

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **17 June 2017, Saturday**



Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
13:00	289	10	3	0	0	3	1	306	304.9
13:15	282	15	2	0	0	0	1	300	300.2
13:30	315	17	0	0	0	2	1	335	333
13:45	308	21	0	0	1	0	0	330	331
H/Total	1194	63	5	0	1	5	3	1271	1269.1
14:00	305	18	3	1	1	1	1	330	332.4
14:15	304	16	2	0	0	1	1	324	323.6
14:30	306	23	1	1	0	1	0	332	333.2
14:45	299	16	1	0	1	1	1	319	319.1
H/Total	1214	73	7	2	2	4	3	1305	1308.3
15:00	298	19	0	1	1	8	1	328	324.7
15:15	298	13	2	0	0	1	0	314	314.4
15:30	288	17	0	0	0	1	1	307	305.6
15:45	271	15	0	0	1	2	0	289	288.8
H/Total	1155	64	2	1	2	12	2	1238	1233.5
Total	3563	200	14	3	5	21	8	3814	3810.9

Peak Hours	Totals
13:00 14:00	1271
13:15 14:15	1295
13:30 14:30	1319
13:45 14:45	1316

14:00 15:00	1305
14:15 15:15	1303
14:30 15:30	1293
14:45 15:45	1268

15:00 16:00	1238
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Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	48	4	1	1		1	2	57	56.6
07:15								0	0	71	5	1	1			4	82	80.6
07:30								0	0	84	1	1				1	87	86.7
07:45								0	0	66	4		1		1	2	74	73.1
H/Total	0	0	0	0	0	0	0	0	0	269	14	3	3	0	2	9	300	297
08:00								0	0	47	6	1					54	54.5
08:15								0	0	82	1	1					84	84.5
08:30								0	0	86	3			2	1	4	96	94.2
08:45								0	0	49	3	1				1	54	53.7
H/Total	0	0	0	0	0	0	0	0	0	264	13	3	0	2	1	5	288	286.9
09:00								0	0	48	6						54	54
09:15								0	0	35	2	2	2			2	43	45
09:30								0	0	36	5		1	2			44	47.3
09:45								0	0	35	6	4					45	47
H/Total	0	0	0	0	0	0	0	0	0	154	19	6	3	2	0	2	186	193.3
Total	0	0	0	0	0	0	0	0	0	687	46	12	6	4	3	16	774	777.2

Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	25	3						28	28
16:15								0	0	23	3	1	1		1		29	30.2
16:30								0	0	22	4	2					28	29
16:45								0	0	24	2						26	26
H/Total	0	0	0	0	0	0	0	0	0	94	12	3	1	0	1	0	111	113.2
17:00								0	0	21	3						24	24
17:15								0	0	34		1					35	35.5
17:30								0	0	30	3				1		34	33.4
17:45								0	0	39	5						44	44
H/Total	0	0	0	0	0	0	0	0	0	124	11	1	0	0	1	0	137	136.9
18:00								0	0	28						1	29	28.2
18:15								0	0	22	2						24	24
18:30								0	0	20	1						21	21
18:45								0	0	21	1						22	22
H/Total	0	0	0	0	0	0	0	0	0	91	4	0	0	0	0	1	96	95.2
Total	0	0	0	0	0	0	0	0	0	309	27	4	1	0	2	1	344	345.3

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	A - C									A - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	205	31	4		4	2	4	250	251.6	1							1	1
07:15	260	36	2	1	4	1	8	312	311.3	1							1	1
07:30	249	15	3	4	9	2	4	286	297.3	5							5	5
07:45	236	25	4	1	1	2	3	272	272.7	6	1						7	7
H/Total	950	107	13	6	18	7	19	1120	1132.9	13	1	0	0	0	0	0	14	14
08:00	238	14	3		4	1	3	263	265.5	7							7	7
08:15	248	16	1		2	1		268	269.9	3							3	3
08:30	241	13	3	1	4	3	4	269	270.8	7							7	7
08:45	156	15	3		3	1	6	184	183.1	8					1		9	8.4
H/Total	883	58	10	1	13	6	13	984	989.3	25	0	0	0	0	1	0	26	25.4
09:00	196	12	5		3	2	4	222	223.1	13	2						15	15
09:15	188	16	2		5		2	213	217.4	12							12	12
09:30	172	15	4	1	3	1	3	199	202.3	10							10	10
09:45	153	14	1		3		1	172	174.7	22	4						26	26
H/Total	709	57	12	1	14	3	10	806	817.5	57	6	0	0	0	0	0	63	63
Total	2542	222	35	8	45	16	42	2910	2939.7	95	7	0	0	0	1	0	103	102.4

Time	A - C									A - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	128	5	2	1	2	1	2	141	143.1	26	1						27	27
16:15	115	12	1	1	4		2	135	139.2	27	1					1	29	28.2
16:30	126	14	1		3	1	3	148	148.5	29	2				1		32	31.4
16:45	97	12	1		3		3	116	117.1	19	2					1	22	21.2
H/Total	466	43	5	2	12	2	10	540	547.9	101	6	0	0	0	1	2	110	107.8
17:00	139	10	2	1	3	2	5	162	162.1	29	2						31	31
17:15	109	8		1	3			121	125.3	26	1				1		28	27.4
17:30	115	8	1	1	4		2	131	135.2	32	1						33	33
17:45	133	3			4	2	6	148	146	23	1						24	24
H/Total	496	29	3	3	14	4	13	562	568.6	110	5	0	0	0	1	0	116	115.4
18:00	118	7	1		2	1	2	131	131.3	17							17	17
18:15	104	9			4			117	121	32							32	32
18:30	97	6	1		5		1	110	114.7	42							42	42
18:45	105	4			2			111	113	35	1						36	36
H/Total	424	26	2	0	13	1	3	469	480	126	1	0	0	0	0	0	127	127
Total	1386	98	10	5	39	7	26	1571	1596.5	337	12	0	0	0	2	2	353	350.2

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	B - C									B - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	2							2	2
07:15								0	0	5							5	5
07:30								0	0	2							2	2
07:45								0	0	6		1					7	7.5
H/Total	0	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	16	16.5
08:00								0	0	2						1	3	2.2
08:15								0	0	2							2	2
08:30								0	0	4	1						5	5
08:45		1						1	1	1	1						2	2
H/Total	0	1	0	0	0	0	0	1	1	9	2	0	0	0	0	1	12	11.2
09:00								0	0	5	1						6	6
09:15								0	0	5	2	1					8	8.5
09:30								0	0	2	1						3	3
09:45								0	0	5	2				1		8	7.4
H/Total	0	0	0	0	0	0	0	0	0	17	6	1	0	0	1	0	25	24.9
Total	0	1	0	0	0	0	0	1	1	41	8	2	0	0	1	1	53	52.6

Time	B - C									B - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	1							1	1	21	3	1					25	25.5
16:15								0	0	17	3	1					21	21.5
16:30								0	0	21	4				1		26	25.4
16:45	1							1	1	19							19	19
H/Total	2	0	0	0	0	0	0	2	2	78	10	2	0	0	1	0	91	91.4
17:00								0	0	28	1						29	29
17:15	2							2	2	23	1						24	24
17:30								0	0	23	2				1		26	25.4
17:45	1	1						2	2	20	2						22	22
H/Total	3	1	0	0	0	0	0	4	4	94	6	0	0	0	1	0	101	100.4
18:00	1							1	1	20						1	21	20.2
18:15	1							1	1	19		1					20	20.5
18:30	1							1	1	9	1				1		11	10.4
18:45	1							1	1	8	3						11	11
H/Total	4	0	0	0	0	0	0	4	4	56	4	1	0	0	1	1	63	62.1
Total	9	1	0	0	0	0	0	10	10	228	20	3	0	0	3	1	255	253.9

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	C - A									C - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	42	8	1	1	3			55	59.8								0	0
07:15	53	8			3	1	1	66	67.6	1							1	1
07:30	71	10	1		2	1	2	87	87.3								0	0
07:45	70	9	3		3	1	5	91	90.9								0	0
H/Total	236	35	5	1	11	3	8	299	305.6	1	0	0	0	0	0	0	1	1
08:00	82	10		1	2		1	96	98.5	1			1				2	3.3
08:15	72	8	3	1	1		1	86	89								0	0
08:30	62	3	2	1	4	1		73	78.7				1				1	2.3
08:45	80	10	2		4		1	97	101.2								0	0
H/Total	296	31	7	3	11	1	3	352	367.4	1	0	0	2	0	0	0	3	5.6
09:00	77	11	5	1	4		2	100	106.2								0	0
09:15	72	12	6	1	5		1	97	105.5		1						1	1
09:30	91	8	3		2		1	105	107.7		1						1	1
09:45	84	15	4	1	5			109	117.3								0	0
H/Total	324	46	18	3	16	0	4	411	436.7	0	2	0	0	0	0	0	2	2
Total	856	112	30	7	38	4	15	1062	1109.7	2	2	0	2	0	0	0	6	8.6

Time	C - A									C - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	193	23	1	1	4	1	1	224	228.4								0	0
16:15	239	20	6	1	4		5	275	279.3		1						1	1
16:30	240	18	2	2	3	4	4	273	274								0	0
16:45	205	19	2		4	2	3	235	236.4	1							1	1
H/Total	877	80	11	4	15	7	13	1007	1018.1	1	1	0	0	0	0	0	2	2
17:00	236	23	2		3	1	7	272	269.8								0	0
17:15	232	13	1		4	3	4	257	256.5	2							2	2
17:30	226	13			3	2	5	249	246.8	2							2	2
17:45	240	15	1		4	2	8	270	266.9								0	0
H/Total	934	64	4	0	14	8	24	1048	1040	4	0	0	0	0	0	0	4	4
18:00	232	12	3	1	3		4	255	257.6	2					1		3	2.4
18:15	232	14	1		3		7	257	254.9								0	0
18:30	163	9	2		6	1	5	186	188.4								0	0
18:45	170	8		1	9	2		190	199.1				1				1	2.3
H/Total	797	43	6	2	21	3	16	888	900	2	0	0	1	0	1	0	4	4.7
Total	2608	187	21	6	50	18	53	2943	2958.1	7	1	0	1	0	1	0	10	10.7

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	C - C									C - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	2							2	2
07:15								0	0	5							5	5
07:30								0	0	4							4	4
07:45								0	0	6	1						7	7
H/Total	0	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	18
08:00								0	0	5							5	5
08:15								0	0	5	1						6	6
08:30								0	0	3	1	1					5	5.5
08:45								0	0	11							11	11
H/Total	0	0	0	0	0	0	0	0	0	24	2	1	0	0	0	0	27	27.5
09:00								0	0	8					1		9	8.4
09:15								0	0	12	1						13	13
09:30								0	0	6	2					1	9	8.2
09:45								0	0	16	1						17	17
H/Total	0	0	0	0	0	0	0	0	0	42	4	0	0	0	1	1	48	46.6
Total	0	0	0	0	0	0	0	0	0	83	7	1	0	0	1	1	93	92.1

Time	C - C									C - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	28	1	1				2	32	30.9
16:15								0	0	24	2	1					26	26
16:30								0	0	34	1				1		36	35.4
16:45								0	0	32	2						34	34
H/Total	0	0	0	0	0	0	0	0	0	118	6	1	0	0	1	2	128	126.3
17:00								0	0	34	1						35	35
17:15								0	0	40	2						42	42
17:30								0	0	40							40	40
17:45								0	0	35	1						36	36
H/Total	0	0	0	0	0	0	0	0	0	149	4	0	0	0	0	0	153	153
18:00								0	0	27							27	27
18:15								0	0	20						1	21	20.2
18:30								0	0	26							26	26
18:45								0	0	29	1				1	1	32	30.6
H/Total	0	0	0	0	0	0	0	0	0	102	1	0	0	0	1	2	106	103.8
Total	0	0	0	0	0	0	0	0	0	369	11	1	0	0	2	4	387	383.1

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	D - A									D - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	3							3	3	18	1						19	19
07:15	4	3						7	7	28	1					1	30	29.2
07:30		2						2	2	41	6	1					48	48.5
07:45	7	1						8	8	52	1					1	54	53.2
H/Total	14	6	0	0	0	0	0	20	20	139	9	1	0	0	0	2	151	149.9
08:00	4	1						5	5	37	1	1					39	39.5
08:15	4						1	5	4.2	39		1					40	40.5
08:30	12	2						14	14	47	2	1			1		51	50.9
08:45	16	1				1		18	17.4	31		1				1	33	32.7
H/Total	36	4	0	0	0	1	1	42	40.6	154	3	4	0	0	1	1	163	163.6
09:00	23	1						24	24	30	1	1	1				33	34.8
09:15	22	2						24	24	27	1	1					29	29.5
09:30	28	2						30	30	17	2	3					22	23.5
09:45	29	3						32	32	19	1						20	20
H/Total	102	8	0	0	0	0	0	110	110	93	5	5	1	0	0	0	104	107.8
Total	152	18	0	0	0	1	1	172	170.6	386	17	10	1	0	1	3	418	421.3

Time	D - A									D - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	55	2						57	57	9	2					1	12	11.2
16:15	59	2						61	61	9	3					1	13	12.2
16:30	41	2				1		44	43.4	12	2	1					15	15.5
16:45	51	1						52	52	7	1	1					9	9.5
H/Total	206	7	0	0	0	1	0	214	213.4	37	8	2	0	0	0	2	49	48.4
17:00	37	3				1		41	40.4	13		1					14	14.5
17:15	51	3						54	54	9	4			1			14	15
17:30	48	1						49	49	10							10	10
17:45	57	5						62	62	12							12	12
H/Total	193	12	0	0	0	1	0	206	205.4	44	4	1	0	1	0	0	50	51.5
18:00	80	5					1	86	85.2	8	1				1		10	9.4
18:15	50	5						55	55	9	2						11	11
18:30	46	1						47	47	5		1					6	6.5
18:45	46	4						50	50	7	1	1				1	10	9.7
H/Total	222	15	0	0	0	0	1	238	237.2	29	4	2	0	0	1	1	37	36.6
Total	621	34	0	0	0	2	1	658	656	110	16	5	0	1	1	3	136	136.5

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	254	35	5	1	4	3	6	308	309.2	50	9	1	1	3	0	0	64	68.8
07:15	332	41	3	2	4	1	12	395	392.9	68	12	1	0	3	1	1	86	88.1
07:30	338	16	4	4	9	2	5	378	389	77	13	2	0	2	1	2	97	97.8
07:45	308	30	4	2	1	3	5	353	352.8	86	14	4	1	3	1	5	114	115.7
H/Total	1232	122	16	9	18	9	28	1434	1443.9	281	48	8	2	11	3	8	361	370.4
08:00	292	20	4	0	4	1	3	324	327	95	11	0	1	2	0	1	110	112.5
08:15	333	17	2	0	2	1	0	355	357.4	86	10	3	1	1	0	2	103	105.2
08:30	334	16	3	1	6	4	8	372	372	94	7	2	1	4	2	0	110	115.1
08:45	213	18	4	0	3	2	7	247	245.2	104	12	3	0	4	1	1	125	129.1
H/Total	1172	71	13	1	15	8	18	1298	1301.6	379	40	8	3	11	3	4	448	461.9
09:00	257	20	5	0	3	2	4	291	292.1	109	15	5	1	4	0	2	136	142.2
09:15	235	18	4	2	5	0	4	268	274.4	107	16	6	2	5	0	1	137	146.8
09:30	218	20	4	2	5	1	3	253	259.6	133	13	4	0	2	0	1	153	156.2
09:45	210	24	5	0	3	0	1	243	247.7	129	20	5	1	6	0	0	161	170.8
H/Total	920	82	18	4	16	3	12	1055	1073.8	478	64	20	4	17	0	4	587	616
Total	3324	275	47	14	49	20	58	3787	3819.3	1138	152	36	9	39	6	16	1396	1448.3

Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	179	9	2	1	2	1	2	196	198.1	285	27	1	3	4	1	1	322	329
16:15	165	16	2	2	4	1	3	193	197.6	327	25	6	2	4	0	6	370	374.8
16:30	177	20	3	0	3	2	3	208	208.9	313	23	2	3	3	5	4	353	354.7
16:45	140	16	1	0	3	0	4	164	164.3	296	23	2	0	4	2	5	332	331.8
H/Total	661	61	8	3	12	4	12	761	768.9	1221	98	11	8	15	8	16	1377	1390.3
17:00	189	15	2	1	3	2	5	217	217.1	320	27	2	0	3	3	7	362	358.6
17:15	169	9	1	1	3	1	0	184	188.2	321	21	2	1	4	4	4	357	357.7
17:30	177	12	1	1	4	1	2	198	201.6	316	16	0	0	3	2	5	342	339.8
17:45	195	9	0	0	4	2	6	216	214	335	20	2	0	4	2	9	372	368.6
H/Total	730	45	4	3	14	6	13	815	820.9	1292	84	6	1	14	11	25	1433	1424.7
18:00	163	7	1	0	2	1	3	177	176.5	354	22	3	1	3	0	5	388	389.8
18:15	158	11	0	0	4	0	0	173	177	319	20	3	0	3	0	8	353	351.1
18:30	159	7	1	0	5	0	1	173	177.7	236	14	2	0	6	1	5	264	266.4
18:45	161	6	0	0	2	0	0	169	171	233	17	0	1	9	2	0	262	271.1
H/Total	641	31	2	0	13	1	4	692	702.2	1142	73	8	2	21	3	18	1267	1278.4
Total	2032	137	14	6	39	11	29	2268	2292	3655	255	25	11	50	22	59	4077	4093.4

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	7	1	0	0	0	0	0	8	8	66	5	1	1	0	1	2	76	75.6
07:15	16	1	1	0	0	0	0	18	18.5	100	6	1	1	0	0	5	113	110.8
07:30	8	1	1	0	0	0	0	10	10.5	125	7	2	0	0	0	1	135	135.2
07:45	15	4	2	1	0	0	0	22	24.3	118	5	0	1	0	1	3	128	126.3
H/Total	46	7	4	1	0	0	0	58	61.3	409	23	4	3	0	2	11	452	447.9
08:00	11	0	0	0	0	0	1	12	11.2	85	7	2	1	0	0	0	95	97.3
08:15	12	2	0	0	0	0	0	14	14	121	1	2	0	0	0	0	124	125
08:30	24	3	0	0	0	1	0	28	27.4	133	5	1	1	2	2	4	148	147.4
08:45	9	3	1	0	0	0	0	13	13.5	80	3	2	0	0	0	2	87	86.4
H/Total	56	8	1	0	0	1	1	67	66.1	419	16	7	2	2	2	6	454	456.1
09:00	14	4	0	0	0	0	0	18	18	78	7	1	1	0	0	0	87	88.8
09:15	18	4	1	1	0	0	0	24	25.8	62	4	3	2	0	0	2	73	75.5
09:30	16	4	1	0	0	0	0	21	21.5	53	8	3	1	2	0	0	67	71.8
09:45	21	4	1	0	1	1	0	28	28.9	54	7	4	0	0	0	0	65	67
H/Total	69	16	3	1	1	1	0	91	94.2	247	26	11	4	2	0	2	292	303.1
Total	171	31	8	2	1	2	1	216	221.6	1075	65	22	9	4	4	19	1198	1207.1

Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	59	5	1	2	0	0	0	67	70.1	34	5	0	0	0	0	1	40	39.2
16:15	46	6	1	1	0	0	1	55	56	32	7	1	1	0	1	1	43	43.4
16:30	53	7	0	1	0	1	0	62	62.7	34	6	3	0	0	0	0	43	44.5
16:45	60	3	0	0	0	0	2	65	63.4	32	3	1	0	0	0	0	36	36.5
H/Total	218	21	2	4	0	1	3	249	252.2	132	21	5	1	0	1	2	162	163.6
17:00	75	2	0	0	0	1	0	78	77.4	34	3	1	0	0	0	0	38	38.5
17:15	63	6	1	1	0	1	0	72	73.2	45	4	1	0	1	0	0	51	52.5
17:30	65	4	0	0	0	1	0	70	69.4	42	3	0	0	0	1	0	46	45.4
17:45	59	3	1	0	0	0	1	64	63.7	51	5	0	0	0	0	0	56	56
H/Total	262	15	2	1	0	3	1	284	283.7	172	15	2	0	1	1	0	191	192.4
18:00	63	5	0	0	0	0	1	69	68.2	38	1	0	0	0	2	1	42	40
18:15	57	1	3	0	0	0	1	62	62.7	31	4	0	0	0	0	0	35	35
18:30	37	5	0	0	0	1	0	43	42.4	25	1	1	0	0	0	0	27	27.5
18:45	26	8	0	0	0	0	0	34	34	28	2	1	1	0	0	1	33	34
H/Total	183	19	3	0	0	1	2	208	207.3	122	8	2	1	0	2	2	137	136.5
Total	663	55	7	5	0	5	6	741	743.2	426	44	9	2	1	4	4	490	492.5

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	44	8	1	1	3	0	0	57	61.8	222	32	6	0	4	3	4	271	273
07:15	59	8	0	0	3	1	1	72	73.6	273	37	2	1	4	1	8	326	325.3
07:30	75	10	1	0	2	1	2	91	91.3	271	15	3	4	9	2	4	308	319.3
07:45	76	10	3	0	3	1	5	98	97.9	254	28	4	1	2	2	3	294	295.7
H/Total	254	36	5	1	11	3	8	318	324.6	1020	112	15	6	19	8	19	1199	1213.3
08:00	88	10	0	2	2	0	1	103	106.8	256	14	3	0	4	1	3	281	283.5
08:15	77	9	3	1	1	0	1	92	95	273	19	1	0	2	1	1	297	298.1
08:30	65	4	3	2	4	1	0	79	86.5	265	14	3	1	4	3	4	294	295.8
08:45	91	10	2	0	4	0	1	108	112.2	167	17	4	0	3	1	6	198	197.6
H/Total	321	33	8	5	11	1	3	382	400.5	961	64	11	1	13	6	14	1070	1075
09:00	85	11	5	1	4	1	2	109	114.6	217	12	5	0	3	2	4	243	244.1
09:15	84	14	6	1	5	0	1	111	119.5	207	18	2	0	5	0	2	234	238.4
09:30	97	11	3	0	2	0	2	115	116.9	196	15	4	1	3	1	4	224	226.5
09:45	100	16	4	1	5	0	0	126	134.3	167	16	2	0	3	0	1	189	192.2
H/Total	366	52	18	3	16	1	5	461	485.3	787	61	13	1	14	3	11	890	901.2
Total	941	121	31	9	38	5	16	1161	1210.4	2768	237	39	8	46	17	44	3159	3189.5

Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	221	24	2	1	4	1	3	256	259.3	146	6	2	1	2	1	2	160	162.1
16:15	263	23	6	1	4	0	5	302	306.3	126	12	1	1	4	0	2	146	150.2
16:30	274	19	2	2	3	5	4	309	309.4	140	14	1	0	3	1	3	162	162.5
16:45	238	21	2	0	4	2	3	270	271.4	109	12	1	0	3	0	3	128	129.1
H/Total	996	87	12	4	15	8	15	1137	1146.4	521	44	5	2	12	2	10	596	603.9
17:00	270	24	2	0	3	1	7	307	304.8	151	10	2	1	3	2	5	174	174.1
17:15	274	15	1	0	4	3	4	301	300.5	119	9	0	1	3	1	0	133	136.7
17:30	268	13	0	0	3	2	5	291	288.8	123	8	1	1	4	0	2	139	143.2
17:45	275	16	1	0	4	2	8	306	302.9	146	4	0	0	4	2	6	162	160
H/Total	1087	68	4	0	14	8	24	1205	1197	539	31	3	3	14	5	13	608	614
18:00	261	12	3	1	3	1	4	285	287	133	7	1	0	2	1	2	146	146.3
18:15	252	14	1	0	3	0	8	278	275.1	117	9	0	0	4	0	0	130	134
18:30	189	9	2	0	6	1	5	212	214.4	106	6	1	0	5	0	1	119	123.7
18:45	199	9	0	2	9	3	1	223	232	113	4	0	0	2	0	0	119	121
H/Total	901	44	6	3	21	5	18	998	1008.5	469	26	2	0	13	1	3	514	525
Total	2984	199	22	7	50	21	57	3340	3351.9	1529	101	10	5	39	8	26	1718	1742.9

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	From D									To D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	38	2	2	0	0	1	0	43	43.4	5	0	0	0	0	0	0	5	5
07:15	45	5	0	0	0	0	1	51	50.2	11	0	0	0	0	0	0	11	11
07:30	63	8	1	0	0	0	0	72	72.5	11	0	0	0	0	0	0	11	11
07:45	77	5	0	0	1	0	1	84	84.2	18	2	1	0	0	0	0	21	21.5
H/Total	223	20	3	0	1	1	2	250	250.3	45	2	1	0	0	0	0	48	48.5
08:00	59	2	1	0	0	0	0	62	62.5	14	0	0	0	0	0	1	15	14.2
08:15	68	3	1	0	0	0	2	74	72.9	10	1	0	0	0	0	0	11	11
08:30	83	5	1	0	0	1	0	90	89.9	14	2	1	0	0	0	0	17	17.5
08:45	58	2	2	0	0	1	1	64	63.6	20	1	0	0	0	1	0	22	21.4
H/Total	268	12	5	0	0	2	3	290	288.9	58	4	1	0	0	1	1	65	64.1
09:00	74	2	1	1	0	0	0	78	79.8	26	3	0	0	0	1	0	30	29.4
09:15	68	5	1	0	0	0	0	74	74.5	29	3	1	0	0	0	0	33	33.5
09:30	69	4	3	0	0	0	1	77	77.7	18	3	0	0	0	0	1	22	21.2
09:45	62	6	1	0	0	0	0	69	69.5	43	7	0	0	0	1	0	51	50.4
H/Total	273	17	6	1	0	0	1	298	301.5	116	16	1	0	0	2	1	136	134.5
Total	764	49	14	1	1	3	6	838	840.7	219	22	3	0	0	3	2	249	247.1

Time	From D									To D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	81	5	0	0	0	0	1	87	86.2	75	5	2	0	0	0	2	84	83.4
16:15	79	5	0	0	0	0	1	85	84.2	68	6	1	0	0	0	1	76	75.7
16:30	67	4	1	0	0	1	0	73	72.9	84	7	0	0	0	3	0	94	92.2
16:45	69	2	1	0	0	0	0	72	72.5	70	4	0	0	0	0	1	75	74.2
H/Total	296	16	2	0	0	1	2	317	315.8	297	22	3	0	0	3	4	329	325.5
17:00	62	3	1	0	0	1	0	67	66.9	91	4	0	0	0	0	0	95	95
17:15	68	8	0	0	1	1	0	78	78.4	89	4	0	0	0	1	0	94	93.4
17:30	66	1	0	0	0	0	0	67	67	95	3	0	0	0	1	0	99	98.4
17:45	81	5	0	0	0	0	0	86	86	78	4	0	0	0	0	0	82	82
H/Total	277	17	1	0	1	2	0	298	298.3	353	15	0	0	0	2	0	370	368.8
18:00	102	6	0	0	0	1	1	110	108.6	64	0	0	0	0	0	1	65	64.2
18:15	71	7	0	0	0	0	0	78	78	71	0	1	0	0	0	1	73	72.7
18:30	59	1	1	0	0	0	0	61	61.5	77	1	0	0	0	1	0	79	78.4
18:45	60	5	1	0	0	0	1	67	66.7	72	5	0	0	0	1	1	79	77.6
H/Total	292	19	2	0	0	1	2	316	314.8	284	6	1	0	0	2	3	296	292.9
Total	865	52	5	0	1	4	4	931	928.9	934	43	4	0	0	7	7	995	987.2

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **1**
 Location: **Cheetham Hill Road (A665) / Elizabeth Street**
 Date: **15 June 2017, Thursday**



Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	343	46	8	2	7	4	6	416	422.4
07:15	452	55	4	2	7	2	14	536	535.2
07:30	484	35	7	4	11	3	7	551	563.3
07:45	476	49	9	3	5	4	11	557	559.2
H/Total	1755	185	28	11	30	13	38	2060	2080.1
08:00	450	32	5	2	6	1	5	501	507.5
08:15	490	31	6	1	3	1	3	535	539.3
08:30	506	28	7	3	10	7	8	569	575.8
08:45	371	33	9	0	7	3	9	432	434.5
H/Total	1817	124	27	6	26	12	25	2037	2057.1
09:00	430	37	11	2	7	3	6	496	504.5
09:15	405	41	12	4	10	0	5	477	494.2
09:30	400	39	11	2	7	1	6	466	475.7
09:45	393	50	11	1	9	1	1	466	480.4
H/Total	1628	167	45	9	33	5	18	1905	1954.8
Total	5200	476	100	26	89	30	81	6002	6092

Peak Hours	Totals
07:00 08:00	2060
07:15 08:15	2145
07:30 08:30	2144
07:45 08:45	2162

08:00 09:00	2037
08:15 09:15	2032
08:30 09:30	1974
08:45 09:45	1871

09:00 10:00	1905
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Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	540	43	5	4	6	2	6	606	613.7
16:15	553	50	9	4	8	1	10	635	644.1
16:30	571	50	6	3	6	9	7	652	653.9
16:45	507	42	4	0	7	2	9	571	571.6
H/Total	2171	185	24	11	27	14	32	2464	2483.3
17:00	596	44	5	1	6	5	12	669	666.2
17:15	574	38	3	2	8	6	4	635	640.3
17:30	576	30	1	1	7	4	7	626	626.8
17:45	610	33	2	0	8	4	15	672	666.6
H/Total	2356	145	11	4	29	19	38	2602	2599.9
18:00	589	30	4	1	5	3	9	641	640.3
18:15	538	33	4	0	7	0	9	591	592.8
18:30	444	22	4	0	11	2	6	489	496
18:45	446	28	1	2	11	3	2	493	503.7
H/Total	2017	113	13	3	34	8	26	2214	2232.8
Total	6544	443	48	18	90	41	96	7280	7316

Peak Hours	Totals
16:00 17:00	2464
16:15 17:15	2527
16:30 17:30	2527
16:45 17:45	2501

17:00 18:00	2602
17:15 18:15	2574
17:30 18:30	2530
17:45 18:45	2393

18:00 19:00	2214
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Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **Cheetham Hill Road (A665) / Manchester Fort**
 Date: **15 June 2017, Thursday**



Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	10	1	1					12	12.5
07:15								0	0	10	2					1	13	12.2
07:30								0	0	15	2						17	17
07:45								0	0	22	5						27	27
H/Total	0	0	0	0	0	0	0	0	0	57	10	1	0	0	0	1	69	68.7
08:00								0	0	19	6						25	25
08:15								0	0	23	2						25	25
08:30								0	0	20	2						22	22
08:45								0	0	40	3						43	43
H/Total	0	0	0	0	0	0	0	0	0	102	13	0	0	0	0	0	115	115
09:00								0	0	49	4						53	53
09:15								0	0	59	2						61	61
09:30								0	0	81	7			1	1		90	90.4
09:45								0	0	80	5				1		86	85.4
H/Total	0	0	0	0	0	0	0	0	0	269	18	0	0	1	2	0	290	289.8
Total	0	0	0	0	0	0	0	0	0	428	41	1	0	1	2	1	474	473.5

Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	67	1					1	69	68.2
16:15								0	0	104	6					1	111	110.2
16:30								0	0	81	9				1		91	90.4
16:45								0	0	75	3				1		79	78.4
H/Total	0	0	0	0	0	0	0	0	0	327	19	0	0	0	2	2	350	347.2
17:00								0	0	73	6						79	79
17:15								0	0	87	3					1	91	90.2
17:30								0	0	69	5						74	74
17:45								0	0	82	4						86	86
H/Total	0	0	0	0	0	0	0	0	0	311	18	0	0	0	0	1	330	329.2
18:00								0	0	84	6						90	90
18:15								0	0	78	2				1		81	80.4
18:30								0	0	91	6						97	97
18:45								0	0	82	4						86	86
H/Total	0	0	0	0	0	0	0	0	0	335	18	0	0	0	1	0	354	353.4
Total	0	0	0	0	0	0	0	0	0	973	55	0	0	0	3	3	1034	1029.8

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **Cheetham Hill Road (A665) / Manchester Fort**
 Date: **15 June 2017, Thursday**



Time	A - C									B - A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	253	29	5	1	5	3	9	305	304.8	6							6	6
07:15	324	40	2	2	3	1	10	382	380	5							5	5
07:30	343	11	4	4	9	2	6	379	389.2	4	3						7	7
07:45	293	24	4	2	1	3	4	331	331.6	7	4						11	11
H/Total	1213	104	15	9	18	9	29	1397	1405.6	22	7	0	0	0	0	0	29	29
08:00	275	14	4		4	1	3	301	304	15	2						17	17
08:15	326	14	2		2	1		345	347.4	7	1			1			9	10
08:30	308	12	3	1	6	4	6	340	341.6	14	4						18	18
08:45	192	13	4		3	1	7	220	218.8	13	1						14	14
H/Total	1101	53	13	1	15	7	16	1206	1211.8	49	8	0	0	1	0	0	58	59
09:00	237	17	5		3	2	5	269	269.3	16	4	1					21	21.5
09:15	202	14	4	2	5		3	230	237.2	31	4	1					36	36.5
09:30	200	17	4	2	5	1	3	232	238.6	42	1			1			44	45
09:45	160	16	4		3		2	185	188.4	58	5			1			64	65
H/Total	799	64	17	4	16	3	13	916	933.5	147	14	2	0	2	0	0	165	168
Total	3113	221	45	14	49	19	58	3519	3550.9	218	29	2	0	3	0	0	252	256

Time	A - C									B - A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	113	9	2	1	2	1	1	129	131.9	103	3						106	106
16:15	117	13	2	1	4	1	2	140	144.1	119	5						124	124
16:30	111	9	3		3	1	3	130	131.5	105	7						112	112
16:45	96	9	1		3		2	111	112.9	111	9					1	121	120.2
H/Total	437	40	8	2	12	3	8	510	520.4	438	24	0	0	0	0	1	463	462.2
17:00	135	12	2	1	3		5	158	159.3	96	2					1	99	98.2
17:15	116	6	1	1	3	1		128	132.2	109	5	1					115	115.5
17:30	113	9	1	1	4	1	2	131	134.6	82	4					1	87	86.2
17:45	127	8			4	3	4	146	145	83	4						87	87
H/Total	491	35	4	3	14	5	11	563	571.1	370	15	1	0	0	0	2	388	386.9
18:00	122	7	1		2	1	1	134	135.1	111	8						119	119
18:15	88	8			4			100	104	102	4			1			107	108
18:30	95	4	1		5	1	1	107	111.1	108	5				1		114	113.4
18:45	97	4			2			103	105	104	9					1	114	113.2
H/Total	402	23	2	0	13	2	2	444	455.2	425	26	0	0	1	1	1	454	453.6
Total	1330	98	14	5	39	10	21	1517	1546.7	1233	65	1	0	1	1	4	1305	1302.7

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **Cheetham Hill Road (A665) / Manchester Fort**
 Date: **15 June 2017, Thursday**



Time	B - B									B - C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	2	2						4	4
07:15								0	0	5	2	1				1	9	8.7
07:30								0	0	10	4						14	14
07:45								0	0	14	6						20	20
H/Total	0	0	0	0	0	0	0	0	0	31	14	1	0	0	0	1	47	46.7
08:00								0	0	12	6						18	18
08:15								0	0	16	2						18	18
08:30								0	0	17	4						21	21
08:45								0	0	20	5				1		26	25.4
H/Total	0	0	0	0	0	0	0	0	0	65	17	0	0	0	1	0	83	82.4
09:00								0	0	23	4						27	27
09:15								0	0	26	5						31	31
09:30								0	0	23	1						24	24
09:45								0	0	44	10						54	54
H/Total	0	0	0	0	0	0	0	0	0	116	20	0	0	0	0	0	136	136
Total	0	0	0	0	0	0	0	0	0	212	51	1	0	0	1	1	266	265.1

Time	B - B									B - C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	52	3					1	56	55.2
16:15								0	0	58	2		1			1	62	62.5
16:30								0	0	60	6						66	66
16:45								0	0	53	6				1	2	62	59.8
H/Total	0	0	0	0	0	0	0	0	0	223	17	0	1	0	1	4	246	243.5
17:00								0	0	55	5				1		61	60.4
17:15								0	0	68	2						70	70
17:30								0	0	56	2						58	58
17:45								0	0	61	2					2	65	63.4
H/Total	0	0	0	0	0	0	0	0	0	240	11	0	0	0	1	2	254	251.8
18:00								0	0	45	1					1	47	46.2
18:15								0	0	66	4						70	70
18:30								0	0	62	4						66	66
18:45								0	0	66	2						68	68
H/Total	0	0	0	0	0	0	0	0	0	239	11	0	0	0	0	1	251	250.2
Total	0	0	0	0	0	0	0	0	0	702	39	0	1	0	2	7	751	745.5

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **Cheetham Hill Road (A665) / Manchester Fort**
 Date: **15 June 2017, Thursday**



Time	C - A									C - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	43	6	2	1	3			55	60.3	5	2						7	7
07:15	58	7	1		3	1		70	72.9	9	6						15	15
07:30	75	10	2		2	1		90	92.4	4	2						6	6
07:45	68	9	4	1	3	1		86	91.7	17	6						23	23
H/Total	244	32	9	2	11	3	0	301	317.3	35	16	0	0	0	0	0	51	51
08:00	81	8		1	1			91	93.3	14	2			1			17	18
08:15	79	9	3	1	1			93	96.8	8	1						9	9
08:30	68	2	2	1	4	2		79	84.1	21	4						25	25
08:45	85	8	3		4			100	105.5	24	4				1		29	28.4
H/Total	313	27	8	3	10	2	0	363	379.7	67	11	0	0	1	1	0	80	80.4
09:00	69	11	3	1	4			88	94.8	31	4	1					36	36.5
09:15	76	12	7	2	5			102	113.1	38	4						42	42
09:30	83	7	4		1			95	98	50	6			1		1	58	58.2
09:45	75	12	4	1	6			98	107.3	56	7	1					64	64.5
H/Total	303	42	18	4	16	0	0	383	413.2	175	21	2	0	1	0	1	200	201.2
Total	860	101	35	9	37	5	0	1047	1110.2	277	48	2	0	2	1	1	331	332.6

Time	C - A									C - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	208	25	1	1	4	1		240	245.2	78	5						83	83
16:15	244	17	6	3	4			274	284.9	74	5		1				80	81.3
16:30	250	17	2	3	3	5	1	281	285.1	70	6						76	76
16:45	225	17	2		4	2		250	253.8	68	5						73	73
H/Total	927	76	11	7	15	8	1	1045	1069	290	21	0	1	0	0	0	312	313.3
17:00	260	19	2		4	2		287	290.8	75	4						79	79
17:15	225	19	2	1	4	4		255	258.9	82	2						84	84
17:30	242	12			3	2		259	260.8	65	1						66	66
17:45	270	18	2		4	2		296	299.8	80	6						86	86
H/Total	997	68	6	1	15	10	0	1097	1110.3	302	13	0	0	0	0	0	315	315
18:00	243	19	3	1	2			268	272.8	95	1						96	96
18:15	236	14	3		3			256	260.5	90	7						97	97
18:30	169	9	2		6	1		187	193.4	62	5						67	67
18:45	175	14		1	9	2		201	210.1	65	2						67	67
H/Total	823	56	8	2	20	3	0	912	936.8	312	15	0	0	0	0	0	327	327
Total	2747	200	25	10	50	21	1	3054	3116.1	904	49	0	1	0	0	0	954	955.3

[illegible]

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **Cheetham Hill Road (A665) / Manchester Fort**
 Date: **15 June 2017, Thursday**



Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	263	30	6	1	5	3	9	317	317.3	49	6	2	1	3	0	0	61	66.3
07:15	334	42	2	2	3	1	11	395	392.2	63	7	1	0	3	1	0	75	77.9
07:30	358	13	4	4	9	2	6	396	406.2	79	13	2	0	2	1	0	97	99.4
07:45	315	29	4	2	1	3	4	358	358.6	75	13	4	1	3	1	0	97	102.7
H/Total	1270	114	16	9	18	9	30	1466	1474.3	266	39	9	2	11	3	0	330	346.3
08:00	294	20	4	0	4	1	3	326	329	96	10	0	1	1	0	0	108	110.3
08:15	349	16	2	0	2	1	0	370	372.4	86	10	3	1	2	0	0	102	106.8
08:30	328	14	3	1	6	4	6	362	363.6	82	6	2	1	4	2	0	97	102.1
08:45	232	16	4	0	3	1	7	263	261.8	98	9	3	0	4	0	0	114	119.5
H/Total	1203	66	13	1	15	7	16	1321	1326.8	362	35	8	3	11	2	0	421	438.7
09:00	286	21	5	0	3	2	5	322	322.3	85	15	4	1	4	0	0	109	116.3
09:15	261	16	4	2	5	0	3	291	298.2	107	16	8	2	5	0	0	138	149.6
09:30	281	24	4	2	6	2	3	322	329	125	8	4	0	2	0	0	139	143
09:45	240	21	4	0	3	1	2	271	273.8	133	17	4	1	7	0	0	162	172.3
H/Total	1068	82	17	4	17	5	13	1206	1223.3	450	56	20	4	18	0	0	548	581.2
Total	3541	262	46	14	50	21	59	3993	4024.4	1078	130	37	9	40	5	0	1299	1366.2

Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	180	10	2	1	2	1	2	198	200.1	311	28	1	1	4	1	0	346	351.2
16:15	221	19	2	1	4	1	3	251	254.3	363	22	6	3	4	0	0	398	408.9
16:30	192	18	3	0	3	2	3	221	221.9	355	24	2	3	3	5	1	393	397.1
16:45	171	12	1	0	3	1	2	190	191.3	336	26	2	0	4	2	1	371	374
H/Total	764	59	8	2	12	5	10	860	867.6	1365	100	11	7	15	8	2	1508	1531.2
17:00	208	18	2	1	3	0	5	237	238.3	356	21	2	0	4	2	1	386	389
17:15	203	9	1	1	3	1	1	219	222.4	334	24	3	1	4	4	0	370	374.4
17:30	182	14	1	1	4	1	2	205	208.6	324	16	0	0	3	2	1	346	347
17:45	209	12	0	0	4	3	4	232	231	353	22	2	0	4	2	0	383	386.8
H/Total	802	53	4	3	14	5	12	893	900.3	1367	83	7	1	15	10	2	1485	1497.2
18:00	206	13	1	0	2	1	1	224	225.1	354	27	3	1	2	0	0	387	391.8
18:15	166	10	0	0	4	1	0	181	184.4	338	18	3	0	4	0	0	363	368.5
18:30	186	10	1	0	5	1	1	204	208.1	277	14	2	0	6	2	0	301	306.8
18:45	179	8	0	0	2	0	0	189	191	279	23	0	1	9	2	1	315	323.3
H/Total	737	41	2	0	13	3	2	798	808.6	1248	82	8	2	21	4	1	1366	1390.4
Total	2303	153	14	5	39	13	24	2551	2576.5	3980	265	26	10	51	22	5	4359	4418.8

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **Cheetham Hill Road (A665) / Manchester Fort**
 Date: **15 June 2017, Thursday**



Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	8	2	0	0	0	0	0	10	10	15	3	1	0	0	0	0	19	19.5
07:15	10	2	1	0	0	0	1	14	13.7	19	8	0	0	0	0	1	28	27.2
07:30	14	7	0	0	0	0	0	21	21	19	4	0	0	0	0	0	23	23
07:45	21	10	0	0	0	0	0	31	31	39	11	0	0	0	0	0	50	50
H/Total	53	21	1	0	0	0	1	76	75.7	92	26	1	0	0	0	1	120	119.7
08:00	27	8	0	0	0	0	0	35	35	33	8	0	0	1	0	0	42	43
08:15	23	3	0	0	1	0	0	27	28	31	3	0	0	0	0	0	34	34
08:30	31	8	0	0	0	0	0	39	39	41	6	0	0	0	0	0	47	47
08:45	33	6	0	0	0	1	0	40	39.4	64	7	0	0	0	1	0	72	71.4
H/Total	114	25	0	0	1	1	0	141	141.4	169	24	0	0	1	1	0	195	195.4
09:00	39	8	1	0	0	0	0	48	48.5	80	8	1	0	0	0	0	89	89.5
09:15	57	9	1	0	0	0	0	67	67.5	97	6	0	0	0	0	0	103	103
09:30	65	2	0	0	1	0	0	68	69	131	13	0	0	2	1	1	148	148.6
09:45	102	15	0	0	1	0	0	118	119	136	12	1	0	0	1	0	150	149.9
H/Total	263	34	2	0	2	0	0	301	304	444	39	2	0	2	2	1	490	491
Total	430	80	3	0	3	1	1	518	521.1	705	89	3	0	3	3	2	805	806.1

Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	155	6	0	0	0	0	1	162	161.2	145	6	0	0	0	0	1	152	151.2
16:15	177	7	0	1	0	0	1	186	186.5	178	11	0	1	0	0	1	191	191.5
16:30	165	13	0	0	0	0	0	178	178	151	15	0	0	0	1	0	167	166.4
16:45	164	15	0	0	0	1	3	183	180	143	8	0	0	0	1	0	152	151.4
H/Total	661	41	0	1	0	1	5	709	705.7	617	40	0	1	0	2	2	662	660.5
17:00	151	7	0	0	0	1	1	160	158.6	148	10	0	0	0	0	0	158	158
17:15	177	7	1	0	0	0	0	185	185.5	169	5	0	0	0	0	1	175	174.2
17:30	138	6	0	0	0	0	1	145	144.2	134	6	0	0	0	0	0	140	140
17:45	144	6	0	0	0	0	2	152	150.4	162	10	0	0	0	0	0	172	172
H/Total	610	26	1	0	0	1	4	642	638.7	613	31	0	0	0	0	1	645	644.2
18:00	156	9	0	0	0	0	1	166	165.2	179	7	0	0	0	0	0	186	186
18:15	168	8	0	0	1	0	0	177	178	168	9	0	0	0	1	0	178	177.4
18:30	170	9	0	0	0	1	0	180	179.4	153	11	0	0	0	0	0	164	164
18:45	170	11	0	0	0	0	1	182	181.2	147	6	0	0	0	0	0	153	153
H/Total	664	37	0	0	1	1	2	705	703.8	647	33	0	0	0	1	0	681	680.4
Total	1935	104	1	1	1	3	11	2056	2048.2	1877	104	0	1	0	3	3	1988	1985.1

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **Cheetham Hill Road (A665) / Manchester Fort**
 Date: **15 June 2017, Thursday**



Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	48	8	2	1	3	0	0	62	67.3	255	31	5	1	5	3	9	309	308.8
07:15	67	13	1	0	3	1	0	85	87.9	329	42	3	2	3	1	11	391	388.7
07:30	79	12	2	0	2	1	0	96	98.4	353	15	4	4	9	2	6	393	403.2
07:45	85	15	4	1	3	1	0	109	114.7	307	30	4	2	1	3	4	351	351.6
H/Total	279	48	9	2	11	3	0	352	368.3	1244	118	16	9	18	9	30	1444	1452.3
08:00	95	10	0	1	2	0	0	108	111.3	287	20	4	0	4	1	3	319	322
08:15	87	10	3	1	1	0	0	102	105.8	342	16	2	0	2	1	0	363	365.4
08:30	89	6	2	1	4	2	0	104	109.1	325	16	3	1	6	4	6	361	362.6
08:45	109	12	3	0	4	1	0	129	133.9	212	18	4	0	3	2	7	246	244.2
H/Total	380	38	8	3	11	3	0	443	460.1	1166	70	13	1	15	8	16	1289	1294.2
09:00	100	15	4	1	4	0	0	124	131.3	260	21	5	0	3	2	5	296	296.3
09:15	114	16	7	2	5	0	0	144	155.1	228	19	4	2	5	0	3	261	268.2
09:30	133	13	4	0	2	0	1	153	156.2	223	18	4	2	5	1	3	256	262.6
09:45	131	19	5	1	6	0	0	162	171.8	204	26	4	0	3	0	2	239	242.4
H/Total	478	63	20	4	17	0	1	583	614.4	915	84	17	4	16	3	13	1052	1069.5
Total	1137	149	37	9	39	6	1	1378	1442.8	3325	272	46	14	49	20	59	3785	3816

Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	286	30	1	1	4	1	0	323	328.2	165	12	2	1	2	1	2	185	187.1
16:15	318	22	6	4	4	0	0	354	366.2	175	15	2	2	4	1	3	202	206.6
16:30	320	23	2	3	3	5	1	357	361.1	171	15	3	0	3	1	3	196	197.5
16:45	293	22	2	0	4	2	0	323	326.8	149	15	1	0	3	1	4	173	172.7
H/Total	1217	97	11	8	15	8	1	1357	1382.3	660	57	8	3	12	4	12	756	763.9
17:00	335	23	2	0	4	2	0	366	369.8	190	17	2	1	3	1	5	219	219.7
17:15	307	21	2	1	4	4	0	339	342.9	184	8	1	1	3	1	0	198	202.2
17:30	307	13	0	0	3	2	0	325	326.8	169	11	1	1	4	1	2	189	192.6
17:45	350	24	2	0	4	2	0	382	385.8	188	10	0	0	4	3	6	211	208.4
H/Total	1299	81	6	1	15	10	0	1412	1425.3	731	46	4	3	14	6	13	817	822.9
18:00	338	20	3	1	2	0	0	364	368.8	167	8	1	0	2	1	2	181	181.3
18:15	326	21	3	0	3	0	0	353	357.5	154	12	0	0	4	0	0	170	174
18:30	231	14	2	0	6	1	0	254	260.4	157	8	1	0	5	1	1	173	177.1
18:45	240	16	0	1	9	2	0	268	277.1	163	6	0	0	2	0	0	171	173
H/Total	1135	71	8	2	20	3	0	1239	1263.8	641	34	2	0	13	2	3	695	705.4
Total	3651	249	25	11	50	21	1	4008	4071.4	2032	137	14	6	39	12	28	2268	2292.2

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **2**
 Location: **Cheetham Hill Road (A665) / Manchester Fort**
 Date: **15 June 2017, Thursday**



Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	319	40	8	2	8	3	9	389	394.6
07:15	411	57	4	2	6	2	12	494	493.8
07:30	451	32	6	4	11	3	6	513	525.6
07:45	421	54	8	3	4	4	4	498	504.3
H/Total	1602	183	26	11	29	12	31	1894	1918.3
08:00	416	38	4	1	6	1	3	469	475.3
08:15	459	29	5	1	4	1	0	499	506.2
08:30	448	28	5	2	10	6	6	505	511.7
08:45	374	34	7	0	7	3	7	432	435.1
H/Total	1697	129	21	4	27	11	16	1905	1928.3
09:00	425	44	10	1	7	2	5	494	502.1
09:15	432	41	12	4	10	0	3	502	520.8
09:30	479	39	8	2	9	2	4	543	554.2
09:45	473	55	9	1	10	1	2	551	564.6
H/Total	1809	179	39	8	36	5	14	2090	2141.7
Total	5108	491	86	23	92	28	61	5889	5988.3

Peak Hours	Totals
07:00 08:00	1894
07:15 08:15	1974
07:30 08:30	1979
07:45 08:45	1971

08:00 09:00	1905
08:15 09:15	1930
08:30 09:30	1933
08:45 09:45	1971

09:00 10:00	2090
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Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	621	46	3	2	6	2	3	683	689.5
16:15	716	48	8	6	8	1	4	791	807
16:30	677	54	5	3	6	7	4	756	761
16:45	628	49	3	0	7	4	5	696	698.1
H/Total	2642	197	19	11	27	14	16	2926	2955.6
17:00	694	48	4	1	7	3	6	763	766.7
17:15	687	37	4	2	7	5	1	743	750.8
17:30	627	33	1	1	7	3	3	675	679.6
17:45	703	42	2	0	8	5	6	766	767.2
H/Total	2711	160	11	4	29	16	16	2947	2964.3
18:00	700	42	4	1	4	1	2	754	759.1
18:15	660	39	3	0	8	1	0	711	719.9
18:30	587	33	3	0	11	3	1	638	647.9
18:45	589	35	0	1	11	2	1	639	649.3
H/Total	2536	149	10	2	34	7	4	2742	2776.2
Total	7889	506	40	17	90	37	36	8615	8696.1

Peak Hours	Totals
16:00 17:00	2926
16:15 17:15	3006
16:30 17:30	2958
16:45 17:45	2877

17:00 18:00	2947
17:15 18:15	2938
17:30 18:30	2906
17:45 18:45	2869

18:00 19:00	2742
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Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	17	3		1	1			22	24.3
07:15								0	0	27	2				1		30	29.4
07:30								0	0	24							24	24
07:45								0	0	21	1			2			24	26
H/Total	0	0	0	0	0	0	0	0	0	89	6	0	1	3	1	0	100	103.7
08:00								0	0	27	1	1		1		1	31	31.7
08:15								0	0	12	5		1	1			19	21.3
08:30								0	0	19	2	1	1	2			25	28.8
08:45								0	0	16	2			1			19	20
H/Total	0	0	0	0	0	0	0	0	0	74	10	2	2	5	0	1	94	101.8
09:00								0	0	22	3	2	1	1	1		30	32.7
09:15								0	0	24	1	1					26	26.5
09:30								0	0	10	3	3					16	17.5
09:45								0	0	26	6	3	1	2			38	42.8
H/Total	0	0	0	0	0	0	0	0	0	82	13	9	2	3	1	0	110	119.5
Total	0	0	0	0	0	0	0	0	0	245	29	11	5	11	2	1	304	325

Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	16	6		1		1		24	24.7
16:15								0	0	23	4	2					29	30
16:30								0	0	18	2						20	20
16:45								0	0	20	3			1			24	25
H/Total	0	0	0	0	0	0	0	0	0	77	15	2	1	1	1	0	97	99.7
17:00								0	0	19	3						22	22
17:15								0	0	19	1			1			21	22
17:30								0	0	23	1						24	24
17:45								0	0	27				1			28	29
H/Total	0	0	0	0	0	0	0	0	0	88	5	0	0	2	0	0	95	97
18:00								0	0	27	1						28	28
18:15								0	0	23	1						24	24
18:30								0	0	24	5						29	29
18:45								0	0	26				3			29	32
H/Total	0	0	0	0	0	0	0	0	0	100	7	0	0	3	0	0	110	113
Total	0	0	0	0	0	0	0	0	0	265	27	2	1	6	1	0	302	309.7

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	A - C									A - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	190	14	3	1	3	2	7	220	219	2			1				3	4.3
07:15	242	22	2	1	2	1	5	275	274.7	6							6	6
07:30	248	10	2	1	5	1	7	274	275.1	6							6	6
07:45	215	13	1	1	1	4	1	236	235.6	3							3	3
H/Total	895	59	8	4	11	8	20	1005	1004.4	17	0	0	1	0	0	0	18	19.3
08:00	215	12	2		5		3	237	240.6	3		1		1			5	6.5
08:15	235	11	2		2			250	253	3	1	1			1		6	5.9
08:30	219	8	2		5	4	5	243	242.6	5							5	5
08:45	150	13	2		3	1	5	174	173.4	10	1						11	11
H/Total	819	44	8	0	15	5	13	904	909.6	21	2	2	0	1	1	0	27	28.4
09:00	185	10	3		3		5	206	206.5	15							15	15
09:15	165	12	1	1	4		1	184	189	9				1			10	11
09:30	172	11	2	1	4	2	2	194	197.5	11	2						13	13
09:45	130	8	1		3	2	3	147	146.9	9	2						11	11
H/Total	652	41	7	2	14	4	11	731	739.9	44	4	0	0	1	0	0	49	50
Total	2366	144	23	6	40	17	44	2640	2653.9	82	6	2	1	2	1	0	94	97.7

Time	A - C									A - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	109	5		1	2	1	4	122	121.5	2	1	1					4	4.5
16:15	143	11	2		2	1	1	160	161.6	8	1						9	9
16:30	105	11	1		4	1	3	125	126.5	6							6	6
16:45	98	8	1		3		2	112	113.9	9	2						11	11
H/Total	455	35	4	1	11	3	10	519	523.5	25	4	1	0	0	0	0	30	30.5
17:00	137	7	2		2		1	149	151.2	8	1						9	9
17:15	118	4			3			125	128	7	1		1				9	10.3
17:30	100	7	1	1	2		2	113	115.2	8	1					1	10	9.2
17:45	135	3			4	1	3	146	147	11							11	11
H/Total	490	21	3	1	11	1	6	533	541.4	34	3	0	1	0	0	1	39	39.5
18:00	126	6	1		3	1	1	138	140.1	8							8	8
18:15	96	5			2			103	105	9							9	9
18:30	107	3			3	1	2	116	116.8	4							4	4
18:45	115	2	1		2			120	122.5	6							6	6
H/Total	444	16	2	0	10	2	3	477	484.4	27	0	0	0	0	0	0	27	27
Total	1389	72	9	2	32	6	19	1529	1549.3	86	7	1	1	0	0	1	96	97

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	B - C									B - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	77	18	3		3	1	1	103	106.1	53	8	1	1	2		1	66	69
07:15	99	16	1	1			5	122	119.8	60	12	1	1				74	75.8
07:30	106	4	2	2	4	1	1	120	126.2	77	9	4		1			91	94
07:45	95	16	2	1			2	116	116.7	71	10	2	1			1	85	86.5
H/Total	377	54	8	4	7	2	9	461	468.8	261	39	8	3	3	0	2	316	325.3
08:00	87	9	2					98	99	82	7	2			1		92	92.4
08:15	118	8	1					127	127.5	71	5	2	1	3		2	84	87.7
08:30	97	6		1			2	106	105.7	82	9	1		1			93	94.5
08:45	79	4	2					85	86	84	4	3			1	4	96	93.7
H/Total	381	27	5	1	0	0	2	416	418.2	319	25	8	1	4	2	6	365	368.3
09:00	99	13	3			1		116	116.9	64	14	2	1	1		2	84	85.7
09:15	93	3	3	1	1		2	103	105.2	79	6	4	2	2	1	1	95	100.2
09:30	114	14	2	1	2		1	134	137.5	62	8	3	1				74	76.8
09:45	103	13	3	1				120	122.8	43	11	2	1				57	59.3
H/Total	409	43	11	3	3	1	3	473	482.4	248	39	11	5	3	1	3	310	322
Total	1167	124	24	8	10	3	14	1350	1369.4	828	103	27	9	10	3	11	991	1015.6

Time	B - C									B - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	71	3	2				1	77	77.2	89	12	2	1		1		105	106.7
16:15	81	10	1	1	2		2	97	99.2	81	10	2	1	2			96	100.3
16:30	82	4	1			1		88	87.9	78	9	2	1	1	1		92	94.7
16:45	71	5			1	1		78	78.4	79	12	1	1	1			94	96.8
H/Total	305	22	4	1	3	2	3	340	342.7	327	43	7	4	4	2	0	387	398.5
17:00	78	8		1				87	88.3	80	8	1	1		1	1	92	92.4
17:15	72	3	1	1	1	1	1	80	81.4	96	7		1		5	2	111	107.7
17:30	81	8			1	1		91	91.4	90	9	1		1	1	1	103	103.1
17:45	77	6				2		85	83.8	73	4				1	1	79	77.6
H/Total	308	25	1	2	2	4	1	343	344.9	339	28	2	2	1	8	5	385	380.8
18:00	80	5						85	85	68	2		1			1	72	72.5
18:15	70	4			1	1		76	76.4	71	3			1	1	1	77	76.6
18:30	71	8	1		1			81	82.5	85	2						87	87
18:45	69	4						73	73	46	8				2		56	54.8
H/Total	290	21	1	0	2	1	0	315	316.9	270	15	0	1	1	3	2	292	290.9
Total	903	68	6	3	7	7	4	998	1004.5	936	86	9	7	6	13	7	1064	1070.2

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	C - A									C - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	31	5			3			39	42	18	3	1	1				23	24.8
07:15	38	4			1	1	1	45	44.6	24	3	1				1	29	28.7
07:30	50	5	1		4	1	1	62	65.1	24	7	1				1	33	32.7
07:45	44	7	3	1	3	1	3	62	64.8	26	6	1					33	33.5
H/Total	163	21	4	1	11	3	5	208	216.5	92	19	4	1	0	0	2	118	119.7
08:00	64	7		1	1		1	74	75.5	34	3						37	37
08:15	53	7	3	1	1		2	67	69.2	28	3						31	31
08:30	62	1	1		2	2		68	69.3	18	4	1	1	2			26	29.8
08:45	67	8	3		4		1	83	87.7	23	2						25	25
H/Total	246	23	7	2	8	2	4	292	301.7	103	12	1	1	2	0	0	119	122.8
09:00	50	9	2		4		2	67	70.4	35	4	2	1				42	44.3
09:15	55	9	5	2	3		1	75	82.3	43	7	2		1			53	55
09:30	71	5	3		1		1	81	82.7	47	3	2		2			54	57
09:45	76	6	2		4			88	93	51	8		1	3			63	67.3
H/Total	252	29	12	2	12	0	4	311	328.4	176	22	6	2	6	0	0	212	223.6
Total	661	73	23	5	31	5	13	811	846.6	371	53	11	4	8	0	2	449	466.1

Time	C - A									C - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	186	23		1	4			214	219.3	104	7				1	1	113	111.6
16:15	220	10	7	2	2		3	244	249.7	114	8			3			125	128
16:30	222	15	2	1	2	3	3	248	248.1	115	11		2	1	2	1	132	133.6
16:45	227	18	1		4	2	3	255	255.9	91	6	1				2	100	98.9
H/Total	855	66	10	4	12	5	9	961	973	424	32	1	2	4	3	4	470	472.1
17:00	191	12	2		4	2	7	218	216.2	135	8					1	144	143.2
17:15	224	14			4	4	2	248	248	81	7	3	1	1			93	96.8
17:30	205	8			3	2	4	222	220.6	76	4					1	81	80.2
17:45	256	10	2		4	2	8	282	279.4	112	11						123	123
H/Total	876	44	4	0	15	10	21	970	964.2	404	30	3	1	1	0	2	441	443.2
18:00	224	13	2		2		2	243	244.4	111	10	1	1			1	124	125
18:15	227	11	3		3		7	251	249.9	104	7			1		3	115	113.6
18:30	169	9	2		2	1	3	186	186	95	3			2		2	102	102.4
18:45	168	14			4	1	1	188	190.6	97	7		1	6	1		112	118.7
H/Total	788	47	7	0	11	2	13	868	870.9	407	27	1	2	9	1	6	453	459.7
Total	2519	157	21	4	38	17	43	2799	2808.1	1235	89	5	5	14	4	12	1364	1375

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	C - C									C - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	1							1	1
07:15								0	0	1							1	1
07:30								0	0	2	1						3	3
07:45								0	0	1							1	1
H/Total	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6
08:00								0	0	3							3	3
08:15								0	0	2				1			3	4
08:30								0	0	4							4	4
08:45								0	0	4							4	4
H/Total	0	0	0	0	0	0	0	0	0	13	0	0	0	1	0	0	14	15
09:00	1							1	1	3	2						5	5
09:15								0	0	8							8	8
09:30								0	0	6							6	6
09:45								0	0	5	1	2					8	9
H/Total	1	0	0	0	0	0	0	1	1	22	3	2	0	0	0	0	27	28
Total	1	0	0	0	0	0	0	1	1	40	4	2	0	1	0	0	47	49

Time	C - C									C - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	20							20	20
16:15								0	0	23	3						26	26
16:30								0	0	24	3						27	27
16:45								0	0	16	3						19	19
H/Total	0	0	0	0	0	0	0	0	0	83	9	0	0	0	0	0	92	92
17:00								0	0	25							25	25
17:15								0	0	21	2						23	23
17:30								0	0	23	3						26	26
17:45								0	0	23	1						24	24
H/Total	0	0	0	0	0	0	0	0	0	92	6	0	0	0	0	0	98	98
18:00								0	0	12	2						14	14
18:15								0	0	18							18	18
18:30								0	0	13	2				1	1	17	15.6
18:45								0	0	14	2						16	16
H/Total	0	0	0	0	0	0	0	0	0	57	6	0	0	0	1	1	65	63.6
Total	0	0	0	0	0	0	0	0	0	232	21	0	0	0	1	1	255	253.6

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	D - A									D - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	3	1						4	4	45	9	3	1	1	1		60	63.2
07:15	3							3	3	74	13	3	3		3		96	99.6
07:30	2				1			3	4	68	17	4		1		1	91	93.2
07:45	3		1					4	4.5	96	7	5		1	1		110	112.9
H/Total	11	1	1	0	1	0	0	14	15.5	283	46	15	4	3	5	1	357	368.9
08:00	1							1	1	86	8	3	3	2		1	103	109.6
08:15	3							3	3	89	7	4	1	2	2		105	109.1
08:30	2							2	2	67	6	3		2	2	1	81	82.5
08:45	3		1					4	4.5	63	9	5		2			79	83.5
H/Total	9	0	1	0	0	0	0	10	10.5	305	30	15	4	8	4	2	368	384.7
09:00	2	2	1					5	5.5	62	13	1					76	76.5
09:15		1	1					2	2.5	67	8	3		1	1		80	81.9
09:30	3							3	3	54	14	3		1			72	74.5
09:45	5	1						6	6	53	11	4					68	70
H/Total	10	4	2	0	0	0	0	16	17	236	46	11	0	2	1	0	296	302.9
Total	30	5	4	0	1	0	0	40	43	824	122	41	8	13	10	3	1021	1056.5

Time	D - A									D - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	7	1	1					9	9.5	74	7	3		2			86	89.5
16:15	7	1	1		1			10	11.5	70	8	2	3		1	2	86	88.7
16:30	7	1						8	8	67	6				2		75	73.8
16:45	4	2				1		7	6.4	79	4	1					84	84.5
H/Total	25	5	2	0	1	1	0	34	35.4	290	25	6	3	2	3	2	331	336.5
17:00	6	1						7	7	72	2	2		1	2		79	79.8
17:15	12	1						13	13	84	11	2		1		1	99	100.2
17:30	11							11	11	96	7						103	103
17:45	9	1						10	10	65	3	1			1	1	71	70.1
H/Total	38	3	0	0	0	0	0	41	41	317	23	5	0	2	3	2	352	353.1
18:00	7							7	7	74	5	1			1		81	80.9
18:15	12							12	12	89	8	1		3			101	104.5
18:30	9	1						10	10	56	6			1		2	65	64.4
18:45	4	1						5	5	54	7			3	1		65	67.4
H/Total	32	2	0	0	0	0	0	34	34	273	26	2	0	7	2	2	312	317.2
Total	95	10	2	0	1	1	0	109	110.4	880	74	13	3	11	8	6	995	1006.8

[illegible]

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	209	17	3	3	4	2	7	245	247.6	39	9	0	0	4	0	0	52	56
07:15	275	24	2	1	2	2	5	311	310.1	54	5	3	0	1	1	1	65	66.1
07:30	278	10	2	1	5	1	7	304	305.1	63	7	1	0	5	1	1	78	82.1
07:45	239	14	1	1	3	4	1	263	264.6	60	11	5	1	4	1	3	85	89.8
H/Total	1001	65	8	6	14	9	20	1123	1127.4	216	32	9	1	14	3	5	280	294
08:00	245	13	4	0	7	0	4	273	278.8	82	13	1	1	1	0	2	100	101.2
08:15	250	17	3	1	3	1	0	275	280.2	75	8	3	1	2	0	2	91	94.2
08:30	243	10	3	1	7	4	5	273	276.4	85	3	1	0	3	2	0	94	96.3
08:45	176	16	2	0	4	1	5	204	204.4	89	14	5	0	5	0	1	114	120.7
H/Total	914	56	12	2	21	6	14	1025	1039.8	331	38	10	2	11	2	5	399	412.4
09:00	222	13	5	1	4	1	5	251	254.2	73	17	5	0	6	0	2	103	109.9
09:15	198	13	2	1	5	0	1	220	226.5	72	12	9	2	3	0	1	99	108.3
09:30	193	16	5	1	4	2	2	223	228	87	8	4	0	1	0	1	101	103.2
09:45	165	16	4	1	5	2	3	196	200.7	97	9	5	0	6	0	0	117	125.5
H/Total	778	58	16	4	18	5	11	890	909.4	329	46	23	2	16	0	4	420	446.9
Total	2693	179	36	12	53	20	45	3038	3076.6	876	116	42	5	41	5	14	1099	1153.3

Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	127	12	1	2	2	2	4	150	150.7	218	27	1	1	6	0	0	253	260.8
16:15	174	16	4	0	2	1	1	198	200.6	246	15	8	2	3	0	3	277	284.2
16:30	129	13	1	0	4	1	3	151	152.5	255	18	2	1	2	3	6	287	284.7
16:45	127	13	1	0	4	0	2	147	149.9	264	22	1	0	6	3	3	299	301.3
H/Total	557	54	7	2	12	4	10	646	653.7	983	82	12	4	17	6	12	1116	1131
17:00	164	11	2	0	2	0	1	180	182.2	215	13	2	0	4	3	7	244	241.6
17:15	144	6	0	1	4	0	0	155	160.3	257	17	1	0	4	4	3	286	285.7
17:30	131	9	1	1	2	0	3	147	148.4	228	11	0	1	4	2	4	250	250.9
17:45	173	3	0	0	5	1	3	185	187	287	13	2	0	5	2	8	317	315.4
H/Total	612	29	3	2	13	1	7	667	677.9	987	54	5	1	17	11	22	1097	1093.6
18:00	161	7	1	0	3	1	1	174	176.1	253	16	2	0	2	0	2	275	276.4
18:15	128	6	0	0	2	0	0	136	138	259	11	3	0	3	0	7	283	281.9
18:30	135	8	0	0	3	1	2	149	149.8	204	12	3	0	2	1	3	225	225.5
18:45	147	2	1	0	5	0	0	155	160.5	198	16	0	0	5	1	1	221	224.6
H/Total	571	23	2	0	13	2	3	614	624.4	914	55	8	0	12	2	13	1004	1008.4
Total	1740	106	12	4	38	7	20	1927	1956	2884	191	25	5	46	19	47	3217	3233

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	135	29	4	1	6	1	2	178	185.1	80	15	4	3	2	1	0	105	112.3
07:15	172	29	5	2	0	0	5	213	214.1	125	18	4	3	0	4	1	155	157.7
07:30	194	15	6	2	5	1	1	224	233.2	116	24	5	0	1	0	2	148	149.9
07:45	179	30	5	2	1	0	3	220	223.7	143	14	6	0	3	1	0	167	172.4
H/Total	680	103	20	7	12	2	11	835	856.1	464	71	19	6	6	6	3	575	592.3
08:00	186	22	5	0	0	1	1	215	216.1	147	12	4	3	3	0	2	171	178.3
08:15	208	14	3	1	4	0	2	232	237.2	129	15	4	2	3	2	0	155	161.4
08:30	200	17	1	1	2	0	2	223	225.2	104	12	5	2	6	2	1	132	141.1
08:45	182	14	6	0	1	1	4	208	208.2	102	13	5	0	3	0	0	123	128.5
H/Total	776	67	15	2	7	2	9	878	886.7	482	52	18	7	15	4	3	581	609.3
09:00	184	33	7	1	3	1	2	231	236.6	119	20	5	2	1	1	0	148	153.5
09:15	189	11	10	3	3	1	3	220	228.9	134	16	6	0	2	1	0	159	163.4
09:30	189	25	6	2	2	0	1	225	231.8	111	20	8	0	3	0	0	142	149
09:45	162	26	8	2	2	0	0	200	208.6	130	25	7	2	5	0	0	169	180.1
H/Total	724	95	31	8	10	2	6	876	905.9	494	81	26	4	11	2	0	618	646
Total	2180	265	66	17	29	6	26	2589	2648.7	1440	204	63	17	32	12	6	1774	1847.6

Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	185	18	4	1	2	1	1	212	215.9	194	20	3	1	2	2	1	223	225.8
16:15	181	24	3	2	4	0	2	216	222.5	207	20	4	3	3	1	2	240	246.7
16:30	186	15	3	1	1	2	3	211	211.2	200	19	0	2	1	4	1	227	227.4
16:45	183	19	1	1	4	1	0	209	214.2	190	13	2	0	1	0	2	208	208.4
H/Total	735	76	11	5	11	4	6	848	863.8	791	72	9	6	7	7	6	898	908.3
17:00	176	16	1	2	0	2	1	198	199.1	226	13	2	0	1	2	1	245	245
17:15	189	12	2	2	1	6	4	216	213.8	184	19	5	1	3	0	1	213	219
17:30	183	20	1	1	3	2	1	211	213.8	195	12	0	0	0	0	1	208	207.2
17:45	172	12	0	0	1	3	1	189	187.4	204	14	1	0	1	1	1	222	222.1
H/Total	720	60	4	5	5	13	7	814	814.1	809	58	8	1	5	3	4	888	893.3
18:00	170	10	0	1	0	0	1	182	182.5	212	16	2	1	0	1	1	233	233.9
18:15	161	7	0	0	2	2	1	173	173	216	16	1	0	4	0	3	240	242.1
18:30	182	12	2	0	1	0	0	197	199	175	14	0	0	3	0	4	196	195.8
18:45	141	13	0	0	1	2	0	157	156.8	177	14	0	1	12	2	0	206	218.1
H/Total	654	42	2	1	4	4	2	709	711.3	780	60	3	2	19	3	8	875	889.9
Total	2109	178	17	11	20	21	15	2371	2389.2	2380	190	20	9	31	13	18	2661	2691.5

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	50	8	1	1	3	0	0	63	67.8	267	32	6	1	6	3	8	323	325.1
07:15	63	7	1	0	1	1	2	75	74.3	341	38	3	2	2	1	10	397	394.5
07:30	76	13	2	0	4	1	2	98	100.8	354	14	4	3	9	2	8	394	401.3
07:45	71	13	4	1	3	1	3	96	99.3	311	29	3	2	1	4	3	353	353.3
H/Total	260	41	8	2	11	3	7	332	342.2	1273	113	16	8	18	10	29	1467	1474.2
08:00	101	10	0	1	1	0	1	114	115.5	302	21	4	0	5	0	3	335	339.6
08:15	83	10	3	1	2	0	2	101	104.2	353	19	3	0	2	0	0	377	380.5
08:30	84	5	2	1	4	2	0	98	103.1	316	14	2	1	5	4	7	349	348.3
08:45	94	10	3	0	4	0	1	112	116.7	229	17	4	0	3	1	5	259	259.4
H/Total	362	35	8	3	11	2	4	425	439.5	1200	71	13	1	15	5	15	1320	1327.8
09:00	89	15	4	1	4	0	2	115	120.7	285	23	6	0	3	1	5	323	324.4
09:15	106	16	7	2	4	0	1	136	145.3	258	15	4	2	5	0	3	287	294.2
09:30	124	8	5	0	3	0	1	141	145.7	286	25	4	2	6	2	3	328	335
09:45	132	15	4	1	7	0	0	159	169.3	233	21	4	1	3	2	3	267	269.7
H/Total	451	54	20	4	18	0	4	551	581	1062	84	18	5	17	5	14	1205	1223.3
Total	1073	130	36	9	40	5	15	1308	1362.7	3535	268	47	14	50	20	58	3992	4025.3

Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	310	30	0	1	4	1	1	347	350.9	180	8	2	1	2	1	5	199	198.7
16:15	357	21	7	2	5	0	3	395	403.7	224	21	3	1	5	1	3	258	262.8
16:30	361	29	2	3	3	5	4	407	408.7	187	15	2	0	4	2	3	213	214.4
16:45	334	27	2	0	4	2	5	374	373.8	169	13	1	0	4	1	2	190	192.3
H/Total	1362	107	11	6	16	8	13	1523	1537.1	760	57	8	2	15	5	13	860	868.2
17:00	351	20	2	0	4	2	8	387	384.4	215	15	2	1	2	0	1	236	239.5
17:15	326	23	3	1	5	4	2	364	367.8	190	7	1	1	4	1	1	205	209.4
17:30	304	15	0	0	3	2	5	329	326.8	181	15	1	1	3	1	2	204	206.6
17:45	391	22	2	0	4	2	8	429	426.4	213	9	0	0	4	3	3	232	231.8
H/Total	1372	80	7	1	16	10	23	1509	1505.4	799	46	4	3	13	5	7	877	887.3
18:00	347	25	3	1	2	0	3	381	383.4	206	11	1	0	3	1	1	223	225.1
18:15	349	18	3	0	4	0	10	384	381.5	167	9	0	0	3	1	0	180	182.4
18:30	277	14	2	0	4	2	6	305	304	178	11	1	0	4	1	2	197	199.3
18:45	279	23	0	1	10	2	1	316	325.3	184	6	1	0	2	0	0	193	195.5
H/Total	1252	80	8	2	20	4	20	1386	1394.2	735	37	3	0	12	3	3	793	802.3
Total	3986	267	26	9	52	22	56	4418	4436.7	2294	140	15	5	40	13	23	2530	2557.8

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	From D									To D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	48	10	3	1	1	1	0	64	67.2	56	8	1	2	2	0	1	70	74.3
07:15	77	13	3	3	0	3	0	99	102.6	67	12	1	1	0	0	0	81	82.8
07:30	70	17	4	0	2	0	1	94	97.2	85	10	4	0	1	0	0	100	103
07:45	100	7	6	0	1	1	0	115	118.4	75	10	2	1	0	0	1	89	90.5
H/Total	295	47	16	4	4	5	1	372	385.4	283	40	8	4	3	0	2	340	350.6
08:00	87	8	3	3	2	0	1	104	110.6	88	7	3	0	1	1	0	100	101.9
08:15	92	7	4	1	2	2	0	108	112.1	76	6	3	1	4	1	2	93	97.6
08:30	69	6	3	0	2	2	1	83	84.5	91	9	1	0	1	0	0	102	103.5
08:45	66	9	6	0	2	0	0	83	88	98	5	3	0	0	1	4	111	108.7
H/Total	314	30	16	4	8	4	2	378	395.2	353	27	10	1	6	3	6	406	411.7
09:00	64	15	2	0	0	0	0	81	82	82	16	2	1	1	0	2	104	105.7
09:15	67	9	4	0	1	1	0	82	84.4	96	6	4	2	3	1	1	113	119.2
09:30	57	14	3	0	1	0	0	75	77.5	79	10	3	1	0	0	0	93	95.8
09:45	58	12	4	0	0	0	0	74	76	57	14	4	1	0	0	0	76	79.3
H/Total	246	50	13	0	2	1	0	312	319.9	314	46	13	5	4	1	3	386	400
Total	855	127	45	8	14	10	3	1062	1100.5	950	113	31	10	13	4	11	1132	1162.3

Time	From D									To D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	81	8	4	0	2	0	0	95	99	111	13	3	1	0	1	0	129	131.2
16:15	77	9	3	3	2	1	2	97	102.2	112	14	2	1	2	0	0	131	135.3
16:30	74	7	0	0	0	2	0	83	81.8	108	12	2	1	1	1	0	125	127.7
16:45	83	6	1	0	0	1	0	91	90.9	104	17	1	1	1	0	0	124	126.8
H/Total	315	30	8	3	4	4	2	366	373.9	435	56	8	4	4	2	0	509	521
17:00	78	3	2	0	1	2	0	86	86.8	113	9	1	1	0	1	1	126	126.4
17:15	96	12	2	0	1	0	1	112	113.2	124	10	0	2	0	5	2	143	141
17:30	107	7	0	0	0	0	0	114	114	121	13	1	0	1	1	2	139	138.3
17:45	75	4	1	0	0	1	1	82	81.1	107	5	0	0	0	1	1	114	112.6
H/Total	356	26	5	0	2	3	2	394	395.1	465	37	2	3	1	8	6	522	518.3
18:00	81	5	1	0	0	1	0	88	87.9	88	4	0	1	0	0	1	94	94.5
18:15	102	8	1	0	3	0	0	114	117.5	98	3	0	0	1	1	1	104	103.6
18:30	65	7	0	0	1	0	2	75	74.4	102	4	0	0	0	1	1	108	106.6
18:45	58	8	0	0	3	1	0	70	72.4	66	10	0	0	0	2	0	78	76.8
H/Total	306	28	2	0	7	2	2	347	352.2	354	21	0	1	1	4	3	384	381.5
Total	977	84	15	3	13	9	6	1107	1121.2	1254	114	10	8	6	14	9	1415	1420.8

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **3**
 Location: **Cheetham Hill Road (A665) / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	442	64	11	6	14	4	9	550	567.7
07:15	587	73	11	6	3	6	12	698	701.1
07:30	618	55	14	3	16	3	11	720	736.3
07:45	589	64	16	4	8	6	7	694	706
H/Total	2236	256	52	19	41	19	39	2662	2711.1
08:00	619	53	12	4	10	1	7	706	721
08:15	633	48	13	4	11	3	4	716	733.7
08:30	596	38	9	3	15	8	8	677	689.2
08:45	518	49	17	0	11	2	10	607	617.3
H/Total	2366	188	51	11	47	14	29	2706	2761.2
09:00	559	76	18	3	11	2	9	678	693.5
09:15	560	49	23	6	13	2	5	658	685.1
09:30	563	63	19	3	10	2	4	664	683
09:45	517	69	20	4	14	2	3	629	654.6
H/Total	2199	257	80	16	48	8	21	2629	2716.2
Total	6801	701	183	46	136	41	89	7997	8188.5

Peak Hours	Totals
07:00 08:00	2662
07:15 08:15	2818
07:30 08:30	2836
07:45 08:45	2793

08:00 09:00	2706
08:15 09:15	2678
08:30 09:30	2620
08:45 09:45	2607

09:00 10:00	2629
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Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	703	68	9	4	10	4	6	804	816.5
16:15	789	70	17	7	13	2	8	906	929
16:30	750	64	6	4	8	10	10	852	854.2
16:45	727	65	5	1	12	4	7	821	828.8
H/Total	2969	267	37	16	43	20	31	3383	3428.5
17:00	769	50	7	2	7	6	10	851	852.5
17:15	755	53	7	4	11	10	7	847	855.1
17:30	725	51	2	2	8	4	9	801	803
17:45	811	41	3	0	10	7	13	885	881.9
H/Total	3060	195	19	8	36	27	39	3384	3392.5
18:00	759	47	5	2	5	2	5	825	829.9
18:15	740	39	4	0	11	2	11	807	810
18:30	659	41	4	0	9	3	10	726	727.2
18:45	625	46	1	1	19	5	1	698	715
H/Total	2783	173	14	3	44	12	27	3056	3082.1
Total	8812	635	70	27	123	59	97	9823	9903.1

Peak Hours	Totals
16:00 17:00	3383
16:15 17:15	3430
16:30 17:30	3371
16:45 17:45	3320

17:00 18:00	3384
17:15 18:15	3358
17:30 18:30	3318
17:45 18:45	3243

18:00 19:00	3056
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Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **Elizabeth Street / Cheetham Hill Retail Park**
 Date: **15 June 2017, Thursday**



	1	1	1.5	2.3	2	0.4	0.2											
Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0								0	0
07:15								0	0								0	0
07:30								0	0	2							2	2
07:45								0	0	1							1	1
H/Total	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
08:00								0	0	1							1	1
08:15								0	0			1					1	1.5
08:30								0	0	3							3	3
08:45								0	0	4							4	4
H/Total	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9	9.5
09:00								0	0	15	2						17	17
09:15								0	0	8							8	8
09:30								0	0	12	1						13	13
09:45								0	0	16	1						17	17
H/Total	0	0	0	0	0	0	0	0	0	51	4	0	0	0	0	0	55	55
Total	0	0	0	0	0	0	0	0	0	62	4	1	0	0	0	0	67	67.5

Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	14						1	15	14.2
16:15								0	0	11							11	11
16:30								0	0	17	1						18	18
16:45								0	0	16	4					1	21	20.2
H/Total	0	0	0	0	0	0	0	0	0	58	5	0	0	0	0	2	65	63.4
17:00								0	0	13	1						14	14
17:15								0	0	19							19	19
17:30								0	0	18	1						19	19
17:45								0	0	19							19	19
H/Total	0	0	0	0	0	0	0	0	0	69	2	0	0	0	0	0	71	71
18:00								0	0	9	1						10	10
18:15								0	0	18							18	18
18:30	1							1	1	21							21	21
18:45								0	0	18	1						19	19
H/Total	1	0	0	0	0	0	0	1	1	66	2	0	0	0	0	0	68	68
Total	1	0	0	0	0	0	0	1	1	193	9	0	0	0	0	2	204	202.4

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **Elizabeth Street / Cheetham Hill Retail Park**
 Date: **15 June 2017, Thursday**



Time	A - C									B - A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	43	2	2			1		48	48.4								0	0
07:15	47	8					1	56	55.2								0	0
07:30	68	8	1				1	78	77.7								0	0
07:45	89	5			1		1	96	96.2								0	0
H/Total	247	23	3	0	1	1	3	278	277.5	0	0	0	0	0	0	0	0	0
08:00	58	2	1					61	61.5	1							1	1
08:15	76	4	1				1	82	81.7								0	0
08:30	84	6	1			1		92	91.9		1	1					2	2.5
08:45	71	2	2			1		76	76.4								0	0
H/Total	289	14	5	0	0	2	1	311	311.5	1	1	1	0	0	0	0	3	3.5
09:00	76	1		1				78	79.3	1	1						2	2
09:15	72	4	2					78	79	2							2	2
09:30	54	4	2				1	61	61.2	7							7	7
09:45	61	5	1		1		1	69	69.7	4							4	4
H/Total	263	14	5	1	1	0	2	286	289.2	14	1	0	0	0	0	0	15	15
Total	799	51	13	1	2	3	6	875	878.2	15	2	1	0	0	0	0	18	18.5

Time	A - C									B - A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	53	5	1				1	60	59.7	14							14	14
16:15	44	4					1	49	48.2	5	2						7	7
16:30	47	3	1			1		52	51.9	7	1						8	8
16:45	47	7	2					56	57	6							6	6
H/Total	191	19	4	0	0	1	2	217	216.8	32	3	0	0	0	0	0	35	35
17:00	50	2	1		1	1		55	55.9	10							10	10
17:15	35	5				1	2	43	40.8	9	1						10	10
17:30	35	2						37	37	13							13	13
17:45	51	3						54	54	14	1						15	15
H/Total	171	12	1	0	1	2	2	189	187.7	46	2	0	0	0	0	0	48	48
18:00	56	5				1		62	61.4	16							16	16
18:15	50	7						57	57	11	1						12	12
18:30	32	1	1			1	1	36	35.1	15	1						16	16
18:45	37	2	1				1	41	40.7	16							16	16
H/Total	175	15	2	0	0	2	2	196	194.2	58	2	0	0	0	0	0	60	60
Total	537	46	7	0	1	5	6	602	598.7	136	7	0	0	0	0	0	143	143

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **Elizabeth Street / Cheetham Hill Retail Park**
 Date: **15 June 2017, Thursday**



Time	B - B									B - C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0								0	0
07:15								0	0	1							1	1
07:30								0	0	1						1	2	1.2
07:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	2.2
08:00								0	0	1							1	1
08:15								0	0								0	0
08:30								0	0	2							2	2
08:45								0	0	1							1	1
H/Total	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
09:00								0	0	6	1						7	7
09:15								0	0	9					1		10	9.4
09:30								0	0	12							12	12
09:45								0	0	10							10	10
H/Total	0	0	0	0	0	0	0	0	0	37	1	0	0	0	1	0	39	38.4
Total	0	0	0	0	0	0	0	0	0	43	1	0	0	0	1	1	46	44.6

Time	B - B									B - C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	22							22	22
16:15								0	0	31	1						32	32
16:30								0	0	20						1	21	20.2
16:45								0	0	18							18	18
H/Total	0	0	0	0	0	0	0	0	0	91	1	0	0	0	0	1	93	92.2
17:00								0	0	16	2						18	18
17:15								0	0	26	1						27	27
17:30								0	0	31	1						32	32
17:45								0	0	22							22	22
H/Total	0	0	0	0	0	0	0	0	0	95	4	0	0	0	0	0	99	99
18:00								0	0	34							34	34
18:15								0	0	18							18	18
18:30								0	0	25							25	25
18:45								0	0	26	2						28	28
H/Total	0	0	0	0	0	0	0	0	0	103	2	0	0	0	0	0	105	105
Total	0	0	0	0	0	0	0	0	0	289	7	0	0	0	0	1	297	296.2

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **Elizabeth Street / Cheetham Hill Retail Park**
 Date: **15 June 2017, Thursday**



Time	C - A									C - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	5							5	5								0	0
07:15	11	1						12	12								0	0
07:30	4							4	4	2							2	2
07:45	15	2	1					18	18.5	1							1	1
H/Total	35	3	1	0	0	0	0	39	39.5	3	0	0	0	0	0	0	3	3
08:00	6						1	7	6.2	2							2	2
08:15	8							8	8		1						1	1
08:30	8	2	1				1	12	11.7	1							1	1
08:45	11	1				1		13	12.4	1							1	1
H/Total	33	3	1	0	0	1	2	40	38.3	4	1	0	0	0	0	0	5	5
09:00	17	2						19	19	7					1		8	7.4
09:15	19	3						22	22	8							8	8
09:30	12	3					1	16	15.2	8							8	8
09:45	27	2				1		30	29.4	15	1						16	16
H/Total	75	10	0	0	0	1	1	87	85.6	38	1	0	0	0	1	0	40	39.4
Total	143	16	2	0	0	2	3	166	163.4	45	2	0	0	0	1	0	48	47.4

Time	C - A									C - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	60	4	2				2	68	67.4	18							18	18
16:15	62	8	1					71	71.5	10	1					1	12	11.2
16:30	77	8				2	1	88	86	12							12	12
16:45	65	3	1			1	2	72	70.3	17							17	17
H/Total	264	23	4	0	0	3	5	299	295.2	57	1	0	0	0	0	1	59	58.2
17:00	76	3				1	1	81	79.6	18						1	19	18.2
17:15	80	4						84	84	21	1					1	23	22.2
17:30	81	5				1		87	86.4	28						1	29	28.2
17:45	69	3	1					73	73.5	23	1						24	24
H/Total	306	15	1	0	0	2	1	325	323.5	90	2	0	0	0	0	3	95	92.6
18:00	63	2					1	66	65.2	15							15	15
18:15	62		1					63	63.5	17							17	17
18:30	62	3				2		67	65.8	21	1						22	22
18:45	46	3				1	1	51	49.6	25	2						27	27
H/Total	233	8	1	0	0	3	2	247	244.1	78	3	0	0	0	0	0	81	81
Total	803	46	6	0	0	8	8	871	862.8	225	6	0	0	0	0	4	235	231.8

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **Elizabeth Street / Cheetham Hill Retail Park**
 Date: **15 June 2017, Thursday**



Time	C - C								TOTAL (PCU)
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	
07:00								0	0
07:15								0	0
07:30								0	0
07:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
08:00								0	0
08:15								0	0
08:30								0	0
08:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
09:00								0	0
09:15								0	0
09:30								0	0
09:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Time	C - C								TOTAL (PCU)
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	
16:00								0	0
16:15								0	0
16:30								0	0
16:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
17:00								0	0
17:15	1							1	1
17:30								0	0
17:45								0	0
H/Total	1	0	0	0	0	0	0	1	1
18:00								0	0
18:15								0	0
18:30								0	0
18:45								0	0
H/Total	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	1	1

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **Elizabeth Street / Cheetham Hill Retail Park**
 Date: **15 June 2017, Thursday**



Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	43	2	2	0	0	1	0	48	48.4	5	0	0	0	0	0	0	5	5
07:15	47	8	0	0	0	0	1	56	55.2	11	1	0	0	0	0	0	12	12
07:30	70	8	1	0	0	0	1	80	79.7	4	0	0	0	0	0	0	4	4
07:45	90	5	0	0	1	0	1	97	97.2	15	2	1	0	0	0	0	18	18.5
H/Total	250	23	3	0	1	1	3	281	280.5	35	3	1	0	0	0	0	39	39.5
08:00	59	2	1	0	0	0	0	62	62.5	7	0	0	0	0	0	1	8	7.2
08:15	76	4	2	0	0	0	1	83	83.2	8	0	0	0	0	0	0	8	8
08:30	87	6	1	0	0	1	0	95	94.9	8	3	2	0	0	0	1	14	14.2
08:45	75	2	2	0	0	1	0	80	80.4	11	1	0	0	0	1	0	13	12.4
H/Total	297	14	6	0	0	2	1	320	321	34	4	2	0	0	1	2	43	41.8
09:00	91	3	0	1	0	0	0	95	96.3	18	3	0	0	0	0	0	21	21
09:15	80	4	2	0	0	0	0	86	87	21	3	0	0	0	0	0	24	24
09:30	66	5	2	0	0	0	1	74	74.2	19	3	0	0	0	0	1	23	22.2
09:45	77	6	1	0	1	0	1	86	86.7	31	2	0	0	0	1	0	34	33.4
H/Total	314	18	5	1	1	0	2	341	344.2	89	11	0	0	0	1	1	102	100.6
Total	861	55	14	1	2	3	6	942	945.7	158	18	3	0	0	2	3	184	181.9

Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	67	5	1	0	0	0	2	75	73.9	74	4	2	0	0	0	2	82	81.4
16:15	55	4	0	0	0	0	1	60	59.2	67	10	1	0	0	0	0	78	78.5
16:30	64	4	1	0	0	1	0	70	69.9	84	9	0	0	0	2	1	96	94
16:45	63	11	2	0	0	0	1	77	77.2	71	3	1	0	0	1	2	78	76.3
H/Total	249	24	4	0	0	1	4	282	280.2	296	26	4	0	0	3	5	334	330.2
17:00	63	3	1	0	1	1	0	69	69.9	86	3	0	0	0	1	1	91	89.6
17:15	54	5	0	0	0	1	2	62	59.8	89	5	0	0	0	0	0	94	94
17:30	53	3	0	0	0	0	0	56	56	94	5	0	0	0	1	0	100	99.4
17:45	70	3	0	0	0	0	0	73	73	83	4	1	0	0	0	0	88	88.5
H/Total	240	14	1	0	1	2	2	260	258.7	352	17	1	0	0	2	1	373	371.5
18:00	65	6	0	0	0	1	0	72	71.4	79	2	0	0	0	0	1	82	81.2
18:15	68	7	0	0	0	0	0	75	75	73	1	1	0	0	0	0	75	75.5
18:30	54	1	1	0	0	1	1	58	57.1	78	4	0	0	0	2	0	84	82.8
18:45	55	3	1	0	0	0	1	60	59.7	62	3	0	0	0	1	1	67	65.6
H/Total	242	17	2	0	0	2	2	265	263.2	292	10	1	0	0	3	2	308	305.1
Total	731	55	7	0	1	5	8	807	802.1	940	53	6	0	0	8	8	1015	1006.8

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **Elizabeth Street / Cheetham Hill Retail Park**
 Date: **15 June 2017, Thursday**



Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	1	2	1.2	4	0	0	0	0	0	0	4	4
07:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
H/Total	2	0	0	0	0	0	1	3	2.2	6	0	0	0	0	0	0	6	6
08:00	2	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	3	3
08:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2.5
08:30	2	1	1	0	0	0	0	4	4.5	4	0	0	0	0	0	0	4	4
08:45	1	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5	5
H/Total	5	1	1	0	0	0	0	7	7.5	12	1	1	0	0	0	0	14	14.5
09:00	7	2	0	0	0	0	0	9	9	22	2	0	0	0	1	0	25	24.4
09:15	11	0	0	0	0	1	0	12	11.4	16	0	0	0	0	0	0	16	16
09:30	19	0	0	0	0	0	0	19	19	20	1	0	0	0	0	0	21	21
09:45	14	0	0	0	0	0	0	14	14	31	2	0	0	0	0	0	33	33
H/Total	51	2	0	0	0	1	0	54	53.4	89	5	0	0	0	1	0	95	94.4
Total	58	3	1	0	0	1	1	64	63.1	107	6	1	0	0	1	0	115	114.9

Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	36	0	0	0	0	0	0	36	36	32	0	0	0	0	0	1	33	32.2
16:15	36	3	0	0	0	0	0	39	39	21	1	0	0	0	0	1	23	22.2
16:30	27	1	0	0	0	0	1	29	28.2	29	1	0	0	0	0	0	30	30
16:45	24	0	0	0	0	0	0	24	24	33	4	0	0	0	0	1	38	37.2
H/Total	123	4	0	0	0	0	1	128	127.2	115	6	0	0	0	0	3	124	121.6
17:00	26	2	0	0	0	0	0	28	28	31	1	0	0	0	0	1	33	32.2
17:15	35	2	0	0	0	0	0	37	37	40	1	0	0	0	0	1	42	41.2
17:30	44	1	0	0	0	0	0	45	45	46	1	0	0	0	0	1	48	47.2
17:45	36	1	0	0	0	0	0	37	37	42	1	0	0	0	0	0	43	43
H/Total	141	6	0	0	0	0	0	147	147	159	4	0	0	0	0	3	166	163.6
18:00	50	0	0	0	0	0	0	50	50	24	1	0	0	0	0	0	25	25
18:15	29	1	0	0	0	0	0	30	30	35	0	0	0	0	0	0	35	35
18:30	40	1	0	0	0	0	0	41	41	42	1	0	0	0	0	0	43	43
18:45	42	2	0	0	0	0	0	44	44	43	3	0	0	0	0	0	46	46
H/Total	161	4	0	0	0	0	0	165	165	144	5	0	0	0	0	0	149	149
Total	425	14	0	0	0	0	1	440	439.2	418	15	0	0	0	0	6	439	434.2

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **Elizabeth Street / Cheetham Hill Retail Park**
 Date: **15 June 2017, Thursday**



Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	5	0	0	0	0	0	0	5	5	43	2	2	0	0	1	0	48	48.4
07:15	11	1	0	0	0	0	0	12	12	48	8	0	0	0	0	1	57	56.2
07:30	6	0	0	0	0	0	0	6	6	69	8	1	0	0	0	2	80	78.9
07:45	16	2	1	0	0	0	0	19	19.5	89	5	0	0	1	0	1	96	96.2
H/Total	38	3	1	0	0	0	0	42	42.5	249	23	3	0	1	1	4	281	279.7
08:00	8	0	0	0	0	0	1	9	8.2	59	2	1	0	0	0	0	62	62.5
08:15	8	1	0	0	0	0	0	9	9	76	4	1	0	0	0	1	82	81.7
08:30	9	2	1	0	0	0	1	13	12.7	86	6	1	0	0	1	0	94	93.9
08:45	12	1	0	0	0	1	0	14	13.4	72	2	2	0	0	1	0	77	77.4
H/Total	37	4	1	0	0	1	2	45	43.3	293	14	5	0	0	2	1	315	315.5
09:00	24	2	0	0	0	1	0	27	26.4	82	2	0	1	0	0	0	85	86.3
09:15	27	3	0	0	0	0	0	30	30	81	4	2	0	0	1	0	88	88.4
09:30	20	3	0	0	0	0	1	24	23.2	66	4	2	0	0	0	1	73	73.2
09:45	42	3	0	0	0	1	0	46	45.4	71	5	1	0	1	0	1	79	79.7
H/Total	113	11	0	0	0	2	1	127	125	300	15	5	1	1	1	2	325	327.6
Total	188	18	2	0	0	3	3	214	210.8	842	52	13	1	2	4	7	921	922.8

Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	78	4	2	0	0	0	2	86	85.4	75	5	1	0	0	0	1	82	81.7
16:15	72	9	1	0	0	0	1	83	82.7	75	5	0	0	0	0	1	81	80.2
16:30	89	8	0	0	0	2	1	100	98	67	3	1	0	0	1	1	73	72.1
16:45	82	3	1	0	0	1	2	89	87.3	65	7	2	0	0	0	0	74	75
H/Total	321	24	4	0	0	3	6	358	353.4	282	20	4	0	0	1	3	310	309
17:00	94	3	0	0	0	1	2	100	97.8	66	4	1	0	1	1	0	73	73.9
17:15	102	5	0	0	0	0	1	108	107.2	62	6	0	0	0	1	2	71	68.8
17:30	109	5	0	0	0	1	1	116	114.6	66	3	0	0	0	0	0	69	69
17:45	92	4	1	0	0	0	0	97	97.5	73	3	0	0	0	0	0	76	76
H/Total	397	17	1	0	0	2	4	421	417.1	267	16	1	0	1	2	2	289	287.7
18:00	78	2	0	0	0	0	1	81	80.2	90	5	0	0	0	1	0	96	95.4
18:15	79	0	1	0	0	0	0	80	80.5	68	7	0	0	0	0	0	75	75
18:30	83	4	0	0	0	2	0	89	87.8	57	1	1	0	0	1	1	61	60.1
18:45	71	5	0	0	0	1	1	78	76.6	63	4	1	0	0	0	1	69	68.7
H/Total	311	11	1	0	0	3	2	328	325.1	278	17	2	0	0	2	2	301	299.2
Total	1029	52	6	0	0	8	12	1107	1095.6	827	53	7	0	1	5	7	900	895.9

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **4**
 Location: **Elizabeth Street / Cheetham Hill Retail Park**
 Date: **15 June 2017, Thursday**



Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	48	2	2	0	0	1	0	53	53.4
07:15	59	9	0	0	0	0	1	69	68.2
07:30	77	8	1	0	0	0	2	88	86.9
07:45	106	7	1	0	1	0	1	116	116.7
H/Total	290	26	4	0	1	1	4	326	325.2
08:00	69	2	1	0	0	0	1	73	72.7
08:15	84	5	2	0	0	0	1	92	92.2
08:30	98	9	3	0	0	1	1	112	112.1
08:45	88	3	2	0	0	2	0	95	94.8
H/Total	339	19	8	0	0	3	3	372	371.8
09:00	122	7	0	1	0	1	0	131	131.7
09:15	118	7	2	0	0	1	0	128	128.4
09:30	105	8	2	0	0	0	2	117	116.4
09:45	133	9	1	0	1	1	1	146	146.1
H/Total	478	31	5	1	1	3	3	522	522.6
Total	1107	76	17	1	2	7	10	1220	1219.6

Peak Hours	Totals
07:00 08:00	326
07:15 08:15	346
07:30 08:30	369
07:45 08:45	393

08:00 09:00	372
08:15 09:15	430
08:30 09:30	466
08:45 09:45	471

09:00 10:00	522
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Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	181	9	3	0	0	0	4	197	195.3
16:15	163	16	1	0	0	0	2	182	180.9
16:30	180	13	1	0	0	3	2	199	196.1
16:45	169	14	3	0	0	1	3	190	188.5
H/Total	693	52	8	0	0	4	11	768	760.8
17:00	183	8	1	0	1	2	2	197	195.7
17:15	191	12	0	0	0	1	3	207	204
17:30	206	9	0	0	0	1	1	217	215.6
17:45	198	8	1	0	0	0	0	207	207.5
H/Total	778	37	2	0	1	4	6	828	822.8
18:00	193	8	0	0	0	1	1	203	201.6
18:15	176	8	1	0	0	0	0	185	185.5
18:30	177	6	1	0	0	3	1	188	185.9
18:45	168	10	1	0	0	1	2	182	180.3
H/Total	714	32	3	0	0	5	4	758	753.3
Total	2185	121	13	0	1	13	21	2354	2336.9

Peak Hours	Totals
16:00 17:00	768
16:15 17:15	768
16:30 17:30	793
16:45 17:45	811

17:00 18:00	828
17:15 18:15	834
17:30 18:30	812
17:45 18:45	783

18:00 19:00	758
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Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



	1	1	1.5	2.3	2	0.4	0.2											
Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	2							2	2
07:15								0	0	1							1	1
07:30								0	0								0	0
07:45								0	0	1							1	1
H/Total	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
08:00								0	0	1							1	1
08:15								0	0	4							4	4
08:30								0	0	1							1	1
08:45								0	0	4							4	4
H/Total	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	10
09:00								0	0								0	0
09:15								0	0	1		1					2	2.5
09:30								0	0	1							1	1
09:45								0	0	1							1	1
H/Total	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	4.5
Total	0	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	18	18.5

Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	1							1	1
16:15								0	0								0	0
16:30								0	0								0	0
16:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
17:00								0	0								0	0
17:15								0	0								0	0
17:30								0	0								0	0
17:45								0	0								0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00								0	0								0	0
18:15								0	0								0	0
18:30								0	0								0	0
18:45								0	0								0	0
H/Total	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	1	0	0	0	0	0	0	1	1

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	A - C									A - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	1							1	1	1							1	1
07:15								0	0	1							1	1
07:30							1	1	0.2								0	0
07:45								0	0								0	0
H/Total	1	0	0	0	0	0	1	2	1.2	2	0	0	0	0	0	0	2	2
08:00								0	0								0	0
08:15	2							2	2	1							1	1
08:30	2							2	2								0	0
08:45	3							3	3	1							1	1
H/Total	7	0	0	0	0	0	0	7	7	2	0	0	0	0	0	0	2	2
09:00	5							5	5								0	0
09:15								0	0	3							3	3
09:30	1							1	1	1							1	1
09:45	2				1			3	4	1							1	1
H/Total	8	0	0	0	1	0	0	9	10	5	0	0	0	0	0	0	5	5
Total	16	0	0	0	1	0	1	18	18.2	9	0	0	0	0	0	0	9	9

Time	A - C									A - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	2							2	2	2							2	2
16:15	2							2	2	2							2	2
16:30	3							3	3	1	1						2	2
16:45	3							3	3	1							1	1
H/Total	10	0	0	0	0	0	0	10	10	6	1	0	0	0	0	0	7	7
17:00	2							2	2								0	0
17:15	5	1						6	6								0	0
17:30	2							2	2	2							2	2
17:45	1	1						2	2		1						1	1
H/Total	10	2	0	0	0	0	0	12	12	2	1	0	0	0	0	0	3	3
18:00	2							2	2	2							2	2
18:15	4							4	4	3							3	3
18:30	1							1	1	2							2	2
18:45	4							4	4	2							2	2
H/Total	11	0	0	0	0	0	0	11	11	9	0	0	0	0	0	0	9	9
Total	31	2	0	0	0	0	0	33	33	17	2	0	0	0	0	0	19	19

[illegible]

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	B - C									B - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	1							1	1	49	7	1	2	2		3	64	66.7
07:15	1							1	1	71	11	1	1				84	85.8
07:30	2							2	2	82	13	4		1			100	103
07:45	3							3	3	72	11	2	1			1	87	88.5
H/Total	7	0	0	0	0	0	0	7	7	274	42	8	4	3	0	4	335	344
08:00	1							1	1	85	7	3		1	1		97	98.9
08:15	2							2	2	74	6	2	1	4		2	89	93.7
08:30	4	1						5	5	85	10	1		1			97	98.5
08:45	7							7	7	90	6	3			1	4	104	101.7
H/Total	14	1	0	0	0	0	0	15	15	334	29	9	1	6	2	6	387	392.8
09:00	10							10	10	70	17	2	1	1		2	93	94.7
09:15	7							7	7	89	6	4	2	3	1	1	106	112.2
09:30	3							3	3	68	12	3	1				84	86.8
09:45	5	1						6	6	54	13	4	1				72	75.3
H/Total	25	1	0	0	0	0	0	26	26	281	48	13	5	4	1	3	355	369
Total	46	2	0	0	0	0	0	48	48	889	119	30	10	13	3	13	1077	1105.8

Time	B - C									B - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	7		1					8	8.5	95	11	2	1		1		110	111.7
16:15	6							6	6	114	14	2	1	2			133	137.3
16:30	7	1			1			9	10	100	10	2	1		1		114	115.7
16:45	13	4	1					18	18.5	79	14		1	1			95	97.3
H/Total	33	5	2	0	1	0	0	41	43	388	49	6	4	3	2	0	452	462
17:00	7	1						8	8	104	8	1	1		1	1	116	116.4
17:15	6	2						8	8	101	9		1		3	2	116	113.9
17:30	10	2						12	12	91	10	1	1	1	3	1	108	108.2
17:45	10					1		11	10.4	90	5					1	96	95.2
H/Total	33	5	0	0	0	1	0	39	38.4	386	32	2	3	1	7	5	436	433.7
18:00	4	1						5	5	87	3		1			1	92	92.5
18:15	7	1						8	8	88	4			1	1	1	95	94.6
18:30	6							6	6	92	4				1	1	98	96.6
18:45	7	1						8	8	57	9				2		68	66.8
H/Total	24	3	0	0	0	0	0	27	27	324	20	0	1	1	4	3	353	350.5
Total	90	13	2	0	1	1	0	107	108.4	1098	101	8	8	5	13	8	1241	1246.2



Time	C - A									C - B									
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	
16:00	9	3						9	9	2	1						3	3	
16:15	4							7	3	3									
16:30	4							4	1	1									
16:45	8							9	9.5	3	3								
H/Total	25	3	1	0	0	0	0	29	29.5	9	1	0	0	0	0	0	10	10	
17:00	13	1				1		15	14.4	1							1	1	
17:15	11	1						12	12	6							6		
17:30	17	1						18	18	4							1	5	5
17:45	10	3						13	13	8							1	9	9
H/Total	51	6	0	0	0	1	0	58	57.4	19	2	0	0	0	0	0	21	21	
18:00	22	1						23	23	3							3	3	
18:15	8	2						8	8	2							2		
18:30	8							10	10	2							2		
18:45	4							4	4	1							1		
H/Total	42	3	0	0	0	0	0	45	45	8	0	0	0	0	0	0	8	8	
Total	118	12	1	0	0	1	0	132	131.9	36	3	0	0	0	0	0	39	39	

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	C - C									C - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	4							4	4
07:15								0	0	12							12	12
07:30								0	0	4							4	4
07:45								0	0	13	2	1					16	16.5
H/Total	0	0	0	0	0	0	0	0	0	33	2	1	0	0	0	0	36	36.5
08:00								0	0	4						1	5	4.2
08:15								0	0	9							9	9
08:30								0	0	7	2	2				1	12	12.2
08:45								0	0	9	1						10	10
H/Total	0	0	0	0	0	0	0	0	0	29	3	2	0	0	0	2	36	35.4
09:00								0	0	19		1					20	20.5
09:15								0	0	20	3						23	23
09:30								0	0	17	3					1	21	20.2
09:45								0	0	30	2				1		33	32.4
H/Total	0	0	0	0	0	0	0	0	0	86	8	1	0	0	1	1	97	96.1
Total	0	0	0	0	0	0	0	0	0	148	13	4	0	0	1	3	169	168

Time	C - C									C - D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00								0	0	59	5	3				2	69	68.9
16:15								0	0	61	7	1					69	69.5
16:30								0	0	74	8				2	1	85	83
16:45								0	0	61	4				1	2	68	65.8
H/Total	0	0	0	0	0	0	0	0	0	255	24	4	0	0	3	5	291	287.2
17:00								0	0	74	2						76	76
17:15								0	0	60	3						63	63
17:30								0	0	70	4				1		75	74.4
17:45								0	0	75	1	1					77	77.5
H/Total	0	0	0	0	0	0	0	0	0	279	10	1	0	0	1	0	291	290.9
18:00								0	0	58						1	59	58.2
18:15								0	0	64	1	1					66	66.5
18:30								0	0	63	2				2	1	68	66
18:45								0	0	58	2					1	61	60.2
H/Total	0	0	0	0	0	0	0	0	0	243	5	1	0	0	2	3	254	250.9
Total	0	0	0	0	0	0	0	0	0	777	39	6	0	0	6	8	836	829

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	D - A									D - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00		1						1	1	44	9	3	1	1	2		60	62.6
07:15								0	0	82	11	3	3		2		101	105.2
07:30								0	0	74	17	6		2	1	1	101	104.6
07:45	3							3	3	93	6	6		1	1		107	110.4
H/Total	3	1	0	0	0	0	0	4	4	293	43	18	4	4	6	1	369	382.8
08:00	2							2	2	87	8	4	3	2		1	105	112.1
08:15	1							1	1	82	7	2	1	2	2		96	99.1
08:30								0	0	71	6	4		3	2	1	87	90
08:45	3							3	3	62	9	5		1			77	80.5
H/Total	6	0	0	0	0	0	0	6	6	302	30	15	4	8	4	2	365	381.7
09:00	3	1						4	4	59	14	2					75	76
09:15	2		1					3	3.5	63	7	3		1	1		75	76.9
09:30	2							2	2	55	17	3		1			76	78.5
09:45								0	0	57	4	3	1				65	67.8
H/Total	7	1	1	0	0	0	0	9	9.5	234	42	11	1	2	1	0	291	299.2
Total	16	2	1	0	0	0	0	19	19.5	829	115	44	9	14	11	3	1025	1063.7

Time	D - A									D - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	3							3	3	78	7	4		1		1	91	93.2
16:15	2							2	2	82	11	3	3	2	1	1	103	109
16:30	2						1	3	2.2	78	7				2		87	85.8
16:45	7	1						8	8	72	4	1			1		78	77.9
H/Total	14	1	0	0	0	0	1	16	15.2	310	29	8	3	3	4	2	359	365.9
17:00	7							7	7	97	6	3		1	2		109	110.3
17:15	11							11	11	84	10	1		1			96	97.5
17:30	4	1						5	5	102	5						107	107
17:45	3							3	3	69	3	1			1	1	75	74.1
H/Total	25	1	0	0	0	0	0	26	26	352	24	5	0	2	3	1	387	388.9
18:00	11							11	11	80	8	1			1		90	89.9
18:15	6	1						7	7	92	6	1		3			102	105.5
18:30								0	0	62	7			1		2	72	71.4
18:45	6							6	6	59	9			3	1		72	74.4
H/Total	23	1	0	0	0	0	0	24	24	293	30	2	0	7	2	2	336	341.2
Total	62	3	0	0	0	0	1	66	65.2	955	83	15	3	12	9	5	1082	1096

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	4	0	0	0	0	0	0	4	4	0	1	0	0	0	0	0	1	1
07:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	1	1	0.2	1	0	0	0	0	0	0	1	1
07:45	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4
H/Total	7	0	0	0	0	0	1	8	7.2	5	1	0	0	0	0	0	6	6
08:00	1	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4	4
08:15	7	0	0	0	0	0	0	7	7	1	0	0	0	0	0	0	1	1
08:30	3	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	3	3
08:45	8	0	0	0	0	0	0	8	8	5	0	0	0	0	0	0	5	5
H/Total	19	0	0	0	0	0	0	19	19	13	0	0	0	0	0	0	13	13
09:00	5	0	0	0	0	0	0	5	5	5	1	0	0	0	0	0	6	6
09:15	4	0	1	0	0	0	0	5	5.5	3	0	1	0	0	0	0	4	4.5
09:30	3	0	0	0	0	0	0	3	3	4	0	0	0	0	0	0	4	4
09:45	4	0	0	0	1	0	0	5	6	2	1	0	0	0	0	0	3	3
H/Total	16	0	1	0	1	0	0	18	19.5	14	2	1	0	0	0	0	17	17.5
Total	42	0	1	0	1	0	1	45	45.7	32	3	1	0	0	0	0	36	36.5

Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	5	0	0	0	0	0	0	5	5	15	0	0	0	0	0	0	15	15
16:15	4	0	0	0	0	0	0	4	4	10	3	0	0	0	0	0	13	13
16:30	4	1	0	0	0	0	0	5	5	10	0	0	0	0	0	1	11	10.2
16:45	4	0	0	0	0	0	0	4	4	22	1	1	0	0	0	0	24	24.5
H/Total	17	1	0	0	0	0	0	18	18	57	4	1	0	0	0	1	63	62.7
17:00	2	0	0	0	0	0	0	2	2	26	1	0	0	0	1	0	28	27.4
17:15	5	1	0	0	0	0	0	6	6	26	1	0	0	0	0	0	27	27
17:30	4	0	0	0	0	0	0	4	4	46	2	0	0	0	0	0	48	48
17:45	1	2	0	0	0	0	0	3	3	22	3	0	0	0	0	0	25	25
H/Total	12	3	0	0	0	0	0	15	15	120	7	0	0	0	1	0	128	127.4
18:00	4	0	0	0	0	0	0	4	4	37	1	0	0	0	0	0	38	38
18:15	7	0	0	0	0	0	0	7	7	14	1	0	0	0	0	0	15	15
18:30	3	0	0	0	0	0	0	3	3	12	2	0	0	0	0	0	14	14
18:45	6	0	0	0	0	0	0	6	6	12	0	0	0	0	0	0	12	12
H/Total	20	0	0	0	0	0	0	20	20	75	4	0	0	0	0	0	79	79
Total	49	4	0	0	0	0	0	53	53	252	15	1	0	0	1	1	270	269.1

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	50	7	1	2	2	0	3	65	67.7	47	9	3	1	1	2	0	63	65.6
07:15	72	11	1	1	0	0	0	85	86.8	83	11	3	3	0	2	0	102	106.2
07:30	85	13	4	0	1	0	0	103	106	74	17	6	0	2	1	1	101	104.6
07:45	75	11	2	1	0	0	1	90	91.5	94	6	6	0	1	1	0	108	111.4
H/Total	282	42	8	4	3	0	4	343	352	298	43	18	4	4	6	1	374	387.8
08:00	87	7	3	0	1	1	0	99	100.9	89	8	4	3	2	0	1	107	114.1
08:15	76	6	2	1	4	0	2	91	95.7	87	7	2	1	2	2	0	101	104.1
08:30	91	11	1	0	1	0	0	104	105.5	74	6	4	0	3	2	1	90	93
08:45	98	6	3	0	0	1	4	112	109.7	66	9	5	0	1	0	0	81	84.5
H/Total	352	30	9	1	6	2	6	406	411.8	316	30	15	4	8	4	2	379	395.7
09:00	81	17	2	1	1	0	2	104	105.7	60	15	2	0	0	0	0	77	78
09:15	97	6	4	2	3	1	1	114	120.2	65	8	4	0	1	1	0	79	81.4
09:30	73	12	3	1	0	0	0	89	91.8	56	17	3	0	1	0	0	77	79.5
09:45	59	15	4	1	0	0	0	79	82.3	59	4	3	1	0	0	0	67	69.8
H/Total	310	50	13	5	4	1	3	386	400	240	44	12	1	2	1	0	300	308.7
Total	944	122	30	10	13	3	13	1135	1163.8	854	117	45	9	14	11	3	1053	1092.2

Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	105	11	3	1	0	1	0	121	123.2	81	8	4	0	1	0	1	95	97.2
16:15	124	14	2	1	2	0	0	143	147.3	85	11	3	3	2	1	1	106	112
16:30	111	11	2	1	1	1	0	127	129.7	79	7	0	0	0	2	0	88	86.8
16:45	99	18	1	1	1	0	0	120	122.8	75	4	1	0	0	1	0	81	80.9
H/Total	439	54	8	4	4	2	0	511	523	320	30	8	3	3	4	2	370	376.9
17:00	117	9	1	1	0	1	1	130	130.4	98	6	3	0	1	2	0	110	111.3
17:15	111	11	0	1	0	3	2	128	125.9	90	10	1	0	1	0	0	102	103.5
17:30	126	12	1	1	1	3	1	145	145.2	106	6	0	0	0	0	0	112	112
17:45	109	5	0	0	0	1	1	116	114.6	77	4	1	0	0	1	1	84	83.1
H/Total	463	37	2	3	1	8	5	519	516.1	371	26	5	0	2	3	1	408	409.9
18:00	95	4	0	1	0	0	1	101	101.5	83	8	1	0	0	1	0	93	92.9
18:15	95	5	0	0	1	1	1	103	102.6	94	6	1	0	3	0	0	104	107.5
18:30	102	4	0	0	0	1	1	108	106.6	64	7	0	0	1	0	2	74	73.4
18:45	66	10	0	0	0	2	0	78	76.8	60	9	0	0	3	1	0	73	75.4
H/Total	358	23	0	1	1	4	3	390	387.5	301	30	2	0	7	2	2	344	349.2
Total	1260	114	10	8	6	14	8	1420	1426.6	992	86	15	3	12	9	5	1122	1136

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	5	0	0	0	0	0	0	5	5	44	3	2	0	0	1	0	50	50.4
07:15	12	0	0	0	0	0	0	12	12	46	7	0	0	0	0	0	53	53
07:30	4	0	0	0	0	0	0	4	4	69	8	1	0	0	0	1	79	78.7
07:45	14	2	1	0	0	0	0	17	17.5	94	5	0	0	1	0	1	101	101.2
H/Total	35	2	1	0	0	0	0	38	38.5	253	23	3	0	1	1	2	283	283.3
08:00	6	0	0	0	0	0	1	7	6.2	56	1	2	0	0	0	0	59	60
08:15	10	0	0	0	0	0	0	10	10	84	3	0	0	0	0	1	88	87.2
08:30	10	2	2	0	0	0	1	15	15.2	86	6	1	0	0	1	0	94	93.9
08:45	10	1	0	0	0	0	0	11	11	77	2	2	0	0	1	0	82	82.4
H/Total	36	3	2	0	0	0	2	43	42.4	303	12	5	0	0	2	1	323	323.5
09:00	21	1	1	0	0	0	0	23	23.5	89	4	0	1	0	0	0	94	95.3
09:15	21	4	0	0	0	0	0	25	25	83	6	2	0	0	0	0	91	92
09:30	17	3	0	0	0	0	1	21	20.2	67	6	2	0	0	0	1	76	76.2
09:45	33	2	0	0	0	1	0	36	35.4	75	6	1	0	1	0	1	84	84.7
H/Total	92	10	1	0	0	1	1	105	104.1	314	22	5	1	1	0	2	345	348.2
Total	163	15	4	0	0	1	3	186	185	870	57	13	1	2	3	5	951	955

Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	70	6	3	0	0	0	2	81	80.9	65	3	1	0	0	0	2	71	69.9
16:15	68	10	1	0	0	0	0	79	79.5	52	3	0	0	0	0	1	56	55.2
16:30	79	8	0	0	0	2	1	90	88	64	3	1	0	1	1	0	70	70.9
16:45	72	4	1	0	0	1	2	80	78.3	63	8	2	0	0	0	2	75	74.4
H/Total	289	28	5	0	0	3	5	330	326.7	244	17	4	0	1	1	5	272	270.4
17:00	88	3	0	0	0	1	0	92	91.4	65	3	1	0	1	1	0	71	71.9
17:15	77	4	0	0	0	0	0	81	81	48	5	0	0	0	1	2	56	53.8
17:30	91	6	0	0	0	1	0	98	97.4	56	3	0	0	0	0	0	59	59
17:45	93	5	1	0	0	0	0	99	99.5	69	2	0	0	0	1	0	72	71.4
H/Total	349	18	1	0	0	2	0	370	369.3	238	13	1	0	1	3	2	258	256.1
18:00	83	1	0	0	0	0	1	85	84.2	67	5	0	0	0	1	0	73	72.4
18:15	74	1	1	0	0	0	0	76	76.5	66	7	0	0	0	0	0	73	73
18:30	73	4	0	0	0	2	1	80	78	54	1	1	0	0	0	2	58	56.9
18:45	63	2	0	0	0	0	1	66	65.2	55	2	1	0	0	0	1	59	58.7
H/Total	293	8	1	0	0	2	3	307	303.9	242	15	2	0	0	1	3	263	261
Total	931	54	7	0	0	7	8	1007	999.9	724	45	7	0	2	5	10	793	787.5

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	From D									To D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	86	13	5	1	1	3	0	109	112	54	7	1	2	2	0	3	69	71.7
07:15	127	18	3	3	0	2	0	153	157.2	84	11	1	1	0	0	0	97	98.8
07:30	141	25	7	0	2	1	1	177	181.1	86	13	4	0	1	0	0	104	107
07:45	187	11	6	0	2	1	1	208	211.6	85	13	3	1	0	0	1	103	105
H/Total	541	67	21	4	5	7	2	647	661.9	309	44	9	4	3	0	4	373	382.5
08:00	144	9	6	3	2	0	1	165	173.1	89	7	3	0	1	1	1	102	103.1
08:15	163	10	2	1	2	2	1	181	183.3	84	6	2	1	4	0	2	99	103.7
08:30	151	11	5	0	3	3	1	174	176.9	92	12	3	0	1	0	1	109	110.7
08:45	132	11	7	0	1	1	0	152	155.9	100	7	3	0	0	1	4	115	112.7
H/Total	590	41	20	4	8	6	3	672	689.2	365	32	11	1	6	2	8	425	430.2
09:00	136	19	2	1	0	0	0	158	160.3	89	17	3	1	1	0	2	113	115.2
09:15	141	13	6	0	1	1	0	162	165.4	112	9	4	2	3	1	1	132	138.2
09:30	120	23	5	0	1	0	1	150	152.7	86	15	3	1	0	0	1	106	108
09:45	125	9	4	1	0	0	1	140	142.5	85	15	4	1	0	1	0	106	108.7
H/Total	522	64	17	2	2	1	2	610	620.9	372	56	14	5	4	2	4	457	470.1
Total	1653	172	58	10	15	14	7	1929	1972	1046	132	34	10	13	4	16	1255	1282.8

Time	From D									To D								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	137	10	4	0	1	0	3	155	155.6	156	16	5	1	0	1	2	181	182.6
16:15	128	14	3	3	2	1	2	153	158.2	177	21	3	1	2	0	0	204	208.8
16:30	134	9	1	0	0	3	1	148	145.9	175	19	2	1	0	3	1	201	200.7
16:45	126	9	2	0	0	1	2	140	138.8	141	18	0	1	1	1	2	164	164.1
H/Total	525	42	10	3	3	5	8	596	598.5	649	74	10	4	3	5	5	750	756.2
17:00	160	8	4	0	2	3	0	177	179.2	178	10	1	1	0	1	1	192	192.4
17:15	132	12	1	0	1	1	2	149	148.3	161	12	0	1	0	3	2	179	176.9
17:30	150	7	0	0	0	0	0	157	157	163	14	1	1	1	4	1	185	184.6
17:45	130	4	1	0	0	1	1	137	136.1	165	7	1	0	0	0	1	174	173.7
H/Total	572	31	6	0	3	5	3	620	620.6	667	43	3	3	1	8	5	730	727.6
18:00	152	12	1	0	0	2	0	167	166.3	147	3	0	1	0	0	2	153	152.7
18:15	153	13	1	0	3	0	0	170	173.5	155	5	1	0	1	1	1	164	164.1
18:30	109	8	1	0	1	0	4	123	121.3	157	6	0	0	0	3	2	168	164.6
18:45	109	10	1	0	3	1	1	125	127.1	117	11	0	0	0	2	1	131	129
H/Total	523	43	4	0	7	3	5	585	588.2	576	25	1	1	1	6	6	616	610.4
Total	1620	116	20	3	13	13	16	1801	1807.3	1892	142	14	8	5	19	16	2096	2094.2

Project Number: **TSP13301**
 Project Name: **Cheetham Hill**
 Survey Type: **Manual Classified Traffic Count**
 Site No: **5**
 Location: **Elizabeth Street / Queens Road (A6010)**
 Date: **15 June 2017, Thursday**



Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	145	20	6	3	3	3	3	183	188.7
07:15	213	29	4	4	0	2	0	252	258
07:30	230	38	11	0	3	1	2	285	291.3
07:45	277	24	9	1	2	1	2	316	321.6
H/Total	865	111	30	8	8	7	7	1036	1059.6
08:00	238	16	9	3	3	1	2	272	281.2
08:15	256	16	4	2	6	2	3	289	296
08:30	255	24	8	0	4	3	2	296	300.6
08:45	248	18	10	0	1	2	4	283	284.6
H/Total	997	74	31	5	14	8	11	1140	1162.4
09:00	243	37	5	2	1	0	2	290	294.5
09:15	263	23	11	2	4	2	1	306	316.1
09:30	213	38	8	1	1	0	2	263	267.7
09:45	221	26	8	2	1	1	1	260	266.2
H/Total	940	124	32	7	7	3	6	1119	1144.5
Total	2802	309	93	20	29	18	24	3295	3366.5

Peak Hours	Totals
07:00 08:00	1036
07:15 08:15	1125
07:30 08:30	1162
07:45 08:45	1173

08:00 09:00	1140
08:15 09:15	1158
08:30 09:30	1175
08:45 09:45	1142

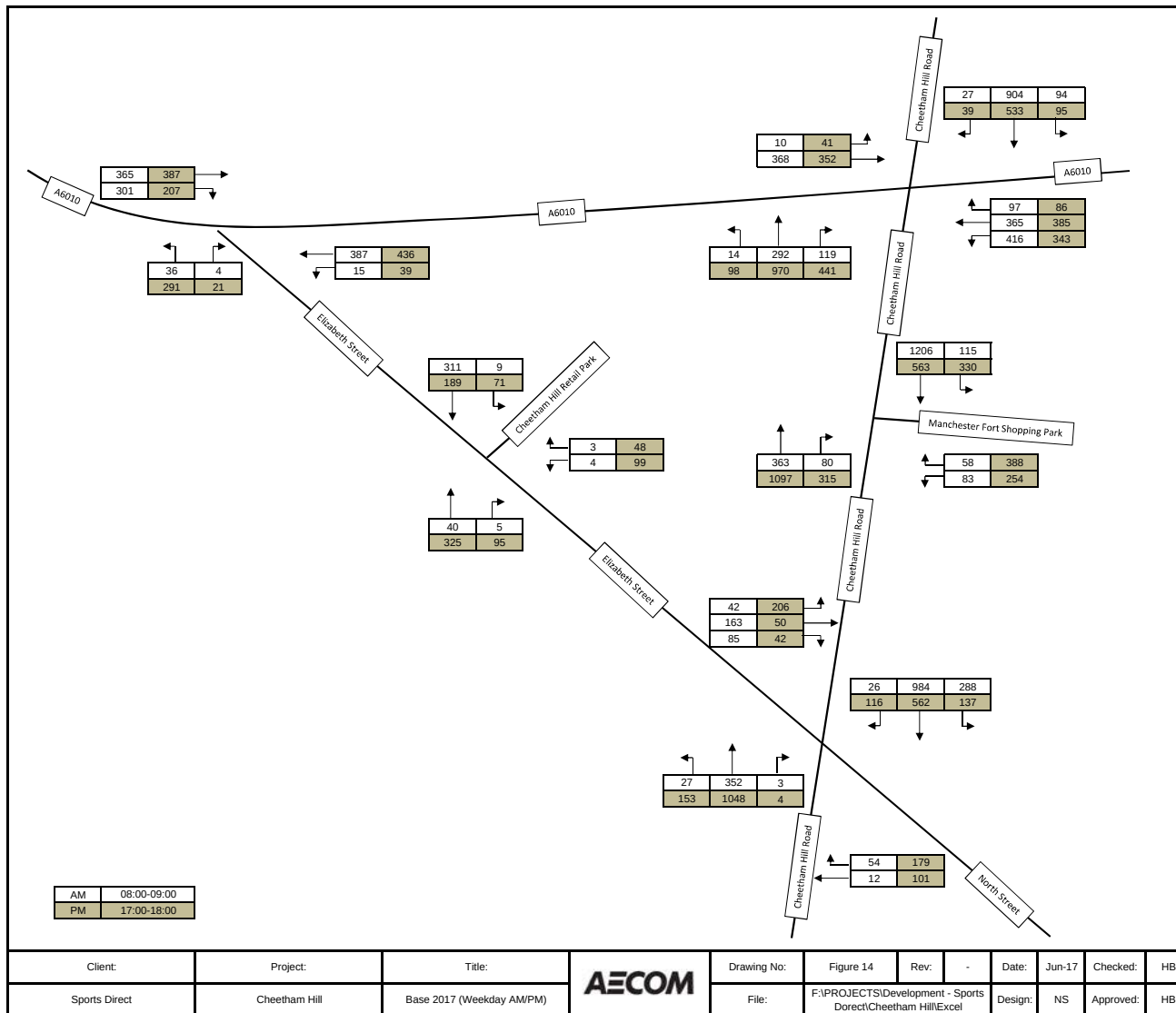
09:00 10:00	1119
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Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	317	27	10	1	1	1	5	362	364.7
16:15	324	38	6	4	4	1	2	379	389
16:30	328	29	3	1	1	6	2	370	368.6
16:45	301	31	4	1	1	2	4	344	343.9
H/Total	1270	125	23	7	7	10	13	1455	1466.2
17:00	367	20	5	1	2	5	1	401	403
17:15	325	28	1	1	1	4	4	364	361.2
17:30	371	25	1	1	1	4	1	404	403.6
17:45	333	16	2	0	0	2	2	355	353.2
H/Total	1396	89	9	3	4	15	8	1524	1521
18:00	334	17	1	1	0	2	2	357	356
18:15	329	19	2	0	4	1	1	356	359.6
18:30	287	16	1	0	1	3	6	314	308.9
18:45	244	22	1	0	3	3	2	275	275.1
H/Total	1194	74	5	1	8	9	11	1302	1299.6
Total	3860	288	37	11	19	34	32	4281	4286.8

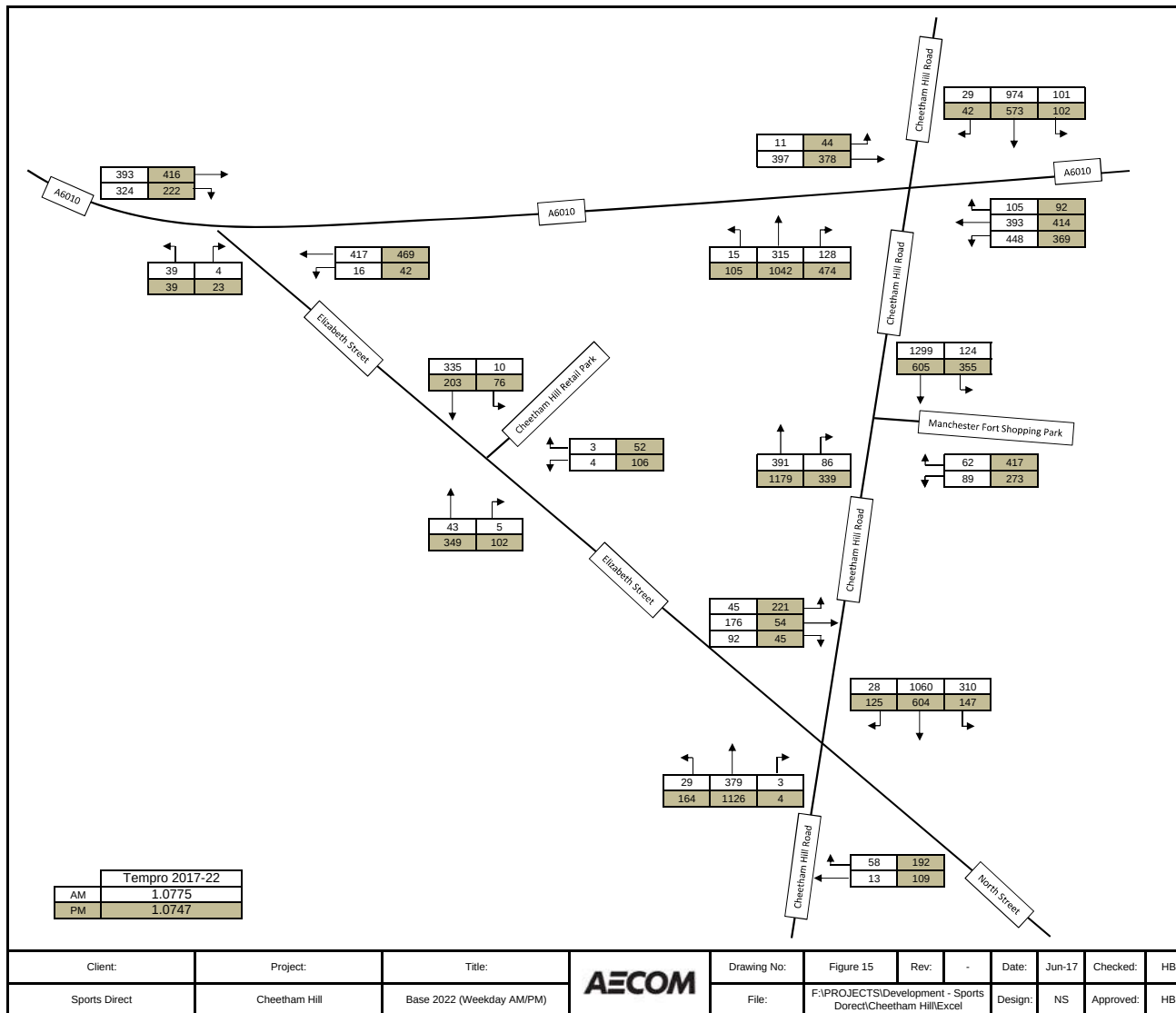
Peak Hours	Totals
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16:15 17:15	1494
16:30 17:30	1479
16:45 17:45	1513

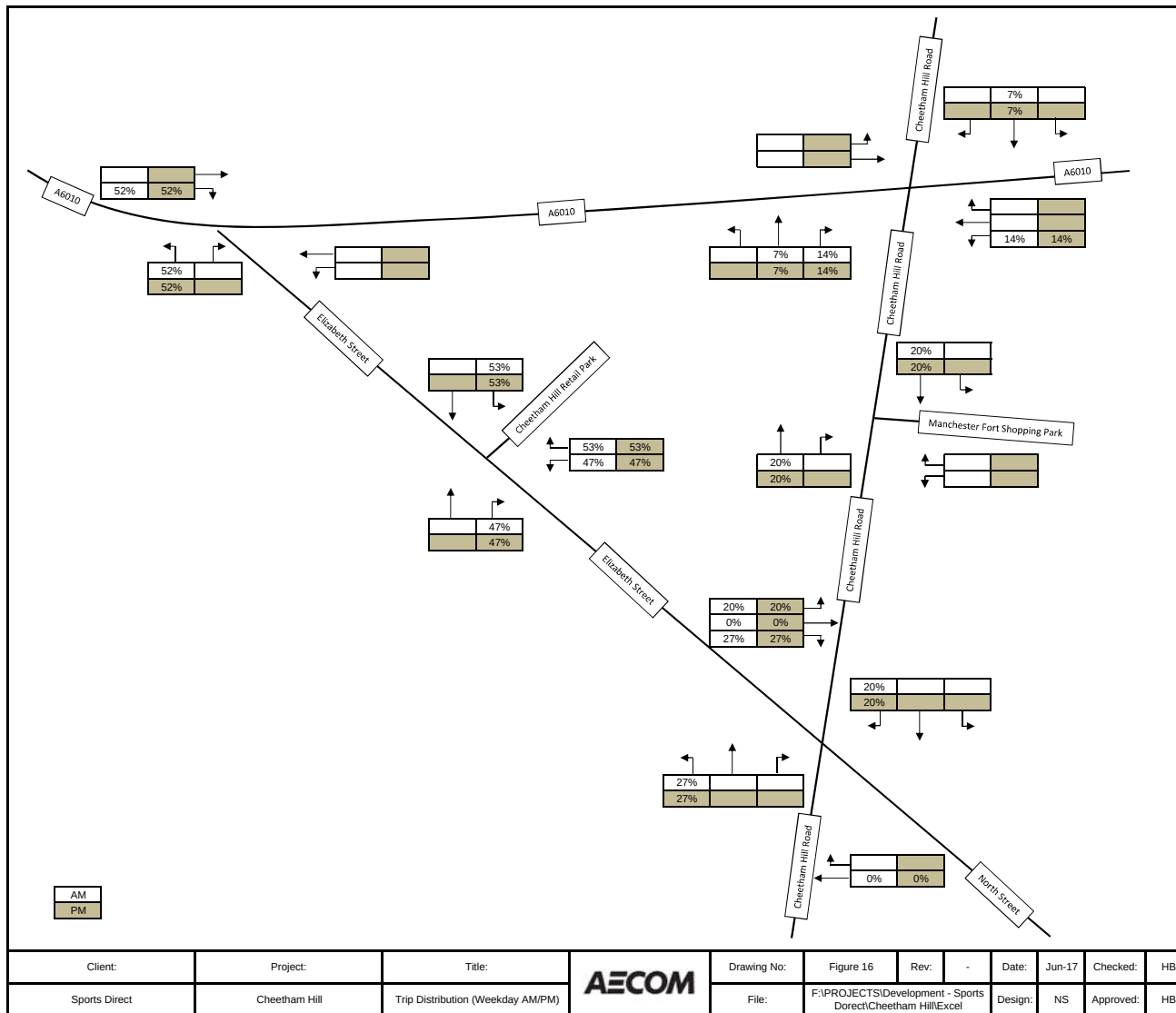
17:00 18:00	1524
17:15 18:15	1480
17:30 18:30	1472
17:45 18:45	1382

18:00 19:00	1302
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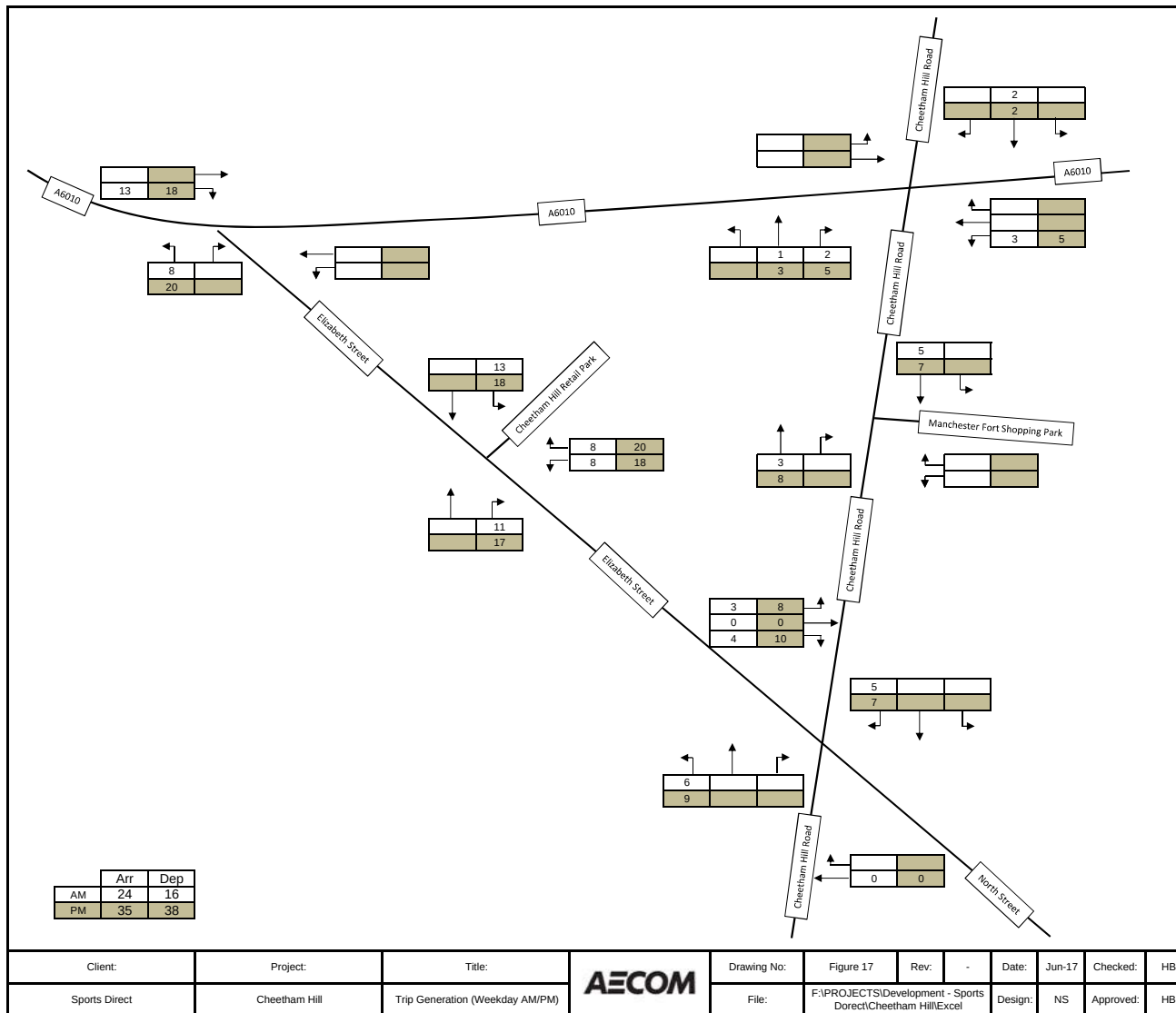


Client:	Project:	Title:	AECOM	Drawing No:	Figure 14	Rev:	-	Date:	Jun-17	Checked:	HB
Sports Direct	Cheetham Hill	Base 2017 (Weekday AM/PM)		File:	F:\PROJECTS\Development - Sports Direct\Cheetham Hill\Excel	Design:	NS	Approved:		HB	

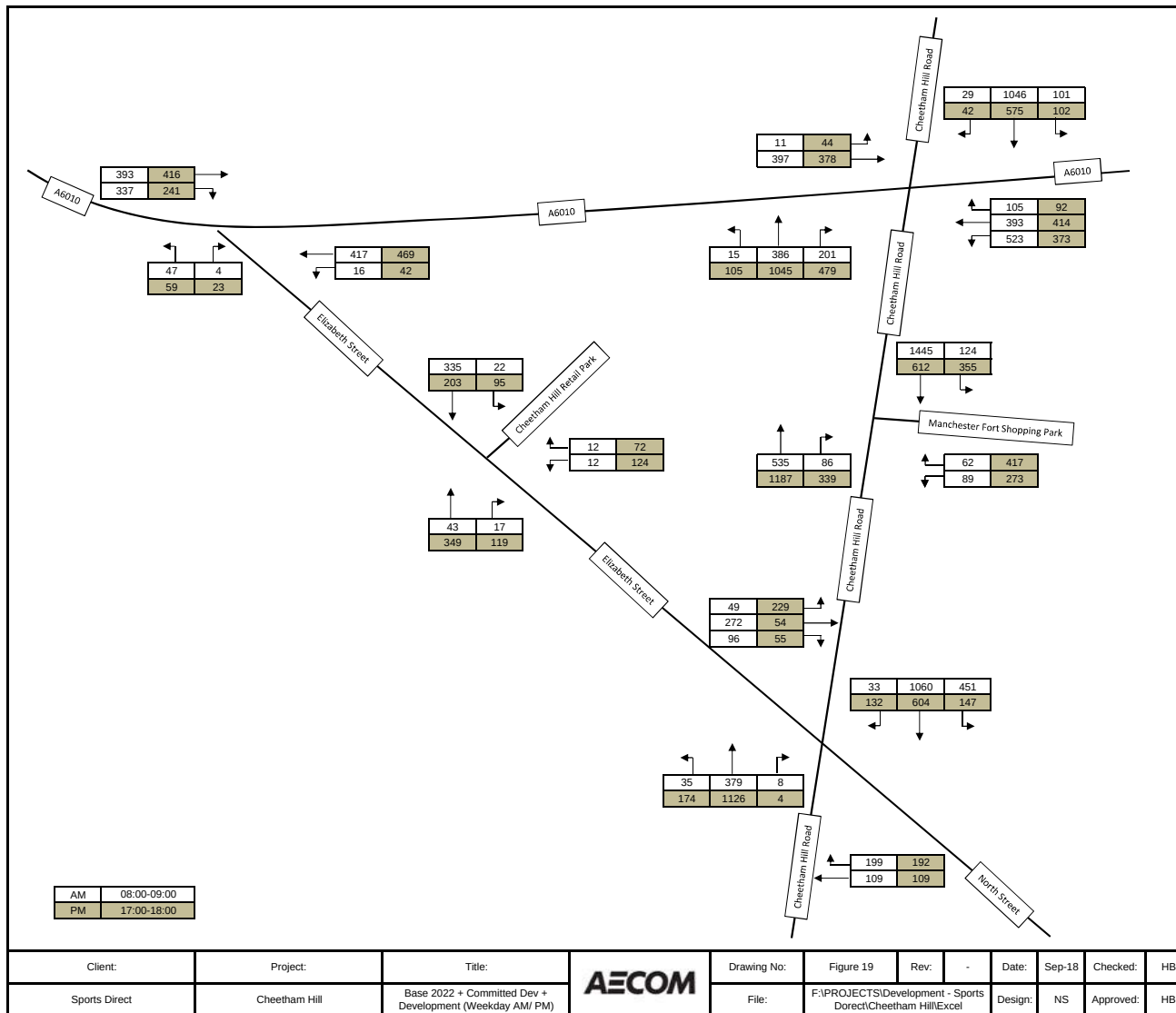




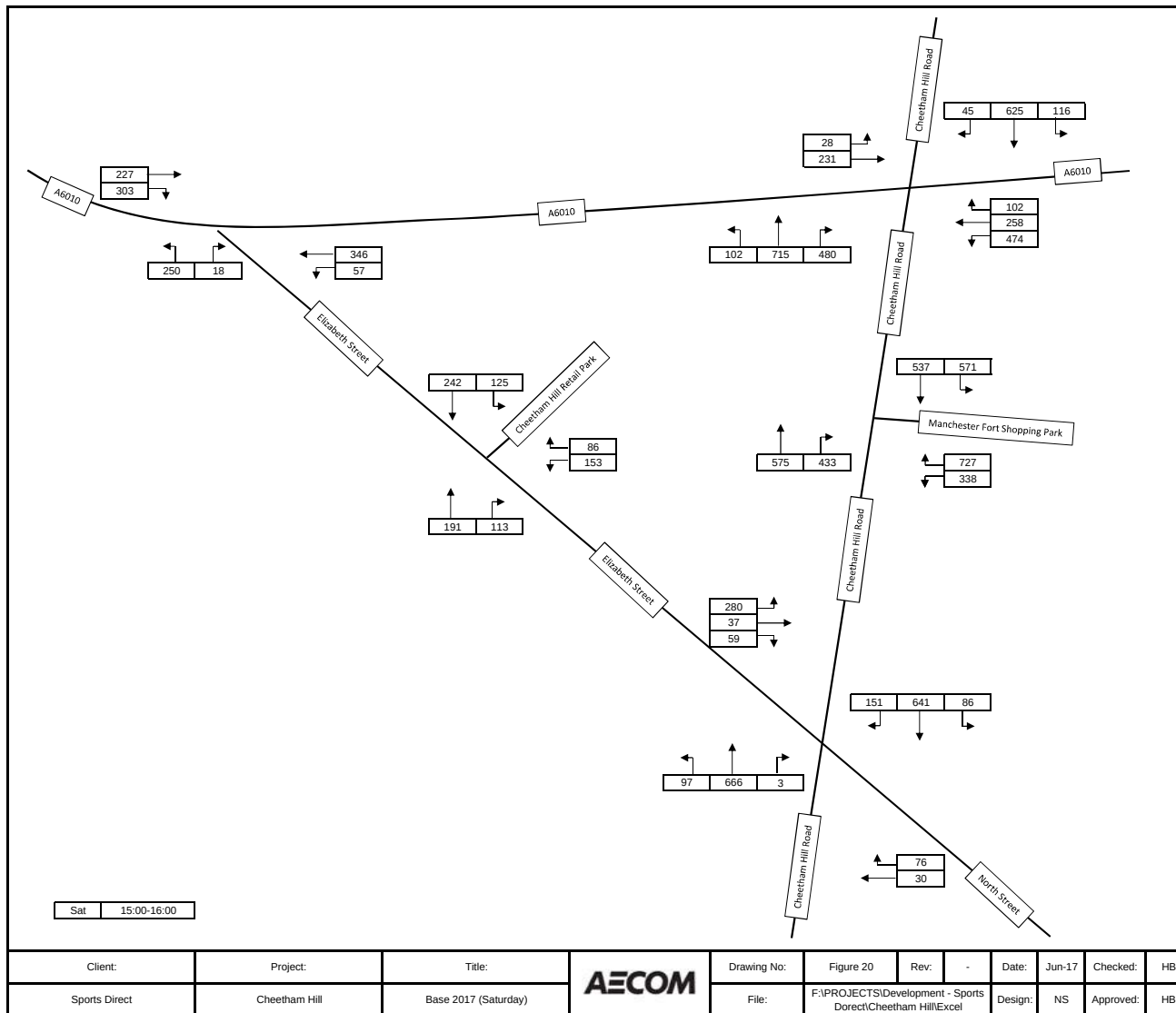
Client:	Project:	Title:	AECOM	Drawing No:	Figure 16	Rev:	-	Date:	Jun-17	Checked:	HB
Sports Direct	Cheetham Hill	Trip Distribution (Weekday AM/PM)		File:	F:\PROJECTS\Development - Sports Direct\Cheetham Hill\Excel	Design:	NS	Approved:	HB		



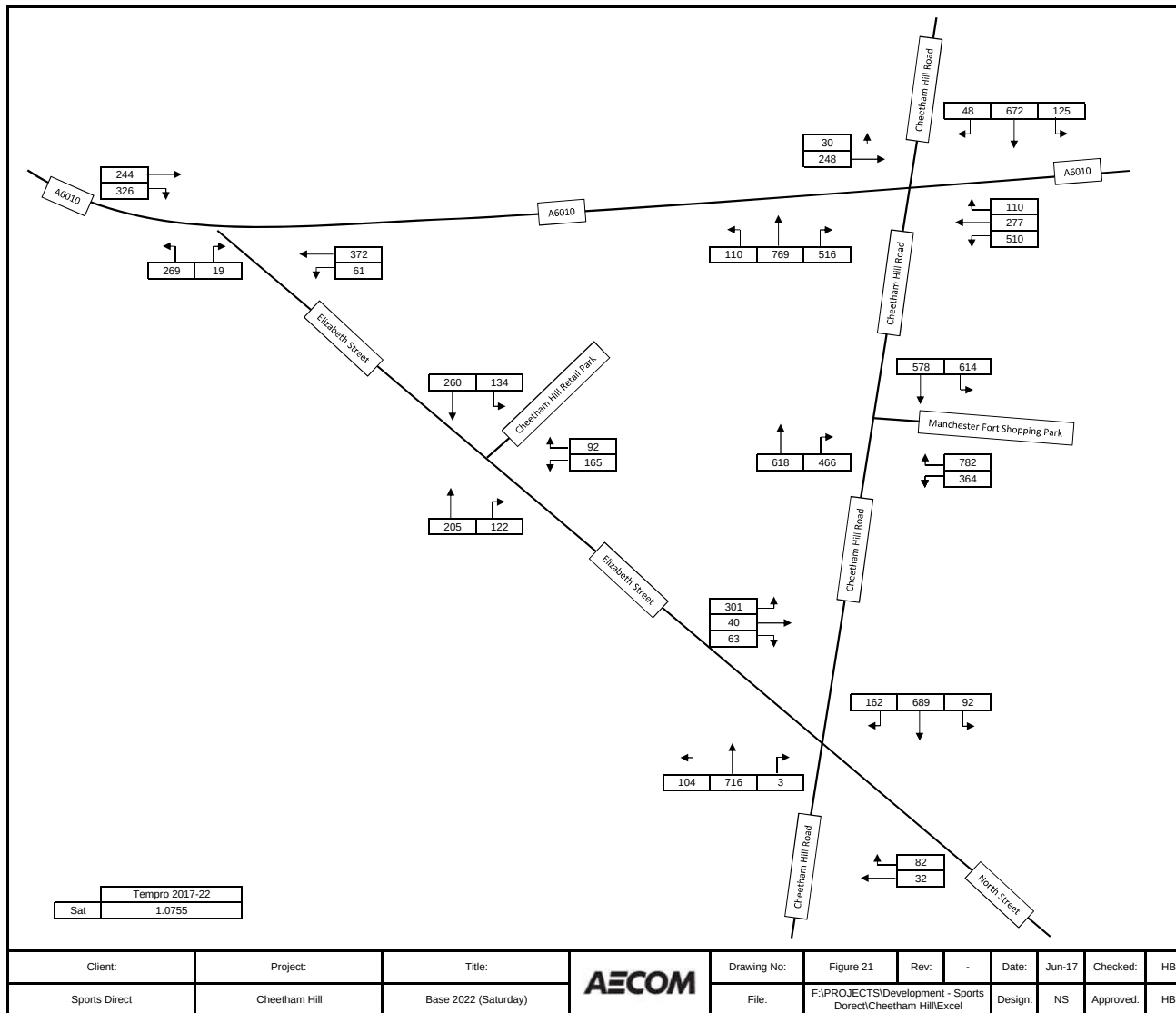
Client:	Project:	Title:	AECOM	Drawing No:	Figure 17	Rev:	-	Date:	Jun-17	Checked:	HB
Sports Direct	Cheetham Hill	Trip Generation (Weekday AM/PM)		File:	F:\PROJECTS\Development - Sports Direct\Cheetham Hill\Excel	Design:	NS	Approved:	HB		



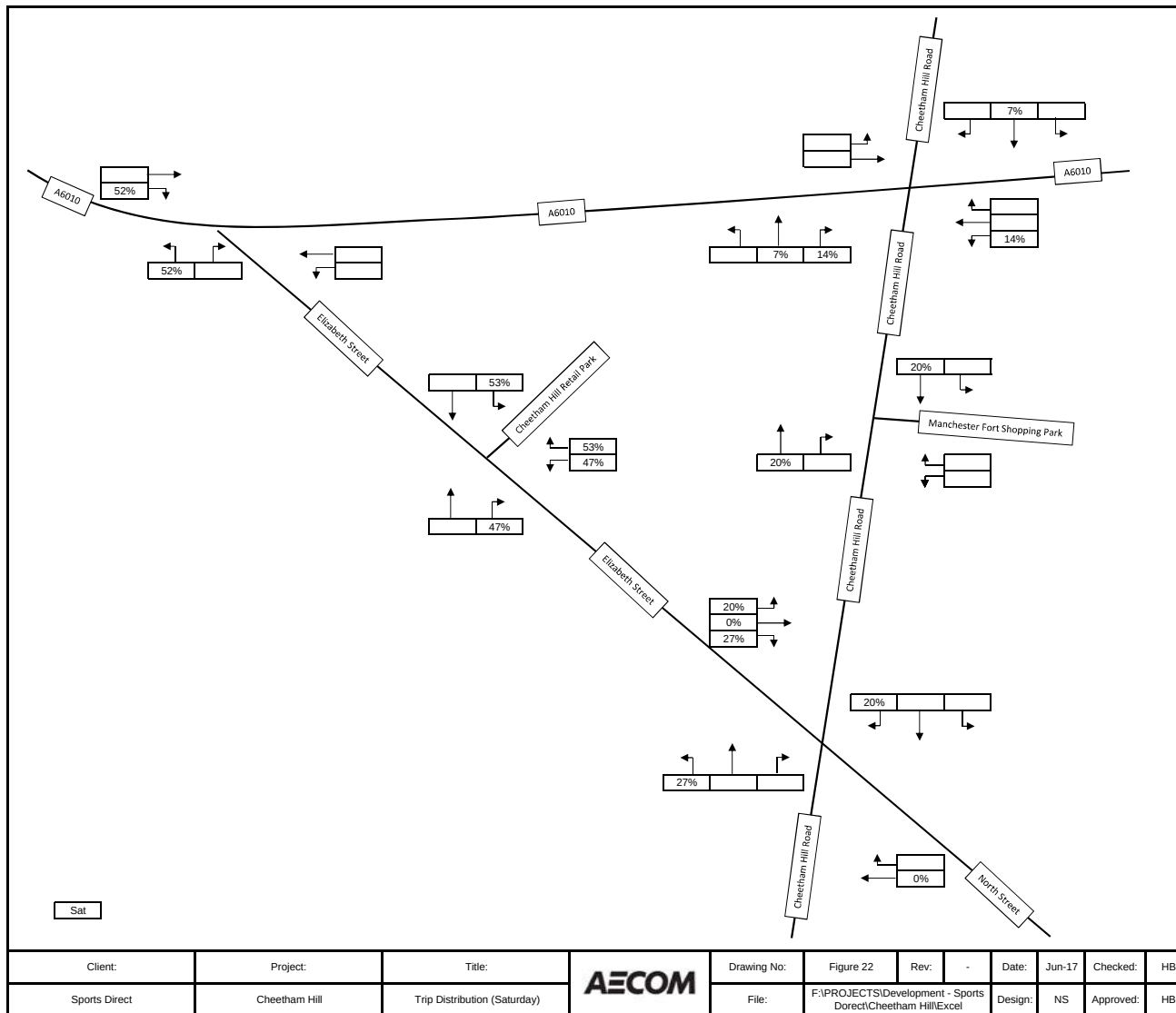
Client:	Project:	Title:	AECOM	Drawing No:	Figure 19	Rev:	-	Date:	Sep-18	Checked:	HB
Sports Direct	Cheetham Hill	Base 2022 + Committed Dev + Development (Weekday AM/ PM)		File:	F:\PROJECTS\Development - Sports Direct\Cheetham Hill\Excel	Design:	NS	Approved:		HB	

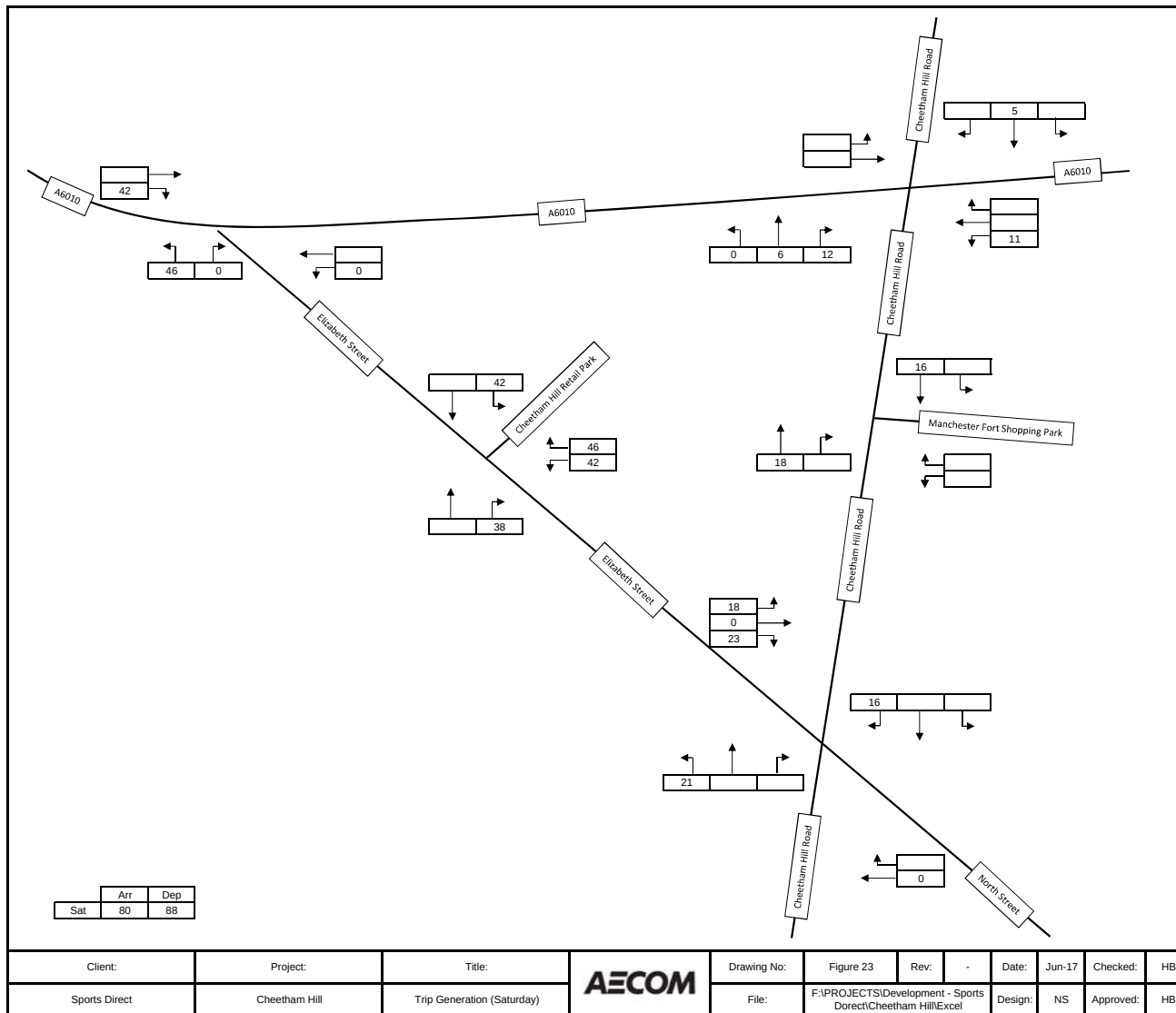


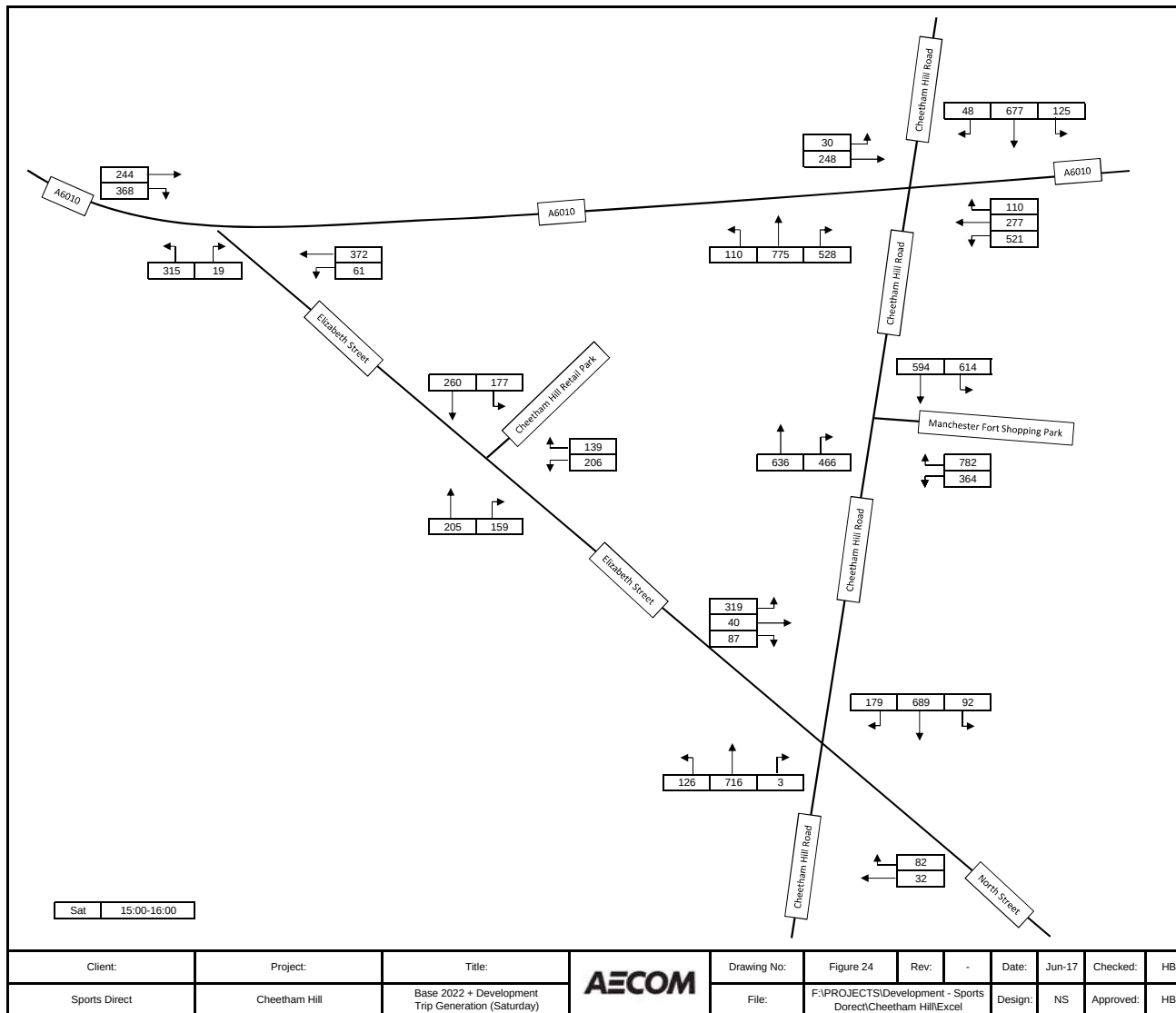
Client:	Project:	Title:	AECOM	Drawing No:	Figure 20	Rev:	-	Date:	Jun-17	Checked:	HB
Sports Direct	Cheetham Hill	Base 2017 (Saturday)		File:	F:\PROJECTS\Development - Sports Direct\Cheetham Hill\Excel	Design:	NS	Approved:	HB		



Client:	Project:	Title:	AECOM	Drawing No:	Figure 21	Rev:	-	Date:	Jun-17	Checked:	HB
Sports Direct	Cheetham Hill	Base 2022 (Saturday)		File:	F:\PROJECTS\Development - Sports Direct\Cheetham Hill\Excel			Design:	NS	Approved:	HB







Appendix F Modelling Outputs

User and Project Details

Project:	Sports Direct
Title:	Cheetham Hill/Manchester Fort Shopping Centre
Location:	Cheetham Hill
File name:	Cheetham Hill Road - Manchester Fort V1.lsg3x
Author:	N Smithson
Company:	AECOM
Address:	
Notes:	

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	5
D	Traffic		5	3
E	Traffic		5	3
F	Traffic		7	7
G	Pedestrian		5	1
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	4
K	Pedestrian		8	8

Phase Intergreens Matrix

	Starting Phase										
	A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A	-	-	5	7	5	-	-	-	-	8
	B	-	-	5	-	-	5	-	-	-	-
	C	-	-	-	-	5	-	-	-	-	5
	D	6	8	-	-	5	-	8	-	-	5
	E	4	-	-	-	-	-	-	-	5	-
	F	5	-	6	6	-	-	-	5	-	-
	G	-	6	-	-	-	-	-	-	-	-
	H	-	-	-	5	-	-	-	-	-	-
	I	-	-	-	-	-	7	-	-	-	-
	J	-	-	-	-	6	-	-	-	-	-
	K	9	-	9	9	-	-	-	-	-	-

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	J	Losing	1	1
1	3	C	Losing	2	2
1	3	J	Losing	1	1
2	1	D	Losing	2	2
2	1	E	Losing	4	4
2	1	G	Losing	4	4
2	3	C	Losing	2	2
2	3	D	Losing	2	2
2	3	G	Losing	4	4
3	1	E	Losing	2	2
3	2	B	Losing	1	1
3	2	H	Losing	1	1

Prohibited Stage Change

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

Phases in Stage

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

Give-Way Lane Input Data

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre

There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre												
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 (Cheetham Hill Road (N))	U	B	2	3	10.3	Geom	-	2.20	0.00	Y	Arm 5 Left	17.00
1/2 (Cheetham Hill Road (N))	U	A	2	3	22.1	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
1/3 (Cheetham Hill Road (N))	U	A	2	3	22.1	Geom	-	3.10	0.00	Y	Arm 6 Ahead	Inf
2/1 (Cheetham Hill Road (S))	U	C	2	3	15.1	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
2/2 (Cheetham Hill Road (S))	U	C	2	3	15.1	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
2/3 (Cheetham Hill Road (S))	U	D	2	3	6.4	Geom	-	3.00	0.00	Y	Arm 5 Right	16.00
3/1 (Manchester Fort Retail Park)	U	E	2	3	11.1	Geom	-	3.50	0.00	Y	Arm 6 Left	25.00
3/2 (Manchester Fort Retail Park)	U	F	2	3	13.4	Geom	-	3.50	0.00	Y	Arm 4 Right	28.00
3/3 (Manchester Fort Retail Park)	U	F	2	3	5.6	Geom	-	3.50	0.00	Y	Arm 4 Right	28.00
4/1	U		2	3	22.1	User	1800	-	-	-	-	-
4/2	U		2	3	22.1	User	1800	-	-	-	-	-
5/1	U		2	3	17.7	User	3000	-	-	-	-	-
6/1	U		2	3	15.7	User	1800	-	-	-	-	-
6/2	U		2	3	15.7	User	1800	-	-	-	-	-

Lane Saturation Flows**Scenario 1: 'Scenario 1 (AM)'** (FG1: '2017 AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre								
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 (Cheetham Hill Road (N))	2.20	0.00	Y	Arm 5 Left	17.00	100.0 %	1686	1686
1/2 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
1/3 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
2/1 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/3 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 5 Right	16.00	100.0 %	1751	1751
3/1 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
3/2 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
3/3 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
4/1	This lane uses a directly entered Saturation Flow						1800	1800
4/2	This lane uses a directly entered Saturation Flow						1800	1800
5/1	This lane uses a directly entered Saturation Flow						3000	3000
6/1	This lane uses a directly entered Saturation Flow						1800	1800
6/2	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 2: 'Scenario 1 (PM)' (FG2: '2017 PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre								
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 (Cheetham Hill Road (N))	2.20	0.00	Y	Arm 5 Left	17.00	100.0 %	1686	1686
1/2 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
1/3 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
2/1 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/3 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 5 Right	16.00	100.0 %	1751	1751
3/1 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
3/2 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
3/3 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
4/1	This lane uses a directly entered Saturation Flow						1800	1800
4/2	This lane uses a directly entered Saturation Flow						1800	1800
5/1	This lane uses a directly entered Saturation Flow						3000	3000
6/1	This lane uses a directly entered Saturation Flow						1800	1800
6/2	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 3: 'Scenario 1 (Sat)' (FG3: '2017 Saturday Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre								
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 (Cheetham Hill Road (N))	2.20	0.00	Y	Arm 5 Left	17.00	100.0 %	1686	1686
1/2 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
1/3 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
2/1 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/3 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 5 Right	16.00	100.0 %	1751	1751
3/1 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
3/2 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
3/3 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
4/1	This lane uses a directly entered Saturation Flow						1800	1800
4/2	This lane uses a directly entered Saturation Flow						1800	1800
5/1	This lane uses a directly entered Saturation Flow						3000	3000
6/1	This lane uses a directly entered Saturation Flow						1800	1800
6/2	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 4: 'Scenario 2 (AM)' (FG4: '2022 AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre								
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 (Cheetham Hill Road (N))	2.20	0.00	Y	Arm 5 Left	17.00	100.0 %	1686	1686
1/2 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
1/3 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
2/1 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/3 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 5 Right	16.00	100.0 %	1751	1751
3/1 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
3/2 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
3/3 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
4/1	This lane uses a directly entered Saturation Flow						1800	1800
4/2	This lane uses a directly entered Saturation Flow						1800	1800
5/1	This lane uses a directly entered Saturation Flow						3000	3000
6/1	This lane uses a directly entered Saturation Flow						1800	1800
6/2	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 5: 'Scenario 2 (PM)' (FG5: '2022 PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre								
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 (Cheetham Hill Road (N))	2.20	0.00	Y	Arm 5 Left	17.00	100.0 %	1686	1686
1/2 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
1/3 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
2/1 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/3 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 5 Right	16.00	100.0 %	1751	1751
3/1 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
3/2 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
3/3 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
4/1	This lane uses a directly entered Saturation Flow						1800	1800
4/2	This lane uses a directly entered Saturation Flow						1800	1800
5/1	This lane uses a directly entered Saturation Flow						3000	3000
6/1	This lane uses a directly entered Saturation Flow						1800	1800
6/2	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 6: 'Scenario 2 (Sat)' (FG6: '2022 Saturday Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre								
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 (Cheetham Hill Road (N))	2.20	0.00	Y	Arm 5 Left	17.00	100.0 %	1686	1686
1/2 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
1/3 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
2/1 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/3 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 5 Right	16.00	100.0 %	1751	1751
3/1 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
3/2 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
3/3 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
4/1	This lane uses a directly entered Saturation Flow						1800	1800
4/2	This lane uses a directly entered Saturation Flow						1800	1800
5/1	This lane uses a directly entered Saturation Flow						3000	3000
6/1	This lane uses a directly entered Saturation Flow						1800	1800
6/2	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 7: 'Scenario 3 (AM)' (FG7: '2022 AM + Dev', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre								
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 (Cheetham Hill Road (N))	2.20	0.00	Y	Arm 5 Left	17.00	100.0 %	1686	1686
1/2 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
1/3 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
2/1 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/3 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 5 Right	16.00	100.0 %	1751	1751
3/1 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
3/2 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
3/3 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
4/1	This lane uses a directly entered Saturation Flow						1800	1800
4/2	This lane uses a directly entered Saturation Flow						1800	1800
5/1	This lane uses a directly entered Saturation Flow						3000	3000
6/1	This lane uses a directly entered Saturation Flow						1800	1800
6/2	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 8: 'Scenario 3 (PM)' (FG8: '2022 PM + Dev', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre								
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 (Cheetham Hill Road (N))	2.20	0.00	Y	Arm 5 Left	17.00	100.0 %	1686	1686
1/2 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
1/3 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
2/1 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/3 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 5 Right	16.00	100.0 %	1751	1751
3/1 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
3/2 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
3/3 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
4/1	This lane uses a directly entered Saturation Flow						1800	1800
4/2	This lane uses a directly entered Saturation Flow						1800	1800
5/1	This lane uses a directly entered Saturation Flow						3000	3000
6/1	This lane uses a directly entered Saturation Flow						1800	1800
6/2	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 9: 'Scenario 3 (Sat)' (FG9: '2022 Saturday + Dev', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / Manchester Fort Shopping Centre								
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 (Cheetham Hill Road (N))	2.20	0.00	Y	Arm 5 Left	17.00	100.0 %	1686	1686
1/2 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
1/3 (Cheetham Hill Road (N))	3.10	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1925	1925
2/1 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/3 (Cheetham Hill Road (S))	3.00	0.00	Y	Arm 5 Right	16.00	100.0 %	1751	1751
3/1 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 6 Left	25.00	100.0 %	1854	1854
3/2 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
3/3 (Manchester Fort Retail Park)	3.50	0.00	Y	Arm 4 Right	28.00	100.0 %	1865	1865
4/1	This lane uses a directly entered Saturation Flow						1800	1800
4/2	This lane uses a directly entered Saturation Flow						1800	1800
5/1	This lane uses a directly entered Saturation Flow						3000	3000
6/1	This lane uses a directly entered Saturation Flow						1800	1800
6/2	This lane uses a directly entered Saturation Flow						1800	1800

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 AM Peak'	08:00	09:00	01:00	
2: '2017 PM Peak'	17:00	18:00	01:00	
3: '2017 Saturday Peak'	15:00	16:00	01:00	
4: '2022 AM Peak'	08:00	09:00	01:00	
5: '2022 PM Peak'	17:00	18:00	01:00	
6: '2022 Saturday Peak'	15:00	16:00	01:00	
7: '2022 AM + Dev'	08:00	09:00	01:00	
8: '2022 PM + Dev'	17:00	18:00	01:00	
9: '2022 Saturday + Dev'	15:00	16:00	01:00	

Traffic Flows, Desired

FG1: '2017 AM Peak'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	115	1206	1321
	B	58	0	83	141
	C	363	80	0	443
	Tot.	421	195	1289	1905

FG2: '2017 PM Peak'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	330	563	893
	B	388	0	254	642
	C	1097	315	0	1412
	Tot.	1485	645	817	2947

FG3: '2017 Saturday Peak'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	571	537	1108
	B	727	0	338	1065
	C	575	433	0	1008
	Tot.	1302	1004	875	3181

FG4: '2022 AM Peak'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	124	1299	1423
	B	62	0	89	151
	C	391	86	0	477
	Tot.	453	210	1388	2051

FG5: '2022 PM Peak'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	355	605	960
	B	417	0	273	690
	C	1179	339	0	1518
	Tot.	1596	694	878	3168

FG6: '2022 Saturday Peak'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	614	578	1192
	B	782	0	364	1146
	C	618	466	0	1084
	Tot.	1400	1080	942	3422

FG7: '2022 AM + Dev'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	124	1445	1569
	B	62	0	89	151
	C	535	86	0	621
	Tot.	597	210	1534	2341

FG8: '2022 PM + Dev'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	355	612	967
	B	417	0	273	690
	C	1187	339	0	1526
	Tot.	1604	694	885	3183

FG9: '2022 Saturday + Dev'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	614	594	1208
	B	782	0	364	1146
	C	636	466	0	1102
	Tot.	1418	1080	958	3456

Stage Timings

Scenario 1: 'Scenario 1 (AM)' (FG1: '2017 AM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	62	3	5
Change Point	0	71	81

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	54.8%
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	54.8%
1/2+1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	A B		1	62:76	-	718	1925:1686	1106+211	54.5 : 54.5%
1/3	Cheetham Hill Road (N) Ahead	U	N/A	N/A	A		1	62	-	603	1925	1263	47.7%
2/1	Cheetham Hill Road (S) Ahead	U	N/A	N/A	C		1	74	-	182	1915	1496	12.2%
2/2+2/3	Cheetham Hill Road (S) Ahead Right	U	N/A	N/A	C D		1	74:7	-	261	1915:1751	330+146	54.8 : 54.8%
3/1	Manchester Fort Retail Park Left	U	N/A	N/A	E		1	20	-	83	1854	406	20.5%
3/2+3/3	Manchester Fort Retail Park Right	U	N/A	N/A	F		1	8	-	58	1865:1865	175+175	16.6 : 16.6%
4/1		U	N/A	N/A	-		-	-	-	211	1800	1800	11.7%
4/2		U	N/A	N/A	-		-	-	-	210	1800	1800	11.7%
5/1		U	N/A	N/A	-		-	-	-	195	3000	3000	6.5%
6/1		U	N/A	N/A	-		-	-	-	686	1800	1800	38.1%
6/2		U	N/A	N/A	-		-	-	-	603	1800	1800	33.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	76	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	76	-	0	-	0	0.0%

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Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	65	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	8	-	0	-	0	0.0%

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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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	0	0	0	5.4	2.7	0.0	8.1	-	-	-	-
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	0	0	0	5.4	2.7	0.0	8.1	-	-	-	-
1/2+1/1	718	718	-	-	-	1.4	0.6	-	2.0	10.3	8.0	0.6	8.6
1/3	603	603	-	-	-	1.4	0.5	-	1.8	11.0	8.0	0.5	8.5
2/1	182	182	-	-	-	0.1	0.1	-	0.2	3.9	1.2	0.1	1.2
2/2+2/3	261	261	-	-	-	1.1	0.6	-	1.7	23.0	2.0	0.6	2.6
3/1	83	83	-	-	-	0.7	0.1	-	0.8	36.3	1.8	0.1	1.9
3/2+3/3	58	58	-	-	-	0.6	0.1	-	0.7	46.3	0.7	0.1	0.8
4/1	211	211	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/2	210	210	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	195	195	-	-	-	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.3	-	0.3	1.7	4.6	0.3	4.9
6/2	603	603	-	-	-	0.0	0.3	-	0.3	1.5	4.6	0.3	4.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 64.2 PRC Over All Lanes (%): 64.2 Total Delay for Signalled Lanes (pcuHr): 7.34 Total Delay Over All Lanes(pcuHr): 8.08 Cycle Time (s): 96													

Stage Timings

Scenario 2: 'Scenario 1 (PM)' (FG2: '2017 PM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	20	36	14
Change Point	0	29	72

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
1/2+1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	A B		1	20:43	-	611	1925:1686	402+472	69.9 : 69.9%
1/3	Cheetham Hill Road (N) Ahead	U	N/A	N/A	A		1	20	-	282	1925	421	67.0%
2/1	Cheetham Hill Road (S) Ahead	U	N/A	N/A	C		1	65	-	549	1915	1317	41.7%
2/2+2/3	Cheetham Hill Road (S) Ahead Right	U	N/A	N/A	C D		1	65:40	-	863	1915:1751	770+443	71.1 : 71.1%
3/1	Manchester Fort Retail Park Left	U	N/A	N/A	E		1	62	-	254	1854	1217	20.9%
3/2+3/3	Manchester Fort Retail Park Right	U	N/A	N/A	F		1	17	-	388	1865:1865	282+282	68.8 : 68.8%
4/1		U	N/A	N/A	-		-	-	-	743	1800	1800	41.3%
4/2		U	N/A	N/A	-		-	-	-	742	1800	1800	41.2%
5/1		U	N/A	N/A	-		-	-	-	645	3000	3000	21.5%
6/1		U	N/A	N/A	-		-	-	-	535	1800	1800	29.7%
6/2		U	N/A	N/A	-		-	-	-	282	1800	1800	15.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	42	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	43	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	67	-	0	-	0	0.0%

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Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	23	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	17	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	17	-	0	-	0	0.0%

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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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	0	0	0	14.9	6.1	0.0	21.0	-	-	-	-
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	0	0	0	14.9	6.1	0.0	21.0	-	-	-	-
1/2+1/1	611	611	-	-	-	4.3	1.2	-	5.4	32.0	6.8	1.2	7.9
1/3	282	282	-	-	-	2.7	1.0	-	3.7	47.1	6.8	1.0	7.8
2/1	549	549	-	-	-	1.0	0.4	-	1.4	8.9	6.4	0.4	6.8
2/2+2/3	863	863	-	-	-	2.7	1.2	-	3.9	16.3	6.4	1.2	7.6
3/1	254	254	-	-	-	0.5	0.1	-	0.6	8.4	2.7	0.1	2.8
3/2+3/3	388	388	-	-	-	3.8	1.1	-	4.9	45.5	4.7	1.1	5.8
4/1	743	743	-	-	-	0.0	0.4	-	0.4	1.7	0.5	0.4	0.9
4/2	742	742	-	-	-	0.0	0.4	-	0.4	1.7	0.5	0.4	0.9
5/1	645	645	-	-	-	0.0	0.1	-	0.1	0.8	0.0	0.1	0.1
6/1	535	535	-	-	-	0.0	0.2	-	0.2	1.4	3.1	0.2	3.3
6/2	282	282	-	-	-	0.0	0.1	-	0.1	1.2	3.1	0.1	3.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 26.5 PRC Over All Lanes (%): 26.5 Total Delay for Signalled Lanes (pcuHr): 19.89 Total Delay Over All Lanes(pcuHr): 21.03 Cycle Time (s): 96													

Stage Timings

Scenario 3: 'Scenario 1 (Sat)' (FG3: '2017 Saturday Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	14	29	27
Change Point	0	23	59

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/2+1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	A B		1	14:50	-	839	1925:1686	301+732	89.1 : 78.0%
1/3	Cheetham Hill Road (N) Ahead	U	N/A	N/A	A		1	14	-	269	1925	301	89.4%
2/1	Cheetham Hill Road (S) Ahead	U	N/A	N/A	C		1	52	-	288	1915	1057	27.2%
2/2+2/3	Cheetham Hill Road (S) Ahead Right	U	N/A	N/A	C D		1	52:33	-	720	1915:1751	322+487	89.0 : 89.0%
3/1	Manchester Fort Retail Park Left	U	N/A	N/A	E		1	68	-	338	1854	1333	25.4%
3/2+3/3	Manchester Fort Retail Park Right	U	N/A	N/A	F		1	30	-	727	1865:1865	409+408	89.1 : 89.1%
4/1		U	N/A	N/A	-		-	-	-	652	1800	1800	36.2%
4/2		U	N/A	N/A	-		-	-	-	650	1800	1800	36.1%
5/1		U	N/A	N/A	-		-	-	-	1004	3000	3000	33.5%
6/1		U	N/A	N/A	-		-	-	-	606	1800	1800	33.7%
6/2		U	N/A	N/A	-		-	-	-	269	1800	1800	14.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	50	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	54	-	0	-	0	0.0%

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Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	17	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	30	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	30	-	0	-	0	0.0%

LinSig V1 style report

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	0	0	0	20.0	14.6	0.0	34.6	-	-	-	-
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	0	0	0	20.0	14.6	0.0	34.6	-	-	-	-
1/2+1/1	839	839	-	-	-	5.5	2.1	-	7.6	32.6	11.0	2.1	13.1
1/3	269	269	-	-	-	3.0	3.5	-	6.4	86.2	7.0	3.5	10.5
2/1	288	288	-	-	-	0.9	0.2	-	1.1	13.7	4.0	0.2	4.2
2/2+2/3	720	720	-	-	-	4.5	3.7	-	8.2	41.0	13.4	3.7	17.1
3/1	338	338	-	-	-	0.4	0.2	-	0.6	6.5	3.1	0.2	3.3
3/2+3/3	727	727	-	-	-	5.7	3.8	-	9.4	46.7	12.2	3.8	15.9
4/1	652	652	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
4/2	650	650	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
5/1	1004	1004	-	-	-	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
6/1	606	606	-	-	-	0.0	0.3	-	0.3	1.5	3.5	0.3	3.8
6/2	269	269	-	-	-	0.0	0.1	-	0.1	1.2	3.5	0.1	3.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 0.6 PRC Over All Lanes (%): 0.6 Total Delay for Signalled Lanes (pcuHr): 33.39 Total Delay Over All Lanes(pcuHr): 34.56 Cycle Time (s): 96													

Stage Timings

Scenario 4: 'Scenario 2 (AM)' (FG4: '2022 AM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	62	3	5
Change Point	0	71	81

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	58.9%
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	58.9%
1/2+1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	A B		1	62:76	-	773	1925:1686	1106+211	58.7 : 58.7%
1/3	Cheetham Hill Road (N) Ahead	U	N/A	N/A	A		1	62	-	650	1925	1263	51.5%
2/1	Cheetham Hill Road (S) Ahead	U	N/A	N/A	C		1	74	-	196	1915	1496	13.1%
2/2+2/3	Cheetham Hill Road (S) Ahead Right	U	N/A	N/A	C D		1	74:7	-	281	1915:1751	331+146	58.9 : 58.9%
3/1	Manchester Fort Retail Park Left	U	N/A	N/A	E		1	20	-	89	1854	406	21.9%
3/2+3/3	Manchester Fort Retail Park Right	U	N/A	N/A	F		1	8	-	62	1865:1865	175+175	17.7 : 17.7%
4/1		U	N/A	N/A	-		-	-	-	227	1800	1800	12.6%
4/2		U	N/A	N/A	-		-	-	-	226	1800	1800	12.6%
5/1		U	N/A	N/A	-		-	-	-	210	3000	3000	7.0%
6/1		U	N/A	N/A	-		-	-	-	738	1800	1800	41.0%
6/2		U	N/A	N/A	-		-	-	-	650	1800	1800	36.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	76	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	76	-	0	-	0	0.0%

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Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	65	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	8	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	8	-	0	-	0	0.0%

LinSig V1 style report

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	0	0	0	5.9	3.1	0.0	9.0	-	-	-	-
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	0	0	0	5.9	3.1	0.0	9.0	-	-	-	-
1/2+1/1	773	773	-	-	-	1.6	0.7	-	2.3	10.8	8.8	0.7	9.5
1/3	650	650	-	-	-	1.5	0.5	-	2.1	11.5	8.8	0.5	9.4
2/1	196	196	-	-	-	0.1	0.1	-	0.2	4.0	1.3	0.1	1.3
2/2+2/3	281	281	-	-	-	1.2	0.7	-	1.9	23.9	2.2	0.7	2.9
3/1	89	89	-	-	-	0.8	0.1	-	0.9	36.5	1.9	0.1	2.1
3/2+3/3	62	62	-	-	-	0.7	0.1	-	0.8	46.4	0.8	0.1	0.9
4/1	227	227	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/2	226	226	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/1	210	210	-	-	-	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0
6/1	738	738	-	-	-	0.0	0.3	-	0.4	1.8	5.6	0.3	6.0
6/2	650	650	-	-	-	0.0	0.3	-	0.3	1.6	5.6	0.3	5.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 52.7 PRC Over All Lanes (%): 52.7 Total Delay for Signalled Lanes (pcuHr): 8.18 Total Delay Over All Lanes(pcuHr): 9.01 Cycle Time (s): 96													

Stage Timings

Scenario 5: 'Scenario 2 (PM)' (FG5: '2022 PM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	20	36	14
Change Point	0	29	72

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	76.5%
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	76.5%
1/2+1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	A B		1	20:43	-	657	1925:1686	402+473	75.1 : 75.1%
1/3	Cheetham Hill Road (N) Ahead	U	N/A	N/A	A		1	20	-	303	1925	421	72.0%
2/1	Cheetham Hill Road (S) Ahead	U	N/A	N/A	C		1	65	-	590	1915	1317	44.8%
2/2+2/3	Cheetham Hill Road (S) Ahead Right	U	N/A	N/A	C D		1	65:40	-	928	1915:1751	770+443	76.5 : 76.5%
3/1	Manchester Fort Retail Park Left	U	N/A	N/A	E		1	62	-	273	1854	1217	22.4%
3/2+3/3	Manchester Fort Retail Park Right	U	N/A	N/A	F		1	17	-	417	1865:1865	282+281	74.0 : 74.0%
4/1		U	N/A	N/A	-		-	-	-	799	1800	1800	44.4%
4/2		U	N/A	N/A	-		-	-	-	797	1800	1800	44.3%
5/1		U	N/A	N/A	-		-	-	-	694	3000	3000	23.1%
6/1		U	N/A	N/A	-		-	-	-	575	1800	1800	31.9%
6/2		U	N/A	N/A	-		-	-	-	303	1800	1800	16.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	42	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	43	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	67	-	0	-	0	0.0%

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Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	23	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	17	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	17	-	0	-	0	0.0%

LinSig V1 style report

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	0	0	0	16.3	7.6	0.0	23.9	-	-	-	-
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	0	0	0	16.3	7.6	0.0	23.9	-	-	-	-
1/2+1/1	657	657	-	-	-	4.7	1.5	-	6.2	33.8	7.4	1.5	8.9
1/3	303	303	-	-	-	2.9	1.3	-	4.2	49.7	7.5	1.3	8.7
2/1	590	590	-	-	-	1.1	0.4	-	1.5	9.3	7.0	0.4	7.5
2/2+2/3	928	928	-	-	-	2.9	1.6	-	4.6	17.7	7.7	1.6	9.3
3/1	273	273	-	-	-	0.5	0.1	-	0.6	8.6	2.9	0.1	3.0
3/2+3/3	417	417	-	-	-	4.1	1.4	-	5.5	47.7	5.1	1.4	6.4
4/1	799	799	-	-	-	0.0	0.4	-	0.4	1.8	1.0	0.4	1.4
4/2	797	797	-	-	-	0.0	0.4	-	0.4	1.8	1.0	0.4	1.4
5/1	694	694	-	-	-	0.0	0.2	-	0.2	0.8	0.0	0.2	0.2
6/1	575	575	-	-	-	0.0	0.2	-	0.2	1.5	4.0	0.2	4.3
6/2	303	303	-	-	-	0.0	0.1	-	0.1	1.3	4.0	0.1	4.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 17.6 PRC Over All Lanes (%): 17.6 Total Delay for Signalled Lanes (pcuHr): 22.60 Total Delay Over All Lanes(pcuHr): 23.90 Cycle Time (s): 96													

Stage Timings

Scenario 6: 'Scenario 2 (Sat)' (FG6: '2022 Saturday Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	14	29	27
Change Point	0	23	59

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
1/2+1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	A B		1	14:50	-	903	1925:1686	301+728	96.1 : 84.3%
1/3	Cheetham Hill Road (N) Ahead	U	N/A	N/A	A		1	14	-	289	1925	301	96.1%
2/1	Cheetham Hill Road (S) Ahead	U	N/A	N/A	C		1	52	-	309	1915	1057	29.2%
2/2+2/3	Cheetham Hill Road (S) Ahead Right	U	N/A	N/A	C D		1	52:33	-	775	1915:1751	323+486	95.8 : 95.8%
3/1	Manchester Fort Retail Park Left	U	N/A	N/A	E		1	68	-	364	1854	1333	27.3%
3/2+3/3	Manchester Fort Retail Park Right	U	N/A	N/A	F		1	30	-	782	1865:1865	408+408	95.8 : 95.8%
4/1		U	N/A	N/A	-		-	-	-	700	1800	1800	38.9%
4/2		U	N/A	N/A	-		-	-	-	700	1800	1800	38.9%
5/1		U	N/A	N/A	-		-	-	-	1080	3000	3000	36.0%
6/1		U	N/A	N/A	-		-	-	-	653	1800	1800	36.3%
6/2		U	N/A	N/A	-		-	-	-	289	1800	1800	16.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	35	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	50	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	54	-	0	-	0	0.0%

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Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	17	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	30	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	30	-	0	-	0	0.0%

LinSig V1 style report

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	0	0	0	22.2	26.8	0.0	49.0	-	-	-	-
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	0	0	0	22.2	26.8	0.0	49.0	-	-	-	-
1/2+1/1	903	903	-	-	-	6.1	3.4	-	9.5	37.7	13.3	3.4	16.7
1/3	289	289	-	-	-	3.2	6.1	-	9.3	115.6	7.6	6.1	13.7
2/1	309	309	-	-	-	1.0	0.2	-	1.2	13.9	4.4	0.2	4.6
2/2+2/3	775	775	-	-	-	5.1	7.8	-	12.9	60.0	15.7	7.8	23.5
3/1	364	364	-	-	-	0.5	0.2	-	0.7	6.6	3.3	0.2	3.5
3/2+3/3	782	782	-	-	-	6.3	7.8	-	14.2	65.2	14.4	7.8	22.2
4/1	700	700	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
4/2	700	700	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
5/1	1080	1080	-	-	-	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
6/1	653	653	-	-	-	0.0	0.3	-	0.3	1.6	4.1	0.3	4.4
6/2	289	289	-	-	-	0.0	0.1	-	0.1	1.3	4.1	0.1	4.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -6.8 PRC Over All Lanes (%): -6.8 Total Delay for Signalled Lanes (pcuHr): 47.69 Total Delay Over All Lanes(pcuHr): 48.99 Cycle Time (s): 96													

Stage Timings

Scenario 7: 'Scenario 3 (AM)' (FG7: '2022 AM + Dev', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	62	3	5
Change Point	0	71	81

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
1/2+1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	A B		1	62:76	-	846	1925:1686	1119+192	64.5 : 64.5%
1/3	Cheetham Hill Road (N) Ahead	U	N/A	N/A	A		1	62	-	723	1925	1263	57.2%
2/1	Cheetham Hill Road (S) Ahead	U	N/A	N/A	C		1	74	-	268	1915	1496	17.9%
2/2+2/3	Cheetham Hill Road (S) Ahead Right	U	N/A	N/A	C D		1	74:7	-	353	1915:1751	453+146	58.9 : 58.9%
3/1	Manchester Fort Retail Park Left	U	N/A	N/A	E		1	20	-	89	1854	406	21.9%
3/2+3/3	Manchester Fort Retail Park Right	U	N/A	N/A	F		1	8	-	62	1865:1865	175+175	17.7 : 17.7%
4/1		U	N/A	N/A	-		-	-	-	299	1800	1800	16.6%
4/2		U	N/A	N/A	-		-	-	-	298	1800	1800	16.6%
5/1		U	N/A	N/A	-		-	-	-	210	3000	3000	7.0%
6/1		U	N/A	N/A	-		-	-	-	811	1800	1800	45.1%
6/2		U	N/A	N/A	-		-	-	-	723	1800	1800	40.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	6750	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	76	-	0	-	57000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	76	-	0	-	57000	0.0%

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Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	65	-	0	-	48750	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	8	-	0	-	6000	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	8	-	0	-	6000	0.0%

LinSig V1 style report

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	0	0	0	6.6	3.6	0.0	10.3	-	-	-	-
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	0	0	0	6.6	3.6	0.0	10.3	-	-	-	-
1/2+1/1	846	846	-	-	-	1.9	0.9	-	2.8	11.9	10.5	0.9	11.4
1/3	723	723	-	-	-	1.8	0.7	-	2.5	12.4	10.4	0.7	11.1
2/1	268	268	-	-	-	0.2	0.1	-	0.3	4.1	1.8	0.1	1.9
2/2+2/3	353	353	-	-	-	1.2	0.7	-	1.9	19.6	2.2	0.7	2.9
3/1	89	89	-	-	-	0.8	0.1	-	0.9	36.5	1.9	0.1	2.1
3/2+3/3	62	62	-	-	-	0.7	0.1	-	0.8	46.4	0.8	0.1	0.9
4/1	299	299	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
4/2	298	298	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/1	210	210	-	-	-	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0
6/1	811	811	-	-	-	0.0	0.4	-	0.4	1.9	7.6	0.4	8.0
6/2	723	723	-	-	-	0.0	0.3	-	0.4	1.8	7.6	0.3	7.9
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 PRC for Signalled Lanes (%): 39.5 PRC Over All Lanes (%): 39.5 Total Delay for Signalled Lanes (pcuHr): 9.22 Total Delay Over All Lanes(pcuHr): 10.25 Cycle Time (s): 96													

Stage Timings

Scenario 8: 'Scenario 3 (PM)' (FG8: '2022 PM + Dev', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	20	37	13
Change Point	0	29	73

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
1/2+1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	A B		1	20:42	-	661	1925:1686	402+467	76.1 : 76.1%
1/3	Cheetham Hill Road (N) Ahead	U	N/A	N/A	A		1	20	-	306	1925	421	72.7%
2/1	Cheetham Hill Road (S) Ahead	U	N/A	N/A	C		1	66	-	594	1915	1337	44.4%
2/2+2/3	Cheetham Hill Road (S) Ahead Right	U	N/A	N/A	C D		1	66:41	-	932	1915:1751	786+449	75.5 : 75.5%
3/1	Manchester Fort Retail Park Left	U	N/A	N/A	E		1	62	-	273	1854	1217	22.4%
3/2+3/3	Manchester Fort Retail Park Right	U	N/A	N/A	F		1	16	-	417	1865:1865	273+271	76.7 : 76.7%
4/1		U	N/A	N/A	-		-	-	-	803	1800	1800	44.6%
4/2		U	N/A	N/A	-		-	-	-	801	1800	1800	44.5%
5/1		U	N/A	N/A	-		-	-	-	694	3000	3000	23.1%
6/1		U	N/A	N/A	-		-	-	-	579	1800	1800	32.2%
6/2		U	N/A	N/A	-		-	-	-	306	1800	1800	17.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	43	-	0	-	32250	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	42	-	0	-	31500	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	68	-	0	-	51000	0.0%

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Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	23	-	0	-	17250	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	16	-	0	-	12000	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	16	-	0	-	12000	0.0%

LinSig V1 style report

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	0	0	0	16.4	7.8	0.0	24.2	-	-	-	-
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	0	0	0	16.4	7.8	0.0	24.2	-	-	-	-
1/2+1/1	661	661	-	-	-	4.8	1.6	-	6.4	34.6	7.6	1.6	9.1
1/3	306	306	-	-	-	3.0	1.3	-	4.3	50.1	7.6	1.3	8.9
2/1	594	594	-	-	-	1.0	0.4	-	1.4	8.8	6.9	0.4	7.3
2/2+2/3	932	932	-	-	-	2.8	1.5	-	4.3	16.8	7.2	1.5	8.7
3/1	273	273	-	-	-	0.5	0.1	-	0.6	8.6	2.9	0.1	3.0
3/2+3/3	417	417	-	-	-	4.2	1.6	-	5.8	50.4	5.1	1.6	6.7
4/1	803	803	-	-	-	0.0	0.4	-	0.4	1.8	1.0	0.4	1.4
4/2	801	801	-	-	-	0.0	0.4	-	0.4	1.8	1.0	0.4	1.4
5/1	694	694	-	-	-	0.0	0.2	-	0.2	0.8	0.0	0.2	0.2
6/1	579	579	-	-	-	0.0	0.2	-	0.2	1.5	4.1	0.2	4.3
6/2	306	306	-	-	-	0.0	0.1	-	0.1	1.3	4.1	0.1	4.2
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 PRC for Signalled Lanes (%): 17.4 PRC Over All Lanes (%): 17.4 Total Delay for Signalled Lanes (pcuHr): 22.90 Total Delay Over All Lanes(pcuHr): 24.20 Cycle Time (s): 96													

Stage Timings

Scenario 9: 'Scenario 3 (Sat)' (FG9: '2022 Saturday + Dev', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	15	29	26
Change Point	0	24	60

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	98.1%
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	N/A	-	-		-	-	-	-	-	-	98.1%
1/2+1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	A B		1	15:50	-	911	1925:1686	321+733	92.6 : 83.8%
1/3	Cheetham Hill Road (N) Ahead	U	N/A	N/A	A		1	15	-	297	1925	321	92.6%
2/1	Cheetham Hill Road (S) Ahead	U	N/A	N/A	C		1	53	-	318	1915	1077	29.5%
2/2+2/3	Cheetham Hill Road (S) Ahead Right	U	N/A	N/A	C D		1	53:33	-	784	1915:1751	330+484	96.3 : 96.3%
3/1	Manchester Fort Retail Park Left	U	N/A	N/A	E		1	67	-	364	1854	1313	27.7%
3/2+3/3	Manchester Fort Retail Park Right	U	N/A	N/A	F		1	29	-	782	1865:1865	398+398	98.1 : 98.1%
4/1		U	N/A	N/A	-		-	-	-	709	1800	1800	39.4%
4/2		U	N/A	N/A	-		-	-	-	709	1800	1800	39.4%
5/1		U	N/A	N/A	-		-	-	-	1080	3000	3000	36.0%
6/1		U	N/A	N/A	-		-	-	-	661	1800	1800	36.7%
6/2		U	N/A	N/A	-		-	-	-	297	1800	1800	16.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	35	-	0	-	26250	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	50	-	0	-	37500	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	41250	0.0%

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Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	18	-	0	-	13500	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	K		1	29	-	0	-	21750	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	29	-	0	-	21750	0.0%

LinSig V1 style report

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: Cheetham Hill/Manchester Fort Shopping Centre	-	-	0	0	0	22.5	28.4	0.0	51.0	-	-	-	-
Cheetham Hill Road / Manchester Fort Shopping Centre	-	-	0	0	0	22.5	28.4	0.0	51.0	-	-	-	-
1/2+1/1	911	911	-	-	-	6.1	3.1	-	9.2	36.2	13.3	3.1	16.4
1/3	297	297	-	-	-	3.3	4.5	-	7.8	94.2	7.8	4.5	12.3
2/1	318	318	-	-	-	1.0	0.2	-	1.2	13.4	4.4	0.2	4.6
2/2+2/3	784	784	-	-	-	5.1	8.4	-	13.5	62.1	16.0	8.4	24.4
3/1	364	364	-	-	-	0.5	0.2	-	0.7	7.0	3.4	0.2	3.6
3/2+3/3	782	782	-	-	-	6.5	10.7	-	17.3	79.6	14.8	10.7	25.6
4/1	709	709	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
4/2	709	709	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
5/1	1080	1080	-	-	-	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
6/1	661	661	-	-	-	0.0	0.3	-	0.3	1.6	4.1	0.3	4.4
6/2	297	297	-	-	-	0.0	0.1	-	0.1	1.3	4.1	0.1	4.2
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 PRC for Signalled Lanes (%): -9.0 PRC Over All Lanes (%): -9.0 Total Delay for Signalled Lanes (pcuHr): 49.62 Total Delay Over All Lanes(pcuHr): 50.95 Cycle Time (s): 96													

User and Project Details

Project:	Sports Direct
Title:	Elizabeth Street / Cheetham Hill Road
Location:	Cheetham Hill
File name:	Elizabeth Street - Cheetham Hill Road v3.lsg3x
Author:	N Smithson
Company:	AECOM
Address:	
Notes:	

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	0
D	Traffic		7	0
E	Traffic		7	7
F	Pedestrian		5	0
G	Pedestrian		5	5

Phase Intergreens Matrix

	Starting Phase							
Terminating Phase		A	B	C	D	E	F	G
	A		-	11	8	6	-	11
	B	-		-	7	9	-	5
	C	3	-		-	3	5	-
	D	5	5	-		8	-	-
	E	5	5	11	8		-	11
	F	-	-	5	-	-		-
	G	5	5	-	-	5	-	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	F	Losing	6	6
2	3	F	Losing	6	6
3	1	C	Losing	13	13
3	1	D	Losing	13	13
3	2	C	Losing	13	13
3	2	D	Losing	13	13

Prohibited Stage Change

	To Stage		
	1	2	3
From Stage	1		11
	2	5	11
	3	18	21

Phases in Stage

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

Give-Way Lane Input Data

Junction: Elizabeth Street - Cheetham Hill 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)
1/2 (Cheetham Hill Road (N))	8/1 (Right)	1439	0	3/1	1.09	All	3.00	3.00	0.50	3	3.00
				3/2	1.09	To 5/2 (Ahead)					
3/2 (Cheetham Hill Road (S))	6/1 (Right)	1439	0	1/1	1.09	To 7/1 (Ahead)	5.00	5.00	0.50	5	2.00
				1/2	1.09	All					

Lane Input Data

Junction: Elizabeth Street - Cheetham Hill 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 (Cheetham Hill Road (N))	U	B	2	3	12.2	Geom	-	3.25	0.00	Y	Arm 6 Left	14.00
1/2 (Cheetham Hill Road (N))	O	B	2	3	12.2	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
											Arm 7 Ahead	Inf
											Arm 8 Right	12.00
											Arm 5 Right	18.00
2/1 (North Street)	U	E	2	3	34.8	Geom	-	4.20	0.00	Y	Arm 8 Ahead	Inf
3/1 (Cheetham Hill Road (S))	U	A	2	3	33.0	Geom	-	2.90	0.00	Y	Arm 5 Ahead	Inf
3/2 (Cheetham Hill Road (S))	O	A	2	3	33.0	Geom	-	2.90	0.00	Y	Arm 8 Left	8.80
											Arm 5 Ahead	Inf
4/1 (Elizabeth Street)	U	C	2	3	3.7	Geom	-	3.00	0.00	Y	Arm 6 Right	7.60
											Arm 5 Left	14.30
4/2 (Elizabeth Street)	U	D	2	3	45.6	Geom	-	3.60	0.00	Y	Arm 6 Ahead	Inf
5/1 (Cheetham Hill Road (N))	U		2	3	12.2	User	1800	-	-	-	Arm 7 Right	20.00
											-	-
											-	-
											-	-
											-	-
5/2 (Cheetham Hill Road (N))	U		2	3	12.2	User	1800	-	-	-	-	-
6/1 (North Street)	U		2	3	16.7	User	1800	-	-	-	-	-
7/1 (Cheetham Hill Road (S))	U		2	3	33.0	User	1800	-	-	-	-	-
7/2 (Cheetham Hill Road (S))	U		2	3	33.0	User	1800	-	-	-	-	-
8/1 (Elizabeth Street)	U		2	3	45.6	User	1800	-	-	-	-	-

Lane Saturation Flows**Scenario 1: 'Scenario 1 (2017 AM)'** (FG1: '2017 AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Elizabeth Street - Cheetham Hill 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 6 Left Arm 7 Ahead	14.00 Inf	44.4 % 55.6 %	1852	1852
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 7 Ahead Arm 8 Right	Inf 12.00	96.0 % 4.0 %	1930	1930
2/1 (North Street)	4.20	0.00	Y	Arm 5 Right Arm 8 Ahead	18.00 Inf	81.8 % 18.2 %	1905	1905
3/1 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead Arm 8 Left	Inf 8.80	85.9 % 14.1 %	1860	1860
3/2 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 7.60	98.4 % 1.6 %	1899	1899
4/1 (Elizabeth Street)	3.00	0.00	Y	Arm 5 Left	14.30	100.0 %	1733	1733
4/2 (Elizabeth Street)	3.60	0.00	Y	Arm 6 Ahead Arm 7 Right	Inf 20.00	65.7 % 34.3 %	1926	1926
5/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Cheetham Hill Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (North Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Cheetham Hill Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cheetham Hill Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Elizabeth Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 2: 'Scenario 1 (2017 PM)' (FG2: '2017 PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Elizabeth Street - Cheetham Hill 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 6 Left	14.00	33.6 %	1873	1873
				Arm 7 Ahead	Inf	66.4 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 7 Ahead	Inf	71.5 %	1873	1873
				Arm 8 Right	12.00	28.5 %		
2/1 (North Street)	4.20	0.00	Y	Arm 5 Right	18.00	63.9 %	1932	1932
				Arm 8 Ahead	Inf	36.1 %		
3/1 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	74.6 %	1826	1826
				Arm 8 Left	8.80	25.4 %		
3/2 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	99.3 %	1903	1903
				Arm 6 Right	7.60	0.7 %		
4/1 (Elizabeth Street)	3.00	0.00	Y	Arm 5 Left	14.30	100.0 %	1733	1733
4/2 (Elizabeth Street)	3.60	0.00	Y	Arm 6 Ahead	Inf	54.3 %	1910	1910
				Arm 7 Right	20.00	45.7 %		
5/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Cheetham Hill Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (North Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Cheetham Hill Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cheetham Hill Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Elizabeth Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 3: 'Scenario 1 (2017 Sat)' (FG3: '2017 Saturday Peak', Plan 1: 'Network Control Plan 1')

Junction: Elizabeth Street - Cheetham Hill 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 6 Left	14.00	19.6 %	1900	1900
				Arm 7 Ahead	Inf	80.4 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 7 Ahead	Inf	65.6 %	1860	1860
				Arm 8 Right	12.00	34.4 %		
2/1 (North Street)	4.20	0.00	Y	Arm 5 Right	18.00	71.7 %	1920	1920
				Arm 8 Ahead	Inf	28.3 %		
3/1 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	74.7 %	1826	1826
				Arm 8 Left	8.80	25.3 %		
3/2 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	99.2 %	1902	1902
				Arm 6 Right	7.60	0.8 %		
4/1 (Elizabeth Street)	3.00	0.00	Y	Arm 5 Left	14.30	100.0 %	1733	1733
4/2 (Elizabeth Street)	3.60	0.00	Y	Arm 6 Ahead	Inf	38.5 %	1888	1888
				Arm 7 Right	20.00	61.5 %		
5/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Cheetham Hill Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (North Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Cheetham Hill Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cheetham Hill Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Elizabeth Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 4: 'Scenario 2 (2022 AM)' (FG4: '2022 AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Elizabeth Street - Cheetham Hill 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 6 Left	14.00	44.3 %	1852	1852
				Arm 7 Ahead	Inf	55.7 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 7 Ahead	Inf	96.0 %	1930	1930
				Arm 8 Right	12.00	4.0 %		
2/1 (North Street)	4.20	0.00	Y	Arm 5 Right	18.00	81.7 %	1905	1905
				Arm 8 Ahead	Inf	18.3 %		
3/1 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	85.9 %	1860	1860
				Arm 8 Left	8.80	14.1 %		
3/2 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	98.5 %	1900	1900
				Arm 6 Right	7.60	1.5 %		
4/1 (Elizabeth Street)	3.00	0.00	Y	Arm 5 Left	14.30	100.0 %	1733	1733
4/2 (Elizabeth Street)	3.60	0.00	Y	Arm 6 Ahead	Inf	65.7 %	1925	1925
				Arm 7 Right	20.00	34.3 %		
5/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Cheetham Hill Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (North Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Cheetham Hill Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cheetham Hill Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Elizabeth Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 5: 'Scenario 2 (2022 PM)' (FG5: '2022 PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Elizabeth Street - Cheetham Hill 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 6 Left	14.00	33.6 %	1873	1873
				Arm 7 Ahead	Inf	66.4 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 7 Ahead	Inf	71.5 %	1873	1873
				Arm 8 Right	12.00	28.5 %		
2/1 (North Street)	4.20	0.00	Y	Arm 5 Right	18.00	63.8 %	1932	1932
				Arm 8 Ahead	Inf	36.2 %		
3/1 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	74.7 %	1826	1826
				Arm 8 Left	8.80	25.3 %		
3/2 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	99.4 %	1903	1903
				Arm 6 Right	7.60	0.6 %		
4/1 (Elizabeth Street)	3.00	0.00	Y	Arm 5 Left	14.30	100.0 %	1733	1733
4/2 (Elizabeth Street)	3.60	0.00	Y	Arm 6 Ahead	Inf	54.5 %	1910	1910
				Arm 7 Right	20.00	45.5 %		
5/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Cheetham Hill Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (North Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Cheetham Hill Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cheetham Hill Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Elizabeth Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 6: 'Scenario 2 (2022 Sat)' (FG6: '2022 Saturday Peak', Plan 1: 'Network Control Plan 1')

Junction: Elizabeth Street - Cheetham Hill 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 6 Left	14.00	19.5 %	1900	1900
				Arm 7 Ahead	Inf	80.5 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 7 Ahead	Inf	65.7 %	1860	1860
				Arm 8 Right	12.00	34.3 %		
2/1 (North Street)	4.20	0.00	Y	Arm 5 Right	18.00	71.9 %	1920	1920
				Arm 8 Ahead	Inf	28.1 %		
3/1 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	74.8 %	1826	1826
				Arm 8 Left	8.80	25.2 %		
3/2 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	99.3 %	1902	1902
				Arm 6 Right	7.60	0.7 %		
4/1 (Elizabeth Street)	3.00	0.00	Y	Arm 5 Left	14.30	100.0 %	1733	1733
4/2 (Elizabeth Street)	3.60	0.00	Y	Arm 6 Ahead	Inf	38.8 %	1888	1888
				Arm 7 Right	20.00	61.2 %		
5/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Cheetham Hill Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (North Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Cheetham Hill Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cheetham Hill Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Elizabeth Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 7: 'Scenario 3 (2022 AM + Dev)' (FG7: '2022 AM + Dev', Plan 1: 'Network Control Plan 1')

Junction: Elizabeth Street - Cheetham Hill 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 6 Left	14.00	58.4 %	1826	1826
				Arm 7 Ahead	Inf	41.6 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 7 Ahead	Inf	95.7 %	1930	1930
				Arm 8 Right	12.00	4.3 %		
2/1 (North Street)	4.20	0.00	Y	Arm 5 Right	18.00	64.6 %	1931	1931
				Arm 8 Ahead	Inf	35.4 %		
3/1 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	83.4 %	1853	1853
				Arm 8 Left	8.80	16.6 %		
3/2 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	96.2 %	1891	1891
				Arm 6 Right	7.60	3.8 %		
4/1 (Elizabeth Street)	3.00	0.00	Y	Arm 5 Left	14.30	100.0 %	1733	1733
4/2 (Elizabeth Street)	3.60	0.00	Y	Arm 6 Ahead	Inf	73.9 %	1937	1937
				Arm 7 Right	20.00	26.1 %		
5/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Cheetham Hill Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (North Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Cheetham Hill Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cheetham Hill Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Elizabeth Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 8: 'Scenario 3 (2022 PM + Dev)' (FG8: '2022 PM + Dev', Plan 1: 'Network Control Plan 1')

Junction: Elizabeth Street - Cheetham Hill 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 6 Left	14.00	33.3 %	1873	1873
				Arm 7 Ahead	Inf	66.7 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 7 Ahead	Inf	70.1 %	1870	1870
				Arm 8 Right	12.00	29.9 %		
2/1 (North Street)	4.20	0.00	Y	Arm 5 Right	18.00	63.8 %	1932	1932
				Arm 8 Ahead	Inf	36.2 %		
3/1 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	73.3 %	1822	1822
				Arm 8 Left	8.80	26.7 %		
3/2 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	99.4 %	1903	1903
				Arm 6 Right	7.60	0.6 %		
4/1 (Elizabeth Street)	3.00	0.00	Y	Arm 5 Left	14.30	100.0 %	1733	1733
4/2 (Elizabeth Street)	3.60	0.00	Y	Arm 6 Ahead	Inf	49.5 %	1903	1903
				Arm 7 Right	20.00	50.5 %		
5/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Cheetham Hill Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (North Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Cheetham Hill Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cheetham Hill Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Elizabeth Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 9: 'Scenario 3 (2022 Sat + Dev)' (FG9: '2022 Saturday + Dev', Plan 1: 'Network Control Plan 1')

Junction: Elizabeth Street - Cheetham Hill 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 6 Left	14.00	19.2 %	1901	1901
				Arm 7 Ahead	Inf	80.8 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 7 Ahead	Inf	62.7 %	1854	1854
				Arm 8 Right	12.00	37.3 %		
2/1 (North Street)	4.20	0.00	Y	Arm 5 Right	18.00	71.9 %	1920	1920
				Arm 8 Ahead	Inf	28.1 %		
3/1 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	70.2 %	1813	1813
				Arm 8 Left	8.80	29.8 %		
3/2 (Cheetham Hill Road (S))	2.90	0.00	Y	Arm 5 Ahead	Inf	99.3 %	1902	1902
				Arm 6 Right	7.60	0.7 %		
4/1 (Elizabeth Street)	3.00	0.00	Y	Arm 5 Left	14.30	100.0 %	1733	1733
4/2 (Elizabeth Street)	3.60	0.00	Y	Arm 6 Ahead	Inf	31.5 %	1878	1878
				Arm 7 Right	20.00	68.5 %		
5/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/2 (Cheetham Hill Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (North Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/1 (Cheetham Hill Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
7/2 (Cheetham Hill Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
8/1 (Elizabeth Street Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 AM Peak'	08:00	09:00	01:00	
2: '2017 PM Peak'	17:00	18:00	01:00	
3: '2017 Saturday Peak'	15:00	16:00	01:00	
4: '2022 AM Peak'	08:00	09:00	01:00	
5: '2022 PM Peak'	17:00	18:00	01:00	
6: '2022 Saturday Peak'	15:00	16:00	01:00	
7: '2022 AM + Dev'	08:00	09:00	01:00	
8: '2022 PM + Dev'	17:00	18:00	01:00	
9: '2022 Saturday + Dev'	15:00	16:00	01:00	

Traffic Flows, Desired

FG1: '2017 AM Peak'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	288	984	26	1298
	B	54	0	0	12	66
	C	352	3	0	27	382
	D	42	163	85	0	290
	Tot.	448	454	1069	65	2036

FG2: '2017 PM Peak'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	137	562	116	815
	B	179	0	0	101	280
	C	1048	4	0	153	1205
	D	206	50	42	0	298
	Tot.	1433	191	604	370	2598

FG3: '2017 Saturday Peak'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	86	641	151	878
	B	76	0	0	30	106
	C	666	3	0	97	766
	D	280	37	59	0	376
	Tot.	1022	126	700	278	2126

FG4: '2022 AM Peak'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	310	1060	28	1398
	B	58	0	0	13	71
	C	379	3	0	29	411
	D	45	176	92	0	313
	Tot.	482	489	1152	70	2193

FG5: '2022 PM Peak'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	147	604	125	876
	B	192	0	0	109	301
	C	1126	4	0	164	1294
	D	221	54	45	0	320
	Tot.	1539	205	649	398	2791

FG6: '2022 Saturday Peak'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	92	689	162	943
	B	82	0	0	32	114
	C	716	3	0	104	823
	D	301	40	63	0	404
	Tot.	1099	135	752	298	2284

FG7: '2022 AM + Dev'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	451	1060	33	1544
	B	199	0	0	109	308
	C	379	8	0	35	422
	D	49	272	96	0	417
	Tot.	627	731	1156	177	2691

FG8: '2022 PM + Dev'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	147	604	132	883
	B	192	0	0	109	301
	C	1126	4	0	174	1304
	D	229	54	55	0	338
	Tot.	1547	205	659	415	2826

FG9: '2022 Saturday + Dev'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	92	689	179	960
	B	82	0	0	32	114
	C	716	3	0	126	845
	D	319	40	87	0	446
	Tot.	1117	135	776	337	2365

Stage Timings

Scenario 1: 'Scenario 1 (2017 AM)' (FG1: '2017 AM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	46	7	5
Change Point	0	64	80

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: Elizabeth Street / Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
Elizabeth Street - Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	B		1	46	-	649	1852	907	71.6%
1/2	Cheetham Hill Road (N) Ahead Right	O	N/A	N/A	B		1	46	-	649	1930	945	68.7%
2/1	North Street Right Ahead	U	N/A	N/A	E		1	7	-	66	1905	159	41.6%
3/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	A		1	46	-	191	1860	911	21.0%
3/2	Cheetham Hill Road (S) Ahead Right	O	N/A	N/A	A		1	46	-	191	1899	930	20.5%
4/2+4/1	Elizabeth Street Left Ahead Right	U	N/A	N/A	D C		1	21:18	-	290	1926:1733	398+67	62.4 : 62.4%
5/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	212	1800	1800	11.8%
5/2	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	236	1800	1800	13.1%
6/1	North Street	U	N/A	N/A	-		-	-	-	454	1800	1800	25.2%
7/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	446	1800	1800	24.8%
7/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	623	1800	1800	34.6%
8/1	Elizabeth Street	U	N/A	N/A	-		-	-	-	65	1800	1800	3.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	68	-	0	-	0	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
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: Elizabeth Street / Cheetham Hill Road	-	-	29	0	0	11.8	4.5	0.0	16.3	-	-	-	-
Elizabeth Street - Cheetham Hill Road	-	-	29	0	0	11.8	4.5	0.0	16.3	-	-	-	-
1/1	649	649	-	-	-	3.5	1.2	-	4.7	26.2	13.5	1.2	14.8
1/2	649	649	26	0	0	3.4	1.1	0.0	4.5	24.9	13.2	1.1	14.2
2/1	66	66	-	-	-	0.8	0.4	-	1.1	61.1	1.7	0.4	2.0
3/1	191	191	-	-	-	0.7	0.1	-	0.9	16.4	2.9	0.1	3.0
3/2	191	191	3	0	0	0.7	0.1	0.0	0.9	16.6	2.9	0.1	3.0
4/2+4/1	290	290	-	-	-	2.6	0.8	-	3.5	43.0	6.2	0.8	7.0
5/1	212	212	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	236	236	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	454	454	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/1	446	446	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	623	623	-	-	-	0.0	0.3	-	0.3	1.5	2.0	0.3	2.3
8/1	65	65	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 25.7 PRC Over All Lanes (%): 25.7 Total Delay for Signalled Lanes (pcuHr): 15.54 Total Delay Over All Lanes(pcuHr): 16.30 Cycle Time (s): 96													

Stage Timings

Scenario 2: 'Scenario 1 (2017 PM)' (FG2: '2017 PM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	39	14	5
Change Point	0	57	80

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: Elizabeth Street / Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
Elizabeth Street - Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	92.8%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	B		1	39	-	408	1873	780	52.3%
1/2	Cheetham Hill Road (N) Ahead Right	O	N/A	N/A	B		1	39	-	407	1873	441	92.3%
2/1	North Street Right Ahead	U	N/A	N/A	E		1	14	-	280	1932	302	92.8%
3/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	A		1	39	-	603	1826	761	79.3%
3/2	Cheetham Hill Road (S) Ahead Right	O	N/A	N/A	A		1	39	-	602	1903	793	75.9%
4/2+4/1	Elizabeth Street Left Ahead Right	U	N/A	N/A	D C		1	21:18	-	298	1910:1733	133+298	69.2 : 69.2%
5/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	643	1800	1800	35.7%
5/2	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	790	1800	1800	43.9%
6/1	North Street	U	N/A	N/A	-		-	-	-	191	1800	1800	10.6%
7/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	313	1800	1800	17.4%
7/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	291	1800	1800	16.2%
8/1	Elizabeth Street	U	N/A	N/A	-		-	-	-	370	1800	1800	20.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	68	-	0	-	0	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
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: Elizabeth Street / Cheetham Hill Road	-	-	20	0	100	18.8	15.3	0.9	35.0	-	-	-	-
Elizabeth Street - Cheetham Hill Road	-	-	20	0	100	18.8	15.3	0.9	35.0	-	-	-	-
1/1	408	408	-	-	-	2.4	0.5	-	2.9	25.7	8.0	0.5	8.6
1/2	407	407	16	0	100	2.4	4.7	0.9	7.9	70.1	8.0	4.7	12.7
2/1	280	280	-	-	-	3.1	4.5	-	7.6	98.2	7.3	4.5	11.8
3/1	603	603	-	-	-	4.1	1.9	-	6.0	35.5	13.9	1.9	15.8
3/2	602	602	4	0	0	4.0	1.6	0.0	5.6	33.2	13.5	1.6	15.1
4/2+4/1	298	298	-	-	-	2.8	1.1	-	3.9	47.3	5.5	1.1	6.7
5/1	643	643	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
5/2	790	790	-	-	-	0.0	0.4	-	0.4	2.0	10.6	0.4	11.0
6/1	191	191	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	313	313	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	291	291	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	370	370	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -3.1 PRC Over All Lanes (%): -3.1 Total Delay for Signalled Lanes (pcuHr): 33.89 Total Delay Over All Lanes(pcuHr): 34.99 Cycle Time (s): 96													

Stage Timings

Scenario 3: 'Scenario 1 (2017 Sat)' (FG3: '2017 Saturday Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	38	7	13
Change Point	0	56	72

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: Elizabeth Street / Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
Elizabeth Street - Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	B		1	38	-	439	1900	772	56.9%
1/2	Cheetham Hill Road (N) Ahead Right	O	N/A	N/A	B		1	38	-	439	1860	690	63.7%
2/1	North Street Right Ahead	U	N/A	N/A	E		1	7	-	106	1920	160	66.3%
3/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	A		1	38	-	383	1826	742	51.6%
3/2	Cheetham Hill Road (S) Ahead Right	O	N/A	N/A	A		1	38	-	383	1902	773	49.6%
4/2+4/1	Elizabeth Street Left Ahead Right	U	N/A	N/A	D C		1	29:26	-	376	1888:1733	143+418	66.9 : 66.9%
5/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	464	1800	1800	25.8%
5/2	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	558	1800	1800	31.0%
6/1	North Street	U	N/A	N/A	-		-	-	-	126	1800	1800	7.0%
7/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	412	1800	1800	22.9%
7/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	288	1800	1800	16.0%
8/1	Elizabeth Street	U	N/A	N/A	-		-	-	-	278	1800	1800	15.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	60	-	0	-	0	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	13	-	0	-	0	0.0%
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: Elizabeth Street / Cheetham Hill Road	-	-	152	0	2	14.2	5.3	0.5	20.0	-	-	-	-
Elizabeth Street - Cheetham Hill Road	-	-	152	0	2	14.2	5.3	0.5	20.0	-	-	-	-
1/1	439	439	-	-	-	2.7	0.7	-	3.3	27.4	9.0	0.7	9.7
1/2	439	439	149	0	2	2.7	0.9	0.5	4.1	34.0	9.6	0.9	10.5
2/1	106	106	-	-	-	1.3	0.9	-	2.2	74.9	2.7	0.9	3.7
3/1	383	383	-	-	-	2.3	0.5	-	2.8	26.4	7.7	0.5	8.2
3/2	383	383	3	0	0	2.3	0.5	0.0	2.7	25.8	7.6	0.5	8.0
4/2+4/1	376	376	-	-	-	3.0	1.0	-	4.0	38.5	7.4	1.0	8.4
5/1	464	464	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	558	558	-	-	-	0.0	0.2	-	0.2	1.5	4.0	0.2	4.3
6/1	126	126	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
7/1	412	412	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
7/2	288	288	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	278	278	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 34.5 PRC Over All Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 19.27 Total Delay Over All Lanes(pcuHr): 20.04 Cycle Time (s): 96													

Stage Timings

Scenario 4: 'Scenario 2 (2022 AM)' (FG4: '2022 AM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	46	7	5
Change Point	0	64	80

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: Elizabeth Street / Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	77.1%
Elizabeth Street - Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	77.1%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	B		1	46	-	699	1852	907	77.1%
1/2	Cheetham Hill Road (N) Ahead Right	O	N/A	N/A	B		1	46	-	699	1930	945	74.0%
2/1	North Street Right Ahead	U	N/A	N/A	E		1	7	-	71	1905	159	44.7%
3/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	A		1	46	-	206	1860	911	22.6%
3/2	Cheetham Hill Road (S) Ahead Right	O	N/A	N/A	A		1	46	-	205	1900	930	22.0%
4/2+4/1	Elizabeth Street Left Ahead Right	U	N/A	N/A	D C		1	21:18	-	313	1925:1733	398+67	67.3 : 67.3%
5/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	228	1800	1800	12.7%
5/2	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	254	1800	1800	14.1%
6/1	North Street	U	N/A	N/A	-		-	-	-	489	1800	1800	27.2%
7/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	481	1800	1800	26.7%
7/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	671	1800	1800	37.3%
8/1	Elizabeth Street	U	N/A	N/A	-		-	-	-	70	1800	1800	3.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	68	-	0	-	0	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
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: Elizabeth Street / Cheetham Hill Road	-	-	31	0	0	13.0	5.6	0.0	18.7	-	-	-	-
Elizabeth Street - Cheetham Hill Road	-	-	31	0	0	13.0	5.6	0.0	18.7	-	-	-	-
1/1	699	699	-	-	-	3.9	1.7	-	5.6	28.6	15.1	1.7	16.8
1/2	699	699	28	0	0	3.8	1.4	0.0	5.2	26.9	14.8	1.4	16.2
2/1	71	71	-	-	-	0.8	0.4	-	1.2	62.3	1.8	0.4	2.2
3/1	206	206	-	-	-	0.8	0.1	-	1.0	16.6	3.1	0.1	3.3
3/2	205	205	3	0	0	0.8	0.1	0.0	1.0	16.7	3.1	0.1	3.2
4/2+4/1	313	313	-	-	-	2.9	1.0	-	3.9	45.0	6.9	1.0	7.9
5/1	228	228	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
5/2	254	254	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	489	489	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	481	481	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/2	671	671	-	-	-	0.0	0.3	-	0.3	1.6	3.5	0.3	3.8
8/1	70	70	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 16.7 PRC Over All Lanes (%): 16.7 Total Delay for Signalled Lanes (pcuHr): 17.81 Total Delay Over All Lanes(pcuHr): 18.66 Cycle Time (s): 96													

Stage Timings

Scenario 5: 'Scenario 2 (2022 PM)' (FG5: '2022 PM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	40	13	5
Change Point	0	58	80

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: Elizabeth Street / Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	108.5%
Elizabeth Street - Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	108.5%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	B		1	40	-	438	1873	800	54.8%
1/2	Cheetham Hill Road (N) Ahead Right	O	N/A	N/A	B		1	40	-	438	1873	404	108.5%
2/1	North Street Right Ahead	U	N/A	N/A	E		1	13	-	301	1932	282	106.8%
3/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	A		1	40	-	647	1826	780	83.0%
3/2	Cheetham Hill Road (S) Ahead Right	O	N/A	N/A	A		1	40	-	647	1903	813	79.6%
4/2+4/1	Elizabeth Street Left Ahead Right	U	N/A	N/A	D C		1	21:18	-	320	1910:1733	133+298	74.3 : 74.3%
5/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	689	1800	1800	37.9%
5/2	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	850	1800	1800	46.9%
6/1	North Street	U	N/A	N/A	-		-	-	-	205	1800	1800	11.4%
7/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	336	1800	1800	18.7%
7/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	313	1800	1800	16.0%
8/1	Elizabeth Street	U	N/A	N/A	-		-	-	-	398	1800	1800	21.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	68	-	0	-	0	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
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: Elizabeth Street / Cheetham Hill Road	-	-	7	0	112	22.1	44.2	1.0	67.3	-	-	-	-
Elizabeth Street - Cheetham Hill Road	-	-	7	0	112	22.1	44.2	1.0	67.3	-	-	-	-
1/1	438	438	-	-	-	2.5	0.6	-	3.1	25.5	8.6	0.6	9.2
1/2	438	404	3	0	112	3.7	22.1	1.0	26.8	220.5	9.9	22.1	32.0
2/1	301	282	-	-	-	4.1	14.7	-	18.8	224.7	8.5	14.7	23.3
3/1	647	647	-	-	-	4.4	2.4	-	6.7	37.5	15.3	2.4	17.6
3/2	647	647	4	0	0	4.3	1.9	0.0	6.2	34.5	14.9	1.9	16.8
4/2+4/1	320	320	-	-	-	3.1	1.4	-	4.5	50.2	6.2	1.4	7.6
5/1	683	683	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
5/2	844	844	-	-	-	0.1	0.4	-	0.5	2.1	12.1	0.4	12.5
6/1	205	205	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	336	336	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	289	289	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	381	381	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -20.5 PRC Over All Lanes (%): -20.5 Total Delay for Signalled Lanes (pcuHr): 66.11 Total Delay Over All Lanes(pcuHr): 67.32 Cycle Time (s): 96													

Stage Timings

Scenario 6: 'Scenario 2 (2022 Sat)' (FG6: '2022 Saturday Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	38	7	13
Change Point	0	56	72

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: Elizabeth Street / Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	74.2%
Elizabeth Street - Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	74.2%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	B		1	38	-	471	1900	772	61.0%
1/2	Cheetham Hill Road (N) Ahead Right	O	N/A	N/A	B		1	38	-	472	1860	636	74.2%
2/1	North Street Right Ahead	U	N/A	N/A	E		1	7	-	114	1920	160	71.3%
3/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	A		1	38	-	412	1826	742	55.5%
3/2	Cheetham Hill Road (S) Ahead Right	O	N/A	N/A	A		1	38	-	411	1902	773	53.2%
4/2+4/1	Elizabeth Street Left Ahead Right	U	N/A	N/A	D C		1	29:26	-	404	1888:1733	143+418	71.9 : 71.9%
5/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	499	1800	1800	27.7%
5/2	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	600	1800	1800	33.3%
6/1	North Street	U	N/A	N/A	-		-	-	-	135	1800	1800	7.5%
7/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	442	1800	1800	24.6%
7/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	310	1800	1800	17.2%
8/1	Elizabeth Street	U	N/A	N/A	-		-	-	-	298	1800	1800	16.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	60	-	0	-	0	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	13	-	0	-	0	0.0%
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: Elizabeth Street / Cheetham Hill Road	-	-	128	0	37	15.6	6.7	0.7	23.0	-	-	-	-
Elizabeth Street - Cheetham Hill Road	-	-	128	0	37	15.6	6.7	0.7	23.0	-	-	-	-
1/1	471	471	-	-	-	2.9	0.8	-	3.7	28.5	9.8	0.8	10.6
1/2	472	472	125	0	37	3.1	1.4	0.7	5.2	39.5	10.9	1.4	12.3
2/1	114	114	-	-	-	1.4	1.2	-	2.5	80.1	2.9	1.2	4.1
3/1	412	412	-	-	-	2.5	0.6	-	3.1	27.3	8.4	0.6	9.0
3/2	411	411	3	0	0	2.5	0.6	0.0	3.0	26.6	8.2	0.6	8.8
4/2+4/1	404	404	-	-	-	3.3	1.3	-	4.6	40.7	8.2	1.3	9.4
5/1	499	499	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/2	600	600	-	-	-	0.0	0.2	-	0.3	1.5	4.6	0.2	4.9
6/1	135	135	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
7/1	442	442	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	310	310	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	298	298	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 21.3 PRC Over All Lanes (%): 21.3 Total Delay for Signalled Lanes (pcuHr): 22.16 Total Delay Over All Lanes(pcuHr): 23.01 Cycle Time (s): 96													

Stage Timings

Scenario 7: 'Scenario 3 (2022 AM + Dev)' (FG7: '2022 AM + Dev', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	39	14	5
Change Point	0	57	80

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: Elizabeth Street / Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	102.1%
Elizabeth Street - Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	102.1%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	B		1	39	-	772	1826	761	101.5%
1/2	Cheetham Hill Road (N) Ahead Right	O	N/A	N/A	B		1	39	-	772	1930	804	96.0%
2/1	North Street Right Ahead	U	N/A	N/A	E		1	14	-	308	1931	302	102.1%
3/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	A		1	39	-	211	1853	772	27.3%
3/2	Cheetham Hill Road (S) Ahead Right	O	N/A	N/A	A		1	39	-	211	1891	788	26.8%
4/2+4/1	Elizabeth Street Left Ahead Right	U	N/A	N/A	D C		1	21:18	-	417	1937:1733	408+54	90.2 : 90.2%
5/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	300	1800	1800	16.6%
5/2	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	327	1800	1800	18.1%
6/1	North Street	U	N/A	N/A	-		-	-	-	731	1800	1800	40.2%
7/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	417	1800	1800	22.9%
7/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	739	1800	1800	41.1%
8/1	Elizabeth Street	U	N/A	N/A	-		-	-	-	177	1800	1800	9.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	68	-	0	-	51000	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	3750	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	3750	0.0%
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: Elizabeth Street / Cheetham Hill Road	-	-	33	0	8	22.3	40.8	0.1	63.2	-	-	-	-
Elizabeth Street - Cheetham Hill Road	-	-	33	0	8	22.3	40.8	0.1	63.2	-	-	-	-
1/1	772	761	-	-	-	6.5	17.0	-	23.4	109.3	20.9	17.0	37.8
1/2	772	772	33	0	0	5.8	8.0	0.0	13.9	64.6	19.9	8.0	28.0
2/1	308	302	-	-	-	3.7	10.5	-	14.2	165.4	8.4	10.5	18.9
3/1	211	211	-	-	-	1.1	0.2	-	1.3	21.6	3.7	0.2	3.9
3/2	211	211	0	0	8	1.1	0.2	0.1	1.3	22.5	3.7	0.2	3.9
4/2+4/1	417	417	-	-	-	4.1	3.9	-	8.0	69.4	10.3	3.9	14.2
5/1	298	298	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	325	325	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	724	724	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
7/1	412	412	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
7/2	739	739	-	-	-	0.0	0.3	-	0.4	1.7	8.5	0.3	8.9
8/1	175	175	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 PRC for Signalled Lanes (%): -13.4 PRC Over All Lanes (%): -13.4 Total Delay for Signalled Lanes (pcuHr): 62.08 Total Delay Over All Lanes(pcuHr): 63.18 Cycle Time (s): 96													

Stage Timings

Scenario 8: 'Scenario 3 (2022 PM + Dev)' (FG8: '2022 PM + Dev', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	41	12	5
Change Point	0	59	80

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: Elizabeth Street / Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	115.2%
Elizabeth Street - Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	115.2%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	B		1	41	-	442	1873	819	53.9%
1/2	Cheetham Hill Road (N) Ahead Right	O	N/A	N/A	B		1	41	-	441	1870	383	115.2%
2/1	North Street Right Ahead	U	N/A	N/A	E		1	12	-	301	1932	262	115.1%
3/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	A		1	41	-	652	1822	797	81.8%
3/2	Cheetham Hill Road (S) Ahead Right	O	N/A	N/A	A		1	41	-	652	1903	833	78.3%
4/2+4/1	Elizabeth Street Left Ahead Right	U	N/A	N/A	D C		1	21:18	-	338	1903:1733	140+295	77.7 : 77.7%
5/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	688	1800	1800	37.5%
5/2	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	859	1800	1800	47.0%
6/1	North Street	U	N/A	N/A	-		-	-	-	205	1800	1800	11.4%
7/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	350	1800	1800	19.4%
7/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	309	1800	1800	14.9%
8/1	Elizabeth Street	U	N/A	N/A	-		-	-	-	415	1800	1800	21.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	68	-	0	-	51000	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	3750	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	3750	0.0%
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: Elizabeth Street / Cheetham Hill Road	-	-	6	0	112	23.6	62.9	1.1	87.5	-	-	-	-
Elizabeth Street - Cheetham Hill Road	-	-	6	0	112	23.6	62.9	1.1	87.5	-	-	-	-
1/1	442	442	-	-	-	2.4	0.6	-	3.0	24.6	8.6	0.6	9.2
1/2	441	383	3	0	112	4.6	32.5	1.1	38.2	312.0	13.3	32.5	45.9
2/1	301	262	-	-	-	4.7	23.0	-	27.7	331.3	9.1	23.0	32.0
3/1	652	652	-	-	-	4.3	2.2	-	6.5	35.7	15.2	2.2	17.4
3/2	652	652	4	0	0	4.2	1.8	0.0	6.0	32.9	14.9	1.8	16.6
4/2+4/1	338	338	-	-	-	3.2	1.7	-	4.9	52.5	6.6	1.7	8.3
5/1	675	675	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
5/2	846	846	-	-	-	0.1	0.4	-	0.5	2.1	12.0	0.4	12.5
6/1	205	205	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	350	350	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/2	268	268	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	383	383	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 PRC for Signalled Lanes (%): -28.0 PRC Over All Lanes (%): -28.0 Total Delay for Signalled Lanes (pcuHr): 86.30 Total Delay Over All Lanes(pcuHr): 87.51 Cycle Time (s): 96													

Stage Timings

Scenario 9: 'Scenario 3 (2022 Sat + Dev)' (FG9: '2022 Saturday + Dev', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	39	7	12
Change Point	0	57	73

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: Elizabeth Street / Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
Elizabeth Street - Cheetham Hill Road	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	B		1	39	-	480	1901	792	60.6%
1/2	Cheetham Hill Road (N) Ahead Right	O	N/A	N/A	B		1	39	-	480	1854	592	81.0%
2/1	North Street Right Ahead	U	N/A	N/A	E		1	7	-	114	1920	160	71.3%
3/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	A		1	39	-	423	1813	755	56.0%
3/2	Cheetham Hill Road (S) Ahead Right	O	N/A	N/A	A		1	39	-	422	1902	793	53.2%
4/2+4/1	Elizabeth Street Left Ahead Right	U	N/A	N/A	D C		1	28:25	-	446	1878:1733	157+394	80.9 : 80.9%
5/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	497	1800	1800	27.6%
5/2	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	620	1800	1800	34.4%
6/1	North Street	U	N/A	N/A	-		-	-	-	135	1800	1800	7.5%
7/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	475	1800	1800	26.4%
7/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	301	1800	1800	16.7%
8/1	Elizabeth Street	U	N/A	N/A	-		-	-	-	337	1800	1800	18.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	61	-	0	-	45750	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	9000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	9000	0.0%
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: Elizabeth Street / Cheetham Hill Road	-	-	127	0	55	16.2	8.1	0.8	25.1	-	-	-	-
Elizabeth Street - Cheetham Hill Road	-	-	127	0	55	16.2	8.1	0.8	25.1	-	-	-	-
1/1	480	480	-	-	-	2.9	0.8	-	3.7	27.6	9.9	0.8	10.6
1/2	480	480	124	0	55	3.1	2.1	0.8	6.0	44.9	11.2	2.1	13.3
2/1	114	114	-	-	-	1.4	1.2	-	2.5	80.1	2.9	1.2	4.1
3/1	423	423	-	-	-	2.5	0.6	-	3.1	26.7	8.6	0.6	9.2
3/2	422	422	3	0	0	2.5	0.6	0.0	3.0	25.9	8.3	0.6	8.9
4/2+4/1	446	446	-	-	-	3.8	2.0	-	5.9	47.3	9.4	2.0	11.5
5/1	497	497	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/2	620	620	-	-	-	0.0	0.3	-	0.3	1.6	5.0	0.3	5.3
6/1	135	135	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
7/1	475	475	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/2	301	301	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
8/1	337	337	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 PRC for Signalled Lanes (%): 11.1 PRC Over All Lanes (%): 11.1 Total Delay for Signalled Lanes (pcuHr): 24.23 Total Delay Over All Lanes(pcuHr): 25.13 Cycle Time (s): 96													

User and Project Details

Project:	Sports Direct
Title:	Cheetham Hill Road / Queens Road
Location:	Cheetham Hill
File name:	Cheetham Hill Road - Queens Road v3 (with com dev).lsg3x
Author:	N Smithson
Company:	AECOM
Address:	
Notes:	

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		7	7
H	Traffic		7	7
I	Traffic		7	7
J	Ind. Arrow	H	4	4
K	Pedestrian		5	5
L	Pedestrian		9	9
M	Pedestrian		5	5
N	Pedestrian		13	13
O	Pedestrian		5	5
P	Pedestrian		9	9

Phase Intergreens Matrix

		Starting Phase															
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	A		-	-	8	6	-	-	5	5	5	-	-	-	-	-	9
	B	-		-	-	-	5	7	5	5	5	-	-	-	8	-	-
	C	-	-		-	-	5	-	-	5	-	5	-	-	-	-	-
	D	5	-	-		-	-	-	5	-	-	-	-	-	-	5	-
	E	5	-	-	-		-	-	5	5	5	-	-	-	5	-	-
	F	-	6	8	-	-		-	5	5	5	-	9	-	5	-	-
	G	-	4	-	-	-	-		-	-	-	-	-	5	-	-	-
	H	5	5	-	8	7	6	-		-	-	-	5	-	-	-	9
	I	7	7	9	-	5	5	-	-		5	-	5	-	-	-	5
	J	5	5	-	-	7	6	-	-	3		-	9	-	-	-	-
	K	-	-	5	-	-	-	-	-	-	-		-	-	-	-	-
	L	-	-	-	-	-	6	-	7	7	6	-		-	-	-	-
	M	-	-	-	-	-	-	5	-	-	-	-	-		-	-	-
	N	-	6	-	-	7	7	-	-	-	-	-	-	-		-	-
	O	-	-	-	5	-	-	-	-	-	-	-	-	-	-		-
	P	5	-	-	-	-	-	-	5	6	-	-	-	-	-	-	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	O	Losing	3	3
1	3	M	Losing	2	2
1	3	O	Losing	3	3
1	4	M	Losing	2	2
2	3	B	Losing	1	1
2	3	C	Losing	1	1
2	3	M	Losing	3	3
2	4	D	Losing	2	2
2	4	E	Losing	2	2
2	4	M	Losing	2	2
2	4	P	Losing	2	2
3	1	K	Losing	3	3
3	2	G	Losing	2	2
3	2	K	Losing	3	3
5	1	G	Losing	3	3
5	1	K	Losing	4	4
5	1	N	Losing	1	1
5	2	G	Losing	3	3

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5	2	K	Losing	4	4
5	2	O	Losing	3	3
5	3	O	Losing	3	3

Prohibited Stage Change

	To Stage					
	1	2	3	4	5	
From Stage	1		9	9	X	8
	2	5		8	8	8
	3	9	9		5	6
	4	9	9	9		3
	5	9	9	9	5	

Phases in Stage

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

Give-Way Lane Input Data

Junction: Cheetham Hill Road / 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)
2/3 (Queens Road (E))	4/1 (Right)	1439	0	8/1	1.09	All	2.00	-	0.50	2	2.00
				8/2	1.09	All					

Lane Input Data

Junction: Cheetham Hill Road / 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 (Cheetham Hill Road (N))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	13.00
											Arm 5 Ahead	Inf
1/2 (Cheetham Hill Road (N))	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
1/3 (Cheetham Hill Road (N))	U	A	2	3	8.2	Geom	-	3.35	0.00	Y	Arm 7 Right	34.00
2/1 (Queens Road (E))	U	G	2	3	5.6	Geom	-	5.00	0.00	Y	Arm 5 Left	39.00
2/2 (Queens Road (E))	U	H	2	3	7.3	Geom	-	3.40	0.00	Y	Arm 7 Ahead	Inf
2/3 (Queens Road (E))	O	H	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 4 Right	12.00
											Arm 7 Ahead	Inf
3/1 (Queens Road (E))	U		2	3	60.0	User	3000	-	-	-	-	-
4/1 (Cheetham Hill Road (N))	U		2	3	60.0	User	3000	-	-	-	-	-
5/1 (Cheetham Hill Road (S))	U		2	3	21.9	Geom	-	3.10	0.00	Y		
5/2 (Cheetham Hill Road (S))	U		2	3	21.9	Geom	-	3.10	0.00	Y		
6/1 (Cheetham Hill Road (S))	U	D	2	3	21.9	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 7 Left	12.00
6/2 (Cheetham Hill Road (S))	U	E	2	3	21.9	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
6/3 (Cheetham Hill Road (S))	U	F	2	3	9.7	Geom	-	3.25	0.00	Y	Arm 3 Right	25.00
7/1 (Queens Road (W))	U		2	3	60.0	User	3000	-	-	-	-	-
8/1 (Queens Road (W))	U	I	2	3	5.0	Geom	-	3.35	0.00	Y	Arm 3 Ahead	Inf

Road (W))											Arm 4 Left	17.00
8/2 (Queens Road (W))	U	I	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 3 Ahead	Inf

Lane Saturation Flows**Scenario 1: '2017 AM Peak'** (FG1: '2017 AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 3 Left	13.00	19.1 %	1898	1898
				Arm 5 Ahead	Inf	80.9 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Cheetham Hill Road (N))	3.35	0.00	Y	Arm 7 Right	34.00	100.0 %	1868	1868
2/1 (Queens Road (E))	5.00	0.00	Y	Arm 5 Left	39.00	100.0 %	2037	2037
2/2 (Queens Road (E))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
2/3 (Queens Road (E))	3.40	0.00	Y	Arm 4 Right	12.00	59.5 %	1820	1820
				Arm 7 Ahead	Inf	40.5 %		
3/1 (Queens Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
4/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
5/1 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
5/2 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
6/1 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	12.5 %	1749	1749
				Arm 7 Left	12.00	87.5 %		
6/2 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
6/3 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 3 Right	25.00	100.0 %	1830	1830
7/1 (Queens Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
8/1 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1792	1792
				Arm 4 Left	17.00	100.0 %		
8/2 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1950	1950

Scenario 2: '2017 PM Peak' (FG2: '2017 PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 3 Left	13.00	32.8 %	1869	1869
				Arm 5 Ahead	Inf	67.2 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Cheetham Hill Road (N))	3.35	0.00	Y	Arm 7 Right	34.00	100.0 %	1868	1868
2/1 (Queens Road (E))	5.00	0.00	Y	Arm 5 Left	39.00	100.0 %	2037	2037
2/2 (Queens Road (E))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
2/3 (Queens Road (E))	3.40	0.00	Y	Arm 4 Right	12.00	78.9 %	1779	1779
				Arm 7 Ahead	Inf	21.1 %		
3/1 (Queens Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
4/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
5/1 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
5/2 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
6/1 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	80.7 %	1894	1894
				Arm 7 Left	12.00	19.3 %		
6/2 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
6/3 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 3 Right	25.00	100.0 %	1830	1830
7/1 (Queens Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
8/1 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1792	1792
				Arm 4 Left	17.00	100.0 %		
8/2 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1950	1950

Scenario 3: '2017 Sat peak' (FG3: '2017 Saturday Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 3 Left	13.00	33.1 %	1869	1869
				Arm 5 Ahead	Inf	66.9 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Cheetham Hill Road (N))	3.35	0.00	Y	Arm 7 Right	34.00	100.0 %	1868	1868
2/1 (Queens Road (E))	5.00	0.00	Y	Arm 5 Left	39.00	100.0 %	2037	2037
2/2 (Queens Road (E))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
2/3 (Queens Road (E))	3.40	0.00	Y	Arm 4 Right	12.00	100.0 %	1738	1738
				Arm 7 Ahead	Inf	0.0 %		
3/1 (Queens Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
4/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
5/1 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
5/2 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
6/1 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	76.0 %	1883	1883
				Arm 7 Left	12.00	24.0 %		
6/2 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
6/3 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 3 Right	25.00	100.0 %	1830	1830
7/1 (Queens Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
8/1 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1792	1792
				Arm 4 Left	17.00	100.0 %		
8/2 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1950	1950

Scenario 4: '2022 AM Peak' (FG4: '2022 AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 3 Left	13.00	19.1 %	1898	1898
				Arm 5 Ahead	Inf	80.9 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Cheetham Hill Road (N))	3.35	0.00	Y	Arm 7 Right	34.00	100.0 %	1868	1868
2/1 (Queens Road (E))	5.00	0.00	Y	Arm 5 Left	39.00	100.0 %	2037	2037
2/2 (Queens Road (E))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
2/3 (Queens Road (E))	3.40	0.00	Y	Arm 4 Right	12.00	67.3 %	1803	1803
				Arm 7 Ahead	Inf	32.7 %		
3/1 (Queens Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
4/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
5/1 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
5/2 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
6/1 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	21.1 %	1766	1766
				Arm 7 Left	12.00	78.9 %		
6/2 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
6/3 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 3 Right	25.00	100.0 %	1830	1830
7/1 (Queens Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
8/1 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1792	1792
				Arm 4 Left	17.00	100.0 %		
8/2 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1950	1950

Scenario 5: '2022 PM Peak' (FG5: '2022 PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 3 Left	13.00	32.5 %	1870	1870
				Arm 5 Ahead	Inf	67.5 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Cheetham Hill Road (N))	3.35	0.00	Y	Arm 7 Right	34.00	100.0 %	1868	1868
2/1 (Queens Road (E))	5.00	0.00	Y	Arm 5 Left	39.00	100.0 %	2037	2037
2/2 (Queens Road (E))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
2/3 (Queens Road (E))	3.40	0.00	Y	Arm 4 Right	12.00	69.7 %	1798	1798
				Arm 7 Ahead	Inf	30.3 %		
3/1 (Queens Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
4/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
5/1 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
5/2 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
6/1 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	84.6 %	1903	1903
				Arm 7 Left	12.00	15.4 %		
6/2 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
6/3 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 3 Right	25.00	100.0 %	1830	1830
7/1 (Queens Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
8/1 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1792	1792
				Arm 4 Left	17.00	100.0 %		
8/2 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1950	1950

Scenario 6: '2022 Sat Peak' (FG6: '2022 Saturday Peak', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 3 Left	13.00	33.1 %	1869	1869
				Arm 5 Ahead	Inf	66.9 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Cheetham Hill Road (N))	3.35	0.00	Y	Arm 7 Right	34.00	100.0 %	1868	1868
2/1 (Queens Road (E))	5.00	0.00	Y	Arm 5 Left	39.00	100.0 %	2037	2037
2/2 (Queens Road (E))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
2/3 (Queens Road (E))	3.40	0.00	Y	Arm 4 Right	12.00	95.7 %	1746	1746
				Arm 7 Ahead	Inf	4.3 %		
3/1 (Queens Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
4/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
5/1 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
5/2 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
6/1 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	82.3 %	1898	1898
				Arm 7 Left	12.00	17.7 %		
6/2 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
6/3 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 3 Right	25.00	100.0 %	1830	1830
7/1 (Queens Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
8/1 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1792	1792
				Arm 4 Left	17.00	100.0 %		
8/2 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1950	1950

Scenario 7: '2022 AM + Dev' (FG7: '2022 AM + Dev', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 3 Left	13.00	18.0 %	1901	1901
				Arm 5 Ahead	Inf	82.0 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Cheetham Hill Road (N))	3.35	0.00	Y	Arm 7 Right	34.00	100.0 %	1868	1868
2/1 (Queens Road (E))	5.00	0.00	Y	Arm 5 Left	39.00	100.0 %	2037	2037
2/2 (Queens Road (E))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
2/3 (Queens Road (E))	3.40	0.00	Y	Arm 4 Right	12.00	65.2 %	1808	1808
				Arm 7 Ahead	Inf	34.8 %		
3/1 (Queens Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
4/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
5/1 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
5/2 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
6/1 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	96.3 %	1931	1931
				Arm 7 Left	12.00	3.7 %		
6/2 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1940	1940
6/3 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 3 Right	25.00	100.0 %	1830	1830
7/1 (Queens Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
8/1 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1792	1792
				Arm 4 Left	17.00	100.0 %		
8/2 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1950	1950

Scenario 8: '2022 PM + Dev' (FG8: '2022 PM + Dev', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 3 Left	13.00	32.4 %	1870	1870
				Arm 5 Ahead	Inf	67.6 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Cheetham Hill Road (N))	3.35	0.00	Y	Arm 7 Right	34.00	100.0 %	1868	1868
2/1 (Queens Road (E))	5.00	0.00	Y	Arm 5 Left	39.00	100.0 %	2037	2037
2/2 (Queens Road (E))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
2/3 (Queens Road (E))	3.40	0.00	Y	Arm 4 Right	12.00	76.0 %	1785	1785
				Arm 7 Ahead	Inf	24.0 %		
3/1 (Queens Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
4/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
5/1 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
5/2 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
6/1 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	85.0 %	1904	1904
				Arm 7 Left	12.00	15.0 %		
6/2 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
6/3 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 3 Right	25.00	100.0 %	1830	1830
7/1 (Queens Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
8/1 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1792	1792
				Arm 4 Left	17.00	100.0 %		
8/2 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1950	1950

Scenario 9: '2022 Sat + Dev' (FG9: '2022 Saturday + Dev', Plan 1: 'Network Control Plan 1')

Junction: Cheetham Hill Road / 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 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 3 Left	13.00	32.8 %	1869	1869
				Arm 5 Ahead	Inf	67.2 %		
1/2 (Cheetham Hill Road (N))	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/3 (Cheetham Hill Road (N))	3.35	0.00	Y	Arm 7 Right	34.00	100.0 %	1868	1868
2/1 (Queens Road (E))	5.00	0.00	Y	Arm 5 Left	39.00	100.0 %	2037	2037
2/2 (Queens Road (E))	3.40	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1955	1955
2/3 (Queens Road (E))	3.40	0.00	Y	Arm 4 Right	12.00	95.7 %	1746	1746
				Arm 7 Ahead	Inf	4.3 %		
3/1 (Queens Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
4/1 (Cheetham Hill Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
5/1 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
5/2 (Cheetham Hill Road (S))	3.10	0.00	Y				1925	1925
6/1 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	83.3 %	1900	1900
				Arm 7 Left	12.00	16.7 %		
6/2 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
6/3 (Cheetham Hill Road (S))	3.25	0.00	Y	Arm 3 Right	25.00	100.0 %	1830	1830
7/1 (Queens Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						3000	3000
8/1 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1792	1792
				Arm 4 Left	17.00	100.0 %		
8/2 (Queens Road (W))	3.35	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1950	1950

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2017 AM Peak'	08:00	09:00	01:00	
2: '2017 PM Peak'	17:00	18:00	01:00	
3: '2017 Saturday Peak'	15:00	16:00	01:00	
4: '2022 AM Peak'	08:00	09:00	01:00	
5: '2022 PM Peak'	17:00	18:00	01:00	
6: '2022 Saturday Peak'	15:00	16:00	01:00	
7: '2022 AM + Dev'	08:00	09:00	01:00	
8: '2022 PM + Dev'	17:00	18:00	01:00	
9: '2022 Saturday + Dev'	15:00	16:00	01:00	

Traffic Flows, Desired

FG1: '2017 AM Peak'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	94	904	27	1025
	B	97	0	416	365	878
	C	292	119	0	14	425
	D	10	368	0	0	378
	Tot.	399	581	1320	406	2706

FG2: '2017 PM Peak'

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	95	533	39	667
	B	86	0	343	385	814
	C	970	441	0	98	1509
	D	41	352	0	0	393
	Tot.	1097	888	876	522	3383

FG3: '2017 Saturday Peak'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	116	625	45	786
	B	102	0	474	258	834
	C	715	480	0	102	1297
	D	28	231	0	0	259
	Tot.	845	827	1099	405	3176

FG4: '2022 AM Peak'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	101	974	29	1104
	B	105	0	448	393	946
	C	315	128	0	15	458
	D	11	397	0	0	408
	Tot.	431	626	1422	437	2916

FG5: '2022 PM Peak'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	102	573	42	717
	B	92	0	369	414	875
	C	1042	474	0	105	1621
	D	44	378	0	0	422
	Tot.	1178	954	942	561	3635

FG6: '2022 Saturday Peak'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	125	672	48	845
	B	110	0	510	277	897
	C	769	516	0	110	1395
	D	30	248	0	0	278
	Tot.	909	889	1182	435	3415

FG7: '2022 AM + Dev'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	101	1046	29	1176
	B	105	0	523	393	1021
	C	386	201	0	15	602
	D	11	397	0	0	408
	Tot.	502	699	1569	437	3207

FG8: '2022 PM + Dev'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	102	575	42	719
	B	92	0	373	414	879
	C	1045	479	0	105	1629
	D	44	378	0	0	422
	Tot.	1181	959	948	561	3649

FG9: '2022 Saturday + Dev'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	125	677	48	850
	B	110	0	521	277	908
	C	775	528	0	110	1413
	D	30	248	0	0	278
	Tot.	915	901	1198	435	3449

Stage Timings

Scenario 1: '2017 AM Peak' (FG1: '2017 AM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	9	16	6	4	27
Change Point	0	18	43	57	66

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: Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	69.4%
Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	69.4%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	C		1	35	-	493	1898	712	69.3%
1/2+1/3	Cheetham Hill Road (N) Ahead Right	U	N/A	N/A	B A		1	37:11	-	532	1940:1868	744+40	67.9 : 67.9%
2/2+2/1	Queens Road (E) Left Ahead	U	N/A	N/A	H G		1	34:48	-	715	1955:2037	433+603	69.0 : 69.0%
2/3	Queens Road (E) Right Ahead	O	N/A	N/A	H		1	34	-	163	1820	299	54.5%
3/1	Queens Road (E)	U	N/A	N/A	-		-	-	-	581	3000	3000	19.4%
4/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	399	3000	3000	13.3%
5/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	815	1925	1925	42.3%
5/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	505	1925	1925	26.2%
6/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	D		1	31	-	16	1749	583	2.7%
6/2+6/3	Cheetham Hill Road (S) Right Ahead	U	N/A	N/A	E F		1	33:8	-	409	1940:1830	534+172	54.3 : 69.4%
7/1	Queens Road (W)	U	N/A	N/A	-		-	-	-	406	3000	3000	13.5%
8/2+8/1	Queens Road (W) Ahead Left	U	N/A	N/A	I		1	27	-	378	1950:1792	562+15	65.4 : 65.4%

LinSig V1 style report

Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	51	-	0	-	38250	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	38	-	0	-	28500	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	38	-	0	-	28500	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	38	-	0	-	28500	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	N		1	35	-	0	-	26250	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	N		1	35	-	0	-	26250	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	O		1	55	-	0	-	41250	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	P		1	30	-	0	-	22500	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	P		1	30	-	0	-	22500	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	N		1	35	-	0	-	26250	0.0%

LinSig V1 style report

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: Cheetham Hill Road / Queens Road	-	-	39	56	2	18.2	6.3	0.1	24.6	-	-	-	-
Cheetham Hill Road / Queens Road	-	-	39	56	2	18.2	6.3	0.1	24.6	-	-	-	-
1/1	493	493	-	-	-	3.5	1.1	-	4.6	33.5	11.1	1.1	12.2
1/2+1/3	532	532	-	-	-	3.7	1.0	-	4.7	32.0	11.1	1.0	12.1
2/2+2/1	715	715	-	-	-	3.6	1.1	-	4.7	23.6	7.9	1.1	9.0
2/3	163	163	39	56	2	1.0	0.6	0.1	1.7	36.9	3.0	0.6	3.6
3/1	581	581	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
4/1	399	399	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
5/1	815	815	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	505	505	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	16	16	-	-	-	0.1	0.0	-	0.1	24.8	0.3	0.0	0.3
6/2+6/3	409	409	-	-	-	3.3	0.7	-	4.0	35.0	5.8	0.7	6.5
7/1	406	406	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
8/2+8/1	378	378	-	-	-	3.1	0.9	-	4.0	38.6	8.6	0.9	9.5
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P7	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P8	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P9	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

LinSig V1 style report

Ped Link: P10	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1		PRC for Signalled Lanes (%):		29.8		Total Delay for Signalled Lanes (pcuHr):		23.82		Cycle Time (s): 96			
		PRC Over All Lanes (%):		29.8		Total Delay Over All Lanes(pcuHr):		24.64					

Stage Timings

Scenario 2: '2017 PM Peak' (FG2: '2017 PM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	5	2	31	4	20
Change Point	0	14	25	64	73

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: Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	88.7%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	C		1	17	-	290	1869	350	82.8%
1/2+1/3	Cheetham Hill Road (N) Ahead Right	U	N/A	N/A	B A		1	19:7	-	377	1940:1868	394+46	85.7 : 85.7%
2/2+2/1	Queens Road (E) Left Ahead	U	N/A	N/A	H G		1	27:66	-	705	1955:2037	408+387	88.7 : 88.7%
2/3	Queens Road (E) Right Ahead	O	N/A	N/A	H		1	27	-	109	1779	168	65.0%
3/1	Queens Road (E)	U	N/A	N/A	-		-	-	-	888	3000	3000	29.6%
4/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	1097	3000	3000	36.6%
5/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	538	1925	1925	27.9%
5/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	338	1925	1925	17.6%
6/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	D		1	42	-	509	1894	848	60.0%
6/2+6/3	Cheetham Hill Road (S) Right Ahead	U	N/A	N/A	E F		1	44:33	-	1000	1940:1830	631+498	88.5 : 88.5%
7/1	Queens Road (W)	U	N/A	N/A	-		-	-	-	522	3000	3000	17.4%
8/2+8/1	Queens Road (W) Ahead Left	U	N/A	N/A	I		1	20	-	393	1950:1792	404+47	87.2 : 87.2%

LinSig V1 style report

Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	69	-	0	-	51750	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	20	-	0	-	15000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	20	-	0	-	15000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	20	-	0	-	15000	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	N		1	28	-	0	-	21000	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	N		1	28	-	0	-	21000	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	O		1	44	-	0	-	33000	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	P		1	41	-	0	-	30750	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	P		1	41	-	0	-	30750	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	N		1	28	-	0	-	21000	0.0%

LinSig V1 style report

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: Cheetham Hill Road / Queens Road	-	-	11	65	10	24.5	17.9	0.1	42.5	-	-	-	-
Cheetham Hill Road / Queens Road	-	-	11	65	10	24.5	17.9	0.1	42.5	-	-	-	-
1/1	290	290	-	-	-	3.0	2.2	-	5.3	65.2	7.4	2.2	9.6
1/2+1/3	377	377	-	-	-	3.9	2.8	-	6.6	63.2	8.7	2.8	11.5
2/2+2/1	705	705	-	-	-	3.9	3.6	-	7.5	38.5	12.3	3.6	15.9
2/3	109	109	11	65	10	0.8	0.9	0.1	1.7	57.4	2.2	0.9	3.1
3/1	888	888	-	-	-	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
4/1	1097	1097	-	-	-	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
5/1	538	538	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	338	338	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	509	509	-	-	-	2.8	0.7	-	3.6	25.3	10.2	0.7	10.9
6/2+6/3	1000	1000	-	-	-	6.2	3.7	-	9.9	35.5	13.3	3.7	17.0
7/1	522	522	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
8/2+8/1	393	393	-	-	-	3.9	3.1	-	7.0	63.8	9.5	3.1	12.5
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P7	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P8	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P9	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

LinSig V1 style report

Ped Link: P10	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1		PRC for Signalled Lanes (%):		1.4		Total Delay for Signalled Lanes (pcuHr):		41.55		Cycle Time (s): 96			
		PRC Over All Lanes (%):		1.4		Total Delay Over All Lanes(pcuHr):		42.45					

Stage Timings

Scenario 3: '2017 Sat peak' (FG3: '2017 Saturday Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	5	6	33	4	14
Change Point	0	14	29	70	79

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: Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	87.0%
Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	87.0%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	C		1	21	-	350	1869	428	81.7%
1/2+1/3	Cheetham Hill Road (N) Ahead Right	U	N/A	N/A	B A		1	23:7	-	436	1940:1868	467+54	83.8 : 83.8%
2/2+2/1	Queens Road (E) Left Ahead	U	N/A	N/A	H G		1	21:62	-	732	1955:2037	303+557	85.1 : 85.1%
2/3	Queens Road (E) Right Ahead	O	N/A	N/A	H		1	21	-	102	1738	166	61.6%
3/1	Queens Road (E)	U	N/A	N/A	-		-	-	-	827	3000	3000	27.6%
4/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	845	3000	3000	28.2%
5/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	708	1925	1925	36.8%
5/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	391	1925	1925	20.3%
6/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	D		1	48	-	425	1883	961	44.2%
6/2+6/3	Cheetham Hill Road (S) Right Ahead	U	N/A	N/A	E F		1	50:35	-	872	1940:1830	450+551	87.0 : 87.0%
7/1	Queens Road (W)	U	N/A	N/A	-		-	-	-	405	3000	3000	13.5%
8/2+8/1	Queens Road (W) Ahead Left	U	N/A	N/A	I		1	14	-	259	1950:1792	295+36	78.3 : 78.3%

LinSig V1 style report

Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	65	-	0	-	48750	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	24	-	0	-	18000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	24	-	0	-	18000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	24	-	0	-	18000	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	N		1	22	-	0	-	16500	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	N		1	22	-	0	-	16500	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	O		1	38	-	0	-	28500	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	P		1	47	-	0	-	35250	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	P		1	47	-	0	-	35250	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	N		1	22	-	0	-	16500	0.0%

LinSig V1 style report

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: Cheetham Hill Road / Queens Road	-	-	18	84	0	21.3	14.3	0.0	35.6	-	-	-	-
Cheetham Hill Road / Queens Road	-	-	18	84	0	21.3	14.3	0.0	35.6	-	-	-	-
1/1	350	350	-	-	-	3.4	2.1	-	5.5	56.9	8.8	2.1	11.0
1/2+1/3	436	436	-	-	-	4.2	2.4	-	6.7	55.2	10.0	2.4	12.4
2/2+2/1	732	732	-	-	-	3.4	2.7	-	6.1	30.0	7.4	2.7	10.2
2/3	102	102	18	84	0	0.9	0.8	0.0	1.7	59.0	2.2	0.8	3.0
3/1	827	827	-	-	-	0.0	0.2	-	0.2	0.8	0.0	0.2	0.2
4/1	845	845	-	-	-	0.0	0.2	-	0.2	0.8	0.0	0.2	0.2
5/1	708	708	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
5/2	391	391	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	425	425	-	-	-	1.8	0.4	-	2.2	18.2	7.1	0.4	7.5
6/2+6/3	872	872	-	-	-	4.9	3.2	-	8.1	33.3	12.4	3.2	15.6
7/1	405	405	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
8/2+8/1	259	259	-	-	-	2.8	1.7	-	4.5	62.3	5.9	1.7	7.7
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P7	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P8	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P9	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

LinSig V1 style report

Ped Link: P10	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1		PRC for Signalled Lanes (%):		3.4		Total Delay for Signalled Lanes (pcuHr):		34.69		Cycle Time (s): 96			
		PRC Over All Lanes (%):		3.4		Total Delay Over All Lanes(pcuHr):		35.57					

Stage Timings

Scenario 4: '2022 AM Peak' (FG4: '2022 AM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	8	16	6	4	28
Change Point	0	17	42	56	65

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: Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	C		1	34	-	528	1898	692	76.3%
1/2+1/3	Cheetham Hill Road (N) Ahead Right	U	N/A	N/A	B A		1	36:10	-	576	1940:1868	725+38	75.4 : 75.4%
2/2+2/1	Queens Road (E) Left Ahead	U	N/A	N/A	H G		1	35:49	-	790	1955:2037	450+589	76.0 : 76.0%
2/3	Queens Road (E) Right Ahead	O	N/A	N/A	H		1	35	-	156	1803	287	54.3%
3/1	Queens Road (E)	U	N/A	N/A	-		-	-	-	626	3000	3000	20.9%
4/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	431	3000	3000	14.4%
5/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	875	1925	1925	45.5%
5/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	547	1925	1925	28.4%
6/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	D		1	31	-	19	1766	589	3.2%
6/2+6/3	Cheetham Hill Road (S) Right Ahead	U	N/A	N/A	E F		1	33:8	-	439	1940:1830	529+172	58.8 : 74.6%
7/1	Queens Road (W)	U	N/A	N/A	-		-	-	-	437	3000	3000	14.6%
8/2+8/1	Queens Road (W) Ahead Left	U	N/A	N/A	I		1	28	-	408	1950:1792	582+16	68.2 : 68.2%

LinSig V1 style report

Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	52	-	0	-	39000	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	37	-	0	-	27750	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	37	-	0	-	27750	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	37	-	0	-	27750	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	N		1	36	-	0	-	27000	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	N		1	36	-	0	-	27000	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	O		1	55	-	0	-	41250	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	P		1	30	-	0	-	22500	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	P		1	30	-	0	-	22500	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	N		1	36	-	0	-	27000	0.0%

LinSig V1 style report

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: Cheetham Hill Road / Queens Road	-	-	40	63	2	20.2	8.1	0.1	28.3	-	-	-	-
Cheetham Hill Road / Queens Road	-	-	40	63	2	20.2	8.1	0.1	28.3	-	-	-	-
1/1	528	528	-	-	-	3.9	1.6	-	5.5	37.6	12.3	1.6	13.9
1/2+1/3	576	576	-	-	-	4.3	1.5	-	5.8	36.2	12.7	1.5	14.2
2/2+2/1	790	790	-	-	-	4.1	1.6	-	5.6	25.6	11.7	1.6	13.3
2/3	156	156	40	63	2	0.9	0.6	0.1	1.6	36.8	2.8	0.6	3.4
3/1	626	626	-	-	-	0.0	0.1	-	0.1	0.8	0.0	0.1	0.1
4/1	431	431	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
5/1	875	875	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
5/2	547	547	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	19	19	-	-	-	0.1	0.0	-	0.1	24.8	0.3	0.0	0.4
6/2+6/3	439	439	-	-	-	3.6	0.8	-	4.4	36.1	6.3	0.8	7.1
7/1	437	437	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
8/2+8/1	408	408	-	-	-	3.3	1.1	-	4.4	38.7	9.4	1.1	10.4
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P7	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P8	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P9	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

LinSig V1 style report

Ped Link: P10	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1		PRC for Signalled Lanes (%):		18.0	Total Delay for Signalled Lanes (pcuHr):		27.43	Cycle Time (s):		96			
		PRC Over All Lanes (%):		18.0	Total Delay Over All Lanes(pcuHr):		28.35						

Stage Timings

Scenario 5: '2022 PM Peak' (FG5: '2022 PM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	5	2	30	4	21
Change Point	0	14	25	63	72

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: Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	C		1	17	-	314	1870	351	89.6%
1/2+1/3	Cheetham Hill Road (N) Ahead Right	U	N/A	N/A	B A		1	19:7	-	403	1940:1868	394+46	91.5 : 91.5%
2/2+2/1	Queens Road (E) Left Ahead	U	N/A	N/A	H G		1	28:66	-	743	1955:2037	415+409	90.2 : 90.2%
2/3	Queens Road (E) Right Ahead	O	N/A	N/A	H		1	28	-	132	1798	169	78.3%
3/1	Queens Road (E)	U	N/A	N/A	-		-	-	-	954	3000	3000	31.8%
4/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	1178	3000	3000	39.3%
5/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	581	1925	1925	30.2%
5/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	361	1925	1925	18.8%
6/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	D		1	41	-	683	1903	833	82.0%
6/2+6/3	Cheetham Hill Road (S) Right Ahead	U	N/A	N/A	E F		1	43:32	-	938	1940:1830	496+507	93.5 : 93.5%
7/1	Queens Road (W)	U	N/A	N/A	-		-	-	-	561	3000	3000	18.7%
8/2+8/1	Queens Road (W) Ahead Left	U	N/A	N/A	I		1	21	-	422	1950:1792	422+49	89.6 : 89.6%

LinSig V1 style report

Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	69	-	0	-	51750	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	20	-	0	-	15000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	20	-	0	-	15000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	20	-	0	-	15000	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	N		1	29	-	0	-	21750	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	N		1	29	-	0	-	21750	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	O		1	45	-	0	-	33750	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	P		1	40	-	0	-	30000	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	P		1	40	-	0	-	30000	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	N		1	29	-	0	-	21750	0.0%

LinSig V1 style report

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: Cheetham Hill Road / Queens Road	-	-	7	65	20	27.3	26.8	0.1	54.2	-	-	-	-
Cheetham Hill Road / Queens Road	-	-	7	65	20	27.3	26.8	0.1	54.2	-	-	-	-
1/1	314	314	-	-	-	3.3	3.6	-	6.9	79.2	8.1	3.6	11.7
1/2+1/3	403	403	-	-	-	4.2	4.4	-	8.6	76.8	9.5	4.4	13.8
2/2+2/1	743	743	-	-	-	4.1	4.2	-	8.2	39.9	13.0	4.2	17.2
2/3	132	132	7	65	20	0.9	1.7	0.1	2.7	73.0	2.6	1.7	4.3
3/1	954	954	-	-	-	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
4/1	1178	1178	-	-	-	0.0	0.3	-	0.3	1.0	0.0	0.3	0.3
5/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	361	361	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	683	683	-	-	-	4.5	2.2	-	6.7	35.4	15.9	2.2	18.2
6/2+6/3	938	938	-	-	-	6.2	6.1	-	12.2	46.9	13.9	6.1	19.9
7/1	561	561	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
8/2+8/1	422	422	-	-	-	4.1	3.7	-	7.9	67.2	10.2	3.7	13.9
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P7	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P8	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P9	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

LinSig V1 style report

Ped Link: P10	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1		PRC for Signalled Lanes (%):		-3.9		Total Delay for Signalled Lanes (pcuHr):		53.23		Cycle Time (s): 96			
		PRC Over All Lanes (%):		-3.9		Total Delay Over All Lanes(pcuHr):		54.23					

Stage Timings

Scenario 6: '2022 Sat Peak' (FG6: '2022 Saturday Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	5	6	32	4	15
Change Point	0	14	29	69	78

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: Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	89.8%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	C		1	21	-	378	1869	428	88.3%
1/2+1/3	Cheetham Hill Road (N) Ahead Right	U	N/A	N/A	B A		1	23:7	-	467	1940:1868	467+53	89.8 : 89.8%
2/2+2/1	Queens Road (E) Left Ahead	U	N/A	N/A	H G		1	22:62	-	782	1955:2037	309+580	87.9 : 87.9%
2/3	Queens Road (E) Right Ahead	O	N/A	N/A	H		1	22	-	115	1746	166	69.3%
3/1	Queens Road (E)	U	N/A	N/A	-		-	-	-	889	3000	3000	29.6%
4/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	909	3000	3000	30.3%
5/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	763	1925	1925	39.6%
5/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	419	1925	1925	21.8%
6/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	D		1	47	-	620	1898	949	65.3%
6/2+6/3	Cheetham Hill Road (S) Right Ahead	U	N/A	N/A	E F		1	49:34	-	775	1940:1830	289+576	89.6 : 89.6%
7/1	Queens Road (W)	U	N/A	N/A	-		-	-	-	435	3000	3000	14.5%
8/2+8/1	Queens Road (W) Ahead Left	U	N/A	N/A	I		1	15	-	278	1950:1792	313+38	79.2 : 79.2%

LinSig V1 style report

Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	65	-	0	-	48750	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	24	-	0	-	18000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	24	-	0	-	18000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	24	-	0	-	18000	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	N		1	23	-	0	-	17250	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	N		1	23	-	0	-	17250	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	O		1	39	-	0	-	29250	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	P		1	46	-	0	-	34500	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	P		1	46	-	0	-	34500	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	N		1	23	-	0	-	17250	0.0%

LinSig V1 style report

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: Cheetham Hill Road / Queens Road	-	-	21	87	2	23.9	19.4	0.0	43.3	-	-	-	-
Cheetham Hill Road / Queens Road	-	-	21	87	2	23.9	19.4	0.0	43.3	-	-	-	-
1/1	378	378	-	-	-	3.8	3.3	-	7.1	67.4	9.7	3.3	13.0
1/2+1/3	467	467	-	-	-	4.7	3.8	-	8.5	65.7	11.0	3.8	14.8
2/2+2/1	782	782	-	-	-	3.6	3.4	-	7.0	32.3	8.6	3.4	12.1
2/3	115	115	21	87	2	0.9	1.1	0.0	2.1	65.1	2.5	1.1	3.6
3/1	889	889	-	-	-	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
4/1	909	909	-	-	-	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
5/1	763	763	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
5/2	419	419	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	620	620	-	-	-	3.1	0.9	-	4.0	23.3	12.2	0.9	13.2
6/2+6/3	775	775	-	-	-	4.9	4.0	-	8.9	41.2	14.2	4.0	18.2
7/1	435	435	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
8/2+8/1	278	278	-	-	-	2.9	1.8	-	4.7	61.4	6.4	1.8	8.2
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P7	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P8	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P9	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

LinSig V1 style report

Ped Link: P10	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1		PRC for Signalled Lanes (%):		0.3	Total Delay for Signalled Lanes (pcuHr):		42.32	Cycle Time (s):		96			
		PRC Over All Lanes (%):		0.3	Total Delay Over All Lanes(pcuHr):		43.30						

Stage Timings

Scenario 7: '2022 AM + Dev' (FG7: '2022 AM + Dev', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	5	18	10	4	25
Change Point	0	14	41	59	68

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: Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	C		1	33	-	561	1901	673	83.3%
1/2+1/3	Cheetham Hill Road (N) Ahead Right	U	N/A	N/A	B A		1	35:7	-	615	1940:1868	707+35	82.8 : 82.8%
2/2+2/1	Queens Road (E) Left Ahead	U	N/A	N/A	H G		1	32:50	-	860	1955:2037	403+626	83.6 : 83.6%
2/3	Queens Road (E) Right Ahead	O	N/A	N/A	H		1	32	-	161	1808	242	66.4%
3/1	Queens Road (E)	U	N/A	N/A	-		-	-	-	699	3000	3000	23.3%
4/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	502	3000	3000	16.7%
5/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	983	1925	1925	51.1%
5/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	586	1925	1925	30.4%
6/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	D		1	37	-	401	1931	764	52.5%
6/2+6/3	Cheetham Hill Road (S) Right Ahead	U	N/A	N/A	E F		1	39:12	-	201	1940:1830	0+248	0.0 : 81.1%
7/1	Queens Road (W)	U	N/A	N/A	-		-	-	-	437	3000	3000	14.6%
8/2+8/1	Queens Road (W) Ahead Left	U	N/A	N/A	I		1	25	-	408	1950:1792	523+14	76.0 : 76.0%

LinSig V1 style report

Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	53	-	0	-	39750	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	36	-	0	-	27000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	36	-	0	-	27000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	36	-	0	-	27000	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	N		1	33	-	0	-	24750	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	N		1	33	-	0	-	24750	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	O		1	49	-	0	-	36750	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	P		1	36	-	0	-	27000	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	P		1	36	-	0	-	27000	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	N		1	33	-	0	-	24750	0.0%

LinSig V1 style report

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: Cheetham Hill Road / Queens Road	-	-	41	61	2	23.3	13.3	0.2	36.8	-	-	-	-
Cheetham Hill Road / Queens Road	-	-	41	61	2	23.3	13.3	0.2	36.8	-	-	-	-
1/1	561	561	-	-	-	4.4	2.4	-	6.8	43.8	13.6	2.4	16.0
1/2+1/3	615	615	-	-	-	4.9	2.3	-	7.2	42.1	14.3	2.3	16.6
2/2+2/1	860	860	-	-	-	4.7	2.5	-	7.1	29.9	15.0	2.5	17.5
2/3	161	161	41	61	2	1.0	1.0	0.2	2.1	47.8	3.1	1.0	4.1
3/1	699	699	-	-	-	0.0	0.2	-	0.2	0.8	0.0	0.2	0.2
4/1	502	502	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
5/1	983	983	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
5/2	586	586	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	401	401	-	-	-	2.5	0.6	-	3.0	27.1	8.1	0.6	8.7
6/2+6/3	201	201	-	-	-	2.3	2.0	-	4.2	75.8	5.2	2.0	7.2
7/1	437	437	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
8/2+8/1	408	408	-	-	-	3.6	1.5	-	5.2	45.6	9.7	1.5	11.3
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P7	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P8	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P9	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

LinSig V1 style report

Ped Link: P10	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1		PRC for Signalled Lanes (%):		7.7	Total Delay for Signalled Lanes (pcuHr):		35.70	Cycle Time (s):		96			
		PRC Over All Lanes (%):		7.7	Total Delay Over All Lanes(pcuHr):		36.77						

Stage Timings

Scenario 8: '2022 PM + Dev' (FG8: '2022 PM + Dev', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	5	2	30	4	21
Change Point	0	14	25	63	72

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: Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	C		1	17	-	315	1870	351	89.8%
1/2+1/3	Cheetham Hill Road (N) Ahead Right	U	N/A	N/A	B A		1	19:7	-	404	1940:1868	394+46	91.8 : 91.8%
2/2+2/1	Queens Road (E) Left Ahead	U	N/A	N/A	H G		1	28:66	-	758	1955:2037	416+403	92.5 : 92.5%
2/3	Queens Road (E) Right Ahead	O	N/A	N/A	H		1	28	-	121	1785	168	72.0%
3/1	Queens Road (E)	U	N/A	N/A	-		-	-	-	959	3000	3000	32.0%
4/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	1181	3000	3000	39.4%
5/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	586	1925	1925	30.4%
5/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	362	1925	1925	18.8%
6/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	D		1	41	-	699	1904	833	83.9%
6/2+6/3	Cheetham Hill Road (S) Right Ahead	U	N/A	N/A	E F		1	43:32	-	930	1940:1830	480+510	94.0 : 94.0%
7/1	Queens Road (W)	U	N/A	N/A	-		-	-	-	561	3000	3000	18.7%
8/2+8/1	Queens Road (W) Ahead Left	U	N/A	N/A	I		1	21	-	422	1950:1792	422+49	89.6 : 89.6%

LinSig V1 style report

Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	69	-	0	-	51750	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	20	-	0	-	15000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	20	-	0	-	15000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	20	-	0	-	15000	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	N		1	29	-	0	-	21750	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	N		1	29	-	0	-	21750	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	O		1	45	-	0	-	33750	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	P		1	40	-	0	-	30000	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	P		1	40	-	0	-	30000	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	N		1	29	-	0	-	21750	0.0%

LinSig V1 style report

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: Cheetham Hill Road / Queens Road	-	-	8	69	15	27.6	28.3	0.1	56.0	-	-	-	-
Cheetham Hill Road / Queens Road	-	-	8	69	15	27.6	28.3	0.1	56.0	-	-	-	-
1/1	315	315	-	-	-	3.3	3.7	-	7.0	80.0	8.1	3.7	11.8
1/2+1/3	404	404	-	-	-	4.2	4.5	-	8.7	77.6	9.5	4.5	14.0
2/2+2/1	758	758	-	-	-	4.3	5.2	-	9.5	45.1	13.8	5.2	19.0
2/3	121	121	8	69	15	0.8	1.2	0.1	2.1	63.7	2.4	1.2	3.6
3/1	959	959	-	-	-	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
4/1	1181	1181	-	-	-	0.0	0.3	-	0.3	1.0	0.0	0.3	0.3
5/1	586	586	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	362	362	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	699	699	-	-	-	4.7	2.5	-	7.2	36.9	16.5	2.5	19.0
6/2+6/3	930	930	-	-	-	6.1	6.4	-	12.6	48.7	14.4	6.4	20.8
7/1	561	561	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
8/2+8/1	422	422	-	-	-	4.1	3.7	-	7.9	67.2	10.2	3.7	13.9
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P7	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P8	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P9	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

LinSig V1 style report

Ped Link: P10	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1		PRC for Signalled Lanes (%):		-4.4		Total Delay for Signalled Lanes (pcuHr):		54.99		Cycle Time (s): 96			
		PRC Over All Lanes (%):		-4.4		Total Delay Over All Lanes(pcuHr):		56.00					

Stage Timings

Scenario 9: '2022 Sat + Dev' (FG9: '2022 Saturday + Dev', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	5	6	32	4	15
Change Point	0	14	29	69	78

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: Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
Cheetham Hill Road / Queens Road	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
1/1	Cheetham Hill Road (N) Left Ahead	U	N/A	N/A	C		1	21	-	381	1869	428	89.0%
1/2+1/3	Cheetham Hill Road (N) Ahead Right	U	N/A	N/A	B A		1	23:7	-	469	1940:1868	467+53	90.2 : 90.2%
2/2+2/1	Queens Road (E) Left Ahead	U	N/A	N/A	H G		1	22:62	-	793	1955:2037	308+590	88.3 : 88.3%
2/3	Queens Road (E) Right Ahead	O	N/A	N/A	H		1	22	-	115	1746	166	69.3%
3/1	Queens Road (E)	U	N/A	N/A	-		-	-	-	901	3000	3000	30.0%
4/1	Cheetham Hill Road (N)	U	N/A	N/A	-		-	-	-	915	3000	3000	30.5%
5/1	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	777	1925	1925	40.4%
5/2	Cheetham Hill Road (S)	U	N/A	N/A	-		-	-	-	421	1925	1925	21.9%
6/1	Cheetham Hill Road (S) Ahead Left	U	N/A	N/A	D		1	47	-	659	1900	950	69.4%
6/2+6/3	Cheetham Hill Road (S) Right Ahead	U	N/A	N/A	E F		1	49:34	-	754	1940:1830	251+586	90.1 : 90.1%
7/1	Queens Road (W)	U	N/A	N/A	-		-	-	-	435	3000	3000	14.5%
8/2+8/1	Queens Road (W) Ahead Left	U	N/A	N/A	I		1	15	-	278	1950:1792	313+38	79.2 : 79.2%

LinSig V1 style report

Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	65	-	0	-	48750	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	24	-	0	-	18000	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	L		1	24	-	0	-	18000	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	M		1	24	-	0	-	18000	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	N		1	23	-	0	-	17250	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	N		1	23	-	0	-	17250	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	O		1	39	-	0	-	29250	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	P		1	46	-	0	-	34500	0.0%
Ped Link: P9	Unnamed Ped Link	-	N/A	-	P		1	46	-	0	-	34500	0.0%
Ped Link: P10	Unnamed Ped Link	-	N/A	-	N		1	23	-	0	-	17250	0.0%

LinSig V1 style report

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: Cheetham Hill Road / Queens Road	-	-	21	87	2	24.3	20.2	0.0	44.5	-	-	-	-
Cheetham Hill Road / Queens Road	-	-	21	87	2	24.3	20.2	0.0	44.5	-	-	-	-
1/1	381	381	-	-	-	3.8	3.5	-	7.3	69.0	9.7	3.5	13.2
1/2+1/3	469	469	-	-	-	4.7	4.0	-	8.7	66.8	11.1	4.0	15.0
2/2+2/1	793	793	-	-	-	3.6	3.5	-	7.2	32.6	8.7	3.5	12.2
2/3	115	115	21	87	2	0.9	1.1	0.0	2.1	65.1	2.5	1.1	3.6
3/1	901	901	-	-	-	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
4/1	915	915	-	-	-	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
5/1	777	777	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
5/2	421	421	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	659	659	-	-	-	3.4	1.1	-	4.5	24.5	13.4	1.1	14.5
6/2+6/3	754	754	-	-	-	4.9	4.1	-	9.0	43.1	14.3	4.1	18.4
7/1	435	435	-	-	-	0.0	0.1	-	0.1	0.7	0.0	0.1	0.1
8/2+8/1	278	278	-	-	-	2.9	1.8	-	4.7	61.4	6.4	1.8	8.2
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P5	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P6	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P7	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P8	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P9	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

LinSig V1 style report

Ped Link: P10	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1		PRC for Signalled Lanes (%):		-0.2		Total Delay for Signalled Lanes (pcuHr):		43.51		Cycle Time (s): 96			
		PRC Over All Lanes (%):		-0.2		Total Delay Over All Lanes(pcuHr):		44.51					

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2018			
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Filename: Elizabeth Street - Cheetham Hill Retail Park.j9

Path: \\uklds2pfpsw001\UKLDS2PFPSW001-V1TP\PROJECTS\Development - Sports Direct\Cheetham Hill\Modelling\Elizabeth Street - Cheetham Hill Retail Park

Report generation date: 31/08/2018 15:13:09

- »BASE 2017, AM
- »BASE 2017, PM
- »BASE 2017, SAT
- »BASE 2022, AM
- »BASE 2022, PM
- »BASE 2022, SAT
- »BASE 2022 + DEVELOPMENT, AM
- »BASE 2022 + DEVELOPMENT, PM
- »BASE 2022 + DEVELOPMENT, SAT

Summary of junction performance

	AM				PM				SAT			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
BASE 2017												
Stream B-C	0.0	5.31	0.01	A	0.2	6.14	0.16	A	0.3	7.42	0.26	A
Stream B-A	0.0	6.08	0.01	A	0.1	7.69	0.10	A	0.2	8.70	0.19	A
Stream C-AB	0.0	5.86	0.01	A	0.2	6.74	0.16	A	0.3	7.45	0.21	A
BASE 2022												
Stream B-C	0.0	5.37	0.01	A	0.2	6.30	0.17	A	0.4	7.83	0.28	A
Stream B-A	0.0	6.17	0.01	A	0.1	8.02	0.11	A	0.3	9.23	0.21	A
Stream C-AB	0.0	5.93	0.01	A	0.2	6.90	0.18	A	0.3	7.72	0.22	A
BASE 2022 + DEVELOPMENT												
Stream B-C	0.0	4.76	0.02	A	0.3	6.68	0.20	A	0.6	9.70	0.38	A
Stream B-A	0.0	7.34	0.03	A	0.2	8.69	0.16	A	0.5	12.00	0.34	B
Stream C-AB	0.0	6.09	0.03	A	0.3	7.23	0.21	A	0.4	8.67	0.30	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	(untitled)
Location	
Site number	
Date	07/07/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\smithsonn
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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 segment length (min)
D1	BASE 2017	AM	ONE HOUR	07:45	09:15	15
D2	BASE 2017	PM	ONE HOUR	16:45	18:15	15
D3	BASE 2017	SAT	ONE HOUR	14:45	16:15	15
D4	BASE 2022	AM	ONE HOUR	07:45	09:15	15
D5	BASE 2022	PM	ONE HOUR	16:45	18:15	15
D6	BASE 2022	SAT	ONE HOUR	14:45	16:15	15
D7	BASE 2022 + DEVELOPMENT	AM	ONE HOUR	07:45	09:15	15
D8	BASE 2022 + DEVELOPMENT	PM	ONE HOUR	16:45	18:15	15
D9	BASE 2022 + DEVELOPMENT	SAT	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

BASE 2017, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - BASE 2022 + DEVELOPMENT, PM	Demand Set 8: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Elizabeth Street (NW)		Major
B	Cheetham Hill Retail Park		Minor
C	Elizabeth Street (SE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.16		✓	2.50	200.0	✓	3.00

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	3.83	2.80	2.80	2.80		1.00	56	200

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	715	0.124	0.313	0.197	0.446
1	B-C	783	0.114	0.288	-	-
1	C-B	712	0.262	0.262	-	-

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 segment length (min)
D1	BASE 2017	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	320	100.000
B		✓	7	100.000
C		✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	9	311
	B	3	0	4
	C	40	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	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 (Veh)	Max LOS
B-C	0.01	5.31	0.0	A
B-A	0.01	6.08	0.0	A
C-AB	0.01	5.86	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	3	714	0.004	3	0.0	5.059	A
B-A	2	633	0.004	2	0.0	5.704	A
C-AB	4	649	0.006	4	0.0	5.577	A
C-A	30			30			
A-B	7			7			
A-C	234			234			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	4	701	0.005	4	0.0	5.161	A
B-A	3	617	0.004	3	0.0	5.855	A
C-AB	4	637	0.007	4	0.0	5.691	A
C-A	36			36			
A-B	8			8			
A-C	280			280			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	4	683	0.006	4	0.0	5.307	A
B-A	3	596	0.006	3	0.0	6.077	A
C-AB	6	620	0.009	5	0.0	5.858	A
C-A	44			44			
A-B	10			10			
A-C	342			342			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	4	683	0.006	4	0.0	5.307	A
B-A	3	596	0.006	3	0.0	6.078	A
C-AB	6	620	0.009	6	0.0	5.858	A
C-A	44			44			
A-B	10			10			
A-C	342			342			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	4	701	0.005	4	0.0	5.161	A
B-A	3	617	0.004	3	0.0	5.855	A
C-AB	4	637	0.007	5	0.0	5.694	A
C-A	36			36			
A-B	8			8			
A-C	280			280			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	3	714	0.004	3	0.0	5.061	A
B-A	2	633	0.004	2	0.0	5.706	A
C-AB	4	649	0.006	4	0.0	5.577	A
C-A	30			30			
A-B	7			7			
A-C	234			234			

BASE 2017, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - BASE 2022 + DEVELOPMENT, PM	Demand Set 8: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.96	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 segment length (min)
D2	BASE 2017	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	260	100.000
B		✓	147	100.000
C		✓	420	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	71	189
	B	48	0	99
	C	325	95	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 (Veh)	Max LOS
B-C	0.16	6.14	0.2	A
B-A	0.10	7.69	0.1	A
C-AB	0.16	6.74	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	75	725	0.103	74	0.1	5.531	A
B-A	36	583	0.062	36	0.1	6.574	A
C-AB	72	661	0.108	71	0.1	6.093	A
C-A	245			245			
A-B	53			53			
A-C	142			142			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	89	712	0.125	89	0.1	5.773	A
B-A	43	557	0.077	43	0.1	7.003	A
C-AB	85	652	0.131	85	0.1	6.354	A
C-A	292			292			
A-B	64			64			
A-C	170			170			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	109	695	0.157	109	0.2	6.138	A
B-A	53	521	0.101	53	0.1	7.687	A
C-AB	105	639	0.164	105	0.2	6.737	A
C-A	358			358			
A-B	78			78			
A-C	208			208			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	109	695	0.157	109	0.2	6.141	A
B-A	53	521	0.101	53	0.1	7.691	A
C-AB	105	639	0.164	105	0.2	6.740	A
C-A	358			358			
A-B	78			78			
A-C	208			208			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	89	712	0.125	89	0.1	5.777	A
B-A	43	557	0.077	43	0.1	7.008	A
C-AB	85	652	0.131	86	0.2	6.363	A
C-A	292			292			
A-B	64			64			
A-C	170			170			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	75	724	0.103	75	0.1	5.540	A
B-A	36	583	0.062	36	0.1	6.587	A
C-AB	72	661	0.108	72	0.1	6.105	A
C-A	245			245			
A-B	53			53			
A-C	142			142			

BASE 2017, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - BASE 2022 + DEVELOPMENT, PM	Demand Set 8: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.00	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 segment length (min)
D3	BASE 2017	SAT	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	367	100.000
B		✓	239	100.000
C		✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	125	242
	B	86	0	153
	C	191	113	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 (Veh)	Max LOS
B-C	0.26	7.42	0.3	A
B-A	0.19	8.70	0.2	A
C-AB	0.21	7.45	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	115	699	0.165	114	0.2	6.155	A
B-A	65	578	0.112	64	0.1	7.007	A
C-AB	85	640	0.133	85	0.2	6.471	A
C-A	144			144			
A-B	94			94			
A-C	182			182			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	138	680	0.202	137	0.3	6.626	A
B-A	77	549	0.141	77	0.2	7.625	A
C-AB	102	627	0.162	102	0.2	6.855	A
C-A	172			172			
A-B	112			112			
A-C	218			218			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	168	653	0.258	168	0.3	7.418	A
B-A	95	509	0.186	94	0.2	8.684	A
C-AB	125	608	0.205	125	0.3	7.439	A
C-A	210			210			
A-B	138			138			
A-C	266			266			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	168	653	0.258	168	0.3	7.425	A
B-A	95	509	0.186	95	0.2	8.697	A
C-AB	125	608	0.205	125	0.3	7.445	A
C-A	210			210			
A-B	138			138			
A-C	266			266			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	138	680	0.202	138	0.3	6.645	A
B-A	77	549	0.141	78	0.2	7.643	A
C-AB	102	627	0.162	102	0.2	6.864	A
C-A	172			172			
A-B	112			112			
A-C	218			218			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	115	698	0.165	115	0.2	6.177	A
B-A	65	577	0.112	65	0.1	7.031	A
C-AB	85	640	0.133	85	0.2	6.490	A
C-A	144			144			
A-B	94			94			
A-C	182			182			

BASE 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - BASE 2022 + DEVELOPMENT, PM	Demand Set 8: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.17	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 segment length (min)
D4	BASE 2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	345	100.000
B		✓	7	100.000
C		✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	10	335
	B	3	0	4
	C	43	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	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 (Veh)	Max LOS
B-C	0.01	5.37	0.0	A
B-A	0.01	6.17	0.0	A
C-AB	0.01	5.93	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	3	709	0.004	3	0.0	5.097	A
B-A	2	627	0.004	2	0.0	5.760	A
C-AB	4	644	0.006	4	0.0	5.620	A
C-A	32			32			
A-B	8			8			
A-C	252			252			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	4	695	0.005	4	0.0	5.208	A
B-A	3	610	0.004	3	0.0	5.926	A
C-AB	4	631	0.007	4	0.0	5.745	A
C-A	39			39			
A-B	9			9			
A-C	301			301			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	4	675	0.007	4	0.0	5.369	A
B-A	3	586	0.006	3	0.0	6.172	A
C-AB	6	613	0.009	5	0.0	5.927	A
C-A	47			47			
A-B	11			11			
A-C	369			369			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	4	675	0.007	4	0.0	5.369	A
B-A	3	586	0.006	3	0.0	6.172	A
C-AB	6	613	0.009	6	0.0	5.927	A
C-A	47			47			
A-B	11			11			
A-C	369			369			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	4	695	0.005	4	0.0	5.208	A
B-A	3	610	0.004	3	0.0	5.929	A
C-AB	4	631	0.007	5	0.0	5.747	A
C-A	39			39			
A-B	9			9			
A-C	301			301			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	3	709	0.004	3	0.0	5.097	A
B-A	2	627	0.004	2	0.0	5.760	A
C-AB	4	644	0.006	4	0.0	5.620	A
C-A	32			32			
A-B	8			8			
A-C	252			252			

BASE 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - BASE 2022 + DEVELOPMENT, PM	Demand Set 8: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.02	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 segment length (min)
D5	BASE 2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	279	100.000
B		✓	158	100.000
C		✓	451	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	76	203
	B	52	0	106
	C	349	102	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 (Veh)	Max LOS
B-C	0.17	6.30	0.2	A
B-A	0.11	8.02	0.1	A
C-AB	0.18	6.90	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	80	720	0.111	79	0.1	5.616	A
B-A	39	573	0.068	39	0.1	6.732	A
C-AB	77	658	0.117	76	0.1	6.187	A
C-A	263			263			
A-B	57			57			
A-C	153			153			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	95	707	0.135	95	0.2	5.884	A
B-A	47	545	0.086	47	0.1	7.220	A
C-AB	92	647	0.142	92	0.2	6.475	A
C-A	314			314			
A-B	68			68			
A-C	182			182			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	117	688	0.170	117	0.2	6.300	A
B-A	57	506	0.113	57	0.1	8.011	A
C-AB	113	634	0.178	112	0.2	6.898	A
C-A	384			384			
A-B	84			84			
A-C	224			224			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	117	688	0.170	117	0.2	6.303	A
B-A	57	506	0.113	57	0.1	8.018	A
C-AB	113	634	0.178	113	0.2	6.905	A
C-A	384			384			
A-B	84			84			
A-C	224			224			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	95	707	0.135	95	0.2	5.891	A
B-A	47	545	0.086	47	0.1	7.226	A
C-AB	92	647	0.142	92	0.2	6.482	A
C-A	314			314			
A-B	68			68			
A-C	182			182			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	80	720	0.111	80	0.1	5.629	A
B-A	39	573	0.068	39	0.1	6.746	A
C-AB	77	658	0.117	77	0.1	6.202	A
C-A	263			263			
A-B	57			57			
A-C	153			153			

BASE 2022, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - BASE 2022 + DEVELOPMENT, PM	Demand Set 8: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.15	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 segment length (min)
D6	BASE 2022	SAT	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	394	100.000
B		✓	257	100.000
C		✓	327	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	134	260
	B	92	0	165
	C	205	122	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 (Veh)	Max LOS
B-C	0.28	7.83	0.4	A
B-A	0.21	9.23	0.3	A
C-AB	0.22	7.72	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	124	692	0.180	123	0.2	6.323	A
B-A	69	567	0.122	69	0.1	7.221	A
C-AB	92	635	0.145	91	0.2	6.611	A
C-A	154			154			
A-B	101			101			
A-C	196			196			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	148	672	0.221	148	0.3	6.870	A
B-A	83	536	0.154	83	0.2	7.943	A
C-AB	110	621	0.177	110	0.2	7.046	A
C-A	184			184			
A-B	120			120			
A-C	234			234			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	182	642	0.283	181	0.4	7.808	A
B-A	101	491	0.206	101	0.3	9.206	A
C-AB	135	601	0.224	135	0.3	7.711	A
C-A	225			225			
A-B	148			148			
A-C	286			286			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	182	642	0.283	182	0.4	7.825	A
B-A	101	491	0.206	101	0.3	9.232	A
C-AB	135	601	0.224	135	0.3	7.720	A
C-A	225			225			
A-B	148			148			
A-C	286			286			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	148	672	0.221	149	0.3	6.893	A
B-A	83	535	0.154	83	0.2	7.961	A
C-AB	110	621	0.177	110	0.2	7.056	A
C-A	184			184			
A-B	120			120			
A-C	234			234			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	124	692	0.180	124	0.2	6.352	A
B-A	69	566	0.122	69	0.1	7.250	A
C-AB	92	635	0.145	92	0.2	6.632	A
C-A	154			154			
A-B	101			101			
A-C	196			196			

BASE 2022 + DEVELOPMENT, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - BASE 2022 + DEVELOPMENT, PM	Demand Set 8: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.56	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 segment length (min)
D7	BASE 2022 + DEVELOPMENT	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	357	100.000
B		✓	24	100.000
C		✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	22	335
	B	12	0	12
	C	43	17	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 (Veh)	Max LOS
B-C	0.02	4.76	0.0	A
B-A	0.03	7.34	0.0	A
C-AB	0.03	6.09	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	9	811	0.011	9	0.0	4.489	A
B-A	9	541	0.017	9	0.0	6.762	A
C-AB	13	642	0.020	13	0.0	5.722	A
C-A	32			32			
A-B	17			17			
A-C	252			252			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	11	794	0.014	11	0.0	4.598	A
B-A	11	526	0.021	11	0.0	6.991	A
C-AB	15	628	0.024	15	0.0	5.872	A
C-A	39			39			
A-B	20			20			
A-C	301			301			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	13	770	0.017	13	0.0	4.759	A
B-A	13	504	0.026	13	0.0	7.335	A
C-AB	19	609	0.031	19	0.0	6.094	A
C-A	47			47			
A-B	24			24			
A-C	369			369			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	13	770	0.017	13	0.0	4.759	A
B-A	13	504	0.026	13	0.0	7.336	A
C-AB	19	609	0.031	19	0.0	6.094	A
C-A	47			47			
A-B	24			24			
A-C	369			369			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	11	794	0.014	11	0.0	4.600	A
B-A	11	526	0.021	11	0.0	6.995	A
C-AB	15	628	0.024	15	0.0	5.875	A
C-A	39			39			
A-B	20			20			
A-C	301			301			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	9	811	0.011	9	0.0	4.489	A
B-A	9	541	0.017	9	0.0	6.763	A
C-AB	13	642	0.020	13	0.0	5.724	A
C-A	32			32			
A-B	17			17			
A-C	252			252			

BASE 2022 + DEVELOPMENT, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - BASE 2022 + DEVELOPMENT, PM	Demand Set 8: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.41	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 segment length (min)
D8	BASE 2022 + DEVELOPMENT	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	298	100.000
B		✓	196	100.000
C		✓	468	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	95	203
	B	72	0	124
	C	349	119	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 (Veh)	Max LOS
B-C	0.20	6.68	0.3	A
B-A	0.16	8.69	0.2	A
C-AB	0.21	7.23	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	93	713	0.131	93	0.1	5.801	A
B-A	54	565	0.096	54	0.1	7.030	A
C-AB	90	654	0.137	89	0.2	6.364	A
C-A	263			263			
A-B	72			72			
A-C	153			153			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	111	698	0.160	111	0.2	6.139	A
B-A	65	535	0.121	65	0.1	7.645	A
C-AB	107	644	0.167	107	0.2	6.708	A
C-A	314			314			
A-B	85			85			
A-C	182			182			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	137	675	0.202	136	0.3	6.678	A
B-A	79	494	0.161	79	0.2	8.681	A
C-AB	132	630	0.209	131	0.3	7.221	A
C-A	384			384			
A-B	105			105			
A-C	224			224			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	137	675	0.202	137	0.3	6.685	A
B-A	79	493	0.161	79	0.2	8.692	A
C-AB	132	630	0.209	132	0.3	7.226	A
C-A	384			384			
A-B	105			105			
A-C	224			224			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	111	697	0.160	112	0.2	6.151	A
B-A	65	535	0.121	65	0.1	7.658	A
C-AB	107	644	0.167	107	0.2	6.720	A
C-A	314			314			
A-B	85			85			
A-C	182			182			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	93	713	0.131	94	0.2	5.818	A
B-A	54	565	0.096	54	0.1	7.053	A
C-AB	90	654	0.137	90	0.2	6.380	A
C-A	263			263			
A-B	72			72			
A-C	153			153			

BASE 2022 + DEVELOPMENT, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - BASE 2022 + DEVELOPMENT, PM	Demand Set 8: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.41	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 segment length (min)
D9	BASE 2022 + DEVELOPMENT	SAT	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	437	100.000
B		✓	345	100.000
C		✓	364	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	177	260
	B	139	0	206
	C	205	159	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 (Veh)	Max LOS
B-C	0.38	9.70	0.6	A
B-A	0.34	12.00	0.5	B
C-AB	0.30	8.67	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	155	672	0.231	154	0.3	6.928	A
B-A	105	547	0.191	104	0.2	8.111	A
C-AB	120	627	0.191	119	0.2	7.071	A
C-A	154			154			
A-B	133			133			
A-C	196			196			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	185	644	0.287	185	0.4	7.825	A
B-A	125	509	0.245	125	0.3	9.352	A
C-AB	143	612	0.235	143	0.3	7.679	A
C-A	184			184			
A-B	159			159			
A-C	234			234			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	227	599	0.379	226	0.6	9.639	A
B-A	153	453	0.338	152	0.5	11.929	B
C-AB	177	592	0.299	176	0.4	8.647	A
C-A	224			224			
A-B	195			195			
A-C	286			286			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	227	598	0.379	227	0.6	9.696	A
B-A	153	453	0.338	153	0.5	12.004	B
C-AB	177	592	0.299	177	0.4	8.666	A
C-A	224			224			
A-B	195			195			
A-C	286			286			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	185	644	0.288	186	0.4	7.879	A
B-A	125	509	0.246	126	0.3	9.417	A
C-AB	143	612	0.235	144	0.3	7.705	A
C-A	184			184			
A-B	159			159			
A-C	234			234			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	155	672	0.231	156	0.3	6.982	A
B-A	105	546	0.192	105	0.2	8.172	A
C-AB	120	627	0.191	120	0.2	7.104	A
C-A	154			154			
A-B	133			133			
A-C	196			196			

Junctions 9			
PICADY 9 - Priority Intersection Module			
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Report generation date: 02/10/2018 11:06:22

»2017, AM
»2017, PM
»2017, Saturday
»2022, AM
»2022, PM
»2022, Saturday
»2022 + Dev, AM
»2022 + Dev, PM
»2022 + Dev, Saturday

Summary of junction performance

	AM				PM				Saturday			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2017												
Stream B-C	0.1	5.67	0.06	A	1.0	11.10	0.50	B	0.7	9.03	0.41	A
Stream B-A	0.0	11.69	0.01	B	0.1	13.28	0.08	B	0.1	11.86	0.06	B
Stream C-AB	1.6	14.94	0.60	B	0.8	11.51	0.43	B	1.6	15.57	0.60	C
2022												
Stream B-C	0.1	5.79	0.06	A	1.2	12.56	0.55	B	0.8	9.80	0.45	A
Stream B-A	0.0	12.73	0.02	B	0.1	15.16	0.10	C	0.1	13.07	0.07	B
Stream C-AB	2.1	16.85	0.66	C	0.9	12.41	0.47	B	2.0	17.83	0.66	C
2022 + Dev												
Stream B-C	0.1	5.88	0.08	A	0.1	6.34	0.10	A	1.1	11.41	0.52	B
Stream B-A	0.0	13.01	0.02	B	0.1	13.06	0.08	B	0.1	14.90	0.08	B
Stream C-AB	2.4	17.87	0.68	C	1.1	13.21	0.51	B	3.1	22.60	0.75	C

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	Elizabeth Street / Queens Street
Location	
Site number	
Date	07/07/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EU\smithsonn
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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 segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15
D2	2017	PM	ONE HOUR	16:45	18:15	15
D3	2017	Saturday	ONE HOUR	14:45	16:15	15
D4	2022	AM	ONE HOUR	07:45	09:15	15
D5	2022	PM	ONE HOUR	16:45	18:15	15
D6	2022	Saturday	ONE HOUR	14:45	16:15	15
D7	2022 + Dev	AM	ONE HOUR	07:45	09:15	15
D8	2022 + Dev	PM	ONE HOUR	16:45	18:15	15
D9	2022 + Dev	Saturday	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017, AM

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Elizabeth Street / Queens Street	T-Junction	Two-way	4.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Queens Road (E)		Major
B	Elizabeth Street (S)		Minor
C	Elizabeth Street (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30		✓	2.50	110.0	✓	4.00

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	9.10	7.10	4.35	3.89	3.89		1.00	250	126

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	634	0.109	0.275	0.173	0.393
1	B-C	804	0.116	0.294	-	-
1	C-B	658	0.241	0.241	-	-

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 segment length (min)
D1	2017	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	402	100.000
B		✓	40	100.000
C		✓	666	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	15	387
	B	4	0	36
	C	365	301	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	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 (Veh)	Max LOS
B-C	0.06	5.67	0.1	A
B-A	0.01	11.69	0.0	B
C-AB	0.60	14.94	1.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	27	715	0.038	27	0.0	5.227	A
B-A	3	416	0.007	3	0.0	8.726	A
C-AB	229	592	0.387	226	0.6	9.792	A
C-A	272			272			
A-B	11			11			
A-C	291			291			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	32	698	0.046	32	0.0	5.406	A
B-A	4	372	0.010	4	0.0	9.765	A
C-AB	278	588	0.473	277	0.9	11.550	B
C-A	320			320			
A-B	13			13			
A-C	348			348			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	40	674	0.059	40	0.1	5.672	A
B-A	4	313	0.014	4	0.0	11.655	B
C-AB	363	604	0.600	360	1.6	14.643	B
C-A	371			371			
A-B	17			17			
A-C	426			426			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	40	674	0.059	40	0.1	5.673	A
B-A	4	312	0.014	4	0.0	11.690	B
C-AB	363	604	0.600	363	1.6	14.940	B
C-A	371			371			
A-B	17			17			
A-C	426			426			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	32	698	0.046	32	0.0	5.409	A
B-A	4	371	0.010	4	0.0	9.803	A
C-AB	278	588	0.473	281	0.9	11.834	B
C-A	320			320			
A-B	13			13			
A-C	348			348			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	27	715	0.038	27	0.0	5.232	A
B-A	3	414	0.007	3	0.0	8.759	A
C-AB	229	592	0.387	230	0.6	9.989	A
C-A	272			272			
A-B	11			11			
A-C	291			291			

2017, PM

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Elizabeth Street / Queens Street	T-Junction	Two-way	4.29	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 segment length (min)
D2	2017	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	475	100.000
B		✓	312	100.000
C		✓	594	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	39	436
	B	21	0	291
	C	387	207	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 (Veh)	Max LOS
B-C	0.50	11.10	1.0	B
B-A	0.08	13.28	0.1	B
C-AB	0.43	11.51	0.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	219	697	0.314	217	0.5	7.474	A
B-A	16	416	0.038	16	0.0	8.987	A
C-AB	156	574	0.272	155	0.4	8.558	A
C-A	291			291			
A-B	29			29			
A-C	328			328			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	262	675	0.387	261	0.6	8.669	A
B-A	19	367	0.051	19	0.1	10.337	B
C-AB	188	560	0.335	187	0.5	9.636	A
C-A	346			346			
A-B	35			35			
A-C	392			392			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	320	645	0.497	319	1.0	11.007	B
B-A	23	295	0.078	23	0.1	13.229	B
C-AB	234	547	0.428	233	0.8	11.438	B
C-A	420			420			
A-B	43			43			
A-C	480			480			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	320	645	0.497	320	1.0	11.100	B
B-A	23	294	0.079	23	0.1	13.279	B
C-AB	234	547	0.428	234	0.8	11.508	B
C-A	420			420			
A-B	43			43			
A-C	480			480			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	262	675	0.387	263	0.6	8.758	A
B-A	19	366	0.052	19	0.1	10.380	B
C-AB	188	560	0.335	189	0.5	9.714	A
C-A	346			346			
A-B	35			35			
A-C	392			392			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	219	697	0.314	220	0.5	7.558	A
B-A	16	415	0.038	16	0.0	9.022	A
C-AB	156	574	0.272	157	0.4	8.642	A
C-A	291			291			
A-B	29			29			
A-C	328			328			

2017, Saturday

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Elizabeth Street / Queens Street	T-Junction	Two-way	6.11	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 segment length (min)
D3	2017	Saturday	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	403	100.000
B		✓	268	100.000
C		✓	530	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	57	346
	B	18	0	250
	C	227	303	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 (Veh)	Max LOS
B-C	0.41	9.03	0.7	A
B-A	0.06	11.86	0.1	B
C-AB	0.60	15.57	1.6	C
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	188	716	0.263	187	0.4	6.780	A
B-A	14	431	0.031	13	0.0	8.623	A
C-AB	230	589	0.390	227	0.6	9.871	A
C-A	169			169			
A-B	43			43			
A-C	260			260			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	225	699	0.322	224	0.5	7.578	A
B-A	16	387	0.042	16	0.0	9.713	A
C-AB	277	582	0.477	276	0.9	11.744	B
C-A	199			199			
A-B	51			51			
A-C	311			311			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	275	674	0.409	274	0.7	8.994	A
B-A	20	324	0.061	20	0.1	11.815	B
C-AB	354	585	0.605	351	1.5	15.262	C
C-A	230			230			
A-B	63			63			
A-C	381			381			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	275	674	0.409	275	0.7	9.034	A
B-A	20	323	0.061	20	0.1	11.862	B
C-AB	354	585	0.605	354	1.6	15.572	C
C-A	230			230			
A-B	63			63			
A-C	381			381			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	225	699	0.322	226	0.5	7.621	A
B-A	16	385	0.042	16	0.0	9.763	A
C-AB	277	582	0.477	280	1.0	12.026	B
C-A	199			199			
A-B	51			51			
A-C	311			311			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	188	716	0.263	189	0.4	6.831	A
B-A	14	429	0.032	14	0.0	8.665	A
C-AB	230	589	0.390	231	0.7	10.076	B
C-A	169			169			
A-B	43			43			
A-C	260			260			

2022, AM

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Elizabeth Street / Queens Street	T-Junction	Two-way	5.16	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 segment length (min)
D4	2022	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	433	100.000
B		✓	43	100.000
C		✓	717	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	16	417
	B	4	0	39
	C	393	324	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 (Veh)	Max LOS
B-C	0.06	5.79	0.1	A
B-A	0.02	12.73	0.0	B
C-AB	0.66	16.85	2.1	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	709	0.041	29	0.0	5.296	A
B-A	3	399	0.008	3	0.0	9.095	A
C-AB	248	589	0.421	245	0.7	10.373	B
C-A	292			292			
A-B	12			12			
A-C	314			314			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	35	690	0.051	35	0.1	5.495	A
B-A	4	352	0.010	4	0.0	10.330	B
C-AB	304	590	0.516	303	1.1	12.490	B
C-A	340			340			
A-B	14			14			
A-C	375			375			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	43	664	0.065	43	0.1	5.794	A
B-A	4	288	0.015	4	0.0	12.671	B
C-AB	409	624	0.656	406	2.0	16.319	C
C-A	380			380			
A-B	18			18			
A-C	459			459			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	43	664	0.065	43	0.1	5.794	A
B-A	4	287	0.015	4	0.0	12.730	B
C-AB	409	624	0.656	409	2.1	16.847	C
C-A	380			380			
A-B	18			18			
A-C	459			459			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	35	690	0.051	35	0.1	5.498	A
B-A	4	350	0.010	4	0.0	10.391	B
C-AB	304	590	0.516	308	1.1	12.961	B
C-A	340			340			
A-B	14			14			
A-C	375			375			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	29	709	0.041	29	0.0	5.301	A
B-A	3	397	0.008	3	0.0	9.138	A
C-AB	248	589	0.421	249	0.8	10.643	B
C-A	292			292			
A-B	12			12			
A-C	314			314			

2022, PM

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Elizabeth Street / Queens Street	T-Junction	Two-way	4.78	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 segment length (min)
D5	2022	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	511	100.000
B		✓	336	100.000
C		✓	638	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	42	469
	B	23	0	313
	C	416	222	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 (Veh)	Max LOS
B-C	0.55	12.56	1.2	B
B-A	0.10	15.16	0.1	C
C-AB	0.47	12.41	0.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	689	0.342	234	0.5	7.877	A
B-A	17	398	0.044	17	0.0	9.449	A
C-AB	168	568	0.295	166	0.4	8.917	A
C-A	312			312			
A-B	32			32			
A-C	353			353			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	281	665	0.423	281	0.7	9.342	A
B-A	21	344	0.060	21	0.1	11.140	B
C-AB	202	554	0.364	201	0.6	10.177	B
C-A	372			372			
A-B	38			38			
A-C	422			422			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	345	631	0.546	343	1.2	12.407	B
B-A	25	264	0.096	25	0.1	15.069	C
C-AB	255	545	0.467	253	0.9	12.304	B
C-A	448			448			
A-B	46			46			
A-C	516			516			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	345	631	0.546	345	1.2	12.561	B
B-A	25	263	0.096	25	0.1	15.162	C
C-AB	255	545	0.467	255	0.9	12.407	B
C-A	448			448			
A-B	46			46			
A-C	516			516			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	281	665	0.423	283	0.7	9.474	A
B-A	21	342	0.060	21	0.1	11.205	B
C-AB	202	554	0.364	203	0.6	10.285	B
C-A	372			372			
A-B	38			38			
A-C	422			422			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	688	0.342	237	0.5	7.981	A
B-A	17	397	0.044	17	0.0	9.499	A
C-AB	168	568	0.295	168	0.4	9.021	A
C-A	312			312			
A-B	32			32			
A-C	353			353			

2022, Saturday

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Elizabeth Street / Queens Street	T-Junction	Two-way	6.96	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 segment length (min)
D6	2022	Saturday	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	433	100.000
B		✓	288	100.000
C		✓	570	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	61	372
	B	19	0	269
	C	244	326	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 (Veh)	Max LOS
B-C	0.45	9.80	0.8	A
B-A	0.07	13.07	0.1	B
C-AB	0.66	17.83	2.0	C
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	203	710	0.285	201	0.4	7.054	A
B-A	14	414	0.035	14	0.0	8.994	A
C-AB	248	586	0.423	245	0.7	10.472	B
C-A	181			181			
A-B	46			46			
A-C	280			280			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	242	691	0.350	241	0.5	8.001	A
B-A	17	366	0.047	17	0.0	10.311	B
C-AB	301	581	0.519	300	1.1	12.764	B
C-A	211			211			
A-B	55			55			
A-C	334			334			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	296	663	0.446	295	0.8	9.747	A
B-A	21	298	0.070	21	0.1	12.999	B
C-AB	393	595	0.660	389	2.0	17.277	C
C-A	235			235			
A-B	67			67			
A-C	410			410			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	296	663	0.447	296	0.8	9.804	A
B-A	21	296	0.071	21	0.1	13.073	B
C-AB	393	595	0.660	392	2.0	17.833	C
C-A	235			235			
A-B	67			67			
A-C	410			410			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	242	691	0.350	243	0.5	8.058	A
B-A	17	364	0.047	17	0.0	10.385	B
C-AB	301	581	0.519	305	1.1	13.233	B
C-A	211			211			
A-B	55			55			
A-C	334			334			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	203	710	0.285	203	0.4	7.116	A
B-A	14	412	0.035	14	0.0	9.048	A
C-AB	248	586	0.423	249	0.8	10.751	B
C-A	181			181			
A-B	46			46			
A-C	280			280			

2022 + Dev, AM

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Elizabeth Street / Queens Street	T-Junction	Two-way	5.68	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 segment length (min)
D7	2022 + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	433	100.000
B		✓	51	100.000
C		✓	730	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	16	417
	B	4	0	47
	C	393	337	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 (Veh)	Max LOS
B-C	0.08	5.88	0.1	A
B-A	0.02	13.01	0.0	B
C-AB	0.68	17.87	2.4	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	35	709	0.050	35	0.1	5.344	A
B-A	3	395	0.008	3	0.0	9.185	A
C-AB	258	591	0.437	255	0.8	10.639	B
C-A	291			291			
A-B	12			12			
A-C	314			314			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	690	0.061	42	0.1	5.556	A
B-A	4	347	0.010	4	0.0	10.471	B
C-AB	319	594	0.536	317	1.2	12.936	B
C-A	338			338			
A-B	14			14			
A-C	375			375			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	52	664	0.078	52	0.1	5.878	A
B-A	4	283	0.016	4	0.0	12.936	B
C-AB	435	638	0.682	431	2.3	17.185	C
C-A	369			369			
A-B	18			18			
A-C	459			459			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	52	664	0.078	52	0.1	5.878	A
B-A	4	281	0.016	4	0.0	13.008	B
C-AB	435	638	0.682	435	2.4	17.875	C
C-A	369			369			
A-B	18			18			
A-C	459			459			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	42	690	0.061	42	0.1	5.558	A
B-A	4	345	0.010	4	0.0	10.542	B
C-AB	319	594	0.536	323	1.3	13.532	B
C-A	338			338			
A-B	14			14			
A-C	375			375			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	35	709	0.050	35	0.1	5.347	A
B-A	3	393	0.008	3	0.0	9.231	A
C-AB	258	591	0.437	260	0.8	10.954	B
C-A	291			291			
A-B	12			12			
A-C	314			314			

2022 + Dev, PM

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Elizabeth Street / Queens Street	T-Junction	Two-way	3.16	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 segment length (min)
D8	2022 + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	511	100.000
B		✓	82	100.000
C		✓	657	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	42	469
	B	23	0	59
	C	416	241	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 (Veh)	Max LOS
B-C	0.10	6.34	0.1	A
B-A	0.08	13.06	0.1	B
C-AB	0.51	13.21	1.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	44	689	0.064	44	0.1	5.581	A
B-A	17	407	0.043	17	0.0	9.221	A
C-AB	182	569	0.321	181	0.5	9.208	A
C-A	312			312			
A-B	32			32			
A-C	353			353			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	53	666	0.080	53	0.1	5.876	A
B-A	21	363	0.057	21	0.1	10.525	B
C-AB	220	557	0.395	220	0.7	10.644	B
C-A	370			370			
A-B	38			38			
A-C	422			422			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	65	632	0.103	65	0.1	6.340	A
B-A	25	302	0.084	25	0.1	13.023	B
C-AB	281	553	0.507	279	1.1	13.065	B
C-A	443			443			
A-B	46			46			
A-C	516			516			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	65	632	0.103	65	0.1	6.344	A
B-A	25	301	0.084	25	0.1	13.061	B
C-AB	281	553	0.507	281	1.1	13.210	B
C-A	443			443			
A-B	46			46			
A-C	516			516			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	53	665	0.080	53	0.1	5.882	A
B-A	21	362	0.057	21	0.1	10.561	B
C-AB	220	557	0.395	222	0.7	10.793	B
C-A	370			370			
A-B	38			38			
A-C	422			422			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	44	689	0.065	44	0.1	5.590	A
B-A	17	406	0.043	17	0.0	9.259	A
C-AB	182	569	0.321	183	0.5	9.347	A
C-A	312			312			
A-B	32			32			
A-C	353			353			

2022 + Dev, Saturday

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.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Elizabeth Street / Queens Street	T-Junction	Two-way	9.33	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 segment length (min)
D9	2022 + Dev	Saturday	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	433	100.000
B		✓	334	100.000
C		✓	612	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	61	372
	B	19	0	315
	C	244	368	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	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 (Veh)	Max LOS
B-C	0.52	11.41	1.1	B
B-A	0.08	14.90	0.1	B
C-AB	0.75	22.60	3.1	C
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	237	710	0.334	235	0.5	7.557	A
B-A	14	397	0.036	14	0.0	9.411	A
C-AB	282	590	0.478	278	0.9	11.431	B
C-A	179			179			
A-B	46			46			
A-C	280			280			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	283	690	0.410	282	0.7	8.810	A
B-A	17	343	0.050	17	0.1	11.060	B
C-AB	346	591	0.586	344	1.4	14.491	B
C-A	204			204			
A-B	55			55			
A-C	334			334			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	347	662	0.524	345	1.1	11.297	B
B-A	21	265	0.079	21	0.1	14.735	B
C-AB	467	627	0.745	461	3.0	21.196	C
C-A	207			207			
A-B	67			67			
A-C	410			410			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	347	662	0.524	347	1.1	11.409	B
B-A	21	263	0.080	21	0.1	14.897	B
C-AB	467	627	0.745	466	3.1	22.597	C
C-A	207			207			
A-B	67			67			
A-C	410			410			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	283	690	0.410	285	0.7	8.915	A
B-A	17	339	0.050	17	0.1	11.192	B
C-AB	346	591	0.586	352	1.5	15.526	C
C-A	204			204			
A-B	55			55			
A-C	334			334			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	237	709	0.334	238	0.5	7.650	A
B-A	14	394	0.036	14	0.0	9.488	A
C-AB	282	590	0.478	284	1.0	11.876	B
C-A	179			179			
A-B	46			46			
A-C	280			280			

