61	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	134	0	0	0	0	0	0	34	34	0	34	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34	34	34	0	0	0	0	34	0	0	0	0	0
NORTH WEST (E)	13.0%	121	0	0	0	0	60	60	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	60	0	0	0	0	0	0	0	60	0	0	0	0	0
NORTH WEST (W)	14.7%	136	0	0	0	0	0	0	0	0	0	0	0	45	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45	0	0	45	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	52	0	0	0	0	0	0	13	13	0	13	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	13	13	0	0	0	0	13	0	0	0	0	0
WALES AND BORDERS	4.5%	42	0	0	0	0	0	0	11	11	0	11	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	11	11	0	0	0	0	11	0	0	0	0	0
SOUTH WEST	1.7%	16	0	0	0	0	0	0	4	4	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	0	0	0	0	4	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	927	113	0	113	0	85	85	67	67	85	67	67	113	47	47	118	118	118	118	113	61	0	0	0	0	0	0	0	0	85	152	67	67	113	47	174	174	47	152	0	0	0	0	0

Zone A

168

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	25%	25%	50%	50%																																						
NORTH EAST	0.2%	0	50%	50%	100%																	50%																							
YORKSHIRE	24.3%	41	50%	50%	100%																																								
EAST AND SURROUNDING	5.3%	9					25%	50%			50%													50%																	50%		25%		
LONDON/HOME COUNTIES	2.2%	4											100%											100%	100%	100%																		100%
SOUTH EAST	0.5%	1											100%											100%	100%	100%																		100%
NORTH WEST (N)	13.1%	22	50%		50%	50%																25%																					
NORTH WEST (S)	14.5%	24								33%			33%	33%										100%	100%	67%	67%	33%				33%												
NORTH WEST (E)	13.0%	22					25%	50%			50%													50%																	50%		25%		
NORTH WEST (W)	14.7%	25												50%	50%									100%	100%	100%	100%	100%	50%															
MIDLANDS AND SURROUNDING	5.6%	9											100%											100%	100%	100%																		100%
WALES AND BORDERS	4.5%	8											100%											100%	100%	100%																		100%
SOUTH WEST	1.7%	3											100%											100%	100%	100%																		100%
ISLES/OTHER	0.0%	0											100%											100%	100%	100%																		100%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	41	20	20	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	9	0	0	0	0	2	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0
LONDON/HOME COUNTIES	2.2%	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SOUTH EAST	0.5%	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NORTH WEST (N)	13.1%	22	11	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	24	0	0	0	0	0	0	0	8	0	0	8	8	0	0	0	0	0	0	0	0	0	24	24	16	16	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	22	0	0	0	0	5	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	5	0	0
NORTH WEST (W)	14.7%	25	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	25	25	25	25	25	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
WALES AND BORDERS	4.5%	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
SOUTH WEST	1.7%	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	168	32	21	52	11	8	15	0	8	15	0	33	21	12	0	0	0	0	0	6	0	89	74	66	41	33	12	0	0	0	8	0	0	0	0	0	0	0	0	15	0	8	0	25

Zone B

168

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0					50%																																			100%			
NORTH EAST	0.2%	0										50%				50%									50%	50%	50%	50%	50%																
YORKSHIRE	24.3%	41	50%		50%																																				50%			
EAST AND SURROUNDING	5.3%	9						25%	50%			50%												50%																	50%		25%		
LONDON/HOME COUNTIES	2.2%	4										100%		100%											100%	100%																			100%
SOUTH EAST	0.5%	1										100%		100%											100%	100%																			100%
NORTH WEST (N)	13.1%	22					50%	50%																																	50%			
NORTH WEST (S)	14.5%	24									33%	100%		33%	33%										100%	67%	67%	33%				33%													
NORTH WEST (E)	13.0%	22						25%	50%			50%												50%																	50%		25%		
NORTH WEST (W)	14.7%	25										100%			50%	50%									100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	5.6%	9										100%		100%											100%	100%																			100%
WALES AND BORDERS	4.5%	8										100%		100%											100%	100%																			100%
SOUTH WEST	1.7%	3										100%		100%											100%	100%																			100%
ISLES/OTHER	0.0%	0										100%		100%											100%	100%																			100%
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	41	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0
EAST AND SURROUNDING	5.3%	9	0	0	0	0	2	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0
LONDON/HOME COUNTIES	2.2%	4	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
SOUTH EAST	0.5%	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NORTH WEST (N)	13.1%	22	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
NORTH WEST (S)	14.5%	24	0	0	0	0	0	0	0	8	24	0	8	8	0	0	0	0	0	0	0	0	0	24	16	16	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	22	0	0	0	0	5	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	5	0	0	0
NORTH WEST (W)	14.7%	25	0	0	0	0	0	0	0	0	25	0	0	12	12	0	0	0	0	0	0	0	0	25	25	25	25	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	9	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
WALES AND BORDERS	4.5%	8	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
SOUTH WEST	1.7%	3	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	168	20	0	20	11	19	15	0	8	89	0	33	21	13	0	0	0	0	0	0	0	15	74	66	41	33	13	0	0	0	8	0	0	0	0	0	0	0	0	15	32	8	0	0	25

Total			**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**23a**	**24a**
SCOTLAND			0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0			0	0
NORTH EAST			1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0			0	0
YORKSHIRE			221	88	308	0	0	0	0	0	0	0	0	0	0	0	56	56	56	56	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	113	0	0	0	155	0			0	0
EAST AND SURROUNDING			0	0	0	0	36	48	0	0	33	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	25	25	0	0	0	0	0	0	0	25	31	0	12			0	0
LONDON/HOME COUNTIES			0	0	0	0	0	0	5	8	10	5	22	5	0	0	0	0	0	0	0	0	10	20	17	0	0	0	0	0	0	8	5	5	5	0	0	0	0	5	6	0	0			0	17
SOUTH EAST			0	0	0	0	0	0	1	2	2	1	5	1	0	0	0	0	0	0	0	0	2	4	4	0	0	0	0	0	0	2	1	1	1	0	0	0	0	1	1	0	0			0	4
NORTH WEST (N)			47	0	47	58	11	0	0	0	0	0	0	0	0	0	61	61	61	133	6	61	0	0	0	0	0	0	0	0	0	0	0	0	0	61	61	0	0	0	84	0			0	0
NORTH WEST (S)			0	0	0	0	0	0	34	70	65	34	110	50	0	0	0	0	0	0	0	0	65	129	93	33	16	0	0	0	0	70	34	34	34	0	0	0	0	34	40	0	0			0	60
NORTH WEST (E)			0	0	0	0	89	118	0	0	82	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	60	60	0	0	0	0	0	0	0	60	76	0	29			0	0
NORTH WEST (W)			0	0	0	0	0	0	0	0	65	0	0	111	111	45	0	0	0	0	0	0	65	131	131	131	131	65	0	0	0	0	0	0	45	45	0	0	45	0	41	0	0			0	0
MIDLANDS AND SURROUNDING			0	0	0	0	0	0	13	21	25	13	55	13	0	0	0	0	0	0	0	0	25	50	42	0	0	0	0	0	0	21	13	13	13	0	0	0	0	13	16	0	0			0	42
WALES AND BORDERS			0	0	0	0	0	0	11	17	20	11	45	11	0	0	0	0	0	0	0	0	20	40	34	0	0	0	0	0	0	17	11	11	11	0	0	0	0	11	13	0	0			0	34
SOUTH WEST			0	0	0	0	0	0	4	6	8	4	17	4	0	0	0	0	0	0	0	0	8	15	13	0	0	0	0	0	0	6	4	4	4	0	0	0	0	4	5	0	0			0	13
ISLES/OTHER			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
Total			270	89	358	60	137	166	67	124	311	67	254	195	112	47	118	118	118	190	119	61	226	390	334	164	147	66	0	0	85	209	67	67	113	47	174	174	47	152	228	241	41	119	177	0	170

29+38 5+41

	Source Traffic	Link	Pk Hour	
Towards Rochdale Road	60	4	60	SB
Ashton Road towards M60	177	41, 5	177	WB
Hyde Road to South	166	6	166	WB
Mancunian Way	390	22	390	EB
Whitworth Street	237	29, 38	119	WB
Deansgate	113	33	113	NB

But reduces after London Road junction

Peak arrivals (Out)

On-site Trips

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Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	1	25%	25%	50%	50%																																			100%			
NORTH EAST	0.2%	1	50%	50%	100%																																				100%			
YORKSHIRE	24.3%	86	50%	50%	100%																																			100%			
EAST AND SURROUNDING	5.3%	19					25%	50%																															75%		25%		
LONDON/HOME COUNTIES	2.2%	8								25%	50%		75%										50%	100%	75%						25%								50%				75%
SOUTH EAST	0.5%	2								25%	50%		75%										50%	100%	75%						25%								50%				75%
NORTH WEST (N)	13.1%	46	50%		50%	50%														100%																			100%			
NORTH WEST (S)	14.5%	51								25%	50%		75%										50%	100%	75%						25%								50%				75%
NORTH WEST (E)	13.0%	46					25%	50%																															75%		25%		
NORTH WEST (W)	14.7%	52									50%			50%	50%								50%	100%	100%	100%	100%	50%												50%				
MIDLANDS AND SURROUNDING	5.6%	20								25%	50%		75%										50%	100%	75%						25%								50%				75%
WALES AND BORDERS	4.5%	16								25%	50%		75%										50%	100%	75%						25%								50%				75%
SOUTH WEST	1.7%	6								25%	50%		75%										50%	100%	75%						25%								50%				75%
ISLES/OTHER	0.0%	0								25%	50%		75%										50%	100%	75%						25%								50%				75%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		0	0
NORTH EAST	0.2%	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		0	0
YORKSHIRE	24.3%	86	43	43	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0		0	0
EAST AND SURROUNDING	5.3%	19	0	0	0	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	5	0	0
LONDON/HOME COUNTIES	2.2%	8	0	0	0	0	0	0	0	2	4	0	6	0	0	0	0	0	0	0	0	0	4	8	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	6
SOUTH EAST	0.5%	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
NORTH WEST (N)	13.1%	46	23	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0
NORTH WEST (S)	14.5%	51	0	0	0	0	0	0	0	13	26	0	38	0	0	0	0	0	0	0	0	0	26	51	38	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	26	0	0	0	38
NORTH WEST (E)	13.0%	46	0	0	0	0	11	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	11	0	0
NORTH WEST (W)	14.7%	52	0	0	0	0	0	0	0	0	26	0	0	26	26	0	0	0	0	0	0	0	26	52	52	52	52	26	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	20	0	0	0	0	0	0	0	5	10	0	15	0	0	0	0	0	0	0	0	0	10	20	15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	10	0	0	0	15
WALES AND BORDERS	4.5%	16	0	0	0	0	0	0	0	4	8	0	12	0	0	0	0	0	0	0	0	0	8	16	12	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	12
SOUTH WEST	1.7%	6	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	3	6	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	5
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	353	66	43	110	24	16	32	0	26	77	0	77	26	26	0	0	0	0	46	0	0	77	155	129	52	52	26	0	0	0	26	0	0	0	0	0	0	0	0	126	133	16	0	77

City Centre Trips

0

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0													50%	50%																				50%			50%						
NORTH EAST	0.2%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
YORKSHIRE	24.3%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
EAST AND SURROUNDING	5.3%	0					50%	50%			50%																				50%	50%								50%					
LONDON/HOME COUNTIES	2.2%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
SOUTH EAST	0.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
NORTH WEST (N)	13.1%	0															50%	50%	50%	50%		50%															50%	50%							
NORTH WEST (S)	14.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
NORTH WEST (E)	13.0%	0					50%	50%			50%																				50%	50%								50%					
NORTH WEST (W)	14.7%	0												33%	33%	33%																			33%	33%			33%						
MIDLANDS AND SURROUNDING	5.6%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
WALES AND BORDERS	4.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
SOUTH WEST	1.7%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
ISLES/OTHER	0.0%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone A

0

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	25%	25%	50%	50%																																							
NORTH EAST	0.2%	0	50%	50%	100%																50%																								
YORKSHIRE	24.3%	0	50%	50%	100%																																								
EAST AND SURROUNDING	5.3%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0											100%										100%	100%	100%																				100%
SOUTH EAST	0.5%	0											100%										100%	100%	100%																				100%
NORTH WEST (N)	13.1%	0	50%		50%	50%															25%																								
NORTH WEST (S)	14.5%	0								33%			33%	33%									100%	100%	67%	67%	33%					33%													
NORTH WEST (E)	13.0%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	14.7%	0												50%	50%								100%	100%	100%	100%	100%	50%																	
MIDLANDS AND SURROUNDING	5.6%	0											100%										100%	100%	100%																				100%
WALES AND BORDERS	4.5%	0											100%										100%	100%	100%																				100%
SOUTH WEST	1.7%	0											100%										100%	100%	100%																				100%
ISLES/OTHER	0.0%	0											100%										100%	100%	100%																				100%
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone B

0

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0				50%																																			100%			
NORTH EAST	0.2%	0									50%				50%									50%	50%	50%	50%	50%																
YORKSHIRE	24.3%	0	50%		50%																																				50%			
EAST AND SURROUNDING	5.3%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0									100%		100%											100%	100%																				100%
SOUTH EAST	0.5%	0									100%		100%											100%	100%																				100%
NORTH WEST (N)	13.1%	0				50%	50%																																		50%			
NORTH WEST (S)	14.5%	0								33%	100%		33%	33%										100%	67%	67%	33%				33%													
NORTH WEST (E)	13.0%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	14.7%	0									100%			50%	50%									100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	5.6%	0									100%		100%											100%	100%																				100%
WALES AND BORDERS	4.5%	0									100%		100%											100%	100%																				100%
SOUTH WEST	1.7%	0									100%		100%											100%	100%																				100%
ISLES/OTHER	0.0%	0									100%		100%											100%	100%																				100%
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total			**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**23a**	**24a**
SCOTLAND			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0			0	0
NORTH EAST			0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0			0	0
YORKSHIRE			43	43	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0			0	0
EAST AND SURROUNDING			0	0	0	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	5			0	0
LONDON/HOME COUNTIES			0	0	0	0	0	0	0	2	4	0	6	0	0	0	0	0	0	0	0	0	4	8	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0			0	6
SOUTH EAST			0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0			0	1
NORTH WEST (N)			23	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0			0	0
NORTH WEST (S)			0	0	0	0	0	0	0	13	26	0	38	0	0	0	0	0	0	0	0	0	26	51	38	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	26	0	0			0	38
NORTH WEST (E)			0	0	0	0	11	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	11			0	0
NORTH WEST (W)			0	0	0	0	0	0	0	0	26	0	0	26	26	0	0	0	0	0	0	0	26	52	52	52	52	26	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0			0	0
MIDLANDS AND SURROUNDING			0	0	0	0	0	0	0	5	10	0	15	0	0	0	0	0	0	0	0	0	10	20	15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	10	0	0			0	15
WALES AND BORDERS			0	0	0	0	0	0	0	4	8	0	12	0	0	0	0	0	0	0	0	0	8	16	12	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	0	0			0	12
SOUTH WEST			0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	3	6	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0			0	5
ISLES/OTHER			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
Total			66	43	110	24	16	32	0	26	77	0	77	26	26	0	0	0	0	46	0	0	77	155	129	52	52	26	0	0	0	26	0	0	0	0	0	0	0	0	126	133	16	0	32	0	77

29+38 5+41

	Source Traffic	Link	³k Hour		
Towards Rochdale Road	24	4	24	SB	
Ashton Road towards M60	32	41, 5	32	WB	
Hyde Road to South	32	6	32	WB	
Mancunian Way	155	22	155	EB	But reduces after London Road junction
Whitworth Street	0	29, 38	0	WB	
Deansgate	0	33	0	NB	

Peak departures (Out)

On-site Trips

1401

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	3	25%	25%	50%	50%																																			100%			
NORTH EAST	0.2%	2	50%	50%	100%																																				100%			
YORKSHIRE	24.3%	340	50%	50%	100%																																			100%			
EAST AND SURROUNDING	5.3%	74					25%	50%																																75%		25%		
LONDON/HOME COUNTIES	2.2%	31								25%	50%		75%										50%	100%	75%						25%									50%				75%
SOUTH EAST	0.5%	7								25%	50%		75%										50%	100%	75%						25%									50%				75%
NORTH WEST (N)	13.1%	184	50%		50%	50%															100%																		100%			
NORTH WEST (S)	14.5%	203								25%	50%		75%										50%	100%	75%						25%									50%				75%
NORTH WEST (E)	13.0%	182					25%	50%																																75%		25%		
NORTH WEST (W)	14.7%	206									50%			50%	50%								50%	100%	100%	100%	100%	50%													50%				
MIDLANDS AND SURROUNDING	5.6%	79								25%	50%		75%										50%	100%	75%						25%									50%				75%
WALES AND BORDERS	4.5%	64								25%	50%		75%										50%	100%	75%						25%									50%				75%
SOUTH WEST	1.7%	24								25%	50%		75%										50%	100%	75%						25%									50%				75%
ISLES/OTHER	0.0%	0								25%	50%		75%										50%	100%	75%						25%									50%				75%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	3	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
NORTH EAST	0.2%	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
YORKSHIRE	24.3%	340	170	170	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340	0	0	0
EAST AND SURROUNDING	5.3%	74	0	0	0	0	19	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	0	19	0	0
LONDON/HOME COUNTIES	2.2%	31	0	0	0	0	0	0	0	8	16	0	23	0	0	0	0	0	0	0	0	0	0	16	31	23	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16	0	0	0	23
SOUTH EAST	0.5%	7	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	3	7	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	5
NORTH WEST (N)	13.1%	184	92	0	92	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	0	0	0
NORTH WEST (S)	14.5%	203	0	0	0	0	0	0	0	51	102	0	152	0	0	0	0	0	0	0	0	0	0	102	203	152	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	102	0	0	0	152
NORTH WEST (E)	13.0%	182	0	0	0	0	46	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	0	46	0	0
NORTH WEST (W)	14.7%	206	0	0	0	0	0	0	0	0	103	0	0	103	103	0	0	0	0	0	0	0	0	103	206	206	206	206	103	0	0	0	0	0	0	0	0	0	0	0	0	103	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	79	0	0	0	0	0	0	0	20	39	0	59	0	0	0	0	0	0	0	0	0	0	39	79	59	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	39	0	0	0	59
WALES AND BORDERS	4.5%	64	0	0	0	0	0	0	0	16	32	0	48	0	0	0	0	0	0	0	0	0	0	32	64	48	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	32	0	0	0	48
SOUTH WEST	1.7%	24	0	0	0	0	0	0	0	6	12	0	18	0	0	0	0	0	0	0	0	0	0	12	24	18	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	12	0	0	0	18
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	1401	264	172	436	94	64	128	0	102	307	0	306	103	103	0	0	0	0	184	0	0	307	614	512	206	206	103	0	0	0	102	0	0	0	0	0	0	0	0	499	530	64	0	306

City Centre Trips

0

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0													50%	50%																				50%			50%						
NORTH EAST	0.2%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
YORKSHIRE	24.3%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
EAST AND SURROUNDING	5.3%	0					50%	50%			50%																				50%	50%								50%					
LONDON/HOME COUNTIES	2.2%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
SOUTH EAST	0.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
NORTH WEST (N)	13.1%	0															50%	50%	50%	50%		50%															50%	50%							
NORTH WEST (S)	14.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
NORTH WEST (E)	13.0%	0					50%	50%			50%																				50%	50%								50%					
NORTH WEST (W)	14.7%	0												33%	33%	33%																			33%	33%			33%						
MIDLANDS AND SURROUNDING	5.6%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
WALES AND BORDERS	4.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
SOUTH WEST	1.7%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
ISLES/OTHER	0.0%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone A

0

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	25%	25%	50%	50%																																							
NORTH EAST	0.2%	0	50%	50%	100%																50%																								
YORKSHIRE	24.3%	0	50%	50%	100%																																								
EAST AND SURROUNDING	5.3%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0											100%										100%	100%	100%																				100%
SOUTH EAST	0.5%	0											100%										100%	100%	100%																				100%
NORTH WEST (N)	13.1%	0	50%		50%	50%															25%																								
NORTH WEST (S)	14.5%	0								33%			33%	33%									100%	100%	67%	67%	33%					33%													
NORTH WEST (E)	13.0%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	14.7%	0												50%	50%								100%	100%	100%	100%	100%	50%																	
MIDLANDS AND SURROUNDING	5.6%	0											100%										100%	100%	100%																				100%
WALES AND BORDERS	4.5%	0											100%										100%	100%	100%																				100%
SOUTH WEST	1.7%	0											100%										100%	100%	100%																				100%
ISLES/OTHER	0.0%	0											100%										100%	100%	100%																				100%
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone B

0

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0				50%																																			100%			
NORTH EAST	0.2%	0									50%				50%									50%	50%	50%	50%	50%																
YORKSHIRE	24.3%	0	50%		50%																																				50%			
EAST AND SURROUNDING	5.3%	0					25%	50%			50%												50%																	50%		25%		
LONDON/HOME COUNTIES	2.2%	0									100%		100%											100%	100%																			100%
SOUTH EAST	0.5%	0									100%		100%											100%	100%																			100%
NORTH WEST (N)	13.1%	0				50%	50%																																	50%			
NORTH WEST (S)	14.5%	0								33%	100%		33%	33%										100%	67%	67%	33%				33%													
NORTH WEST (E)	13.0%	0					25%	50%			50%												50%																	50%		25%		
NORTH WEST (W)	14.7%	0									100%			50%	50%									100%	100%	100%	100%	50%															
MIDLANDS AND SURROUNDING	5.6%	0									100%		100%											100%	100%																			100%
WALES AND BORDERS	4.5%	0									100%		100%											100%	100%																			100%
SOUTH WEST	1.7%	0									100%		100%											100%	100%																			100%
ISLES/OTHER	0.0%	0									100%		100%											100%	100%																			100%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**23a**	**24a**
SCOTLAND		1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0			0	0
NORTH EAST		1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0			0	0
YORKSHIRE		170	170	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340	0			0	0
EAST AND SURROUNDING		0	0	0	0	19	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	0	19			0	0
LONDON/HOME COUNTIES		0	0	0	0	0	0	0	8	16	0	23	0	0	0	0	0	0	0	0	0	16	31	23	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16	0	0			0	23
SOUTH EAST		0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	3	7	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0			0	5
NORTH WEST (N)		92	0	92	92	0	0	0	0	0	0	0	0	0	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	0			0	0
NORTH WEST (S)		0	0	0	0	0	0	0	51	102	0	152	0	0	0	0	0	0	0	0	0	102	203	152	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	102	0	0			0	152
NORTH WEST (E)		0	0	0	0	46	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	0	46			0	0
NORTH WEST (W)		0	0	0	0	0	0	0	0	103	0	0	103	103	0	0	0	0	0	0	0	103	206	206	206	206	103	0	0	0	0	0	0	0	0	0	0	0	0	103	0	0			0	0
MIDLANDS AND SURROUNDING		0	0	0	0	0	0	0	20	39	0	59	0	0	0	0	0	0	0	0	0	39	79	59	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	39	0	0			0	59
WALES AND BORDERS		0	0	0	0	0	0	0	16	32	0	48	0	0	0	0	0	0	0	0	0	32	64	48	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	32	0	0			0	48
SOUTH WEST		0	0	0	0	0	0	0	6	12	0	18	0	0	0	0	0	0	0	0	0	12	24	18	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	12	0	0			0	18
ISLES/OTHER		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
Total		264	172	436	94	64	128	0	102	307	0	306	103	103	0	0	0	0	184	0	0	307	614	512	206	206	103	0	0	0	102	0	0	0	0	0	0	0	0	499	530	64	0	128	0	306

29+38 5+41

	Source Traffic	Link	³k Hour		
Towards Rochdale Road	94	4	94	NB	
Ashton Road towards M60	128	41, 5	128	EB	
Hyde Road to South	128	6	128	EB	
Mancunian Way	614	22	614	WB	But reduces after London Road junction
Whitworth Street	0	29, 38	0	EB	
Deansgate	0	33	0	SB	

Peak departures (In)

On-site Trips

901

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	2	25%	25%	50%	50%																																			100%			
NORTH EAST	0.2%	1	50%	50%	100%																																				100%			
YORKSHIRE	24.3%	219	50%	50%	100%																																			100%			
EAST AND SURROUNDING	5.3%	48					25%	50%																															75%		25%		
LONDON/HOME COUNTIES	2.2%	20								25%	50%		75%										50%	100%	75%						25%								50%				75%
SOUTH EAST	0.5%	4								25%	50%		75%										50%	100%	75%						25%								50%				75%
NORTH WEST (N)	13.1%	118	50%		50%	50%														100%																			100%			
NORTH WEST (S)	14.5%	131								25%	50%		75%										50%	100%	75%						25%								50%				75%
NORTH WEST (E)	13.0%	117					25%	50%																															75%		25%		
NORTH WEST (W)	14.7%	133									50%			50%	50%								50%	100%	100%	100%	100%	50%												50%				
MIDLANDS AND SURROUNDING	5.6%	51								25%	50%		75%										50%	100%	75%						25%								50%				75%
WALES AND BORDERS	4.5%	41								25%	50%		75%										50%	100%	75%						25%								50%				75%
SOUTH WEST	1.7%	16								25%	50%		75%										50%	100%	75%						25%								50%				75%
ISLES/OTHER	0.0%	0								25%	50%		75%										50%	100%	75%						25%								50%				75%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
NORTH EAST	0.2%	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
YORKSHIRE	24.3%	219	109	109	219	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	219	0	0	0
EAST AND SURROUNDING	5.3%	48	0	0	0	0	12	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	12	0	0
LONDON/HOME COUNTIES	2.2%	20	0	0	0	0	0	0	0	5	10	0	15	0	0	0	0	0	0	0	0	0	10	20	15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	10	0	0	0	15
SOUTH EAST	0.5%	4	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3
NORTH WEST (N)	13.1%	118	59	0	59	59	0	0	0	0	0	0	0	0	0	0	0	0	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	0	0	0
NORTH WEST (S)	14.5%	131	0	0	0	0	0	0	0	33	65	0	98	0	0	0	0	0	0	0	0	0	65	131	98	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	65	0	0	0	98
NORTH WEST (E)	13.0%	117	0	0	0	0	29	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	0	29	0	0
NORTH WEST (W)	14.7%	133	0	0	0	0	0	0	0	0	66	0	0	66	66	0	0	0	0	0	0	0	66	133	133	133	133	66	0	0	0	0	0	0	0	0	0	0	0	0	66	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	51	0	0	0	0	0	0	0	13	25	0	38	0	0	0	0	0	0	0	0	0	25	51	38	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	25	0	0	0	38
WALES AND BORDERS	4.5%	41	0	0	0	0	0	0	0	10	20	0	31	0	0	0	0	0	0	0	0	0	20	41	31	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	20	0	0	0	31
SOUTH WEST	1.7%	16	0	0	0	0	0	0	0	4	8	0	12	0	0	0	0	0	0	0	0	0	8	16	12	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	12
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	901	170	111	281	60	41	82	0	66	197	0	197	66	66	0	0	0	0	118	0	0	197	395	329	133	133	66	0	0	0	66	0	0	0	0	0	0	0	0	321	341	41	0	197

City Centre Trips

0

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0													50%	50%																				50%			50%						
NORTH EAST	0.2%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
YORKSHIRE	24.3%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
EAST AND SURROUNDING	5.3%	0					50%	50%			50%																				50%	50%								50%					
LONDON/HOME COUNTIES	2.2%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
SOUTH EAST	0.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
NORTH WEST (N)	13.1%	0															50%	50%	50%	50%		50%															50%	50%							
NORTH WEST (S)	14.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
NORTH WEST (E)	13.0%	0					50%	50%			50%																				50%	50%								50%					
NORTH WEST (W)	14.7%	0												33%	33%	33%																			33%	33%			33%						
MIDLANDS AND SURROUNDING	5.6%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
WALES AND BORDERS	4.5%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
SOUTH WEST	1.7%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
ISLES/OTHER	0.0%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone A

0

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	25%	25%	50%	50%																																						
NORTH EAST	0.2%	0	50%	50%	100%																50%																							
YORKSHIRE	24.3%	0	50%	50%	100%																																							
EAST AND SURROUNDING	5.3%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0											100%										100%	100%	100%																				100%
SOUTH EAST	0.5%	0											100%										100%	100%	100%																				100%
NORTH WEST (N)	13.1%	0	50%		50%	50%															25%																							
NORTH WEST (S)	14.5%	0								33%			33%	33%									100%	100%	67%	67%	33%					33%													
NORTH WEST (E)	13.0%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	14.7%	0												50%	50%								100%	100%	100%	100%	100%	50%																	
MIDLANDS AND SURROUNDING	5.6%	0											100%										100%	100%	100%																				100%
WALES AND BORDERS	4.5%	0											100%										100%	100%	100%																				100%
SOUTH WEST	1.7%	0											100%										100%	100%	100%																				100%
ISLES/OTHER	0.0%	0											100%										100%	100%	100%																				100%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone B

0

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0				50%																																				100%			
NORTH EAST	0.2%	0									50%				50%									50%	50%	50%	50%	50%																	
YORKSHIRE	24.3%	0	50%		50%																																					50%			
EAST AND SURROUNDING	5.3%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0									100%		100%											100%	100%																				100%
SOUTH EAST	0.5%	0									100%		100%											100%	100%																				100%
NORTH WEST (N)	13.1%	0				50%	50%																																			50%			
NORTH WEST (S)	14.5%	0								33%	100%		33%	33%										100%	67%	67%	33%					33%													
NORTH WEST (E)	13.0%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	14.7%	0									100%			50%	50%									100%	100%	100%	100%	50%																	
MIDLANDS AND SURROUNDING	5.6%	0									100%		100%											100%	100%																				100%
WALES AND BORDERS	4.5%	0									100%		100%											100%	100%																				100%
SOUTH WEST	1.7%	0									100%		100%											100%	100%																				100%
ISLES/OTHER	0.0%	0									100%		100%											100%	100%																				100%
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	24.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	13.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	14.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	13.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	14.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**23a**	**24a**
SCOTLAND	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0			0	0
NORTH EAST	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0			0	0
YORKSHIRE	109	109	219	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	219	0			0	0
EAST AND SURROUNDING	0	0	0	0	12	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	12			0	0
LONDON/HOME COUNTIES	0	0	0	0	0	0	0	5	10	0	15	0	0	0	0	0	0	0	0	0	10	20	15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	10	0	0			0	15
SOUTH EAST	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0			0	3
NORTH WEST (N)	59	0	59	59	0	0	0	0	0	0	0	0	0	0	0	0	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	0			0	0
NORTH WEST (S)	0	0	0	0	0	0	0	33	65	0	98	0	0	0	0	0	0	0	0	0	65	131	98	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	65	0	0			0	98
NORTH WEST (E)	0	0	0	0	29	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	0	29			0	0
NORTH WEST (W)	0	0	0	0	0	0	0	0	66	0	0	66	66	0	0	0	0	0	0	0	66	133	133	133	133	66	0	0	0	0	0	0	0	0	0	0	0	0	66	0	0			0	0
MIDLANDS AND SURROUNDING	0	0	0	0	0	0	0	13	25	0	38	0	0	0	0	0	0	0	0	0	25	51	38	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	25	0	0			0	38
WALES AND BORDERS	0	0	0	0	0	0	0	10	20	0	31	0	0	0	0	0	0	0	0	0	20	41	31	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	20	0	0			0	31
SOUTH WEST	0	0	0	0	0	0	0	4	8	0	12	0	0	0	0	0	0	0	0	0	8	16	12	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	0	0			0	12
ISLES/OTHER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
Total	170	111	281	60	41	82	0	66	197	0	197	66	66	0	0	0	0	118	0	0	197	395	329	133	133	66	0	0	0	66	0	0	0	0	0	0	0	0	321	341	41	0	82	0	197
																																										29+38	5+41		

	Source Traffic	Link	ᵖk Hour	
Towards Rochdale Road	60	4	60	NB
Ashton Road towards M60	82	41, 5	82	EB
Hyde Road to South	82	6	82	EB
Mancunian Way	395	22	395	WB
Whitworth Street	0	29, 38	0	EB
Deansgate	0	33	0	SB

But reduces after London Road junction

WEEKEND Matinee

Revised Demand - Include Mode Shift and 10% reduction factor

	On-site Cars		Off-site Cars		On-site drop offs	
	In	Out	In	Out	In	0
00:00-01:00	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	0	0	6	0	7	0
07:00-08:00	0	0	6	0	7	0
08:00-09:00	0	0	21	0	25	25
09:00-10:00	0	0	39	0	47	0
10:00-11:00	0	0	36	0	44	0
11:00-12:00	50	0	126	0	27	0
12:00-13:00	250	0	631	0	135	0
13:00-14:00	200	0	505	0	108	0
14:00-15:00	0	0	0	7	0	8
15:00-16:00	0	0	0	7	0	8
16:00-17:00	0	500	0	1279	0	289
17:00-18:00	0	0	0	57	0	69
18:00-19:00	0	0	0	12	0	14
19:00-20:00	0	0	0	7	0	8
20:00-21:00	0	0	0	2	0	3
21:00-22:00	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0

Revised Demand - Include Mode Shift and 10% reduction factor

	On-site Cars		Off-site Cars		On-site drop offs	
	In	Out	In	Out	In	Out
00:00-01:00	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	0	0	6	0	7	0
07:00-08:00	0	0	6	0	7	0
08:00-09:00	0	0	21	0	25	25
09:00-10:00	0	0	39	0	47	0
10:00-11:00	0	0	36	0	44	0
11:00-12:00	50	0	126	0	27	0
12:00-13:00	250	0	631	0	135	0
13:00-14:00	200	0	505	0	108	0
14:00-15:00	0	0	0	7	0	8
15:00-16:00	0	0	0	7	0	8
16:00-17:00	0	500	0	0	0	289
17:00-18:00	0	0	0	1336	0	69
18:00-19:00	0	0	0	12	0	14
19:00-20:00	0	0	0	7	0	8
20:00-21:00	0	0	0	2	0	3
21:00-22:00	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0

0% off-site leave in same hour
100% off-site departures leave an hour later

Revised Demand - Include Mode Shift and 10% reduction factor

	On-site Cars		Off-site Cars		Total Cars	
	In	Out	In	Out	In	Out
00:00-01:00	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	7	0	6	0	13	0
07:00-08:00	7	0	6	0	13	0
08:00-09:00	25	25	21	0	46	25
09:00-10:00	47	0	39	0	87	0
10:00-11:00	44	0	36	0	79	0
11:00-12:00	77	0	126	0	203	0
12:00-13:00	385	0	631	0	1016	0
13:00-14:00	308	0	505	0	813	0
14:00-15:00	0	8	0	7	0	15
15:00-16:00	0	8	0	7	0	15
16:00-17:00	0	789	0	0	0	789
17:00-18:00	0	69	0	1336	0	1405
18:00-19:00	0	14	0	12	0	26
19:00-20:00	0	8	0	7	0	15
20:00-21:00	0	3	0	2	0	5
21:00-22:00	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0
Total	0	0	0	0	0	0
Max	385	789	631	1336	1016	1405

Development Peak Periods

Off-site demands

	Arrival	N/S split	Departure	N/S split
Around Etihad stadium	133	66	0	0
City Centre	436		0	
P&R	63		0	

Peak arrivals (In)

On-site Trips

385

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	25%	25%	50%	50%																																			100%			
NORTH EAST	0.7%	3	50%	50%	100%																																				100%			
YORKSHIRE	28.0%	108	50%	50%	100%																																			100%			
EAST AND SURROUNDING	5.6%	22					25%	50%																															75%		25%		
LONDON/HOME COUNTIES	2.2%	8								25%	50%		75%										50%	100%	75%					25%									50%			75%
SOUTH EAST	0.2%	1								25%	50%		75%										50%	100%	75%					25%									50%			75%
NORTH WEST (N)	11.0%	42	50%		50%	50%														100%																			100%			
NORTH WEST (S)	17.8%	68								25%	50%		75%										50%	100%	75%					25%									50%			75%
NORTH WEST (E)	11.2%	43					25%	50%																															75%		25%		
NORTH WEST (W)	13.4%	52									50%			50%	50%								50%	100%	100%	100%	100%	50%												50%			
MIDLANDS AND SURROUNDING	4.6%	18								25%	50%		75%										50%	100%	75%					25%									50%			75%
WALES AND BORDERS	4.1%	16								25%	50%		75%										50%	100%	75%					25%									50%			75%
SOUTH WEST	1.1%	4								25%	50%		75%										50%	100%	75%					25%									50%			75%
ISLES/OTHER	0.2%	1								25%	50%		75%										50%	100%	75%					25%									50%			75%
Total Tickets Sold	0.0%	0																																									

On-site Trips

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	3	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
YORKSHIRE	28.0%	108	54	54	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	0	0	0	0
EAST AND SURROUNDING	5.6%	22	0	0	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	5	0	0
LONDON/HOME COUNTIES	2.2%	8	0	0	0	0	0	0	0	2	4	0	6	0	0	0	0	0	0	0	0	0	4	8	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	6
SOUTH EAST	0.2%	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NORTH WEST (N)	11.0%	42	21	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0
NORTH WEST (S)	17.8%	68	0	0	0	0	0	0	0	17	34	0	51	0	0	0	0	0	0	0	0	0	34	68	51	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	34	0	0	0	51
NORTH WEST (E)	11.2%	43	0	0	0	0	11	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	11	0	0
NORTH WEST (W)	13.4%	52	0	0	0	0	0	0	0	0	26	0	0	26	26	0	0	0	0	0	0	0	26	52	52	52	52	26	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	18	0	0	0	0	0	0	0	4	9	0	13	0	0	0	0	0	0	0	0	0	9	18	13	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	13
WALES AND BORDERS	4.1%	16	0	0	0	0	0	0	0	4	8	0	12	0	0	0	0	0	0	0	0	0	8	16	12	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	12
SOUTH WEST	1.1%	4	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3
ISLES/OTHER	0.2%	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0.0%	385	76	55	131	21	16	32	0	29	84	0	87	26	26	0	0	0	0	42	0	0	84	168	139	52	52	26	0	0	0	29	0	0	0	0	0	0	0	0	132	152	16	0	87

City Centre Trips

436

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0													50%	50%																				50%			50%					
NORTH EAST	0.7%	3	50%		50%												25%	25%	25%	25%	50%																50%	50%							
YORKSHIRE	28.0%	122	50%		50%												25%	25%	25%	25%	50%																50%	50%							
EAST AND SURROUNDING	5.6%	25					50%	50%			50%																				50%	50%							50%					
LONDON/HOME COUNTIES	2.2%	9							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
SOUTH EAST	0.2%	1							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
NORTH WEST (N)	11.0%	48															50%	50%	50%	50%		50%														50%	50%							
NORTH WEST (S)	17.8%	77							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
NORTH WEST (E)	11.2%	49					50%	50%			50%																				50%	50%							50%					
NORTH WEST (W)	13.4%	59												33%	33%	33%																		33%	33%			33%					
MIDLANDS AND SURROUNDING	4.6%	20							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
WALES AND BORDERS	4.1%	18							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
SOUTH WEST	1.1%	5							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
ISLES/OTHER	0.2%	1							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
YORKSHIRE	28.0%	122	61	0	61	0	0	0	0	0	0	0	0	0	0	0	30	30	30	30	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	61	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	25	0	0	0	0	12	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	12	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	9	0	0	0	0	0	0	2	2	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	0	0	0	0	2	0	0	0	0	0
SOUTH EAST	0.2%	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24	24	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	77	0	0	0	0	0	0	19	19	0	19	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	19	19	0	0	0	0	19	0	0	0	0	0
NORTH WEST (E)	11.2%	49	0	0	0	0	24	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24	0	0	0	0	0	0	0	24	0	0	0	0	0
NORTH WEST (W)	13.4%	59	0	0	0	0	0	0	0	0	0	0	0	20	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	0	0	20	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	20	0	0	0	0	0	0	5	5	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	0	0	0	0	5	0	0	0	0	0
WALES AND BORDERS	4.1%	18	0	0	0	0	0	0	4	4	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	0	0	0	0	4	0	0	0	0	0
SOUTH WEST	1.1%	5	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	0	0	0	0	0
ISLES/OTHER	0.2%	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	436	62	0	62	0	37	37	33	33	37	33	33	52	20	20	55	55	55	55	62	24	0	0	0	0	0	0	0	0	37	69	33	33	52	20	86	86	20	69	0	0	0	0	0

Zone A

66

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	25%	25%	50%	50%																																						
NORTH EAST	0.7%	0	50%	50%	100%																50%																								
YORKSHIRE	28.0%	19	50%	50%	100%																																								
EAST AND SURROUNDING	5.6%	4					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	1											100%										100%	100%	100%																			100%
SOUTH EAST	0.2%	0											100%										100%	100%	100%																			100%
NORTH WEST (N)	11.0%	7	50%		50%	50%															25%																						
NORTH WEST (S)	17.8%	12								33%			33%	33%									100%	100%	67%	67%	33%				33%													
NORTH WEST (E)	11.2%	7					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	13.4%	9												50%	50%								100%	100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	4.6%	3											100%										100%	100%	100%																			100%
WALES AND BORDERS	4.1%	3											100%										100%	100%	100%																			100%
SOUTH WEST	1.1%	1											100%										100%	100%	100%																			100%
ISLES/OTHER	0.2%	0											100%										100%	100%	100%																			100%
Total Tickets Sold	0.0%	0																																									

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	19	9	9	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	4	0	0	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0
LONDON/HOME COUNTIES	2.2%	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	7	4	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	12	0	0	0	0	0	0	0	4	0	0	4	4	0	0	0	0	0	0	0	0	12	12	8	8	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	7	0	0	0	0	2	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0
NORTH WEST (W)	13.4%	9	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	9	9	9	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
WALES AND BORDERS	4.1%	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SOUTH WEST	1.1%	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	66	13	9	23	4	3	6	0	4	6	0	12	8	4	0	0	0	0	0	2	0	34	29	25	17	13	4	0	0	0	4	0	0	0	0	0	0	0	0	6	0	3	0	8

Zone B

66

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0				50%																																			100%			
NORTH EAST	0.7%	0									50%				50%									50%	50%	50%	50%	50%																
YORKSHIRE	28.0%	19	50%		50%																																			50%			
EAST AND SURROUNDING	5.6%	4					25%	50%			50%												50%																	50%		25%		
LONDON/HOME COUNTIES	2.2%	1									100%		100%											100%	100%																			100%
SOUTH EAST	0.2%	0									100%		100%											100%	100%																			100%
NORTH WEST (N)	11.0%	7				50%	50%																																	50%			
NORTH WEST (S)	17.8%	12								33%	100%		33%	33%										100%	67%	67%	33%				33%													
NORTH WEST (E)	11.2%	7					25%	50%			50%												50%																	50%		25%		
NORTH WEST (W)	13.4%	9									100%			50%	50%									100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	4.6%	3									100%		100%											100%	100%																			100%
WALES AND BORDERS	4.1%	3									100%		100%											100%	100%																			100%
SOUTH WEST	1.1%	1									100%		100%											100%	100%																			100%
ISLES/OTHER	0.2%	0									100%		100%											100%	100%																			100%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	19	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0
EAST AND SURROUNDING	5.6%	4	0	0	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0
LONDON/HOME COUNTIES	2.2%	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	7	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
NORTH WEST (S)	17.8%	12	0	0	0	0	0	0	4	12	0	4	4	0	0	0	0	0	0	0	0	0	0	12	8	8	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	7	0	0	0	0	2	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0
NORTH WEST (W)	13.4%	9	0	0	0	0	0	0	0	0	9	0	0	4	4	0	0	0	0	0	0	0	0	9	9	9	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	3	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
WALES AND BORDERS	4.1%	3	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SOUTH WEST	1.1%	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	66	9	0	9	4	6	6	0	4	35	0	12	8	5	0	0	0	0	0	0	0	6	29	25	17	13	5	0	0	0	4	0	0	0	0	0	0	0	0	6	13	3	0	8

Total			**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**23a**	**24a**
SCOTLAND			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST			3	1	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	0	0
YORKSHIRE			133	63	196	0	0	0	0	0	0	0	0	0	0	0	30	30	30	30	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	61	0	0	0	117	0	0	0
EAST AND SURROUNDING			0	0	0	0	20	27	0	0	16	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	12	20	0	7	0	0
LONDON/HOME COUNTIES			0	0	0	0	0	0	2	4	6	2	11	2	0	0	0	0	0	0	0	0	6	11	9	0	0	0	0	0	0	4	2	2	2	0	0	0	0	2	4	0	0	0	9
SOUTH EAST			0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NORTH WEST (N)			25	0	25	28	4	0	0	0	0	0	0	0	0	0	24	24	24	66	2	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24	0	0	0	46	0	0	0
NORTH WEST (S)			0	0	0	0	0	0	19	44	46	19	79	27	0	0	0	0	0	0	0	0	46	92	67	16	8	0	0	0	0	44	19	19	19	0	0	0	0	19	34	0	0	0	51
NORTH WEST (E)			0	0	0	0	39	53	0	0	32	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	24	24	0	0	0	0	0	0	0	24	40	0	14	0	0
NORTH WEST (W)			0	0	0	0	0	0	0	0	35	0	0	54	54	20	0	0	0	0	0	0	35	70	70	70	70	35	0	0	0	0	0	0	20	20	0	0	20	0	26	0	0	0	0
MIDLANDS AND SURROUNDING			0	0	0	0	0	0	5	9	12	5	24	5	0	0	0	0	0	0	0	0	12	24	19	0	0	0	0	0	0	9	5	5	5	0	0	0	0	5	9	0	0	0	19
WALES AND BORDERS			0	0	0	0	0	0	4	8	11	4	22	4	0	0	0	0	0	0	0	0	11	21	17	0	0	0	0	0	0	8	4	4	4	0	0	0	0	4	8	0	0	0	17
SOUTH WEST			0	0	0	0	0	0	1	2	3	1	6	1	0	0	0	0	0	0	0	0	3	6	5	0	0	0	0	0	0	2	1	1	1	0	0	0	0	1	2	0	0	0	5
ISLES/OTHER			0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total			161	65	225	28	62	80	33	70	161	33	144	95	55	20	55	55	55	97	64	24	124	226	189	85	78	35	0	0	37	106	33	33	52	20	86	86	20	69	143	165	22	0	103

	Source Traffic	Link	Pk Hour		
Towards Rochdale Road	28	4	28	SB	
Ashton Road towards M60	84	41, 5	84	WB	
Hyde Road to South	80	6	80	WB	
Mancunian Way	226	22	226	EB	But reduces after London Road junction
Whitworth Street	106	29, 38	53	WB	
Deansgate	52	33	52	NB	

Peak arrivals (Out)

On-site Trips

135

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	25%	25%	50%	50%																																			100%			
NORTH EAST	0.7%	1	50%	50%	100%																																				100%			
YORKSHIRE	28.0%	38	50%	50%	100%																																			100%			
EAST AND SURROUNDING	5.6%	8					25%	50%																															75%		25%		
LONDON/HOME COUNTIES	2.2%	3								25%	50%		75%										50%	100%	75%						25%								50%			75%
SOUTH EAST	0.2%	0								25%	50%		75%										50%	100%	75%						25%								50%			75%
NORTH WEST (N)	11.0%	15	50%		50%	50%														100%																			100%			
NORTH WEST (S)	17.8%	24								25%	50%		75%										50%	100%	75%						25%								50%			75%
NORTH WEST (E)	11.2%	15					25%	50%																															75%		25%		
NORTH WEST (W)	13.4%	18									50%			50%	50%								50%	100%	100%	100%	100%	50%												50%			
MIDLANDS AND SURROUNDING	4.6%	6								25%	50%		75%										50%	100%	75%						25%								50%			75%
WALES AND BORDERS	4.1%	6								25%	50%		75%										50%	100%	75%						25%								50%			75%
SOUTH WEST	1.1%	1								25%	50%		75%										50%	100%	75%						25%								50%			75%
ISLES/OTHER	0.2%	0								25%	50%		75%										50%	100%	75%						25%								50%			75%
Total Tickets Sold	0.0%	0																																								

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
YORKSHIRE	28.0%	38	19	19	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0
EAST AND SURROUNDING	5.6%	8	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0
LONDON/HOME COUNTIES	2.2%	3	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	15	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0
NORTH WEST (S)	17.8%	24	0	0	0	0	0	0	0	6	12	0	18	0	0	0	0	0	0	0	0	0	12	24	18	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	12	0	0	0	18
NORTH WEST (E)	11.2%	15	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	4	0	0
NORTH WEST (W)	13.4%	18	0	0	0	0	0	0	0	0	9	0	0	9	9	0	0	0	0	0	0	0	9	18	18	18	18	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	6	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	3	6	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	5
WALES AND BORDERS	4.1%	6	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	0	3	6	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	4
SOUTH WEST	1.1%	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	135	27	19	46	7	6	11	0	10	29	0	30	9	9	0	0	0	0	15	0	0	29	59	49	18	18	9	0	0	0	10	0	0	0	0	0	0	0	0	46	53	6	0	30

City Centre Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0														50%	50%																			50%			50%						
NORTH EAST	0.7%	0		50%		50%												25%	25%	25%	25%	50%															50%	50%								
YORKSHIRE	28.0%	0		50%		50%												25%	25%	25%	25%	50%															50%	50%								
EAST AND SURROUNDING	5.6%	0						50%	50%			50%																			50%	50%							50%						
LONDON/HOME COUNTIES	2.2%	0								25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
SOUTH EAST	0.2%	0								25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
NORTH WEST (N)	11.0%	0																50%	50%	50%	50%		50%														50%	50%								
NORTH WEST (S)	17.8%	0								25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
NORTH WEST (E)	11.2%	0						50%	50%			50%																			50%	50%							50%						
NORTH WEST (W)	13.4%	0													33%	33%	33%																	33%	33%			33%						
MIDLANDS AND SURROUNDING	4.6%	0								25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
WALES AND BORDERS	4.1%	0								25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
SOUTH WEST	1.1%	0								25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
ISLES/OTHER	0.2%	0								25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.2%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	13.4%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.1%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.1%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.2%	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone A

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0		25%	25%	50%	50%																																						
NORTH EAST	0.7%	0		50%	50%	100%																50%																								
YORKSHIRE	28.0%	0		50%	50%	100%																																							
EAST AND SURROUNDING	5.6%	0						25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0												100%										100%	100%	100%																				100%
SOUTH EAST	0.2%	0												100%										100%	100%	100%																				100%
NORTH WEST (N)	11.0%	0		50%		50%	50%															25%																							
NORTH WEST (S)	17.8%	0									33%			33%	33%									100%	100%	67%	67%	33%				33%													
NORTH WEST (E)	11.2%	0						25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	13.4%	0													50%	50%								100%	100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	4.6%	0												100%										100%	100%	100%																				100%
WALES AND BORDERS	4.1%	0												100%										100%	100%	100%																				100%
SOUTH WEST	1.1%	0												100%										100%	100%	100%																				100%
ISLES/OTHER	0.2%	0												100%										100%	100%	100%																				100%
Total Tickets Sold	0.0%	0																																												

On-site Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	13.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone B

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0				50%																																			100%			
NORTH EAST	0.7%	0									50%				50%									50%	50%	50%	50%	50%																	
YORKSHIRE	28.0%	0	50%		50%																																				50%			
EAST AND SURROUNDING	5.6%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0									100%		100%											100%	100%																				100%
SOUTH EAST	0.2%	0									100%		100%											100%	100%																				100%
NORTH WEST (N)	11.0%	0				50%	50%																																		50%			
NORTH WEST (S)	17.8%	0								33%	100%		33%	33%										100%	67%	67%	33%				33%													
NORTH WEST (E)	11.2%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	13.4%	0									100%			50%	50%									100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	4.6%	0									100%		100%											100%	100%																				100%
WALES AND BORDERS	4.1%	0									100%		100%											100%	100%																				100%
SOUTH WEST	1.1%	0									100%		100%											100%	100%																				100%
ISLES/OTHER	0.2%	0									100%		100%											100%	100%																				100%
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	13.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**23a**	**24a**
SCOTLAND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
YORKSHIRE	19	19	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0
EAST AND SURROUNDING	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0
LONDON/HOME COUNTIES	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
SOUTH EAST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	7	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0
NORTH WEST (S)	0	0	0	0	0	0	6	12	0	18	0	0	0	0	0	0	0	0	0	0	12	24	18	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	12	0	0	0	18
NORTH WEST (E)	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	4	0	0
NORTH WEST (W)	0	0	0	0	0	0	0	9	0	0	9	9	0	0	0	0	0	0	0	9	18	18	18	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
MIDLANDS AND SURROUNDING	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	3	6	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	5
WALES AND BORDERS	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	3	6	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4
SOUTH WEST	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
ISLES/OTHER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	19	46	7	6	11	0	10	29	0	30	9	9	0	0	0	0	15	0	0	29	59	49	18	18	9	0	0	0	10	0	0	0	0	0	0	0	0	46	53	6	0	30

	Source Traffic	Link	Pk Hour		
Towards Rochdale Road	7	4	7	SB	
Ashton Road towards M60	11	41, 5	11	WB	
Hyde Road to South	11	6	11	WB	
Mancunian Way	59	22	59	EB	But reduces after London Road junction
Whitworth Street	0	29, 38	0	WB	
Deansgate	0	33	0	NB	

Peak departures (Out)

On-site Trips

789

Origin Area	%			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0		25%	25%	50%	50%																																		100%			
NORTH EAST	0.7%	5		50%	50%	100%																																				100%			
YORKSHIRE	28.0%	221		50%	50%	100%																																				100%			
EAST AND SURROUNDING	5.6%	44						25%	50%																																	75%		25%		
LONDON/HOME COUNTIES	2.2%	17									25%	50%		75%										50%	100%	75%						25%										50%				75%
SOUTH EAST	0.2%	2									25%	50%		75%										50%	100%	75%						25%										50%				75%
NORTH WEST (N)	11.0%	86		50%		50%	50%														100%																					100%				
NORTH WEST (S)	17.8%	140									25%	50%		75%										50%	100%	75%						25%										50%				75%
NORTH WEST (E)	11.2%	88						25%	50%																																	75%		25%		
NORTH WEST (W)	13.4%	106										50%			50%	50%								50%	100%	100%	100%	100%	50%													50%				
MIDLANDS AND SURROUNDING	4.6%	36									25%	50%		75%										50%	100%	75%						25%										50%				75%
WALES AND BORDERS	4.1%	33									25%	50%		75%										50%	100%	75%						25%										50%				75%
SOUTH WEST	1.1%	9									25%	50%		75%										50%	100%	75%						25%										50%				75%
ISLES/OTHER	0.2%	2									25%	50%		75%										50%	100%	75%						25%										50%				75%
Total Tickets Sold	0.0%	0																																												

On-site Trips

Origin Area	%			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	5	3	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
YORKSHIRE	28.0%	221	110	110	221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	0	0	0	0
EAST AND SURROUNDING	5.6%	44	0	0	0	0	11	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	11	0	0
LONDON/HOME COUNTIES	2.2%	17	0	0	0	0	0	0	0	4	9	0	13	0	0	0	0	0	0	0	0	0	0	9	17	13	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	13
SOUTH EAST	0.2%	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
NORTH WEST (N)	11.0%	86	43	0	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	0
NORTH WEST (S)	17.8%	140	0	0	0	0	0	0	0	35	70	0	105	0	0	0	0	0	0	0	0	0	0	70	140	105	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	70	0	0	0	105
NORTH WEST (E)	11.2%	88	0	0	0	0	22	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	0	22	0	0
NORTH WEST (W)	13.4%	106	0	0	0	0	0	0	0	0	53	0	0	53	53	0	0	0	0	0	0	0	53	106	106	106	106	53	0	0	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	36	0	0	0	0	0	0	0	9	18	0	27	0	0	0	0	0	0	0	0	0	0	18	36	27	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	18	0	0	0	27
WALES AND BORDERS	4.1%	33	0	0	0	0	0	0	0	8	16	0	24	0	0	0	0	0	0	0	0	0	0	16	33	24	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16	0	0	0	24
SOUTH WEST	1.1%	9	0	0	0	0	0	0	0	2	4	0	6	0	0	0	0	0	0	0	0	0	0	4	9	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	6
ISLES/OTHER	0.2%	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0.0%	789	156	113	269	43	33	66	0	59	172	0	178	53	53	0	0	0	0	86	0	0	172	344	284	106	106	53	0	0	0	59	0	0	0	0	0	0	0	0	271	312	33	0	178

City Centre Trips

0

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0													50%	50%																				50%			50%						
NORTH EAST	0.7%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
YORKSHIRE	28.0%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
EAST AND SURROUNDING	5.6%	0					50%	50%			50%																				50%	50%								50%					
LONDON/HOME COUNTIES	2.2%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
SOUTH EAST	0.2%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
NORTH WEST (N)	11.0%	0															50%	50%	50%	50%		50%															50%	50%							
NORTH WEST (S)	17.8%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
NORTH WEST (E)	11.2%	0					50%	50%			50%																				50%	50%								50%					
NORTH WEST (W)	13.4%	0												33%	33%	33%																			33%	33%			33%						
MIDLANDS AND SURROUNDING	4.6%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
WALES AND BORDERS	4.1%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
SOUTH WEST	1.1%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
ISLES/OTHER	0.2%	0							25%	25%		25%	25%	25%																		25%	25%	25%	25%					25%					
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	%		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	13.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone A

0

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	25%	25%	50%	50%																																						
NORTH EAST	0.7%	0	50%	50%	100%																50%																								
YORKSHIRE	28.0%	0	50%	50%	100%																																								
EAST AND SURROUNDING	5.6%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0											100%										100%	100%	100%																			100%
SOUTH EAST	0.2%	0											100%										100%	100%	100%																			100%
NORTH WEST (N)	11.0%	0	50%		50%	50%															25%																						
NORTH WEST (S)	17.8%	0								33%			33%	33%									100%	100%	67%	67%	33%				33%													
NORTH WEST (E)	11.2%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	13.4%	0												50%	50%								100%	100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	4.6%	0											100%										100%	100%	100%																			100%
WALES AND BORDERS	4.1%	0											100%										100%	100%	100%																			100%
SOUTH WEST	1.1%	0											100%										100%	100%	100%																			100%
ISLES/OTHER	0.2%	0											100%										100%	100%	100%																			100%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	13.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone B

0

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0				50%																																			100%			
NORTH EAST	0.7%	0									50%				50%									50%	50%	50%	50%	50%																
YORKSHIRE	28.0%	0	50%		50%																																				50%			
EAST AND SURROUNDING	5.6%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0									100%		100%											100%	100%																				100%
SOUTH EAST	0.2%	0									100%		100%											100%	100%																				100%
NORTH WEST (N)	11.0%	0				50%	50%																																		50%			
NORTH WEST (S)	17.8%	0								33%	100%		33%	33%										100%	67%	67%	33%				33%													
NORTH WEST (E)	11.2%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	13.4%	0									100%			50%	50%									100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	4.6%	0									100%		100%											100%	100%																				100%
WALES AND BORDERS	4.1%	0									100%		100%											100%	100%																				100%
SOUTH WEST	1.1%	0									100%		100%											100%	100%																				100%
ISLES/OTHER	0.2%	0									100%		100%											100%	100%																				100%
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	13.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**23a**	**24a**
SCOTLAND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	3	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
YORKSHIRE	110	110	221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	0	0	0
EAST AND SURROUNDING	0	0	0	0	11	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	11	0	0
LONDON/HOME COUNTIES	0	0	0	0	0	0	0	4	9	0	13	0	0	0	0	0	0	0	0	0	9	17	13	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	13
SOUTH EAST	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
NORTH WEST (N)	43	0	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	0
NORTH WEST (S)	0	0	0	0	0	0	0	35	70	0	105	0	0	0	0	0	0	0	0	0	70	140	105	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	70	0	0	0	105
NORTH WEST (E)	0	0	0	0	22	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	0	22	0	0
NORTH WEST (W)	0	0	0	0	0	0	0	0	53	0	0	53	53	0	0	0	0	0	0	0	53	106	106	106	106	53	0	0	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0
MIDLANDS AND SURROUNDING	0	0	0	0	0	0	0	9	18	0	27	0	0	0	0	0	0	0	0	0	18	36	27	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	18	0	0	0	27
WALES AND BORDERS	0	0	0	0	0	0	0	8	16	0	24	0	0	0	0	0	0	0	0	0	16	33	24	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16	0	0	0	24
SOUTH WEST	0	0	0	0	0	0	0	2	4	0	6	0	0	0	0	0	0	0	0	0	4	9	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	6
ISLES/OTHER	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	156	113	269	43	33	66	0	59	172	0	178	53	53	0	0	0	0	86	0	0	172	344	284	106	106	53	0	0	0	59	0	0	0	0	0	0	0	0	271	312	33	0	178

	Source Traffic	Link	Pk Hour		
Towards Rochdale Road	43	4	43	NB	
Ashton Road towards M60	66	41, 5	66	EB	
Hyde Road to South	66	6	66	EB	
Mancunian Way	344	22	344	WB	But reduces after London Road junction
Whitworth Street	0	29, 38	0	EB	
Deansgate	0	33	0	SB	

Peak departures (Out)

On-site Trips

289

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	25%	25%	50%	50%																																			100%			
NORTH EAST	0.7%	2	50%	50%	100%																																				100%			
YORKSHIRE	28.0%	81	50%	50%	100%																																			100%			
EAST AND SURROUNDING	5.6%	16					25%	50%																																75%		25%		
LONDON/HOME COUNTIES	2.2%	6								25%	50%		75%										50%	100%	75%						25%									50%				75%
SOUTH EAST	0.2%	1								25%	50%		75%										50%	100%	75%						25%									50%				75%
NORTH WEST (N)	11.0%	32	50%		50%	50%														100%																				100%				
NORTH WEST (S)	17.8%	51								25%	50%		75%										50%	100%	75%						25%									50%				75%
NORTH WEST (E)	11.2%	32					25%	50%																																75%		25%		
NORTH WEST (W)	13.4%	39									50%			50%	50%								50%	100%	100%	100%	100%	50%												50%				
MIDLANDS AND SURROUNDING	4.6%	13								25%	50%		75%										50%	100%	75%						25%									50%				75%
WALES AND BORDERS	4.1%	12								25%	50%		75%										50%	100%	75%						25%									50%				75%
SOUTH WEST	1.1%	3								25%	50%		75%										50%	100%	75%						25%									50%				75%
ISLES/OTHER	0.2%	1								25%	50%		75%										50%	100%	75%						25%									50%				75%
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
YORKSHIRE	28.0%	81	40	40	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	0	0
EAST AND SURROUNDING	5.6%	16	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	4	0	0
LONDON/HOME COUNTIES	2.2%	6	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	3	6	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	5
SOUTH EAST	0.2%	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	32	16	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0
NORTH WEST (S)	17.8%	51	0	0	0	0	0	0	0	13	26	0	39	0	0	0	0	0	0	0	0	0	26	51	39	0	0	0	0	0	0	13	0	0	0	0	0	0	0	26	0	0	0	39
NORTH WEST (E)	11.2%	32	0	0	0	0	8	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	8	0	0
NORTH WEST (W)	13.4%	39	0	0	0	0	0	0	0	0	19	0	0	19	19	0	0	0	0	0	0	0	19	39	39	39	39	19	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	13	0	0	0	0	0	0	0	3	7	0	10	0	0	0	0	0	0	0	0	0	7	13	10	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	10
WALES AND BORDERS	4.1%	12	0	0	0	0	0	0	0	3	6	0	9	0	0	0	0	0	0	0	0	0	6	12	9	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	9
SOUTH WEST	1.1%	3	0	0	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2
ISLES/OTHER	0.2%	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	289	57	41	99	16	12	24	0	22	63	0	65	19	19	0	0	0	0	32	0	0	63	126	104	39	39	19	0	0	0	22	0	0	0	0	0	0	0	99	114	12	0	65

City Centre Trips

0

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0													50%	50%																				50%			50%					
NORTH EAST	0.7%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
YORKSHIRE	28.0%	0	50%		50%												25%	25%	25%	25%	50%																50%	50%							
EAST AND SURROUNDING	5.6%	0					50%	50%			50%																			50%	50%							50%					
LONDON/HOME COUNTIES	2.2%	0							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
SOUTH EAST	0.2%	0							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
NORTH WEST (N)	11.0%	0															50%	50%	50%	50%		50%														50%	50%							
NORTH WEST (S)	17.8%	0							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
NORTH WEST (E)	11.2%	0					50%	50%			50%																			50%	50%							50%					
NORTH WEST (W)	13.4%	0												33%	33%	33%																	33%	33%			33%					
MIDLANDS AND SURROUNDING	4.6%	0							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
WALES AND BORDERS	4.1%	0							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
SOUTH WEST	1.1%	0							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
ISLES/OTHER	0.2%	0							25%	25%		25%	25%	25%																	25%	25%	25%	25%					25%					
Total Tickets Sold	0.0%	0																																										

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	13.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone A

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0		25%	25%	50%	50%																																						
NORTH EAST	0.7%	0		50%	50%	100%																50%																								
YORKSHIRE	28.0%	0		50%	50%	100%																																							
EAST AND SURROUNDING	5.6%	0						25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0												100%										100%	100%	100%																			100%
SOUTH EAST	0.2%	0												100%										100%	100%	100%																			100%
NORTH WEST (N)	11.0%	0		50%		50%	50%															25%																						
NORTH WEST (S)	17.8%	0									33%			33%	33%									100%	100%	67%	67%	33%				33%													
NORTH WEST (E)	11.2%	0						25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	13.4%	0													50%	50%								100%	100%	100%	100%	100%	50%															
MIDLANDS AND SURROUNDING	4.6%	0												100%										100%	100%	100%																			100%
WALES AND BORDERS	4.1%	0												100%										100%	100%	100%																			100%
SOUTH WEST	1.1%	0												100%										100%	100%	100%																			100%
ISLES/OTHER	0.2%	0												100%										100%	100%	100%																			100%
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	**%**			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	13.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone B

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0				50%																																			100%			
NORTH EAST	0.7%	0									50%				50%									50%	50%	50%	50%	50%																	
YORKSHIRE	28.0%	0	50%		50%																																				50%				
EAST AND SURROUNDING	5.6%	0					25%	50%			50%												50%																		50%		25%		
LONDON/HOME COUNTIES	2.2%	0									100%		100%											100%	100%																				100%
SOUTH EAST	0.2%	0									100%		100%											100%	100%																				100%
NORTH WEST (N)	11.0%	0				50%	50%																																		50%				
NORTH WEST (S)	17.8%	0								33%	100%		33%	33%										100%	67%	67%	33%				33%														
NORTH WEST (E)	11.2%	0					25%	50%			50%												50%																		50%		25%		
NORTH WEST (W)	13.4%	0									100%			50%	50%									100%	100%	100%	100%	50%																
MIDLANDS AND SURROUNDING	4.6%	0									100%		100%											100%	100%																				100%
WALES AND BORDERS	4.1%	0									100%		100%											100%	100%																				100%
SOUTH WEST	1.1%	0									100%		100%											100%	100%																				100%
ISLES/OTHER	0.2%	0									100%		100%											100%	100%																				100%
Total Tickets Sold	0.0%	0																																											

On-site Trips

Origin Area	**%**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	23a	24a
SCOTLAND	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	0.7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YORKSHIRE	28.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAST AND SURROUNDING	5.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON/HOME COUNTIES	2.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH EAST	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	11.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (S)	17.8%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (E)	11.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (W)	13.4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDLANDS AND SURROUNDING	4.6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALES AND BORDERS	4.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH WEST	1.1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ISLES/OTHER	0.2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**23a**	**24a**
SCOTLAND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH EAST	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
YORKSHIRE	40	40	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	0	0
EAST AND SURROUNDING	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	4	0	0
LONDON/HOME COUNTIES	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	3	6	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	5
SOUTH EAST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH WEST (N)	16	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0
NORTH WEST (S)	0	0	0	0	0	0	13	26	0	39	0	0	0	0	0	0	0	0	0	0	26	51	39	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	26	0	0	0	39
NORTH WEST (E)	0	0	0	0	8	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	8	0	0
NORTH WEST (W)	0	0	0	0	0	0	0	19	0	0	19	19	0	0	0	0	0	0	0	19	39	39	39	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0
MIDLANDS AND SURROUNDING	0	0	0	0	0	0	3	7	0	10	0	0	0	0	0	0	0	0	0	7	13	10	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	10
WALES AND BORDERS	0	0	0	0	0	0	3	6	0	9	0	0	0	0	0	0	0	0	0	6	12	9	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	9
SOUTH WEST	0	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2
ISLES/OTHER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	41	99	16	12	24	0	22	63	0	65	19	19	0	0	0	0	32	0	0	63	126	104	39	39	19	0	0	0	22	0	0	0	0	0	0	0	0	99	114	12	0	65

	Source Traffic	Link	Pk Hour		
Towards Rochdale Road	16	4	16	NB	
Ashton Road towards M60	24	41, 5	24	EB	
Hyde Road to South	24	6	24	EB	
Mancunian Way	126	22	126	WB	But reduces after London Road junction
Whitworth Street	0	29, 38	0	EB	
Deansgate	0	33	0	SB	

Appendix K Residents Parking Scheme

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Scheme Boundary
Parking Zones
Proposed Parking Zones
400m Walking Routes
800m Walking Routes
1,200m Walking Routes
1,600m Walking Routes
2,000m Walking Routes

A1 Scale 1:7,500

PLAN FOR IDENTIFICATION PURPOSES ONLY

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Growth & Development Directorate
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MANCHESTER CITY COUNCIL

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OVG Manchester

Transport Assessment Addendum

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27 March 2020

Revision P02

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Revision	Description	Issued by	Date	Checked
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author	**George Magnisalis**
date	**27/03/2020**
approved	**Chris Mullett**
signature	
date	**27/03/2020**

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1 Introduction

1.1.1 This Transport Assessment Addendum (TAA) has been prepared by Buro Happold on behalf of OVG Manchester Limited (OVG), 'the Applicant', in support of a planning application for a new multi-use indoor arena ('OVG Manchester') at the Etihad Campus in Manchester. The document will be submitted to Manchester City Council (MCC) who are the local planning and highway authority.

1.1.2 A Transport Assessment (TA) was submitted with the planning application, which sets out the development proposals and assesses the transport impacts arising from the proposed development. The scope and methodology followed in the TA was agreed during the pre-application scoping discussions with MCC and Transport for Greater Manchester (TfGM).

1.1.3 MCC has subsequently requested that further analysis be undertaken to assess the impact of the proposed arena traffic on journey times across Manchester, in addition to the scope of the assessment followed in the TA, and this report provides this assessment.

1.1.4 This TAA should be read in conjunction with the TA submitted with the planning application for OVG Manchester.

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2 Assessment Scope and Baseline Journey Time Data

2.1 Scope

2.1.1 MCC have requested that the impact of the proposed arena traffic be assessed on journey times across Manchester and have identified six locations on the highway network that the assessment should focus on. These are described as follows and identified on Figure 2.1:

- Rochdale Road to the north;
- Ashton Road extending to M60 to the east;
- Hyde Road to the south;
- City Centre and ring road, namely;
    - Mancunian Way;
    - Whitworth Street; and
    - Deansgate.

2.1.2 Origin/Destination (OD) pairs and corresponding routes have been selected by Buro Happold to give a geographic spread of journeys across the city to illustrate typical journeys that may be made by people living/working in the city. The nine routes selected have an origin in the city centre (Deansgate) and a destination taken to be where the route crosses the M60 orbital route, for the purpose of this assessment. Journeys between OD pairs were considered in both directions. As well as giving a geographical spread of journeys across the city, the routes were also devised to include the locations on the network that were identified by MCC for particular focus, as shown in Figure 2.1.

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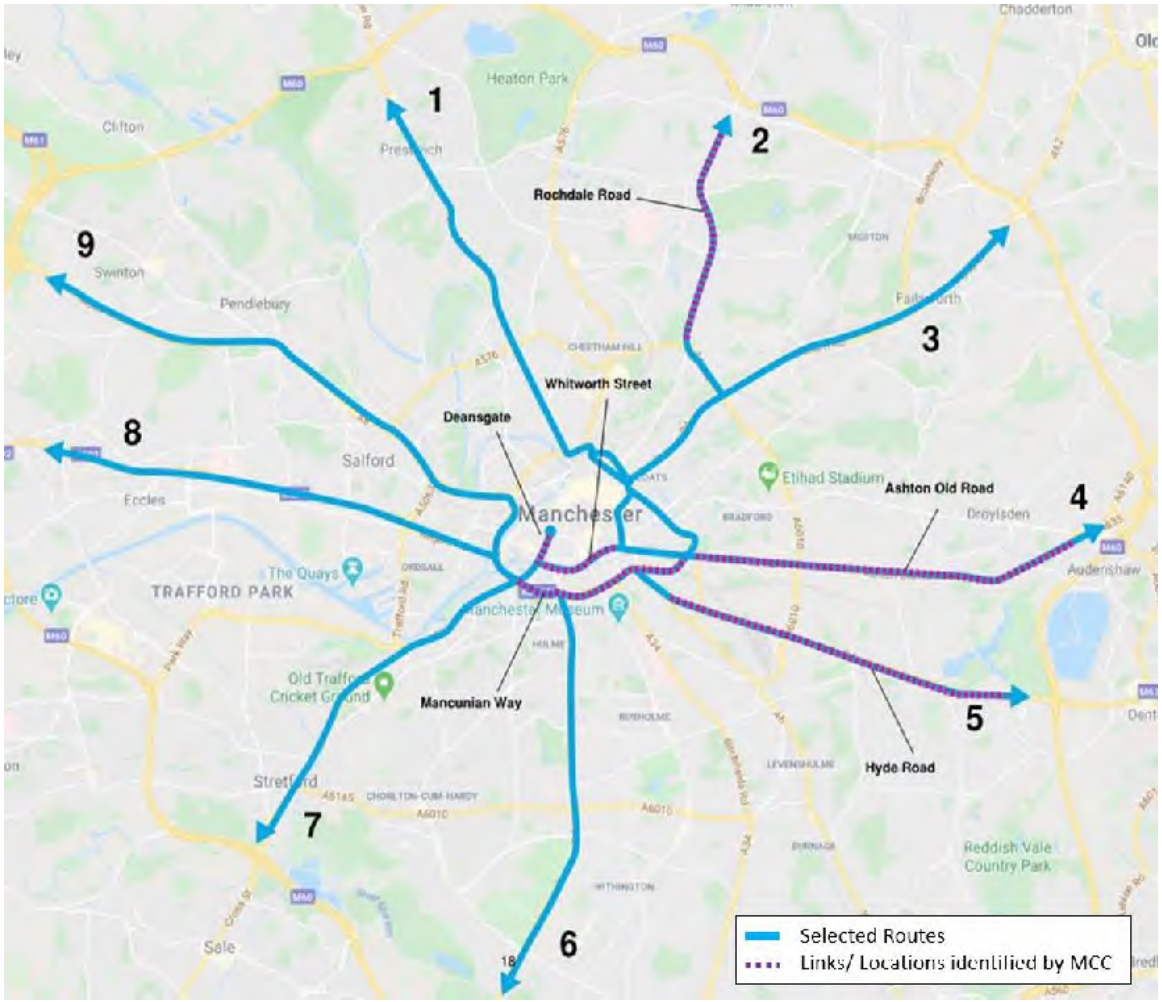


Figure 2.1 Routes Assessed for Journey Time Analysis

2.1.3 The routes assessed for the journey time analysis are shown in Figure 2.1 and described as follows:

- Route 1: Deansgate – Bury New Road;
- Route 2: Deansgate – Rochdale Road;
- Route 3: Deansgate – Oldham Road;
- Route 4: Deansgate – Ashton Old Road;
- Route 5: Deansgate – Hyde Road;
- Route 6: Deansgate – Princess Road;
- Route 7: Deansgate – Chester Road;
- Route 8: Deansgate – M602/ Regent Road; and
- Route 9: Deansgate – A6/ A580.

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2.2 Journey Time Data Source

2.2.1 TfGM collect data from Bluetooth sensors installed roadside at locations across the city. The sensors will detect Bluetooth devices carried or equipped in vehicles travelling on the road within their discovery range. A software platform then correlates the Bluetooth ID with a timestamp as vehicles pass the sensor. This data can then be used to assess travel times and travel patterns of traffic in an area of interest for a given period of time. This is illustrated conceptually in Figure 2.2.



Figure 2.2 Operation of Bluetooth Sensors

2.2.2 TfGM have used their Bluetooth datasets and analytical computer software to provide 'baseline' journey time data to be used in this assessment, that is for journey times across the city prior to operation of the proposed arena. Buro Happold asked that TfGM identify what relevant data they had that could be made available for this assessment, and the following available data was subsequently provided:

- A 'typical' day in Manchester, when there were no major events occurring, and not during the school holiday periods;
- A day when there was a football match at Etihad Stadium; and
- A day when there was an event at the Manchester Arena.

2.2.3 The journey times provided by TfGM are based on their latest available Bluetooth data from October and November 2019. The TfGM journey times were collected on weekday football matches at Etihad Stadium with Dinamo Zagreb and Shakhtar Donetsk playing Manchester City, and on Saturday football matches at Etihad Stadium with Aston Villa and Chelsea playing Manchester City. Similarly, the TfGM journey times were collected on weekday Manchester Arena events, including Russell Howard, Impractical Jokers, Christina Aguilera and Liam Gallagher events, and on Saturday, Disney on Ice and Marvel Universe events.

2.2.4 To align with the scope of the assessment contained in the TA, the assessment primarily focuses on the weekday evening period, which is considered to represent the worst-case scenario in terms of background 'commuter' traffic on the network and major events occurring at the venues considered. This period is then broken down into time periods, as follows:

- Weekday PM network peak (17:00-18:00);

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- Weekday evening proposed arena arrival peak (19:00-20:00); and
- Weekday evening proposed arena departure peak (22:00-23:00).

2.2.5 However, further journey time data was also obtained from TfGM that covers the following periods:

- Saturday matinee proposed arena arrival peak (12:00-13:00); and
- Saturday matinee proposed arena departure peak (16:00-17:00).

2.2.6 The baseline journey time data provided by TfGM during all aforementioned time periods, including the journey time differences between a non-event day and a football match day at Etihad Stadium and between a non-event day and a Manchester Arena event day are contained within Appendix A.

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3 Impact on Journey times

3.1 Estimating Junction Delays

3.1.1 The TA provides an assessment of the additional vehicle trips generated by the proposed arena and a distribution of these trips at junctions in the immediate vicinity of the Etihad Campus as agreed during the scoping stage; and the distribution of these trips on the wider network, as requested subsequently by MCC. The wider network distribution has now been used to assign arena traffic onto the routes being assessed for the journey time analysis and at key junctions on these routes. The location of the junctions on the nine routes being assessed for the journey time analysis is shown in Figure 3.1.

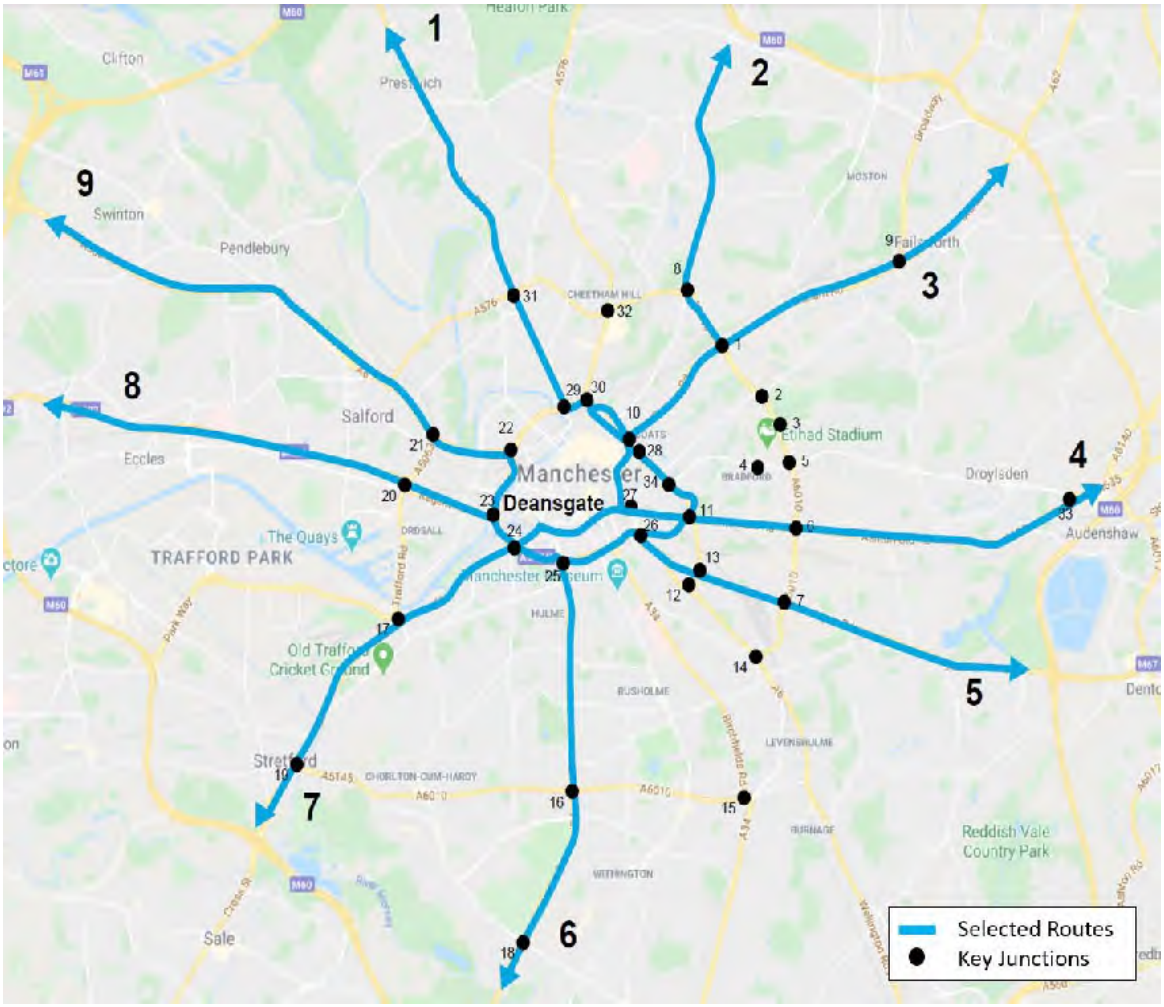


Figure 3.1 Key Junctions

3.1.2 The results of detailed junction modelling undertaken at the junctions in close proximity to the Etihad Campus is provided in the TA. The junction modelling outputs have been used to derive average increase in total traffic and average delay factors across the modelled junctions. These factors can then be applied to the other junctions on the routes being assessed as identified in Figure 3.1. to estimate the additional delay to traffic using these routes as a result of traffic generated by the proposed arena.

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3.1.3 The estimated delays at each of the junctions during the network and development peak periods have been added to the baseline journey times for each of the routes shown in Figure 3.1. When a route goes through a junction, the delay from the junction is added to the baseline journey time to derive the increase in journey time during each period, as a result of the additional arena traffic. It should be noted that the delay at junction 27, as shown in Figure 3.1, acts as a proxy for the delay at other signalised junctions within Manchester city centre (i.e. within the ring road).

3.1.4 The total increase in journey time on each of the routes as a result of arena traffic is shown in Table 3.1 for each assessment period. The increase in journey time is considered to be the same for vehicles travelling in both directions on these routes.

Table 3.1 Increase in Journey Times from Baseline Resulting from Arena Traffic

Routes to/ from Deansgate	Delay in Journey Time Due to Additional Arena Traffic				
	Weekday Assessment Periods			Saturday Assessment Periods	
	17:00 – 18:00	19:00 – 20:00	22:00 – 23:00	12:00 – 13:00	16:00 – 17:00
Route 1: Bury New Road	00:00:38	00:00:50	00:00:00	00:00:23	00:00:00
Route 2: Rochdale / Oldham Road	00:03:21	00:00:45	00:00:05	00:00:27	00:00:29
Route 3: Oldham Road	00:03:28	00:00:54	00:00:17	00:00:32	00:00:36
Route 4: Ashton Old Road	00:00:42	00:00:57	00:00:30	00:00:27	00:00:17
Route 5: Hyde Road	00:00:15	00:00:20	00:00:16	00:00:10	00:00:07
Route 6: Princess Road	00:00:20	00:00:27	00:00:38	00:00:11	00:00:13
Route 7: Chester Road	00:00:11	00:00:15	00:00:12	00:00:07	00:00:05
Route 8: M602/ Regent Road	00:00:08	00:00:11	00:00:12	00:00:05	00:00:05
Route 9: A6/A580	00:00:08	00:00:10	00:00:08	00:00:05	00:00:03

3.1.5 Table 3.1 shows that the impact of arena traffic on journey times is lower on routes that are further away from the Etihad Campus when compared to routes that travel closer such as towards Rochdale Road and Oldham Road, to the north of the Campus. The biggest increase in journey times has been observed at these two routes (routes 2 and 3) during the weekday PM network peak period.

3.1.6 Routes 2 and 3 will have a higher impact due to the arena traffic, when compared to the remaining routes. This is due to the fact that routes 2 and 3 are closer to Etihad Campus, while all other routes are located further away. Therefore, it is expected that the arena traffic will be widely distributed on the highway network, and locations/ links that are further away from the Campus will be less impacted by an arena event.

3.1.7 It should be noted that the increase in journey times shown in Table 3.1 presents the worst-case scenario, which is when 'event traffic flows' are generated by an arena event coinciding with a football match at Etihad Stadium. There could be 10-15 arena events per year that will coincide with matches at the Etihad Stadium. The mitigation measures proposed to help manage the transport impacts of these occasions are described in full in the TA.

3.1.8 Full outputs of the total delays on journey times on these nine routes during a football match day at Etihad Stadium and during a Manchester Arena event day, including the proposed arena impact are included in Appendix C.

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3.1.9 Figure 3.2 shows the average increase in delay from the baseline across all routes (in both directions) on a proposed arena event day, a Etihad Stadium event day and a Manchester Arena event day, during the weekday evening assessment periods.

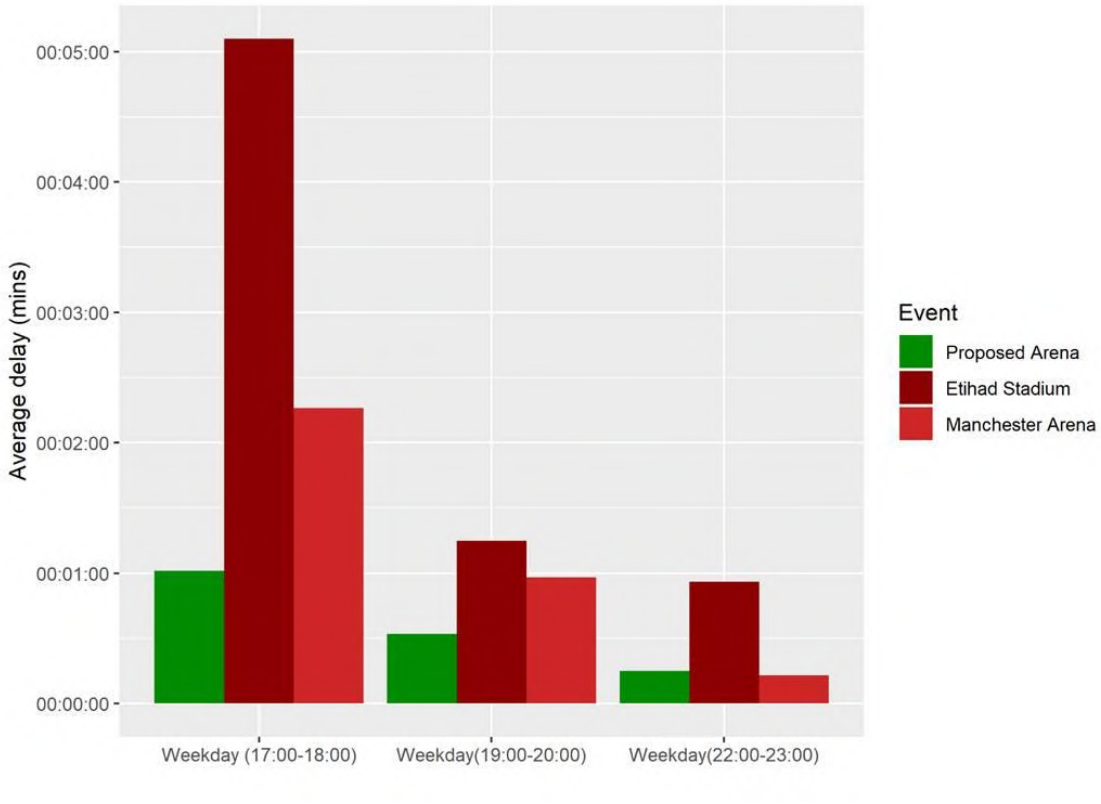


Figure 3.2 Increase in Delay by Event Type Compared with Typical Traffic Conditions (Non-event Day)

3.1.10 Figure 3.2 shows that the biggest increase in delays occurs during the weekday PM network peak period. It is noted that the delays due to the events at Etihad Stadium are significantly higher than delays generated by a proposed arena event, as would be expected due to the higher spectator capacity of the Etihad Stadium. In the worst-case scenario, which is an arena event coinciding with a football match at Etihad Stadium, an increase of up to one minute is anticipated on top of the existing average delay due to a football match day at Etihad Stadium.

3.1.11 The difference in delay generated by Manchester Arena compared to the proposed arena is likely due to a number of factors including:

- A lower car mode share adopted for the proposed arena when compared with the Manchester Arena, as a result of the proposed arena transport mitigation strategy;
- The location of the proposed arena is further away from the City Centre and therefore in a less congested network and where there are less delays occurring due to fewer junctions and traffic signals etc;
- Delays occurring on links between junctions not fully represented in the proposed arena analysis; and
- Differences in arrival and departure times between the proposed arena and Manchester Arena.

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3.1.12 It should also be noted that the difference in delay between the two arenas is only up to a minute (approximately) and therefore within the realms of typical fluctuations in traffic patterns across the wider network.

3.1.13 Figure 3.3 to Figure 3.5 show the average delay in seconds per route during the following assessed periods:

- A day when there is a football match at Etihad Stadium;
- A day when there is an event at the Manchester Arena; and
- A day when there is an event at the proposed arena.

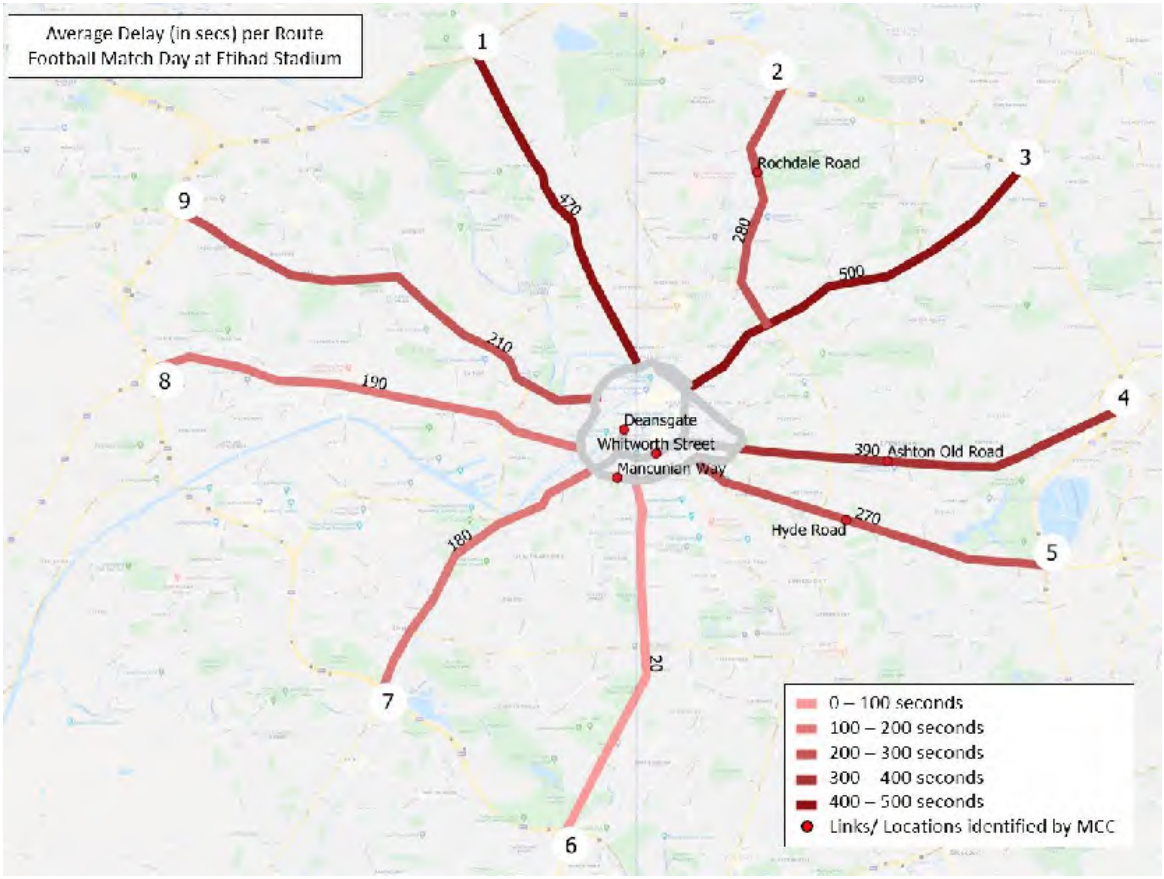


Figure 3.3 Average Delay per Route (Football Match Day at Etihad Stadium)

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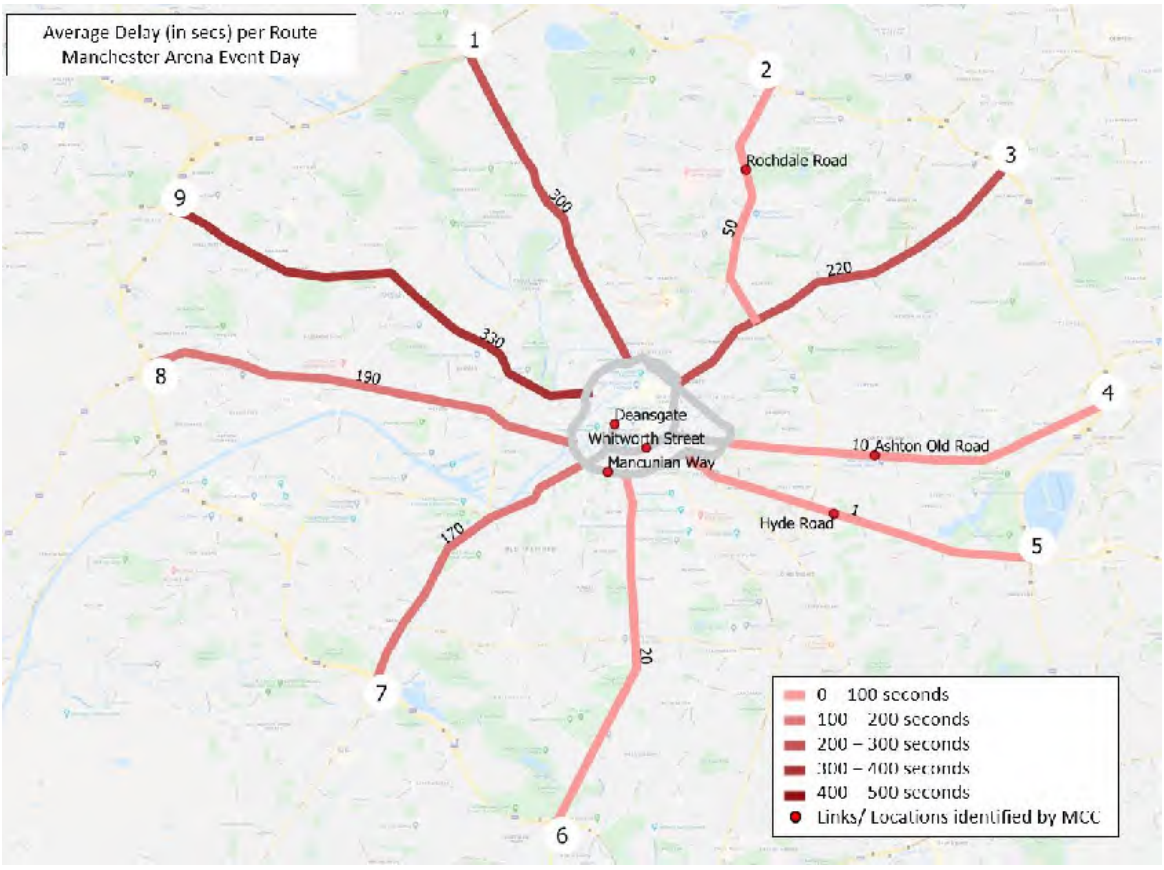


Figure 3.4 Average Delay per Route (Manchester Arena Event Day)

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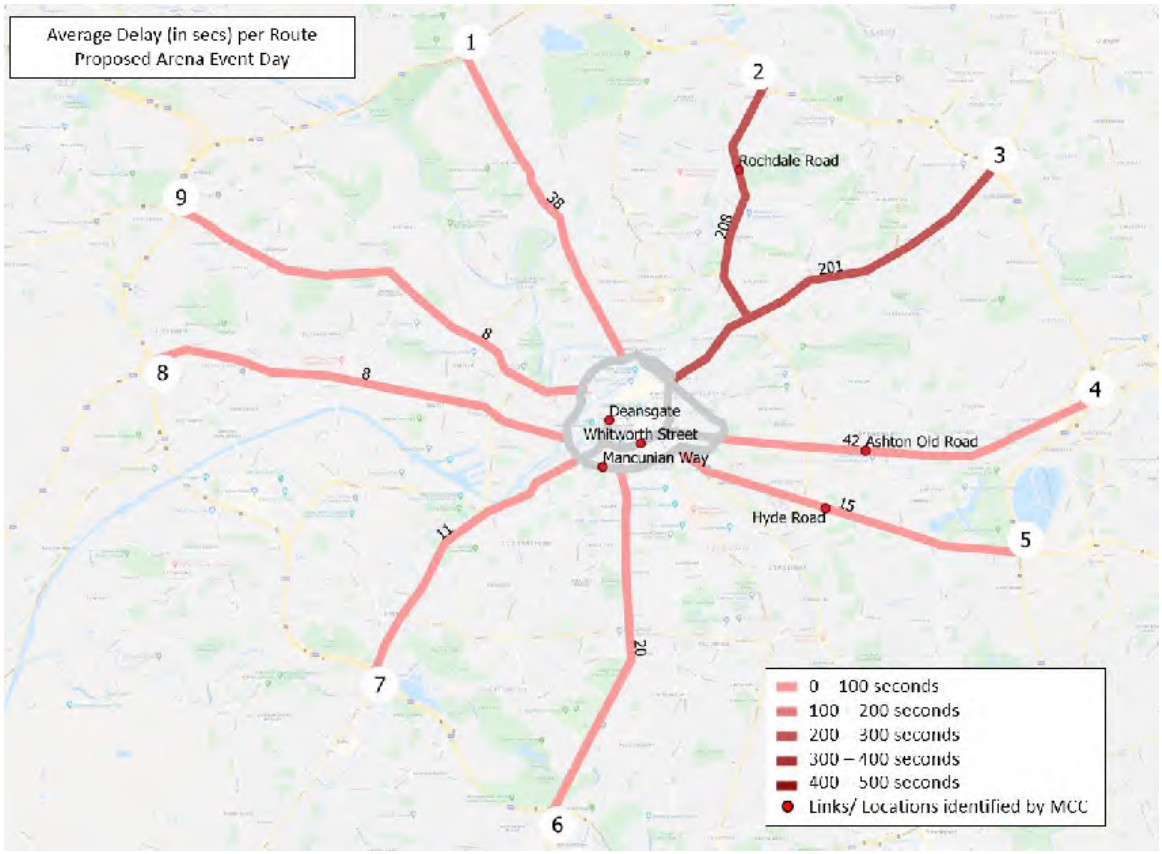


Figure 3.5 Average Delay per Route (Proposed Arena Event Day)

3.1.14 The full analysis of the journey time data is provided in the Appendix.

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4 Summary

4.1.1 This Transport Assessment Addendum (TAA) has been prepared by Buro Happold on behalf of OVG Manchester Limited (OVG), 'the Applicant', in support of a planning application for a new multi-use indoor arena ('OVG Manchester') at the Etihad Campus in Manchester. The document will be submitted to Manchester City Council (MCC) who are the local planning and highway authority.

4.1.2 A Transport Assessment (TA) was submitted with the planning application, which sets out the development proposals and assesses the transport impacts arising from the proposed development. The scope and methodology followed in the TA was agreed during the pre-application scoping discussions with MCC and Transport for Greater Manchester (TfGM).

4.1.3 MCC has subsequently requested that further analysis be undertaken to assess the impact of arena traffic on journey times across Manchester, in addition to the scope of the assessment followed in the TA, and this report provides this assessment. This TAA should be read in conjunction with the TA submitted with the planning application for OVG Manchester.

4.1.4 Nine routes have been chosen to broadly assess the impact of traffic generated by the arena on journey times in the city during weekday and weekend periods on:

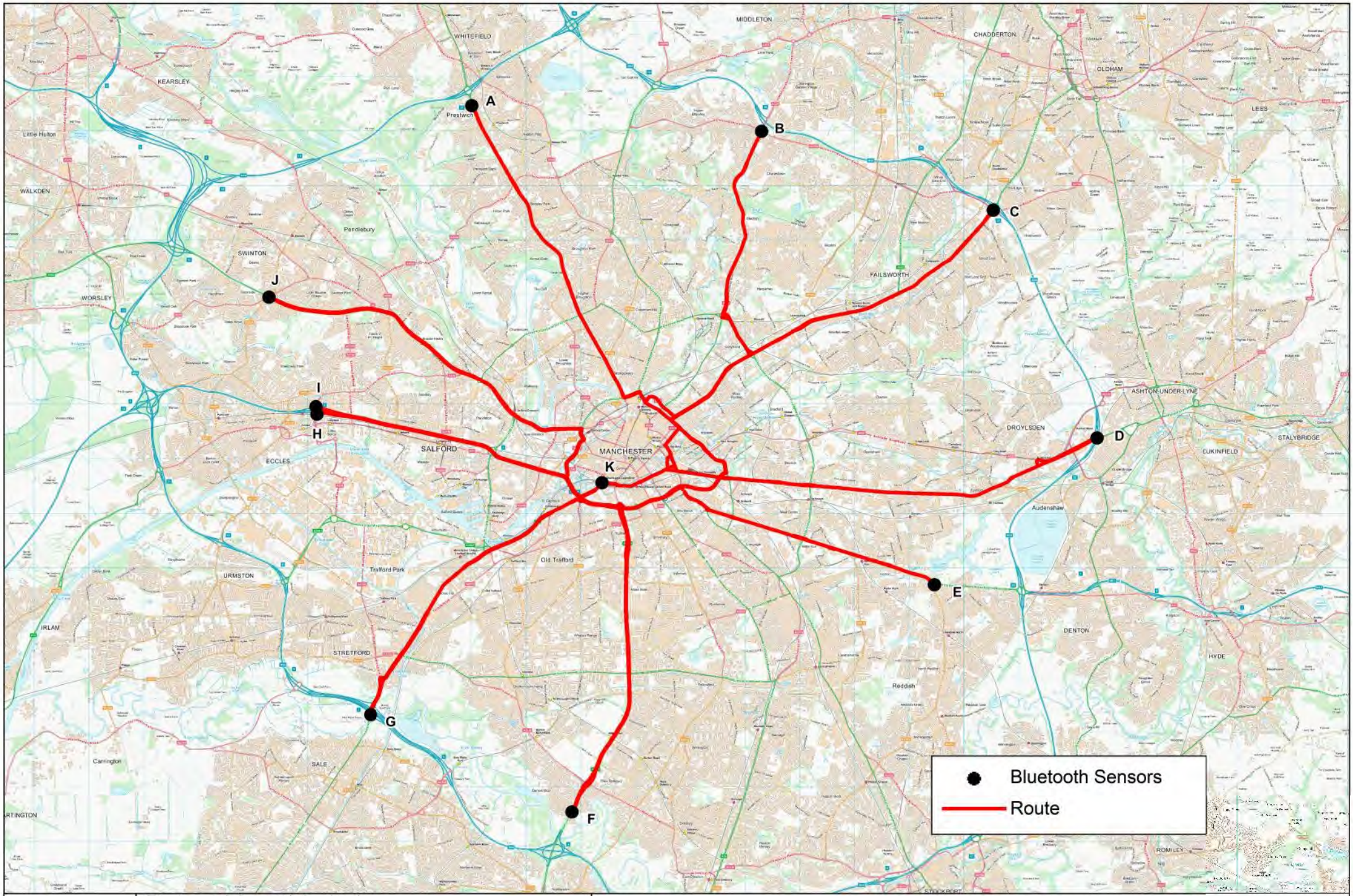
- A 'typical' day in Manchester, when there were no major events occurring;
- A day when there was a football match at Etihad Stadium; and
- A day when there was an event at the Manchester Arena.

4.1.5 Overall, it is expected that the arena traffic will be widely distributed on the highway network, and locations/ links that are further away from the Etihad Campus will be less impacted by an arena event. It should be noted that the increase in journey times presented in this TAA presents the worst-case scenario, which is an arena event coinciding with a football match at Etihad Stadium, where an increase of up to one minute is anticipated on top of the existing average delay due to a football match day at Etihad Stadium. There could be 10-15 arena events per year that will coincide with matches at the Etihad Stadium. Events at the proposed development would be scheduled where possible to ensure that they do not coincide with events at the Etihad Stadium. A comprehensive transport mitigation strategy has been devised to mitigate the impact of these occasions and this is set out in detail in the TA.

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Appendix A – TfGM Journey Time Data

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Transport for Greater Manchester

Routes- origins and destinations

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Bury New Rd - M60 to Deansgate (A to K)			
Time	Match Day - Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:48:50	00:40:10	00:41:30
Weekday (19:00-20:00)	00:35:30	00:35:30	00:35:30
Weekday (22:00-23:00)	00:32:50	00:32:50	00:32:50
Saturday (12:00-13:00)	00:40:00	00:40:00	00:43:40
Saturday (16:00-17:00)	00:57:00	00:42:40	00:45:00

Bury New Rd - Deansgate to M60 (K to A)			
Time	Match Day - Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	01:07:10	00:59:20	01:04:20
Weekday (19:00-20:00)	00:40:40	00:40:40	00:40:40
Weekday (22:00-23:00)	00:38:00	00:38:00	00:38:00
Saturday (12:00-13:00)	00:57:20	00:43:40	00:43:40
Saturday (16:00-17:00)	00:47:50	00:47:50	00:50:00

Rochdale/Oldham Rd - M60 to Deansgate (B to K)			
Time	Match Day - Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:45:10	00:35:30	00:37:30
Weekday (19:00-20:00)	00:34:40	00:31:50	00:31:50
Weekday (22:00-23:00)	00:29:40	00:29:40	00:29:40
Saturday (12:00-13:00)	00:35:50	00:33:20	00:34:00
Saturday (16:00-17:00)	00:43:00	00:36:50	00:39:10

Rochdale Rd/Oldham Rd - Deansgate to M60 (K to B)			
Time	Match Day - Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	01:00:10	00:51:50	00:55:30
Weekday (19:00-20:00)	00:38:10	00:36:30	00:36:30
Weekday (22:00-23:00)	00:37:30	00:36:30	00:36:30
Saturday (12:00-13:00)	00:56:30	00:39:50	00:40:10
Saturday (16:00-17:00)	00:41:40	00:41:40	00:42:50

Oldham Rd - M60 to Deansgate (C to K)			
Time	Match Day - Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:45:00	00:37:00	00:38:50
Weekday (19:00-20:00)	00:34:50	00:33:10	00:33:10
Weekday (22:00-23:00)	00:31:40	00:31:20	00:31:20
Saturday (12:00-13:00)	00:36:40	00:34:50	00:35:00
Saturday (16:00-17:00)	00:41:30	00:38:30	00:40:20

Oldham Rd - Deansgate to M60 (K to C)			
Time	Match Day - Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:56:20	00:51:40	00:52:30
Weekday (19:00-20:00)	00:37:50	00:37:50	00:37:50
Weekday (22:00-23:00)	00:37:10	00:37:10	00:37:10
Saturday (12:00-13:00)	00:55:20	00:40:20	00:40:20
Saturday (16:00-17:00)	00:41:50	00:41:50	00:42:00

Ashton Old Rd - M60 to Deansgate (D to K)			
Time	Match Day - Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:29:50	00:26:40	00:29:40
Weekday (19:00-20:00)	00:21:00	00:18:30	00:19:50
Weekday (22:00-23:00)	00:22:00	00:16:50	00:16:50
Saturday (12:00-13:00)	00:23:50	00:21:20	00:22:40
Saturday (16:00-17:00)	00:24:00	00:19:50	00:21:50

Ashton Old Rd - Deansgate to M60 (K to D)			
Time	Match Day - Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:39:10	00:32:40	00:32:50
Weekday (19:00-20:00)	00:25:00	00:18:50	00:18:50
Weekday (22:00-23:00)	00:19:00	00:16:40	00:16:40
Saturday (12:00-13:00)	00:24:10	00:21:00	00:21:00
Saturday (16:00-17:00)	00:25:00	00:19:30	00:20:10

Hyde Rd - M60 to Deansgate (E to K)			
Time	Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:20:30	00:19:00	00:21:00
Weekday (19:00-20:00)	00:14:00	00:14:00	00:14:50
Weekday (22:00-23:00)	00:15:30	00:13:00	00:13:00
Saturday (12:00-13:00)	00:16:30	00:15:30	00:17:50
Saturday (16:00-17:00)	00:14:40	00:14:40	00:16:40

Hyde Road - Deansgate to M60 (K to E)			
Time	Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:28:40	00:24:10	00:24:10
Weekday (19:00-20:00)	00:14:50	00:14:00	00:14:00
Weekday (22:00-23:00)	00:15:10	00:12:00	00:12:00
Saturday (12:00-13:00)	00:14:00	00:13:20	00:16:20
Saturday (16:00-17:00)	00:16:50	00:15:10	00:15:10

Princess Rd - M60 to Deansgate (F to K)			
Time	Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:23:30	00:22:00	00:24:50
Weekday (19:00-20:00)	00:15:20	00:14:30	00:18:30
Weekday (22:00-23:00)	00:13:30	00:13:20	00:13:30
Saturday (12:00-13:00)	00:17:40	00:16:30	00:18:10
Saturday (16:00-17:00)	00:17:40	00:15:50	00:17:20

Princess Rd - Deansgate to M60 (K to F)			
Time	Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:27:10	00:26:50	00:27:10
Weekday (19:00-20:00)	00:14:40	00:14:20	00:15:10
Weekday (22:00-23:00)	00:11:50	00:11:50	00:11:50
Saturday (12:00-13:00)	00:14:20	00:14:20	00:14:30
Saturday (16:00-17:00)	00:14:50	00:14:50	00:17:00

Chester Rd - M60 to Deansgate (G to K)			
Time	Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:22:10	00:15:40	00:19:10
Weekday (19:00-20:00)	00:11:40	00:11:20	00:12:30
Weekday (22:00-23:00)	00:11:00	00:11:00	00:11:00
Saturday (12:00-13:00)	00:12:00	00:11:50	00:12:40
Saturday (16:00-17:00)	00:12:50	00:12:30	00:12:50

Chester Rd - Deansgate to M60 (K to G)			
Time	Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:22:30	00:19:30	00:22:20
Weekday (19:00-20:00)	00:11:00	00:11:00	00:13:10
Weekday (22:00-23:00)	00:10:10	00:10:10	00:10:10
Saturday (12:00-13:00)	00:11:50	00:11:50	00:12:10
Saturday (16:00-17:00)	00:12:10	00:11:40	00:15:50

M602/Regent Rd - M60 to Deansgate (I to K)			
Time	Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:24:10	00:15:50	00:16:50
Weekday (19:00-20:00)	00:13:00	00:11:20	00:15:10
Weekday (22:00-23:00)	00:10:10	00:09:30	00:11:00
Saturday (12:00-13:00)	00:13:50	00:13:10	00:14:50
Saturday (16:00-17:00)	00:12:20	00:12:20	00:17:20

M602/Regent Rd - Deansgate to M60 (K to H)			
Time	Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:22:30	00:19:20	00:22:30
Weekday (19:00-20:00)	00:10:50	00:09:40	00:12:50
Weekday (22:00-23:00)	00:10:20	00:09:50	00:11:20
Saturday (12:00-13:00)	00:09:40	00:09:40	00:09:40
Saturday (16:00-17:00)	00:09:40	00:09:40	00:10:30

A6/A580 - M60 to Deansgate (J to K)			
Time	Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:28:20	00:25:50	00:27:40
Weekday (19:00-20:00)	00:18:40	00:17:30	00:17:40
Weekday (22:00-23:00)	00:15:30	00:15:30	00:15:30
Saturday (12:00-13:00)	00:18:00	00:18:00	00:19:10
Saturday (16:00-17:00)	00:22:50	00:19:20	00:21:50

A6/A580 - Deansgate to M60 (K to J)			
Time	Etihad Stadium	Non Event Day	Manchester Arena Event
Weekday (17:00-18:00)	00:44:40	00:41:10	00:46:40
Weekday (19:00-20:00)	00:20:30	00:19:10	00:19:10
Weekday (22:00-23:00)	00:16:40	00:15:50	00:16:40
Saturday (12:00-13:00)	00:19:20	00:19:20	00:19:40
Saturday (16:00-17:00)	00:27:30	00:22:30	00:26:20

Data obtained from TfGM's network of Bluetooth sensors. Journey times calculated with data from October/November 2019. Non event day journey times do not include bank/school holidays.
Weekday MCR events include Russell Howard, Impractical Jokers, Christina Aguilera and Liam Gallagher. Weekday MCR City match days include Dinamo Zagreb and Shakhtar Donetsk.
Saturday MCR events include Disney on Ice and Marvel Universe. Saturday MCR City match days include Aston Villa and Chelsea. Journey times rounded to the nearest 10 seconds.

Transport for Greater Manchester

Journey Time Differences from a Non Event Day

Bury New Rd - M60 to Deansgate (A to K)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:08:40	00:01:20
Weekday (19:00-20:00)	00:00:00	00:00:00
Weekday (22:00-23:00)	00:00:00	00:00:00
Saturday (12:00-13:00)	00:00:00	00:03:40
Saturday (16:00-17:00)	00:14:20	00:02:20

Bury New Rd - Deansgate to M60 (K to A)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:07:50	00:05:00
Weekday (19:00-20:00)	00:00:00	00:00:00
Weekday (22:00-23:00)	00:00:00	00:00:00
Saturday (12:00-13:00)	00:13:40	00:00:00
Saturday (16:00-17:00)	00:00:00	00:02:10

Rochdale/Oldham Rd - M60 to Deansgate (B to K)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:09:40	00:02:00
Weekday (19:00-20:00)	00:02:50	00:00:00
Weekday (22:00-23:00)	00:00:00	00:00:00
Saturday (12:00-13:00)	00:02:30	00:00:40
Saturday (16:00-17:00)	00:06:10	00:02:20

Rochdale Rd/Oldham Rd - Deansgate to M60 (K to B)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:08:20	00:03:40
Weekday (19:00-20:00)	00:01:40	00:00:00
Weekday (22:00-23:00)	00:01:00	00:00:00
Saturday (12:00-13:00)	00:16:40	00:00:20
Saturday (16:00-17:00)	00:00:00	00:01:10

Oldham Rd - M60 to Deansgate (C to K)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:08:00	00:01:50
Weekday (19:00-20:00)	00:01:40	00:00:00
Weekday (22:00-23:00)	00:00:20	00:00:00
Saturday (12:00-13:00)	00:01:50	00:00:10
Saturday (16:00-17:00)	00:03:00	00:01:50

Oldham Rd - Deansgate to M60 (K to C)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:04:40	00:00:50
Weekday (19:00-20:00)	00:00:00	00:00:00
Weekday (22:00-23:00)	00:00:00	00:00:00
Saturday (12:00-13:00)	00:15:00	00:00:00
Saturday (16:00-17:00)	00:00:00	00:00:10

Ashton Old Rd - M60 to Deansgate (D to K)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:03:10	00:03:00
Weekday (19:00-20:00)	00:02:30	00:01:20
Weekday (22:00-23:00)	00:05:10	00:00:00
Saturday (12:00-13:00)	00:02:30	00:01:20
Saturday (16:00-17:00)	00:04:10	00:02:00

Ashton Old Rd - Deansgate to M60 (K to D)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:06:30	00:00:10
Weekday (19:00-20:00)	00:06:10	00:00:00
Weekday (22:00-23:00)	00:02:20	00:00:00
Saturday (12:00-13:00)	00:03:10	00:00:00
Saturday (16:00-17:00)	00:05:30	00:00:40

Hyde Rd - M60 to Deansgate (E to K)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:01:30	00:02:00
Weekday (19:00-20:00)	00:00:00	00:00:50
Weekday (22:00-23:00)	00:02:30	00:00:00
Saturday (12:00-13:00)	00:01:00	00:02:20
Saturday (16:00-17:00)	00:00:00	00:02:00

Hyde Road - Deansgate to M60 (K to E)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:04:30	00:00:00
Weekday (19:00-20:00)	00:00:50	00:00:00
Weekday (22:00-23:00)	00:03:10	00:00:00
Saturday (12:00-13:00)	00:00:40	00:03:00
Saturday (16:00-17:00)	00:01:40	00:00:00

Princess Rd - M60 to Deansgate (F to K)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:01:30	00:02:50
Weekday (19:00-20:00)	00:00:50	00:04:00
Weekday (22:00-23:00)	00:00:10	00:00:10
Saturday (12:00-13:00)	00:01:10	00:01:40
Saturday (16:00-17:00)	00:01:50	00:01:30

Princess Rd - Deansgate to M60 (K to F)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:00:20	00:00:20
Weekday (19:00-20:00)	00:00:20	00:00:50
Weekday (22:00-23:00)	00:00:00	00:00:00
Saturday (12:00-13:00)	00:00:00	00:00:10
Saturday (16:00-17:00)	00:00:00	00:02:10

Chester Rd - M60 to Deansgate (G to K)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:06:30	00:03:30
Weekday (19:00-20:00)	00:00:20	00:01:10
Weekday (22:00-23:00)	00:00:00	00:00:00
Saturday (12:00-13:00)	00:00:10	00:00:50
Saturday (16:00-17:00)	00:00:20	00:00:20

Chester Rd - Deansgate to M60 (K to G)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:03:00	00:02:50
Weekday (19:00-20:00)	00:00:00	00:02:10
Weekday (22:00-23:00)	00:00:00	00:00:00
Saturday (12:00-13:00)	00:00:00	00:00:20
Saturday (16:00-17:00)	00:00:30	00:04:10

M602/Regent Rd - M60 to Deansgate (I to K)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:08:20	00:01:00
Weekday (19:00-20:00)	00:01:40	00:03:50
Weekday (22:00-23:00)	00:00:40	00:01:30
Saturday (12:00-13:00)	00:00:40	00:01:40
Saturday (16:00-17:00)	00:00:00	00:05:00

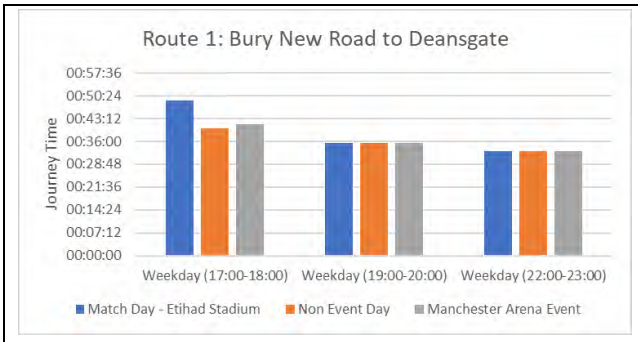
M602/Regent Rd - Deansgate to M60 (K to H)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:03:10	00:03:10
Weekday (19:00-20:00)	00:01:10	00:03:10
Weekday (22:00-23:00)	00:00:30	00:01:30
Saturday (12:00-13:00)	00:00:00	00:00:00
Saturday (16:00-17:00)	00:00:00	00:00:50

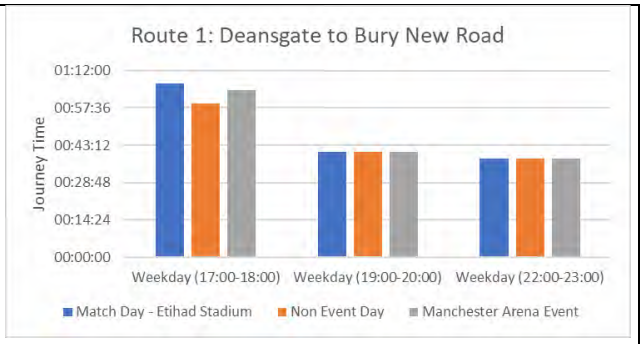
A6/A580 - M60 to Deansgate (J to K)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:02:30	00:01:50
Weekday (19:00-20:00)	00:01:10	00:00:10
Weekday (22:00-23:00)	00:00:00	00:00:00
Saturday (12:00-13:00)	00:00:00	00:01:10
Saturday (16:00-17:00)	00:03:30	00:02:30

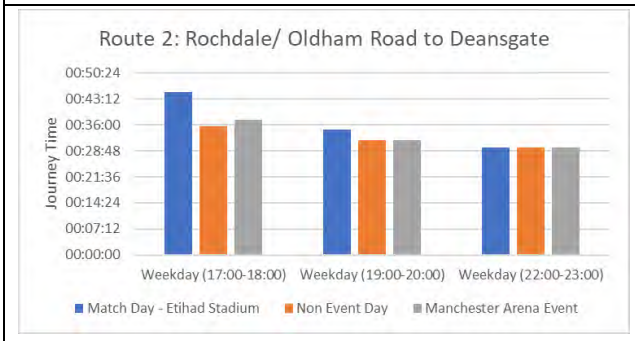
A6/A580 - Deansgate to M60 (K to J)		
Time	Match Day - Etihad Stadium	Manchester Arena Event
Weekday (17:00-18:00)	00:03:30	00:05:30
Weekday (19:00-20:00)	00:01:20	00:00:00
Weekday (22:00-23:00)	00:00:50	00:00:50
Saturday (12:00-13:00)	00:00:00	00:00:20
Saturday (16:00-17:00)	00:05:00	00:03:50

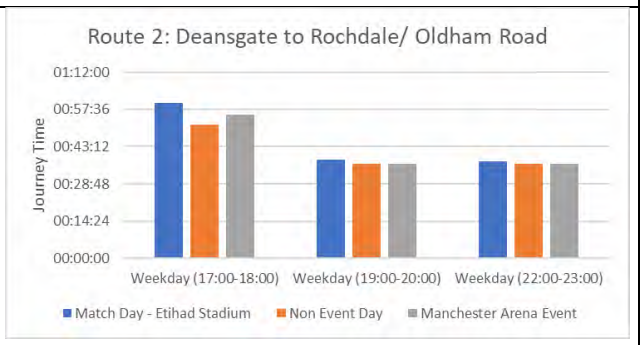
Data obtained from TfGM's network of Bluetooth sensors. Journey times calculated with data from October/November 2019. Non event day journey times do not include bank/school holidays.
Weekday MCR events include Russell Howard, Impractical Jokers, Christina Aguilera and Liam Gallagher. Weekday MCR City match days include Dinamo Zagreb and Shakhtar Donetsk.
Saturday MCR events include Disney on Ice and Marvel Universe. Saturday MCR City match days include Aston Villa and Chelsea. Journey times rounded to the nearest 10 seconds.

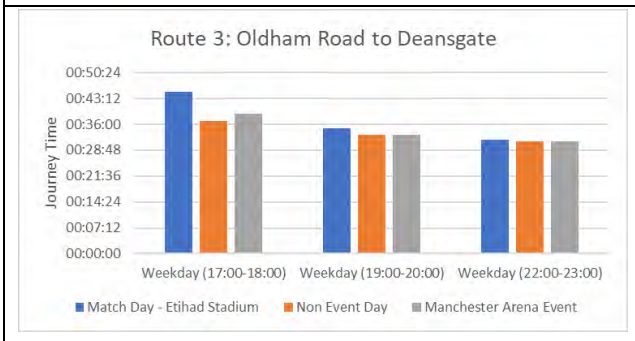
Transport for Greater Manchester

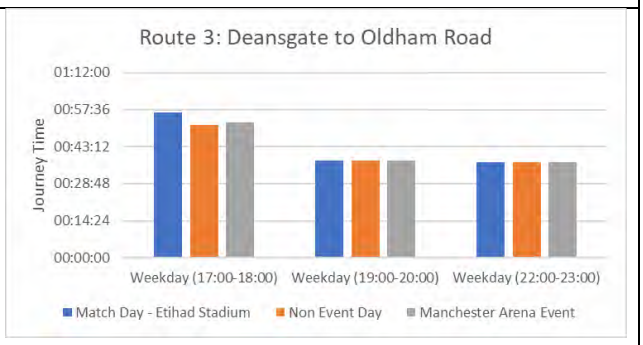

Route 1: Bury New Road to Deansgate
Journey Time
00:57:36
00:50:24
00:43:12
00:36:00
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

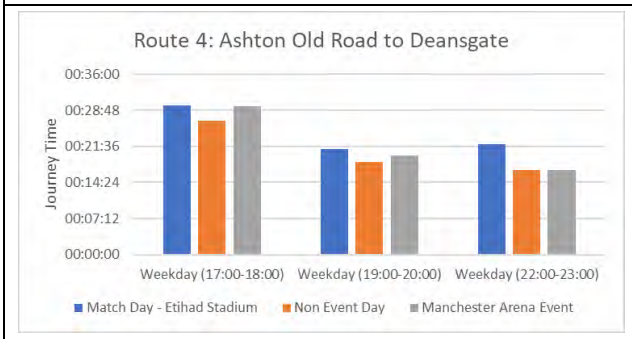

Route 1: Deansgate to Bury New Road
Journey Time
01:12:00
00:57:36
00:43:12
00:28:48
00:14:24
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

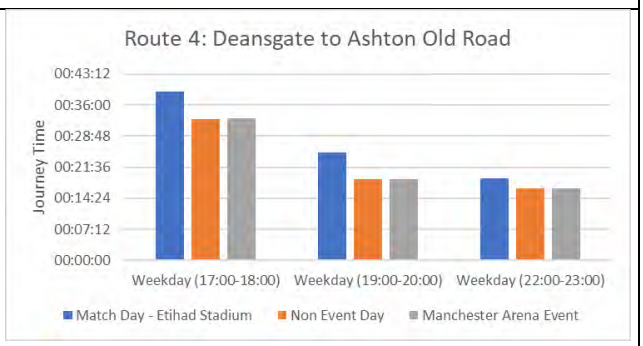

Route 2: Rochdale/ Oldham Road to Deansgate
Journey Time
00:50:24
00:43:12
00:36:00
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

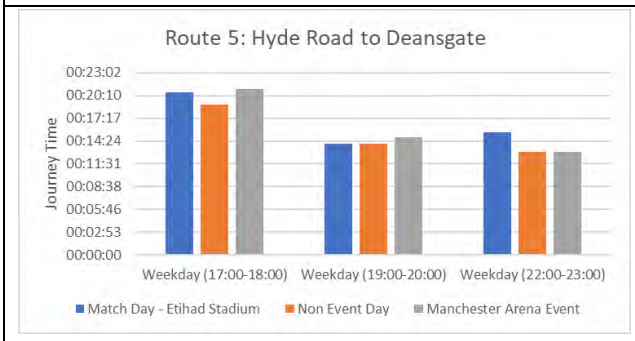

Route 2: Deansgate to Rochdale/ Oldham Road
Journey Time
01:12:00
00:57:36
00:43:12
00:28:48
00:14:24
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

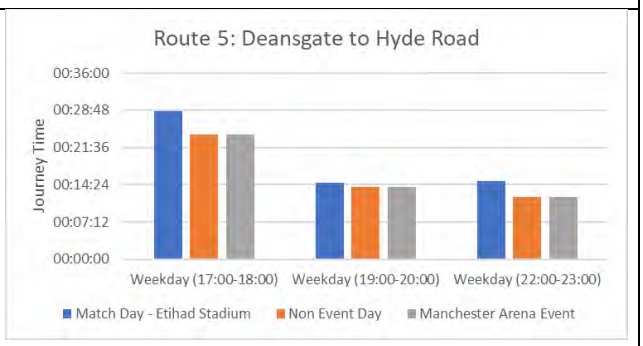

Route 3: Oldham Road to Deansgate
Journey Time
00:50:24
00:43:12
00:36:00
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

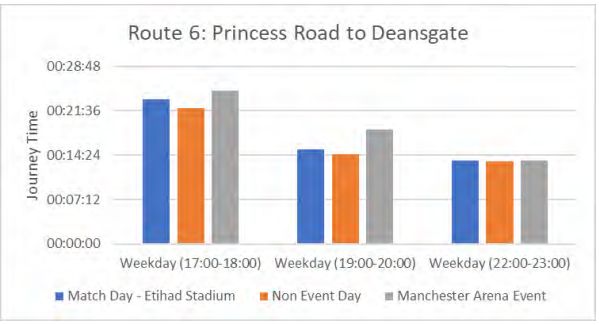

Route 3: Deansgate to Oldham Road
Journey Time
01:12:00
00:57:36
00:43:12
00:28:48
00:14:24
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

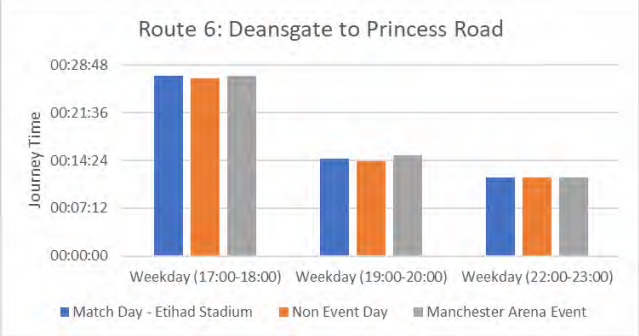

Route 4: Ashton Old Road to Deansgate
Journey Time
00:36:00
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

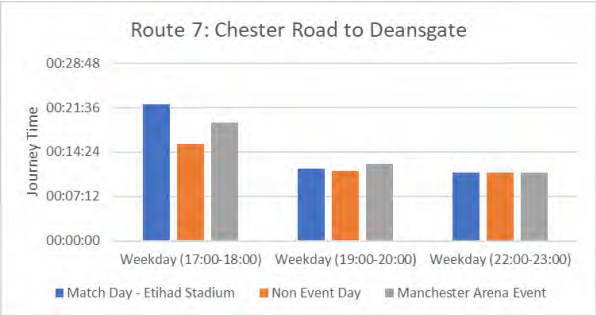

Route 4: Deansgate to Ashton Old Road
Journey Time
00:43:12
00:36:00
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

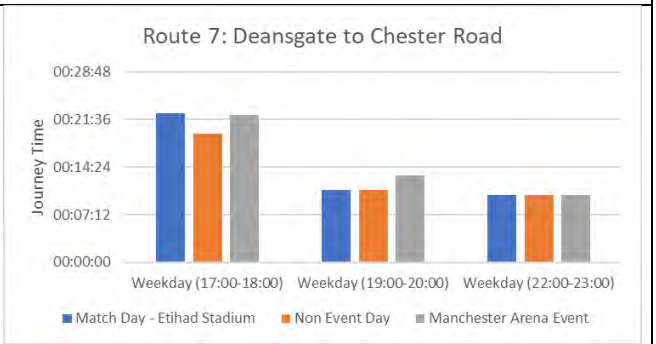

Route 5: Hyde Road to Deansgate
Journey Time
00:23:02
00:20:10
00:17:17
00:14:24
00:11:31
00:08:38
00:05:46
00:02:53
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

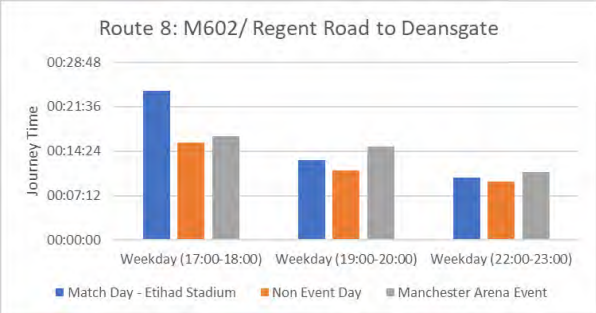

Route 5: Deansgate to Hyde Road
Journey Time
00:36:00
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

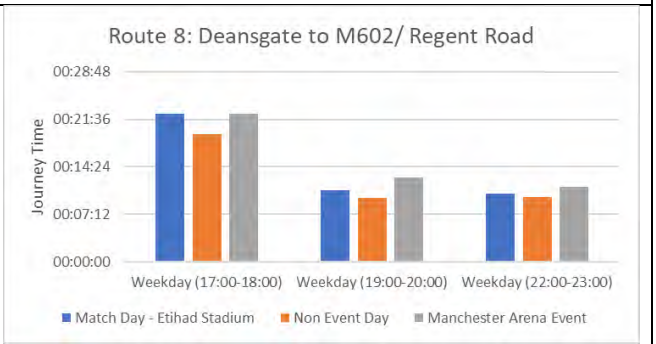

Route 6: Princess Road to Deansgate
Journey Time
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

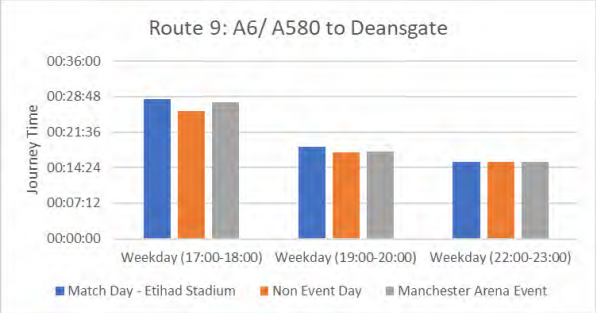

Route 6: Deansgate to Princess Road
Journey Time
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

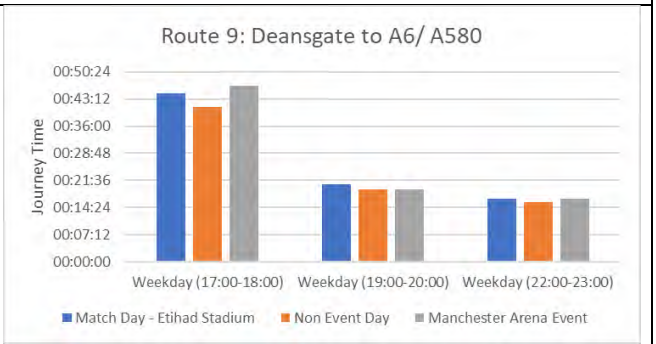

Route 7: Chester Road to Deansgate
Journey Time
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event


Route 7: Deansgate to Chester Road
Journey Time
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event


Route 8: M602/ Regent Road to Deansgate
Journey Time
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event


Route 8: Deansgate to M602/ Regent Road
Journey Time
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event


Route 9: A6/ A580 to Deansgate
Journey Time
00:36:00
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event


Route 9: Deansgate to A6/ A580
Journey Time
00:50:24
00:43:12
00:36:00
00:28:48
00:21:36
00:14:24
00:07:12
00:00:00
Weekday (17:00-18:00)
Weekday (19:00-20:00)
Weekday (22:00-23:00)
Match Day - Etihad Stadium
Non Event Day
Manchester Arena Event

Appendix B – Traffic Impact Methodology

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Weekday PM Network Peak

Flow through junctions

	Node	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**
	Links						5	6	4	3	19+20	22+29	8	30	8	10	11	12	11	12	13	14	14	13	12	32+24a	30+23a	20+38	35	15	16	17	18	43	21
	Flows						115	149	62	351	135	472	112	176	112	51	248	165	248	165	104	35	35	104	165	236	176	160	131	88	88	88	177	157	227
							115	149	62	351	135	472	112	176	112	51	248	165	248	165	104	35	35	104	165	236	176	160	131	88	88	88	177	157	227
Delay		00:02:48	00:00:03	00:00:03	00:00:00	00:00:07	00:00:03	00:00:03	00:00:01	00:00:08	00:00:03	00:00:11	00:00:03	00:00:04	00:00:03	00:00:01	00:00:06	00:00:04	00:00:06	00:00:04	00:00:02	00:00:01	00:00:01	00:00:02	00:00:04	00:00:05	00:00:04	00:00:04	00:00:03	00:00:02	00:00:02	00:00:02	00:00:04	00:00:04	00:00:05

Delay Ratio		
Flow	0	764
Delay	00:00:00	00:00:17

Route

1	Bury New Road - Deansgate	00:00:38
2	Rochdale / Oldham Road - Deansgate	00:03:21
3	Oldham Road - Deansgate	00:03:28
4	Ashton Old Road - Deansgate	00:00:42
5	Hyde Road - Deansgate	00:00:15
6	Princess Road - Deansgate	00:00:20
7	Chester Road - Deansgate	00:00:11
8	Regent Road - Deansgate	00:00:08
9	A6/A580 - Deansgate	00:00:08

Weekday Arrival Peak

Flow through junctions

Node	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
Links						5	6	4	3	19+20	22+29	8	30	8	10	11	12	11	12	13	14	14	13	12	32+24a	30+23a	20+38	35	15	16	17	18	43	21
Flows						153	198	83	468	180	629	150	234	150	67	331	220	331	220	138	47	47	138	220	315	234	213	174	118	118	118	236	210	303
Delay	00:00:01	00:00:00	00:00:01	00:00:00	00:00:00	00:00:03	00:00:05	00:00:02	00:00:11	00:00:04	00:00:14	00:00:03	00:00:05	00:00:03	00:00:02	00:00:08	00:00:05	00:00:08	00:00:05	00:00:03	00:00:01	00:00:01	00:00:03	00:00:05	00:00:07	00:00:05	00:00:05	00:00:04	00:00:03	00:00:03	00:00:03	00:00:05	00:00:05	00:00:07

Delay Ratio		
Flow	0	764
Delay	00:00:00	00:00:17

Route

1	Bury New Road - Deansgate	00:00:50
2	Rochdale / Oldham Road - Deansgate	00:00:45
3	Oldham Road - Deansgate	00:00:54
4	Ashton Old Road - Deansgate	00:00:57
5	Hyde Road - Deansgate	00:00:20
6	Princess Road - Deansgate	00:00:27
7	Chester Road - Deansgate	00:00:15
8	Regent Road - Deansgate	00:00:11
9	A6/A580 - Deansgate	00:00:10

Weekday Departure Peak

Flow through junctions

Node	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
Links						5	6	4	3	19+20	22+29	8	30	8	10	11	12	11	12	13	14	14	13	12	32+24a	30+23a	20+38	35	15	16	17	18	43	21
Flows						105	211	154	717	0	1009	168	168	168	0	503	169	503	169	169	0	0	169	169	503	168	0	0	0	0	0	302	211	505
						105	211	154	717	0	1009	168	168	168	0	503	169	503	169	169	0	0	169	169	503	168	0	0	0	0	0	302	211	505
Delay	00:00:01	00:00:00	00:00:01	00:00:00	00:00:00	00:00:02	00:00:05	00:00:04	00:00:16	00:00:00	00:00:23	00:00:04	00:00:04	00:00:04	00:00:00	00:00:11	00:00:04	00:00:11	00:00:04	00:00:04	00:00:00	00:00:00	00:00:04	00:00:04	00:00:11	00:00:04	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:07	00:00:05	00:00:12

Delay Ratio		
Flow	0	764
Delay	00:00:00	00:00:17

Route

1	Bury New Road - Deansgate	00:00:00
2	Rochdale / Oldham Road - Deansgate	00:00:05
3	Oldham Road - Deansgate	00:00:17
4	Ashton Old Road - Deansgate	00:00:30
5	Hyde Road - Deansgate	00:00:16
6	Princess Road - Deansgate	00:00:38
7	Chester Road - Deansgate	00:00:12
8	Regent Road - Deansgate	00:00:12
9	A6/A580 - Deansgate	00:00:08

Weekend Arrival Peak

Flow through junctions

Node	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
Links						5	6	4	3	19+20	22+29	8	30	8	10	11	12	11	12	13	14	14	13	12	32+24a	30+23a	20+38	35	15	16	17	18	43	21
Flows						68	91	36	271	88	321	80	116	80	33	175	104	175	104	64	20	20	64	104	33	116	93	86	55	55	55	112	134	153
Delay	00:00:07	00:00:03	00:00:11	00:00:20	00:00:07	00:00:02	00:00:02	00:00:01	00:00:06	00:00:02	00:00:07	00:00:02	00:00:03	00:00:02	00:00:01	00:00:04	00:00:02	00:00:04	00:00:02	00:00:01	00:00:00	00:00:00	00:00:01	00:00:02	00:00:01	00:00:03	00:00:02	00:00:02	00:00:01	00:00:01	00:00:01	00:00:03	00:00:03	00:00:03

Delay Ratio		
Flow	0	764
Delay	00:00:00	00:00:17

Route	
1	Bury New Road - Deansgate	00:00:23
2	Rochdale / Oldham Road - Deansgate	00:00:27
3	Oldham Road - Deansgate	00:00:32
4	Ashton Old Road - Deansgate	00:00:27
5	Hyde Road - Deansgate	00:00:10
6	Princess Road - Deansgate	00:00:11
7	Chester Road - Deansgate	00:00:07
8	Regent Road - Deansgate	00:00:05
9	A6/A580 - Deansgate	00:00:05

Weekend Departure Peak

Flow through junctions

Node	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**
Links						5	6	4	3	19+20	22+29	8	30	8	10	11	12	11	12	13	14	14	13	12	32+24a	30+23a	20+38	35	15	16	17	18	43	21
Flows						45	91	59	368	0	470	81	81	81	0	244	72	244	72	72	0	0	72	72	0	81	0	0	0	0	0	118	244	235
Delay	00:00:28	00:00:11	00:00:26	00:00:11	00:00:16	00:00:01	00:00:02	00:00:01	00:00:08	00:00:00	00:00:11	00:00:02	00:00:02	00:00:02	00:00:00	00:00:06	00:00:02	00:00:06	00:00:02	00:00:02	00:00:00	00:00:00	00:00:02	00:00:02	00:00:00	00:00:02	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:03	00:00:06	00:00:05

Flow Ratio		
Flow	0	764
Delay	00:00:00	00:00:17

Route

1	Bury New Road - Deansgate	00:00:00
2	Rochdale / Oldham Road - Deansgate	00:00:29
3	Oldham Road - Deansgate	00:00:36
4	Ashton Old Road - Deansgate	00:00:17
5	Hyde Road - Deansgate	00:00:07
6	Princess Road - Deansgate	00:00:13
7	Chester Road - Deansgate	00:00:05
8	Regent Road - Deansgate	00:00:05
9	A6/A580 - Deansgate	00:00:03

Appendix C – Journey Time Outputs

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Transport for Greater Manchester

Bury New Rd - M60 to Deansgate

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:40:10	00:48:50	00:08:40	21.6%	00:00:38	00:49:28	1.3%
Weekday (19:00-20:00)	00:35:30	00:35:30	00:00:00	0.0%	00:00:50	00:36:20	2.4%
Weekday (22:00-23:00)	00:32:50	00:32:50	00:00:00	0.0%	00:00:00	00:32:50	0.0%
Saturday (12:00-13:00)	00:40:00	00:40:00	00:00:00	0.0%	00:00:23	00:40:23	0.9%
Saturday (16:00-17:00)	00:42:40	00:57:00	00:14:20	33.6%	00:00:00	00:57:00	0.0%

Bury New Rd - Deansgate to M60

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:59:20	01:07:10	00:07:50	13.2%	00:00:38	01:07:48	0.9%
Weekday (19:00-20:00)	00:40:40	00:40:40	00:00:00	0.0%	00:00:50	00:41:30	2.1%
Weekday (22:00-23:00)	00:38:00	00:38:00	00:00:00	0.0%	00:00:00	00:38:00	0.0%
Saturday (12:00-13:00)	00:43:40	00:57:20	00:13:40	31.3%	00:00:23	00:57:43	0.7%
Saturday (16:00-17:00)	00:47:50	00:47:50	00:00:00	0.0%	00:00:00	00:47:50	0.0%

Rochdale/Oldham Rd - M60 to Deansgate

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:35:30	00:45:10	00:09:40	27.2%	00:03:21	00:48:31	7.4%
Weekday (19:00-20:00)	00:31:50	00:34:40	00:02:50	8.9%	00:00:45	00:35:25	2.2%
Weekday (22:00-23:00)	00:29:40	00:29:40	00:00:00	0.0%	00:00:05	00:29:45	0.3%
Saturday (12:00-13:00)	00:33:20	00:35:50	00:02:30	7.5%	00:00:27	00:36:17	1.2%
Saturday (16:00-17:00)	00:36:50	00:43:00	00:06:10	16.7%	00:00:29	00:43:29	1.1%

Rochdale Rd/Oldham Rd - Deansgate to M60

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:51:50	01:00:10	00:08:20	16.1%	00:03:21	01:03:31	5.6%
Weekday (19:00-20:00)	00:36:30	00:38:10	00:01:40	4.6%	00:00:45	00:38:55	2.0%
Weekday (22:00-23:00)	00:36:30	00:37:30	00:01:00	2.7%	00:00:05	00:37:35	0.2%
Saturday (12:00-13:00)	00:39:50	00:56:30	00:16:40	41.8%	00:00:27	00:56:57	0.8%
Saturday (16:00-17:00)	00:41:40	00:41:40	00:00:00	0.0%	00:00:29	00:42:09	1.2%

Oldham Rd - M60 to Deansgate

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:37:00	00:45:00	00:08:00	21.6%	00:03:28	00:48:28	7.7%
Weekday (19:00-20:00)	00:33:10	00:34:50	00:01:40	5.0%	00:00:54	00:35:44	2.6%
Weekday (22:00-23:00)	00:31:20	00:31:40	00:00:20	1.1%	00:00:17	00:31:57	0.9%
Saturday (12:00-13:00)	00:34:50	00:36:40	00:01:50	5.3%	00:00:32	00:37:12	1.5%
Saturday (16:00-17:00)	00:38:30	00:41:30	00:03:00	7.8%	00:00:36	00:42:06	1.5%

Oldham Rd - Deansgate to M60

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:51:40	00:56:20	00:04:40	9.0%	00:03:28	00:59:48	6.1%
Weekday (19:00-20:00)	00:37:50	00:37:50	00:00:00	0.0%	00:00:54	00:38:44	2.4%
Weekday (22:00-23:00)	00:37:10	00:37:10	00:00:00	0.0%	00:00:17	00:37:27	0.8%
Saturday (12:00-13:00)	00:40:20	00:55:20	00:15:00	37.2%	00:00:32	00:55:52	1.0%
Saturday (16:00-17:00)	00:41:50	00:41:50	00:00:00	0.0%	00:00:36	00:42:26	1.4%

Ashton Old Rd - M60 to Deansgate

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:26:40	00:29:50	00:03:10	11.9%	00:00:42	00:30:32	2.4%
Weekday (19:00-20:00)	00:18:30	00:21:00	00:02:30	13.5%	00:00:57	00:21:57	4.5%
Weekday (22:00-23:00)	00:16:50	00:22:00	00:05:10	30.7%	00:00:30	00:22:30	2.3%
Saturday (12:00-13:00)	00:21:20	00:23:50	00:02:30	11.7%	00:00:27	00:24:17	1.9%
Saturday (16:00-17:00)	00:19:50	00:24:00	00:04:10	21.0%	00:00:17	00:24:17	1.2%

Ashton Old Rd - Deansgate to M60

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:32:40	00:39:10	00:06:30	19.9%	00:00:42	00:39:52	1.8%
Weekday (19:00-20:00)	00:18:50	00:25:00	00:06:10	32.7%	00:00:57	00:25:57	3.8%
Weekday (22:00-23:00)	00:16:40	00:19:00	00:02:20	14.0%	00:00:30	00:19:30	2.7%
Saturday (12:00-13:00)	00:21:00	00:24:10	00:03:10	15.1%	00:00:27	00:24:37	1.8%
Saturday (16:00-17:00)	00:19:30	00:25:00	00:05:30	28.2%	00:00:17	00:25:17	1.2%

Hyde Rd - M60 to Deansgate

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:19:00	00:20:30	00:01:30	7.9%	00:00:15	00:20:45	1.2%
Weekday (19:00-20:00)	00:14:00	00:14:00	00:00:00	0.0%	00:00:20	00:14:20	2.4%
Weekday (22:00-23:00)	00:13:00	00:15:30	00:02:30	19.2%	00:00:16	00:15:46	1.8%
Saturday (12:00-13:00)	00:15:30	00:16:30	00:01:00	6.5%	00:00:10	00:16:40	1.0%
Saturday (16:00-17:00)	00:14:40	00:14:40	00:00:00	0.0%	00:00:07	00:14:47	0.8%

Hyde Road - Deansgate to M60

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:24:10	00:28:40	00:04:30	18.6%	00:00:15	00:28:55	0.9%
Weekday (19:00-20:00)	00:14:00	00:14:50	00:00:50	6.0%	00:00:20	00:15:10	2.3%
Weekday (22:00-23:00)	00:12:00	00:15:10	00:03:10	26.4%	00:00:16	00:15:26	1.8%
Saturday (12:00-13:00)	00:13:20	00:14:00	00:00:40	5.0%	00:00:10	00:14:10	1.2%
Saturday (16:00-17:00)	00:15:10	00:16:50	00:01:40	11.0%	00:00:07	00:16:57	0.7%

Princess Rd - M60 to Deansgate

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:22:00	00:23:30	00:01:30	6.8%	00:00:20	00:23:50	1.5%
Weekday (19:00-20:00)	00:14:30	00:15:20	00:00:50	5.7%	00:00:27	00:15:47	3.0%
Weekday (22:00-23:00)	00:13:20	00:13:30	00:00:10	1.3%	00:00:38	00:14:08	4.7%
Saturday (12:00-13:00)	00:16:30	00:17:40	00:01:10	7.1%	00:00:11	00:17:51	1.0%
Saturday (16:00-17:00)	00:15:50	00:17:40	00:01:50	11.6%	00:00:13	00:17:53	1.2%

Princess Rd - Deansgate to M60

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:26:50	00:27:10	00:00:20	1.2%	00:00:20	00:27:30	1.3%
Weekday (19:00-20:00)	00:14:20	00:14:40	00:00:20	2.3%	00:00:27	00:15:07	3.1%
Weekday (22:00-23:00)	00:11:50	00:11:50	00:00:00	0.0%	00:00:38	00:12:28	5.4%
Saturday (12:00-13:00)	00:14:20	00:14:20	00:00:00	0.0%	00:00:11	00:14:31	1.3%
Saturday (16:00-17:00)	00:14:50	00:14:50	00:00:00	0.0%	00:00:13	00:15:03	1.4%

Chester Rd - M60 to Deansgate

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:15:40	00:22:10	00:06:30	41.5%	00:00:11	00:22:21	0.9%
Weekday (19:00-20:00)	00:11:20	00:11:40	00:00:20	2.9%	00:00:15	00:11:55	2.2%
Weekday (22:00-23:00)	00:11:00	00:11:00	00:00:00	0.0%	00:00:12	00:11:12	1.8%
Saturday (12:00-13:00)	00:11:50	00:12:00	00:00:10	1.4%	00:00:07	00:12:07	1.0%
Saturday (16:00-17:00)	00:12:30	00:12:50	00:00:20	2.7%	00:00:05	00:12:55	0.6%

Chester Rd - Deansgate to M60

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:19:30	00:22:30	00:03:00	15.4%	00:00:11	00:22:41	0.8%
Weekday (19:00-20:00)	00:11:00	00:11:00	00:00:00	0.0%	00:00:15	00:11:15	2.3%
Weekday (22:00-23:00)	00:10:10	00:10:10	00:00:00	0.0%	00:00:12	00:10:22	1.9%
Saturday (12:00-13:00)	00:11:50	00:11:50	00:00:00	0.0%	00:00:07	00:11:57	1.0%
Saturday (16:00-17:00)	00:11:40	00:12:10	00:00:30	4.3%	00:00:05	00:12:15	0.7%

M602/Regent Rd - M60 to Deansgate

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:15:50	00:24:10	00:08:20	52.6%	00:00:08	00:24:18	0.6%
Weekday (19:00-20:00)	00:11:20	00:13:00	00:01:40	14.7%	00:00:11	00:13:11	1.5%
Weekday (22:00-23:00)	00:09:30	00:10:10	00:00:40	7.0%	00:00:12	00:10:22	1.9%
Saturday (12:00-13:00)	00:13:10	00:13:50	00:00:40	5.1%	00:00:05	00:13:55	0.6%
Saturday (16:00-17:00)	00:12:20	00:12:20	00:00:00	0.0%	00:00:05	00:12:25	0.7%

M602/Regent Rd - Deansgate to M60

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:19:20	00:22:30	00:03:10	16.4%	00:00:08	00:22:38	0.6%
Weekday (19:00-20:00)	00:09:40	00:10:50	00:01:10	12.1%	00:00:11	00:11:01	1.7%
Weekday (22:00-23:00)	00:09:50	00:10:20	00:00:30	5.1%	00:00:12	00:10:32	1.9%
Saturday (12:00-13:00)	00:09:40	00:09:40	00:00:00	0.0%	00:00:05	00:09:45	0.9%
Saturday (16:00-17:00)	00:09:40	00:09:40	00:00:00	0.0%	00:00:05	00:09:45	0.9%

A6/A580 - M60 to Deansgate

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:25:50	00:28:20	00:02:30	9.7%	00:00:08	00:28:28	0.5%
Weekday (19:00-20:00)	00:17:30	00:18:40	00:01:10	6.7%	00:00:10	00:18:50	0.9%
Weekday (22:00-23:00)	00:15:30	00:15:30	00:00:00	0.0%	00:00:08	00:15:38	0.8%
Saturday (12:00-13:00)	00:18:00	00:18:00	00:00:00	0.0%	00:00:05	00:18:05	0.4%
Saturday (16:00-17:00)	00:19:20	00:22:50	00:03:30	18.1%	00:00:03	00:22:53	0.2%

A6/A580 - Deansgate to M60

Time	Non Event Day	Match Day - Etihad Stadium	Match Day Increase	% Match Day Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:41:10	00:44:40	00:03:30	8.5%	00:00:08	00:44:48	0.3%
Weekday (19:00-20:00)	00:19:10	00:20:30	00:01:20	7.0%	00:00:10	00:20:40	0.8%
Weekday (22:00-23:00)	00:15:50	00:16:40	00:00:50	5.3%	00:00:08	00:16:48	0.8%
Saturday (12:00-13:00)	00:19:20	00:19:20	00:00:00	0.0%	00:00:05	00:19:25	0.4%
Saturday (16:00-17:00)	00:22:30	00:27:30	00:05:00	22.2%	00:00:03	00:27:33	0.2%

Data obtained from TfGM's network of Bluetooth sensors. Journey times calculated with data from October/November 2019. Non event day journey times do not include bank/school holidays.

MCR events include Russell Howard, Impractical Jokers, Christina Aguilera and Liam Gallagher. MCR City match days include Dinamo Zagreb and Shakhtar Donetsk.

Journey times rounded to the nearest 10 seconds.

Transport for Greater Manchester

Bury New Rd - M60 to Deansgate

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:40:10	00:41:30	00:01:20	3.3%	00:00:38	00:42:08	1.5%
Weekday (19:00-20:00)	00:35:30	00:35:30	00:00:00	0.0%	00:00:50	00:36:20	2.4%
Weekday (22:00-23:00)	00:32:50	00:32:50	00:00:00	0.0%	00:00:00	00:32:50	0.0%
Saturday (12:00-13:00)	00:40:00	00:43:40	00:03:40	9.2%	00:00:23	00:44:03	0.9%
Saturday (16:00-17:00)	00:42:40	00:45:00	00:02:20	5.5%	00:00:00	00:45:00	0.0%

Bury New Rd - Deansgate to M60

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:59:20	01:04:20	00:05:00	8.4%	00:00:38	01:04:58	1.0%
Weekday (19:00-20:00)	00:40:40	00:40:40	00:00:00	0.0%	00:00:50	00:41:30	2.1%
Weekday (22:00-23:00)	00:38:00	00:38:00	00:00:00	0.0%	00:00:00	00:38:00	0.0%
Saturday (12:00-13:00)	00:43:40	00:43:40	00:00:00	0.0%	00:00:23	00:44:03	0.9%
Saturday (16:00-17:00)	00:47:50	00:50:00	00:02:10	4.5%	00:00:00	00:50:00	0.0%

Rochdale/Oldham Rd - M60 to Deansgate

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:35:30	00:37:30	00:02:00	5.6%	00:03:21	00:40:51	8.9%
Weekday (19:00-20:00)	00:31:50	00:31:50	00:00:00	0.0%	00:00:45	00:32:35	2.4%
Weekday (22:00-23:00)	00:29:40	00:29:40	00:00:00	0.0%	00:00:05	00:29:45	0.3%
Saturday (12:00-13:00)	00:33:20	00:34:00	00:00:40	2.0%	00:00:27	00:34:27	1.3%
Saturday (16:00-17:00)	00:36:50	00:39:10	00:02:20	6.3%	00:00:29	00:39:39	1.2%

Rochdale Rd/Oldham Rd - Deansgate to M60

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:51:50	00:55:30	00:03:40	7.1%	00:03:21	00:58:51	6.0%
Weekday (19:00-20:00)	00:36:30	00:36:30	00:00:00	0.0%	00:00:45	00:37:15	2.1%
Weekday (22:00-23:00)	00:36:30	00:36:30	00:00:00	0.0%	00:00:05	00:36:35	0.2%
Saturday (12:00-13:00)	00:39:50	00:40:10	00:00:20	0.8%	00:00:27	00:40:37	1.1%
Saturday (16:00-17:00)	00:41:40	00:42:50	00:01:10	2.8%	00:00:29	00:43:19	1.1%

Oldham Rd - M60 to Deansgate

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:37:00	00:38:50	00:01:50	5.0%	00:03:28	00:42:18	8.9%
Weekday (19:00-20:00)	00:33:10	00:33:10	00:00:00	0.0%	00:00:54	00:34:04	2.7%
Weekday (22:00-23:00)	00:31:20	00:31:20	00:00:00	0.0%	00:00:17	00:31:37	0.9%
Saturday (12:00-13:00)	00:34:50	00:35:00	00:00:10	0.5%	00:00:32	00:35:32	1.5%
Saturday (16:00-17:00)	00:38:30	00:40:20	00:01:50	4.8%	00:00:36	00:40:56	1.5%

Oldham Rd - Deansgate to M60

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:51:40	00:52:30	00:00:50	1.6%	00:03:28	00:55:58	6.6%
Weekday (19:00-20:00)	00:37:50	00:37:50	00:00:00	0.0%	00:00:54	00:38:44	2.4%
Weekday (22:00-23:00)	00:37:10	00:37:10	00:00:00	0.0%	00:00:17	00:37:27	0.8%
Saturday (12:00-13:00)	00:40:20	00:40:20	00:00:00	0.0%	00:00:32	00:40:52	1.3%
Saturday (16:00-17:00)	00:41:50	00:42:00	00:00:10	0.4%	00:00:36	00:42:36	1.4%

Ashton Old Rd - M60 to Deansgate

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:26:40	00:29:40	00:03:00	11.3%	00:00:42	00:30:22	2.4%
Weekday (19:00-20:00)	00:18:30	00:19:50	00:01:20	7.2%	00:00:57	00:20:47	4.8%
Weekday (22:00-23:00)	00:16:50	00:16:50	00:00:00	0.0%	00:00:30	00:17:20	3.0%
Saturday (12:00-13:00)	00:21:20	00:22:40	00:01:20	6.3%	00:00:27	00:23:07	2.0%
Saturday (16:00-17:00)	00:19:50	00:21:50	00:02:00	10.1%	00:00:17	00:22:07	1.3%

Ashton Old Rd - Deansgate to M60

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:32:40	00:32:50	00:00:10	0.5%	00:00:42	00:33:32	2.2%
Weekday (19:00-20:00)	00:18:50	00:18:50	00:00:00	0.0%	00:00:57	00:19:47	5.0%
Weekday (22:00-23:00)	00:16:40	00:16:40	00:00:00	0.0%	00:00:30	00:17:10	3.0%
Saturday (12:00-13:00)	00:21:00	00:21:00	00:00:00	0.0%	00:00:27	00:21:27	2.1%
Saturday (16:00-17:00)	00:19:30	00:20:10	00:00:40	3.4%	00:00:17	00:20:27	1.4%

Hyde Rd - M60 to Deansgate

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:19:00	00:21:00	00:02:00	10.5%	00:00:15	00:21:15	1.2%
Weekday (19:00-20:00)	00:14:00	00:14:50	00:00:50	6.0%	00:00:20	00:15:10	2.3%
Weekday (22:00-23:00)	00:13:00	00:13:00	00:00:00	0.0%	00:00:16	00:13:16	2.1%
Saturday (12:00-13:00)	00:15:30	00:17:50	00:02:20	15.1%	00:00:10	00:18:00	0.9%
Saturday (16:00-17:00)	00:14:40	00:16:40	00:02:00	13.6%	00:00:07	00:16:47	0.7%

Hyde Road - Deansgate to M60

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:24:10	00:24:10	00:00:00	0.0%	00:00:15	00:24:25	1.0%
Weekday (19:00-20:00)	00:14:00	00:14:00	00:00:00	0.0%	00:00:20	00:14:20	2.4%
Weekday (22:00-23:00)	00:12:00	00:12:00	00:00:00	0.0%	00:00:16	00:12:16	2.3%
Saturday (12:00-13:00)	00:13:20	00:16:20	00:03:00	22.5%	00:00:10	00:16:30	1.0%
Saturday (16:00-17:00)	00:15:10	00:15:10	00:00:00	0.0%	00:00:07	00:15:17	0.8%

Princess Rd - M60 to Deansgate

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:22:00	00:24:50	00:02:50	12.9%	00:00:20	00:25:10	1.4%
Weekday (19:00-20:00)	00:14:30	00:18:30	00:04:00	27.6%	00:00:27	00:18:57	2.5%
Weekday (22:00-23:00)	00:13:20	00:13:30	00:00:10	1.3%	00:00:38	00:14:08	4.7%
Saturday (12:00-13:00)	00:16:30	00:18:10	00:01:40	10.1%	00:00:11	00:18:21	1.0%
Saturday (16:00-17:00)	00:15:50	00:17:20	00:01:30	9.5%	00:00:13	00:17:33	1.2%

Princess Rd - Deansgate to M60

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:26:50	00:27:10	00:00:20	1.2%	00:00:20	00:27:30	1.3%
Weekday (19:00-20:00)	00:14:20	00:15:10	00:00:50	5.8%	00:00:27	00:15:37	3.0%
Weekday (22:00-23:00)	00:11:50	00:11:50	00:00:00	0.0%	00:00:38	00:12:28	5.4%
Saturday (12:00-13:00)	00:14:20	00:14:30	00:00:10	1.2%	00:00:11	00:14:41	1.3%
Saturday (16:00-17:00)	00:14:50	00:17:00	00:02:10	14.6%	00:00:13	00:17:13	1.3%

Chester Rd - M60 to Deansgate

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:15:40	00:19:10	00:03:30	22.3%	00:00:11	00:19:21	1.0%
Weekday (19:00-20:00)	00:11:20	00:12:30	00:01:10	10.3%	00:00:15	00:12:45	2.0%
Weekday (22:00-23:00)	00:11:00	00:11:00	00:00:00	0.0%	00:00:12	00:11:12	1.8%
Saturday (12:00-13:00)	00:11:50	00:12:40	00:00:50	7.0%	00:00:07	00:12:47	0.9%
Saturday (16:00-17:00)	00:12:30	00:12:50	00:00:20	2.7%	00:00:05	00:12:55	0.6%

Chester Rd - Deansgate to M60

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:19:30	00:22:20	00:02:50	14.5%	00:00:11	00:22:31	0.8%
Weekday (19:00-20:00)	00:11:00	00:13:10	00:02:10	19.7%	00:00:15	00:13:25	1.9%
Weekday (22:00-23:00)	00:10:10	00:10:10	00:00:00	0.0%	00:00:12	00:10:22	1.9%
Saturday (12:00-13:00)	00:11:50	00:12:10	00:00:20	2.8%	00:00:07	00:12:17	1.0%
Saturday (16:00-17:00)	00:11:40	00:15:50	00:04:10	35.7%	00:00:05	00:15:55	0.5%

M602/Regent Rd - M60 to Deansgate

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:15:50	00:16:50	00:01:00	6.3%	00:00:08	00:16:58	0.8%
Weekday (19:00-20:00)	00:11:20	00:15:10	00:03:50	33.8%	00:00:11	00:15:21	1.2%
Weekday (22:00-23:00)	00:09:30	00:11:00	00:01:30	15.8%	00:00:12	00:11:12	1.8%
Saturday (12:00-13:00)	00:13:10	00:14:50	00:01:40	12.7%	00:00:05	00:14:55	0.6%
Saturday (16:00-17:00)	00:12:20	00:17:20	00:05:00	40.5%	00:00:05	00:17:25	0.5%

M602/Regent Rd - Deansgate to M60

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:19:20	00:22:30	00:03:10	16.4%	00:00:08	00:22:38	0.6%
Weekday (19:00-20:00)	00:09:40	00:12:50	00:03:10	32.8%	00:00:11	00:13:01	1.5%
Weekday (22:00-23:00)	00:09:50	00:11:20	00:01:30	15.3%	00:00:12	00:11:32	1.7%
Saturday (12:00-13:00)	00:09:40	00:09:40	00:00:00	0.0%	00:00:05	00:09:45	0.9%
Saturday (16:00-17:00)	00:09:40	00:10:30	00:00:50	8.6%	00:00:05	00:10:35	0.8%

A6/A580 - M60 to Deansgate

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:25:50	00:27:40	00:01:50	7.1%	00:00:08	00:27:48	0.5%
Weekday (19:00-20:00)	00:17:30	00:17:40	00:00:10	1.0%	00:00:10	00:17:50	1.0%
Weekday (22:00-23:00)	00:15:30	00:15:30	00:00:00	0.0%	00:00:08	00:15:38	0.8%
Saturday (12:00-13:00)	00:18:00	00:19:10	00:01:10	6.5%	00:00:05	00:19:15	0.4%
Saturday (16:00-17:00)	00:19:20	00:21:50	00:02:30	12.9%	00:00:03	00:21:53	0.3%

A6/A580 - Deansgate to M60

Time	Non Event Day	Manchester Arena Event	MA Event Increase	% MA Increase	Additional Arena Time	Total Journey Time w/ Arena	% Arena Increase
Weekday (17:00-18:00)	00:41:10	00:46:40	00:05:30	13.4%	00:00:08	00:46:48	0.3%
Weekday (19:00-20:00)	00:19:10	00:19:10	00:00:00	0.0%	00:00:10	00:19:20	0.9%
Weekday (22:00-23:00)	00:15:50	00:16:40	00:00:50	5.3%	00:00:08	00:16:48	0.8%
Saturday (12:00-13:00)	00:19:20	00:19:40	00:00:20	1.7%	00:00:05	00:19:45	0.4%
Saturday (16:00-17:00)	00:22:30	00:26:20	00:03:50	17.0%	00:00:03	00:26:23	0.2%

Data obtained from TfGM's network of Bluetooth sensors. Journey times calculated with data from October/November 2019. Non event day journey times do not include bank/school holidays.

MCR events include Russell Howard, Impractical Jokers, Christina Aguilera and Liam Gallagher. MCR City match days include Dinamo Zagreb and Shakhtar Donetsk.

Journey times rounded to the nearest 10 seconds.

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