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LIDL

**A6010 Wilmslow Road
Rusholme, Manchester**

Transport Assessment

Final Report for:



March 2025

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CONTENTS

1.0	INTRODUCTION	3
1.1	Overview	3
2.0	SITE DESCRIPTION AND EXISTING CONDITIONS	5
2.1	Site Description.....	5
2.2	Existing Traffic Conditions	5
2.4	Accident Analysis	6
3.0	DEVELOPMENT PROPOSALS.....	8
3.1	Proposed Development	8
4.0	TRANSPORT POLICY AND ACCESSIBILITY.....	10
4.1	Preamble.....	10
4.2	The Transport Decarbonisation Plan – March 2020	10
4.3	National Planning Policy Framework [NPPF] 2024	10
4.4	Travel Plans, Transport Assessments and Statements in Decision-Taking	12
4.5	Greater Manchester Transport Strategy 2040 (Updated January 2021)	12
4.6	Manchester City Centre Transport Strategy to 2040 (March 2021)	12
4.7	Walking and Cycling.....	14
5.0	TRAFFIC IMPACT	19
5.1	Introduction	19
5.2	Proposed Development Trips	19
5.3	Trip Types.....	19
5.4	Development Impact	21
5.5	Platt Lane / A6010 Wilmslow Road Signalised Junction	23
5.6	Site Access / Platt Lane / A6010 Wilmslow Road / Dickenson Road Signalised Junction	26
6.0	SUMMARY AND CONCLUSION	29
6.1	Summary.....	29
6.2	Conclusion	29

TRAFFIC FIGURES

APPENDICES

APPENDIX A – TRAFFIC SURVEY RESULTS

APPENDIX B – PROPOSED SITE ACCESS & TRACKING

APPENDIX C – PROPOSED SITE LAYOUT

APPENDIX D – TRICS OUTPUT

APPENDIX E – PLATT LANE / A6010 WILMSLOW / DICKENSON ROAD BASE LINSIG OUTPUTS

APPENDIX F – PROPOSED SITE ACCESS / PLATT LANE / A6010 WILMSLOW ROAD / DICKENSON ROAD LINSIG OUTPUTS

1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Cora IHT have been instructed by Lidl to prepare a Transport Assessment [TA] to support proposals for a new discount foodstore located off the A6010 Wilmslow Road in Rusholme, Manchester, located opposite Platt Fields Park / Park Lane. **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



- 1.1.2 This TA has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.1.3 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network.
- Section 3 then describes the development proposals.
- Section 4 considers the transport planning policy issues.
- Section 5 provides an assessment of the traffic associated with the proposed development.
- A summary and conclusion are set out in Section 6.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The development site is located to the east of the A6010 Wilmslow Road, south of the Manchester City Centre in Rusholme. The site was previously used as a car wash facility.
- 2.1.2 The A6010 Wilmslow Road provides linkage to Oxford Road and the city centre to the north of the site. To the south, Wilbraham Road continues as the B5093 providing connections to the suburbs of Withington and West Didsbury.
- 2.1.3 To the east, Dickenson Road links to Longsight and Platt Lane. To the west, it provides a connection to the A5103 Princess Road.
- 2.1.4 Bounding the site to the north and south are existing commercial properties, residential dwellings to the east and the A6010 Wilmslow Road / Platt Lane signalised junction to the west. The total area of the red line boundary measures circa 6,585m² (1.627 Acres / 0.66 Hectares).

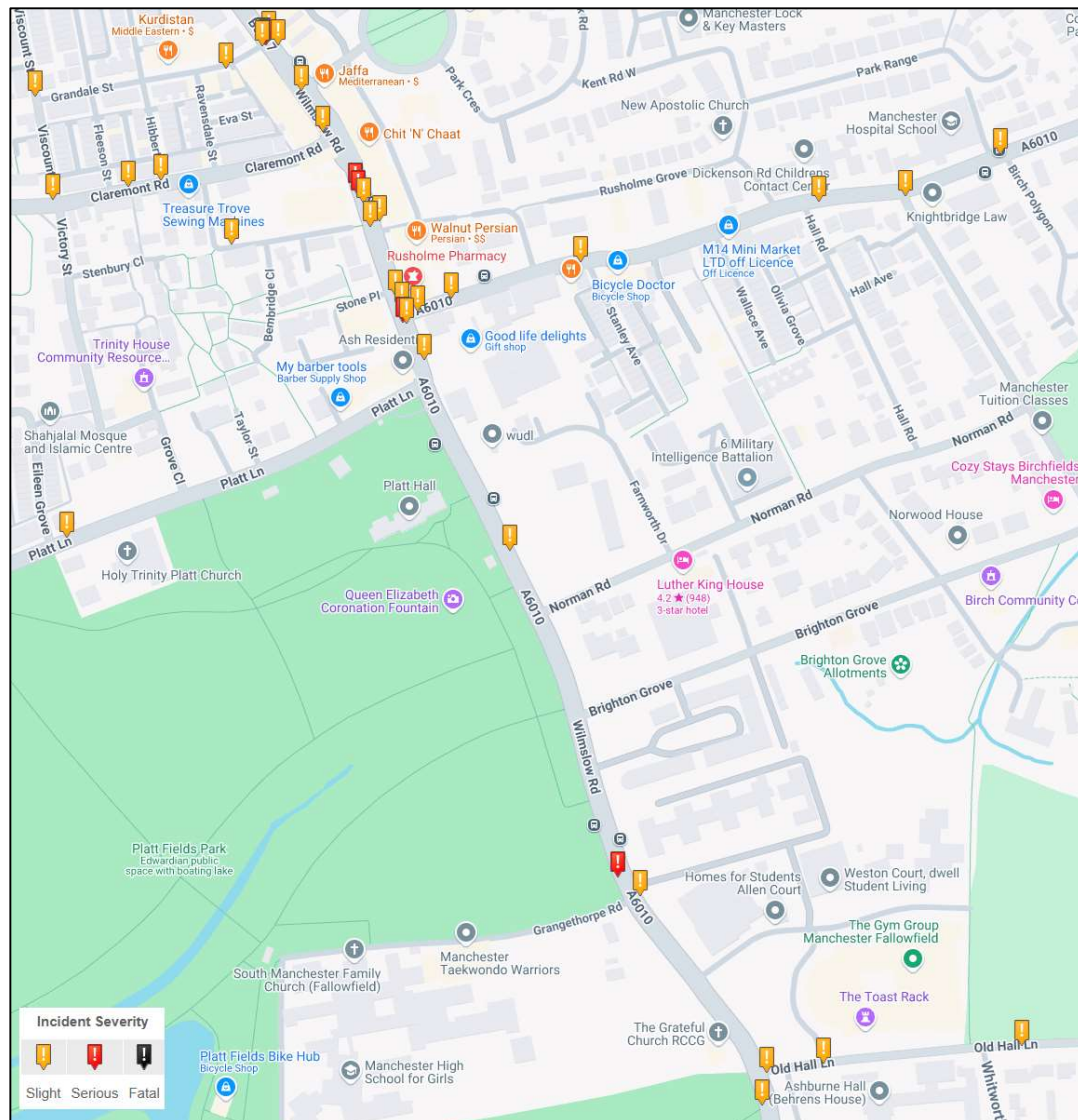
2.2 Existing Traffic Conditions

- 2.3.1 Friday & Saturday turning counts were conducted on Friday 13th September 2024 and Saturday 14th September 2024 respectively. The following junctions have been surveyed and assessed:
 - *Old Hall Lane / A6010 Wilmslow Road Priority Junction;*
 - *Platt Lane / A6010 Wilmslow Road Signalised Junction;*
 - *Dickenson Road / A6010 Wilmslow Road Signalised Junction;*
 - *Claremont Road / A6010 Wilmslow Road Priority Junction; and*
 - *A6010 Wilmslow Road / A6010 Wilbraham Road / B5093 Mosley Road Signalised Crossroads.*
- 2.3.2 An Automatic Traffic Count (ATC) was installed for a 1-week period between the 11th and 17th September 2024 to determine vehicle speeds and volume at the proposed site access location along Wilmslow Road.
- 2.3.3 The traffic impact assessment has been carried out for the observed peak periods, AM (0800-0900), PM (1700-1800) and Saturday (1200-1300) peak hours.
- 2.3.4 **Traffic Figures 1, 2 and 3** provides the AM, PM and Saturday survey flows in total vehicles and HGVs. **Traffic Figures 4, 5 and 6** provides the flows in terms of PCUs. **Appendix A** presents the full traffic survey results.

2.4 Accident Analysis

2.5.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the period of 2018-2022. **Figure 2.2** shows an extract of the accident plot.

Figure 2.2: Crashmap Accident Plan



- 2.5.2 A total of 20 accidents were recorded within the study area in the last 5-year period.
- 2.5.3 1 slight accident has been reported at or nearby the proposed site and at the A6010 Wilmslow Road / Platt Lane signalised junction adjacent to the developments.
- 2.5.4 1 slight and 1 serious accident was recorded at the Wilmslow Road / Grangethorpe Road priority junction.
- 2.5.5 A total of 5 slight and 2 serious were reported within the vicinity of the Clarendon Road / Wilmslow Road priority junction.
- 2.5.6 3 slight accidents were reported at the Old Hall Lane / Wilmslow Road priority junction.

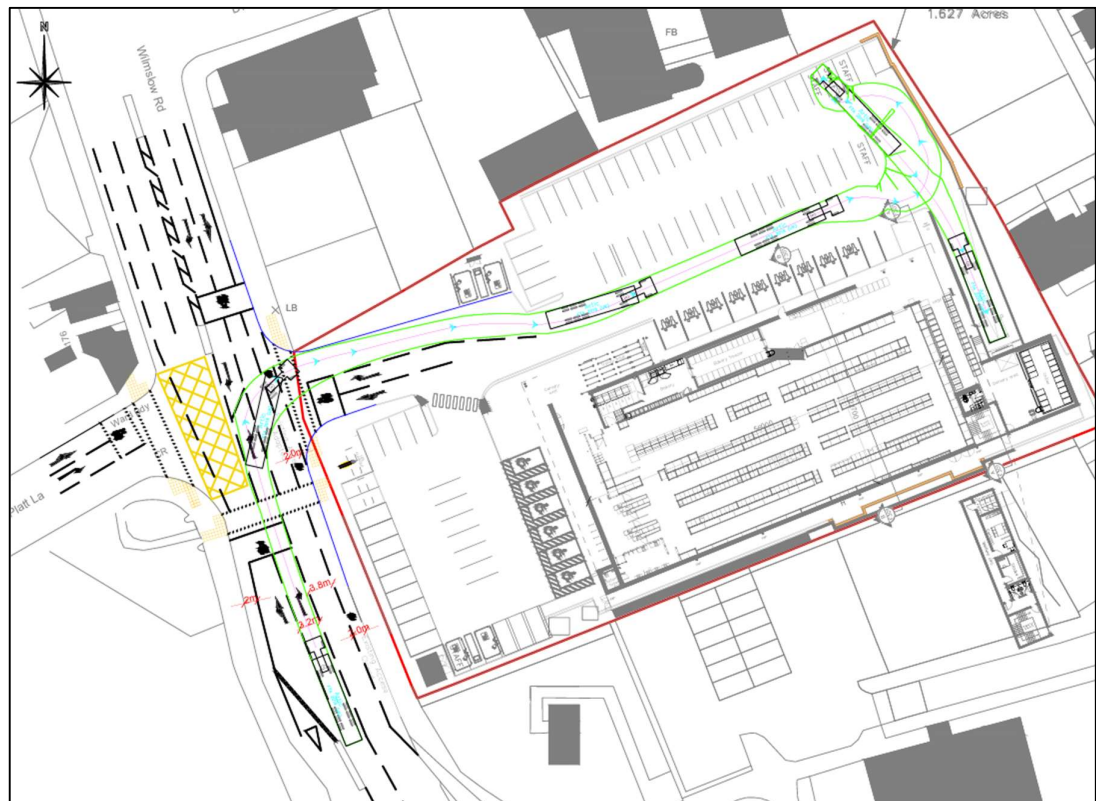
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- 2.5.7 5 slight and 1 serious accidents were recorded at the Dickenson Road / Wilmslow Road signalised junction.
 - 2.5.8 The recorded accident data vicinity of the site, proposed study area and at the surveyed junctions does not indicate any existing highway safety patterns or problems.
 - 2.5.9 It can be concluded that further detailed accident analysis is not required.

3.0 DEVELOPMENT PROPOSALS

3.1 *Proposed Development*

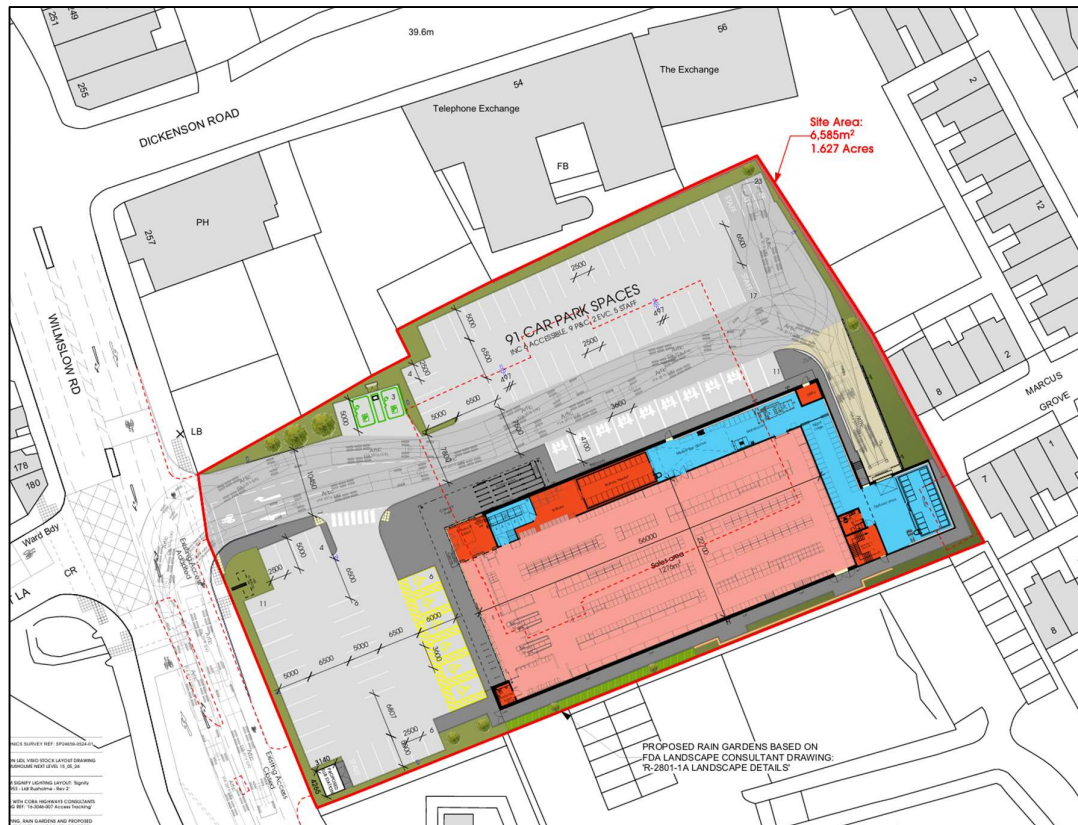
- 3.1.1 The proposed new Lidl store will provide a sales area of circa 1,334m², whilst the total GIA is 2,095m² which includes the warehouse and ancillary areas.
- 3.1.2 Vehicular access to the development site is proposed via the existing access to the site off Wilmslow Road, which will be widened and improved to form part of the existing signal junction.
- 3.1.3 In addition to the above, the cycle lane on the southbound lane through the junction is to be widened from 1.2m to 2m.
- 3.1.4 **Figure 3.1** provides an extract of the proposed access arrangement. **Appendix B** shows the full plans including the and service vehicle tracking within the site.

Figure 3.1: Proposed Access Arrangement



- 3.1.5 The proposed development will provide a site layout designed in accordance with current best practice to accommodate pedestrians and cyclists.
- 3.1.6 **Figure 3.2** provides an extract of the proposed site layout. **Appendix C** shows the full site layout plan.
- 3.1.7 Direct pedestrian access will also be provided off the A6010 Wilmslow Road, with the existing footways entering into the development site.

Figure 3.2: Proposed Site Layout



- 3.1.8 The Lidl store proposes a total of 91 spaces are to be provided on site, including 6 disabled, 9 parent & child bays, 2 electric charging bays and 5 staff bays.
- 3.1.9 There will be 1 or 2 service vehicles per day which will access the loading bay from the car park entrance.

4.0 TRANSPORT POLICY AND ACCESSIBILITY

4.1 Preamble

- 4.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport-related planning guidance. The following section outlines the relevant guidance in respect of the proposed development.

4.2 The Transport Decarbonisation Plan – March 2020

- 4.2.1 The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

4.3 National Planning Policy Framework [NPPF] 2024

- 4.3.1 The National Planning Policy Framework was updated on 12 December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

- 4.3.2 Paragraph 109 state:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) understanding and addressing the potential impacts of development on transport networks;
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

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

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

4.3.3 Paragraph 110 state:

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

4.3.4 Paragraph 116 state:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

4.3.5 Paragraph 117 states that:

Within this context, applications for development should:

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

4.3.6 Paragraph 118 state:

4.3.7 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. Travel Plans, Transport Assessments and Statements in Decision-Taking

4.3.8 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT] released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is set out within the document.

4.3.9 The advice reflects current Government policy, promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposal.

4.4 *Travel Plans, Transport Assessments and Statements in Decision-Taking*

4.4.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT] released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is set out within the document.

4.4.2 The advice reflects current Government policy, promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposal.

4.5 *Greater Manchester Transport Strategy 2040 (Updated January 2021)*

4.5.1 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester’s long-term ambition for transport.

4.5.2 The vision is for Greater Manchester to have “*World-class connections that support long-term sustainable economic growth and access to opportunity for all*”.

It sets out a strong commitment to provide a transport system which: supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology and innovation.

4.6 *Manchester City Centre Transport Strategy to 2040 (March 2021)*

4.6.1 The previous 2010 document recognises the growth and transformation the city has undergone in recent years, with Manchester being recognised as a vibrant centre for Europe and a driving force for the North of England economy.

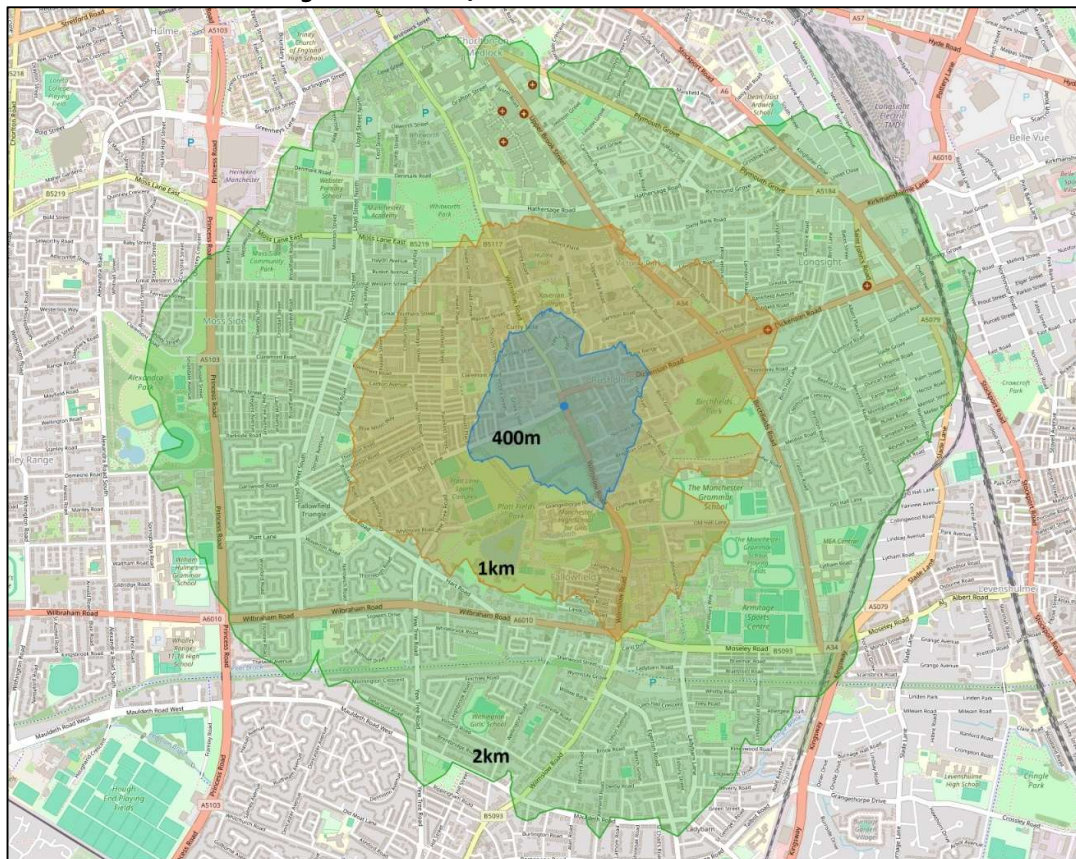
4.6.2 The document sets out key objectives to support Manchester’s continued growth, with some of these being:

- *Ensure good access to the City Centre;*
 - *Provide improved access for all users to employment, cultural and leisure opportunities;*
 - *Tackle the issues of climate change and deliver a low-carbon economy; and*
 - *Improve both actual and perceived safety and security.*
- 4.6.3 The document further highlights issues which exist regarding the Metrolink and railway, and states that it seeks to continue improvements for these transport links in terms of reliability and capacity. Emphasis is also made on the importance of walking/cycling and the impact sustainable travel has upon the City Centre economy. Several schemes are discussed which aim to improve pedestrian and cycle accessibility to and from the City Centre.
- 4.6.4 By 2040, there is potential for 100,000 more jobs and 50,000 more homes in the city centre of Manchester.
- 4.6.5 The vision of the Transport Strategy to 2040 for the city centre of Manchester is bold, the central aim is for 90% of all morning peak trips to the city centre to be made on foot, by cycle or using public transport before 2040, with walking to become the predominant mode of travel within the city centre.
- 4.6.6 Within the March 2021 document, the terms ‘walking’ and ‘pedestrian’ encompass not only people walking, but also those using streets and spaces in a variety of other ways in addition to spending time in, for example to rest and play. These include:
- *Those using wheelchairs, including electric wheelchairs and mobility scooters;*
 - *Those with sensory impairments, such as blind, partially sighted or deaf pedestrians who may experience the street environment quite differently; and*
 - *Those pushing prams, buggies and double buggies.*

4.7 Walking and Cycling

4.7.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing Journeys on Foot (IHT, 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m. **Figure 4.1** provides an extract of the indicative 1km / 2km isochrone plan.

Figure 4.1: 1km / 2km Isochrone Plan



4.7.2 Lit footways heading in both directions from the proposed site are provided along the A6010 Wilmslow Road, Platt Lane and Dickenson Road, nearby the vicinity of the site.

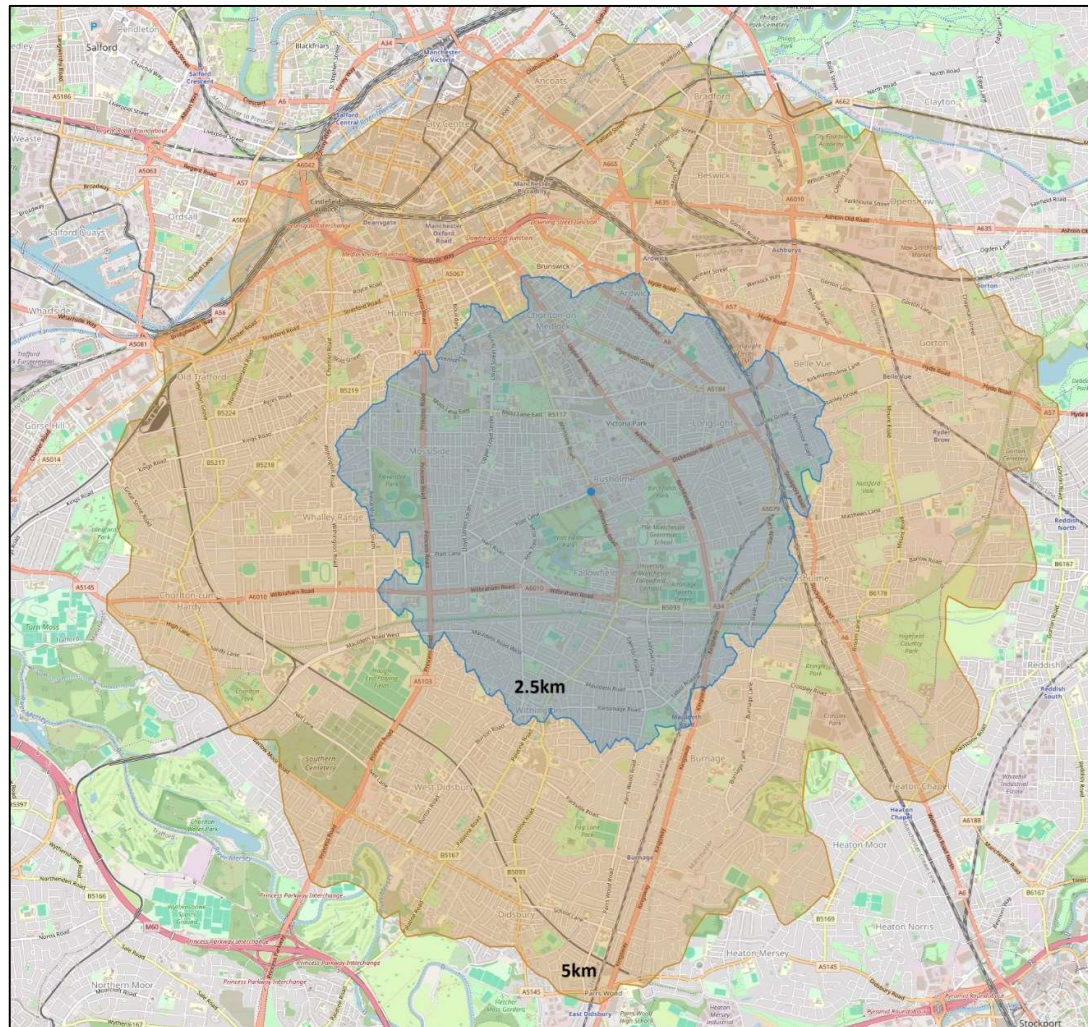
4.7.3 Direct pedestrian access will also be provided off the A6010 Wilmslow Road, with the existing footway entering into the development site.

4.7.4 The location of the edge of the city centre is just over 2km away, therefore the development site is highly sustainable via walking. The following amenities are located within vicinity of the site:

- *Manchester High School for Girls – Circa 900m away;*
- *The Manchester Grammar School – 1.6km away;*
- *St. James C of E Primary School - Just over 1.2km;*
- *Wilmslow Road / Platt Lane Bus Stops – Under 100m; and*
- *Wilmslow Road Medical Centre – Under 100m away.*

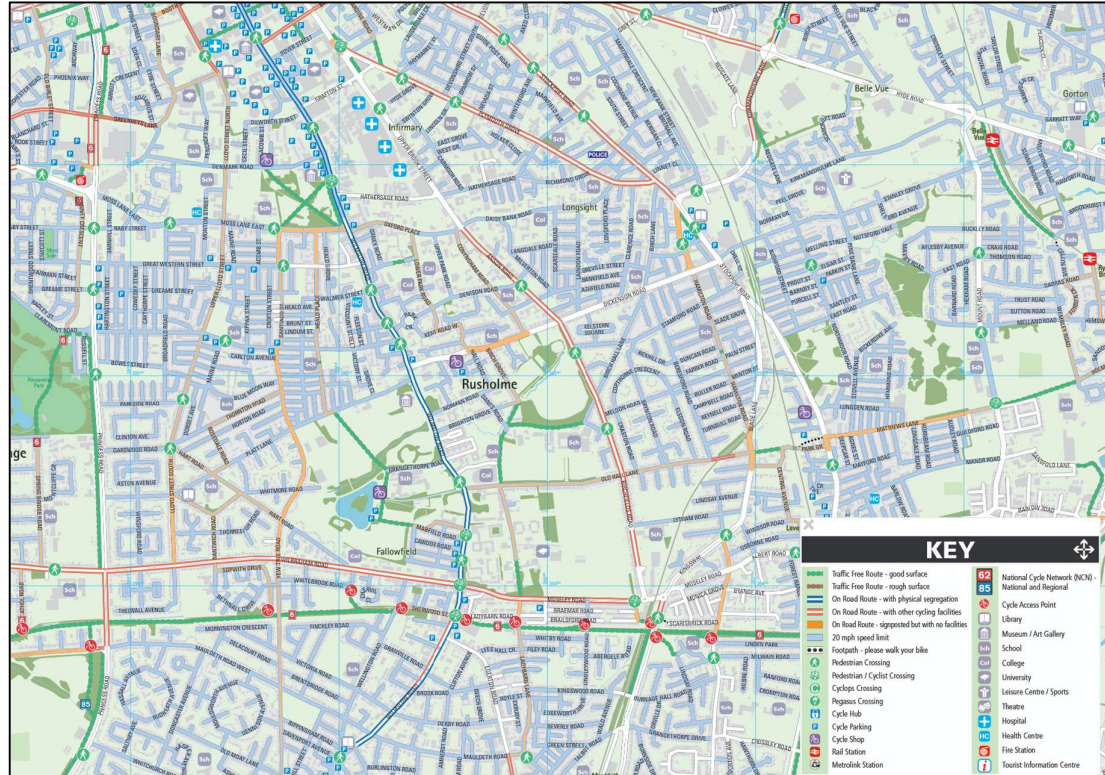
- 4.7.5 Short car journeys of up to 2km are considered replaceable by walking and up to 5km by cycling. The general topography of area is reasonably flat, which should assist in encouraging visitors of the proposed development to travel by cycle.
- 4.7.6 **Figure 4.2** provides the 2.5km and 5km cycle catchment.

Figure 4.2: 2.5km and 5km Cycle Catchment Plan



- 4.7.7 As can be seen from **Figure 4.3**, the majority of south and east Manchester is accessible is within 5km of the development site.
- 4.7.8 The site benefits from on-road cycle provisions with physical segregation from cars along Wilmslow Road. **Figure 4.3** shows an extract of the cycle and route map for the area.

Figure 4.3: Cycle Map



4.8 Public Transport

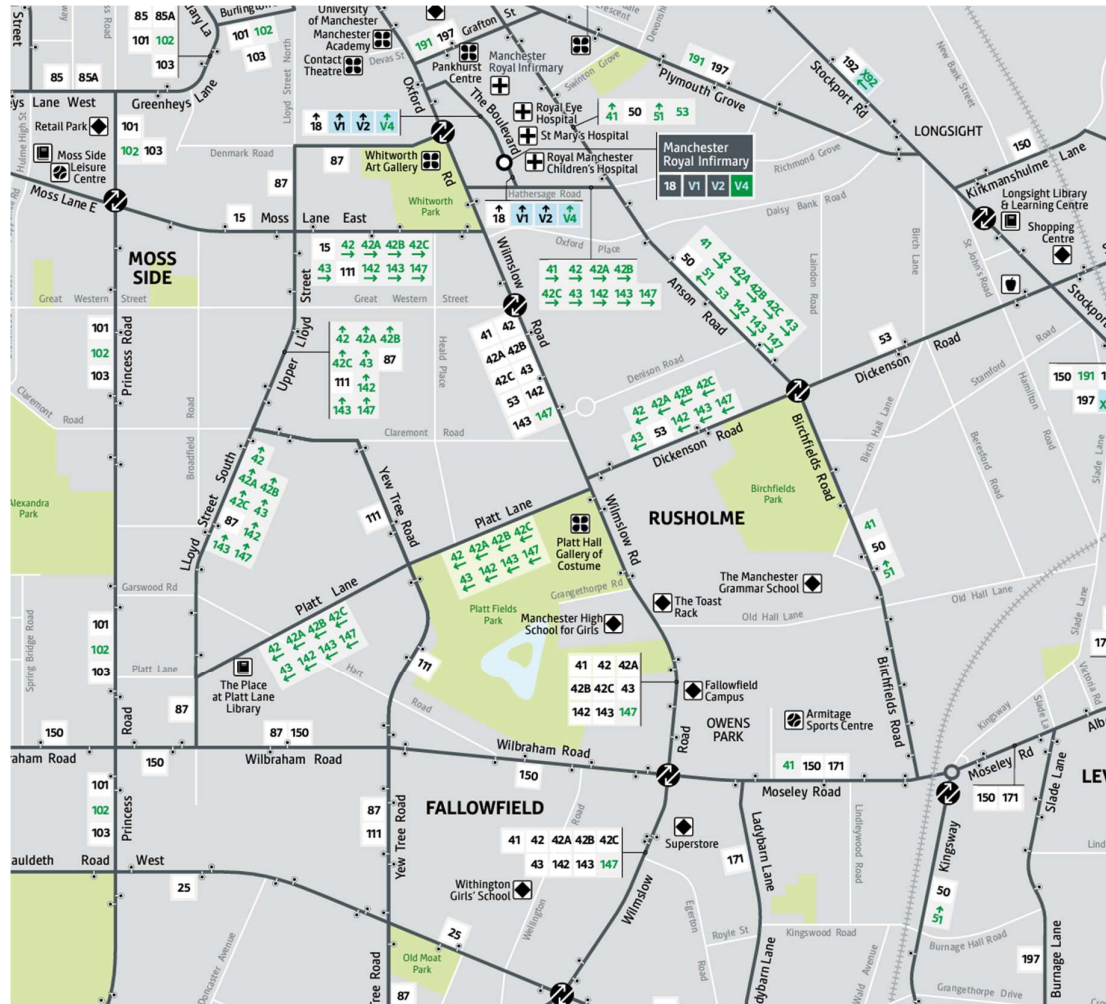
Bus

- 4.8.1 The closest bus stops to the site are located within walking distance along Wilmslow Road, circa 60m away (Platt Lane / Plat Fields Park stops). **Figure 4.4** shows an extract of the public transport map for the area. **Table 4.1** shows the frequencies of the bus services which align at the nearby stops.

Table 4.1: Bus Information

Bus Service	Route	Monday - Saturday (Frequency)	Sunday (Frequency)	First	Last
41	Middleton Bus Station – Sale Metrolink Stop	1 every 20 minutes	1 every 30 minutes	05:01	23:09
42	Piccadilly Gardens – Stockport Interchange	1 every 30 minutes	Every hour	05:01	23:57
42A	East Didsbury – Bulls Head	1 Every 30 minutes	Every hour	07:00	23:10
42B / C	Piccadilly Gardens – Woodford / Handforth Dean	1 every 30 minutes	Every Hour (42B Only)	06:14	20:43
143	Piccadilly Gardens – West Didsbury	1 every 5 minutes	1 every 10 minutes	06:40	23:40
147	Ancoats – West Didsbury	1 every 30 minutes	N/A	07:25	20:11

Figure 4.4: Public Transport Map



- 4.8.2 It is, therefore, concluded that the site benefits from substantial access by bus, offering an attractive mode of transport to and from the site. Given the frequency of the bus services available, in addition to the excellent pedestrian and cycle provisions within vicinity of the site this is likely to provide a real alternative to single occupancy car journeys.

5.0 TRAFFIC IMPACT

5.1 Introduction

5.1.1 This section of the report considers the traffic impact of the proposed development on the local highway network. The primary aim is to provide an assessment of the development traffic which will be generated by the new store, and the impact it will have on the local highway network.

5.2 Proposed Development Trips

5.2.1 In order to estimate the likely vehicular trips generated by the new store and restaurant drive-throughs, the industry standard TRICS database has been used to ascertain the likely vehicle trips generated by discount food store uses. For robustness, sites in London, Wales, Scotland, Northern Ireland, and the Republic of Ireland have been excluded from the assessment process.

5.2.2 The proposed new Lidl store will provide a sales area of circa 1,334m².

5.2.3 **Tables 5.1** shows the calculated trip rates and total development trips for the new food store. **Appendix D** shows the full TRICS outputs.

Tables 5.1: Trip Rates & Trip Generation

Discount Food Store (1,334m ²)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)			Saturday Peak (1200-1300)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	4.219	2.784	7.003	7.107	7.340	14.447	9.827	10.363	20.190
Trips	56	37	93	95	98	193	131	138	269

5.3 Trip Types

5.3.1 It is important to recognise that retail developments attract rather than generate trips. In simple terms, people always need to shop for various goods and the provision of a retail store does not, in itself, create the need to make an extra shopping trip. The presence of a retail store merely provides an alternative destination for an existing household's journey.

5.3.2 In considering traffic composition in relation to trips generated by retail developments, they are typically comprised of the following types of trips:

- **Primary (New Trips)** – are defined as those that will be new to the highway network during the assessment period (i.e. not currently undertaking a trip at this time). In most cases, these trips will be associated with new housing or another development. Primary trips would be single purpose trips for example; home – development – home.
- **Non-primary (Existing Trips in the Network)** - are defined as multi-purpose trips which call into a development en-route to another destination. Frequently this is a work-shop-home trip. Non-primary trips can be further sub-divided into:
 - **Pass-by Trips** are those non-primary trips that visit the new development without having to make any significant diversion from their existing route.
 - **Diverted Trips** Diverted trips are those non-primary trips that deviate off their normal route to visit the new development.

- **Linked Trips** - these are trips that will have multiple destinations within the proposed development site. Examples include trips to food and non-food retail, between both the development site and existing adjacent sites or between the development site and an established town centre. Where there is a high probability that there will be a proportion of linked trips between two uses on a development, it is customary only to 'count' those trips once for the development as a whole, and not effectively double-count them by attributing two visits and departures affecting the sections of highway network being assessed.

5.3.3 The TRICS Consortium research report, 14/1 'Pass-by and Diverted Trips', states that a significant number of trips to retail developments already exist on the network, especially at peak times. This statement is based on a number of studies that are quoted within the report and these are briefly summarised below:

Harries et al. (2012) 'Trip Generation Characteristics of Large-Format Retail Development Sites in Auckland'.

The report starts by stating that transport assessments of proposed retail developments typically involve application of generic trip rates to assess traffic effects to a road network, often with little, if any regard given to the nature of the trips that are generated. It is noted that a proportion of trips will exist as pass-by and linked (diverted) trips which when not considered result in inaccurate trip assessments leading to the over-design of traffic management measures at unnecessary cost.

As part of the study, interview and traffic count surveys were undertaken at a supermarket and home improvement warehouse to determine trip type proportions (importantly in a New Zealand context).

It found that a high proportion of secondary (pass-by and diverted) trips exist, being in the range of 57-67%.

Ghezawi et al. (1998) Convenience Store Trip Generation

This study aimed to develop mathematical models for estimating traffic generated by convenience stores using data collected at 26 stores. Two sets of equations were developed, one for all trips and one for pass-by trips only.

13 of the 26 convenience stores were selected for a questionnaire survey to assess the percentage of pass-by trips. A total of 571 interviews were undertaken with questions designed to determine whether a trip made to the store was a primary trip, a diverted trip or a pass-by trip.

The average percentage of pass-by trips recorded was 72%, with a range between the 13 stores of 61 to 85%. *The study also found a positive relationship between pass-by trip percentage and adjacent street volumes using average daily traffic flows.*

Wrigley (2006) The Effects of Corporate Foodstores on the High Street: Rebalancing the Debates, University of Southampton

This paper was written in response to the debate surrounding the Competition Commission's Inquiry into the Groceries Market, and presented, as the author states "in the spirit of attempting to rebalance debates on the effects of corporate food stores on the high street". The report considered two food stores located on the edge of town centres in Beverley in East Yorkshire and Warminster in Wiltshire. Research into the level of linked trips occurring between the stores and adjacent town centres indicated that a high level of linked trips combining food shopping and the use of other town centre shops and servicing were taking place.

The level of linked (diverted) trips recorded at both locations was in the region of 60% (65% at Beverley, 58% at Warminster).

Mouchel (2009) Proposed Tesco Store & Shopping Centre, West Bromwich: Working Paper 3 – Linked Trips

*Mouchel, on behalf of Tesco Stores Ltd, produced a working paper regarding linked and pass-by trips to be generated at a new Tesco foodstore in West Bromwich Town Centre. In order to determine the level of linked trips likely to occur at the Tesco store, a number of research papers on linked trips were investigated. It is argued that this research, much of which has been detailed above, demonstrates a high level of linkage between town centres and foodstores, with the level of linked trips ranging from 34% to 66% (Tesco Stores Ltd., 2001) and **the majority of cases having a level of linked trips with adjacent town and shopping centres at above 60%.***

5.3.4 In order to be robust, the trip composition is provided in **Table 5.2**

Table 5.2: Total Trip Generation By Type

Trip Types	Percentage	Weekday AM Peak (0800-0900)			Friday Peak (1700-1800)			Saturday Peak (1200-1300)		
		Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
New	50%	28	19	47	47	49	96	66	69	135
Diverted	10%	6	4	9	9	10	19	13	14	27
Pass-By	40%	23	15	37	38	39	77	52	55	108
Total	100%	56	37	93	95	98	193	131	138	269

*Trip increases have been rounded up / down to the nearest whole number

5.4 Development Impact

5.4.1 An assessment has been made for future traffic conditions. The TEMpro database, in conjunction with the NTM dataset has been applied to the surveyed traffic flows in order to ascertain future traffic flows with the following parameters:

- Manchester 026 (E02001070) area definition;
- Trip end by time period for car drivers; and
- NTM, all road types.

- 5.4.2 **Tables 5.3 & 5.4** summarises the derived growth factors. The years of assessment are 2026 and 2031 (i.e. projected opening year + 5 years).

Table 5.3: TEMpro / NTM Growth Factors (2026 Opening Year)

AM Peak	PM Peak	SAT Peak
2024 to 2026	2024 to 2026	2024 to 2026
1.0236	1.0242	1.0233

Table 5.4: TEMpro / NTM Growth Factors (2031 Future Year)

AM Peak	PM Peak	SAT Peak
2024 to 2031	2024 to 2031	2024 to 2031
1.0892	1.0908	1.0902

- 5.4.3 **Traffic Figures 7-12** presents the 2026 & 2031 Growthed Traffic flows for the respective peak periods.
- 5.4.4 The proposed distribution of the new development trips has been calculated based on the existing traffic proportions routing past the site access along Wilmslow Road and distributed through the surveyed local highway junctions. **Traffic Figure 13-15** presents the New Development Traffic distribution whilst **Traffic Figures 16-18** shows Total New Development Trips for the peak periods respectively.
- 5.4.5 **Traffic Figures 19-21** presents the Pass-By Development Trips at the site access location along Wilmslow Road.
- 5.4.6 **Traffic Figures 22-24** provides the Diverted Development Trips taken from the A6010 Wilmslow Road / Wilbraham Road / B5093 Mosley Road signalised crossroads junction to the south of the site.
- 5.4.7 The total development trips for the new foodstore are presented in **Traffic Figures 25-27**.
- 5.4.8 The 2026 opening year & 2031 future year + proposed development flows are represented by **Traffic Figures 28-33**.
- 5.4.9 **Table 5.5** and **Traffic Figures 34-36** presents the 2026 Future Year Percentage Development Impact at the observed junctions.

Table 5.5: 2026 Development Impact

2026 Opening Year Development Impact			
	AM	PM	SAT
Old Hall Lane / A6010 Wilmslow Road Priority Junction	1.5%	3.4%	7.0%
Platt Lane / A6010 Wilmslow Road Signalised Junction	4.6%	9.4%	18.4%
Dickenson Road / A6010 Wilmslow Road Signalised Junction	1.0%	2.7%	3.9%
Claremont Road / A6010 Wilmslow Road Priority Junction	0.8%	2.3%	3.6%
A6010 Wilmslow Road / A6010 Wilbraham Road / B5093 Mosley Road Signalised Crossroads	0.7%	1.5%	2.3%

5.4.10 The development impact from the proposed trips on the observed junctions are minimal.

5.4.11 Detailed junction capacity assessments have been carried out at the Platt Lane / A6010 Wilmslow Road & Dickenson Road / A6010 Wilmslow Road signalised junctions, which is a linked junction as per the signal specifications obtained from TfGM.

5.4.12 The proposed improvements at the site access junction will also be assessed along with the impact of the development trips at in the 2026 opening and 2031 future years.

5.5 Platt Lane / A6010 Wilmslow Road Signalised Junction

5.5.1 The “LinSig” assessment program has been used to assess the capacity at Platt Lane / A6010 Wilmslow Road / Dickenson Road linked signalised junctions adjacent to the development site.

5.5.2 **Table 5.6, 5.7 and 5.8** summarises the 2024 / 2026 / 2031 AM, PM and Saturday Base capacity assessments respectively. The full output is provided in **Appendix E**.

Table 5.6: Platt Lane / A6010 Wilmslow Road / Dickenson Road – AM Base Capacity Summary

		2024 Base AM Peak		2026 Base AM Peak		2031 Base AM Peak	
Link	Arm / Movement	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
1/1	Wilmslow Road Left Ahead (Dickenson Road)	62.8	8	65.4	9	68.4	9
2/1	Dickenson Road Left	80.6	7	83.2	7	87.6	8
2/2	Dickenson Road Right	65.3	5	68.5	6	71.1	6
3/1	Wilmslow Road Left Ahead (Platt Lane)	79.9	13	81.8	13	90.3	17
4/1	Platt Lane Left	76.6	7	81.4	8	83.5	8
4/2	Platt Lane Right	54.1	5	54.7	5	58.9	5

Table 5.7: Platt Lane / A6010 Wilmslow Road / Dickenson Road – PM Capacity Summary

		2024 Base PM Peak		2026 Base PM Peak		2031 Base PM Peak	
Link	Arm / Movement	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
1/1	Wilmslow Road Left Ahead (Dickenson Road)	76.4	13	78.2	14	83.4	16
2/1	Dickenson Road Left	73.9	7	76.0	7	80.5	8
2/2	Dickenson Road Right	52.8	5	54.1	5	57.5	6
3/1	Wilmslow Road Left Ahead (Platt Lane)	75.5	11	77.1	11	82.5	12
4/1	Platt Lane Left	55.5	5	57.0	6	60.3	6
4/2	Platt Lane Right	33.0	3	33.7	3	36.1	4

Table 5.8: Platt Lane / A6010 Wilmslow Road / Dickenson Road – Saturday Capacity Summary

Link	Arm / Movement	2024 Base Saturday Peak		2026 Base Saturday Peak		2031 Base Saturday Peak	
		DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
1/1	Wilmslow Road Left Ahead (Dickenson Road)	64.0	8	65.4	8	69.6	9
2/1	Dickenson Road Left	60.5	5	61.8	5	66.0	5
2/2	Dickenson Road Right	51.5	4	52.6	4	56.3	5
3/1	Wilmslow Road Left Ahead (Platt Lane)	62.5	8	64.1	9	68.2	9
4/1	Platt Lane Left	63.8	6	65.2	6	69.7	6
4/2	Platt Lane Right	22.5	2	23.0	2	24.5	2

5.5.3 The above assessment shows that the existing Platt Lane / A6010 Wilmslow Road / Dickenson Road signalised junctions currently within capacity although with a level of queuing.

5.6 Site Access / Platt Lane / A6010 Wilmslow Road / Dickenson Road Signalised Junction

- 5.6.1 The “LinSig” assessment program has been used to assess the capacity at the proposed Site Access / Platt Lane / A6010 Wilmslow Road / Dickenson Road linked signalised junctions. The cycle times have been maintained as per the existing signal specification.
- 5.6.2 It is noted that the results and green times have been optimised for delay.
- 5.6.3 **Table 5.9, 5.10 and 5.11** summarises the 2026 / 2031 Base + Development capacity assessments AM, PM and Saturday peaks respectively. The full output is provided in **Appendix F**.

**Table 5.9: Site Access / Platt Lane / A6010 Wilmslow Road / Dickenson Road – 2026 / 2031
Base + Development AM Capacity Summary**

Link	Arm / Movement	2026 Base + Development AM Peak		2031 Base + Development AM Peak	
		DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
1/1	Wilmslow Road Ahead Left	78.8	13	86.8	16
2/1	Dickenson Road Left	80.7	9	85.7	10
2/2	Dickenson Road Right	64.1	7	68.1	8
3/1 + 3/2	Wilmslow Road Ahead Left Right (Northbound)	84.8	19	90.0	22
4/1	Platt Lane Left	68.1	8	72.5	9
4/2	Platt Lane Right	60.4	7	63.8	7
5/1 + 5/2	Wilmslow Road Right Ahead (Northbound)	84.6	10	88.5	11
6/1 + 6/2	Wilmslow Road Ahead Right Left (Southbound)	84.6	9	90.1	11
12/1 + 12/2	LIDL Site Access Left Ahead Right	9.5	1	10.6	1

**Table 5.10: Site Access / Platt Lane / A6010 Wilmslow Road / Dickenson Road – 2026 / 2031
Base + Development PM Capacity Summary**

Link	Arm / Movement	2026 Base + Development PM Peak		2031 Base + Development PM Peak	
		DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
1/1	Wilmslow Road Ahead Left	86.6	19	92.0	22
2/1	Dickenson Road Left	83.9	10	89.4	12
2/2	Dickenson Road Right	57.7	7	61.3	7
3/1 + 3/2	Wilmslow Road Ahead Left Right (Northbound)	82.7	14	87.9	16
4/1	Platt Lane Left	53.1	7	56.7	7
4/2	Platt Lane Right	45.1	5	48.0	5
5/1 + 5/2	Wilmslow Road Right Ahead (Northbound)	86.1	11	91.5	13
6/1 + 6/2	Wilmslow Road Ahead Right Left (Southbound)	79.3	10	84.7	12
12/1 + 12/2	LIDL Site Access Left Ahead Right	20.1	2	20.1	2

**Table 5.11: Site Access / Platt Lane / A6010 Wilmslow Road / Dickenson Road – 2026 / 2031
Base + Development Saturday Capacity Summary**

Link	Arm / Movement	2026 Base + Development Saturday Peak		2031 Base + Development Saturday Peak	
		DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
1/1	Wilmslow Road Ahead Left	79.3	11	83.3	12
2/1	Dickenson Road Left	78.8	7	85.4	9
2/2	Dickenson Road Right	62.8	6	60.2	5
3/1 + 3/2	Wilmslow Road Ahead Left Right (Northbound)	70.2	11	82.0	14
4/1	Platt Lane Left	63.8	7	66.2	7
4/2	Platt Lane Right	35.2	3	36.8	3
5/1 + 5/2	Wilmslow Road Right Ahead (Northbound)	78.9	10	83.7	10
6/1 + 6/2	Wilmslow Road Ahead Right Left (Southbound)	51.2	5	65.4	5
12/1 + 12/2	LIDL Site Access Left Ahead Right	33.3	2	35.2	2

- 5.6.4 The above assessments show that the proposed site access / Platt Lane / Wilmslow Road / Dickenson Road signalised junctions would still operate within capacity and would not have a material increase in queuing.

6.0 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Cora IHT have been instructed by Lidl to prepare a Transport Assessment to support proposals for a new discount foodstore located off the A6010 Wilmslow Road in Rusholme, Manchester, located opposite Platt Fields Park / Park Lane.
- 6.1.2 The proposed new Lidl store will provide a sales area of circa 1,334m², whilst the total GIA is 2,095m² which includes the warehouse and ancillary areas.
- 6.1.3 Vehicular access to the development site is proposed via the existing access to the site off Wilmslow Road, which will be widened and improved to form part of the existing signal junction.
- 6.1.4 In addition to the above, the cycle lane on the southbound lane through the junction is to be widened from 1.2m to 2m.
- 6.1.5 Direct pedestrian access will also be provided off the A6010 Wilmslow Road, with the existing footways entering into the development site.
- 6.1.6 The Lidl store proposes a total of 91 spaces are to be provided on site, including 6 disabled, 9 parent & child bays, 2 electric charging bays and 5 staff bays.
- 6.1.7 There will be 1 or 2 service vehicles per day which will access the loading bay from the car park entrance.
- 6.1.8 The development impact from the proposed trips on the observed highway network are minimal.
- 6.1.9 The junction capacity assessments shows that the existing Platt Lane / A6010 Wilmslow Road / Dickenson Road signalised junction currently operates within capacity but with a level of queueing.
- 6.1.10 The junction capacity assessments show that with the development in place proposed site access / Platt Lane / Wilmslow Road / Dickenson Road signalised junctions would still operate within capacity and would not have a material increase in queuing.
- 6.1.11 The recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.
- 6.1.12 Paragraph 116 state "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios". The proposed development would have a minimal impact on the highway network.

6.2 Conclusion

- 6.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation-related reasons upon which a refusal of the planning application for the proposals would be justified.

TRAFFIC FIGURES

Figure 1: 2024 Surveyed Traffic Flows

Notes:	123	Total Vehicles
	123	HGVs

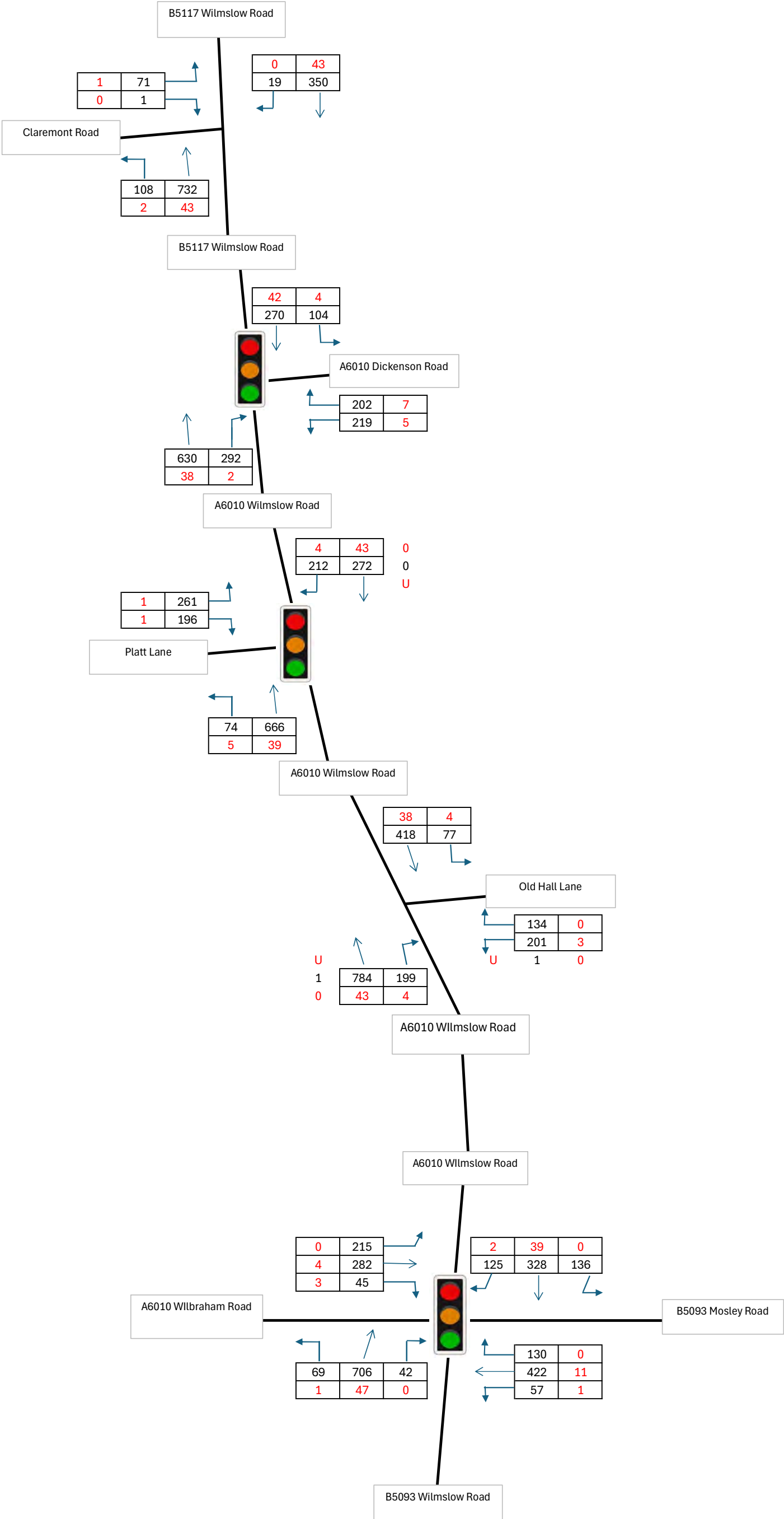


Figure 2: 2024 Surveyed Traffic Flows
PM Peak: 1700-1800

Notes:

123	Total Vehicles
123	HGVs

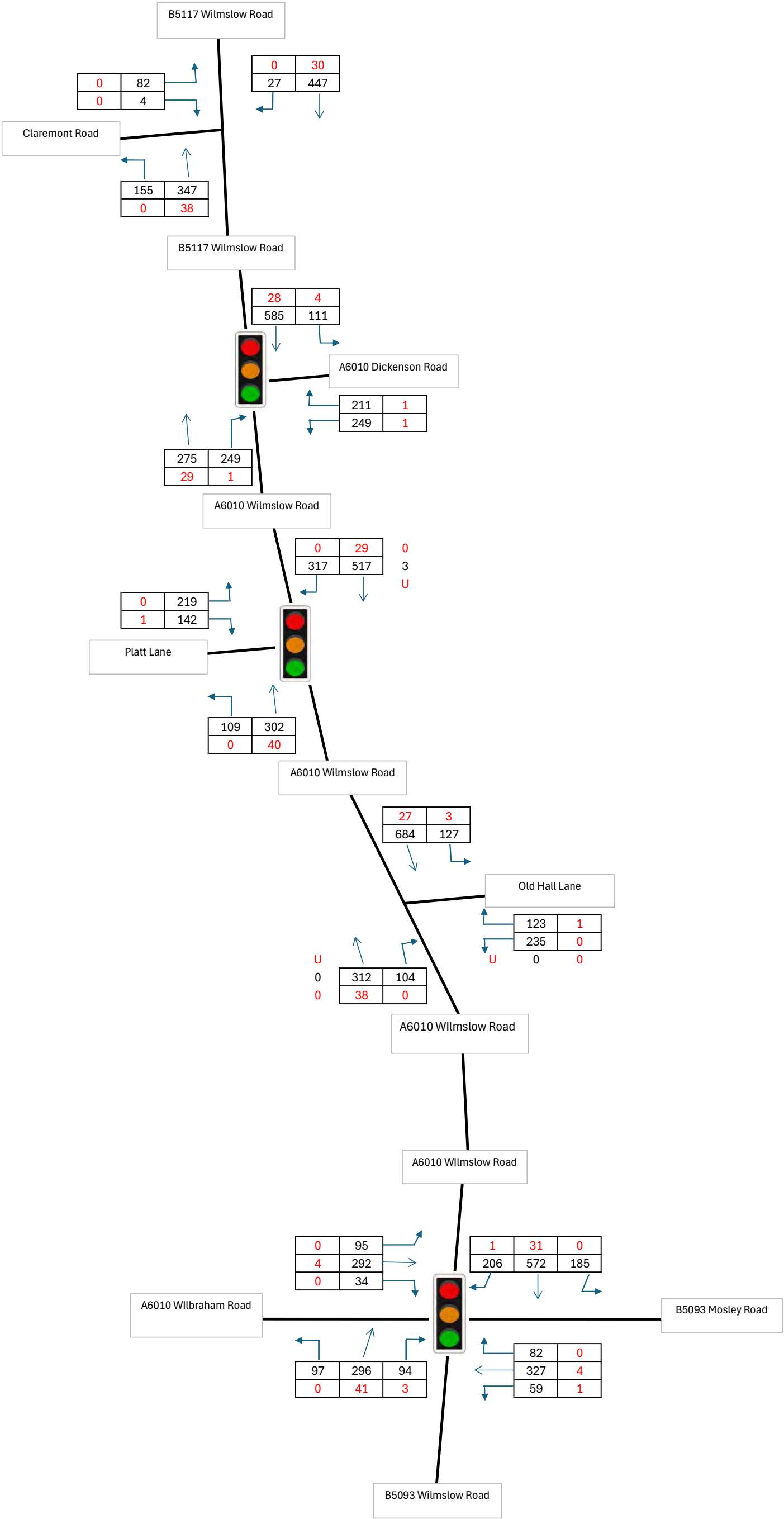


Figure 2a: 2024 Surveyed Traffic Flows
PM Peak: 1600-1700

Notes:

123	Total Vehicles
123	HGVs

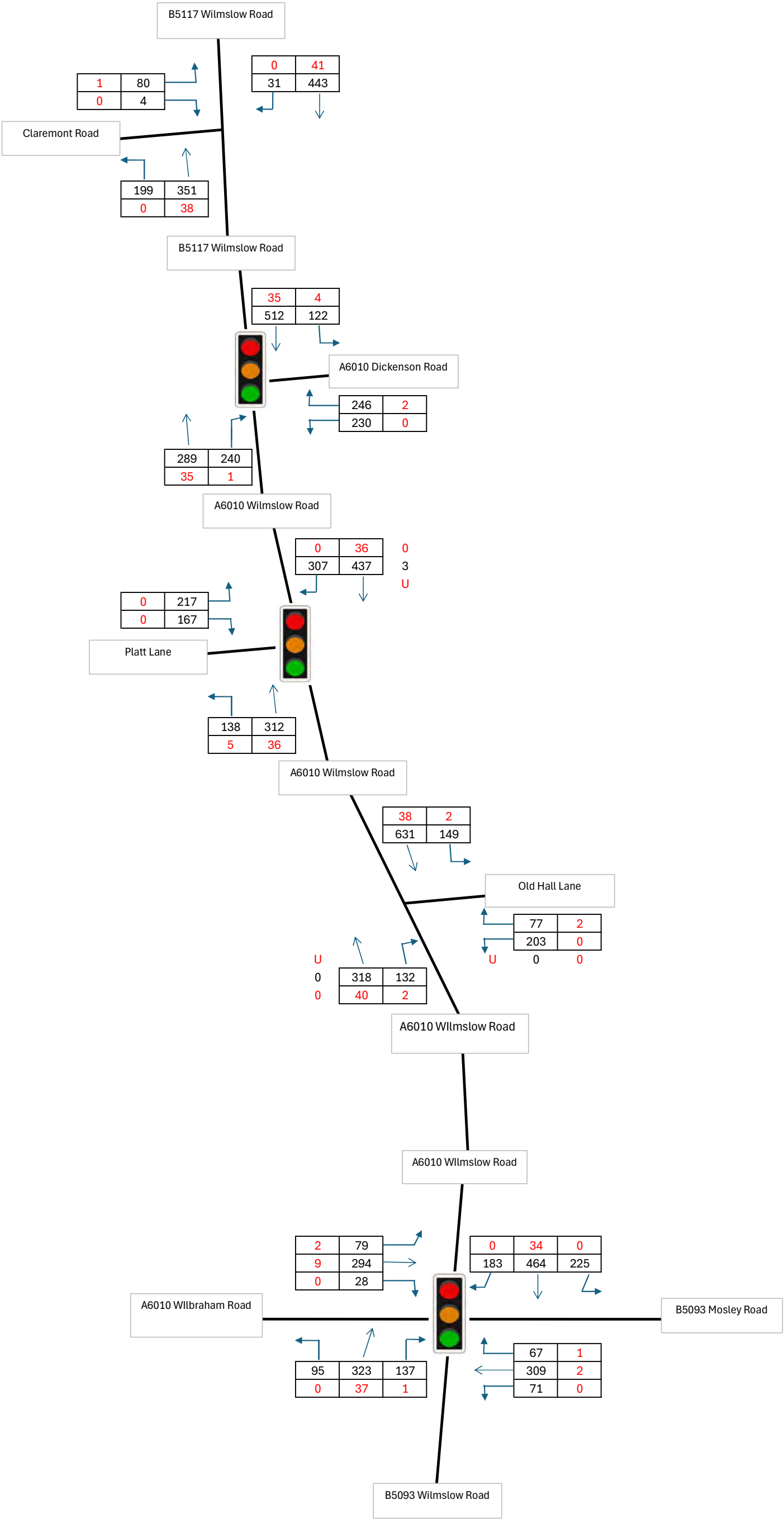


Figure 3: 2024 Surveyed Traffic Flows
Saturday Peak: 1200-1300

Notes:

123	Total Vehicles
123	HGVs

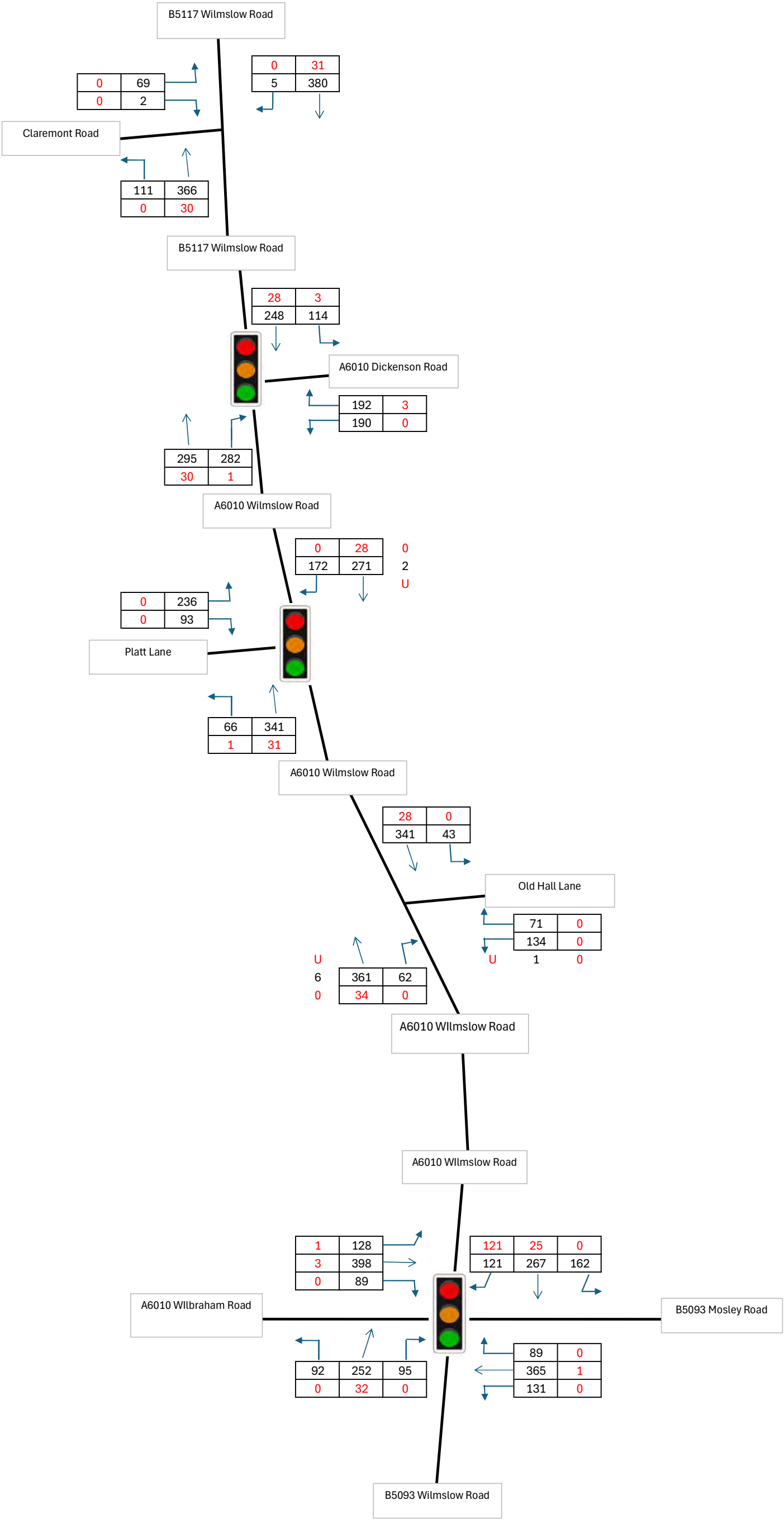


Figure 4: 2024 Surveyed Traffic Flows
AM Peak: 0800-0900

Notes:

123

 PCUs

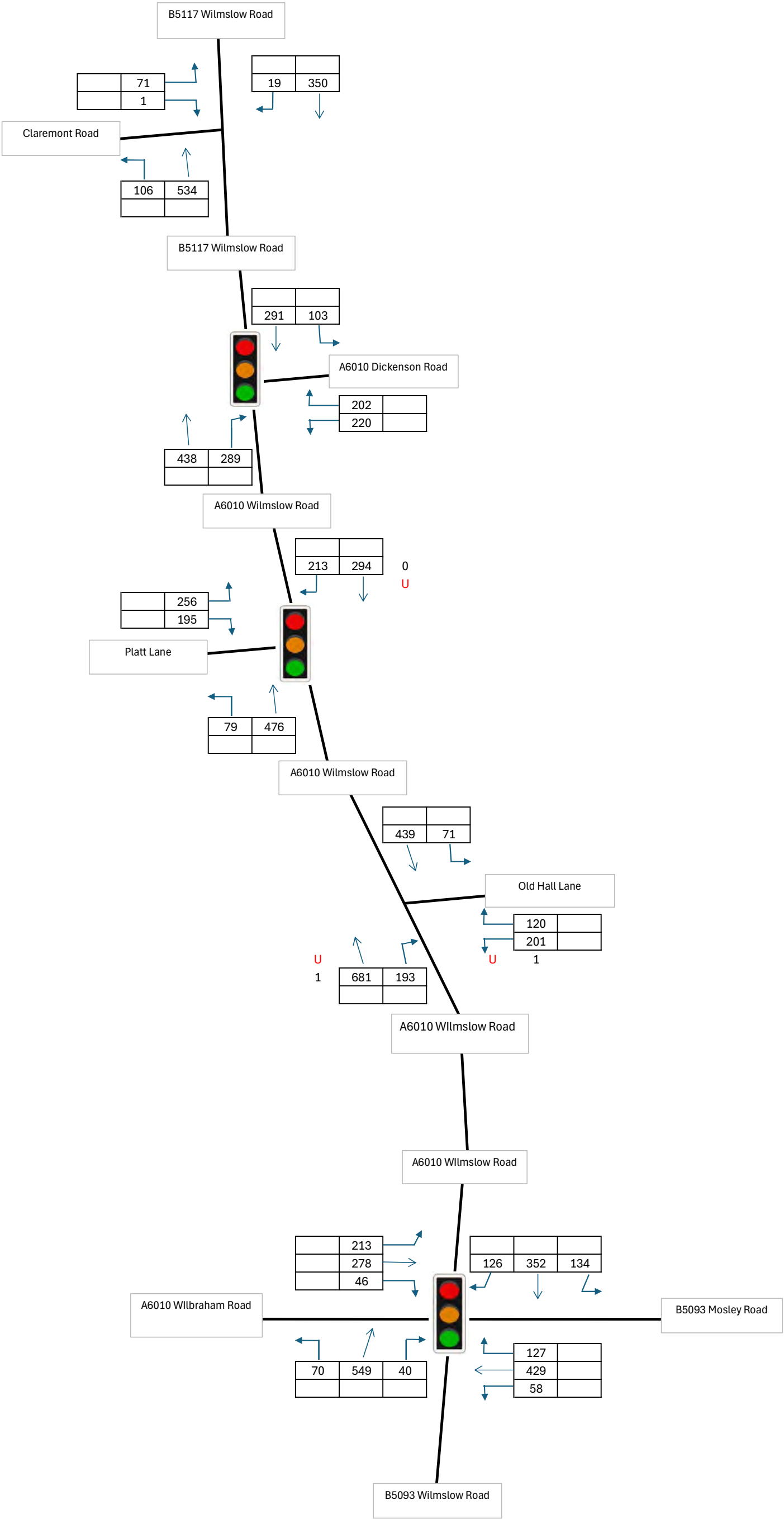


Figure 5: 2024 Surveyed Traffic Flows
PM Peak: 1700-1800

Notes:

123

 PCUs

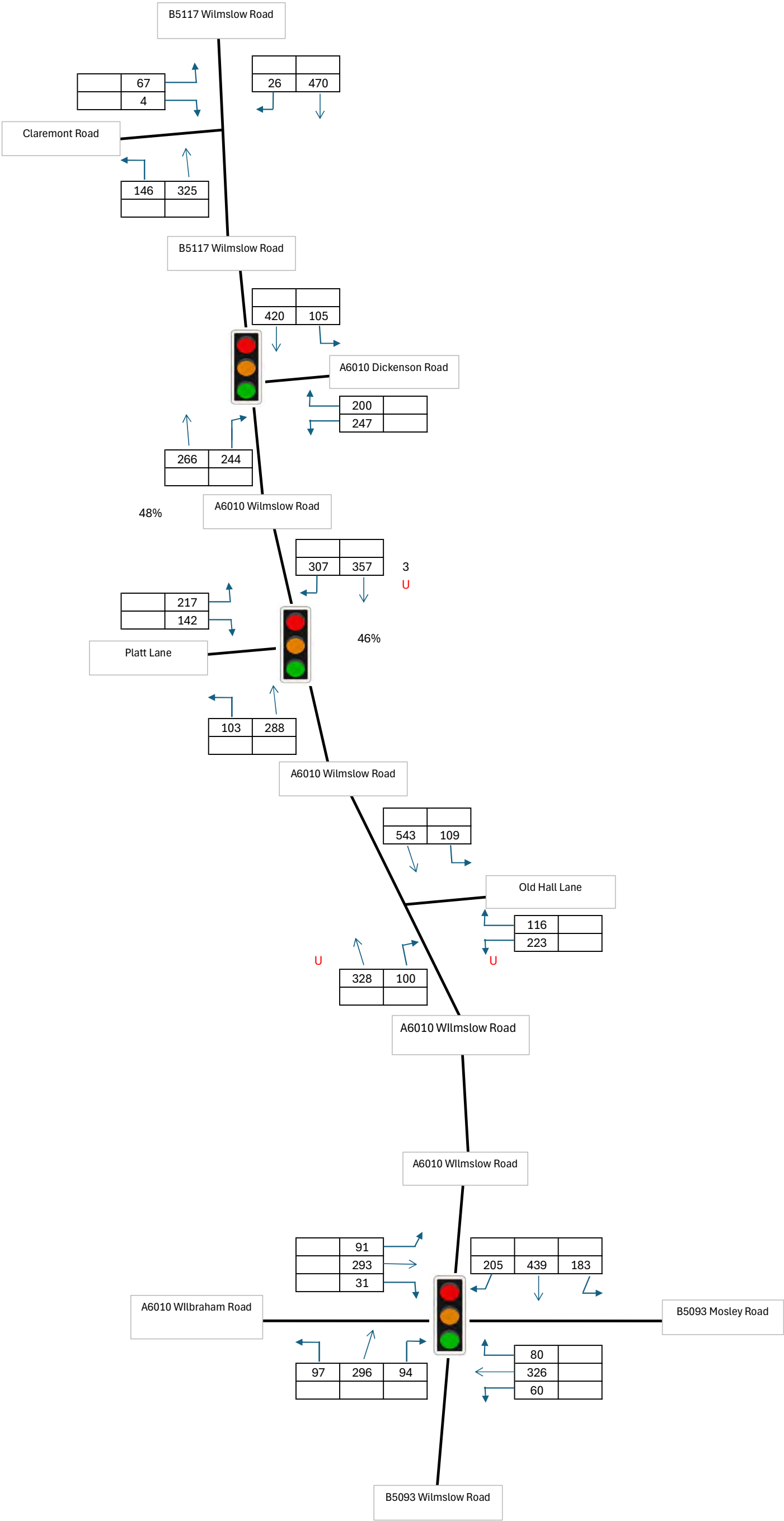


Figure 5a: 2024 Surveyed Traffic Flows
PM Peak: 1600-1700

Notes:

123

 PCUs

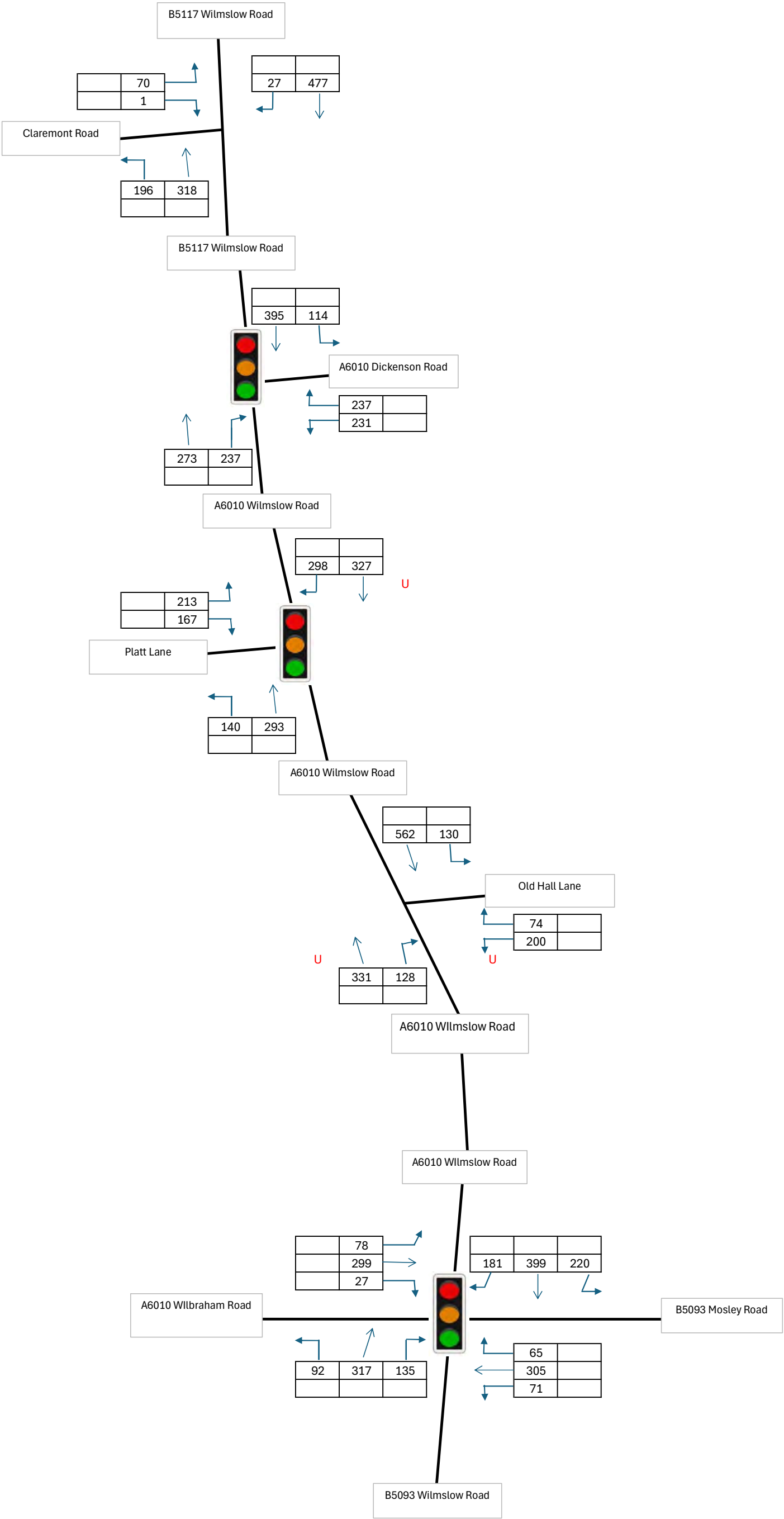


Figure 6: 2024 Surveyed Traffic Flows
Saturday Peak: 1200-1300

Notes:

123

 PCUs

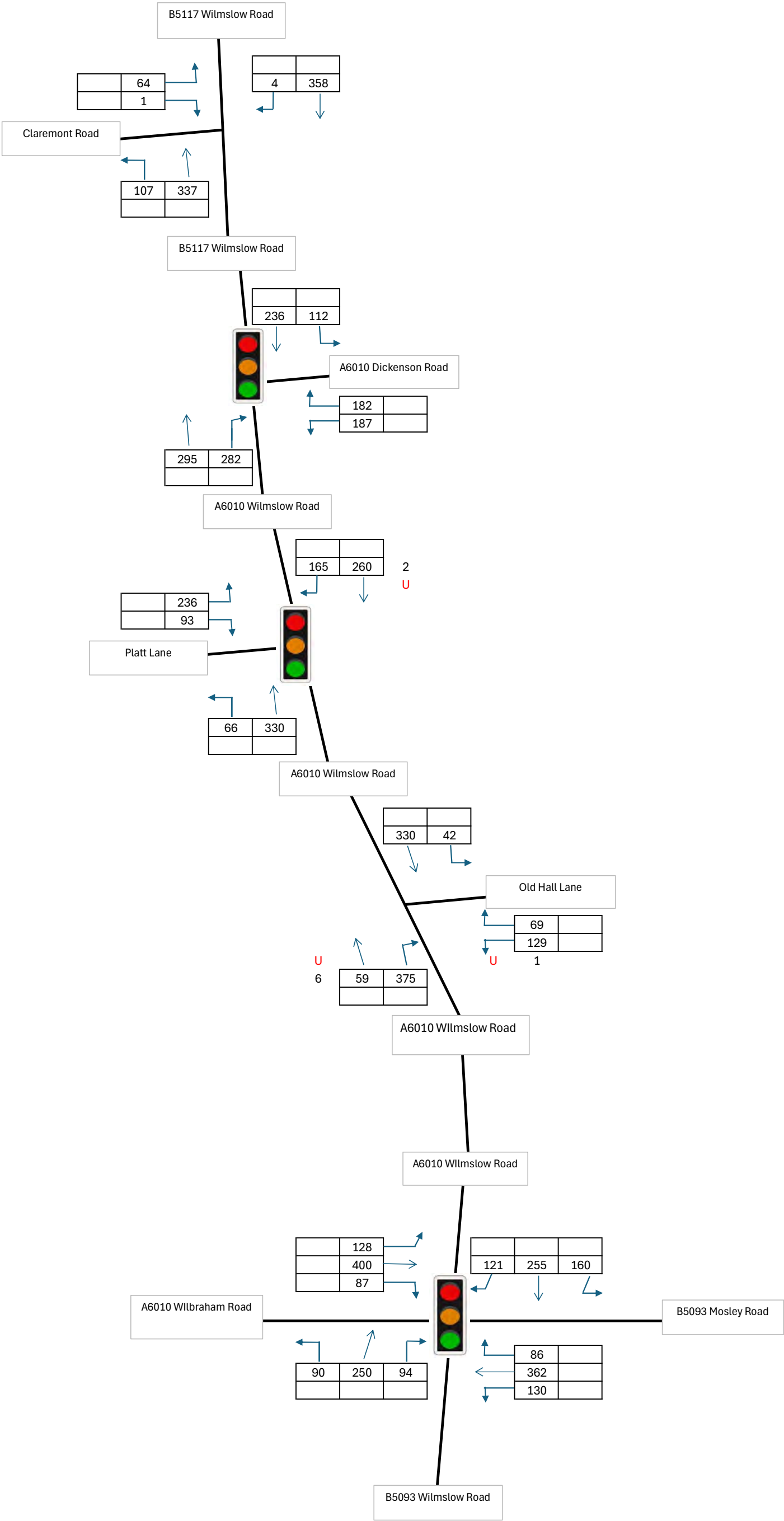


Figure 7: 2026 Opening Year Traffic Flows
AM Peak: 0800-0900

Notes:

123	PCUs
1.0236	Growth Factor

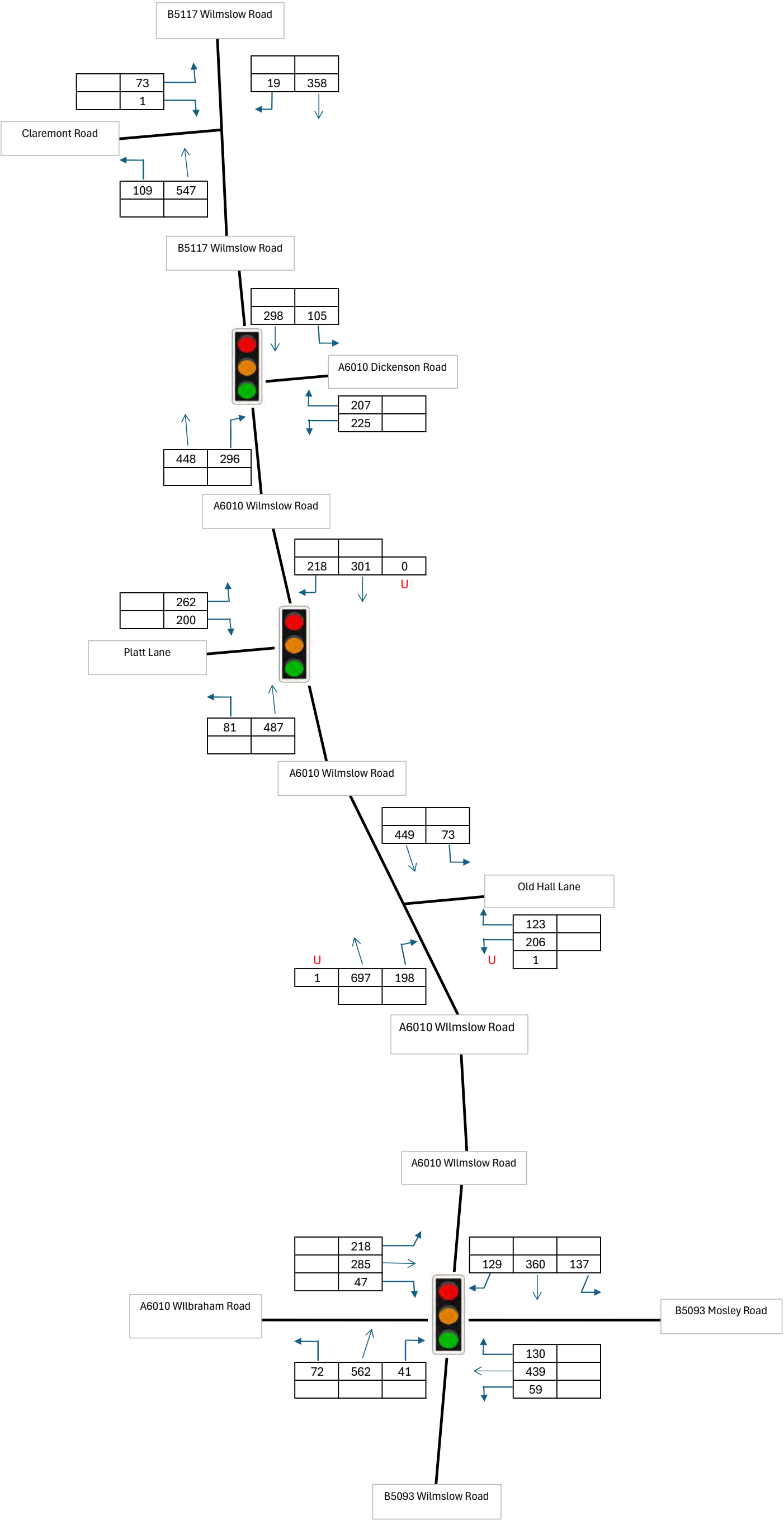


Figure 8: 2026 Opening Year Traffic Flows
PM Peak: 1700-1800

Notes:

123	PCUs
1.0242	Growth Factor

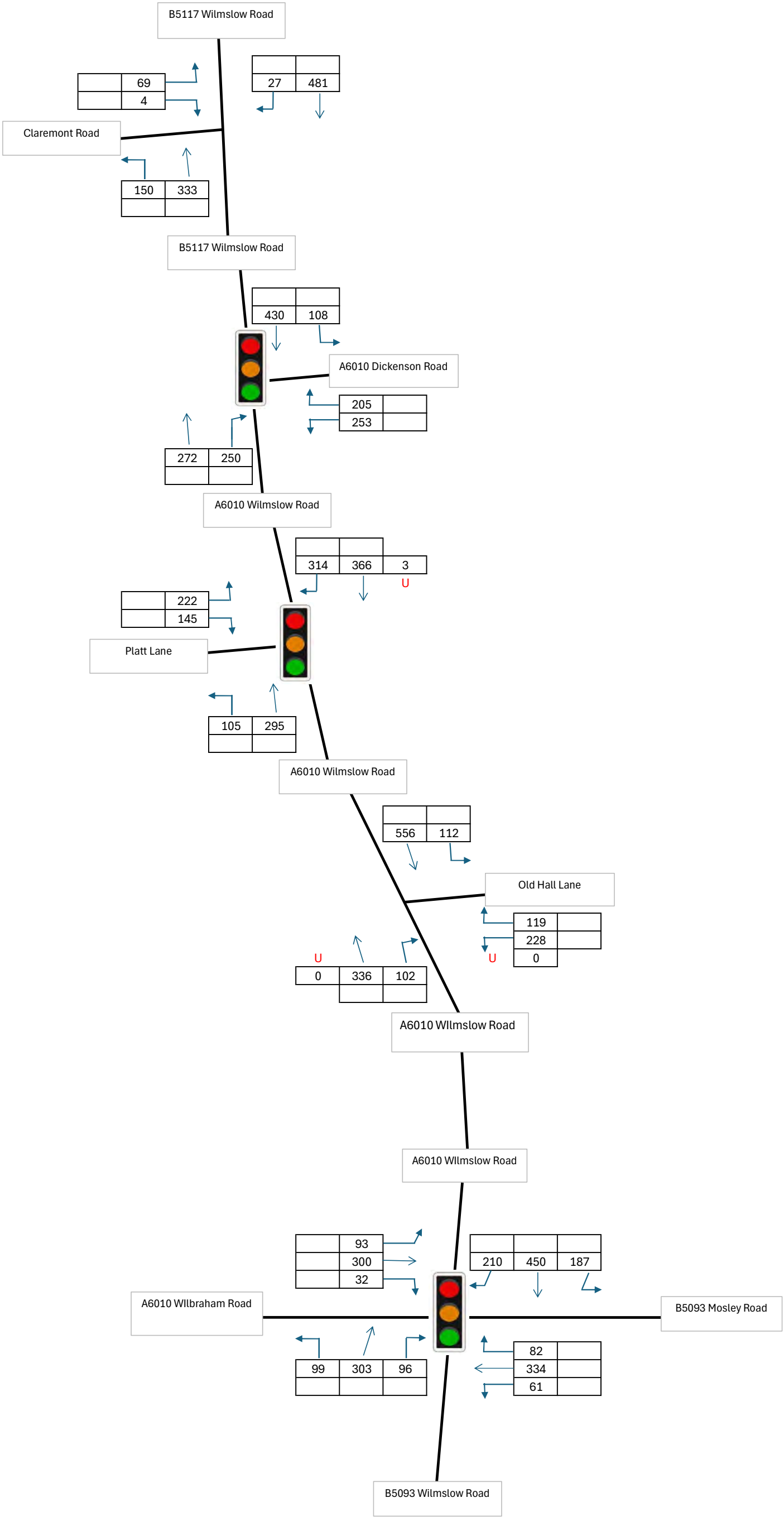


Figure 9: 2026 Opening Year Traffic Flows
Saturday Peak: 1200-1300

Notes:

123	PCUs
1.0233	Growth Factor

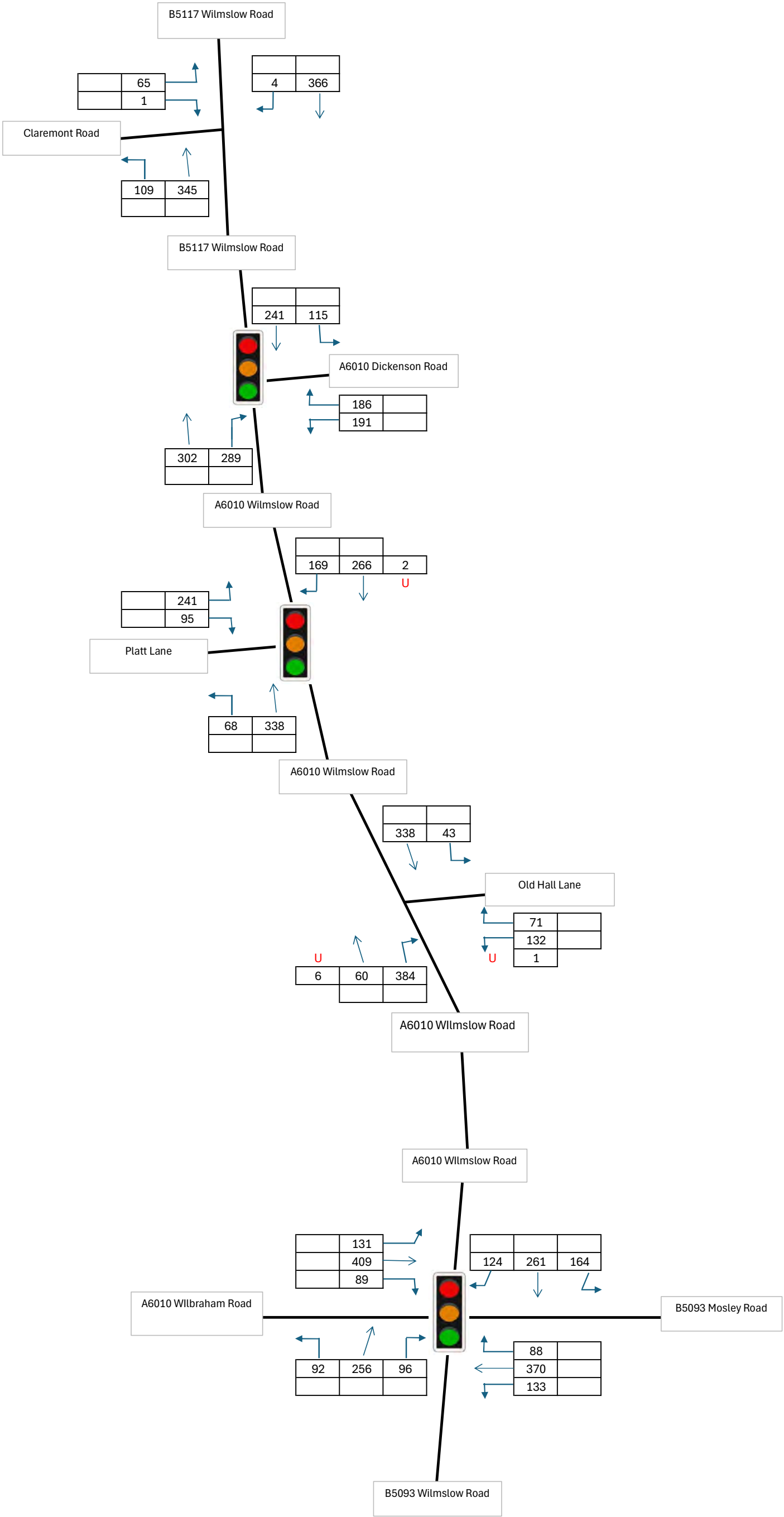


Figure 10: 2031 Future Year Traffic Flows
AM Peak: 0800-0900

Notes:

123	PCUs
1.0892	Growth Factor

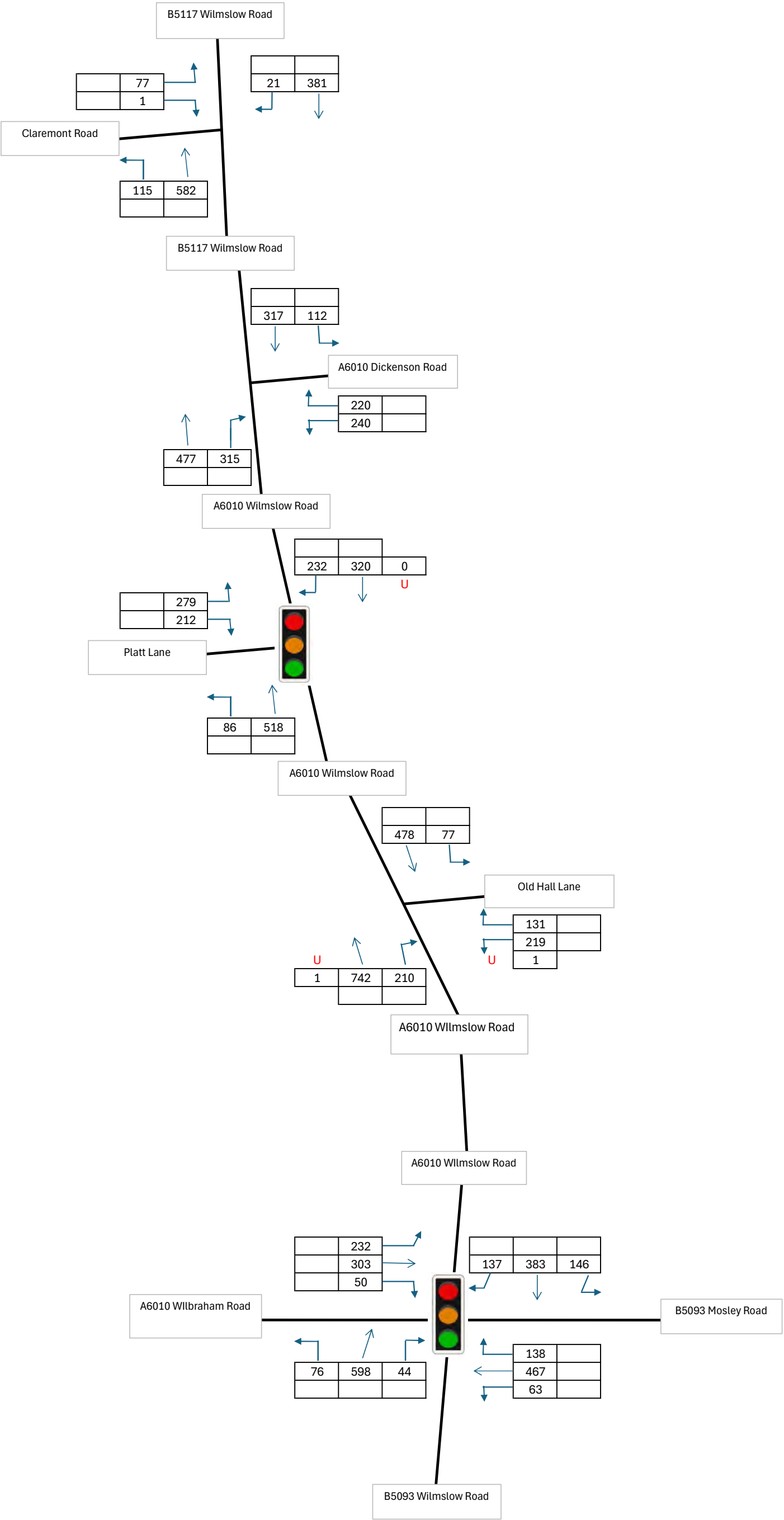


Figure 11: 2031 Future Year Traffic Flows
PM Peak: 1700-1800

Notes:

123	PCUs
1.0908	Growth Factor

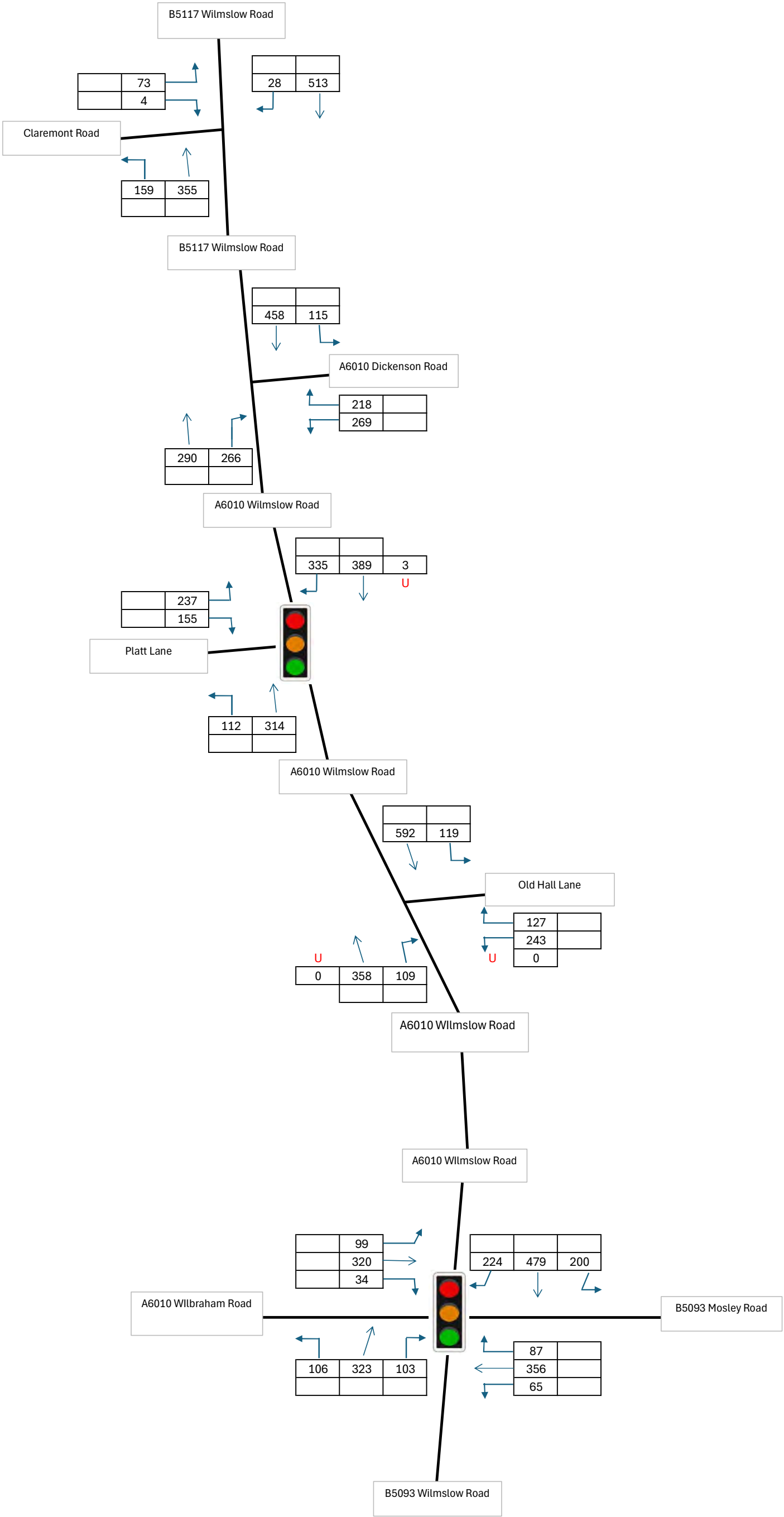


Figure 12: 2031 Future Year Traffic Flows
Saturday Peak: 1200-1300

Notes: 123 PCUs
1.0902 Growth Factor

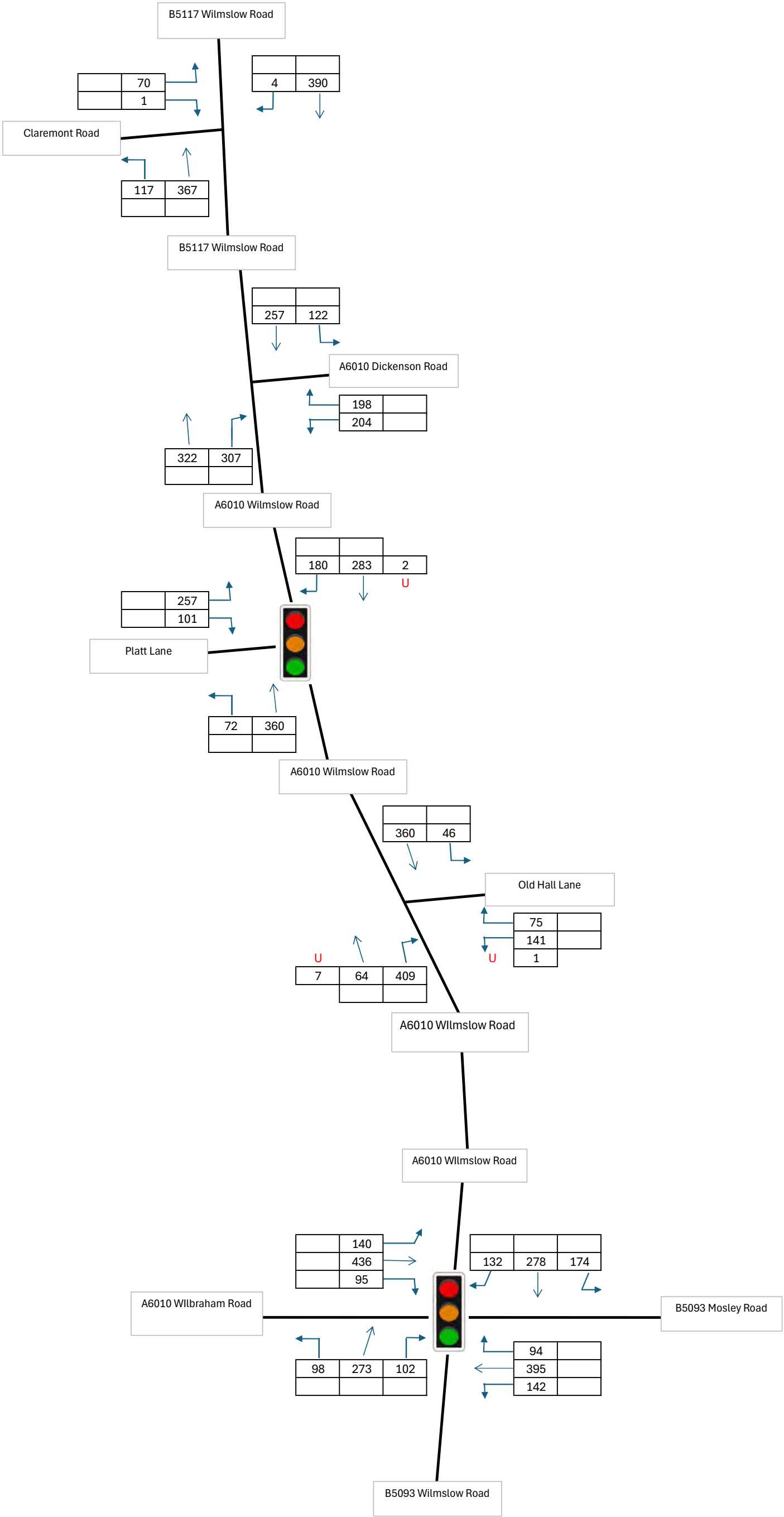


Figure 13: Development Distribution
AM Peak: 0800-0900

Notes:

%	Arrivals
%	Departures

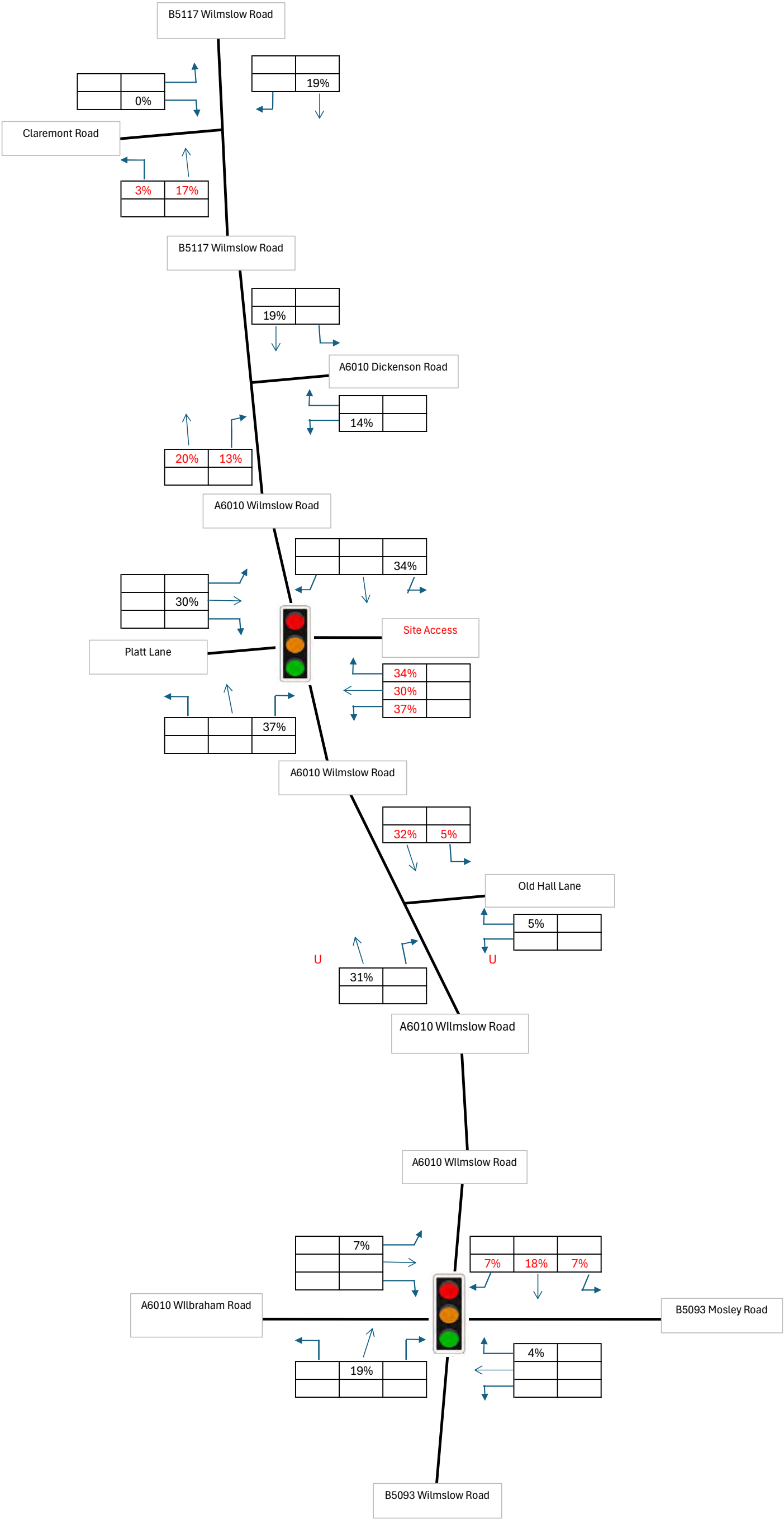


Figure 14: Development Distribution
PM Peak: 1700-1800

Notes:

%	Arrivals
%	Departures

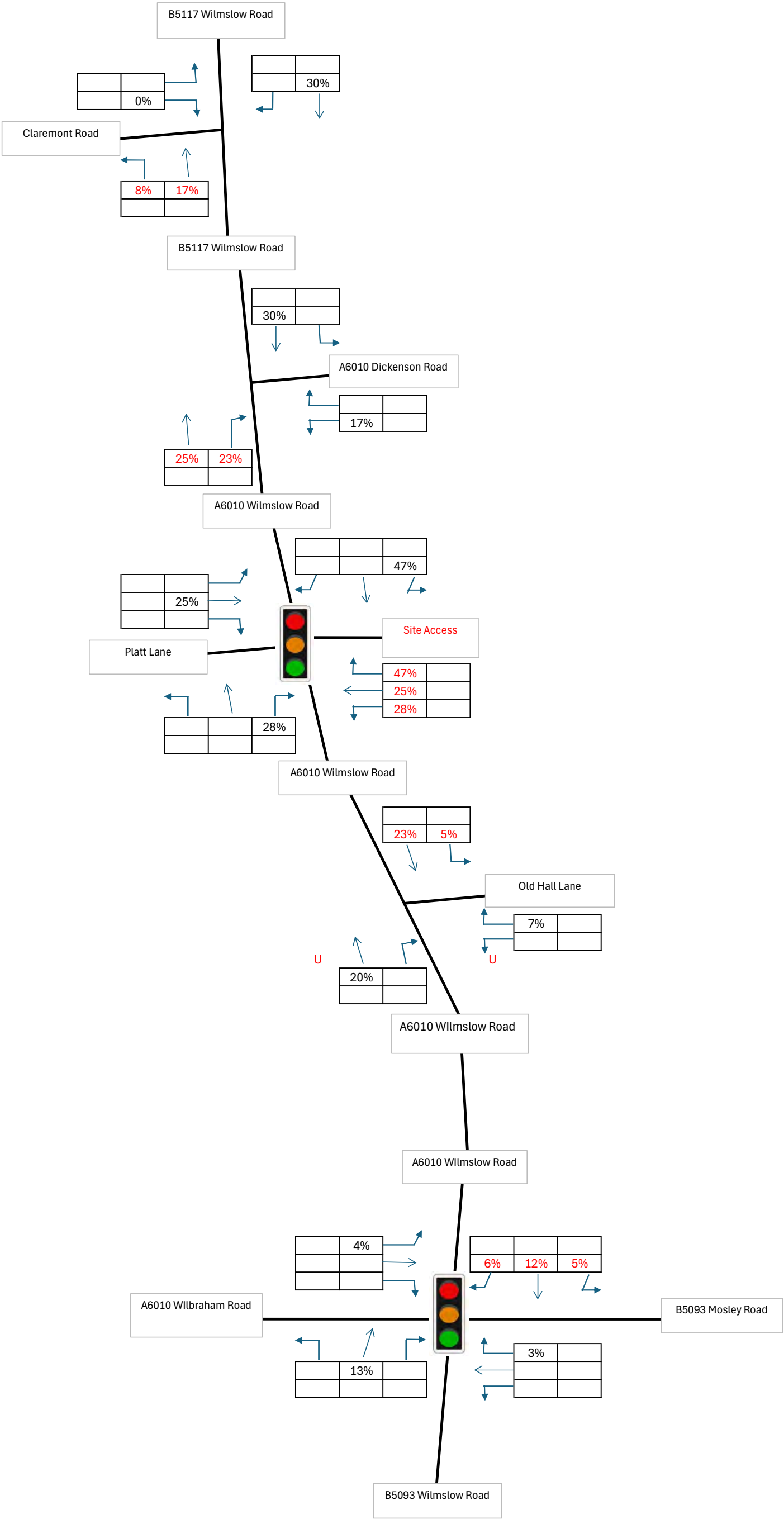


Figure 15: Development Distribution
Saturday Peak: 1200-1300

Notes:

%	Arrivals
%	Departures

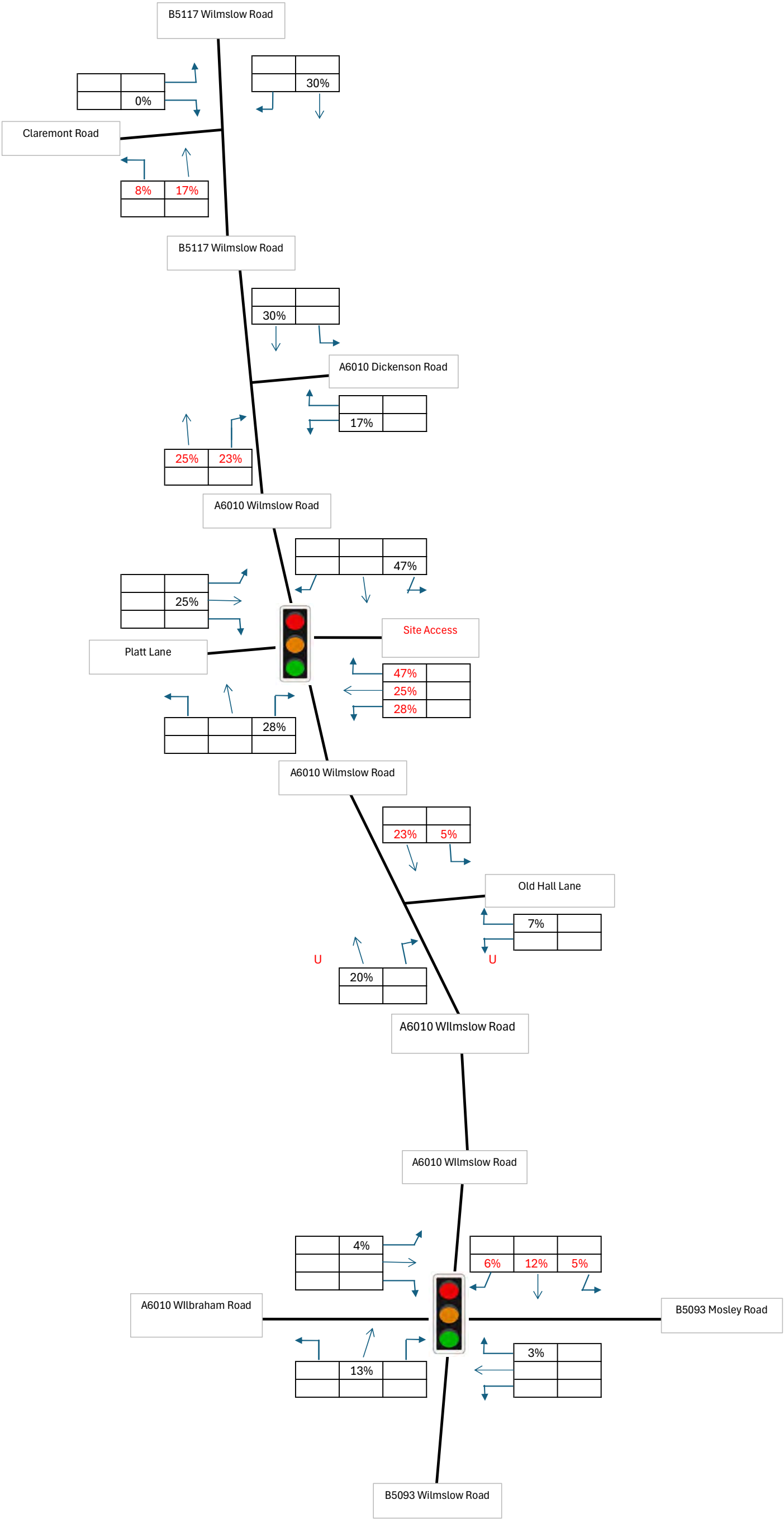


Figure 16: New Development Trips
AM Peak: 0800-0900

Notes:

28	Arrivals
19	Departures

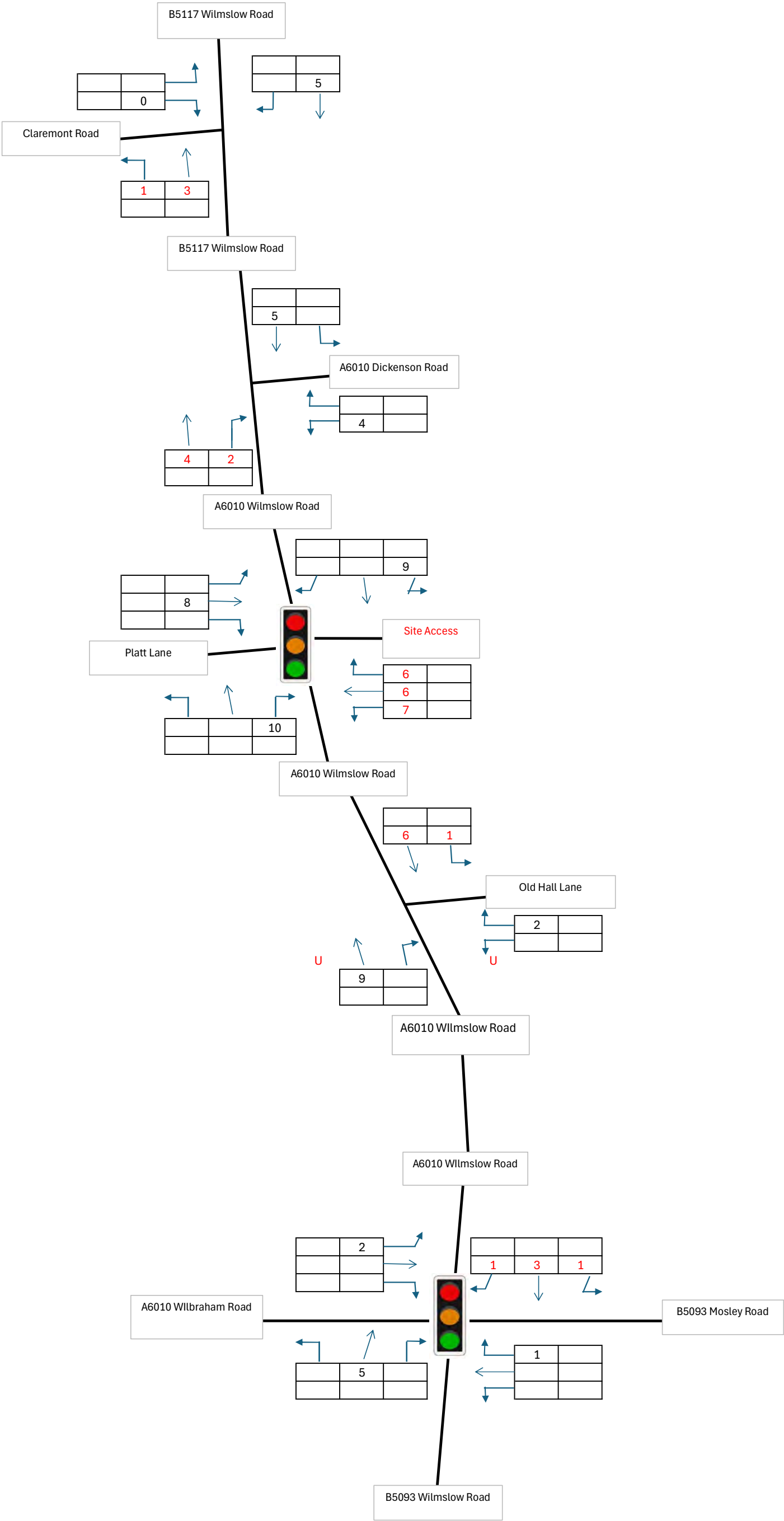


Figure 17: New Development Trips
PM Peak: 1600-1700

Notes:

47	Arrivals
49	Departures

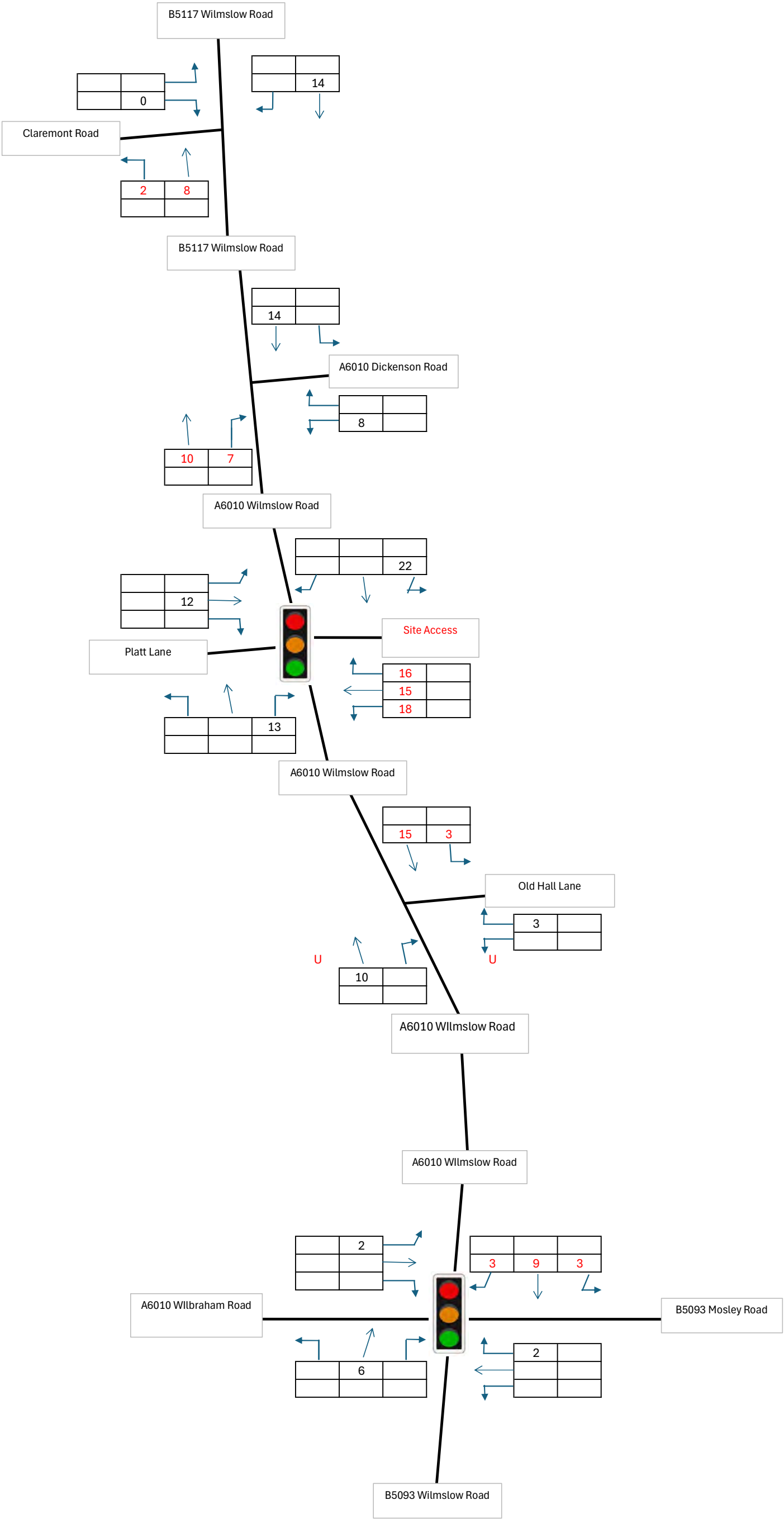


Figure 18: New Development Trips
Saturday Peak: 1200-1300

Notes:

66	Arrivals
69	Departures

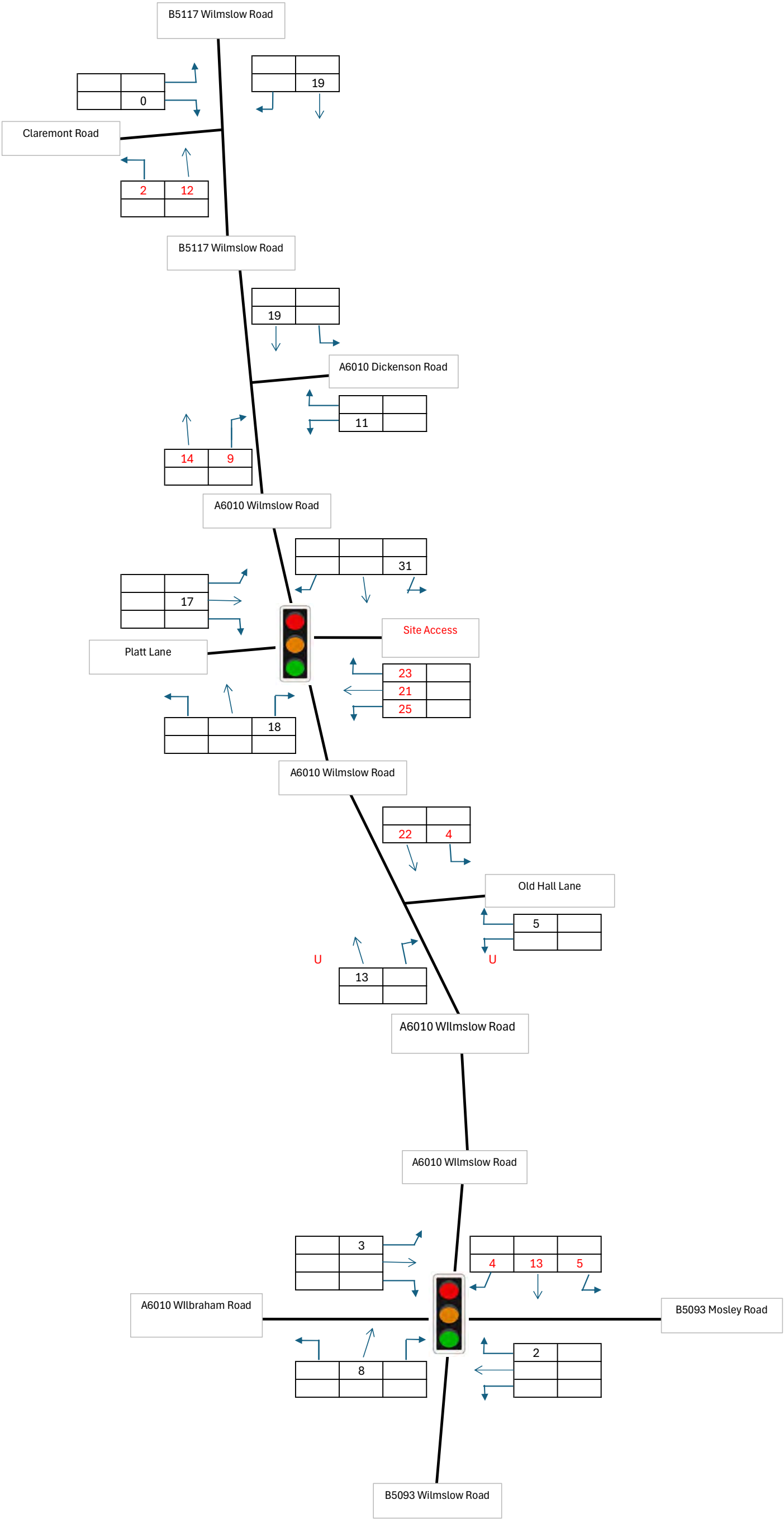


Figure 19: Pass-By Trips
AM Peak: 0800-0900

Notes:

23	Arrivals
15	Departures

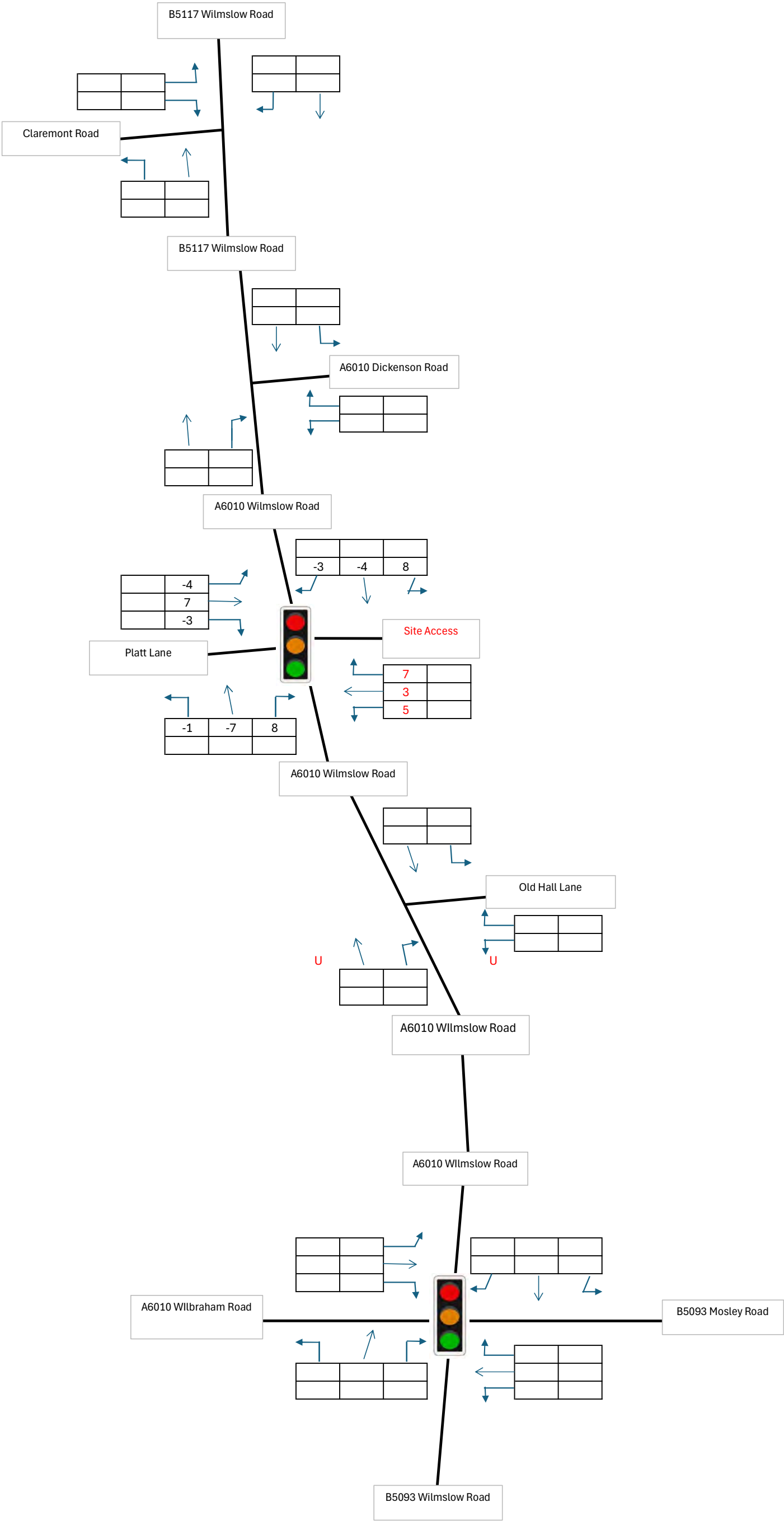


Figure 20: Pass-By Trips
PM Peak: 1600-1700

Notes:

38	Arrivals
39	Departures

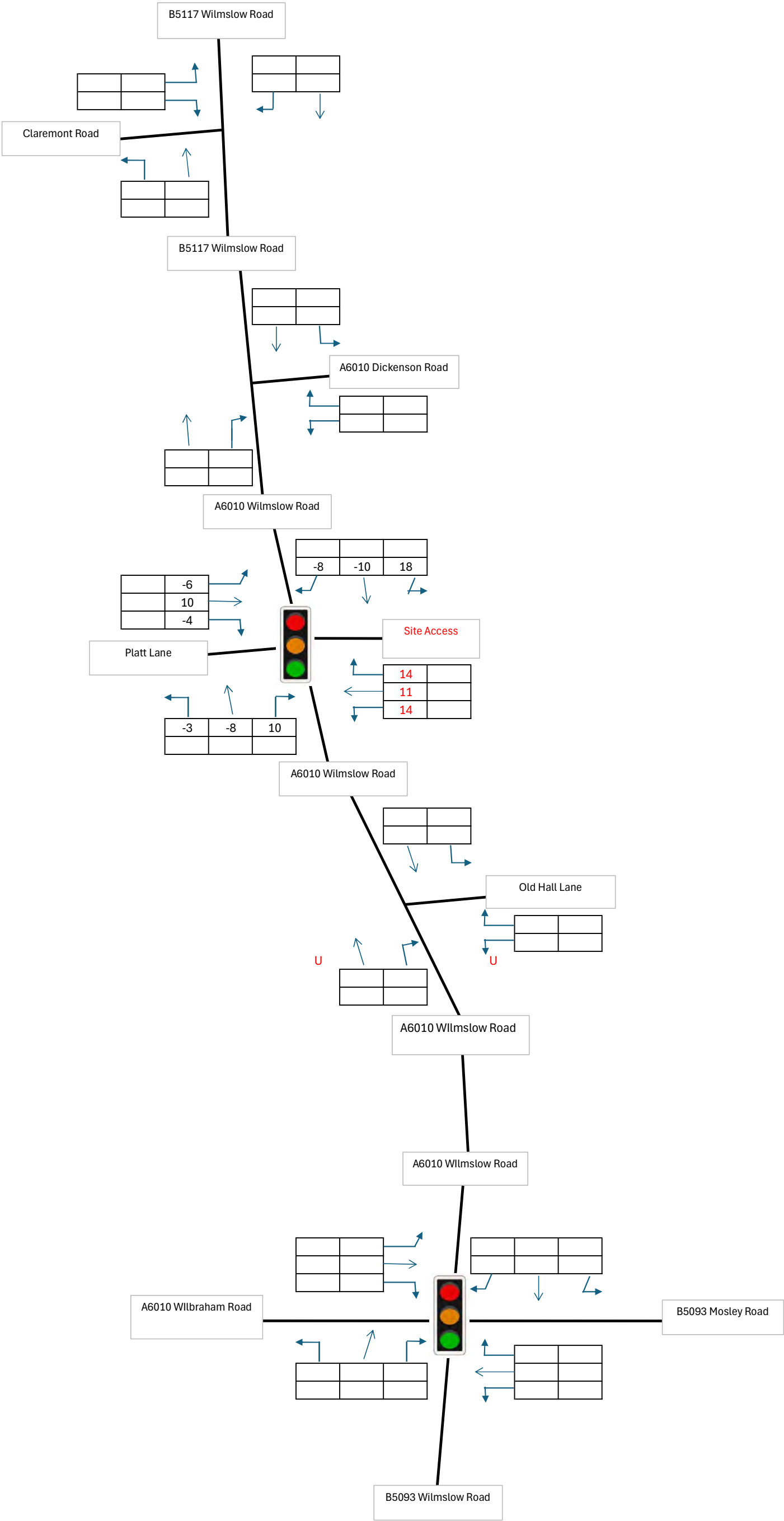


Figure 21: Pass-By Trips
Saturday Peak: 1200-1300

Notes:

52	Arrivals
55	Departures

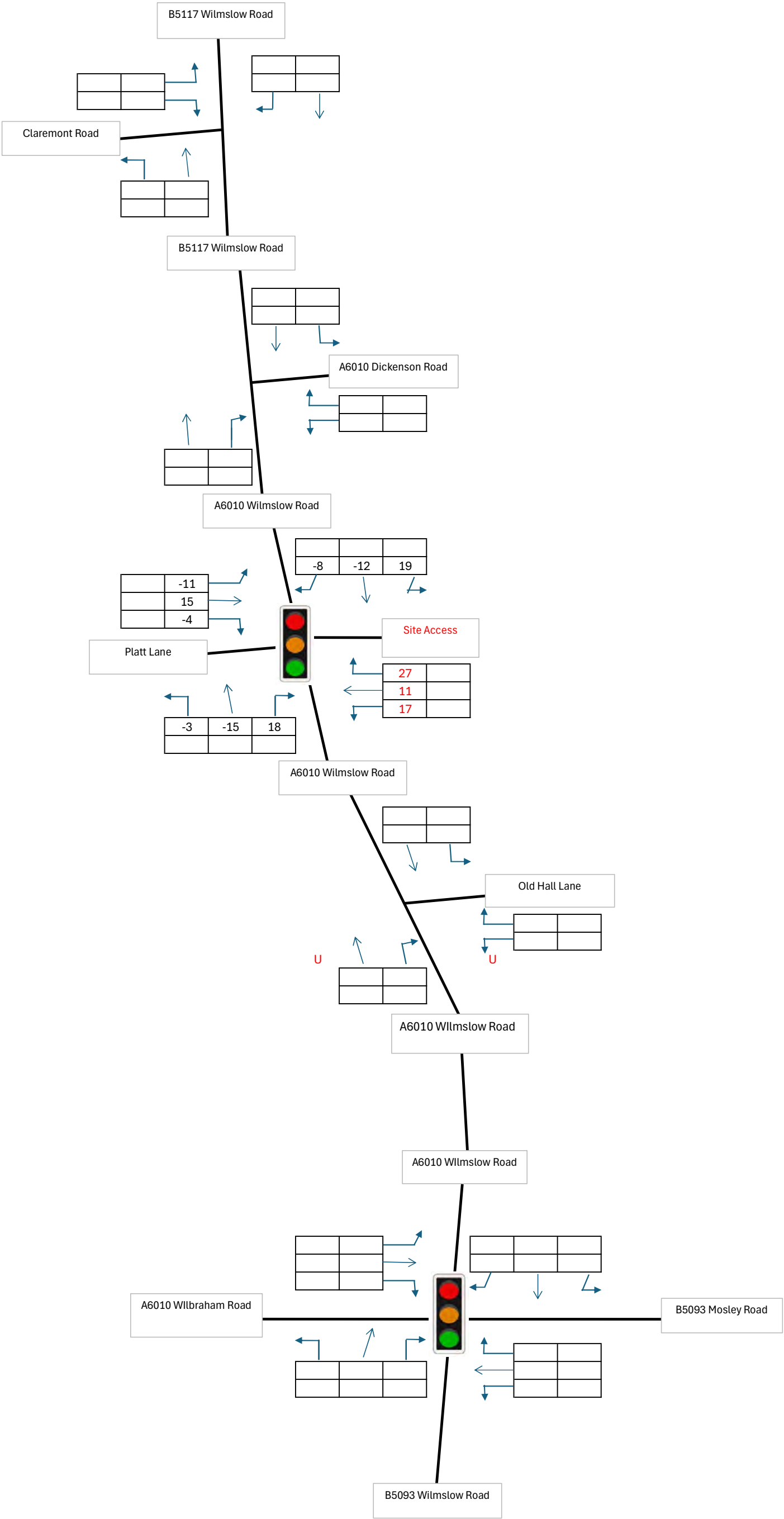


Figure 22: Diverted Trips
AM Peak: 0800-0900

Notes:

6	Arrivals
4	Departures

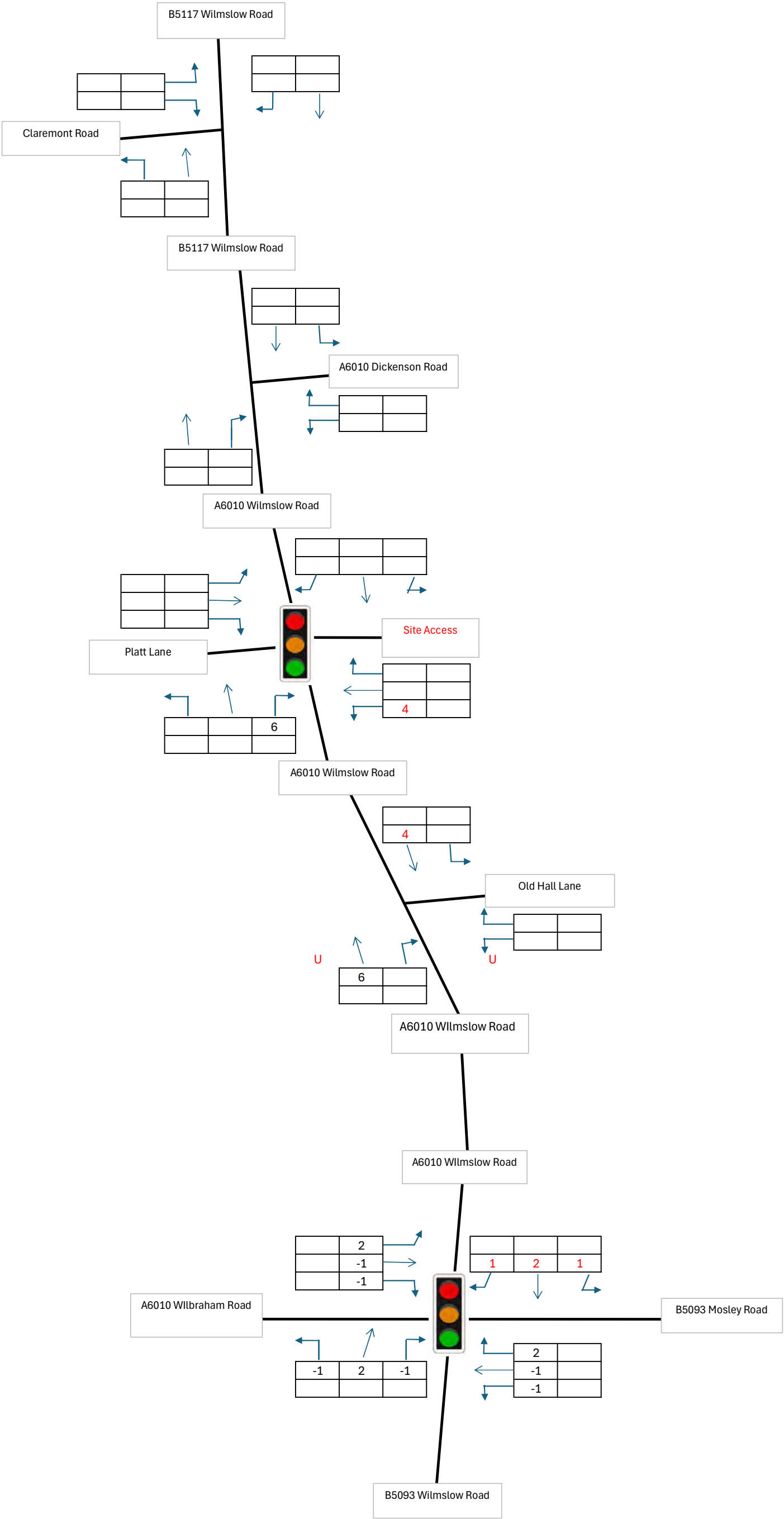


Figure 23: Diverted Trips
PM Peak: 1600-1700

Notes:

9	Arrivals
10	Departures

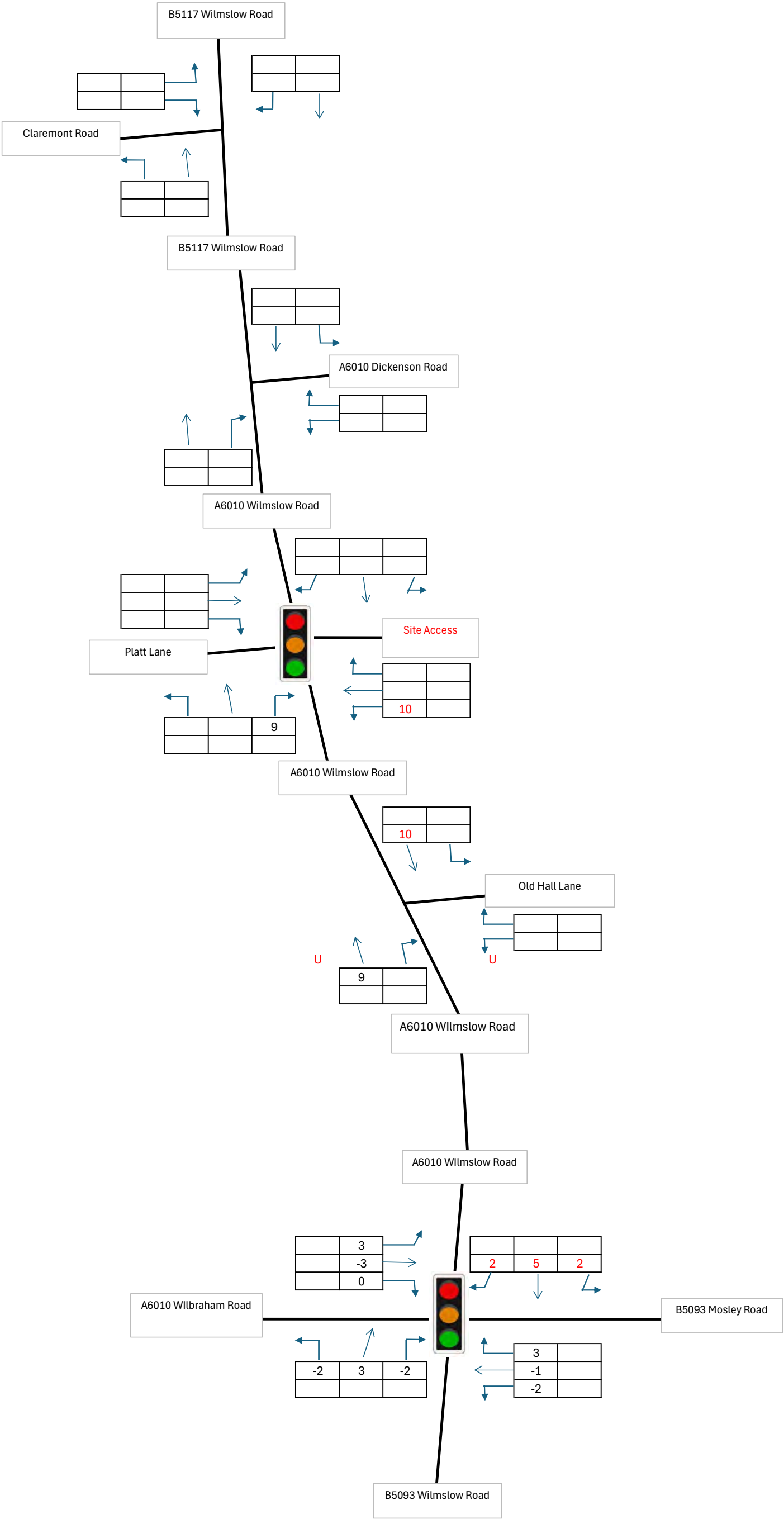


Figure 24: Diverted Trips
Saturday Peak: 1200-1300

Notes:

13	Arrivals
14	Departures

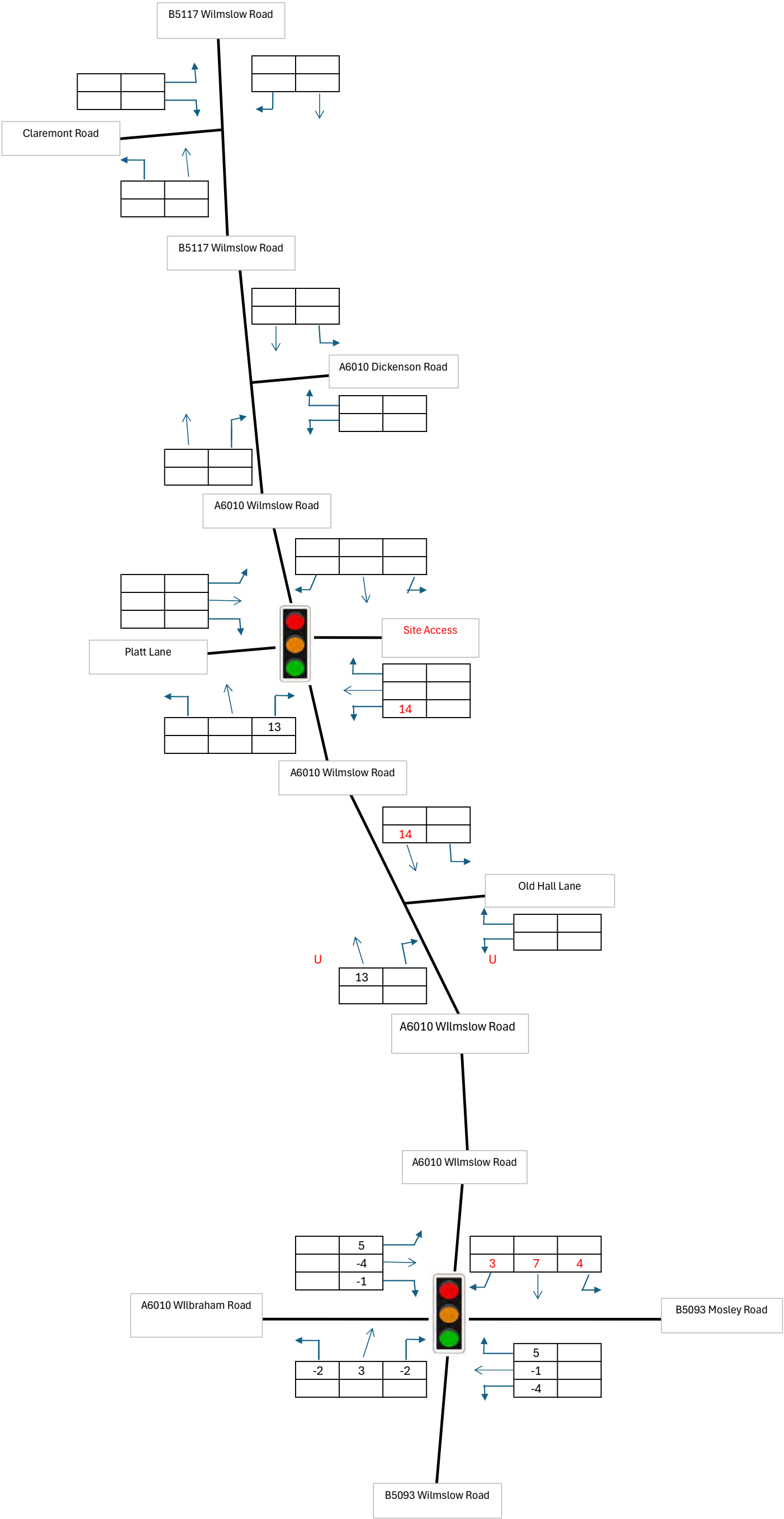


Figure 25: Total Development Trips
AM Peak: 0800-0900

Notes:

#
PCUs

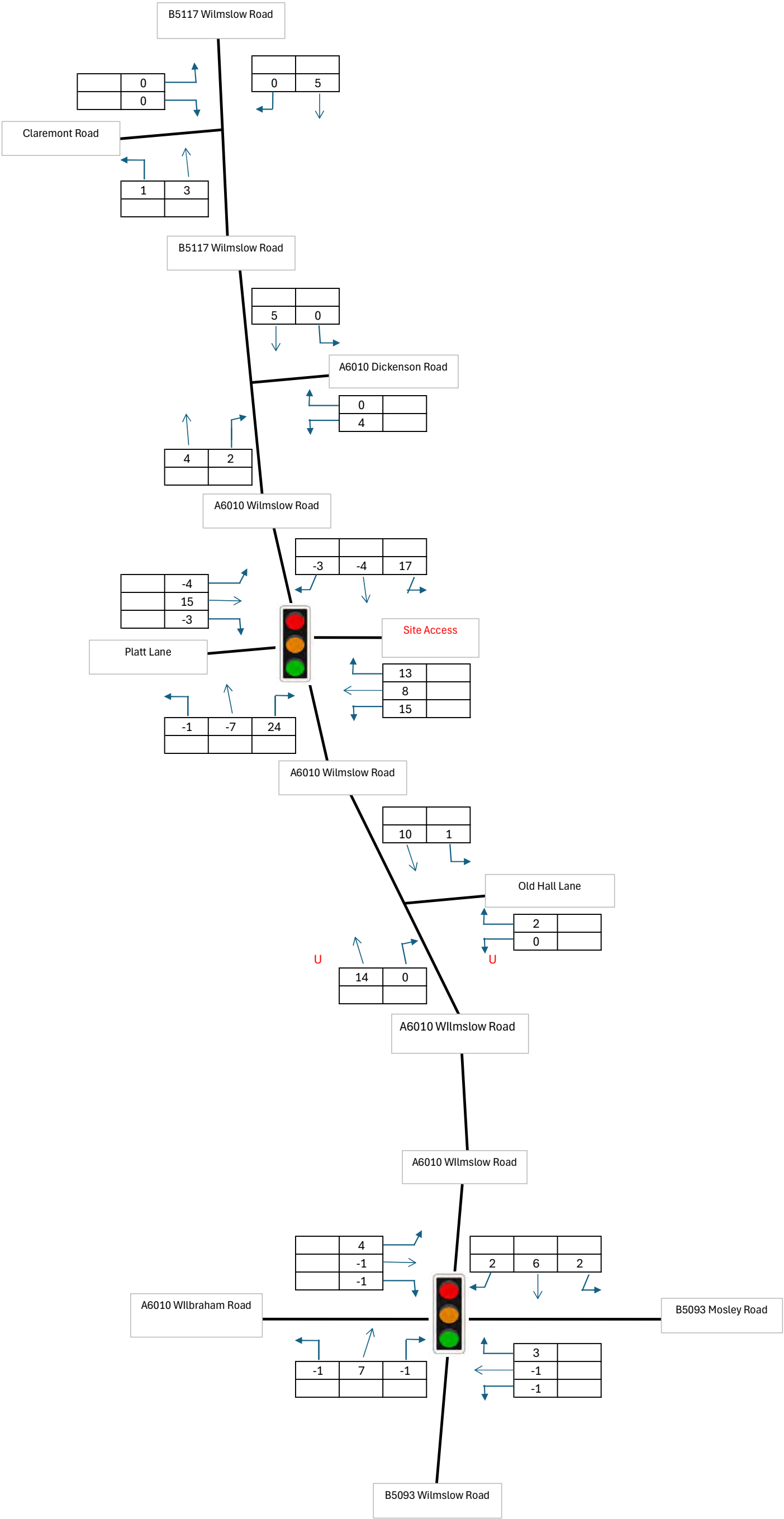


Figure 26: Total Development Trips
PM Peak: 1600-1700

Notes:

#
PCUs

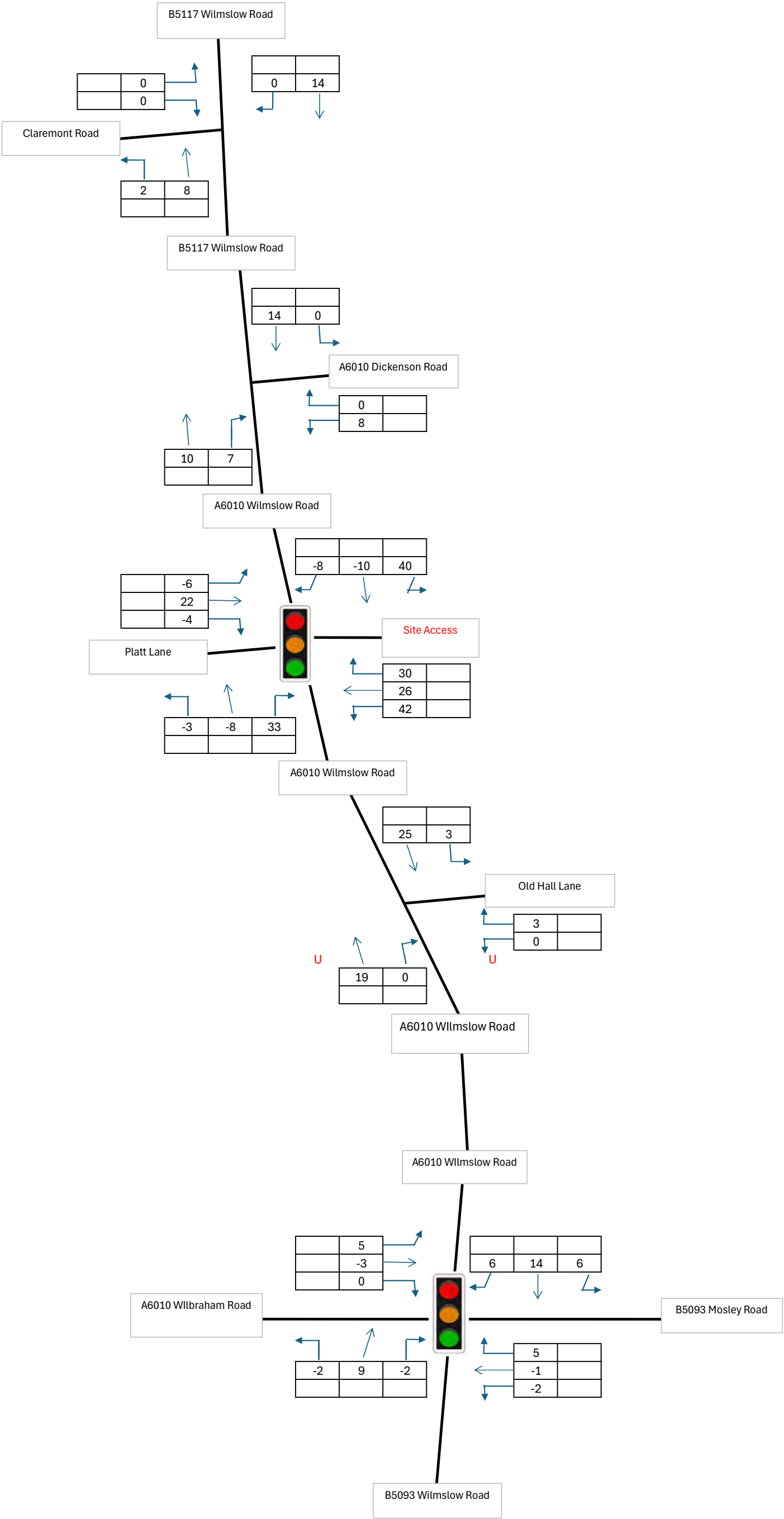


Figure 27: Total Development Trips
Saturday Peak: 1200-1300

Notes:

#

 PCUs

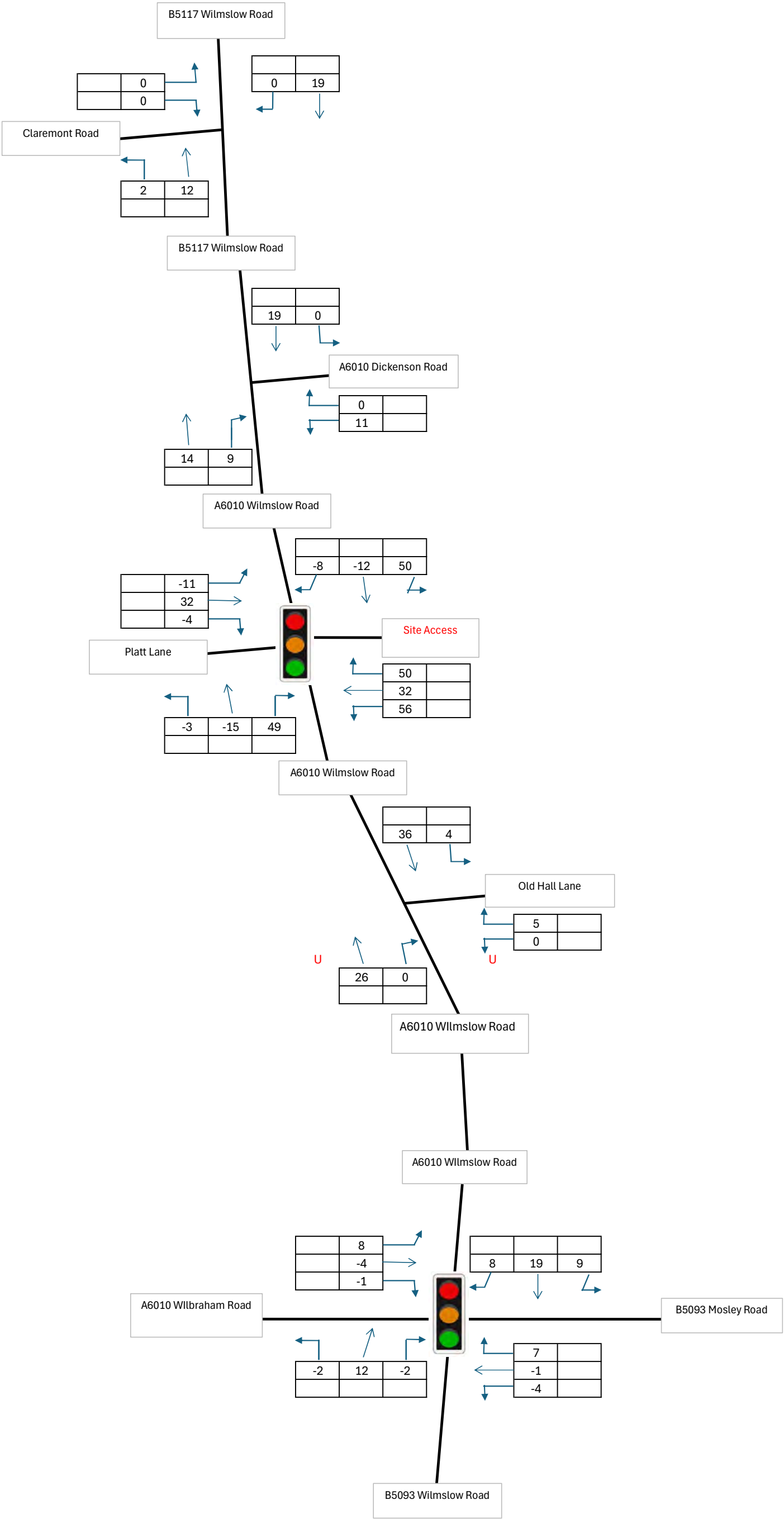


Figure 28: 2026 Opening Year + Development
AM Peak: 0800-0900

Notes:

#

 PCUs

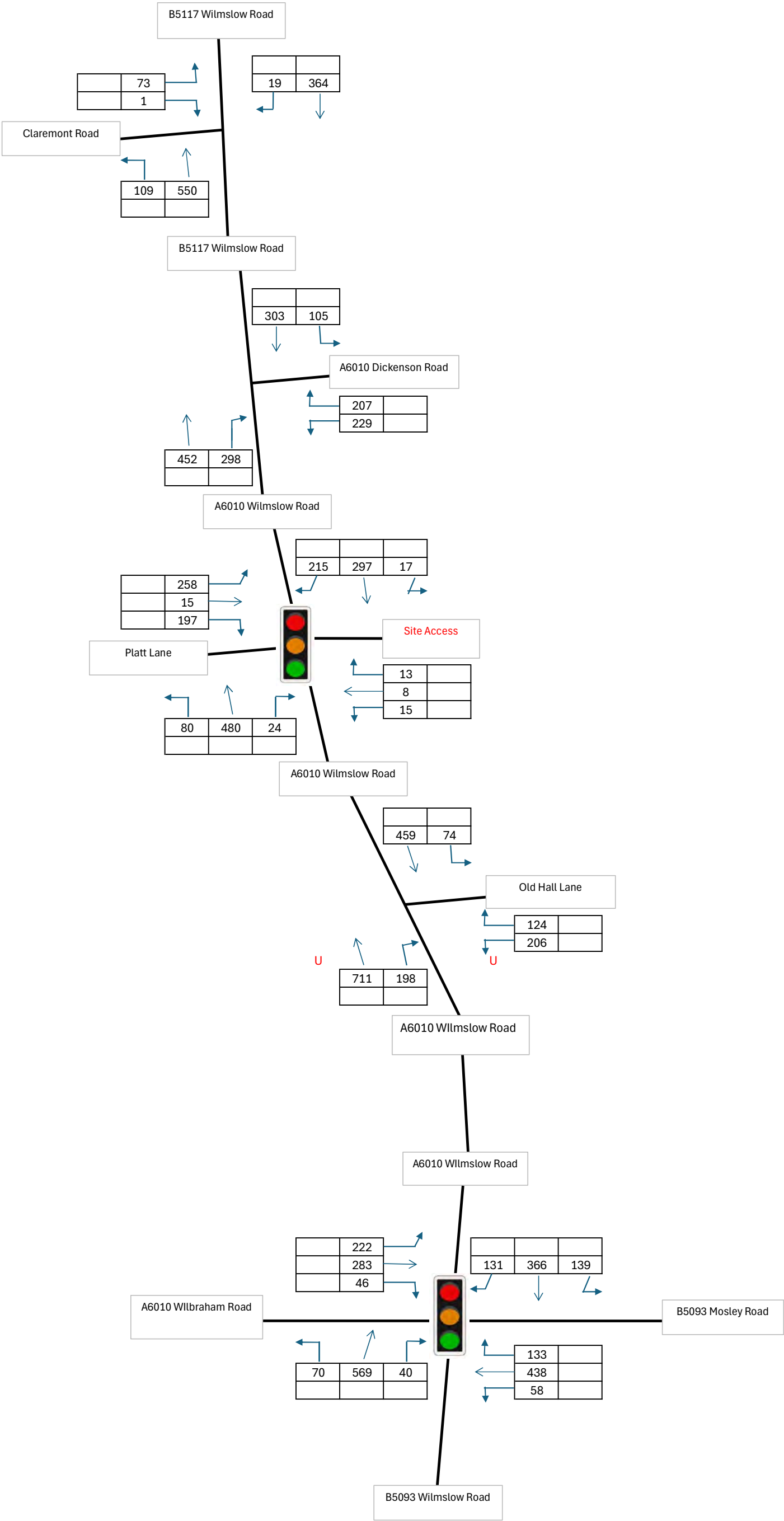


Figure 29: 2026 Opening Year + Development
PM Peak: 1700-1800

Notes:

#

 PCUs

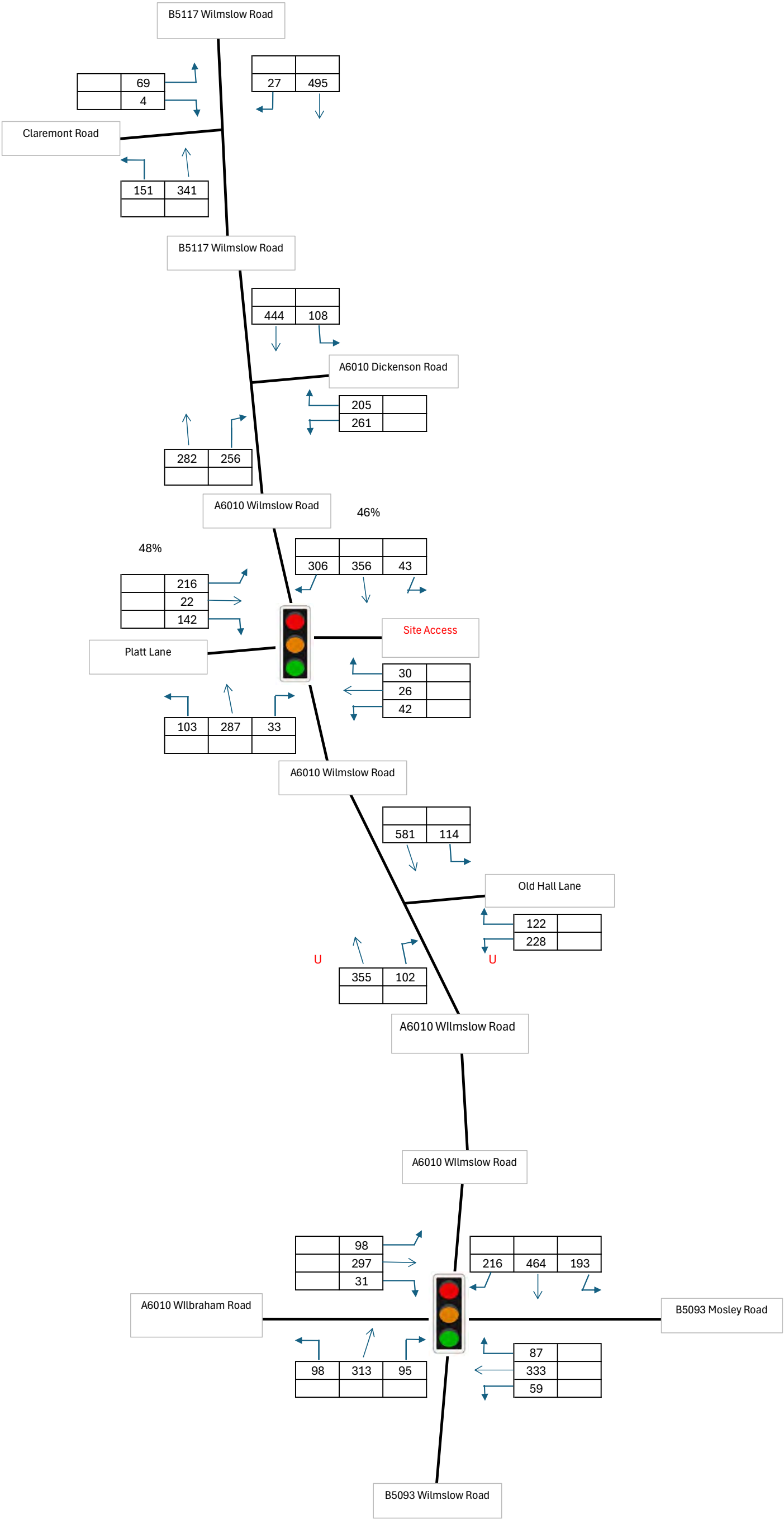


Figure 30: 2026 Opening Year + Development
Saturday Peak: 1200-1300

Notes:

#

 PCUs

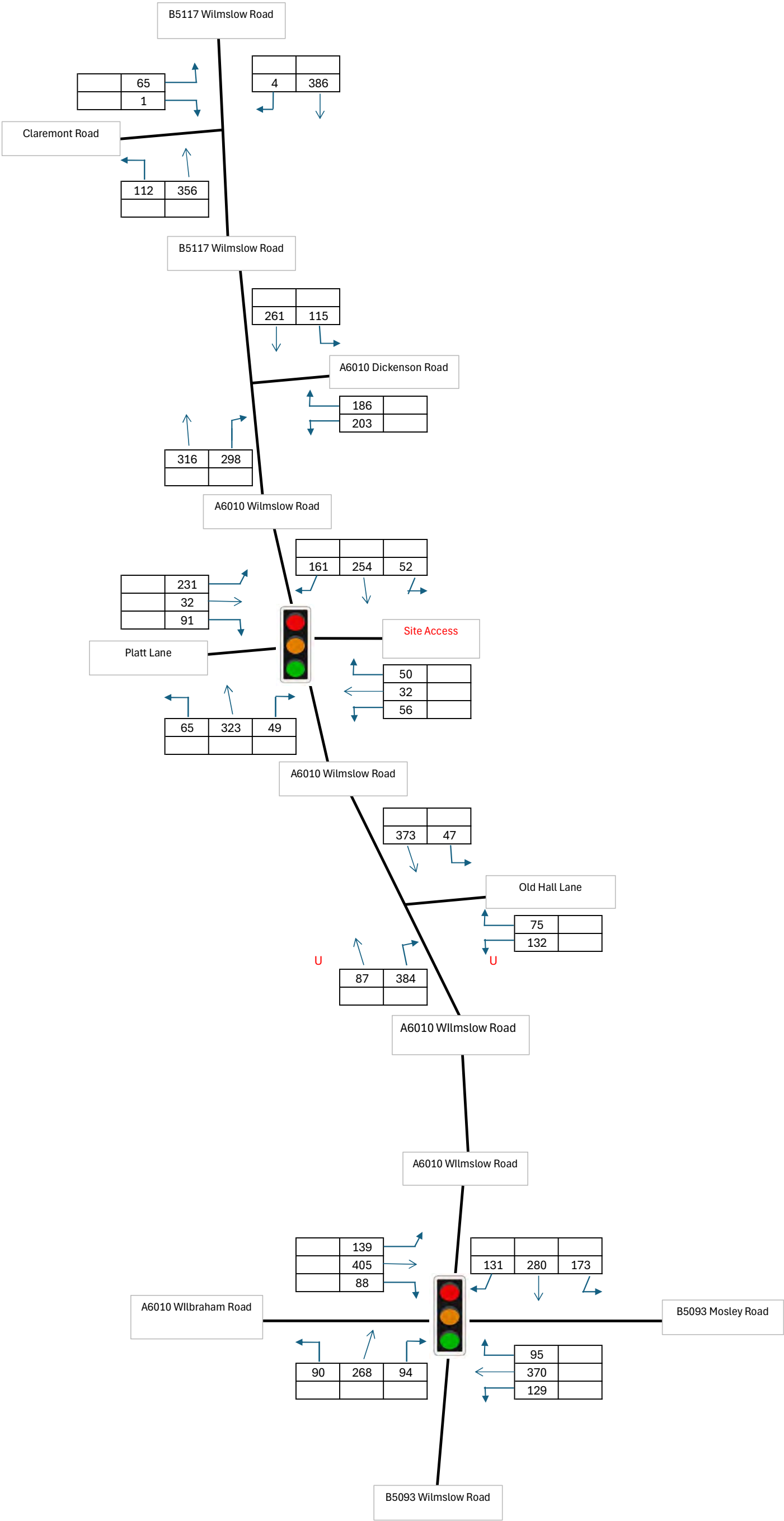


Figure 31: 2031 Future Year + Development
AM Peak: 0800-0900

Notes:

#

 PCUs

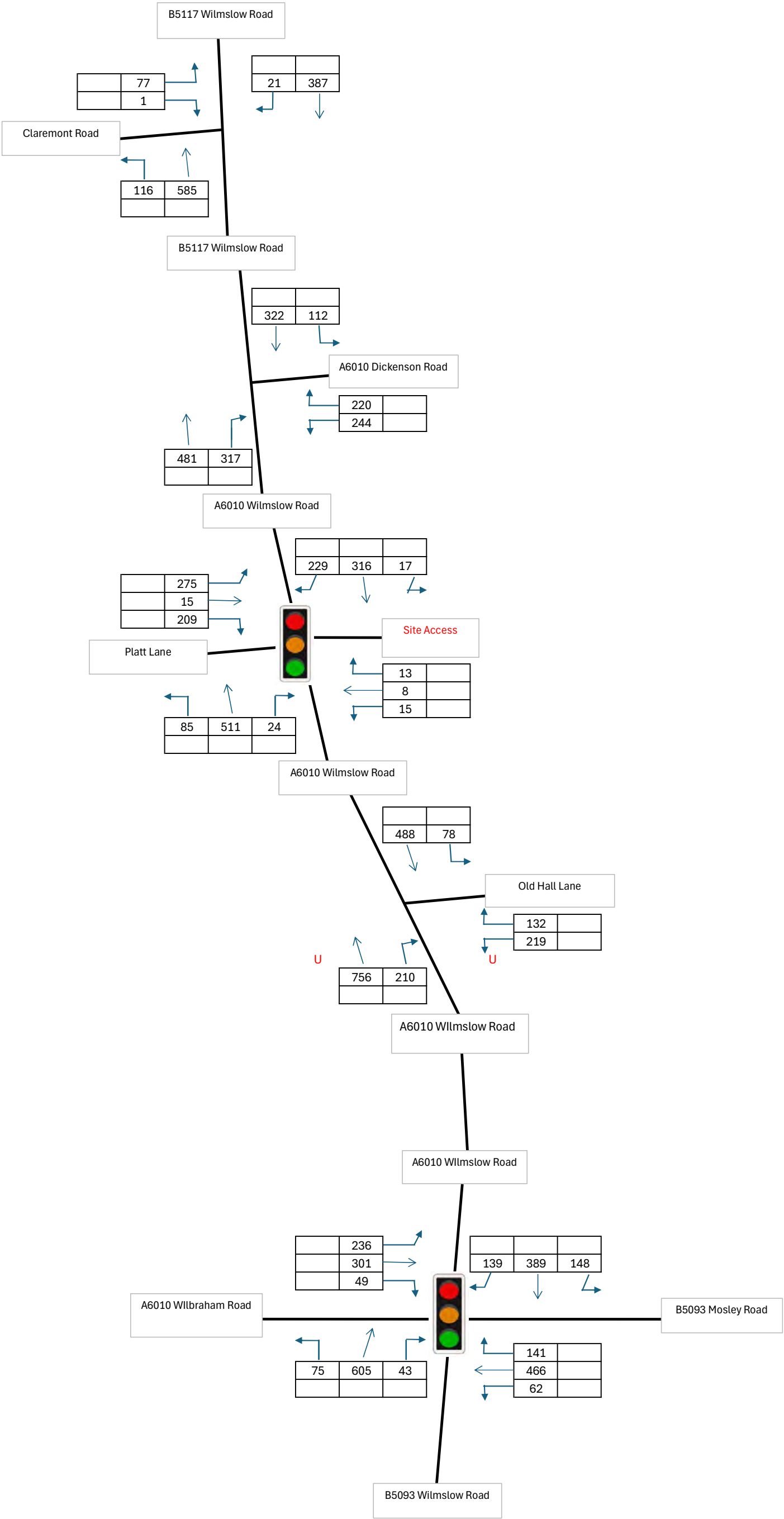


Figure 32: 2031 Future Year + Development
PM Peak: 1700-1800

Notes:

#

 PCUs

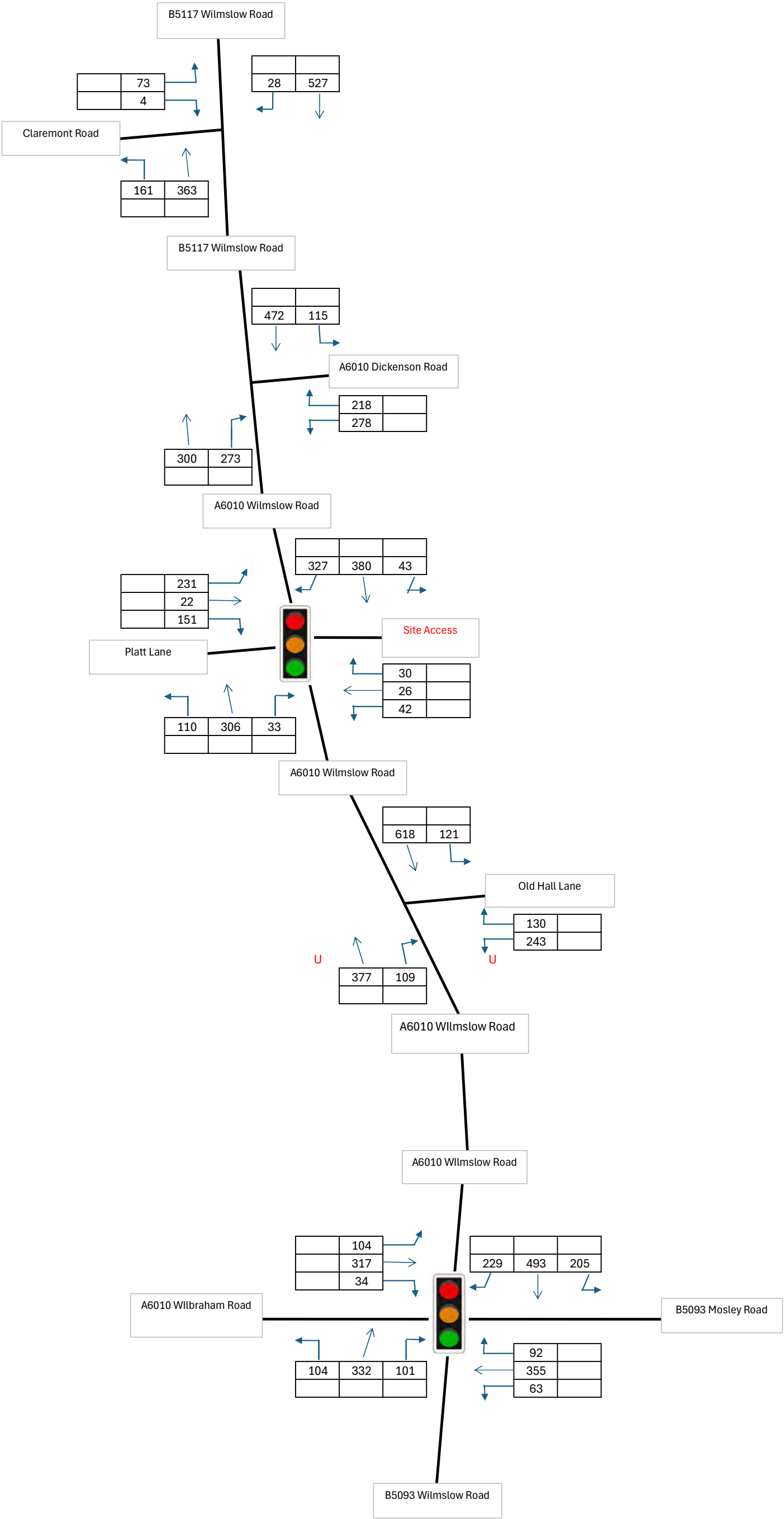


Figure 33: 2031 Future Year + Development
Saturday Peak: 1200-1300

Notes:

#

 PCUs

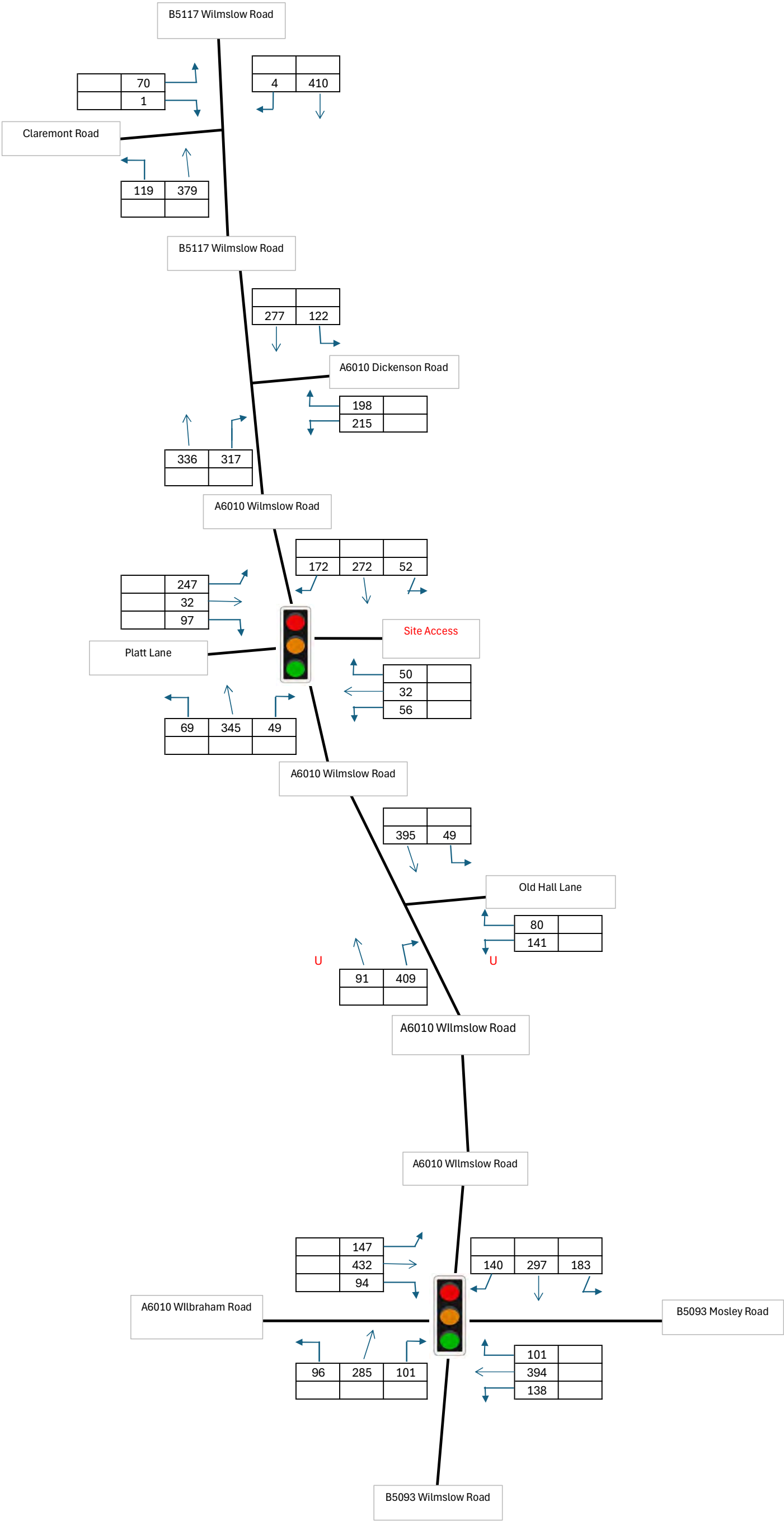


Figure 34: Development Impact (2026)
AM Peak: 0800-0900

Notes:

%

 Development Impact on Local Junction

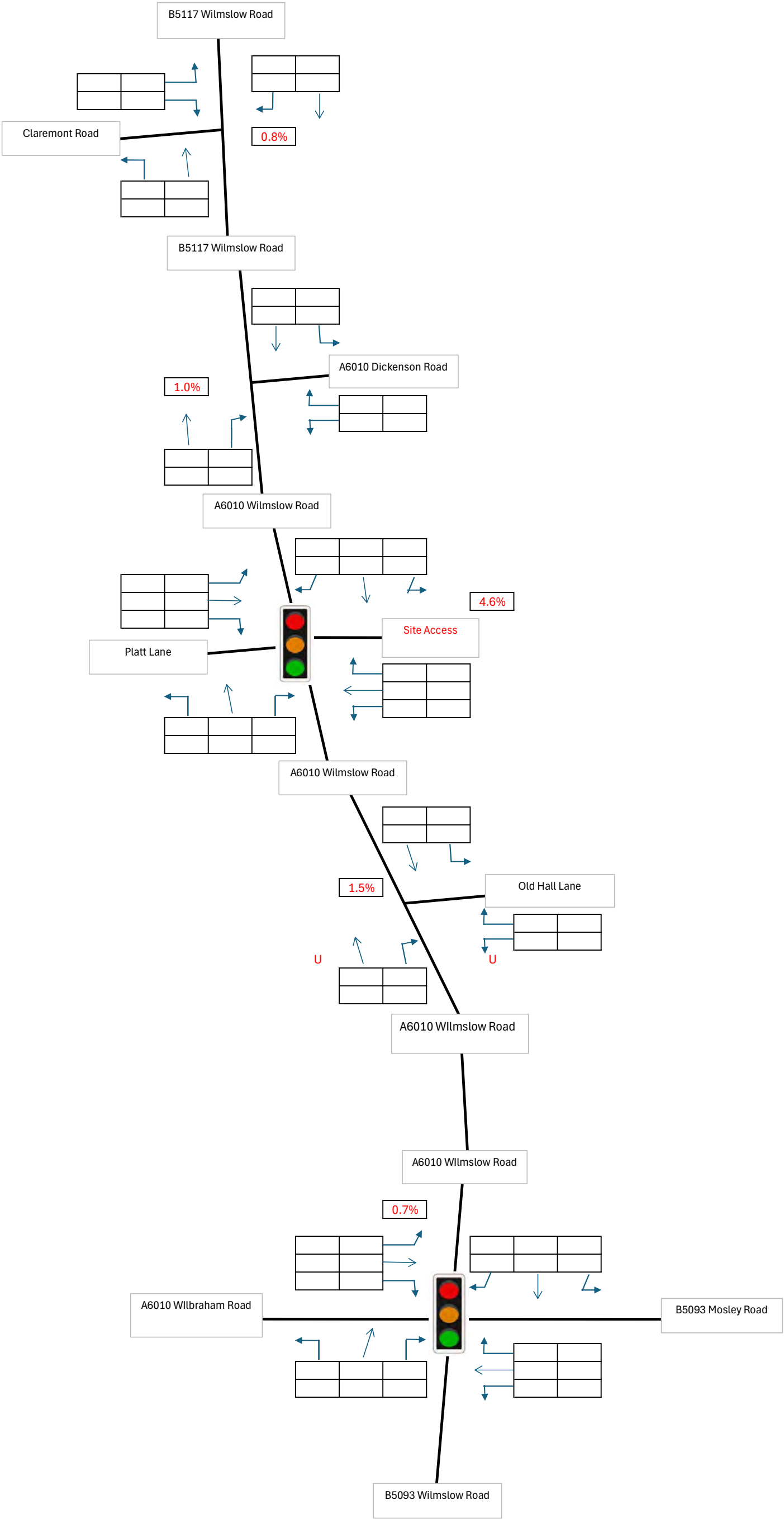


Figure 34: Development Impact (2026)
PM Peak: 1700-1800

Notes:

%

 Development Impact on Local Junction

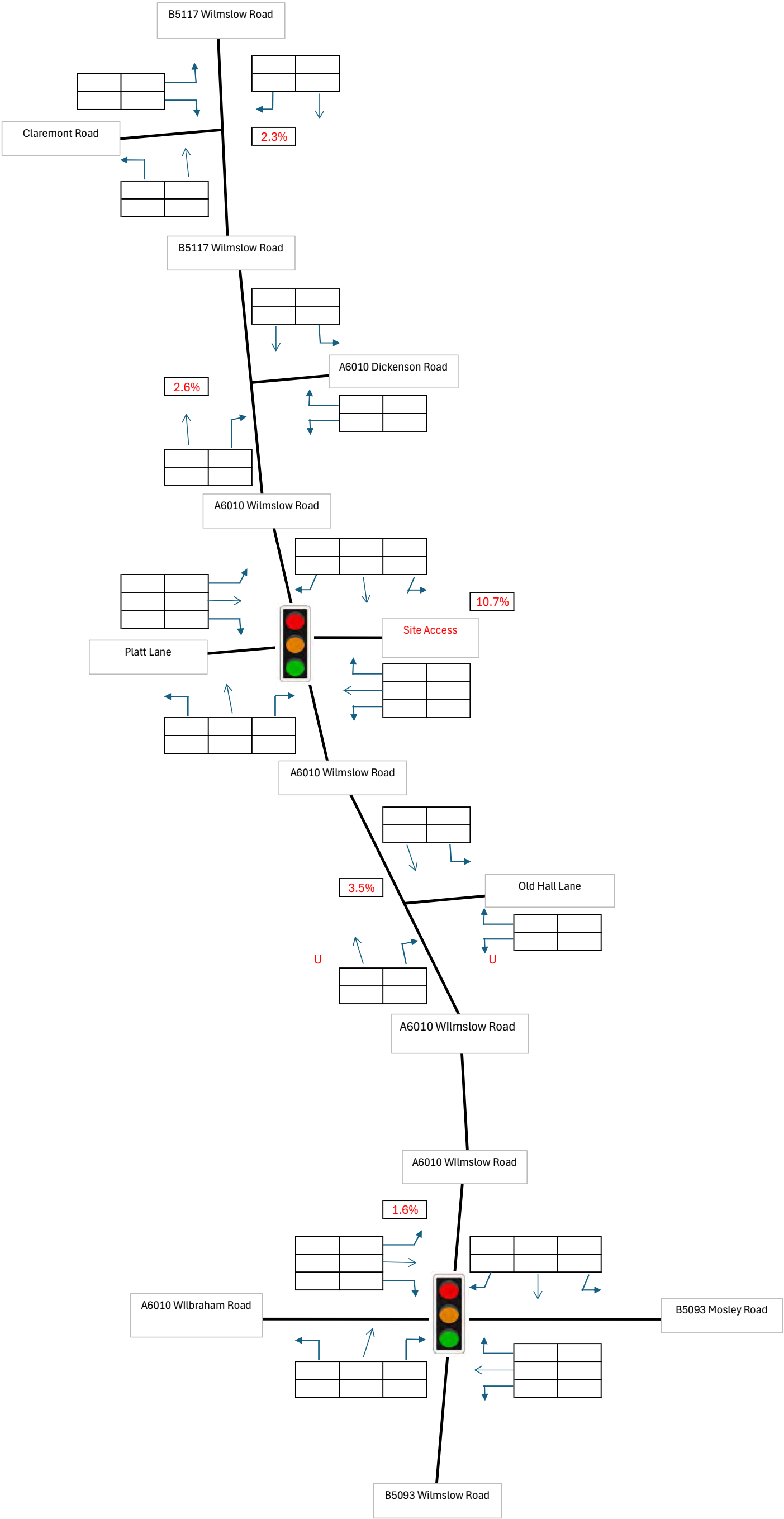
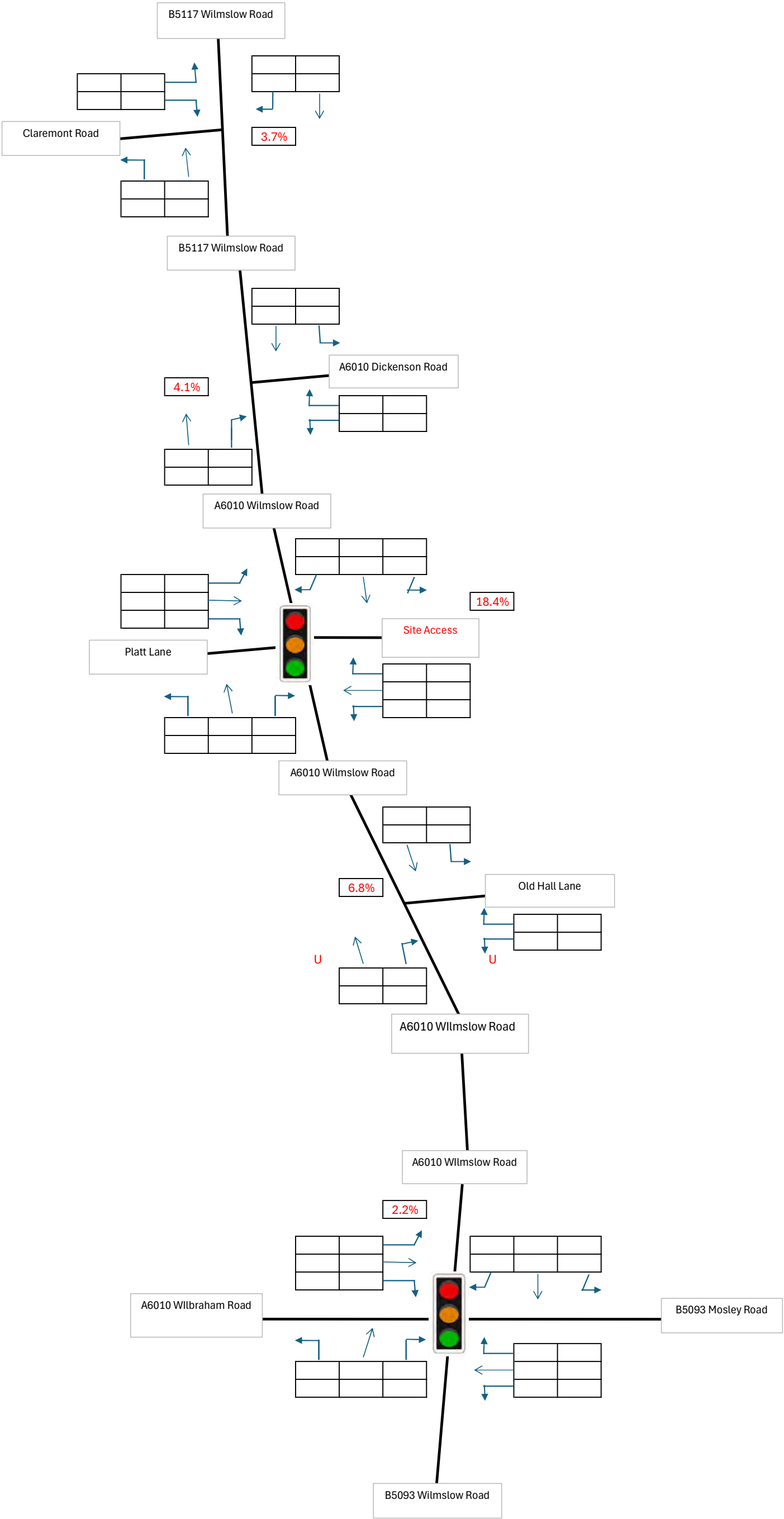


Figure 36: Development Impact (2026)
Saturday Peak: 1200-1300

Notes:

%

 Development Impact on Local Junction



APPENDICES

APPENDIX A – TRAFFIC SURVEY RESULTS

Winslow Road, Manchester

Queue Length Survey

Site 1 of 5

B5117 Wilmslow Road (South)
Claremont Road
B5117 Wilmslow Road (North)

Lat/Long

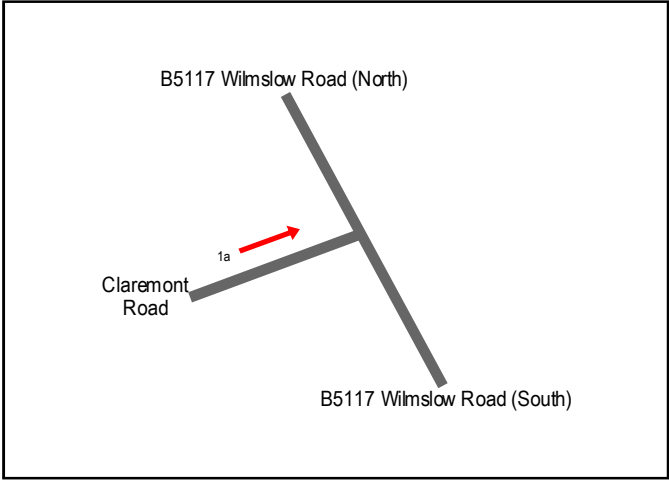
lat 53.453123° lon -2.223120°

Date

Thursday 12 September 2024

Weather

Cloudy
Temp: 6°C



0700 - 1000 (Weekday AM Peak)

TIME	1a
0700 - 0705	1
0705 - 0710	1
0710 - 0715	0
0715 - 0720	1
0720 - 0725	1
0725 - 0730	1
0730 - 0735	1
0735 - 0740	1
0740 - 0745	1
0745 - 0750	1
0750 - 0755	1
0755 - 0800	1
Hourly Average	0.92
0800 - 0805	0
0805 - 0810	1
0810 - 0815	2
0815 - 0820	1
0820 - 0825	2
0825 - 0830	1
0830 - 0835	1
0835 - 0840	1
0840 - 0845	3
0845 - 0850	4
0850 - 0855	1
0855 - 0900	2
Hourly Average	1.58
0900 - 0905	2
0905 - 0910	0
0910 - 0915	1
0915 - 0920	1
0920 - 0925	1
0925 - 0930	1
0930 - 0935	1
0935 - 0940	1
0940 - 0945	0
0945 - 0950	3
0950 - 0955	1
0955 - 1000	1
Hourly Average	1.08

Session Total	1.19
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Date

Thursday 12 September 2024

Weather

Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	1a
1500 - 1505	2
1505 - 1510	3
1510 - 1515	4
1515 - 1520	1
1520 - 1525	1
1525 - 1530	1
1530 - 1535	2
1535 - 1540	3
1540 - 1545	3
1545 - 1550	1
1550 - 1555	1
1555 - 1600	2
Hourly Average	2.00
1600 - 1605	1
1605 - 1610	1
1610 - 1615	4
1615 - 1620	2
1620 - 1625	2
1625 - 1630	3
1630 - 1635	2
1635 - 1640	2
1640 - 1645	3
1645 - 1650	2
1650 - 1655	1
1655 - 1700	1
Hourly Average	2.00
1700 - 1705	2
1705 - 1710	2
1710 - 1715	1
1715 - 1720	1
1720 - 1725	1
1725 - 1730	2
1730 - 1735	1
1735 - 1740	1
1740 - 1745	1
1745 - 1750	1
1750 - 1755	2
1755 - 1800	2
Hourly Average	1.42
1800 - 1805	1
1805 - 1810	4
1810 - 1815	1
1815 - 1820	1
1820 - 1825	1
1825 - 1830	1
1830 - 1835	2
1835 - 1840	3

1840 - 1845	4
1845 - 1850	1
1850 - 1855	0
1855 - 1900	2
Hourly Average	1.75

Session Total	1.79
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Date
Saturday 21 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

TIME	1a
1100 - 1105	0
1105 - 1110	2
1110 - 1115	1
1115 - 1120	1
1120 - 1125	1
1125 - 1130	1
1130 - 1135	1
1135 - 1140	2
1140 - 1145	1
1145 - 1150	1
1150 - 1155	3
1155 - 1200	4
Hourly Average	1.50
1200 - 1205	1
1205 - 1210	2
1210 - 1215	1
1215 - 1220	1
1220 - 1225	2
1225 - 1230	1
1230 - 1235	1
1235 - 1240	1
1240 - 1245	2
1245 - 1250	1
1250 - 1255	3
1255 - 1300	2
Hourly Average	1.50
1300 - 1305	1
1305 - 1310	1
1310 - 1315	2
1315 - 1320	2
1320 - 1325	3
1325 - 1330	1
1330 - 1335	2
1335 - 1340	1
1340 - 1345	1
1345 - 1350	1
1350 - 1355	2
1355 - 1400	1
Hourly Average	1.50
1400 - 1405	2
1405 - 1410	2
1410 - 1415	2
1415 - 1420	1
1420 - 1425	2
1425 - 1430	2
1430 - 1435	1
1435 - 1440	2
1440 - 1445	2
1445 - 1450	1
1450 - 1455	2
1455 - 1500	2
Hourly Average	1.75

Session Total	1.56
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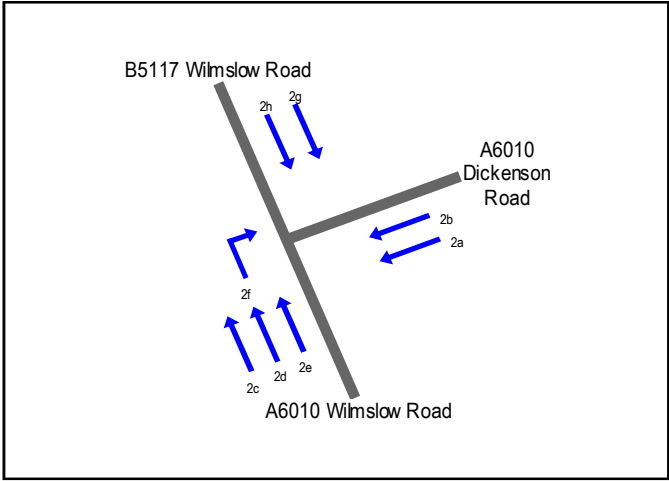
Winslow Road, Manchester
Queue Length Survey

Site 2 of 5
A6010 Dickenson Road
A6010 Wimslow Road
B5117 Wimslow Road

Lat/Long
lat 53.451908° lon -2.222272°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C



0700 - 1000 (Weekday AM Peak)

TIME	2a	2b	2c	2d	2e	2f	2g	2h
0700 - 0705	3	3	0	1	3	0	0	3
0705 - 0710	2	2	0	0	2	2	1	5
0710 - 0715	2	3	0	0	2	1	0	2
0715 - 0720	3	1	0	1	4	0	0	2
0720 - 0725	5	3	1	1	3	2	0	2
0725 - 0730	3	4	0	2	2	2	1	6
0730 - 0735	2	5	1	0	2	2	1	3
0735 - 0740	7	5	0	3	5	2	0	5
0740 - 0745	6	3	1	2	5	3	1	4
0745 - 0750	5	3	0	5	7	3	1	6
0750 - 0755	13	5	0	2	6	3	1	9
0755 - 0800	6	4	0	2	6	3	1	8
Hourly Average	4.75	3.42	0.25	1.58	3.92	1.92	0.58	4.58
0800 - 0805	10	6	0	0	6	2	1	9
0805 - 0810	8	8	0	2	6	3	0	8
0810 - 0815	9	7	1	2	7	3	1	9
0815 - 0820	6	7	0	3	6	3	0	7
0820 - 0825	3	7	0	3	5	3	1	7
0825 - 0830	8	5	0	1	6	3	1	9
0830 - 0835	11	3	0	1	6	3	0	7
0835 - 0840	11	7	1	2	6	3	1	9
0840 - 0845	7	7	0	2	7	3	1	10
0845 - 0850	9	7	0	4	6	3	1	11
0850 - 0855	5	4	1	2	6	2	1	14
0855 - 0900	9	6	1	2	5	3	0	10
Hourly Average	8.00	6.17	0.33	2.00	6.00	2.83	0.67	9.17
0900 - 0905	11	4	0	5	6	3	1	10
0905 - 0910	4	2	0	3	6	3	0	8
0910 - 0915	4	7	0	2	6	3	1	7
0915 - 0920	6	8	0	2	6	3	0	4
0920 - 0925	4	3	0	2	5	3	0	4
0925 - 0930	5	6	0	2	4	3	0	10
0930 - 0935	3	4	0	1	5	3	0	7
0935 - 0940	11	4	0	4	6	3	1	4
0940 - 0945	13	6	0	3	5	3	1	4
0945 - 0950	2	5	1	1	4	3	0	7
0950 - 0955	7	6	0	1	5	3	0	7
0955 - 1000	3	8	0	1	4	2	1	7
Hourly Average	6.08	5.25	0.08	2.25	5.17	2.92	0.42	6.58
Session Total	6.28	4.94	0.22	1.94	5.03	2.56	0.56	6.78

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	2a	2b	2c	2d	2e	2f	2g	2h
1500 - 1505	4	3	0	2	6	3	0	10
1505 - 1510	9	5	0	2	6	3	2	9
1510 - 1515	5	4	0	1	6	3	3	13
1515 - 1520	11	6	0	2	5	3	2	13
1520 - 1525	11	5	0	1	6	3	3	13
1525 - 1530	8	9	0	4	6	3	2	12
1530 - 1535	12	10	0	2	6	3	2	13
1535 - 1540	13	12	0	0	6	3	2	11
1540 - 1545	8	9	0	3	6	3	4	12
1545 - 1550	9	5	0	2	6	3	2	12
1550 - 1555	13	8	0	2	6	3	3	13
1555 - 1600	7	12	0	0	6	3	1	11
Hourly Average	9.17	7.33	0.00	1.75	5.92	3.00	2.17	11.83
1600 - 1605	10	9	0	3	7	3	3	13
1605 - 1610	15	11	0	3	5	3	3	12
1610 - 1615	16	10	0	3	5	3	3	12
1615 - 1620	15	10	0	2	6	3	5	10
1620 - 1625	16	11	0	2	6	3	3	11
1625 - 1630	12	4	0	2	6	3	6	7
1630 - 1635	13	7	1	2	6	3	3	10
1635 - 1640	14	7	0	3	5	3	5	13
1640 - 1645	15	9	0	4	5	3	4	12
1645 - 1650	14	9	0	3	5	3	6	11
1650 - 1655	15	13	0	2	6	3	3	13
1655 - 1700	16	14	0	4	5	3	7	13
Hourly Average	14.25	9.50	0.08	2.75	5.58	3.00	4.25	11.42
1700 - 1705	14	11	0	3	5	3	2	12
1705 - 1710	15	5	0	1	6	3	5	13
1710 - 1715	14	7	0	3	6	3	2	14
1715 - 1720	13	7	0	2	6	3	8	12
1720 - 1725	14	10	0	4	6	3	4	10
1725 - 1730	13	9	0	1	6	3	5	14
1730 - 1735	14	6	1	2	6	3	4	12
1735 - 1740	15	9	0	1	6	3	2	13
1740 - 1745	14	6	0	2	6	3	4	11
1745 - 1750	16	6	0	3	6	3	2	13
1750 - 1755	14	7	0	4	7	3	2	11
1755 - 1800	15	6	0	3	6	3	6	9
Hourly Average	14.25	7.42	0.08	2.42	6.00	3.00	3.83	12.00
1800 - 1805	14	7	0	1	6	3	6	13
1805 - 1810	16	12	0	0	6	3	8	12
1810 - 1815	13	10	0	0	6	3	2	13
1815 - 1820	7	7	0	3	6	3	2	12
1820 - 1825	12	5	0	4	4	3	4	12
1825 - 1830	9	4	0	3	5	3	3	13
1830 - 1835	10	9	0	1	6	3	4	12
1835 - 1840	10	7	0	2	5	3	2	13

1840 - 1845	14	10	0	5	5	3	3	14
1845 - 1850	15	9	0	1	6	3	2	13
1850 - 1855	13	5	0	0	6	3	2	13
1855 - 1900	8	9	0	2	6	3	2	8
Hourly Average	11.75	7.83	0.00	1.83	5.58	3.00	3.33	12.33

Session Total	12.35	8.02	0.04	2.19	5.77	3.00	3.40	11.90
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Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

TIME	2a	2b	2c	2d	2e	2f	2g	2h
1100 - 1105	9	4	0	2	4	3	0	5
1105 - 1110	7	6	0	1	4	3	1	4
1110 - 1115	7	4	0	1	4	3	0	9
1115 - 1120	6	2	0	1	6	3	1	9
1120 - 1125	3	4	0	2	6	3	0	7
1125 - 1130	8	6	0	2	6	3	0	12
1130 - 1135	4	4	0	2	7	3	1	9
1135 - 1140	7	4	0	2	6	3	1	7
1140 - 1145	8	3	0	2	6	3	1	9
1145 - 1150	7	7	0	1	6	3	0	12
1150 - 1155	9	4	0	1	6	3	2	8
1155 - 1200	4	5	0	2	6	3	0	8
Hourly Average	6.58	4.42	0.00	1.58	5.58	3.00	0.58	8.25
1200 - 1205	8	6	0	1	6	2	1	6
1205 - 1210	8	5	0	1	6	3	0	11
1210 - 1215	10	6	0	3	6	3	2	12
1215 - 1220	10	4	0	2	6	3	2	7
1220 - 1225	5	4	0	3	4	2	1	6
1225 - 1230	4	5	0	1	5	3	0	7
1230 - 1235	7	6	0	1	6	3	1	10
1235 - 1240	11	4	0	3	6	3	1	10
1240 - 1245	12	4	0	1	6	3	1	7
1245 - 1250	8	5	0	1	5	3	0	6
1250 - 1255	5	6	0	2	6	3	3	7
1255 - 1300	6	6	0	2	3	2	2	5
Hourly Average	7.83	5.08	0.00	1.75	5.42	2.75	1.17	7.83
1300 - 1305	6	5	0	0	5	3	1	7
1305 - 1310	6	4	0	1	6	3	1	5
1310 - 1315	8	6	0	2	4	3	2	12
1315 - 1320	9	7	0	2	6	3	1	7
1320 - 1325	6	3	0	3	6	3	2	10
1325 - 1330	10	4	0	2	6	3	1	9
1330 - 1335	9	5	0	2	5	3	1	10
1335 - 1340	10	7	0	2	5	3	0	7
1340 - 1345	10	5	0	2	6	3	1	5
1345 - 1350	10	8	0	2	6	3	1	9
1350 - 1355	7	6	0	2	6	3	1	11
1355 - 1400	8	4	0	2	6	3	1	7
Hourly Average	8.25	5.33	0.00	1.83	5.58	3.00	1.08	8.25
1400 - 1405	4	5	0	3	6	3	1	12
1405 - 1410	5	6	0	1	6	3	1	12
1410 - 1415	6	9	0	1	6	3	1	12
1415 - 1420	7	7	0	5	6	3	2	9
1420 - 1425	6	6	0	3	6	3	0	10
1425 - 1430	8	7	0	3	6	3	1	10
1430 - 1435	10	11	0	2	5	3	2	8
1435 - 1440	11	10	0	4	5	3	2	10
1440 - 1445	12	11	0	2	6	3	1	7
1445 - 1450	11	9	0	2	6	3	2	12
1450 - 1455	12	9	0	2	6	3	2	11
1455 - 1500	11	10	0	3	6	3	0	12
Hourly Average	8.58	8.33	0.00	2.58	5.83	3.00	1.25	10.42

Session Total	7.81	5.79	0.00	1.94	5.60	2.94	1.02	8.69
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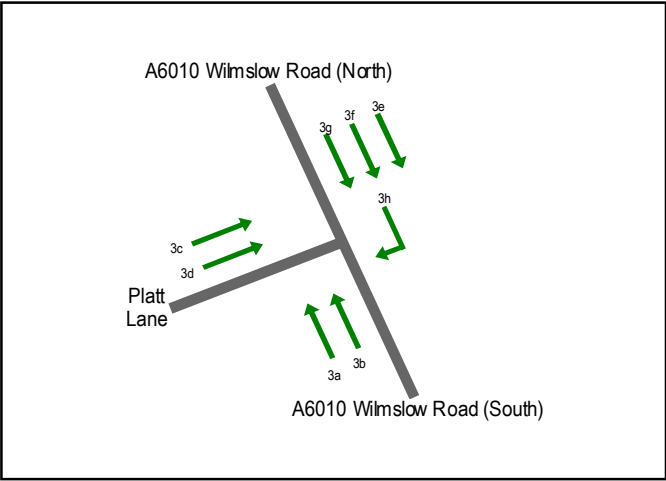
Winslow Road, Manchester
Queue Length Survey

Site 3 of 5
A6010 Wilmslow Road (South)
Platt Lane
A6010 Wilmslow Road (North)

Lat/Long
lat 53.451413° lon -2.222116°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C



0700 - 1000 (Weekday AM Peak)

TIME	3a	3b	3c	3d	3e	3f	3g	3h
0700 - 0705	1	5	1	0	0	2	2	1
0705 - 0710	1	7	2	0	0	1	2	0
0710 - 0715	1	4	1	1	0	1	2	2
0715 - 0720	2	5	2	0	0	1	2	0
0720 - 0725	1	6	2	3	0	1	1	0
0725 - 0730	5	6	3	2	0	1	4	1
0730 - 0735	2	12	2	1	0	2	2	0
0735 - 0740	2	15	5	0	0	0	2	0
0740 - 0745	4	11	5	1	0	3	2	1
0745 - 0750	8	11	8	3	0	3	3	1
0750 - 0755	5	11	5	2	0	4	8	2
0755 - 0800	7	11	5	2	0	3	6	2
Hourly Average	3.25	8.67	3.42	1.25	0.00	1.83	3.00	0.83
0800 - 0805	4	9	5	3	0	1	7	2
0805 - 0810	6	15	16	10	0	1	6	2
0810 - 0815	6	12	18	5	0	1	7	2
0815 - 0820	5	17	14	7	0	2	4	2
0820 - 0825	7	17	19	6	0	3	3	0
0825 - 0830	3	19	15	5	0	2	5	2
0830 - 0835	4	16	18	7	0	2	5	2
0835 - 0840	7	14	21	6	0	3	6	2
0840 - 0845	6	16	16	6	0	1	6	2
0845 - 0850	6	15	15	10	0	3	5	2
0850 - 0855	5	16	16	6	0	3	2	1
0855 - 0900	8	16	17	4	0	1	6	2
Hourly Average	5.58	15.17	15.83	6.25	0.00	1.92	5.17	1.75
0900 - 0905	9	16	14	3	0	3	5	2
0905 - 0910	3	17	9	2	0	3	7	2
0910 - 0915	1	17	5	3	0	1	2	2
0915 - 0920	2	13	5	1	0	1	6	2
0920 - 0925	1	10	6	2	0	2	5	3
0925 - 0930	3	10	5	1	0	2	6	2
0930 - 0935	2	12	6	2	0	2	3	2
0935 - 0940	3	11	8	1	0	2	6	1
0940 - 0945	1	11	5	3	0	2	7	2
0945 - 0950	2	7	4	1	0	1	3	2
0950 - 0955	4	8	4	3	0	1	5	2
0955 - 1000	1	9	13	1	0	1	2	1
Hourly Average	2.67	11.75	7.00	1.92	0.00	1.75	4.75	1.92
Session Total	3.83	11.86	8.75	3.14	0.00	1.83	4.31	1.50

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	3a	3b	3c	3d	3e	3f	3g	3h
1500 - 1505	1	11	14	5	0	1	4	2
1505 - 1510	1	7	17	5	0	3	5	2
1510 - 1515	2	5	18	4	0	2	5	2
1515 - 1520	2	7	18	5	0	4	2	2
1520 - 1525	1	9	7	3	0	4	7	2
1525 - 1530	2	13	16	4	0	2	7	2
1530 - 1535	1	11	15	4	0	4	4	2
1535 - 1540	3	12	18	6	0	5	5	2
1540 - 1545	1	13	21	1	0	3	5	2
1545 - 1550	3	16	20	8	0	2	6	2
1550 - 1555	1	16	21	4	0	2	6	2
1555 - 1600	2	14	22	4	0	1	6	2
Hourly Average	1.67	11.17	17.25	4.42	0.00	2.75	5.17	2.00
1600 - 1605	3	14	19	8	0	3	8	2
1605 - 1610	2	25	5	3	0	5	5	2
1610 - 1615	1	16	6	5	0	4	6	2
1615 - 1620	1	17	5	4	1	5	5	3
1620 - 1625	2	14	15	4	0	2	6	2
1625 - 1630	2	17	17	8	0	3	6	2
1630 - 1635	1	20	12	6	0	5	6	2
1635 - 1640	1	11	8	2	0	3	7	2
1640 - 1645	2	10	6	10	0	5	6	2
1645 - 1650	1	10	9	4	0	4	7	3
1650 - 1655	1	10	6	5	0	2	7	2
1655 - 1700	1	10	4	5	0	1	7	2
Hourly Average	1.50	14.50	9.33	5.33	0.08	3.50	6.33	2.17
1700 - 1705	1	7	4	3	0	2	6	2
1705 - 1710	3	8	12	5	0	4	7	2
1710 - 1715	2	16	22	3	0	3	7	2
1715 - 1720	2	15	24	5	0	6	6	2
1720 - 1725	2	18	23	4	0	1	7	2
1725 - 1730	1	19	23	8	0	3	6	2
1730 - 1735	2	18	24	4	0	2	6	2
1735 - 1740	1	23	22	3	0	2	7	2
1740 - 1745	0	20	23	5	0	2	7	2
1745 - 1750	1	15	17	4	0	0	7	2
1750 - 1755	2	15	18	6	1	3	6	2
1755 - 1800	1	16	9	4	0	2	7	2
Hourly Average	1.50	15.83	18.42	4.50	0.08	2.50	6.58	2.00
1800 - 1805	1	10	8	5	0	4	7	2
1805 - 1810	1	7	16	7	0	4	5	2
1810 - 1815	1	12	9	4	0	3	6	2
1815 - 1820	1	9	6	3	0	2	5	2
1820 - 1825	1	12	8	3	0	4	6	3
1825 - 1830	3	13	13	5	0	1	7	2
1830 - 1835	1	9	19	6	0	4	6	2
1835 - 1840	1	6	18	8	0	0	5	2

1840 - 1845	1	13	19	2	0	1	7	2
1845 - 1850	1	14	24	4	0	2	7	2
1850 - 1855	3	15	22	6	0	2	6	2
1855 - 1900	2	8	9	3	0	3	6	2
Hourly Average	1.42	10.67	14.25	4.67	0.00	2.50	6.08	2.08

Session Total	1.52	13.04	14.81	4.73	0.04	2.81	6.04	2.06
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Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

TIME	3a	3b	3c	3d	3e	3f	3g	3h
1100 - 1105	0	10	2	0	0	4	3	2
1105 - 1110	0	10	4	1	0	4	6	1
1110 - 1115	0	12	22	1	0	2	3	2
1115 - 1120	1	7	20	1	0	2	2	2
1120 - 1125	2	5	16	3	0	2	2	2
1125 - 1130	0	10	10	4	0	2	5	2
1130 - 1135	2	9	10	3	0	2	4	2
1135 - 1140	1	15	10	2	0	2	5	2
1140 - 1145	1	11	12	2	0	3	5	2
1145 - 1150	2	11	5	4	0	2	6	2
1150 - 1155	1	13	10	3	0	6	2	2
1155 - 1200	3	9	20	5	0	2	3	2
Hourly Average	1.08	10.17	11.75	2.42	0.00	2.75	3.83	1.92
1200 - 1205	2	10	23	4	0	1	6	2
1205 - 1210	1	13	24	5	0	3	4	2
1210 - 1215	2	13	12	3	0	2	6	2
1215 - 1220	1	17	7	2	0	3	4	1
1220 - 1225	1	5	5	1	0	3	6	1
1225 - 1230	3	4	9	3	0	2	3	2
1230 - 1235	1	9	11	2	0	2	4	1
1235 - 1240	2	7	14	2	0	3	4	2
1240 - 1245	2	8	6	3	0	5	5	1
1245 - 1250	1	9	9	2	0	4	4	2
1250 - 1255	1	10	10	3	2	2	3	2
1255 - 1300	1	9	4	4	0	3	4	1
Hourly Average	1.50	9.50	11.17	2.83	0.17	2.75	4.42	1.58
1300 - 1305	1	6	4	1	1	2	3	2
1305 - 1310	1	7	24	4	0	2	4	2
1310 - 1315	0	16	21	5	0	3	4	2
1315 - 1320	0	15	24	6	0	4	5	2
1320 - 1325	4	8	18	4	0	0	5	2
1325 - 1330	2	14	19	6	0	2	3	2
1330 - 1335	2	8	17	6	0	3	4	1
1335 - 1340	2	10	19	6	0	2	5	2
1340 - 1345	1	11	11	6	0	2	4	2
1345 - 1350	1	13	16	10	0	2	5	2
1350 - 1355	1	10	7	3	0	2	5	2
1355 - 1400	4	18	18	10	0	1	4	2
Hourly Average	1.58	11.33	16.50	5.58	0.08	2.08	4.25	1.92
1400 - 1405	2	19	24	7	0	2	6	2
1405 - 1410	1	17	23	4	0	3	6	2
1410 - 1415	1	10	21	4	0	1	6	2
1415 - 1420	2	14	17	4	0	1	5	2
1420 - 1425	1	11	17	3	0	1	6	2
1425 - 1430	3	6	20	3	0	1	4	2
1430 - 1435	1	12	19	4	1	1	6	2
1435 - 1440	1	7	22	4	0	1	7	2
1440 - 1445	0	11	21	7	1	1	5	2
1445 - 1450	1	15	18	4	0	3	2	1
1450 - 1455	0	11	20	4	0	1	6	2
1455 - 1500	0	17	18	2	0	1	4	2
Hourly Average	1.08	12.50	20.00	4.17	0.17	1.42	5.25	1.92

Session Total	1.31	10.88	14.85	3.75	0.10	2.25	4.44	1.83
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Winslow Road, Manchester

Queue Length Survey

Site 4 of 5

Old Hall Lane
A6010 Wimslow Road (South)
A6010 Wimslow Road (North)

Lat/Long

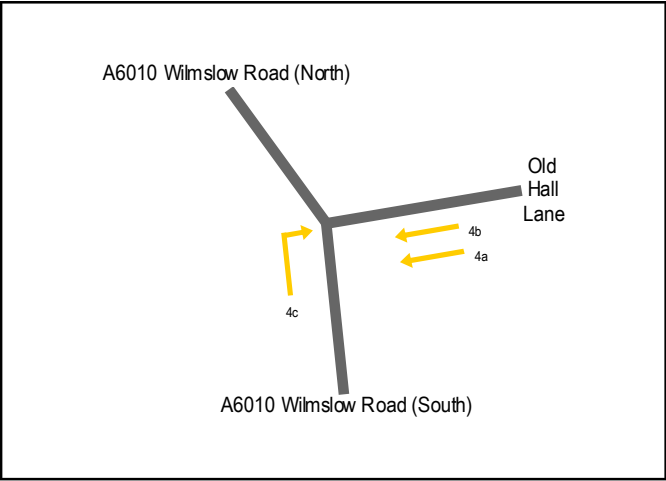
lat 53.446702° lon -2.218186°

Date

Thursday 12 September 2024

Weather

Cloudy
Temp: 6°C



0700 - 1000 (Weekday AM Peak)

TIME	4a	4b	4c
0700 - 0705	0	0	0
0705 - 0710	2	1	1
0710 - 0715	1	1	0
0715 - 0720	1	1	0
0720 - 0725	0	1	1
0725 - 0730	0	1	1
0730 - 0735	1	2	0
0735 - 0740	1	1	1
0740 - 0745	1	4	1
0745 - 0750	2	1	1
0750 - 0755	1	3	0
0755 - 0800	4	5	2
Hourly Average	1.17	1.75	0.67
0800 - 0805	2	3	3
0805 - 0810	2	4	2
0810 - 0815	2	5	2
0815 - 0820	3	5	2
0820 - 0825	3	6	1
0825 - 0830	1	3	2
0830 - 0835	3	3	1
0835 - 0840	3	6	2
0840 - 0845	3	6	3
0845 - 0850	4	5	3
0850 - 0855	4	5	4
0855 - 0900	11	2	1
Hourly Average	3.42	4.42	2.17
0900 - 0905	3	2	1
0905 - 0910	3	2	1
0910 - 0915	1	1	1
0915 - 0920	0	1	2
0920 - 0925	1	1	0
0925 - 0930	2	1	2
0930 - 0935	1	1	1
0935 - 0940	2	1	0
0940 - 0945	1	3	2
0945 - 0950	3	2	0
0950 - 0955	2	1	0
0955 - 1000	2	1	0
Hourly Average	1.75	1.42	0.83

Session Total	2.11	2.53	1.22
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Date

Thursday 12 September 2024

Weather

Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	4a	4b	4c
1500 - 1505	2	2	2
1505 - 1510	2	2	0
1510 - 1515	1	3	1
1515 - 1520	2	2	1
1520 - 1525	2	1	1
1525 - 1530	2	2	3
1530 - 1535	2	0	4
1535 - 1540	2	5	2
1540 - 1545	4	3	3
1545 - 1550	4	3	4
1550 - 1555	4	6	4
1555 - 1600	5	2	2
Hourly Average	2.67	2.58	2.25
1600 - 1605	12	2	2
1605 - 1610	23	3	2
1610 - 1615	25	4	2
1615 - 1620	10	5	2
1620 - 1625	9	3	3
1625 - 1630	12	2	1
1630 - 1635	10	2	1
1635 - 1640	10	2	2
1640 - 1645	3	2	1
1645 - 1650	3	2	2
1650 - 1655	3	7	3
1655 - 1700	5	3	3
Hourly Average	10.42	3.08	2.00
1700 - 1705	3	2	1
1705 - 1710	6	6	3
1710 - 1715	4	4	5
1715 - 1720	7	5	1
1720 - 1725	10	5	1
1725 - 1730	5	4	2
1730 - 1735	6	3	2
1735 - 1740	21	2	1
1740 - 1745	25	2	2
1745 - 1750	16	5	2
1750 - 1755	3	6	1
1755 - 1800	4	3	3
Hourly Average	9.17	3.92	2.00
1800 - 1805	3	1	1
1805 - 1810	2	3	2
1810 - 1815	1	6	2
1815 - 1820	2	3	1
1820 - 1825	2	2	2
1825 - 1830	1	2	2
1830 - 1835	1	4	1
1835 - 1840	2	1	1

1840 - 1845	2	1	1
1845 - 1850	2	3	2
1850 - 1855	2	1	2
1855 - 1900	1	1	1
Hourly Average	1.75	2.33	1.50

Session Total	6.00	2.98	1.94
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Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

TIME	4a	4b	4c
1100 - 1105	0	2	1
1105 - 1110	15	3	1
1110 - 1115	1	3	1
1115 - 1120	0	1	1
1120 - 1125	2	1	1
1125 - 1130	1	2	2
1130 - 1135	2	2	2
1135 - 1140	2	3	1
1140 - 1145	2	1	0
1145 - 1150	2	1	2
1150 - 1155	2	2	1
1155 - 1200	1	2	1
Hourly Average	2.50	1.92	1.17
1200 - 1205	1	3	1
1205 - 1210	2	5	0
1210 - 1215	1	2	1
1215 - 1220	1	2	0
1220 - 1225	1	1	0
1225 - 1230	2	1	2
1230 - 1235	1	2	1
1235 - 1240	2	1	1
1240 - 1245	2	1	1
1245 - 1250	1	1	1
1250 - 1255	2	3	1
1255 - 1300	2	1	2
Hourly Average	1.50	1.92	0.92
1300 - 1305	3	2	0
1305 - 1310	2	2	1
1310 - 1315	3	4	2
1315 - 1320	2	3	1
1320 - 1325	3	2	1
1325 - 1330	2	2	1
1330 - 1335	1	2	1
1335 - 1340	1	1	2
1340 - 1345	1	2	2
1345 - 1350	2	2	2
1350 - 1355	2	3	1
1355 - 1400	3	3	1
Hourly Average	2.08	2.33	1.25
1400 - 1405	2	2	1
1405 - 1410	3	3	0
1410 - 1415	3	0	2
1415 - 1420	1	2	1
1420 - 1425	2	1	1
1425 - 1430	2	2	2
1430 - 1435	1	4	0
1435 - 1440	2	1	1
1440 - 1445	2	2	1
1445 - 1450	2	1	1
1450 - 1455	4	3	3
1455 - 1500	2	3	1
Hourly Average	2.17	2.00	1.17

Session Total	2.06	2.04	1.13
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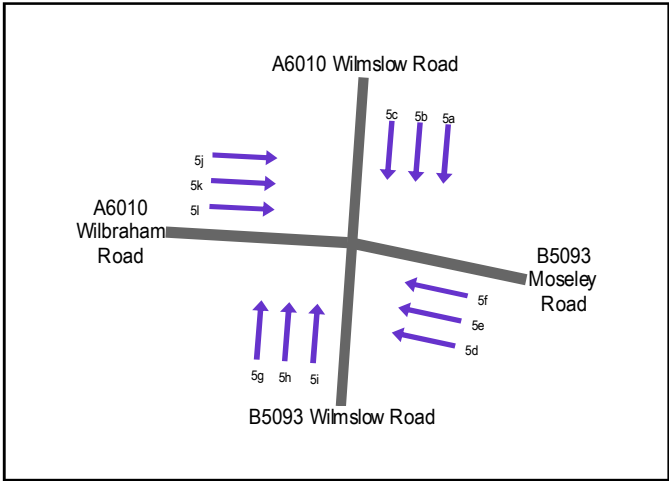
Winslow Road, Manchester
Queue Length Survey

Site 5 of 5
A6010 Wilmslow Road
B5093 Moseley Road
B5093 Wilmslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C



0700 - 1000 (Weekday AM Peak)

TIME	5a	5b	5c	5d	5e	5f	5g	5h	5i	5j	5k	5l
0700 - 0705	1	3	1	0	2	1	1	5	2	1	3	1
0705 - 0710	1	2	1	0	3	0	2	5	1	0	2	2
0710 - 0715	0	3	0	0	7	1	1	5	2	0	3	1
0715 - 0720	0	3	0	0	5	0	1	4	1	0	3	0
0720 - 0725	1	2	1	0	8	1	2	6	1	0	4	2
0725 - 0730	1	8	0	0	7	3	5	7	1	0	7	1
0730 - 0735	0	4	2	0	7	6	1	6	1	0	6	1
0735 - 0740	0	5	1	0	15	1	4	9	3	0	7	1
0740 - 0745	0	4	3	1	15	3	3	13	1	0	14	3
0745 - 0750	1	8	10	0	22	2	6	12	2	0	9	1
0750 - 0755	0	5	11	0	26	4	6	13	1	0	16	1
0755 - 0800	1	9	8	0	24	3	6	14	0	0	17	1
Hourly Average	0.50	4.67	3.17	0.08	11.75	2.08	3.17	8.25	1.33	0.08	7.58	1.25
0800 - 0805	1	8	10	1	29	10	6	11	0	1	20	3
0805 - 0810	0	10	12	0	28	9	3	13	2	1	20	1
0810 - 0815	1	13	6	0	29	9	6	14	1	0	32	0
0815 - 0820	0	11	14	0	30	13	5	13	4	1	34	1
0820 - 0825	1	10	12	0	28	14	9	14	1	0	35	3
0825 - 0830	0	10	9	0	29	12	6	15	1	0	33	3
0830 - 0835	0	8	5	0	23	12	10	14	0	0	34	1
0835 - 0840	0	8	8	0	26	12	4	15	1	0	32	3
0840 - 0845	1	10	17	1	29	9	5	13	1	0	33	2
0845 - 0850	1	10	27	0	29	7	5	14	3	0	32	4
0850 - 0855	0	6	29	1	30	8	6	14	1	0	31	2
0855 - 0900	1	9	21	1	29	14	5	13	1	1	34	6
Hourly Average	0.50	9.42	14.17	0.33	28.25	10.75	5.83	13.58	1.33	0.33	30.83	2.42
0900 - 0905	0	10	25	0	28	16	5	8	2	0	28	3
0905 - 0910	0	10	22	0	29	14	2	11	2	0	12	2
0910 - 0915	0	7	13	0	27	10	3	10	3	0	15	3
0915 - 0920	1	8	2	0	28	9	3	12	1	1	10	1
0920 - 0925	0	5	3	1	8	2	2	12	2	0	11	1
0925 - 0930	0	12	2	0	19	5	1	8	2	0	9	1
0930 - 0935	0	10	2	0	5	3	2	11	2	0	9	1
0935 - 0940	1	9	3	0	9	2	2	11	5	0	6	1
0940 - 0945	0	5	2	2	11	0	3	11	2	0	12	2
0945 - 0950	0	11	2	0	6	2	2	9	1	0	10	2
0950 - 0955	2	4	0	0	14	3	1	10	2	0	11	2
0955 - 1000	0	6	1	0	9	3	0	7	1	0	10	0
Hourly Average	0.33	8.08	6.42	0.25	16.08	5.75	2.17	10.00	2.08	0.08	11.92	1.58

Session Total	0.44	7.39	7.92	0.22	18.69	6.19	3.72	10.61	1.58	0.17	16.78	1.75
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Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	5a	5b	5c	5d	5e	5f	5g	5h	5i	5j	5k	5l
1500 - 1505	2	10	17	0	12	3	0	12	5	0	20	3
1505 - 1510	1	10	15	0	14	3	2	9	5	0	13	5
1510 - 1515	1	9	14	1	15	3	1	12	2	0	25	2
1515 - 1520	2	10	9	0	11	1	1	13	2	0	24	3
1520 - 1525	1	11	22	0	18	4	2	11	3	0	27	2
1525 - 1530	3	11	19	0	20	3	1	11	3	0	26	1
1530 - 1535	4	10	18	0	17	3	1	12	3	0	25	2
1535 - 1540	0	9	23	0	21	5	2	13	1	0	24	3
1540 - 1545	2	10	22	0	25	4	1	12	1	0	26	2
1545 - 1550	4	11	20	0	28	7	2	13	3	0	27	3
1550 - 1555	1	10	21	1	27	4	0	12	3	0	28	2
1555 - 1600	4	12	13	1	28	5	1	14	4	0	30	2
Hourly Average	2.08	10.25	17.75	0.25	19.67	3.75	1.17	12.00	2.92	0.00	24.58	2.50
1600 - 1605	1	11	25	1	29	4	0	14	4	0	32	0
1605 - 1610	3	9	19	0	29	6	0	15	6	0	29	2
1610 - 1615	2	11	18	0	28	3	1	13	4	1	33	1
1615 - 1620	3	9	13	1	29	10	1	11	4	1	31	1
1620 - 1625	3	9	22	1	27	9	1	14	7	0	28	0
1625 - 1630	4	11	17	1	29	3	0	10	7	0	32	3
1630 - 1635	5	10	23	1	30	2	0	13	7	0	31	2
1635 - 1640	3	10	21	0	29	2	0	15	6	0	27	2
1640 - 1645	2	9	23	0	28	3	0	14	6	0	25	2
1645 - 1650	3	12	15	0	25	2	3	12	5	1	28	1
1650 - 1655	4	10	13	0	27	3	0	11	5	0	26	1
1655 - 1700	5	11	23	2	29	2	0	15	5	0	27	2
Hourly Average	3.17	10.17	19.33	0.58	28.25	4.08	0.50	13.08	5.50	0.25	29.08	1.42
1700 - 1705	4	12	11	1	28	4	0	14	5	0	29	1
1705 - 1710	4	10	13	0	20	3	1	13	5	1	28	4
1710 - 1715	5	9	23	0	18	4	0	11	7	0	30	5
1715 - 1720	4	12	11	1	22	6	0	11	4	0	29	4
1720 - 1725	6	11	20	0	27	3	0	10	1	0	27	2
1725 - 1730	7	9	8	0	28	4	0	11	3	2	28	1
1730 - 1735	6	12	15	0	25	2	0	13	4	0	30	1
1735 - 1740	3	11	16	0	26	6	3	7	4	0	28	1
1740 - 1745	2	9	17	0	25	2	1	12	2	0	29	0
1745 - 1750	2	10	18	0	24	5	0	11	5	0	26	1
1750 - 1755	4	10	16	0	26	3	0	10	4	0	24	0
1755 - 1800	2	11	12	0	25	4	1	8	2	0	26	2
Hourly Average	4.08	10.50	15.00	0.17	24.50	3.83	0.50	10.92	3.83	0.25	27.83	1.83
1800 - 1805	6	11	15	0	27	2	1	11	5	0	23	4
1805 - 1810	3	10	16	0	26	5	0	15	6	0	27	1
1810 - 1815	4	11	11	0	25	2	2	11	5	0	25	4
1815 - 1820	4	11	3	0	25	4	1	12	8	1	26	1
1820 - 1825	2	8	12	0	22	3	2	15	2	1	28	1
1825 - 1830	1	11	19	0	15	1	0	15	3	0	21	2
1830 - 1835	3	12	18	0	15	2	1	14	2	0	23	4
1835 - 1840	3	12	13	0	20	3	2	11	4	0	26	4

1840 - 1845	3	10	10	0	18	9	1	12	2	1	19	4
1845 - 1850	3	11	16	0	20	5	2	14	2	0	24	3
1850 - 1855	2	10	18	0	20	3	1	14	4	0	22	5
1855 - 1900	5	11	20	0	13	3	3	9	5	0	15	2
Hourly Average	3.25	10.67	14.25	0.00	20.50	3.50	1.33	12.75	4.00	0.25	23.25	2.92

Session Total	3.15	10.40	16.58	0.25	23.23	3.79	0.88	12.19	4.06	0.19	26.19	2.17
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Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

TIME	5a	5b	5c	5d	5e	5f	5g	5h	5i	5j	5k	5l
1100 - 1105	0	6	6	0	10	9	0	10	1	0	17	1
1105 - 1110	0	8	8	0	11	8	2	9	2	0	11	1
1110 - 1115	1	9	9	0	12	3	0	8	3	0	25	2
1115 - 1120	1	9	8	0	14	2	2	12	5	0	22	3
1120 - 1125	1	9	4	0	16	5	1	8	5	0	16	4
1125 - 1130	1	10	3	0	15	9	1	11	1	0	16	2
1130 - 1135	2	9	18	0	12	2	0	13	0	0	13	6
1135 - 1140	2	9	15	1	16	3	0	7	7	0	23	4
1140 - 1145	1	9	14	0	17	2	0	10	6	0	21	4
1145 - 1150	3	10	13	0	18	9	0	11	4	0	20	4
1150 - 1155	1	8	18	0	22	7	0	9	4	0	14	2
1155 - 1200	1	9	13	0	25	6	1	11	3	0	15	3
Hourly Average	1.17	8.75	10.75	0.08	15.67	5.42	0.58	9.92	3.42	0.00	17.75	3.00
1200 - 1205	1	9	7	0	16	4	1	13	1	0	18	3
1205 - 1210	0	12	18	0	10	1	1	12	4	1	21	2
1210 - 1215	1	10	11	0	12	3	0	11	4	0	19	4
1215 - 1220	2	9	10	0	20	2	0	8	5	0	20	2
1220 - 1225	1	8	6	0	22	3	0	13	3	0	23	5
1225 - 1230	2	7	10	0	8	2	0	13	3	0	15	4
1230 - 1235	0	8	15	0	10	2	1	11	2	0	18	2
1235 - 1240	0	9	18	1	12	1	0	13	3	0	19	4
1240 - 1245	2	9	21	0	18	1	0	14	6	0	24	5
1245 - 1250	4	9	19	0	25	2	0	11	3	0	25	3
1250 - 1255	1	10	15	0	24	5	1	13	4	0	24	5
1255 - 1300	2	8	12	0	25	4	0	14	4	0	26	4
Hourly Average	1.33	9.00	13.50	0.08	16.83	2.50	0.33	12.17	3.50	0.08	21.00	3.58
1300 - 1305	3	10	8	0	26	4	1	13	4	0	25	6
1305 - 1310	3	10	13	0	10	3	1	13	3	0	14	2
1310 - 1315	1	10	6	0	15	3	0	14	2	1	21	3
1315 - 1320	3	10	11	0	10	3	0	15	2	0	23	1
1320 - 1325	0	9	14	0	15	5	0	13	4	0	24	3
1325 - 1330	0	8	22	0	15	8	0	12	3	0	21	2
1330 - 1335	1	9	15	0	20	4	1	12	3	0	21	3
1335 - 1340	1	9	13	0	25	5	0	10	2	1	25	4
1340 - 1345	3	9	12	0	24	9	1	12	5	0	26	5
1345 - 1350	1	10	14	0	25	9	0	13	2	0	18	2
1350 - 1355	0	9	15	0	22	12	0	13	3	2	19	4
1355 - 1400	3	10	19	0	18	14	0	12	3	0	21	8
Hourly Average	1.58	9.42	13.50	0.00	18.75	6.58	0.33	12.67	3.00	0.33	21.50	3.58
1400 - 1405	1	11	20	0	22	9	1	11	2	0	22	5
1405 - 1410	1	10	21	0	23	9	1	14	3	0	19	5
1410 - 1415	2	10	23	0	25	5	1	12	3	0	27	3
1415 - 1420	0	9	20	0	26	8	1	13	2	1	25	0
1420 - 1425	3	10	10	0	9	10	0	11	2	0	21	3
1425 - 1430	1	11	12	0	16	7	0	10	6	0	20	1
1430 - 1435	2	9	8	0	16	6	0	12	2	0	22	1
1435 - 1440	1	7	4	0	20	6	0	12	4	0	27	2
1440 - 1445	2	3	6	0	20	7	1	11	5	0	24	2
1445 - 1450	2	7	10	0	15	7	0	13	2	0	28	1
1450 - 1455	0	10	14	0	25	7	0	11	6	0	26	4
1455 - 1500	5	9	21	0	26	4	0	13	4	0	24	6
Hourly Average	1.67	8.83	14.08	0.00	20.25	7.08	0.42	11.92	3.42	0.08	23.75	2.75

Session Total	1.44	9.00	12.96	0.04	17.88	5.40	0.42	11.67	3.33	0.13	21.00	3.23
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Winslow Road, Manchester
Classified Junction Count

Site 1 of 5
B5117 Winslow Road (South)
Claremont Road
B5117 Winslow Road (North)

Lat/Long
lat 53.453123° lon -2.223120°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 1.1: Left from B5117 Winslow Road (South) to Claremont Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	2	0	0	0	5	5.00
0715 - 0730	1	0	3	2	1	0	0	0	7	6.20
0730 - 0745	0	0	4	1	1	0	0	0	6	6.00
0745 - 0800	1	0	15	1	4	0	0	0	21	20.20
Hourly Total	2	0	25	4	8	0	0	0	39	37.40
Hourly Average	0.50	0.00	6.25	1.00	2.00	0.00	0.00	0.00	9.75	9.35
0800 - 0815	2	1	22	0	1	0	0	0	26	23.80
0815 - 0830	2	0	19	0	2	1	0	0	24	22.90
0830 - 0845	0	0	28	2	2	0	0	1	33	34.00
0845 - 0900	0	0	19	2	4	0	0	0	25	25.00
Hourly Total	4	1	88	4	9	1	0	1	108	105.70
Hourly Average	1.00	0.25	22.00	1.00	2.25	0.25	0.00	0.25	27.00	26.43
0900 - 0915	0	0	16	1	3	0	0	0	20	20.00
0915 - 0930	0	0	14	1	4	0	0	0	19	19.00
0930 - 0945	1	0	14	0	6	0	0	0	21	20.20
0945 - 1000	1	0	22	1	2	0	0	0	26	25.20
Hourly Total	2	0	66	3	15	0	0	0	86	84.40
Hourly Average	0.50	0.00	16.50	0.75	3.75	0.00	0.00	0.00	21.50	21.10
Session Total	8	1	179	11	32	1	0	1	233	227.50
Session Average	0.67	0.08	14.92	0.92	2.67	0.08	0.00	0.08	19.42	18.96

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 1.1: Left from B5117 Winslow Road (South) to Claremont Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	33	0	4	0	0	0	38	37.20
1515 - 1530	0	0	34	0	3	1	0	0	38	38.50
1530 - 1545	1	0	28	1	3	0	0	0	33	32.20
1545 - 1600	0	0	36	2	0	0	0	0	38	38.00
Hourly Total	2	0	131	3	10	1	0	0	147	145.90
Hourly Average	0.50	0.00	32.75	0.75	2.50	0.25	0.00	0.00	36.75	36.48
1600 - 1615	0	1	47	1	2	0	0	0	51	50.40
1615 - 1630	1	0	44	0	4	0	0	0	49	48.20
1630 - 1645	0	0	37	4	2	0	0	0	43	43.00
1645 - 1700	2	0	52	1	1	0	0	0	56	54.40
Hourly Total	3	1	180	6	9	0	0	0	199	196.00
Hourly Average	0.75	0.25	45.00	1.50	2.25	0.00	0.00	0.00	49.75	49.00
1700 - 1715	4	1	36	2	2	0	0	0	45	41.20
1715 - 1730	2	0	35	0	3	0	0	0	40	38.40
1730 - 1745	2	0	28	4	0	0	0	0	34	32.40
1745 - 1800	2	0	28	1	5	0	0	0	36	34.40
Hourly Total	10	1	127	7	10	0	0	0	155	146.40
Hourly Average	2.50	0.25	31.75	1.75	2.50	0.00	0.00	0.00	38.75	36.60
1800 - 1815	3	1	42	2	3	0	0	0	51	48.00
1815 - 1830	0	0	39	0	5	0	0	0	47	44.60
1830 - 1845	2	0	32	3	1	0	0	0	38	36.40
1845 - 1900	3	0	33	4	3	0	0	0	43	40.60
Hourly Total	11	1	146	9	12	0	0	0	179	169.60
Hourly Average	2.75	0.25	36.50	2.25	3.00	0.00	0.00	0.00	44.75	42.40
Session Total	26	3	584	25	41	1	0	0	680	657.90
Session Average	1.63	0.19	36.50	1.56	2.56	0.06	0.00	0.00	42.50	41.12

Date
Saturday 21 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 1.1: Left from B5117 Winslow Road (South) to Claremont Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	15	0	0	1	0	0	16	16.50
1115 - 1130	1	0	16	0	1	0	0	0	18	17.20
1130 - 1145	0	0	25	2	2	0	0	0	29	29.00
1145 - 1200	2	0	26	1	1	0	0	0	30	28.40
Hourly Total	3	0	82	3	4	1	0	0	93	91.10
Hourly Average	0.75	0.00	20.50	0.75	1.00	0.25	0.00	0.00	23.25	22.78
1200 - 1215	0	0	25	0	1	0	0	0	26	26.00
1215 - 1230	0	0	21	1	5	0	0	0	27	27.00
1230 - 1245	2	0	17	2	1	0	0	0	22	20.40
1245 - 1300	2	1	29	1	3	0	0	0	36	33.80
Hourly Total	4	1	92	4	10	0	0	0	111	107.20
Hourly Average	1.00	0.25	23.00	1.00	2.50	0.00	0.00	0.00	27.75	26.80
1300 - 1315	1	0	28	0	4	0	0	0	33	32.20
1315 - 1330	0	0	19	2	0	0	0	0	21	21.00
1330 - 1345	1	0	32	1	1	0	0	0	35	34.20
1345 - 1400	2	0	25	0	2	0	0	0	29	27.40
Hourly Total	4	0	104	3	7	0	0	0	118	114.80
Hourly Average	1.00	0.00	26.00	0.75	1.75	0.00	0.00	0.00	29.50	28.70
1400 - 1415	1	0	32	1	1	0	0	0	35	34.20
1415 - 1430	1	0	39	3	0	0	0	0	43	42.20
1430 - 1445	1	0	25	1	2	0	0	0	29	28.20
1445 - 1500	0	0	33	0	0	0	0	0	33	33.00
Hourly Total	3	0	129	5	3	0	0	0	140	137.60
Hourly Average	0.75	0.00	32.25	1.25	0.75	0.00	0.00	0.00	35.00	34.40
Session Total	14	1	407	15	24	1	0	0	462	450.70
Session Average	0.88	0.06	25.44	0.94	1.50	0.06	0.00	0.00	28.88	28.17

Winslow Road, Manchester
Classified Junction Count

Site 1 of 5
B5117 Winslow Road (South)
Claremont Road
B5117 Winslow Road (North)

Lat/Long
lat 53.453123° lon -2.223120°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 1.2: Northbound from B5117 Winslow Road (South) to B5117 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	20	0	36	1	1	2	1	8	69	63.30
0715 - 0730	31	0	44	4	3	1	1	8	92	77.00
0730 - 0745	42	1	84	4	5	0	0	7	143	115.80
0745 - 0800	69	0	102	8	5	0	0	5	189	138.80
Hourly Total	162	1	266	17	14	3	2	28	493	394.90
Hourly Average	40.50	0.25	66.50	4.25	3.50	0.75	0.50	7.00	123.25	98.73
0800 - 0815	64	0	82	1	6	0	0	10	163	121.80
0815 - 0830	64	0	93	1	5	1	0	9	173	131.30
0830 - 0845	76	0	87	2	5	1	0	8	179	126.70
0845 - 0900	95	2	91	7	8	0	0	14	217	153.80
Hourly Total	299	2	353	11	24	2	0	41	732	533.80
Hourly Average	74.75	0.50	88.25	2.75	6.00	0.50	0.00	10.25	183.00	133.40
0900 - 0915	41	0	80	6	7	0	0	10	144	121.20
0915 - 0930	35	1	83	7	9	3	1	11	150	135.20
0930 - 0945	31	1	59	9	7	0	0	11	118	103.60
0945 - 1000	24	1	57	7	6	0	0	10	105	95.20
Hourly Total	131	3	279	29	29	3	1	42	517	455.20
Hourly Average	32.75	0.75	69.75	7.25	7.25	0.75	0.25	10.50	129.25	113.80
Session Total	592	6	898	57	67	8	3	111	1742	1383.70
Session Average	49.33	0.50	74.83	4.75	5.58	0.67	0.25	9.25	145.17	115.31

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 1.2: Northbound from B5117 Winslow Road (South) to B5117 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	21	0	51	4	6	0	0	8	90	81.20
1515 - 1530	18	2	48	3	1	0	0	8	80	72.40
1530 - 1545	21	1	57	7	5	0	0	11	102	95.60
1545 - 1600	14	2	66	3	7	0	0	6	98	91.60
Hourly Total	74	5	222	17	19	0	0	33	370	340.80
Hourly Average	18.50	1.25	55.50	4.25	4.75	0.00	0.00	8.25	92.50	85.20
1600 - 1615	21	2	43	4	5	0	0	13	88	83.00
1615 - 1630	20	0	43	2	7	0	0	11	83	78.00
1630 - 1645	22	4	41	4	6	0	0	7	84	71.00
1645 - 1700	19	3	60	3	4	0	0	7	96	86.00
Hourly Total	82	9	187	13	22	0	0	38	351	318.80
Hourly Average	20.50	2.25	46.75	3.25	5.50	0.00	0.00	9.50	87.75	79.50
1700 - 1715	19	1	40	5	3	0	0	8	76	68.20
1715 - 1730	19	2	54	2	1	1	0	12	91	87.10
1730 - 1745	18	1	54	4	5	0	0	7	89	81.00
1745 - 1800	16	1	55	5	3	0	0	11	91	88.60
Hourly Total	72	5	203	16	12	1	0	38	347	324.90
Hourly Average	18.00	1.25	50.75	4.00	3.00	0.25	0.00	9.50	86.75	81.23
1800 - 1815	20	0	38	1	1	0	0	8	68	60.00
1815 - 1830	24	1	60	3	1	0	0	9	99	88.70
1830 - 1845	16	0	53	4	4	1	0	11	89	87.70
1845 - 1900	15	1	61	2	3	0	0	9	91	87.40
Hourly Total	75	2	212	10	9	2	0	37	347	323.80
Hourly Average	18.75	0.50	53.00	2.50	2.25	0.50	0.00	9.25	86.75	80.95
Session Total	303	21	824	56	62	3	0	146	1415	1307.50
Session Average	18.94	1.31	51.50	3.50	3.88	0.19	0.00	9.13	88.44	81.72

Date
Saturday 21 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 1.2: Northbound from B5117 Winslow Road (South) to B5117 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	8	1	49	3	2	1	0	9	73	75.50
1115 - 1130	15	2	50	7	4	0	0	3	81	70.80
1130 - 1145	20	0	48	6	4	0	0	8	86	78.00
1145 - 1200	25	1	64	5	5	0	0	9	109	97.40
Hourly Total	68	4	211	21	15	1	0	29	349	321.70
Hourly Average	17.00	1.00	52.75	5.25	3.75	0.25	0.00	7.25	87.25	80.43
1200 - 1215	12	0	66	3	1	0	0	8	90	88.40
1215 - 1230	26	1	51	2	3	0	0	5	88	71.60
1230 - 1245	15	0	73	4	5	0	0	8	105	101.00
1245 - 1300	19	1	47	1	6	0	0	9	83	76.20
Hourly Total	72	2	237	10	15	0	0	30	366	337.20
Hourly Average	18.00	0.50	59.25	2.50	3.75	0.00	0.00	7.50	91.50	84.30
1300 - 1315	20	2	69	4	6	0	0	8	109	99.80
1315 - 1330	30	0	50	4	5	0	0	6	96	78.50
1330 - 1345	24	2	52	4	3	0	0	12	97	88.60
1345 - 1400	38	2	61	3	3	1	0	5	113	86.90
Hourly Total	112	6	232	15	17	2	0	31	415	353.80
Hourly Average	28.00	1.50	58.00	3.75	4.25	0.50	0.00	7.75	103.75	88.45
1400 - 1415	24	1	60	3	3	0	0	11	102	93.20
1415 - 1430	35	1	73	5	2	0	0	9	125	105.40
1430 - 1445	25	3	60	1	1	0	0	10	100	88.20
1445 - 1500	20	1	82	4	3	0	0	7	117	107.40
Hourly Total	104	6	275	13	9	0	0	37	444	394.20
Hourly Average	26.00	1.50	68.75	3.25	2.25	0.00	0.00	9.25	111.00	98.55
Session Total	356	18	955	59	56	3	0	127	1574	1406.90
Session Average	22.25	1.13	59.69	3.69	3.50	0.19	0.00	7.94	98.38	87.93

Winslow Road, Manchester
Classified Junction Count

Site 1 of 5
B5117 Winslow Road (South)
Claremont Road
B5117 Winslow Road (North)

Lat/Long
lat 53.453123° lon -2.223120°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 1.3: Left from Claremont Road to B5117 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	5	0	1	0	0	0	6	6.00
0730 - 0745	0	0	7	1	1	0	0	0	9	9.00
0745 - 0800	2	0	6	0	1	1	0	0	10	8.90
Hourly Total	2	0	20	1	3	1	0	0	27	25.90
Hourly Average	0.50	0.00	5.00	0.25	0.75	0.25	0.00	0.00	6.75	6.48
0800 - 0815	1	0	4	1	3	0	0	0	9	8.20
0815 - 0830	1	0	9	3	0	0	0	0	13	12.20
0830 - 0845	1	1	17	0	1	0	0	0	20	18.60
0845 - 0900	3	0	21	1	3	1	0	0	29	27.10
Hourly Total	6	1	51	5	7	1	0	0	71	66.10
Hourly Average	1.50	0.25	12.75	1.25	1.75	0.25	0.00	0.00	17.75	16.53
0900 - 0915	1	0	13	0	1	0	0	0	15	14.20
0915 - 0930	2	0	9	0	1	1	0	1	14	13.90
0930 - 0945	1	1	5	2	1	0	0	0	10	8.60
0945 - 1000	3	1	13	2	1	0	0	0	20	17.00
Hourly Total	7	2	40	4	4	1	0	1	59	53.70
Hourly Average	1.75	0.50	10.00	1.00	1.00	0.25	0.00	0.25	14.75	13.43
Session Total	15	3	111	10	14	3	0	1	157	145.70
Session Average	1.25	0.25	9.25	0.83	1.17	0.25	0.00	0.08	13.08	12.14

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 1.3: Left from Claremont Road to B5117 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	5	0	15	1	4	0	0	0	25	21.00
1515 - 1530	1	0	11	0	1	0	0	0	13	12.20
1530 - 1545	1	0	19	0	4	0	0	0	24	23.20
1545 - 1600	2	0	14	0	2	0	0	0	18	16.40
Hourly Total	9	0	59	1	11	0	0	0	80	72.80
Hourly Average	2.25	0.00	14.75	0.25	2.75	0.00	0.00	0.00	20.00	18.20
1600 - 1615	1	1	6	1	0	0	0	1	10	9.60
1615 - 1630	5	1	21	1	1	0	0	0	29	24.40
1630 - 1645	5	1	16	2	1	0	0	0	25	20.40
1645 - 1700	1	0	13	1	1	0	0	0	16	15.20
Hourly Total	12	3	56	5	3	0	0	1	80	69.60
Hourly Average	3.00	0.75	14.00	1.25	0.75	0.00	0.00	0.25	20.00	17.40
1700 - 1715	5	2	8	2	1	0	0	0	18	12.80
1715 - 1730	5	1	12	2	0	0	0	0	20	15.40
1730 - 1745	4	0	16	1	2	0	0	0	23	19.80
1745 - 1800	3	0	15	2	1	0	0	0	21	18.60
Hourly Total	17	3	51	7	4	0	0	0	82	66.60
Hourly Average	4.25	0.75	12.75	1.75	1.00	0.00	0.00	0.00	20.50	16.65
1800 - 1815	6	1	14	1	1	0	0	0	18	16.60
1815 - 1830	6	0	11	1	0	0	0	0	18	13.20
1830 - 1845	6	1	14	1	2	0	0	0	24	18.60
1845 - 1900	0	0	14	0	4	0	0	0	18	18.00
Hourly Total	13	2	53	3	7	0	0	0	78	66.40
Hourly Average	3.25	0.50	13.25	0.75	1.75	0.00	0.00	0.00	19.50	16.60
Session Total	51	8	219	16	25	0	0	1	320	275.40
Session Average	3.19	0.50	13.69	1.00	1.56	0.00	0.00	0.06	20.00	17.21

Date
Saturday 21 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 1.3: Left from Claremont Road to B5117 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	1	0	9	2	0	0	0	0	12	11.20
1115 - 1130	1	0	12	0	0	0	0	0	13	12.20
1130 - 1145	1	1	12	0	4	0	0	0	18	16.60
1145 - 1200	5	0	18	0	3	1	0	0	27	23.50
Hourly Total	8	1	51	2	7	1	0	0	70	63.50
Hourly Average	2.00	0.25	12.75	0.50	1.75	0.25	0.00	0.00	17.50	15.88
1200 - 1215	3	0	19	0	1	0	0	0	23	20.60
1215 - 1230	1	0	12	1	0	0	0	0	14	13.20
1230 - 1245	1	0	9	0	3	0	0	0	13	12.20
1245 - 1300	1	1	14	2	1	0	0	0	19	17.60
Hourly Total	6	1	54	3	5	0	0	0	69	63.60
Hourly Average	1.50	0.25	13.50	0.75	1.25	0.00	0.00	0.00	17.25	15.90
1300 - 1315	2	0	13	0	0	1	0	0	16	14.90
1315 - 1330	3	0	22	0	1	0	0	0	26	23.60
1330 - 1345	1	0	9	0	2	0	0	0	12	11.20
1345 - 1400	3	1	11	0	0	0	0	0	15	12.00
Hourly Total	9	1	55	0	3	1	0	0	69	61.70
Hourly Average	2.25	0.25	13.75	0.00	0.75	0.25	0.00	0.00	17.25	15.43
1400 - 1415	3	0	16	0	0	0	0	0	19	16.60
1415 - 1430	1	1	15	0	0	0	0	0	17	15.60
1430 - 1445	5	0	13	0	1	0	0	0	19	15.00
1445 - 1500	2	0	25	1	0	0	0	0	28	26.40
Hourly Total	11	1	69	1	1	0	0	0	83	73.60
Hourly Average	2.75	0.25	17.25	0.25	0.25	0.00	0.00	0.00	20.75	18.40
Session Total	34	4	229	6	16	2	0	0	291	262.40
Session Average	2.13	0.25	14.31	0.38	1.00	0.13	0.00	0.00	18.19	16.40

Winslow Road, Manchester
Classified Junction Count

Site 1 of 5
B5117 Winslow Road (South)
Claremont Road
B5117 Winslow Road (North)

Lat/Long
lat 53.453123° lon -2.223120°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 1.4: Right from Claremont Road to B5117 Winslow Road (South)										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	2	0	2	0	0	0	0	0	4	4	2.40
Hourly Total	2	0	2	0	0	0	0	0	4	4	2.40
Hourly Average	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	1.00	0.60	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	1	0	0	0	0	1	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	1	0	0	0	0	1	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25	
0900 - 0915	2	0	0	0	0	0	0	0	2	2	0.40
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	1	0	2	0	0	0	0	0	3	3	2.20
Hourly Total	3	0	2	0	0	0	0	0	5	5	2.60
Hourly Average	0.75	0.00	0.50	0.00	0.00	0.00	0.00	0.00	1.25	0.65	
Session Total	5	0	4	1	0	0	0	0	10	6.00	
Session Average	0.42	0.00	0.33	0.08	0.00	0.00	0.00	0.00	0.83	0.50	

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 1.4: Right from Claremont Road to B5117 Winslow Road (South)										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	1	0	0	0	0	0	0	0	1	0.20	
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00	
1530 - 1545	4	0	1	0	0	0	0	0	5	1.80	
1545 - 1600	1	0	0	0	0	0	0	0	1	0.20	
Hourly Total	6	0	2	0	0	0	0	0	8	3.20	
Hourly Average	1.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	2.00	0.80	
1600 - 1615	1	0	0	0	0	0	0	0	1	0.20	
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00	
1630 - 1645	1	0	0	0	0	0	0	0	1	0.20	
1645 - 1700	2	0	0	0	0	0	0	0	2	0.40	
Hourly Total	4	0	0	0	0	0	0	0	4	0.80	
Hourly Average	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.20	
1700 - 1715	2	2	0	0	0	0	0	0	4	1.20	
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00	
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00	
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	2	2	0	0	0	0	0	0	4	1.20	
Hourly Average	0.50	0.50	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.30	
1800 - 1815	1	0	0	0	0	0	0	0	1	0.20	
1815 - 1830	2	0	0	0	0	0	0	0	2	0.40	
1830 - 1845	1	0	1	0	0	0	0	0	2	1.20	
1845 - 1900	2	0	1	0	0	0	0	0	3	1.40	
Hourly Total	6	0	2	0	0	0	0	0	8	3.20	
Hourly Average	1.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	2.00	0.80	
Session Total	18	2	4	0	0	0	0	0	24	8.40	
Session Average	1.13	0.13	0.25	0.00	0.00	0.00	0.00	0.00	1.50	0.53	

Date
Saturday 21 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 1.4: Right from Claremont Road to B5117 Winslow Road (South)										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	1	0	0	0	1	0	0	0	2	1.20	
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00	
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00	
1145 - 1200	2	0	0	0	0	0	0	0	2	0.40	
Hourly Total	3	0	0	0	1	0	0	0	4	1.60	
Hourly Average	0.75	0.00	0.00	0.00	0.25	0.00	0.00	0.00	1.00	0.40	
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00	
1215 - 1230	1	0	0	0	0	0	0	0	1	0.20	
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00	
1245 - 1300	0	1	0	0	0	0	0	0	1	0.40	
Hourly Total	1	1	0	0	0	0	0	0	2	0.60	
Hourly Average	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.15	
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00	
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00	
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00	
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	0	0	1	0	0	0	0	0	1	1.00	
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25	
1400 - 1415	2	1	0	0	0	0	0	0	3	0.80	
1415 - 1430	2	0	1	0	0	0	0	0	3	1.40	
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00	
1445 - 1500	1	0	0	0	0	0	0	0	1	0.20	
Hourly Total	5	1	2	0	0	0	0	0	8	3.40	
Hourly Average	1.25	0.25	0.50	0.00	0.00	0.00	0.00	0.00	2.00	0.85	
Session Total	9	2	3	0	1	0	0	0	15	6.60	
Session Average	0.56	0.13	0.19	0.00	0.06	0.00	0.00	0.00	0.94	0.41	

Winslow Road, Manchester
Classified Junction Count

Site 1 of 5
B5117 Winslow Road (South)
Claremont Road
B5117 Winslow Road (North)

Lat/Long
lat 53.453123° lon -2.223120°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 1.5: Southbound from B5117 Winslow Road (North) to B5117 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	3	1	0	0	9	26	35.00
0715 - 0730	0	1	21	3	4	0	1	8	38	46.70
0730 - 0745	0	0	28	3	6	0	0	7	44	51.00
0745 - 0800	2	0	41	2	6	1	0	9	61	88.90
Hourly Total	2	1	103	11	17	1	1	33	169	201.60
Hourly Average	0.50	0.25	25.75	2.75	4.25	0.25	0.25	8.25	42.25	50.40
0800 - 0815	0	1	57	8	5	1	0	7	79	85.90
0815 - 0830	1	0	66	3	8	0	0	9	87	95.20
0830 - 0845	0	2	59	5	8	1	1	12	88	100.60
0845 - 0900	1	2	73	2	6	1	0	11	96	105.50
Hourly Total	2	5	255	18	27	3	1	39	350	387.20
Hourly Average	0.50	1.25	63.75	4.50	6.75	0.75	0.25	9.75	87.50	96.80
0900 - 0915	0	0	58	7	6	3	1	7	82	91.80
0915 - 0930	0	0	45	8	10	0	0	11	74	85.00
0930 - 0945	0	1	39	7	6	3	0	9	65	74.90
0945 - 1000	1	1	46	6	10	0	0	9	73	80.60
Hourly Total	1	2	188	28	32	6	1	36	294	332.30
Hourly Average	0.25	0.50	47.00	7.00	8.00	1.50	0.25	9.00	73.50	83.08
Session Total	5	8	546	57	76	10	3	108	813	921.10
Session Average	0.42	0.67	45.50	4.75	6.33	0.83	0.25	9.00	67.75	76.76

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 1.5: Southbound from B5117 Winslow Road (North) to B5117 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	2	2	72	8	10	0	0	9	103	109.20
1515 - 1530	0	0	91	9	14	0	0	11	125	136.30
1530 - 1545	2	3	85	7	9	0	1	6	113	116.90
1545 - 1600	0	2	88	7	8	0	0	11	116	125.80
Hourly Total	4	7	336	31	41	0	1	37	457	487.90
Hourly Average	1.00	1.75	84.00	7.75	10.25	0.00	0.25	9.25	114.25	121.98
1600 - 1615	0	1	81	5	9	1	0	6	103	108.90
1615 - 1630	0	2	88	4	4	3	1	8	110	119.60
1630 - 1645	2	0	99	4	8	0	0	7	120	125.40
1645 - 1700	2	1	81	8	3	0	0	15	110	122.90
Hourly Total	4	4	349	24	24	4	1	36	443	476.10
Hourly Average	1.00	1.00	87.25	6.25	6.00	1.00	0.25	9.00	110.75	119.18
1700 - 1715	1	2	97	7	7	0	1	2	117	118.30
1715 - 1730	1	0	90	4	5	0	0	11	111	121.20
1730 - 1745	3	0	82	6	7	0	0	12	110	119.60
1745 - 1800	3	0	94	2	6	0	0	4	109	110.60
Hourly Total	8	2	363	19	25	0	1	29	447	469.70
Hourly Average	2.00	0.50	90.75	4.75	6.25	0.00	0.25	7.25	111.75	117.43
1800 - 1815	0	3	87	3	6	1	0	10	110	118.70
1815 - 1830	0	0	85	3	3	0	0	9	100	109.00
1830 - 1845	0	0	91	8	2	0	0	9	110	119.00
1845 - 1900	2	0	81	4	5	0	0	10	102	110.40
Hourly Total	2	3	344	18	16	1	0	38	422	457.10
Hourly Average	0.50	0.75	86.00	4.50	4.00	0.25	0.00	9.50	105.50	114.28
Session Total	18	16	1392	89	106	5	3	140	1769	1891.40
Session Average	1.13	1.00	87.00	5.56	6.63	0.31	0.19	8.75	110.56	118.21

Date
Saturday 21 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 1.5: Southbound from B5117 Winslow Road (North) to B5117 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	8	0	39	6	3	0	0	8	64	65.60
1115 - 1130	8	0	52	6	3	0	0	7	76	76.60
1130 - 1145	8	0	66	3	6	1	0	6	90	90.10
1145 - 1200	18	0	56	2	5	0	0	8	87	82.20
Hourly Total	40	0	213	17	17	1	0	29	317	314.50
Hourly Average	10.00	0.00	53.25	4.25	4.25	0.25	0.00	7.25	79.25	78.63
1200 - 1215	16	1	68	4	2	0	0	10	101	97.60
1215 - 1230	15	1	57	9	6	0	0	4	92	83.40
1230 - 1245	14	0	66	4	6	1	0	7	98	94.30
1245 - 1300	18	1	51	3	7	0	0	9	89	83.00
Hourly Total	63	3	242	20	21	1	0	30	380	356.30
Hourly Average	15.75	0.75	60.50	5.00	5.25	0.25	0.00	7.50	95.00	89.53
1300 - 1315	16	2	65	1	8	0	0	7	99	92.00
1315 - 1330	16	3	63	2	4	0	0	7	95	87.40
1330 - 1345	21	1	66	3	7	0	0	9	107	98.60
1345 - 1400	22	1	71	2	5	1	0	9	111	102.30
Hourly Total	75	7	265	8	24	1	0	32	412	380.30
Hourly Average	18.75	1.75	66.25	2.00	6.00	0.25	0.00	8.00	103.00	95.08
1400 - 1415	22	1	77	2	3	0	0	11	116	108.80
1415 - 1430	18	1	75	4	6	0	0	5	109	99.00
1430 - 1445	28	1	73	1	3	0	0	10	116	103.00
1445 - 1500	16	0	77	3	2	0	0	8	106	101.20
Hourly Total	84	3	302	10	14	0	0	34	447	412.00
Hourly Average	21.00	0.75	75.50	2.50	3.50	0.00	0.00	8.50	111.75	103.00
Session Total	262	13	1022	55	76	3	0	125	1556	1465.10
Session Average	16.38	0.81	63.88	3.44	4.75	0.19	0.00	7.81	97.25	91.57

Winslow Road, Manchester
Classified Junction Count

Site 1 of 5
B5117 Winslow Road (South)
Claremont Road
B5117 Winslow Road (North)

Lat/Long
lat 53.453123° lon -2.223120°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.6: Right from B5117 Winslow Road (North) to Claremont Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	1	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	9	0	0	0	0	0	9	9.00
0815 - 0830	0	0	7	0	0	0	0	0	7	7.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	19	0	0	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.75	0.00	0.00	0.00	0.00	0.00	4.75	4.75
0900 - 0915	0	0	3	2	1	0	0	0	6	6.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	1	0	0	0	0	0	0	0	1	0.20
0945 - 1000	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	1	0	4	3	1	0	0	0	9	8.20
Hourly Average	0.25	0.00	1.00	0.75	0.25	0.00	0.00	0.00	2.25	2.05
Session Total	1	0	23	4	1	0	0	0	29	28.20
Session Average	0.08	0.00	1.92	0.33	0.08	0.00	0.00	0.00	2.42	2.35

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

	Movement 1.6: Right from B5117 Winslow Road (North) to Claremont Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	3	1	5	0	1	0	0	0	10	7.00
1515 - 1530	0	0	6	0	0	0	0	0	6	6.00
1530 - 1545	1	0	7	0	0	0	0	0	8	7.20
1545 - 1600	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	4	1	27	0	1	0	0	0	33	29.20
Hourly Average	1.00	0.25	6.75	0.00	0.25	0.00	0.00	0.00	8.25	7.60
1600 - 1615	1	1	6	0	1	0	0	0	9	7.60
1615 - 1630	3	0	11	0	0	0	0	0	14	11.60
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	4	1	23	0	3	0	0	0	31	27.20
Hourly Average	1.00	0.25	5.75	0.00	0.75	0.00	0.00	0.00	7.75	6.80
1700 - 1715	0	0	7	0	1	0	0	0	8	8.00
1715 - 1730	0	0	7	2	1	0	0	0	10	10.00
1730 - 1745	0	0	2	0	0	0	0	0	3	2.20
1745 - 1800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	1	0	22	2	2	0	0	0	27	26.20
Hourly Average	0.25	0.00	5.50	0.50	0.50	0.00	0.00	0.00	6.75	6.55
1800 - 1815	2	0	5	0	1	0	0	0	8	6.40
1815 - 1830	3	0	3	1	0	0	0	0	7	4.60
1830 - 1845	1	0	11	0	0	0	0	0	12	11.20
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	6	0	20	1	1	0	0	0	28	23.20
Hourly Average	1.50	0.00	5.00	0.25	0.25	0.00	0.00	0.00	7.00	5.80
Session Total	15	2	92	3	7	0	0	0	119	105.80
Session Average	0.94	0.13	5.75	0.19	0.44	0.00	0.00	0.00	7.44	6.61

Date
Saturday 21 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 1.6: Right from B5117 Winslow Road (North) to Claremont Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	1	0	1	0	0	0	2	2.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	4	0	0	0	0	0	5	4.20
Hourly Average	0.25	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.25	1.05
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	2	0	2	1	1	0	0	0	6	4.40
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	2	0	7	1	1	0	0	0	11	9.40
Hourly Average	0.50	0.00	1.75	0.25	0.25	0.00	0.00	0.00	2.75	2.35
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	3	0	20	1	2	0	0	0	26	23.60
Session Average	0.19	0.00	1.25	0.06	0.13	0.00	0.00	0.00	1.63	1.48

Site 1 of 5
B5117 Wilmslow Road (South)
Claremont Road
B5117 Wilmslow Road (North)

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

[illegible]

Weather
Cloudy
Temp: 14°C

[illegible]

Weather
Sunny Intervals
Temp: 18°C

[illegible]

Winslow Road, Manchester
Classified Junction Count

Site 2 of 5
A6010 Dickenson Road
A6010 Wimslow Road
B5117 Wimslow Road

Lat/Long
lat 53.451908° lon -2.222272°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement Z.1: Left from A6010 Dickenson Road to A6010 Wimslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	18	0	0	1	0	0	19	19.50
0715 - 0730	2	0	19	1	5	0	0	0	27	25.40
0730 - 0745	1	0	30	0	1	0	0	1	33	33.20
0745 - 0800	1	0	53	3	3	1	0	1	62	62.70
Hourly Total	4	0	120	4	9	2	0	2	141	140.80
Hourly Average	1.00	0.00	30.00	1.00	2.25	0.50	0.00	0.50	35.25	35.20
0800 - 0815	0	0	57	4	2	0	0	0	63	63.00
0815 - 0830	1	0	31	6	6	1	1	0	46	47.00
0830 - 0845	0	1	46	3	6	2	0	0	58	58.40
0845 - 0900	1	0	43	2	5	1	0	0	52	51.70
Hourly Total	2	1	177	15	19	4	1	0	219	220.10
Hourly Average	0.50	0.25	44.25	3.75	4.75	1.00	0.25	0.00	54.75	55.03
0900 - 0915	0	0	33	1	5	0	0	0	39	39.00
0915 - 0930	0	0	33	3	8	0	0	0	44	44.00
0930 - 0945	0	0	35	5	4	1	0	1	46	47.50
0945 - 1000	2	0	18	3	6	1	0	1	31	30.90
Hourly Total	2	0	119	12	23	2	0	2	160	161.40
Hourly Average	0.50	0.00	29.75	3.00	5.75	0.50	0.00	0.50	40.00	40.35
Session Total	8	1	416	31	51	8	1	4	520	522.30
Session Average	0.67	0.08	34.67	2.58	4.25	0.67	0.08	0.33	43.33	43.53

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement Z.1: Left from A6010 Dickenson Road to A6010 Wimslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	47	2	3	0	0	1	53	54.00
1515 - 1530	0	0	51	2	8	0	0	1	62	63.00
1530 - 1545	0	0	56	6	5	0	0	0	67	67.00
1545 - 1600	1	0	57	1	2	1	0	0	62	61.70
Hourly Total	1	0	211	11	18	1	0	2	244	245.70
Hourly Average	0.25	0.00	52.75	2.75	4.50	0.25	0.00	0.50	61.00	61.43
1600 - 1615	0	0	38	3	3	0	0	0	44	44.00
1615 - 1630	0	0	55	2	6	0	0	0	63	63.00
1630 - 1645	1	0	49	4	8	0	1	0	63	63.50
1645 - 1700	0	0	50	6	4	0	0	0	60	60.00
Hourly Total	1	0	192	15	21	0	1	0	230	230.50
Hourly Average	0.25	0.00	48.00	3.75	5.25	0.00	0.25	0.00	57.50	57.63
1700 - 1715	0	0	48	3	9	0	0	1	61	62.00
1715 - 1730	1	0	60	4	3	0	0	0	68	67.20
1730 - 1745	0	0	59	1	4	0	0	0	64	64.00
1745 - 1800	3	0	45	3	5	0	0	0	56	53.60
Hourly Total	4	0	212	11	21	0	0	1	249	246.80
Hourly Average	1.00	0.00	53.00	2.75	5.25	0.00	0.00	0.25	62.25	61.70
1800 - 1815	0	0	50	0	6	0	0	0	56	56.00
1815 - 1830	1	0	58	3	5	0	0	0	67	66.20
1830 - 1845	1	4	46	0	3	0	0	0	54	50.80
1845 - 1900	0	0	65	3	3	0	0	0	71	71.00
Hourly Total	2	4	219	6	17	0	0	0	248	244.00
Hourly Average	0.50	1.00	54.75	1.50	4.25	0.00	0.00	0.00	62.00	61.00
Session Total	8	4	834	43	77	1	1	3	971	967.00
Session Average	0.50	0.25	52.13	2.69	4.81	0.06	0.06	0.19	60.69	60.44

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement Z.1: Left from A6010 Dickenson Road to A6010 Wimslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	46	1	5	0	0	0	52	52.00
1115 - 1130	1	0	32	5	4	0	0	0	42	41.20
1130 - 1145	1	0	43	2	4	0	0	0	50	49.20
1145 - 1200	1	0	57	3	3	0	0	0	64	63.20
Hourly Total	3	0	178	11	16	0	0	0	208	205.60
Hourly Average	0.75	0.00	44.50	2.75	4.00	0.00	0.00	0.00	52.00	51.40
1200 - 1215	0	0	44	2	1	0	0	0	47	47.00
1215 - 1230	1	0	34	4	4	0	0	0	43	42.20
1230 - 1245	0	0	41	3	1	0	0	0	45	45.00
1245 - 1300	2	1	43	5	4	0	0	0	55	52.80
Hourly Total	3	1	162	14	10	0	0	0	190	187.00
Hourly Average	0.75	0.25	40.50	3.50	2.50	0.00	0.00	0.00	47.50	46.75
1300 - 1315	0	1	43	3	3	0	0	0	50	49.40
1315 - 1330	0	0	40	3	2	0	0	0	45	45.00
1330 - 1345	0	0	48	3	2	0	0	0	53	53.00
1345 - 1400	1	1	46	5	4	0	0	0	57	55.60
Hourly Total	1	2	177	14	11	0	0	0	205	203.00
Hourly Average	0.25	0.50	44.25	3.50	2.75	0.00	0.00	0.00	51.25	50.75
1400 - 1415	2	0	40	2	2	0	0	0	46	44.40
1415 - 1430	1	0	41	2	2	0	0	0	46	45.20
1430 - 1445	2	0	40	1	1	0	0	1	45	44.40
1445 - 1500	0	1	46	4	2	0	0	0	53	52.40
Hourly Total	5	1	167	9	7	0	0	1	190	186.40
Hourly Average	1.25	0.25	41.75	2.25	1.75	0.00	0.00	0.25	47.50	46.60
Session Total	12	4	684	48	44	0	0	1	793	782.00
Session Average	0.75	0.25	42.75	3.00	2.75	0.00	0.00	0.06	49.56	48.88

Winslow Road, Manchester
Classified Junction Count

Site 2 of 5
A6010 Dickenson Road
A6010 Wimslow Road
B5117 Wimslow Road

Lat/Long
lat 53.451908° lon -2.222722°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement Z.2: Right from A6010 Dickenson Road to B5117 Wimslow Road										Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
0700 - 0715	0	0	9	0	2	0	0	0	13	14.00	
0715 - 0730	2	0	13	2	2	0	0	0	19	17.40	
0730 - 0745	0	1	22	3	3	0	0	1	30	30.40	
0745 - 0800	0	0	27	2	5	0	0	0	34	34.00	
Hourly Total	2	1	71	7	12	2	0	1	96	95.80	
Hourly Average	0.50	0.25	17.75	1.75	3.00	0.50	0.00	0.25	24.00	23.95	
0800 - 0815	0	1	45	0	4	0	0	2	52	53.40	
0815 - 0830	2	0	42	1	3	2	0	0	50	49.40	
0830 - 0845	1	0	43	1	3	1	0	1	50	50.70	
0845 - 0900	2	1	39	3	4	0	0	1	50	48.80	
Hourly Total	5	2	169	5	14	3	0	4	202	202.30	
Hourly Average	1.25	0.50	42.25	1.25	3.50	0.75	0.00	1.00	50.50	50.58	
0900 - 0915	1	0	25	1	6	0	0	0	33	32.20	
0915 - 0930	0	0	31	3	7	1	0	1	43	44.50	
0930 - 0945	2	0	22	1	6	0	0	0	31	29.40	
0945 - 1000	3	0	39	2	7	0	0	1	52	50.60	
Hourly Total	6	0	117	7	26	1	0	2	159	156.70	
Hourly Average	1.50	0.00	29.25	1.75	6.50	0.25	0.00	0.50	39.75	39.18	
Session Total	13	3	357	19	52	6	0	7	457	454.80	
Session Average	1.08	0.25	29.75	1.58	4.33	0.50	0.00	0.58	38.08	37.90	

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement Z.2: Right from A6010 Dickenson Road to B5117 Wimslow Road										Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	2	0	41	1	5	0	0	0	49	47.40	
1515 - 1530	2	2	48	2	6	0	0	1	59	58.20	
1530 - 1545	2	0	48	2	6	0	0	0	58	56.40	
1545 - 1600	4	1	58	3	1	0	0	1	68	65.20	
Hourly Total	10	3	195	8	15	0	0	2	233	225.20	
Hourly Average	2.50	0.75	48.75	2.00	3.75	0.00	0.00	0.50	58.25	56.30	
1600 - 1615	3	2	49	3	4	0	0	0	61	57.40	
1615 - 1630	2	0	53	3	4	0	0	1	63	62.40	
1630 - 1645	1	1	43	5	3	0	0	0	53	51.60	
1645 - 1700	5	3	57	3	2	0	0	1	69	65.40	
Hourly Total	11	4	202	14	13	0	0	2	246	238.50	
Hourly Average	2.75	1.00	50.50	3.50	3.25	0.00	0.00	0.50	61.50	59.20	
1700 - 1715	1	2	40	2	2	0	0	1	48	47.00	
1715 - 1730	3	2	50	3	3	0	0	0	61	57.40	
1730 - 1745	2	1	44	3	3	0	0	0	53	50.80	
1745 - 1800	5	0	41	1	2	0	0	0	49	45.00	
Hourly Total	11	5	175	9	10	0	0	1	211	200.20	
Hourly Average	2.75	1.25	43.75	2.25	2.50	0.00	0.00	0.25	52.75	50.05	
1800 - 1815	2	1	55	2	1	0	0	1	62	60.80	
1815 - 1830	3	0	43	0	4	0	0	0	50	47.60	
1830 - 1845	2	0	42	4	2	0	0	1	51	50.40	
1845 - 1900	2	1	53	3	3	0	0	1	63	61.80	
Hourly Total	9	2	193	9	10	0	0	3	226	220.60	
Hourly Average	2.25	0.50	48.25	2.25	2.50	0.00	0.00	0.75	56.50	55.15	
Session Total	41	14	765	40	48	0	0	8	916	882.80	
Session Average	2.56	0.88	47.81	2.50	3.00	0.00	0.00	0.50	57.25	55.18	

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement Z.2: Right from A6010 Dickenson Road to B5117 Wimslow Road										Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	4	0	34	3	5	1	0	0	47	44.30	
1115 - 1130	3	0	27	1	3	0	0	1	35	33.60	
1130 - 1145	2	0	27	1	3	0	0	1	34	33.40	
1145 - 1200	6	0	35	2	3	0	0	0	46	41.20	
Hourly Total	15	0	123	7	14	1	0	2	162	152.90	
Hourly Average	3.75	0.00	30.75	1.75	3.50	0.25	0.00	0.50	40.50	38.13	
1200 - 1215	2	0	37	0	2	1	0	1	43	42.90	
1215 - 1230	6	1	43	0	2	0	0	0	52	46.60	
1230 - 1245	2	0	40	0	0	0	0	1	43	42.40	
1245 - 1300	5	0	48	0	1	0	0	0	54	50.00	
Hourly Total	15	1	168	0	5	1	0	2	192	181.90	
Hourly Average	3.75	0.25	42.00	0.00	1.25	0.25	0.00	0.50	48.00	45.43	
1300 - 1315	1	1	38	5	4	0	0	0	49	47.60	
1315 - 1330	4	0	36	2	2	0	0	1	45	42.80	
1330 - 1345	1	3	45	3	2	0	0	0	54	51.40	
1345 - 1400	3	2	34	3	3	1	0	1	47	44.90	
Hourly Total	9	6	153	13	11	1	0	2	195	186.70	
Hourly Average	2.25	1.50	38.25	3.25	2.75	0.25	0.00	0.50	48.75	46.68	
1400 - 1415	2	0	45	2	0	0	0	0	49	47.40	
1415 - 1430	1	0	44	2	0	0	0	1	50	50.20	
1430 - 1445	4	0	49	0	6	0	0	0	59	55.80	
1445 - 1500	1	1	53	0	3	0	0	1	59	58.60	
Hourly Total	8	1	191	4	11	0	0	2	217	212.00	
Hourly Average	2.00	0.25	47.75	1.00	2.75	0.00	0.00	0.50	54.25	53.00	
Session Total	47	8	635	24	41	3	0	8	766	733.10	
Session Average	2.94	0.50	39.69	1.50	2.56	0.19	0.00	0.50	47.88	45.82	

Winslow Road, Manchester
Classified Junction Count

Site 2 of 5
A6010 Dickenson Road
A6010 Winslow Road
B5117 Winslow Road

Lat/Long
lat 53.451908° lon -2.222272°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 2.3: Northbound from A6010 Winslow Road to B5117 Winslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	19	0	29	1	1	0	1	8	59	53.10
0715 - 0730	33	0	34	4	2	1	1	9	84	68.40
0730 - 0745	38	0	71	2	4	0	0	5	120	94.60
0745 - 0800	68	0	84	7	3	0	0	5	167	117.60
Hourly Total	158	0	218	14	10	1	2	27	430	333.70
Hourly Average	39.50	0.00	54.50	3.50	2.50	0.25	0.50	6.75	107.50	83.43
0800 - 0815	66	0	63	1	3	0	0	8	141	96.20
0815 - 0830	61	0	65	1	4	0	0	9	140	100.20
0830 - 0845	75	0	73	2	6	0	0	8	164	112.00
0845 - 0900	85	1	74	6	6	0	0	13	185	129.40
Hourly Total	287	1	275	10	19	0	0	38	630	437.30
Hourly Average	71.75	0.25	68.75	2.50	4.75	0.00	0.00	9.50	157.50	109.45
0900 - 0915	38	0	72	6	5	0	0	10	131	110.60
0915 - 0930	35	1	66	5	5	2	1	10	125	108.70
0930 - 0945	29	1	51	8	7	0	0	11	107	94.20
0945 - 1000	22	1	43	6	1	0	0	9	82	72.80
Hourly Total	124	3	232	25	18	2	1	40	445	386.30
Hourly Average	31.00	0.75	58.00	6.25	4.50	0.50	0.25	10.00	111.25	96.58
Session Total	569	4	725	49	47	3	3	105	1505	1157.80
Session Average	47.42	0.33	60.42	4.08	3.92	0.25	0.25	8.75	125.42	96.48

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 2.3: Northbound from A6010 Winslow Road to B5117 Winslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	15	0	41	3	5	0	0	8	72	66.00
1515 - 1530	20	0	35	3	1	1	0	7	67	58.50
1530 - 1545	15	1	36	4	3	0	0	11	70	68.40
1545 - 1600	16	1	42	2	5	0	0	6	72	64.60
Hourly Total	66	2	154	12	14	1	0	32	281	259.50
Hourly Average	16.50	0.50	38.50	3.00	3.50	0.25	0.00	8.00	70.25	64.88
1600 - 1615	11	1	39	2	5	0	0	12	70	72.60
1615 - 1630	17	0	36	1	5	0	0	10	69	65.40
1630 - 1645	20	3	37	1	5	0	0	7	73	62.20
1645 - 1700	11	2	54	1	3	0	0	6	77	73.00
Hourly Total	69	6	166	5	18	0	0	35	289	273.20
Hourly Average	14.75	1.50	41.50	1.25	4.50	0.00	0.00	8.75	72.25	68.30
1700 - 1715	17	0	33	5	3	0	0	7	65	58.40
1715 - 1730	13	0	37	1	1	1	0	12	65	67.10
1730 - 1745	18	1	42	3	3	0	0	7	74	66.00
1745 - 1800	11	0	38	5	5	0	0	12	71	74.20
Hourly Total	59	1	150	14	12	1	0	38	275	265.70
Hourly Average	14.75	0.25	37.50	3.50	3.00	0.25	0.00	9.50	68.75	66.43
1800 - 1815	16	0	27	1	3	0	0	6	53	46.20
1815 - 1830	21	1	53	4	2	1	0	9	91	83.10
1830 - 1845	13	0	43	2	3	1	0	11	73	74.10
1845 - 1900	17	0	45	3	3	0	0	7	75	68.40
Hourly Total	67	1	168	10	11	2	0	33	292	271.80
Hourly Average	16.75	0.25	42.00	2.50	2.75	0.50	0.00	8.25	73.00	67.95
Session Total	251	10	638	41	55	4	0	138	1137	1070.20
Session Average	15.69	0.63	39.88	2.56	3.44	0.25	0.00	8.63	71.06	66.89

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 2.3: Northbound from A6010 Winslow Road to B5117 Winslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	9	1	48	2	1	1	0	5	67	64.70
1115 - 1130	13	2	36	3	7	0	0	9	70	67.40
1130 - 1145	10	0	48	8	4	1	0	6	77	75.50
1145 - 1200	19	0	30	4	1	1	0	6	61	52.30
Hourly Total	51	3	162	17	13	3	0	26	275	259.90
Hourly Average	12.75	0.75	40.50	4.25	3.25	0.75	0.00	6.50	68.75	64.98
1200 - 1215	8	1	46	2	4	0	0	8	69	70.00
1215 - 1230	17	0	51	5	2	0	0	9	84	79.40
1230 - 1245	12	0	46	2	5	0	0	6	71	67.40
1245 - 1300	13	0	43	5	3	0	0	7	71	67.60
Hourly Total	50	1	186	14	14	0	0	30	295	284.40
Hourly Average	12.50	0.25	46.50	3.50	3.50	0.00	0.00	7.50	73.75	71.10
1300 - 1315	11	2	48	5	5	0	0	6	77	73.00
1315 - 1330	14	1	63	3	4	0	0	10	95	93.20
1330 - 1345	16	1	46	4	4	0	0	8	79	73.60
1345 - 1400	11	1	53	3	12	0	0	5	85	80.60
Hourly Total	52	5	210	15	25	0	0	29	336	320.40
Hourly Average	13.00	1.25	52.50	3.75	6.25	0.00	0.00	7.25	84.00	80.10
1400 - 1415	13	2	48	2	3	0	0	13	81	82.40
1415 - 1430	18	0	57	5	3	0	0	9	92	86.60
1430 - 1445	11	2	49	4	1	0	0	8	75	73.00
1445 - 1500	6	3	49	3	1	0	0	7	69	69.40
Hourly Total	48	7	203	14	8	0	0	37	317	311.40
Hourly Average	12.00	1.75	50.75	3.50	2.00	0.00	0.00	9.25	79.25	77.85
Session Total	201	16	761	60	60	3	0	122	1223	1176.10
Session Average	12.56	1.00	47.56	3.75	3.75	0.19	0.00	7.63	76.44	73.51

Winslow Road, Manchester
Classified Junction Count

Site 2 of 5
A6010 Dickenson Road
A6010 Wimslow Road
B5117 Wimslow Road

Lat/Long
lat 53.451908° lon -2.222722°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement Z.4: Right from A6010 Wimslow Road to A6010 Dickenson Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	23	1	1	1	0	1	28	28.70
0715 - 0730	2	0	22	0	6	0	0	0	30	28.40
0730 - 0745	0	0	42	3	6	0	0	0	51	51.00
0745 - 0800	2	1	53	3	1	1	0	0	61	59.30
Hourly Total	5	1	140	7	14	2	0	1	170	167.40
Hourly Average	1.25	0.25	35.00	1.75	3.50	0.50	0.00	0.25	42.50	41.85
0800 - 0815	2	0	67	2	7	0	0	0	78	76.40
0815 - 0830	1	0	61	5	3	0	0	0	70	69.20
0830 - 0845	0	0	63	2	7	2	0	0	74	75.00
0845 - 0900	1	1	61	3	4	0	0	0	70	68.60
Hourly Total	4	1	252	12	21	2	0	0	292	289.20
Hourly Average	1.00	0.25	63.00	3.00	5.25	0.50	0.00	0.00	73.00	72.30
0900 - 0915	0	0	52	3	13	1	0	1	70	71.50
0915 - 0930	1	0	40	4	8	1	0	3	57	59.70
0930 - 0945	1	0	48	5	8	1	0	0	63	62.70
0945 - 1000	1	0	46	4	6	1	0	0	58	57.70
Hourly Total	3	0	186	16	35	4	0	4	248	251.60
Hourly Average	0.75	0.00	46.50	4.00	8.75	1.00	0.00	1.00	62.00	62.90
Session Total	12	2	578	35	70	8	0	5	710	708.20
Session Average	1.00	0.17	48.17	2.92	5.83	0.67	0.00	0.42	59.17	59.02

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement Z.4: Right from A6010 Wimslow Road to A6010 Dickenson Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	55	6	10	0	0	0	72	71.40
1515 - 1530	1	1	53	7	3	0	0	1	72	71.60
1530 - 1545	0	0	65	2	3	0	0	0	70	70.00
1545 - 1600	2	0	60	2	8	0	0	0	72	70.40
Hourly Total	3	2	233	17	30	0	0	1	286	283.40
Hourly Average	0.75	0.50	58.25	4.25	7.50	0.00	0.00	0.25	71.50	70.85
1600 - 1615	2	0	45	5	5	0	0	0	57	55.40
1615 - 1630	0	0	53	1	5	0	0	0	59	59.00
1630 - 1645	2	0	56	4	3	1	0	0	66	64.90
1645 - 1700	1	0	49	2	6	0	0	0	58	57.20
Hourly Total	5	0	203	12	19	1	0	0	240	236.50
Hourly Average	1.25	0.00	50.75	3.00	4.75	0.25	0.00	0.00	60.00	59.13
1700 - 1715	1	1	48	6	6	0	0	0	62	60.60
1715 - 1730	3	0	54	2	7	0	0	0	66	63.60
1730 - 1745	2	0	49	3	3	0	0	1	58	57.70
1745 - 1800	1	0	57	5	0	0	0	0	63	62.20
Hourly Total	7	1	208	16	16	0	1	0	249	244.10
Hourly Average	1.75	0.25	52.00	4.00	4.00	0.00	0.25	0.00	62.25	61.03
1800 - 1815	2	0	53	0	2	0	0	0	57	55.40
1815 - 1830	2	0	42	4	4	0	0	0	52	50.40
1830 - 1845	2	1	54	3	4	0	0	0	64	61.80
1845 - 1900	1	0	59	4	3	0	0	0	67	66.20
Hourly Total	7	1	208	11	13	0	0	0	240	233.80
Hourly Average	1.75	0.25	52.00	2.75	3.25	0.00	0.00	0.00	60.00	58.45
Session Total	22	4	852	56	78	1	1	1	1015	997.80
Session Average	1.38	0.25	53.25	3.50	4.88	0.06	0.06	0.06	63.44	62.36

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement Z.4: Right from A6010 Wimslow Road to A6010 Dickenson Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	51	5	5	0	0	1	62	63.00
1115 - 1130	0	0	72	6	4	0	0	0	82	82.00
1130 - 1145	3	0	78	4	3	0	0	0	88	85.60
1145 - 1200	0	0	72	7	5	0	0	0	84	84.00
Hourly Total	3	0	273	22	17	0	0	1	316	314.60
Hourly Average	0.75	0.00	68.25	5.50	4.25	0.00	0.00	0.25	79.00	78.65
1200 - 1215	0	0	77	4	6	0	0	0	87	87.00
1215 - 1230	0	0	46	4	0	0	0	0	50	50.00
1230 - 1245	0	0	61	3	7	1	0	0	72	72.50
1245 - 1300	3	0	61	7	2	0	0	0	73	70.60
Hourly Total	3	0	245	18	15	1	0	0	282	280.10
Hourly Average	0.75	0.00	61.25	4.50	3.75	0.25	0.00	0.00	70.50	70.03
1300 - 1315	0	1	52	2	3	0	0	0	58	57.40
1315 - 1330	0	1	72	1	3	0	0	0	78	77.90
1330 - 1345	0	0	80	0	7	0	0	0	87	87.00
1345 - 1400	2	1	81	2	4	0	0	0	90	87.80
Hourly Total	2	2	285	5	17	1	0	0	313	310.10
Hourly Average	0.50	0.33	71.25	1.25	4.25	0.25	0.00	0.00	78.25	77.53
1400 - 1415	0	1	71	1	6	0	0	0	79	78.40
1415 - 1430	0	0	68	5	3	0	0	0	76	76.00
1430 - 1445	1	0	57	5	3	0	0	0	66	65.20
1445 - 1500	1	0	52	3	6	0	0	1	63	63.20
Hourly Total	2	1	248	14	18	0	0	1	284	282.80
Hourly Average	0.50	0.25	62.00	3.50	4.50	0.00	0.00	0.25	71.00	70.70
Session Total	10	4	1051	59	67	2	0	2	1195	1187.60
Session Average	0.63	0.25	65.69	3.69	4.19	0.13	0.00	0.13	74.69	74.23

Winslow Road, Manchester
Classified Junction Count

Site 2 of 5
A6010 Dickenson Road
A6010 Wimslow Road
B5117 Wimslow Road

Lat/Long
lat 53.451908° lon -2.222722°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 2.5: Left from B5117 Wimslow Road to A6010 Dickenson Road										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
0700 - 0715	0	0	4	0	1	0	0	1	6	7.00	
0715 - 0730	0	0	5	0	2	0	1	1	9	11.30	
0730 - 0745	1	0	14	1	2	0	0	0	18	17.20	
0745 - 0800	1	0	16	2	3	1	0	0	23	22.70	
Hourly Total	2	0	39	3	8	1	1	2	56	58.20	
Hourly Average	0.50	0.00	9.75	0.75	2.00	0.25	0.25	0.50	14.00	14.55	
0800 - 0815	0	1	14	0	1	1	0	1	18	18.90	
0815 - 0830	0	0	22	0	3	0	0	0	25	25.00	
0830 - 0845	2	0	22	2	3	1	0	1	31	30.90	
0845 - 0900	2	1	27	0	0	0	0	0	30	27.80	
Hourly Total	4	2	85	2	7	2	0	2	104	102.50	
Hourly Average	1.00	0.50	21.25	0.50	1.75	0.50	0.00	0.50	26.00	25.65	
0900 - 0915	3	0	29	0	3	2	1	1	39	39.90	
0915 - 0930	2	0	10	3	3	0	0	0	18	16.40	
0930 - 0945	2	0	19	2	1	1	0	1	26	25.90	
0945 - 1000	0	0	24	3	6	0	0	0	33	33.00	
Hourly Total	7	0	82	8	13	3	1	2	116	115.20	
Hourly Average	1.75	0.00	20.50	2.00	3.25	0.75	0.25	0.50	29.00	28.80	
Session Total	13	2	206	13	28	6	2	6	276	276.00	
Session Average	1.08	0.17	17.17	1.08	2.33	0.50	0.17	0.50	23.00	23.00	

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 2.5: Left from B5117 Wimslow Road to A6010 Dickenson Road										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	2	0	28	2	4	0	0	1	37	36.40	
1515 - 1530	1	0	24	1	4	0	0	0	30	29.20	
1530 - 1545	5	1	23	3	3	0	0	0	35	30.40	
1545 - 1600	2	0	26	0	1	0	0	1	30	29.40	
Hourly Total	10	1	101	6	12	0	0	2	132	125.40	
Hourly Average	2.50	0.25	25.25	1.50	3.00	0.00	0.00	0.50	33.00	31.35	
1600 - 1615	4	1	19	2	2	1	0	0	29	25.70	
1615 - 1630	2	2	21	2	1	1	1	1	31	31.00	
1630 - 1645	4	0	29	2	0	0	0	0	35	31.80	
1645 - 1700	1	1	21	3	1	0	0	0	27	25.60	
Hourly Total	11	4	90	9	4	2	1	1	122	114.50	
Hourly Average	2.75	1.00	22.50	2.25	1.00	0.50	0.25	0.25	30.50	28.53	
1700 - 1715	1	2	17	1	0	0	1	1	23	23.30	
1715 - 1730	5	1	23	0	3	0	0	0	32	27.40	
1730 - 1745	1	0	26	0	3	0	0	0	30	29.20	
1745 - 1800	4	0	18	0	2	0	0	2	26	24.80	
Hourly Total	11	3	84	1	8	0	1	3	111	104.70	
Hourly Average	2.75	0.75	21.00	0.25	2.00	0.00	0.25	0.75	27.75	26.18	
1800 - 1815	2	1	24	0	1	0	0	0	28	25.80	
1815 - 1830	4	0	29	0	0	0	0	0	33	29.80	
1830 - 1845	3	0	25	3	1	0	0	1	33	31.60	
1845 - 1900	3	0	24	2	1	0	0	0	30	27.60	
Hourly Total	12	1	102	5	3	0	0	1	124	114.80	
Hourly Average	3.00	0.25	25.50	1.25	0.75	0.00	0.00	0.25	31.00	28.70	
Session Total	44	9	377	21	27	2	2	7	489	459.00	
Session Average	2.75	0.56	23.56	1.31	1.69	0.13	0.13	0.44	30.56	28.69	

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 2.5: Left from B5117 Wimslow Road to A6010 Dickenson Road										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	1	0	22	1	2	0	0	1	27	27.20	
1115 - 1130	0	0	20	2	3	0	1	0	26	27.30	
1130 - 1145	2	0	17	1	3	0	1	1	25	25.70	
1145 - 1200	1	0	30	0	2	0	0	0	33	32.20	
Hourly Total	4	0	89	4	10	0	2	2	111	112.40	
Hourly Average	1.00	0.00	22.25	1.00	2.50	0.00	0.50	0.50	27.75	28.10	
1200 - 1215	2	0	19	1	4	0	0	1	27	26.40	
1215 - 1230	2	0	26	0	3	0	0	0	31	29.40	
1230 - 1245	0	0	22	0	1	1	0	1	25	26.50	
1245 - 1300	2	0	26	1	2	0	0	0	31	29.40	
Hourly Total	6	0	93	2	10	1	0	2	114	111.70	
Hourly Average	1.50	0.00	23.25	0.50	2.50	0.25	0.00	0.50	28.50	27.65	
1300 - 1315	1	0	27	1	1	0	0	1	31	31.20	
1315 - 1330	5	1	33	2	2	0	0	0	43	38.40	
1330 - 1345	2	0	18	0	3	0	0	1	24	23.40	
1345 - 1400	1	2	27	0	1	0	0	0	31	29.00	
Hourly Total	9	3	105	3	7	0	0	2	129	122.00	
Hourly Average	2.25	0.75	26.25	0.75	1.75	0.00	0.00	0.50	32.25	30.50	
1400 - 1415	4	1	21	0	1	0	0	1	28	25.20	
1415 - 1430	4	0	32	1	1	0	0	0	38	34.80	
1430 - 1445	4	1	23	1	2	1	0	0	32	28.70	
1445 - 1500	4	0	34	2	2	1	0	1	44	42.30	
Hourly Total	16	2	110	4	6	2	0	2	142	131.00	
Hourly Average	4.00	0.50	27.50	1.00	1.50	0.50	0.00	0.50	35.50	32.75	
Session Total	35	5	397	13	33	3	2	8	496	477.10	
Session Average	2.19	0.31	24.81	0.81	2.06	0.19	0.13	0.50	31.00	29.82	

Winslow Road, Manchester
Classified Junction Count

Site 2 of 5
A6010 Dickenson Road
A6010 Wimslow Road
B5117 Wimslow Road

Lat/Long
lat 53.451908° lon -2.22272°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement Z.B: Southbound from B5117 Wimslow Road to A6010 Wimslow Road										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
0700 - 0715	2	0	11	3	0	0	0	8	24	30.40	
0715 - 0730	3	1	17	3	2	0	0	6	32	35.00	
0730 - 0745	3	0	12	2	4	0	0	8	29	34.60	
0745 - 0800	7	0	29	0	3	0	0	6	45	45.40	
Hourly Total	15	1	69	8	9	0	0	28	130	145.40	
Hourly Average	3.75	0.25	17.25	2.00	2.25	0.00	0.00	7.00	32.50	36.35	
0800 - 0815	5	0	41	8	4	0	0	9	67	72.00	
0815 - 0830	6	0	47	1	4	0	0	9	67	71.20	
0830 - 0845	5	2	36	6	6	0	1	11	67	74.10	
0845 - 0900	8	1	40	2	6	1	0	11	69	73.50	
Hourly Total	24	3	164	17	20	1	1	40	270	290.30	
Hourly Average	6.00	0.75	41.00	4.25	5.00	0.25	0.25	10.00	67.50	72.70	
0900 - 0915	7	0	35	5	3	1	0	6	57	57.90	
0915 - 0930	1	0	36	7	7	0	0	11	62	72.20	
0930 - 0945	4	1	19	5	5	2	0	8	44	49.20	
0945 - 1000	4	1	20	3	4	0	0	9	41	46.20	
Hourly Total	16	2	110	20	19	3	0	34	204	225.50	
Hourly Average	4.00	0.50	27.50	5.00	4.75	0.75	0.00	8.50	51.00	56.38	
Session Total	55	6	343	45	48	4	1	102	604	661.70	
Session Average	4.58	0.50	28.58	3.75	4.00	0.33	0.08	8.50	50.33	55.14	

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement Z.B: Southbound from B5117 Wimslow Road to A6010 Wimslow Road										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	17	2	47	6	6	0	0	6	84	75.20	
1515 - 1530	19	0	67	6	10	0	0	13	115	112.90	
1530 - 1545	28	2	62	6	6	0	1	4	109	90.70	
1545 - 1600	16	2	63	7	7	0	0	12	107	105.00	
Hourly Total	80	6	239	25	29	0	1	35	415	383.70	
Hourly Average	20.00	1.50	59.75	6.25	7.25	0.00	0.25	8.75	103.75	95.93	
1600 - 1615	30	0	56	2	6	0	0	4	98	78.00	
1615 - 1630	53	0	75	3	4	0	0	9	144	110.60	
1630 - 1645	47	0	67	2	6	2	0	7	131	101.40	
1645 - 1700	59	0	58	5	4	0	0	13	139	104.80	
Hourly Total	189	0	256	12	20	2	0	33	512	384.80	
Hourly Average	47.25	0.00	64.00	3.00	5.00	0.50	0.00	8.25	128.00	98.70	
1700 - 1715	57	1	85	5	7	0	0	3	158	114.80	
1715 - 1730	80	0	66	5	1	0	0	11	163	110.00	
1730 - 1745	64	0	58	4	5	0	0	10	141	99.80	
1745 - 1800	40	0	71	4	4	0	0	4	123	95.00	
Hourly Total	241	1	280	18	17	0	0	28	585	419.60	
Hourly Average	60.25	0.25	70.00	4.50	4.25	0.00	0.00	7.00	146.25	104.90	
1800 - 1815	51	1	66	1	4	1	0	9	133	101.10	
1815 - 1830	48	1	51	5	4	0	0	7	119	90.00	
1830 - 1845	35	0	72	5	1	0	0	8	121	101.00	
1845 - 1900	40	0	48	2	3	0	0	10	103	81.00	
Hourly Total	174	2	237	13	12	1	0	37	476	373.10	
Hourly Average	43.50	0.50	59.25	3.25	3.00	0.25	0.00	9.25	119.00	93.28	
Session Total	684	9	1012	68	78	3	1	133	1988	1571.20	
Session Average	42.75	0.56	63.25	4.25	4.88	0.19	0.06	8.31	124.25	98.20	

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement Z.B: Southbound from B5117 Wimslow Road to A6010 Wimslow Road										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	2	2	23	6	3	0	0	7	43	47.20	
1115 - 1130	1	0	36	2	4	0	0	7	50	56.20	
1130 - 1145	8	0	45	2	3	0	0	7	65	65.60	
1145 - 1200	7	0	38	5	2	0	0	7	59	60.40	
Hourly Total	18	2	142	15	12	0	0	28	217	229.40	
Hourly Average	4.50	0.50	35.50	3.75	3.00	0.00	0.00	7.00	54.25	57.35	
1200 - 1215	5	1	34	6	5	0	0	7	58	60.40	
1215 - 1230	15	0	43	4	2	0	0	6	70	64.00	
1230 - 1245	10	1	35	2	1	0	0	8	57	56.40	
1245 - 1300	16	3	37	0	0	0	0	7	63	55.40	
Hourly Total	46	5	149	12	8	0	0	28	248	236.20	
Hourly Average	11.50	1.25	37.25	3.00	2.00	0.00	0.00	7.00	62.00	59.05	
1300 - 1315	12	0	37	2	4	0	0	6	61	57.40	
1315 - 1330	13	0	53	3	6	0	0	7	82	78.60	
1330 - 1345	13	0	32	5	2	0	1	9	62	61.90	
1345 - 1400	12	0	49	5	5	0	0	7	78	75.40	
Hourly Total	50	0	171	15	17	0	1	29	283	273.30	
Hourly Average	12.50	0.00	42.75	3.75	4.25	0.00	0.25	7.25	70.75	68.33	
1400 - 1415	12	1	71	5	1	0	0	6	96	91.80	
1415 - 1430	8	3	52	3	3	0	0	11	80	82.80	
1430 - 1445	18	0	43	3	5	0	0	4	73	62.60	
1445 - 1500	17	1	51	2	2	0	0	11	84	80.80	
Hourly Total	55	5	217	13	11	0	0	32	333	318.00	
Hourly Average	13.75	1.25	54.25	3.25	2.75	0.00	0.00	8.00	83.25	79.50	
Session Total	169	12	679	55	48	0	1	117	1081	1056.90	
Session Average	10.56	0.75	42.44	3.44	3.00	0.00	0.06	7.31	67.56	66.06	

Winslow Road, Manchester
Classified Junction Count

Site 3 of 5
A6010 Winslow Road (South)
Platt Lane
A6010 Winslow Road (North)

Lat/Long
lat 53.451413° lon -2.222116°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 3.1: Left from A6010 Winslow Road (South) to Platt Lane										Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
0700 - 0715	0	1	5	0	0	0	0	0	6	5.40	
0715 - 0730	2	0	9	0	1	0	0	0	12	10.40	
0730 - 0745	0	0	4	0	1	0	0	0	5	5.00	
0745 - 0800	0	0	9	0	2	0	0	0	11	11.00	
Hourly Total	2	1	27	0	4	0	0	0	34	31.80	
Hourly Average	0.50	0.25	6.75	0.00	1.00	0.00	0.00	0.00	8.50	7.95	
0800 - 0815	0	0	13	2	1	0	0	0	16	16.00	
0815 - 0830	0	0	19	2	1	0	0	3	25	28.00	
0830 - 0845	0	0	18	1	0	0	0	2	21	23.00	
0845 - 0900	0	0	11	0	1	0	0	0	12	12.00	
Hourly Total	0	0	61	5	3	0	0	5	74	78.00	
Hourly Average	0.00	0.00	15.25	1.25	0.75	0.00	0.00	1.25	18.50	19.75	
0900 - 0915	0	0	21	1	2	0	0	0	24	24.00	
0915 - 0930	0	0	15	2	2	1	0	0	20	20.50	
0930 - 0945	0	0	5	1	4	1	0	1	12	13.50	
0945 - 1000	0	0	9	1	1	0	0	0	11	11.00	
Hourly Total	0	0	50	5	9	2	0	1	67	69.00	
Hourly Average	0.00	0.00	12.50	1.25	2.25	0.50	0.00	0.25	16.75	17.25	
Session Total	2	1	138	10	16	2	0	6	175	179.80	
Session Average	0.17	0.08	11.50	0.83	1.33	0.17	0.00	0.50	14.58	14.98	

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 3.1: Left from A6010 Winslow Road (South) to Platt Lane										Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	1	0	16	0	1	0	0	0	18	17.20	
1515 - 1530	1	0	11	1	3	0	0	0	16	15.20	
1530 - 1545	0	0	15	2	2	0	0	0	19	19.00	
1545 - 1600	0	0	29	2	0	0	0	2	33	35.00	
Hourly Total	2	0	71	5	6	0	0	2	86	86.40	
Hourly Average	0.50	0.00	17.75	1.25	1.50	0.00	0.00	0.50	21.50	21.60	
1600 - 1615	1	1	33	3	4	0	0	2	44	44.60	
1615 - 1630	1	0	28	2	4	0	0	3	38	40.20	
1630 - 1645	0	0	32	1	2	0	0	0	35	35.00	
1645 - 1700	1	0	14	2	4	0	0	0	21	20.20	
Hourly Total	3	1	107	8	14	0	0	5	138	140.00	
Hourly Average	0.75	0.25	26.75	2.00	3.50	0.00	0.00	1.25	34.50	35.00	
1700 - 1715	1	1	16	3	1	0	0	0	22	20.60	
1715 - 1730	2	0	24	1	1	0	0	0	28	26.40	
1730 - 1745	0	0	15	1	2	0	0	0	18	18.00	
1745 - 1800	4	0	30	3	4	0	0	0	41	37.80	
Hourly Total	7	1	85	8	8	0	0	0	109	102.80	
Hourly Average	1.75	0.25	21.25	2.00	2.00	0.00	0.00	0.00	27.25	25.70	
1800 - 1815	2	0	29	1	0	0	0	0	32	30.40	
1815 - 1830	0	0	21	2	3	0	0	0	26	26.00	
1830 - 1845	0	1	15	2	0	0	0	0	18	17.40	
1845 - 1900	1	0	26	1	2	0	0	0	30	29.20	
Hourly Total	3	1	91	6	5	0	0	0	106	103.00	
Hourly Average	0.75	0.25	22.75	1.50	1.25	0.00	0.00	0.00	26.50	25.75	
Session Total	15	3	354	27	33	0	0	7	439	432.20	
Session Average	0.54	0.19	22.13	1.69	2.06	0.00	0.00	0.44	27.44	27.01	

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 3.1: Left from A6010 Winslow Road (South) to Platt Lane										Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	1	0	14	1	1	0	0	0	17	16.20	
1115 - 1130	0	0	6	0	0	0	0	0	6	6.00	
1130 - 1145	0	0	14	1	0	0	0	0	15	15.00	
1145 - 1200	0	1	3	0	2	0	0	0	11	10.40	
Hourly Total	1	1	42	2	3	0	0	0	49	47.60	
Hourly Average	0.25	0.25	10.50	0.50	0.75	0.00	0.00	0.00	12.25	11.90	
1200 - 1215	0	0	12	1	0	0	0	0	13	13.00	
1215 - 1230	0	0	18	0	0	0	0	0	18	18.00	
1230 - 1245	1	0	12	1	0	0	0	0	14	13.20	
1245 - 1300	0	0	19	0	1	1	0	0	21	21.50	
Hourly Total	1	0	61	2	1	1	0	0	66	65.70	
Hourly Average	0.25	0.00	15.25	0.50	0.25	0.25	0.00	0.00	16.50	16.43	
1300 - 1315	0	0	17	2	3	0	0	0	22	22.00	
1315 - 1330	0	0	23	0	0	0	0	0	23	23.00	
1330 - 1345	0	1	12	1	1	0	0	0	15	14.40	
1345 - 1400	1	0	12	1	1	0	0	0	15	14.20	
Hourly Total	1	1	64	4	5	0	0	0	75	73.60	
Hourly Average	0.25	0.25	16.00	1.00	1.25	0.00	0.00	0.00	18.75	18.40	
1400 - 1415	1	0	18	2	0	0	0	0	21	20.20	
1415 - 1430	0	0	18	1	0	0	0	0	19	19.00	
1430 - 1445	1	0	18	1	0	0	0	0	20	19.20	
1445 - 1500	0	0	17	1	1	0	0	0	19	19.00	
Hourly Total	2	0	71	5	1	0	0	0	79	77.40	
Hourly Average	0.50	0.00	17.75	1.25	0.25	0.00	0.00	0.00	19.75	19.35	
Session Total	5	2	238	13	10	1	0	0	269	264.30	
Session Average	0.31	0.13	14.88	0.81	0.63	0.06	0.00	0.00	16.81	16.52	

Winslow Road, Manchester
Classified Junction Count

Site 3 of 5
A6010 Winslow Road (South)
Platt Lane
A6010 Winslow Road (North)

Lat/Long
lat 53.451413° lon -2.222116°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 3.2: Northbound from A6010 Winslow Road (South) to A6010 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	18	0	33	2	1	1	1	9	65	61.40
0715 - 0730	36	0	39	4	1	1	0	8	89	88.70
0730 - 0745	36	0	76	2	4	0	0	5	123	99.20
0745 - 0800	69	0	85	7	5	1	0	5	172	122.30
Hourly Total	159	0	233	15	11	3	1	27	449	351.60
Hourly Average	39.75	0.00	58.25	3.75	2.75	0.75	0.25	6.75	112.25	87.90
0800 - 0815	71	0	77	2	2	0	0	8	160	111.20
0815 - 0830	60	0	77	2	4	0	0	9	152	113.00
0830 - 0845	71	0	76	3	5	1	0	8	164	115.70
0845 - 0900	82	2	79	6	8	0	0	13	190	136.20
Hourly Total	284	2	309	13	19	1	0	38	665	476.10
Hourly Average	71.00	0.50	77.25	3.25	4.75	0.25	0.00	9.50	166.50	119.03
0900 - 0915	39	1	69	5	7	1	0	11	133	112.70
0915 - 0930	32	0	69	8	7	1	1	12	130	118.20
0930 - 0945	27	1	50	9	9	0	0	10	106	93.80
0945 - 1000	21	1	58	6	3	1	0	9	99	91.10
Hourly Total	119	3	246	28	26	3	1	42	468	415.80
Hourly Average	29.75	0.75	61.50	7.00	6.50	0.75	0.25	10.50	117.00	103.95
Session Total	562	5	788	56	56	7	2	107	1583	1243.50
Session Average	46.83	0.42	65.67	4.67	4.67	0.58	0.17	8.92	131.92	103.63

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 3.2: Northbound from A6010 Winslow Road (South) to A6010 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	16	0	43	6	9	0	0	8	82	77.20
1515 - 1530	19	1	48	3	5	1	0	8	85	77.70
1530 - 1545	18	1	53	3	2	0	0	10	87	82.00
1545 - 1600	14	0	51	2	3	0	0	6	76	70.80
Hourly Total	67	2	195	14	19	1	0	32	330	307.70
Hourly Average	16.75	0.50	48.75	3.50	4.75	0.25	0.00	8.00	82.50	76.93
1600 - 1615	15	1	40	3	8	0	0	12	79	78.40
1615 - 1630	17	0	43	2	5	0	0	10	77	73.40
1630 - 1645	19	3	44	3	5	1	0	7	82	72.50
1645 - 1700	13	2	47	3	3	0	0	6	74	68.40
Hourly Total	64	6	174	11	21	1	0	35	312	292.10
Hourly Average	16.00	1.50	43.50	2.75	5.25	0.25	0.00	8.75	78.00	73.18
1700 - 1715	18	0	37	5	3	1	0	7	71	64.10
1715 - 1730	15	0	43	2	1	0	0	13	74	75.00
1730 - 1745	21	1	48	5	3	0	1	6	85	74.90
1745 - 1800	12	0	38	5	5	0	0	12	72	74.40
Hourly Total	66	1	166	17	12	1	1	38	302	288.40
Hourly Average	16.50	0.25	41.50	4.25	3.00	0.25	0.25	9.50	75.50	72.10
1800 - 1815	15	0	36	3	3	0	0	6	63	57.00
1815 - 1830	21	1	49	6	2	1	0	9	89	81.10
1830 - 1845	12	1	49	3	4	1	0	11	81	82.30
1845 - 1900	17	0	47	3	5	0	0	7	79	72.40
Hourly Total	65	2	181	15	14	2	0	33	312	292.80
Hourly Average	16.25	0.50	45.25	3.75	3.50	0.50	0.00	8.25	78.00	73.20
Session Total	262	11	716	57	66	5	1	138	1256	1181.60
Session Average	16.38	0.69	44.73	3.56	4.13	0.31	0.06	8.63	78.50	73.85

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 3.2: Northbound from A6010 Winslow Road (South) to A6010 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	5	0	62	7	5	1	0	6	86	88.50
1115 - 1130	20	2	53	8	10	0	0	8	101	91.80
1130 - 1145	12	0	67	6	2	1	0	6	94	90.90
1145 - 1200	16	1	55	9	3	1	0	6	91	84.10
Hourly Total	53	3	237	30	20	3	0	26	372	355.30
Hourly Average	13.25	0.75	59.25	7.50	5.00	0.75	0.00	6.50	93.00	88.83
1200 - 1215	10	0	68	3	4	0	0	8	93	93.00
1215 - 1230	15	0	52	4	2	0	0	9	82	79.00
1230 - 1245	11	0	52	3	7	1	0	6	80	77.70
1245 - 1300	16	0	54	6	3	0	0	7	86	80.20
Hourly Total	52	0	226	16	16	1	0	30	341	329.90
Hourly Average	13.00	0.00	56.50	4.00	4.00	0.25	0.00	7.50	85.25	82.43
1300 - 1315	11	2	61	6	6	0	0	6	92	88.00
1315 - 1330	12	1	77	4	2	1	0	12	109	111.30
1330 - 1345	14	1	76	1	8	0	0	6	106	100.20
1345 - 1400	12	2	73	4	7	0	0	5	103	97.20
Hourly Total	49	6	287	15	23	1	0	29	410	396.70
Hourly Average	12.25	1.50	71.75	3.75	5.75	0.25	0.00	7.25	102.50	99.18
1400 - 1415	12	2	67	4	8	0	0	13	106	108.20
1415 - 1430	17	0	65	3	3	0	0	7	95	88.40
1430 - 1445	11	2	54	7	2	0	0	8	84	82.00
1445 - 1500	5	2	52	2	4	0	0	8	73	75.80
Hourly Total	45	6	238	16	17	0	0	36	358	354.40
Hourly Average	11.25	1.50	59.50	4.00	4.25	0.00	0.00	9.00	89.50	88.60
Session Total	199	15	988	77	76	5	0	121	1481	1436.30
Session Average	12.44	0.94	61.75	4.81	4.75	0.31	0.00	7.56	92.56	89.77

Winslow Road, Manchester
Classified Junction Count

Site 3 of 5
A6010 Winslow Road (South)
Platt Lane
A6010 Winslow Road (North)

Lat/Long
lat 53.451413° lon -2.222116°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 3.3: Left from Platt Lane to A6010 Winslow Road (North)										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
0700 - 0715	2	0	13	0	1	0	0	0	16	14.40	
0715 - 0730	2	0	21	1	7	0	1	1	33	33.70	
0730 - 0745	1	0	33	2	6	0	0	0	42	41.20	
0745 - 0800	2	1	54	3	1	0	0	0	61	58.80	
Hourly Total	7	1	121	6	15	0	1	1	152	148.10	
Hourly Average	1.75	0.25	30.25	1.50	3.75	0.00	0.25	0.25	38.00	37.03	
0800 - 0815	3	0	51	1	6	0	0	0	61	58.60	
0815 - 0830	1	0	52	4	5	0	0	0	62	61.20	
0830 - 0845	0	0	57	2	6	1	0	0	66	66.50	
0845 - 0900	3	0	64	2	3	0	0	0	72	69.60	
Hourly Total	7	0	224	9	20	1	0	0	251	235.30	
Hourly Average	1.75	0.00	56.00	2.25	5.00	0.25	0.00	0.00	63.25	63.58	
0900 - 0915	0	0	47	4	10	1	0	0	62	62.50	
0915 - 0930	3	0	40	1	6	1	0	2	53	53.10	
0930 - 0945	1	0	46	4	6	1	0	0	58	57.70	
0945 - 1000	1	0	33	4	4	0	0	0	42	41.20	
Hourly Total	5	0	166	13	26	3	0	2	215	214.50	
Hourly Average	1.25	0.00	41.50	3.25	6.50	0.75	0.00	0.50	53.75	53.63	
Session Total	19	1	511	28	61	4	1	3	628	618.50	
Session Average	1.58	0.08	42.58	2.33	5.08	0.33	0.08	0.25	52.33	51.54	

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 3.3: Left from Platt Lane to A6010 Winslow Road (North)										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	0	1	50	3	6	0	0	0	60	59.40	
1515 - 1530	1	0	40	7	6	0	0	1	55	55.20	
1530 - 1545	0	0	52	3	3	0	0	0	58	58.00	
1545 - 1600	1	1	46	5	10	0	0	0	63	61.60	
Hourly Total	2	2	188	18	25	0	0	1	236	234.20	
Hourly Average	0.50	0.50	47.00	4.50	6.25	0.00	0.00	0.25	59.00	58.55	
1600 - 1615	0	0	47	1	3	0	0	0	51	51.00	
1615 - 1630	0	0	43	1	4	0	0	0	48	48.00	
1630 - 1645	3	0	51	1	4	0	0	0	59	56.60	
1645 - 1700	1	1	51	1	5	0	0	0	59	57.60	
Hourly Total	4	1	192	4	16	0	0	0	217	215.20	
Hourly Average	1.00	0.25	48.00	1.00	4.00	0.00	0.00	0.00	54.25	53.30	
1700 - 1715	1	0	47	5	6	0	0	0	59	58.20	
1715 - 1730	0	0	43	1	8	0	0	0	52	52.00	
1730 - 1745	1	0	47	1	2	0	0	0	51	50.20	
1745 - 1800	0	0	52	5	0	0	0	0	57	57.00	
Hourly Total	2	0	189	12	16	0	0	0	219	217.40	
Hourly Average	0.50	0.00	47.25	3.00	4.00	0.00	0.00	0.00	54.75	54.35	
1800 - 1815	4	0	44	0	4	0	0	0	52	48.80	
1815 - 1830	1	0	48	0	2	0	0	0	51	50.20	
1830 - 1845	2	0	46	2	3	0	0	0	53	51.40	
1845 - 1900	1	0	57	4	1	0	0	0	63	62.20	
Hourly Total	8	0	195	6	10	0	0	0	219	212.60	
Hourly Average	2.00	0.00	48.75	1.50	2.50	0.00	0.00	0.00	54.75	53.15	
Session Total	16	3	764	40	67	0	0	1	891	877.40	
Session Average	1.00	0.19	47.75	2.50	4.19	0.00	0.00	0.06	55.69	54.84	

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 3.3: Left from Platt Lane to A6010 Winslow Road (North)										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	4	1	33	0	1	0	0	0	39	35.20	
1115 - 1130	1	0	58	3	3	0	0	1	66	66.20	
1130 - 1145	2	0	55	4	3	0	0	0	64	62.40	
1145 - 1200	3	0	47	2	4	0	0	0	56	53.60	
Hourly Total	10	1	193	9	11	0	0	1	225	217.40	
Hourly Average	2.50	0.25	48.25	2.25	2.75	0.00	0.00	0.25	56.25	54.35	
1200 - 1215	1	0	58	4	5	0	0	0	68	67.20	
1215 - 1230	1	0	41	4	2	0	0	0	48	47.20	
1230 - 1245	1	0	57	4	3	0	0	0	65	64.20	
1245 - 1300	5	0	47	4	2	0	0	0	55	53.40	
Hourly Total	8	0	203	16	12	0	0	0	236	232.00	
Hourly Average	1.25	0.00	50.75	2.67	2.00	0.00	0.00	0.00	59.00	58.00	
1300 - 1315	2	1	40	1	4	0	0	0	48	45.80	
1315 - 1330	2	1	54	2	3	0	0	0	62	58.80	
1330 - 1345	0	0	52	1	6	0	0	0	59	59.00	
1345 - 1400	2	1	57	1	6	0	0	0	67	64.80	
Hourly Total	6	3	203	5	19	0	0	0	236	229.40	
Hourly Average	1.50	0.75	50.75	1.25	4.75	0.00	0.00	0.00	59.00	57.35	
1400 - 1415	0	0	53	1	2	0	0	0	56	56.00	
1415 - 1430	1	0	57	5	2	0	0	2	67	66.20	
1430 - 1445	1	0	52	2	2	0	0	0	57	56.20	
1445 - 1500	2	1	52	4	3	0	0	0	62	58.80	
Hourly Total	4	1	214	12	9	0	0	2	242	240.20	
Hourly Average	1.00	0.25	53.50	3.00	2.25	0.00	0.00	0.50	60.50	60.05	
Session Total	25	5	813	42	51	0	0	3	939	919.00	
Session Average	1.56	0.31	50.81	2.63	3.19	0.00	0.00	0.19	58.69	57.44	

Winslow Road, Manchester
Classified Junction Count

Site 3 of 5
A6010 Winslow Road (South)
Platt Lane
A6010 Winslow Road (North)

Lat/Long
lat 53.451413° lon -2.222116°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.4: Right from Platt Lane to A6010 Winslow Road (South)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	5	0	1	0	0	0	6	6.00
0730 - 0745	0	0	11	0	1	0	0	0	12	12.00
0745 - 0800	1	0	20	1	2	0	0	0	24	23.20
Hourly Total	1	0	38	1	4	0	0	0	44	43.20
Hourly Average	0.25	0.00	9.50	0.25	1.00	0.00	0.00	0.00	11.00	10.80
0800 - 0815	1	0	42	2	1	0	0	0	46	45.20
0815 - 0830	1	0	42	1	3	0	0	0	47	46.20
0830 - 0845	1	0	46	1	2	0	0	1	51	51.20
0845 - 0900	0	0	51	1	0	0	0	0	52	52.00
Hourly Total	3	0	181	5	6	0	0	1	196	194.50
Hourly Average	0.75	0.00	45.25	1.25	1.50	0.00	0.00	0.25	49.00	48.65
0900 - 0915	0	0	19	0	3	0	0	0	22	22.00
0915 - 0930	0	0	10	0	3	0	0	0	13	13.00
0930 - 0945	0	0	14	0	2	0	0	1	17	18.00
0945 - 1000	0	0	10	2	4	0	0	0	16	16.00
Hourly Total	0	0	53	2	12	0	0	1	68	69.00
Hourly Average	0.00	0.00	13.25	0.50	3.00	0.00	0.00	0.25	17.00	17.25
Session Total	4	0	272	8	22	0	0	2	308	306.80
Session Average	0.33	0.00	22.67	0.67	1.83	0.00	0.00	0.17	25.67	25.57

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

TIME	Movement 3.4: Right from Platt Lane to A6010 Winslow Road (South)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	25	2	1	0	0	0	29	28.20
1515 - 1530	0	0	40	2	3	0	0	0	45	45.00
1530 - 1545	0	0	30	0	2	0	0	0	32	32.00
1545 - 1600	0	0	43	2	1	0	0	0	46	46.00
Hourly Total	1	0	138	6	7	0	0	0	152	151.20
Hourly Average	0.25	0.00	34.50	1.50	1.75	0.00	0.00	0.00	38.00	37.80
1600 - 1615	0	0	40	0	1	0	0	0	41	41.00
1615 - 1630	0	0	45	1	2	0	0	0	48	48.00
1630 - 1645	0	0	32	2	4	0	0	0	38	38.00
1645 - 1700	0	0	35	3	2	0	0	0	40	40.00
Hourly Total	0	0	152	6	9	0	0	0	167	167.00
Hourly Average	0.00	0.00	38.00	1.50	2.25	0.00	0.00	0.00	41.75	41.75
1700 - 1715	0	0	26	2	1	0	0	0	29	29.00
1715 - 1730	0	0	25	1	0	0	0	0	26	26.00
1730 - 1745	1	0	38	2	2	0	0	0	43	42.20
1745 - 1800	0	0	37	3	3	0	0	1	44	45.00
Hourly Total	1	0	126	8	6	0	0	1	142	142.20
Hourly Average	0.25	0.00	31.50	2.00	1.50	0.00	0.00	0.25	35.50	35.65
1800 - 1815	1	1	28	1	1	0	0	0	32	30.60
1815 - 1830	0	0	27	1	2	0	0	0	30	30.00
1830 - 1845	2	0	31	2	0	0	0	0	35	33.40
1845 - 1900	1	0	34	2	2	0	0	0	39	38.20
Hourly Total	4	1	120	6	5	0	0	0	136	132.20
Hourly Average	1.00	0.25	30.00	1.50	1.25	0.00	0.00	0.00	34.00	33.05
Session Total	6	1	536	26	27	0	0	1	597	592.80
Session Average	0.38	0.06	33.50	1.63	1.69	0.00	0.00	0.06	37.31	37.04

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 3.4: Right from Platt Lane to A6010 Winslow Road (South)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	11	0	0	0	0	0	11	11.00
1115 - 1130	1	0	14	2	0	0	0	0	17	16.20
1130 - 1145	0	0	14	0	3	0	0	0	17	17.00
1145 - 1200	0	0	21	2	0	0	0	0	23	23.00
Hourly Total	1	0	60	4	3	0	0	0	68	67.20
Hourly Average	0.25	0.00	15.00	1.00	0.75	0.00	0.00	0.00	17.00	16.80
1200 - 1215	0	0	23	3	1	0	0	0	27	27.00
1215 - 1230	0	0	17	0	4	0	0	0	21	21.00
1230 - 1245	1	0	18	0	1	0	0	0	20	19.20
1245 - 1300	1	0	23	0	1	0	0	0	25	24.20
Hourly Total	2	0	81	3	7	0	0	0	93	91.40
Hourly Average	0.50	0.00	20.25	0.75	1.75	0.00	0.00	0.00	23.25	22.85
1300 - 1315	0	0	24	2	0	0	0	0	27	27.50
1315 - 1330	0	0	29	3	0	0	0	0	33	33.00
1330 - 1345	0	0	29	2	3	0	0	0	34	34.00
1345 - 1400	0	0	38	2	0	0	0	0	40	40.00
Hourly Total	0	0	120	9	4	1	0	0	134	134.50
Hourly Average	0.00	0.00	30.00	2.25	1.00	0.25	0.00	0.00	33.50	33.63
1400 - 1415	0	0	24	1	1	0	0	0	26	26.00
1415 - 1430	0	0	25	3	0	0	0	0	28	28.00
1430 - 1445	0	0	28	3	0	0	0	0	31	31.00
1445 - 1500	0	0	33	2	2	0	0	0	37	37.00
Hourly Total	0	0	110	9	3	0	0	0	122	122.00
Hourly Average	0.00	0.00	27.50	2.25	0.75	0.00	0.00	0.00	30.50	30.50
Session Total	3	0	371	25	17	1	0	0	417	415.10
Session Average	0.19	0.00	23.19	1.56	1.06	0.06	0.00	0.00	26.06	25.94

Winslow Road, Manchester
Classified Junction Count

Site 3 of 5
A6010 Winslow Road (South)
Platt Lane
A6010 Winslow Road (North)

Lat/Long
lat 53.451413° lon -2.222116°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 3.5: Southbound from A6010 Winslow Road (North) to A6010 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	16	2	0	1	0	7	27	33.70
0715 - 0730	5	1	21	0	3	0	0	6	36	37.40
0730 - 0745	3	0	24	3	5	0	0	8	43	48.60
0745 - 0800	7	0	34	1	4	1	0	6	53	53.90
Hourly Total	16	1	95	6	12	2	0	27	159	173.60
Hourly Average	4.00	0.25	23.75	1.50	3.00	0.50	0.00	6.75	39.75	43.40
0800 - 0815	4	0	41	4	2	0	0	9	60	65.80
0815 - 0830	6	0	51	4	6	0	0	9	76	80.20
0830 - 0845	4	2	35	1	7	1	1	11	62	70.40
0845 - 0900	9	1	43	2	7	1	0	11	74	77.70
Hourly Total	23	3	170	11	22	2	1	40	272	284.10
Hourly Average	5.75	0.75	42.50	2.75	5.50	0.50	0.25	10.00	68.00	73.53
0900 - 0915	5	0	35	3	4	1	0	6	54	56.50
0915 - 0930	1	0	32	3	3	0	0	11	50	60.20
0930 - 0945	4	1	27	6	9	2	0	8	57	62.20
0945 - 1000	4	1	14	3	4	0	0	9	35	40.20
Hourly Total	14	2	108	15	20	3	0	34	196	219.10
Hourly Average	3.50	0.50	27.00	3.75	5.00	0.75	0.00	8.50	49.00	54.78
Session Total	53	6	373	32	54	7	1	101	627	686.80
Session Average	4.42	0.50	31.08	2.67	4.50	0.58	0.08	8.42	52.25	57.23

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 3.5: Southbound from A6010 Winslow Road (North) to A6010 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	14	2	43	4	5	0	0	6	74	67.60
1515 - 1530	26	0	66	3	7	0	0	14	110	108.30
1530 - 1545	0	0	77	5	6	0	1	4	119	103.50
1545 - 1600	15	1	53	5	5	1	0	12	92	91.90
Hourly Total	75	3	239	17	23	1	1	36	395	371.00
Hourly Average	18.75	0.75	59.75	4.25	5.75	0.25	0.25	9.00	98.75	92.75
1600 - 1615	32	0	44	2	4	0	0	4	86	64.40
1615 - 1630	48	0	64	1	5	0	0	9	127	97.60
1630 - 1645	46	0	50	2	5	2	1	7	113	85.50
1645 - 1700	56	0	32	5	5	0	0	13	111	79.20
Hourly Total	182	0	190	10	19	2	1	33	437	326.70
Hourly Average	45.50	0.00	47.50	2.50	4.75	0.50	0.25	8.25	109.25	81.68
1700 - 1715	52	1	66	4	9	0	0	4	136	97.80
1715 - 1730	80	0	55	3	1	0	0	11	150	97.00
1730 - 1745	61	0	49	4	3	0	0	10	127	88.20
1745 - 1800	42	0	53	2	3	0	0	4	104	74.40
Hourly Total	235	1	223	13	16	0	0	29	517	357.40
Hourly Average	58.75	0.25	55.75	3.25	4.00	0.00	0.00	7.25	129.25	89.35
1800 - 1815	46	1	50	1	4	1	0	9	112	84.10
1815 - 1830	34	1	42	4	3	0	0	10	94	76.20
1830 - 1845	35	2	54	4	0	0	0	8	103	81.80
1845 - 1900	38	0	41	4	3	0	0	10	96	75.60
Hourly Total	153	4	187	13	10	1	0	37	405	317.70
Hourly Average	38.25	1.00	46.75	3.25	2.50	0.25	0.00	9.25	101.25	79.43
Session Total	645	8	839	53	68	4	2	135	1754	1372.80
Session Average	40.31	0.50	52.44	3.31	4.25	0.25	0.13	8.44	109.63	83.80

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 3.5: Southbound from A6010 Winslow Road (North) to A6010 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	2	1	42	3	4	0	0	7	59	63.80
1115 - 1130	2	0	36	3	3	0	0	7	51	56.40
1130 - 1145	11	0	49	1	5	0	0	7	73	71.20
1145 - 1200	9	0	57	5	2	0	0	7	80	79.80
Hourly Total	24	1	184	12	14	0	0	28	263	274.20
Hourly Average	6.00	0.25	46.00	3.00	3.50	0.00	0.00	7.00	65.75	67.80
1200 - 1215	6	1	40	3	5	0	0	7	62	63.60
1215 - 1230	14	0	44	5	1	0	0	6	70	64.80
1230 - 1245	9	0	49	3	2	0	0	8	71	71.80
1245 - 1300	17	2	36	4	2	0	0	7	68	60.20
Hourly Total	46	3	169	15	10	0	0	28	271	260.40
Hourly Average	11.50	0.75	42.25	3.75	2.50	0.00	0.00	7.00	67.75	65.10
1300 - 1315	10	0	39	2	6	0	0	6	63	61.00
1315 - 1330	10	1	46	4	3	0	0	7	71	69.40
1330 - 1345	11	0	43	4	2	0	1	9	70	71.50
1345 - 1400	11	1	44	4	7	0	0	7	74	71.60
Hourly Total	42	2	172	14	18	0	1	29	278	273.50
Hourly Average	10.50	0.50	43.00	3.50	4.50	0.00	0.25	7.25	69.50	68.38
1400 - 1415	10	1	54	2	1	0	0	6	74	71.40
1415 - 1430	11	2	40	0	4	0	0	11	68	69.00
1430 - 1445	17	0	37	2	2	0	0	4	62	62.40
1445 - 1500	13	1	42	5	4	0	0	11	76	76.00
Hourly Total	51	4	173	9	11	0	0	32	280	268.80
Hourly Average	12.75	1.00	43.25	2.25	2.75	0.00	0.00	8.00	70.00	67.20
Session Total	163	10	698	50	53	0	1	117	1092	1073.90
Session Average	10.19	0.63	43.63	3.13	3.31	0.00	0.06	7.31	68.25	67.12

Winslow Road, Manchester
Classified Junction Count

Site 3 of 5
A6010 Winslow Road (South)
Platt Lane
A6010 Winslow Road (North)

Lat/Long
lat 53.451413° lon -2.222116°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 3.6: Right from A6010 Winslow Road (North) to Platt Lane										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
0700 - 0715	1	0	16	1	0	0	0	1	19	19.20	
0715 - 0730	1	0	13	2	3	0	0	0	19	18.20	
0730 - 0745	1	0	20	1	1	0	0	1	24	24.20	
0745 - 0800	1	0	45	2	2	0	0	1	51	51.20	
Hourly Total	4	0	94	6	6	0	0	3	113	112.80	
Hourly Average	1.00	0.00	23.50	1.50	1.50	0.00	0.00	0.75	28.25	28.20	
0800 - 0815	0	0	60	7	2	0	0	0	69	69.00	
0815 - 0830	1	0	23	4	6	1	1	0	36	37.00	
0830 - 0845	0	1	51	5	4	1	0	0	62	61.90	
0845 - 0900	0	0	34	5	5	1	0	0	45	45.50	
Hourly Total	1	1	168	21	17	3	1	0	212	213.40	
Hourly Average	0.25	0.25	42.00	5.25	4.25	0.75	0.25	0.00	53.00	53.35	
0900 - 0915	2	0	39	3	4	0	0	0	48	46.40	
0915 - 0930	0	0	35	5	10	0	0	0	50	50.00	
0930 - 0945	0	0	29	6	2	1	0	1	39	40.50	
0945 - 1000	1	0	22	3	6	1	0	1	34	34.70	
Hourly Total	3	0	125	17	22	2	0	2	171	171.60	
Hourly Average	0.75	0.00	31.25	4.25	5.50	0.50	0.00	0.50	42.75	42.90	
Session Total	8	1	387	44	45	5	1	5	496	497.80	
Session Average	0.67	0.08	32.25	3.67	3.75	0.42	0.08	0.42	41.33	41.48	

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 3.6: Right from A6010 Winslow Road (North) to Platt Lane										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	4	0	53	4	4	0	0	1	66	63.80	
1515 - 1530	2	0	50	5	9	0	0	0	66	64.40	
1530 - 1545	0	2	43	4	7	0	0	0	56	54.80	
1545 - 1600	2	0	63	6	3	0	0	0	74	72.40	
Hourly Total	8	2	209	19	23	0	0	1	262	255.40	
Hourly Average	2.00	0.50	52.25	4.75	5.75	0.00	0.00	0.25	65.50	63.85	
1600 - 1615	1	1	53	3	6	0	0	0	64	62.60	
1615 - 1630	4	0	62	2	5	0	0	0	73	69.80	
1630 - 1645	3	0	69	6	6	0	0	0	84	81.60	
1645 - 1700	3	0	72	5	6	0	0	0	86	83.60	
Hourly Total	11	1	256	16	23	0	0	0	307	297.60	
Hourly Average	2.75	0.25	64.00	4.00	5.75	0.00	0.00	0.00	76.75	74.40	
1700 - 1715	2	0	69	5	5	0	0	0	81	79.40	
1715 - 1730	3	0	66	5	5	0	0	0	79	76.60	
1730 - 1745	2	0	70	2	5	0	0	0	79	77.40	
1745 - 1800	6	0	62	3	7	0	0	0	78	73.20	
Hourly Total	13	0	267	15	22	0	0	0	317	306.60	
Hourly Average	3.25	0.00	66.75	3.75	5.50	0.00	0.00	0.00	79.25	76.65	
1800 - 1815	3	0	67	2	4	0	0	0	76	73.60	
1815 - 1830	5	0	65	4	8	0	0	0	82	78.00	
1830 - 1845	2	2	66	1	4	0	0	0	75	72.20	
1845 - 1900	4	0	67	1	3	0	0	0	75	71.80	
Hourly Total	14	2	265	8	19	0	0	0	308	295.60	
Hourly Average	3.50	0.50	66.25	2.00	4.75	0.00	0.00	0.00	77.00	73.90	
Session Total	46	5	997	58	87	0	0	1	1194	1155.20	
Session Average	2.58	0.31	62.31	3.63	5.44	0.00	0.00	0.06	74.63	72.20	

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 3.6: Right from A6010 Winslow Road (North) to Platt Lane										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	1	1	32	4	4	0	0	0	42	40.60	
1115 - 1130	1	0	29	3	4	0	0	0	37	36.20	
1130 - 1145	1	0	41	4	3	0	0	0	49	48.20	
1145 - 1200	0	0	32	3	0	0	0	0	35	35.00	
Hourly Total	3	1	134	14	11	0	0	0	163	160.00	
Hourly Average	0.75	0.25	33.50	3.50	2.75	0.00	0.00	0.00	40.75	40.00	
1200 - 1215	1	0	44	3	4	0	0	0	52	51.20	
1215 - 1230	2	0	29	5	3	0	0	0	39	37.40	
1230 - 1245	1	1	29	2	2	0	0	0	35	33.60	
1245 - 1300	2	2	40	1	1	0	0	0	46	43.20	
Hourly Total	6	3	142	11	10	0	0	0	172	165.40	
Hourly Average	1.50	0.75	35.50	2.75	2.50	0.00	0.00	0.00	43.00	41.35	
1300 - 1315	0	0	44	2	2	0	0	0	48	48.00	
1315 - 1330	3	0	43	3	3	0	0	0	52	49.60	
1330 - 1345	1	0	38	2	4	0	0	0	45	44.20	
1345 - 1400	1	0	46	8	2	0	0	0	57	56.20	
Hourly Total	5	0	171	15	11	0	0	0	202	198.00	
Hourly Average	1.25	0.00	42.75	3.75	2.75	0.00	0.00	0.00	50.50	49.50	
1400 - 1415	3	0	60	5	1	0	0	0	69	66.60	
1415 - 1430	1	0	51	4	2	0	0	0	59	57.60	
1430 - 1445	1	0	47	3	4	0	0	1	56	56.20	
1445 - 1500	4	1	51	1	0	0	0	0	57	53.20	
Hourly Total	9	2	209	13	7	0	0	1	241	233.60	
Hourly Average	2.25	0.50	52.25	3.25	1.75	0.00	0.00	0.25	60.25	58.40	
Session Total	23	6	656	53	39	0	0	1	778	757.00	
Session Average	1.44	0.38	41.00	3.31	2.44	0.00	0.00	0.06	48.63	47.31	

Site 3 of 5
A6010 Wilmslow Road (South)
Platt Lane
A6010 Wilmslow Road (North)

Date
Thursday 12 September 2024

0700 - 1000 (Weekday AM Peak)

Date
Thursday 12 September 2024

1500 - 1900 (Weekday PM Peak)

Date
Saturday 14 September 2024

1100 - 1500 (Saturday 4H Session)

[illegible]

Winslow Road, Manchester
Classified Junction Count

Site 4 of 5
Old Hall Lane
A6010 Winslow Road (South)
A6010 Winslow Road (North)

Lat/Long
lat 53.446702° lon -2.218186°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 4.1: Left from Old Hall Lane to A6010 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	0	0	0	0	10	10.00
0715 - 0730	0	1	5	0	1	0	0	0	7	6.40
0730 - 0745	0	0	12	0	0	1	0	0	13	13.50
0745 - 0800	2	0	29	1	3	0	0	1	36	35.40
Hourly Total	2	1	56	1	4	1	0	1	66	65.30
Hourly Average	0.50	0.25	14.00	0.25	1.00	0.25	0.00	0.25	16.50	16.33
0800 - 0815	1	1	42	1	2	0	0	0	47	45.60
0815 - 0830	0	0	55	1	0	0	0	1	57	58.00
0830 - 0845	1	0	42	3	1	0	0	1	48	48.20
0845 - 0900	1	0	43	0	4	0	0	1	49	49.20
Hourly Total	3	1	182	5	7	0	0	3	201	201.00
Hourly Average	0.75	0.25	45.50	1.25	1.75	0.00	0.00	0.75	50.25	50.25
0900 - 0915	0	0	30	3	1	0	0	0	34	34.00
0915 - 0930	1	0	11	2	2	0	0	0	16	15.20
0930 - 0945	0	1	18	1	1	0	0	1	22	22.40
0945 - 1000	0	0	17	3	1	0	0	0	21	21.00
Hourly Total	1	1	76	9	5	0	0	1	93	92.60
Hourly Average	0.25	0.25	19.00	2.25	1.25	0.00	0.00	0.25	23.25	23.15
Session Total	6	3	314	15	16	1	0	5	360	358.90
Session Average	0.50	0.25	26.17	1.25	1.33	0.08	0.00	0.42	30.00	29.91

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 4.1: Left from Old Hall Lane to A6010 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	2	0	37	2	1	0	0	0	40	38.40
1515 - 1530	2	0	31	2	4	1	0	0	40	38.90
1530 - 1545	3	0	19	2	0	0	0	0	24	21.60
1545 - 1600	6	0	37	3	4	0	0	1	51	47.20
Hourly Total	13	0	124	7	9	1	0	1	155	146.10
Hourly Average	3.25	0.00	31.00	1.75	2.25	0.25	0.00	0.25	38.75	36.53
1600 - 1615	0	0	50	1	4	0	0	0	55	55.00
1615 - 1630	1	0	43	3	3	0	0	0	50	49.20
1630 - 1645	0	0	51	2	5	0	0	0	58	58.00
1645 - 1700	3	0	36	0	1	0	0	0	40	37.60
Hourly Total	4	0	180	6	13	0	0	0	203	199.80
Hourly Average	1.00	0.00	45.00	1.50	3.25	0.00	0.00	0.00	50.75	49.95
1700 - 1715	5	1	51	1	1	0	0	0	59	54.40
1715 - 1730	4	1	58	2	0	0	0	0	65	61.20
1730 - 1745	1	0	53	0	3	0	0	0	57	56.20
1745 - 1800	3	0	48	2	1	0	0	0	54	51.60
Hourly Total	13	2	210	5	5	0	0	0	235	223.40
Hourly Average	3.25	0.50	52.50	1.25	1.25	0.00	0.00	0.00	58.75	55.85
1800 - 1815	1	0	32	3	2	0	0	0	38	37.20
1815 - 1830	0	0	19	3	1	0	0	0	23	23.00
1830 - 1845	2	0	30	1	2	0	0	0	35	33.40
1845 - 1900	1	0	28	0	0	0	0	0	29	28.20
Hourly Total	4	0	109	7	5	0	0	0	125	121.80
Hourly Average	1.00	0.00	27.25	1.75	1.25	0.00	0.00	0.00	31.25	30.45
Session Total	34	2	623	25	32	1	0	1	718	691.10
Session Average	2.13	0.13	38.94	1.56	2.00	0.06	0.00	0.06	44.88	43.19

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 4.1: Left from Old Hall Lane to A6010 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	15	0	18	1	1	0	0	0	35	23.00
1115 - 1130	1	0	23	1	1	0	0	0	26	25.20
1130 - 1145	1	0	38	1	2	0	0	0	42	41.20
1145 - 1200	4	1	41	0	3	0	0	4	49	45.20
Hourly Total	21	1	120	3	7	0	0	0	152	134.60
Hourly Average	5.25	0.25	30.00	0.75	1.75	0.00	0.00	0.00	38.00	33.65
1200 - 1215	3	0	30	2	5	0	0	0	40	37.60
1215 - 1230	2	0	25	1	5	0	0	0	33	31.40
1230 - 1245	1	0	25	2	3	0	0	0	31	30.20
1245 - 1300	0	0	28	1	1	0	0	0	30	30.00
Hourly Total	6	0	108	6	14	0	0	0	134	129.20
Hourly Average	1.50	0.00	27.00	1.50	3.50	0.00	0.00	0.00	33.50	32.30
1300 - 1315	0	1	30	1	1	0	0	1	34	34.40
1315 - 1330	2	0	45	2	4	0	0	0	53	51.40
1330 - 1345	2	0	30	0	3	0	0	0	35	33.40
1345 - 1400	1	0	33	0	2	0	0	0	36	35.20
Hourly Total	5	1	138	3	10	0	0	1	158	154.40
Hourly Average	1.25	0.25	34.50	0.75	2.50	0.00	0.00	0.25	39.50	38.60
1400 - 1415	2	2	39	2	4	0	0	0	49	46.20
1415 - 1430	1	0	26	2	2	0	0	0	31	30.20
1430 - 1445	1	0	33	3	1	0	0	0	38	37.20
1445 - 1500	1	0	38	0	2	0	0	0	41	40.20
Hourly Total	5	2	136	7	9	0	0	0	159	153.80
Hourly Average	1.25	0.50	34.00	1.75	2.25	0.00	0.00	0.00	39.75	38.45
Session Total	37	4	502	19	40	0	0	1	603	572.00
Session Average	2.31	0.25	31.38	1.19	2.50	0.00	0.00	0.06	37.69	35.75

Winslow Road, Manchester
Classified Junction Count

Site 4 of 5
Old Hall Lane
A6010 Wimslow Road (South)
A6010 Wimslow Road (North)

Lat/Long
lat 53.446702° lon -2.218186°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 4.2: Right from Old Hall Lane to A6010 Wimslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	0	0	0	0	6	6.00
0715 - 0730	2	0	9	0	1	0	0	0	12	10.40
0730 - 0745	6	0	14	0	0	0	0	0	20	15.20
0745 - 0800	5	0	23	0	2	0	0	0	30	26.00
Hourly Total	13	0	52	0	3	0	0	0	68	57.60
Hourly Average	3.25	0.00	13.00	0.00	0.75	0.00	0.00	0.00	17.00	14.40
0800 - 0815	4	0	29	2	4	0	0	0	39	35.80
0815 - 0830	5	0	31	2	3	0	0	0	41	37.00
0830 - 0845	4	0	21	0	2	0	0	0	27	23.80
0845 - 0900	4	0	19	0	4	0	0	0	27	23.80
Hourly Total	17	0	100	4	13	0	0	0	134	120.40
Hourly Average	4.25	0.00	25.00	1.00	3.25	0.00	0.00	0.00	33.50	30.10
0900 - 0915	2	0	11	0	3	0	0	0	16	14.40
0915 - 0930	4	0	10	1	3	0	0	0	18	14.80
0930 - 0945	4	0	8	0	2	0	0	0	14	10.80
0945 - 1000	1	0	9	4	2	0	0	0	16	15.20
Hourly Total	11	0	38	5	10	0	0	0	64	55.20
Hourly Average	2.75	0.00	9.50	1.25	2.50	0.00	0.00	0.00	16.00	13.80
Session Total	41	0	190	9	26	0	0	0	266	233.20
Session Average	3.42	0.00	15.83	0.75	2.17	0.00	0.00	0.00	22.17	19.43

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 4.2: Right from Old Hall Lane to A6010 Wimslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	22	0	2	0	0	0	25	24.20
1515 - 1530	3	0	13	0	1	0	0	0	17	14.60
1530 - 1545	3	0	19	0	2	0	0	0	24	21.60
1545 - 1600	2	0	9	1	2	0	0	0	14	12.40
Hourly Total	9	0	63	1	7	0	0	0	80	72.80
Hourly Average	2.25	0.00	15.75	0.25	1.75	0.00	0.00	0.00	20.00	18.20
1600 - 1615	2	0	13	3	5	0	0	0	23	21.40
1615 - 1630	1	0	16	0	0	0	0	1	18	18.20
1630 - 1645	2	0	17	0	1	1	0	0	21	19.90
1645 - 1700	1	0	13	1	0	0	0	0	15	14.20
Hourly Total	6	0	59	4	6	1	0	1	77	73.70
Hourly Average	1.50	0.00	14.75	1.00	1.50	0.25	0.00	0.25	19.25	18.43
1700 - 1715	1	0	26	0	1	1	0	0	29	28.70
1715 - 1730	1	0	25	0	2	0	0	0	28	27.20
1730 - 1745	5	0	29	0	1	0	0	0	35	31.00
1745 - 1800	2	0	23	1	5	0	0	0	31	29.40
Hourly Total	9	0	103	1	9	1	0	0	123	116.30
Hourly Average	2.25	0.00	25.75	0.25	2.25	0.25	0.00	0.00	30.75	29.08
1800 - 1815	1	0	21	0	1	0	0	0	23	22.20
1815 - 1830	3	1	20	0	2	0	0	0	26	23.00
1830 - 1845	4	0	18	0	1	0	0	0	23	19.80
1845 - 1900	1	0	12	1	1	0	0	0	15	14.20
Hourly Total	9	1	71	1	5	0	0	0	87	79.20
Hourly Average	2.25	0.25	17.75	0.25	1.25	0.00	0.00	0.00	21.75	19.80
Session Total	33	1	296	7	27	2	0	1	367	342.00
Session Average	2.06	0.06	18.50	0.44	1.69	0.13	0.00	0.06	22.94	21.38

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 4.2: Right from Old Hall Lane to A6010 Wimslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	16	0	1	0	0	0	17	17.00
1115 - 1130	4	0	9	2	2	0	0	0	17	13.80
1130 - 1145	1	0	18	1	2	0	0	0	22	21.20
1145 - 1200	1	0	19	0	1	0	0	0	21	20.20
Hourly Total	6	0	62	3	6	0	0	0	77	72.20
Hourly Average	1.50	0.00	15.50	0.75	1.50	0.00	0.00	0.00	19.25	18.05
1200 - 1215	0	0	22	0	0	0	0	0	22	22.00
1215 - 1230	0	0	10	3	0	0	0	0	13	13.00
1230 - 1245	2	0	13	0	0	0	0	0	15	13.40
1245 - 1300	1	0	18	1	1	0	0	0	21	20.20
Hourly Total	3	0	63	4	1	0	0	0	71	68.60
Hourly Average	0.75	0.00	15.75	1.00	0.25	0.00	0.00	0.00	17.75	17.15
1300 - 1315	2	0	15	2	2	0	0	0	21	19.40
1315 - 1330	1	0	23	2	2	0	0	0	27	26.20
1330 - 1345	0	0	14	1	2	0	0	0	17	17.00
1345 - 1400	1	0	16	4	2	0	0	0	23	22.20
Hourly Total	4	0	68	8	8	0	0	0	88	84.80
Hourly Average	1.00	0.00	17.00	2.00	2.00	0.00	0.00	0.00	22.00	21.20
1400 - 1415	0	0	9	4	0	0	0	0	13	13.00
1415 - 1430	3	0	14	1	1	0	0	0	19	16.60
1430 - 1445	4	0	23	2	2	0	0	0	31	27.80
1445 - 1500	2	0	14	3	2	0	0	0	21	19.40
Hourly Total	9	0	60	10	5	0	0	0	84	76.80
Hourly Average	2.25	0.00	15.00	2.50	1.25	0.00	0.00	0.00	21.00	19.20
Session Total	22	0	253	25	20	0	0	0	320	302.40
Session Average	1.38	0.00	15.81	1.56	1.25	0.00	0.00	0.00	20.00	18.90

Site 4 of 5
Old Hall Lane
A6010 Wilmslow Road (South)
A6010 Wilmslow Road (North)

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.3: U-turn from Old Hall Lane to Old Hall Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGW	OGV1	OGV2	BUS/COACH	TOTAL	PCI TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	1	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.08	0.08

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

[illegible]

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

[illegible]

Winslow Road, Manchester
Classified Junction Count

Site 4 of 5
Old Hall Lane
A6010 Winslow Road (South)
A6010 Winslow Road (North)

Lat/Long
lat 53.446702° lon -2.218186°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 4.4: Left from A6010 Winslow Road (South) to A6010 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	13	1	32	1	4	1	1	9	62	61.80
0715 - 0730	29	0	44	0	6	1	0	8	88	73.30
0730 - 0745	30	0	101	2	7	0	0	5	145	126.00
0745 - 0800	53	0	120	7	4	1	0	5	191	155.10
Hourly Total	125	1	297	10	21	3	1	28	486	416.20
Hourly Average	31.25	0.25	74.25	2.50	5.25	0.75	0.25	7.00	121.50	104.05
0800 - 0815	47	0	139	1	5	0	0	7	199	168.40
0815 - 0830	33	0	133	2	7	0	0	12	187	172.60
0830 - 0845	44	1	133	3	8	1	0	13	203	180.70
0845 - 0900	56	1	106	9	13	0	0	10	195	159.60
Hourly Total	180	2	511	15	33	1	0	42	784	681.30
Hourly Average	45.00	0.50	127.75	3.75	8.25	0.25	0.00	10.50	196.00	170.33
0900 - 0915	23	1	72	4	7	1	0	11	119	111.50
0915 - 0930	22	0	63	5	8	2	1	14	115	113.70
0930 - 0945	16	1	66	5	6	1	0	10	105	102.10
0945 - 1000	10	1	67	2	5	1	0	8	94	93.90
Hourly Total	71	3	268	16	26	5	1	43	433	421.20
Hourly Average	17.75	0.75	67.00	4.00	6.50	1.25	0.25	10.75	108.25	105.30
Session Total	376	6	1076	41	80	9	2	113	1703	1518.70
Session Average	31.33	0.50	89.67	3.42	6.67	0.75	0.17	9.42	141.92	126.56

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 4.4: Left from A6010 Winslow Road (South) to A6010 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	10	0	61	3	5	0	0	8	87	87.00
1515 - 1530	9	1	97	4	11	1	0	8	131	131.70
1530 - 1545	7	1	69	4	1	0	0	10	97	100.80
1545 - 1600	5	0	95	1	8	0	0	8	117	121.00
Hourly Total	31	2	322	12	30	1	0	34	432	440.50
Hourly Average	7.75	0.50	80.50	3.00	7.50	0.25	0.00	8.50	108.00	110.13
1600 - 1615	11	2	74	1	5	0	0	14	107	111.00
1615 - 1630	5	0	37	0	4	0	0	12	58	66.00
1630 - 1645	4	4	38	1	7	0	0	11	65	70.40
1645 - 1700	8	1	65	2	9	0	0	3	88	84.00
Hourly Total	28	7	214	4	25	0	0	40	318	331.40
Hourly Average	7.00	1.75	53.50	1.00	6.25	0.00	0.00	10.00	79.50	82.85
1700 - 1715	8	1	48	1	2	0	0	6	66	65.00
1715 - 1730	9	0	58	2	5	0	0	14	88	94.80
1730 - 1745	6	1	57	5	6	0	1	8	84	87.90
1745 - 1800	4	0	54	2	5	0	0	9	74	79.80
Hourly Total	27	2	217	10	18	0	1	37	312	327.50
Hourly Average	6.75	0.50	54.25	2.50	4.50	0.00	0.25	9.25	78.00	81.83
1800 - 1815	9	0	49	2	4	0	0	6	70	68.80
1815 - 1830	10	0	61	4	3	1	0	9	88	89.50
1830 - 1845	6	2	63	3	2	1	0	11	88	93.50
1845 - 1900	10	0	68	0	9	0	0	7	94	93.00
Hourly Total	35	2	241	9	18	2	0	33	340	344.80
Hourly Average	8.75	0.50	60.25	2.25	4.50	0.50	0.00	8.25	85.00	86.20
Session Total	121	13	994	35	91	3	1	144	1402	1444.20
Session Average	7.56	0.81	62.13	2.19	5.69	0.19	0.06	9.00	87.63	90.26

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 4.4: Left from A6010 Winslow Road (South) to A6010 Winslow Road (North)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	5	2	67	7	5	1	0	9	96	100.30
1115 - 1130	5	0	73	5	9	0	0	5	97	98.00
1130 - 1145	7	0	64	9	3	1	0	8	92	94.90
1145 - 1200	6	2	59	10	5	1	0	4	87	85.50
Hourly Total	23	4	263	31	22	3	0	26	372	378.70
Hourly Average	5.75	1.00	65.75	7.75	5.50	0.75	0.00	6.50	93.00	94.68
1200 - 1215	8	0	75	5	3	0	0	9	100	102.60
1215 - 1230	4	0	60	5	2	0	0	8	79	83.80
1230 - 1245	4	0	55	5	9	1	0	6	80	83.30
1245 - 1300	8	0	69	10	5	1	0	9	102	105.10
Hourly Total	24	0	259	25	19	2	0	32	361	374.80
Hourly Average	6.00	0.00	64.75	6.25	4.75	0.50	0.00	8.00	90.25	93.70
1300 - 1315	4	2	53	3	7	0	0	4	103	102.60
1315 - 1330	5	1	79	3	6	1	0	12	107	114.90
1330 - 1345	5	2	81	7	5	0	0	7	107	108.80
1345 - 1400	9	2	101	4	8	0	0	4	128	123.60
Hourly Total	23	7	344	17	26	1	0	27	445	449.90
Hourly Average	5.75	1.75	86.00	4.25	6.50	0.25	0.00	6.75	111.25	112.48
1400 - 1415	8	2	96	6	7	0	0	13	132	137.40
1415 - 1430	10	0	76	5	4	0	0	7	102	101.00
1430 - 1445	8	2	56	9	2	0	0	8	85	85.40
1445 - 1500	2	2	78	5	6	0	0	8	101	106.20
Hourly Total	28	6	306	25	19	0	0	36	420	430.00
Hourly Average	7.00	1.50	76.50	6.25	4.75	0.00	0.00	9.00	105.00	107.50
Session Total	98	17	1172	98	86	6	0	121	1598	1633.40
Session Average	6.13	1.06	73.25	6.13	5.38	0.38	0.00	7.56	99.88	102.09

Winslow Road, Manchester
Classified Junction Count

Site 4 of 5
Old Hall Lane
A6010 Winslow Road (South)
A6010 Winslow Road (North)

Lat/Long
lat 53.446702° lon -2.218186°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 4.5: Right from A6010 Winslow Road (South) to Old Hall Lane										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
0700 - 0715	0	0	8	0	1	0	0	0	10	10.50	
0715 - 0730	2	0	13	0	2	0	0	0	17	15.40	
0730 - 0745	1	0	32	1	0	0	0	1	35	35.20	
0745 - 0800	3	0	40	0	1	0	0	0	44	41.60	
Hourly Total	6	0	93	1	4	1	0	1	106	102.70	
Hourly Average	1.50	0.00	23.25	0.25	1.00	0.25	0.00	0.25	26.50	25.68	
0800 - 0815	6	0	40	0	2	0	0	3	51	49.20	
0815 - 0830	1	0	32	0	2	0	0	0	35	34.20	
0830 - 0845	4	0	51	1	0	0	0	1	57	54.80	
0845 - 0900	1	0	50	1	4	0	0	0	56	55.20	
Hourly Total	12	0	173	2	8	0	0	4	199	193.40	
Hourly Average	3.00	0.00	43.25	0.50	2.00	0.00	0.00	1.00	49.75	48.35	
0900 - 0915	1	0	15	3	1	0	0	0	20	19.20	
0915 - 0930	1	0	9	0	1	2	0	1	14	15.20	
0930 - 0945	0	0	11	0	2	0	0	0	13	13.00	
0945 - 1000	1	0	9	2	2	0	0	0	14	13.20	
Hourly Total	3	0	44	5	6	2	0	1	61	60.60	
Hourly Average	0.75	0.00	11.00	1.25	1.50	0.50	0.00	0.25	15.25	15.15	
Session Total	21	0	310	8	18	3	0	6	366	356.70	
Session Average	1.75	0.00	25.83	0.67	1.50	0.25	0.00	0.50	30.50	29.73	

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 4.5: Right from A6010 Winslow Road (South) to Old Hall Lane										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	1	0	16	2	0	0	0	0	19	18.20	
1515 - 1530	1	0	21	0	1	0	0	0	24	23.20	
1530 - 1545	0	0	31	0	1	0	0	0	32	32.00	
1545 - 1600	3	0	41	1	1	0	0	1	47	45.60	
Hourly Total	5	0	109	3	4	0	0	1	122	119.00	
Hourly Average	1.25	0.00	27.25	0.75	1.00	0.00	0.00	0.25	30.50	29.75	
1600 - 1615	3	0	27	2	1	0	0	1	34	32.60	
1615 - 1630	2	0	37	1	1	0	0	0	41	39.40	
1630 - 1645	0	0	22	0	0	0	0	1	23	24.00	
1645 - 1700	3	0	29	0	2	0	0	0	34	31.60	
Hourly Total	8	0	115	3	4	0	0	2	132	127.60	
Hourly Average	2.00	0.00	28.75	0.75	1.00	0.00	0.00	0.50	33.00	31.90	
1700 - 1715	0	1	27	1	2	0	0	0	31	30.40	
1715 - 1730	1	0	19	1	1	0	0	0	22	21.20	
1730 - 1745	2	0	18	0	2	0	0	0	22	20.40	
1745 - 1800	1	0	27	0	1	0	0	0	29	28.20	
Hourly Total	4	1	91	2	6	0	0	0	104	100.20	
Hourly Average	1.00	0.25	22.75	0.50	1.50	0.00	0.00	0.00	26.00	25.05	
1800 - 1815	1	0	14	1	2	0	0	0	18	17.20	
1815 - 1830	2	0	22	2	0	0	0	0	26	24.40	
1830 - 1845	1	0	8	0	3	0	0	0	12	11.20	
1845 - 1900	2	0	15	1	1	0	0	0	19	17.40	
Hourly Total	6	0	59	4	6	0	0	0	75	70.20	
Hourly Average	1.50	0.00	14.75	1.00	1.50	0.00	0.00	0.00	18.75	17.55	
Session Total	23	1	374	12	20	0	0	3	433	417.00	
Session Average	1.44	0.06	23.38	0.75	1.25	0.00	0.00	0.19	27.06	26.06	

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 4.5: Right from A6010 Winslow Road (South) to Old Hall Lane										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	0	0	18	0	2	0	0	0	20	20.00	
1115 - 1130	1	0	20	1	0	0	0	0	22	21.20	
1130 - 1145	0	1	15	0	0	0	0	0	16	15.40	
1145 - 1200	1	0	13	2	0	0	0	0	16	15.20	
Hourly Total	2	1	66	3	2	0	0	0	74	71.80	
Hourly Average	0.50	0.25	16.50	0.75	0.50	0.00	0.00	0.00	18.50	17.95	
1200 - 1215	0	0	16	0	0	0	0	0	16	16.00	
1215 - 1230	2	0	12	0	0	0	0	0	14	12.40	
1230 - 1245	1	0	12	0	0	0	0	0	13	12.20	
1245 - 1300	1	0	14	1	3	0	0	0	19	18.20	
Hourly Total	4	0	54	1	3	0	0	0	62	58.80	
Hourly Average	1.00	0.00	13.50	0.25	0.75	0.00	0.00	0.00	15.50	14.70	
1300 - 1315	1	0	16	1	0	0	0	0	18	17.20	
1315 - 1330	2	0	26	0	0	0	0	0	28	26.40	
1330 - 1345	0	0	25	1	0	0	0	1	27	28.00	
1345 - 1400	0	0	16	0	0	0	0	0	16	16.00	
Hourly Total	3	0	83	2	0	0	0	1	89	87.60	
Hourly Average	0.75	0.00	20.75	0.50	0.00	0.00	0.00	0.25	22.25	21.90	
1400 - 1415	0	0	22	0	1	0	0	0	23	23.00	
1415 - 1430	1	0	25	0	1	0	0	1	28	28.20	
1430 - 1445	1	0	13	2	0	0	0	0	16	15.20	
1445 - 1500	0	0	23	1	2	0	0	0	26	26.00	
Hourly Total	2	0	83	3	4	0	0	1	93	92.40	
Hourly Average	0.50	0.00	20.75	0.75	1.00	0.00	0.00	0.25	23.25	23.10	
Session Total	11	1	286	9	9	0	0	2	318	310.60	
Session Average	0.69	0.06	17.88	0.56	0.56	0.00	0.00	0.13	19.88	19.41	

[illegible]

Winslow Road, Manchester
Classified Junction Count

Site 4 of 5
Old Hall Lane
A6010 Winslow Road (South)
A6010 Winslow Road (North)

Lat/Long
lat 53.446702° lon -2.218186°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 4.7: Left from A6010 Winslow Road (North) to Old Hall Lane										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00	
0715 - 0730	3	0	5	1	0	0	0	0	9	6.60	
0730 - 0745	3	0	8	0	1	0	0	0	9	9.00	
0745 - 0800	2	0	4	0	0	1	0	0	7	5.90	
Hourly Total	5	0	19	1	1	1	0	0	27	23.50	
Hourly Average	1.25	0.00	4.75	0.25	0.25	0.25	0.00	0.00	6.75	5.88	
0800 - 0815	2	0	11	1	1	0	0	1	16	15.40	
0815 - 0830	0	0	19	0	1	0	0	1	21	22.00	
0830 - 0845	5	1	7	1	1	0	0	1	16	12.40	
0845 - 0900	5	0	17	0	1	0	0	1	24	21.00	
Hourly Total	12	1	54	2	4	0	0	4	77	70.80	
Hourly Average	3.00	0.25	13.50	0.50	1.00	0.00	0.00	1.00	19.25	17.70	
0900 - 0915	1	0	16	0	1	0	0	0	18	17.20	
0915 - 0930	0	0	6	0	2	0	0	0	8	8.00	
0930 - 0945	1	0	8	1	2	1	0	0	13	12.70	
0945 - 1000	0	0	6	2	0	0	0	0	8	8.00	
Hourly Total	2	0	36	3	5	1	0	0	47	45.90	
Hourly Average	0.50	0.00	9.00	0.75	1.25	0.25	0.00	0.00	11.75	11.48	
Session Total	19	1	109	6	10	2	0	4	151	140.20	
Session Average	1.58	0.08	9.08	0.50	0.83	0.17	0.00	0.33	12.58	11.68	

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 4.7: Left from A6010 Winslow Road (North) to Old Hall Lane										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	2	0	12	1	3	0	0	0	18	16.40	
1515 - 1530	0	0	22	0	2	0	0	0	24	24.00	
1530 - 1545	3	0	23	0	2	0	0	0	28	25.60	
1545 - 1600	2	0	19	0	2	1	0	0	23	21.90	
Hourly Total	7	0	76	1	8	1	0	0	93	87.90	
Hourly Average	1.75	0.00	19.00	0.25	2.00	0.25	0.00	0.00	23.25	21.98	
1600 - 1615	6	0	22	0	2	0	0	0	30	25.20	
1615 - 1630	6	0	20	2	2	0	0	0	30	25.20	
1630 - 1645	6	0	18	0	4	1	0	0	29	24.70	
1645 - 1700	8	0	48	0	3	0	0	1	60	54.60	
Hourly Total	28	0	108	2	11	1	0	1	149	129.10	
Hourly Average	6.50	0.00	27.00	0.50	2.75	0.25	0.00	0.25	37.25	32.43	
1700 - 1715	8	1	19	2	2	0	0	1	33	27.00	
1715 - 1730	11	0	23	1	1	0	0	0	36	27.20	
1730 - 1745	3	0	19	2	2	0	0	0	27	25.60	
1745 - 1800	3	0	22	3	2	0	0	1	31	29.60	
Hourly Total	25	1	83	8	7	0	0	3	127	109.40	
Hourly Average	6.25	0.25	20.75	2.00	1.75	0.00	0.00	0.75	31.75	27.85	
1800 - 1815	4	0	27	1	0	0	0	0	32	28.80	
1815 - 1830	8	0	24	1	0	0	0	0	35	28.60	
1830 - 1845	6	0	17	2	1	0	0	0	26	21.20	
1845 - 1900	2	0	15	1	1	0	0	0	19	17.40	
Hourly Total	20	0	83	5	4	0	0	0	112	96.00	
Hourly Average	5.00	0.00	20.75	1.25	1.00	0.00	0.00	0.00	28.00	24.00	
Session Total	78	1	350	16	30	2	0	4	481	423.00	
Session Average	4.88	0.06	21.88	1.00	1.88	0.13	0.00	0.25	30.06	26.44	

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 4.7: Left from A6010 Winslow Road (North) to Old Hall Lane										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	1	0	10	1	1	0	0	0	13	12.20	
1115 - 1130	1	0	9	1	0	0	0	0	11	10.20	
1130 - 1145	1	0	9	0	0	0	0	0	10	9.20	
1145 - 1200	1	0	13	1	0	0	0	0	15	14.20	
Hourly Total	4	0	41	3	1	0	0	0	49	45.80	
Hourly Average	1.00	0.00	10.25	0.75	0.25	0.00	0.00	0.00	12.25	11.45	
1200 - 1215	0	0	11	0	0	0	0	0	11	11.00	
1215 - 1230	0	0	10	0	0	0	0	0	10	10.00	
1230 - 1245	0	0	9	0	1	0	0	0	10	10.00	
1245 - 1300	1	0	10	0	1	0	0	0	12	11.20	
Hourly Total	1	0	40	0	2	0	0	0	43	42.20	
Hourly Average	0.25	0.00	10.00	0.00	0.50	0.00	0.00	0.00	10.75	10.55	
1300 - 1315	0	0	12	0	1	0	0	0	13	13.00	
1315 - 1330	1	0	10	0	2	0	0	0	13	12.20	
1330 - 1345	0	0	16	2	1	0	0	0	19	19.00	
1345 - 1400	0	1	12	3	1	0	0	0	17	16.40	
Hourly Total	1	1	50	5	5	0	0	0	62	60.60	
Hourly Average	0.25	0.25	12.50	1.25	1.25	0.00	0.00	0.00	15.50	15.15	
1400 - 1415	4	0	8	2	0	0	0	0	14	10.80	
1415 - 1430	1	1	13	1	0	0	0	0	16	14.60	
1430 - 1445	1	0	22	0	1	0	0	0	24	23.20	
1445 - 1500	1	0	21	2	1	0	0	0	25	24.20	
Hourly Total	7	1	64	5	2	0	0	0	79	72.80	
Hourly Average	1.75	0.25	16.00	1.25	0.50	0.00	0.00	0.00	19.75	18.20	
Session Total	13	2	195	13	10	0	0	0	233	221.40	
Session Average	0.81	0.13	12.19	0.81	0.63	0.00	0.00	0.00	14.56	13.84	

Winslow Road, Manchester
Classified Junction Count

Site 4 of 5
Old Hall Lane
A6010 Winslow Road (South)
A6010 Winslow Road (North)

Lat/Long
lat 53.446702° lon -2.218186°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 4.8: Right from A6010 Winslow Road (North) to A6010 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	0	13	1	1	1	0	6	25	29.10
0715 - 0730	4	1	26	0	5	0	0	7	43	46.20
0730 - 0745	2	0	32	2	6	0	0	8	50	56.40
0745 - 0800	6	0	51	2	4	0	0	5	68	68.20
Hourly Total	15	1	122	5	16	1	0	26	186	199.90
Hourly Average	3.75	0.25	30.50	1.25	4.00	0.25	0.00	6.50	46.50	49.98
0800 - 0815	5	0	79	5	5	0	0	9	103	108.00
0815 - 0830	6	0	75	1	6	0	0	6	94	95.20
0830 - 0845	3	1	81	6	8	1	1	13	114	125.80
0845 - 0900	6	1	83	2	7	0	0	8	107	109.60
Hourly Total	20	2	318	14	26	1	1	36	418	438.50
Hourly Average	5.00	0.50	79.50	3.50	6.50	0.25	0.25	9.00	104.50	109.65
0900 - 0915	5	0	82	4	8	2	0	8	109	114.00
0915 - 0930	1	0	34	8	5	0	0	10	58	67.20
0930 - 0945	2	1	38	2	13	1	0	10	67	75.30
0945 - 1000	4	1	27	6	6	0	0	9	53	58.20
Hourly Total	12	2	181	20	32	3	0	37	287	314.70
Hourly Average	3.00	0.50	45.25	5.00	8.00	0.75	0.00	9.25	71.75	78.68
Session Total	47	5	621	39	74	5	1	99	891	953.20
Session Average	3.92	0.42	51.75	3.25	6.17	0.42	0.08	8.25	74.25	79.43

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 4.8: Right from A6010 Winslow Road (North) to A6010 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	10	2	66	1	7	0	0	6	92	88.80
1515 - 1530	21	0	74	1	6	0	0	14	116	113.20
1530 - 1545	28	0	107	3	7	0	0	4	150	132.90
1545 - 1600	18	1	98	2	6	0	0	8	133	126.00
Hourly Total	77	3	345	7	26	0	1	32	491	460.90
Hourly Average	19.25	0.75	86.25	1.75	6.50	0.00	0.25	8.00	122.75	115.23
1600 - 1615	21	0	109	1	8	0	0	8	147	138.20
1615 - 1630	28	0	123	4	9	0	0	9	173	159.60
1630 - 1645	40	0	84	3	8	0	1	4	140	113.30
1645 - 1700	45	0	84	7	9	1	0	15	171	150.50
Hourly Total	134	0	410	15	34	1	1	36	631	561.60
Hourly Average	33.50	0.00	102.50	3.75	8.50	0.25	0.25	9.00	157.75	140.40
1700 - 1715	46	0	107	6	10	0	0	3	172	138.20
1715 - 1730	68	0	93	2	4	0	0	11	178	134.60
1730 - 1745	55	0	99	3	8	0	0	6	171	133.00
1745 - 1800	41	0	106	2	7	0	0	7	163	137.20
Hourly Total	210	0	405	13	29	0	0	27	684	543.00
Hourly Average	52.50	0.00	101.25	3.25	7.25	0.00	0.00	6.75	171.00	135.75
1800 - 1815	42	2	55	0	5	0	0	9	153	127.20
1815 - 1830	38	1	90	2	8	1	0	9	149	127.50
1830 - 1845	49	1	92	4	5	0	0	7	158	125.20
1845 - 1900	32	1	82	6	7	0	0	12	140	125.80
Hourly Total	161	5	359	12	25	1	0	37	600	505.70
Hourly Average	40.25	1.25	89.75	3.00	6.25	0.25	0.00	9.25	150.00	126.43
Session Total	582	8	1519	47	114	2	2	132	2406	2071.20
Session Average	36.38	0.50	94.94	2.94	7.13	0.13	0.13	8.25	150.38	129.45

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 4.8: Right from A6010 Winslow Road (North) to A6010 Winslow Road (South)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	7	1	67	1	4	0	0	7	87	87.80
1115 - 1130	3	0	49	5	6	0	0	7	70	74.60
1130 - 1145	6	0	68	3	8	0	0	5	90	90.20
1145 - 1200	8	0	66	2	3	0	0	9	88	90.60
Hourly Total	24	1	250	11	21	0	0	28	335	343.20
Hourly Average	6.00	0.25	62.50	2.75	5.25	0.00	0.00	7.00	83.75	85.80
1200 - 1215	8	1	59	4	3	0	0	7	82	82.00
1215 - 1230	11	0	61	2	4	0	0	6	84	81.20
1230 - 1245	12	0	58	4	6	0	0	5	85	80.40
1245 - 1300	15	2	56	3	4	0	0	10	90	86.80
Hourly Total	46	3	234	13	17	0	0	28	341	330.40
Hourly Average	11.50	0.75	58.50	3.25	4.25	0.00	0.00	7.00	85.25	82.60
1300 - 1315	14	0	65	3	8	1	0	5	96	90.30
1315 - 1330	12	1	60	4	4	0	0	8	89	86.80
1330 - 1345	10	0	67	4	3	0	1	9	94	96.30
1345 - 1400	13	0	76	3	5	0	0	7	104	100.60
Hourly Total	49	1	268	14	20	1	1	29	383	374.00
Hourly Average	12.25	0.25	67.00	3.50	5.00	0.25	0.25	7.25	95.75	93.50
1400 - 1415	12	1	71	6	3	0	0	6	99	94.80
1415 - 1430	14	1	65	4	4	0	0	10	98	96.20
1430 - 1445	15	0	59	5	5	0	0	5	89	82.00
1445 - 1500	14	1	74	6	5	0	0	11	111	110.20
Hourly Total	55	3	269	21	17	0	0	32	397	383.20
Hourly Average	13.75	0.75	67.25	5.25	4.25	0.00	0.00	8.00	99.25	95.80
Session Total	174	8	1021	59	75	1	1	117	1456	1430.80
Session Average	10.88	0.50	63.81	3.69	4.69	0.06	0.06	7.31	91.00	89.43

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Wimslow Road
B5093 Moseley Road
B5093 Wimslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 5.1: Left from A6010 Wimslow Road to B5093 Moseley Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	8	0	1	0	0	0	9	9.00
0730 - 0745	1	0	9	0	2	0	0	0	12	11.20
0745 - 0800	0	0	17	1	0	0	0	0	18	18.00
Hourly Total	1	0	35	1	3	0	0	0	40	39.20
Hourly Average	0.25	0.00	8.75	0.25	0.75	0.00	0.00	0.00	10.00	9.80
0800 - 0815	0	0	30	0	0	0	0	0	30	30.00
0815 - 0830	0	0	37	0	1	0	0	0	38	38.00
0830 - 0845	1	0	35	1	3	0	0	0	40	39.20
0845 - 0900	2	0	24	0	2	0	0	0	28	26.40
Hourly Total	3	0	126	1	6	0	0	0	136	133.50
Hourly Average	0.75	0.00	31.50	0.25	1.50	0.00	0.00	0.00	34.00	33.40
0900 - 0915	0	0	26	2	2	0	0	0	30	30.00
0915 - 0930	0	0	15	2	1	0	0	0	18	18.00
0930 - 0945	0	0	11	0	7	1	0	0	19	19.50
0945 - 1000	0	0	26	1	1	0	0	0	28	28.00
Hourly Total	0	0	78	5	11	1	0	0	95	95.50
Hourly Average	0.00	0.00	19.50	1.25	2.75	0.25	0.00	0.00	23.75	23.88
Session Total	4	0	239	7	20	1	0	0	271	269.30
Session Average	0.33	0.00	19.92	0.58	1.67	0.08	0.00	0.00	22.58	22.36

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 5.1: Left from A6010 Wimslow Road to B5093 Moseley Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	3	0	39	0	2	0	0	0	44	41.60
1515 - 1530	2	0	45	0	3	0	0	0	50	48.40
1530 - 1545	1	0	42	1	7	0	0	0	51	50.20
1545 - 1600	0	0	50	1	7	0	0	0	58	58.00
Hourly Total	6	0	176	2	19	0	0	0	203	198.20
Hourly Average	1.50	0.00	44.00	0.50	4.75	0.00	0.00	0.00	50.75	49.55
1600 - 1615	2	0	60	1	5	0	0	0	68	66.40
1615 - 1630	1	0	59	4	2	0	0	0	66	65.20
1630 - 1645	1	0	44	1	4	0	0	0	50	49.20
1645 - 1700	2	0	35	3	1	0	0	0	41	39.40
Hourly Total	6	0	198	9	12	0	0	0	225	220.20
Hourly Average	1.50	0.00	49.50	2.25	3.00	0.00	0.00	0.00	58.25	55.05
1700 - 1715	1	0	43	2	2	0	0	0	48	47.20
1715 - 1730	0	0	36	3	3	0	0	0	42	42.00
1730 - 1745	1	0	44	1	2	0	0	0	48	47.20
1745 - 1800	0	0	42	1	4	0	0	0	47	47.00
Hourly Total	2	0	165	7	11	0	0	0	185	183.40
Hourly Average	0.50	0.00	41.25	1.75	2.75	0.00	0.00	0.00	46.25	45.85
1800 - 1815	0	0	38	1	4	0	0	0	43	43.00
1815 - 1830	1	0	39	2	0	0	0	0	42	41.20
1830 - 1845	3	0	40	1	1	0	0	0	45	42.60
1845 - 1900	1	1	30	2	1	0	0	0	35	33.60
Hourly Total	5	1	147	6	6	0	0	0	165	160.40
Hourly Average	1.25	0.25	36.75	1.50	1.50	0.00	0.00	0.00	41.25	40.10
Session Total	19	1	686	24	48	0	0	0	778	762.20
Session Average	1.19	0.06	42.88	1.50	3.00	0.00	0.00	0.00	48.63	47.64

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 5.1: Left from A6010 Wimslow Road to B5093 Moseley Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	1	0	22	0	4	0	0	0	27	26.20
1115 - 1130	0	0	37	1	4	0	0	0	42	42.00
1130 - 1145	0	0	50	0	3	0	0	0	53	53.00
1145 - 1200	0	0	38	1	3	0	0	0	42	42.00
Hourly Total	1	0	147	2	14	0	0	0	164	163.20
Hourly Average	0.25	0.00	36.75	0.50	3.50	0.00	0.00	0.00	41.00	40.80
1200 - 1215	0	0	43	0	0	0	0	0	43	43.00
1215 - 1230	1	0	32	1	4	0	0	0	38	37.20
1230 - 1245	1	0	32	0	4	0	0	0	37	36.20
1245 - 1300	1	0	40	0	3	0	0	0	44	43.20
Hourly Total	3	0	147	1	11	0	0	0	162	159.60
Hourly Average	0.75	0.00	36.75	0.25	2.75	0.00	0.00	0.00	40.50	39.90
1300 - 1315	5	0	40	1	3	0	0	0	50	48.50
1315 - 1330	2	0	31	0	4	0	0	0	37	35.40
1330 - 1345	0	0	51	1	1	0	0	0	53	53.00
1345 - 1400	2	0	39	0	1	0	0	0	42	40.40
Hourly Total	9	0	161	2	9	1	0	0	182	175.30
Hourly Average	2.25	0.00	40.25	0.50	2.25	0.25	0.00	0.00	45.50	43.83
1400 - 1415	0	0	43	0	2	0	0	0	45	45.00
1415 - 1430	1	0	41	1	4	0	0	0	47	46.20
1430 - 1445	4	0	45	2	3	0	0	0	54	50.80
1445 - 1500	1	0	35	0	3	0	0	0	39	38.20
Hourly Total	6	0	164	3	12	0	0	0	185	180.20
Hourly Average	1.50	0.00	41.00	0.75	3.00	0.00	0.00	0.00	46.25	45.05
Session Total	19	0	619	8	46	1	0	0	693	678.30
Session Average	1.19	0.00	38.69	0.50	2.88	0.06	0.00	0.00	43.31	42.39

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Winslow Road
B5093 Moseley Road
B5093 Winslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 5.2: Southbound from A6010 Winslow Road to B5093 Winslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	0	17	0	1	0	0	5	27	30.10
0715 - 0730	4	1	16	0	4	0	0	8	33	37.20
0730 - 0745	1	0	23	1	4	0	0	8	37	44.20
0745 - 0800	6	0	30	0	3	1	0	5	45	45.70
Hourly Total	14	1	86	1	12	2	0	26	142	157.20
Hourly Average	3.50	0.25	21.50	0.25	3.00	0.50	0.00	6.50	35.50	39.30
0800 - 0815	4	1	60	2	6	0	0	8	81	85.20
0815 - 0830	5	0	65	2	4	0	0	8	84	88.00
0830 - 0845	2	1	60	3	4	0	1	10	81	90.10
0845 - 0900	6	1	57	1	5	0	0	12	82	86.60
Hourly Total	17	3	242	8	19	0	1	38	328	351.30
Hourly Average	4.25	0.75	60.50	2.00	4.75	0.00	0.25	9.50	82.00	87.58
0900 - 0915	3	0	77	3	6	0	0	8	97	102.60
0915 - 0930	2	0	25	4	4	1	0	10	46	54.90
0930 - 0945	2	2	28	2	4	0	0	9	47	53.20
0945 - 1000	5	1	17	5	6	0	0	10	44	49.40
Hourly Total	12	3	147	14	20	1	0	37	234	260.10
Hourly Average	3.00	0.75	36.75	3.50	5.00	0.25	0.00	9.25	58.50	65.03
Session Total	43	7	475	23	51	3	1	101	704	769.20
Session Average	3.58	0.58	39.58	1.92	4.25	0.25	0.08	8.42	58.67	64.10

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 5.2: Southbound from A6010 Winslow Road to B5093 Winslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	7	1	46	1	7	0	0	6	68	67.80
1515 - 1530	18	1	44	2	5	0	0	11	81	77.00
1530 - 1545	21	0	46	2	3	0	0	7	79	69.20
1545 - 1600	16	1	64	5	2	0	0	8	96	90.60
Hourly Total	62	3	200	10	17	0	0	32	324	304.60
Hourly Average	15.50	0.75	50.00	2.50	4.25	0.00	0.00	8.00	81.00	76.15
1600 - 1615	18	0	53	0	6	0	0	9	86	80.60
1615 - 1630	31	0	81	2	7	0	0	6	127	108.20
1630 - 1645	32	0	67	3	6	0	0	7	115	96.40
1645 - 1700	43	0	70	3	8	0	1	11	136	113.90
Hourly Total	124	0	271	8	27	0	1	33	464	399.10
Hourly Average	31.00	0.00	67.75	2.00	6.75	0.00	0.25	8.25	116.00	99.78
1700 - 1715	47	1	81	3	7	0	0	7	146	114.80
1715 - 1730	66	1	85	3	3	0	0	4	162	112.60
1730 - 1745	56	0	57	1	5	0	0	12	131	98.20
1745 - 1800	35	0	81	3	6	0	0	8	133	113.00
Hourly Total	204	2	304	10	21	0	0	31	572	438.60
Hourly Average	51.00	0.50	76.00	2.50	5.25	0.00	0.00	7.75	143.00	109.65
1800 - 1815	44	2	75	1	6	0	0	8	136	107.60
1815 - 1830	29	1	39	1	4	0	0	10	85	71.70
1830 - 1845	34	1	68	3	5	0	0	6	117	95.20
1845 - 1900	27	0	47	2	4	0	0	13	93	84.40
Hourly Total	134	4	229	7	19	1	0	37	431	358.90
Hourly Average	33.50	1.00	57.25	1.75	4.75	0.25	0.00	9.25	107.75	89.73
Session Total	524	9	1004	35	84	1	1	133	1791	1501.20
Session Average	32.75	0.56	62.75	2.19	5.25	0.06	0.06	8.31	111.94	93.83

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 5.2: Southbound from A6010 Winslow Road to B5093 Winslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	3	1	35	2	2	0	0	7	50	54.00
1115 - 1130	8	0	39	1	4	0	0	7	59	59.60
1130 - 1145	8	0	49	1	4	0	0	5	67	65.60
1145 - 1200	17	1	55	1	3	0	0	8	85	78.80
Hourly Total	36	2	178	5	13	0	0	27	261	258.00
Hourly Average	9.00	0.50	44.50	1.25	3.25	0.00	0.00	6.75	65.25	64.50
1200 - 1215	4	1	39	3	2	0	0	7	56	59.20
1215 - 1230	12	0	44	2	6	0	0	6	70	66.40
1230 - 1245	10	0	37	3	3	0	0	5	58	55.00
1245 - 1300	18	2	49	2	5	0	0	7	83	74.40
Hourly Total	44	3	169	10	16	0	0	25	267	255.00
Hourly Average	11.00	0.75	42.25	2.50	4.00	0.00	0.00	6.25	66.75	63.75
1300 - 1315	11	0	46	2	6	0	0	8	73	72.20
1315 - 1330	9	1	47	4	4	0	0	8	73	73.20
1330 - 1345	10	0	52	1	3	0	0	7	73	72.00
1345 - 1400	10	0	48	3	7	0	0	6	74	72.00
Hourly Total	40	1	193	10	20	0	0	29	293	289.40
Hourly Average	10.00	0.25	48.25	2.50	5.00	0.00	0.00	7.25	73.25	72.35
1400 - 1415	13	2	47	5	2	0	0	9	78	75.40
1415 - 1430	13	0	41	6	2	0	0	9	69	69.60
1430 - 1445	13	0	25	5	3	0	0	6	32	47.60
1445 - 1500	14	1	32	5	4	0	0	11	67	66.20
Hourly Total	49	5	145	21	11	0	0	35	266	258.80
Hourly Average	12.25	1.25	36.25	5.25	2.75	0.00	0.00	8.75	66.50	64.70
Session Total	169	11	685	46	60	0	0	116	1087	1061.20
Session Average	10.56	0.69	42.81	2.88	3.75	0.00	0.00	7.25	67.94	66.33

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Wimslow Road
B5093 Moseley Road
B5093 Wimslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.3: Right from A6010 Wimslow Road to A6010 Wilbraham Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	1	1	0	0	0	5	5.00
0715 - 0730	0	1	10	0	0	0	0	0	11	10.40
0730 - 0745	0	0	15	1	1	0	0	0	17	17.00
0745 - 0800	0	0	25	2	3	0	0	1	31	32.00
Hourly Total	0	1	53	4	5	0	0	1	64	64.40
Hourly Average	0.00	0.25	13.25	1.00	1.25	0.00	0.00	0.25	16.00	16.10
0800 - 0815	0	0	27	1	1	0	0	0	29	29.00
0815 - 0830	0	0	31	3	1	0	0	0	35	35.00
0830 - 0845	1	0	20	3	1	1	0	0	26	25.70
0845 - 0900	0	0	29	3	2	0	0	1	35	36.00
Hourly Total	1	0	107	10	5	1	0	1	125	125.70
Hourly Average	0.25	0.00	26.75	2.50	1.25	0.25	0.00	0.25	31.25	31.43
0900 - 0915	2	0	39	0	3	1	0	0	45	43.90
0915 - 0930	0	0	17	6	2	0	0	0	25	25.00
0930 - 0945	0	0	18	0	5	0	0	1	24	25.00
0945 - 1000	0	0	7	4	1	0	0	0	12	12.00
Hourly Total	2	0	81	10	11	1	0	1	106	105.90
Hourly Average	0.50	0.00	20.25	2.50	2.75	0.25	0.00	0.25	26.50	26.48
Session Total	3	1	241	24	21	2	0	3	295	296.00
Session Average	0.25	0.08	20.08	2.00	1.75	0.17	0.00	0.25	24.58	24.67

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

	Movement 5.3: Right from A6010 Wimslow Road to A6010 Wilbraham Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	27	0	1	0	0	0	28	28.00
1515 - 1530	0	0	31	1	0	1	0	0	33	33.50
1530 - 1545	1	0	34	1	0	0	0	0	36	35.20
1545 - 1600	1	0	38	1	1	0	1	0	42	42.50
Hourly Total	2	0	130	3	2	1	1	0	139	139.20
Hourly Average	0.50	0.00	32.50	0.75	0.50	0.25	0.25	0.00	34.75	34.80
1600 - 1615	0	0	56	1	2	0	0	0	59	59.00
1615 - 1630	0	0	46	0	2	0	0	0	48	48.00
1630 - 1645	3	0	26	2	5	0	0	0	36	33.60
1645 - 1700	0	0	36	1	3	0	0	0	40	40.00
Hourly Total	3	0	164	4	12	0	0	0	183	180.60
Hourly Average	0.75	0.00	41.00	1.00	3.00	0.00	0.00	0.00	45.75	45.15
1700 - 1715	0	0	46	0	3	1	0	0	50	50.50
1715 - 1730	0	0	44	0	1	0	0	0	45	45.00
1730 - 1745	1	0	54	1	1	0	0	0	57	56.20
1745 - 1800	1	0	51	0	2	0	0	0	54	53.20
Hourly Total	2	0	195	1	7	1	0	0	206	204.90
Hourly Average	0.50	0.00	48.75	0.25	1.75	0.25	0.00	0.00	51.50	51.23
1800 - 1815	0	0	38	1	2	0	0	0	41	41.00
1815 - 1830	0	0	27	2	4	0	0	0	33	33.00
1830 - 1845	0	0	38	1	1	0	0	0	40	40.00
1845 - 1900	0	0	37	2	3	0	0	0	42	42.00
Hourly Total	0	0	140	6	10	0	0	0	156	156.00
Hourly Average	0.00	0.00	35.00	1.50	2.50	0.00	0.00	0.00	39.00	39.00
Session Total	7	0	629	14	31	2	1	0	684	680.70
Session Average	0.44	0.00	39.31	0.88	1.94	0.13	0.06	0.00	42.75	42.54

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

	Movement 5.3: Right from A6010 Wilmslow Road to A6010 Wilbraham Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	30	0	1	0	0	0	31	31.00
1115 - 1130	0	0	21	4	3	0	0	0	28	28.00
1130 - 1145	0	0	32	2	1	0	0	0	35	35.00
1145 - 1200	1	0	24	1	2	0	0	0	28	27.20
Hourly Total	1	0	107	7	7	0	0	0	122	121.20
Hourly Average	0.25	0.00	26.75	1.75	1.75	0.00	0.00	0.00	30.50	30.30
1200 - 1215	0	0	23	2	1	0	0	1	27	28.00
1215 - 1230	0	0	23	1	4	0	0	0	28	28.00
1230 - 1245	1	0	26	2	2	0	0	0	31	30.20
1245 - 1300	0	0	28	3	4	0	0	0	35	35.00
Hourly Total	1	0	100	8	11	0	0	1	121	121.20
Hourly Average	0.25	0.00	25.00	2.00	2.75	0.00	0.00	0.25	30.25	30.30
1300 - 1315	0	1	18	1	2	0	0	0	22	21.40
1315 - 1330	0	0	28	2	1	0	0	1	32	33.00
1330 - 1345	0	0	35	1	2	0	1	0	39	40.30
1345 - 1400	2	0	29	1	1	0	0	0	33	31.40
Hourly Total	2	1	110	5	6	0	1	1	126	126.10
Hourly Average	0.50	0.25	27.50	1.25	1.50	0.00	0.25	0.25	31.50	31.53
1400 - 1415	0	0	31	2	0	0	0	0	33	33.00
1415 - 1430	0	0	34	0	4	0	0	0	38	38.00
1430 - 1445	0	0	32	1	1	0	0	0	34	34.00
1445 - 1500	1	0	33	1	1	0	0	0	36	35.20
Hourly Total	1	0	130	4	6	0	0	0	141	140.20
Hourly Average	0.25	0.00	32.50	1.00	1.50	0.00	0.00	0.00	35.25	35.05
Session Total	5	1	447	24	30	0	1	2	510	508.70
Session Average	0.31	0.06	27.94	1.50	1.88	0.00	0.06	0.13	31.88	31.79

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Wimslow Road
B5093 Moseley Road
B5093 Wimslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 5.4: Left from B5093 Moseley Road to B5093 Wimslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	24	1	0	0	0	0	26	25.40
0715 - 0730	0	0	25	0	2	0	0	1	28	29.00
0730 - 0745	1	0	14	2	5	0	0	0	21	21.00
0745 - 0800	1	0	24	0	3	0	0	0	28	27.20
Hourly Total	1	1	87	3	10	0	0	1	103	102.60
Hourly Average	0.25	0.25	21.75	0.75	2.50	0.00	0.00	0.25	25.75	25.65
0800 - 0815	0	0	17	1	2	0	0	0	20	20.00
0815 - 0830	0	0	10	0	2	0	0	0	12	12.00
0830 - 0845	0	0	9	0	2	0	0	0	11	11.00
0845 - 0900	0	0	9	0	4	1	0	0	14	14.50
Hourly Total	0	0	45	1	10	1	0	0	57	57.50
Hourly Average	0.00	0.00	11.25	0.25	2.50	0.25	0.00	0.00	14.25	14.38
0900 - 0915	1	0	10	1	3	0	0	0	15	14.20
0915 - 0930	0	0	23	3	1	1	0	0	28	28.50
0930 - 0945	2	0	19	1	4	0	0	0	26	24.40
0945 - 1000	0	1	16	0	6	0	0	0	23	22.40
Hourly Total	3	1	68	5	14	1	0	0	92	89.50
Hourly Average	0.75	0.25	17.00	1.25	3.50	0.25	0.00	0.00	23.00	22.38
Session Total	4	2	200	9	34	2	0	1	252	249.60
Session Average	0.33	0.17	16.67	0.75	2.83	0.17	0.00	0.08	21.00	20.80

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 5.4: Left from B5093 Moseley Road to B5093 Wimslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	33	0	3	0	0	0	36	36.00
1515 - 1530	0	0	32	0	1	0	0	0	34	34.00
1530 - 1545	0	0	26	0	1	0	0	0	27	27.00
1545 - 1600	0	0	23	1	3	0	0	1	28	29.00
Hourly Total	0	0	114	1	9	0	0	1	125	126.00
Hourly Average	0.00	0.00	28.50	0.25	2.25	0.00	0.00	0.25	31.25	31.50
1600 - 1615	0	0	17	0	2	0	0	0	19	19.00
1615 - 1630	0	0	17	0	0	0	0	0	17	17.00
1630 - 1645	0	0	15	0	0	0	0	0	15	15.00
1645 - 1700	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	0	67	0	4	0	0	0	71	71.00
Hourly Average	0.00	0.00	16.75	0.00	1.00	0.00	0.00	0.00	17.75	17.75
1700 - 1715	0	0	18	0	1	1	0	0	20	20.50
1715 - 1730	0	0	14	1	1	0	0	0	16	16.00
1730 - 1745	0	0	12	0	0	0	0	0	12	12.00
1745 - 1800	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	55	1	2	1	0	0	59	59.50
Hourly Average	0.00	0.00	13.75	0.25	0.50	0.25	0.00	0.00	14.75	14.88
1800 - 1815	1	1	19	0	3	0	0	0	24	22.60
1815 - 1830	1	0	21	0	1	0	0	0	23	22.20
1830 - 1845	0	0	18	1	2	0	0	0	21	21.00
1845 - 1900	0	0	30	0	2	1	0	0	33	33.50
Hourly Total	2	1	88	1	8	1	0	0	101	99.30
Hourly Average	0.50	0.25	22.00	0.25	2.00	0.25	0.00	0.00	25.25	24.83
Session Total	2	1	324	3	23	2	0	1	356	355.80
Session Average	0.13	0.06	20.25	0.19	1.44	0.13	0.00	0.06	22.25	22.24

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 5.4: Left from B5093 Moseley Road to B5093 Wimslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	24	1	0	0	0	1	26	27.00
1115 - 1130	0	1	31	1	3	0	0	0	36	35.40
1130 - 1145	0	0	39	0	2	0	0	0	41	41.00
1145 - 1200	0	0	35	1	0	0	0	0	36	36.00
Hourly Total	0	1	129	3	5	0	0	1	139	139.40
Hourly Average	0.00	0.25	32.25	0.75	1.25	0.00	0.00	0.25	34.75	34.85
1200 - 1215	0	0	25	0	3	0	0	0	28	28.00
1215 - 1230	0	1	30	0	0	0	0	0	31	30.40
1230 - 1245	0	0	39	2	2	0	0	0	43	43.00
1245 - 1300	0	0	25	2	2	0	0	0	29	29.00
Hourly Total	0	1	119	4	7	0	0	0	131	130.40
Hourly Average	0.00	0.25	29.75	1.00	1.75	0.00	0.00	0.00	32.5	32.60
1300 - 1315	2	0	19	2	5	1	0	0	29	27.90
1315 - 1330	0	0	17	0	2	0	0	0	19	19.00
1330 - 1345	0	0	32	0	2	0	0	0	34	34.00
1345 - 1400	0	1	21	0	1	0	0	0	23	22.40
Hourly Total	2	1	89	2	10	1	0	0	105	103.30
Hourly Average	0.50	0.25	22.25	0.50	2.50	0.25	0.00	0.00	26.25	25.83
1400 - 1415	0	0	32	2	1	0	0	0	35	35.00
1415 - 1430	0	0	29	2	0	0	1	0	32	33.30
1430 - 1445	0	0	29	0	1	0	0	0	30	30.00
1445 - 1500	0	0	38	0	0	0	0	0	38	38.00
Hourly Total	0	0	128	4	2	0	1	0	135	136.30
Hourly Average	0.00	0.00	32.00	1.00	0.50	0.00	0.25	0.00	33.75	34.08
Session Total	2	3	465	13	24	1	1	1	510	509.40
Session Average	0.13	0.19	29.06	0.81	1.50	0.06	0.06	0.06	31.88	31.84

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Wimslow Road
B5093 Moseley Road
B5093 Wimslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 5.5: Westbound from B5093 Moseley Road to A6010 Wilbraham Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	38	1	8	0	0	0	48	47.20
0715 - 0730	0	0	69	3	8	1	0	0	81	81.50
0730 - 0745	2	0	91	2	9	0	1	2	107	108.70
0745 - 0800	2	0	121	7	9	1	0	1	138	137.90
Hourly Total	5	0	319	13	31	2	1	3	374	375.30
Hourly Average	1.25	0.00	79.75	3.25	7.75	0.50	0.25	0.75	93.50	93.83
0800 - 0815	1	0	118	0	11	0	0	2	132	133.20
0815 - 0830	0	0	89	2	6	2	1	3	103	108.30
0830 - 0845	1	0	88	4	13	1	0	0	107	106.70
0845 - 0900	0	0	63	7	8	2	0	0	80	81.00
Hourly Total	2	0	358	13	38	5	1	5	422	429.30
Hourly Average	0.50	0.00	89.50	3.25	9.50	1.25	0.25	1.25	105.50	107.30
0900 - 0915	1	0	71	5	10	0	0	0	87	86.20
0915 - 0930	2	1	74	3	15	1	0	1	97	96.30
0930 - 0945	1	0	47	4	14	1	0	0	67	66.70
0945 - 1000	0	0	69	6	16	4	0	1	96	99.00
Hourly Total	4	1	261	18	55	6	0	2	347	348.20
Hourly Average	1.00	0.25	65.25	4.50	13.75	1.50	0.00	0.50	86.75	87.05
Session Total	11	1	938	44	124	13	2	10	1143	1152.70
Session Average	0.92	0.08	78.17	3.67	10.33	1.08	0.17	0.83	95.25	96.06

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 5.5: Westbound from B5093 Moseley Road to A6010 Wilbraham Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	83	3	5	0	1	2	95	97.50
1515 - 1530	0	0	70	3	9	0	0	0	82	82.00
1530 - 1545	1	0	80	1	5	0	0	0	86	86.00
1545 - 1600	1	0	58	1	4	0	0	1	65	65.20
Hourly Total	2	0	291	8	23	0	1	3	328	330.70
Hourly Average	0.50	0.00	72.75	2.00	5.75	0.00	0.25	0.75	82.00	82.68
1600 - 1615	1	1	66	0	2	0	0	0	70	68.60
1615 - 1630	3	0	64	2	3	0	0	1	73	71.60
1630 - 1645	1	1	80	4	3	0	0	0	89	87.60
1645 - 1700	1	0	70	0	5	1	0	0	77	76.70
Hourly Total	6	2	280	6	13	1	0	1	309	304.50
Hourly Average	1.50	0.50	70.00	1.50	3.25	0.25	0.00	0.25	77.25	76.13
1700 - 1715	0	1	83	0	5	1	0	1	91	91.90
1715 - 1730	3	1	76	1	5	0	0	0	86	83.00
1730 - 1745	2	0	60	3	5	0	0	0	70	68.40
1745 - 1800	0	0	75	0	3	0	1	1	80	82.30
Hourly Total	5	2	294	4	18	1	1	2	327	325.60
Hourly Average	1.25	0.50	73.50	1.00	4.50	0.25	0.25	0.50	81.75	81.40
1800 - 1815	0	0	76	2	6	0	0	1	86	86.40
1815 - 1830	0	0	91	3	6	1	0	0	101	101.50
1830 - 1845	2	0	90	2	3	0	0	1	98	97.40
1845 - 1900	6	0	98	0	1	0	0	0	105	100.20
Hourly Total	8	1	355	7	16	1	0	2	390	385.50
Hourly Average	2.00	0.25	88.75	1.75	4.00	0.25	0.00	0.50	97.50	96.38
Session Total	21	5	1220	25	70	3	2	8	1354	1346.30
Session Average	1.31	0.31	76.25	1.56	4.38	0.19	0.13	0.50	84.63	84.14

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 5.5: Westbound from B5093 Moseley Road to A6010 Wilbraham Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	2	0	88	3	4	0	0	1	98	97.40
1115 - 1130	0	1	71	4	6	0	0	1	83	83.40
1130 - 1145	0	0	77	2	7	0	0	0	87	86.20
1145 - 1200	0	2	92	2	5	1	0	1	103	103.30
Hourly Total	2	3	328	11	22	1	0	3	371	370.30
Hourly Average	0.75	0.75	82.00	2.75	5.50	0.25	0.00	0.75	92.75	92.58
1200 - 1215	2	0	82	3	10	0	0	0	97	95.40
1215 - 1230	0	0	78	4	9	0	0	0	91	91.00
1230 - 1245	1	1	80	3	4	0	0	1	90	89.60
1245 - 1300	1	0	78	0	8	0	0	0	87	86.20
Hourly Total	4	1	318	10	31	0	0	1	365	362.20
Hourly Average	1.00	0.25	79.50	2.50	7.75	0.00	0.00	0.25	91.25	90.55
1300 - 1315	0	3	81	2	11	0	0	1	98	97.20
1315 - 1330	0	1	93	2	3	0	0	1	100	100.50
1330 - 1345	0	0	72	4	4	0	0	0	80	80.00
1345 - 1400	0	0	100	4	8	0	0	0	112	112.00
Hourly Total	0	4	346	17	26	0	0	2	395	394.60
Hourly Average	0.00	1.00	86.50	4.25	6.50	0.00	0.00	0.50	98.75	98.65
1400 - 1415	0	0	60	3	4	1	0	1	69	70.50
1415 - 1430	0	2	66	3	5	0	0	0	76	74.80
1430 - 1445	0	0	79	2	5	0	0	1	87	88.00
1445 - 1500	0	0	84	1	3	0	0	0	88	88.00
Hourly Total	0	2	289	9	17	1	0	2	320	321.30
Hourly Average	0.00	0.50	72.25	2.25	4.25	0.25	0.00	0.50	80.00	80.33
Session Total	7	10	1281	47	96	2	0	8	1451	1448.40
Session Average	0.44	0.63	80.06	2.94	6.00	0.13	0.00	0.50	90.69	90.53

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Winslow Road
B5093 Moseley Road
B5093 Winslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.6: Right from B5093 Moseley Road to A6010 Winslow Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	1	1	1	0	8	9.80
0715 - 0730	2	0	5	0	3	0	0	0	10	8.40
0730 - 0745	2	0	34	0	0	0	0	0	36	34.40
0745 - 0800	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	4	0	65	0	4	1	1	0	75	73.60
Hourly Average	1.00	0.00	16.25	0.00	1.00	0.25	0.25	0.00	18.75	18.40
0800 - 0815	1	0	26	0	2	0	0	0	29	28.20
0815 - 0830	0	0	32	0	1	0	0	0	33	33.00
0830 - 0845	0	0	33	0	3	0	0	0	36	36.00
0845 - 0900	2	1	18	4	7	0	0	0	32	29.80
Hourly Total	3	1	109	4	13	0	0	0	130	127.00
Hourly Average	0.75	0.25	27.25	1.00	3.25	0.00	0.00	0.00	32.50	31.75
0900 - 0915	1	0	30	1	4	0	0	0	36	35.20
0915 - 0930	1	0	23	2	3	3	0	1	33	34.70
0930 - 0945	1	1	10	1	5	0	0	0	18	16.60
0945 - 1000	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	3	1	91	4	13	3	0	1	116	115.50
Hourly Average	0.75	0.25	22.75	1.00	3.25	0.75	0.00	0.25	29.00	28.88
Session Total	10	2	265	8	30	4	1	1	321	316.10
Session Average	0.83	0.17	22.08	0.67	2.50	0.33	0.08	0.08	26.75	26.34

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 5.6: Right from B5093 Moseley Road to A6010 Winslow Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	2	0	22	1	1	0	0	0	26	24.40
1515 - 1530	2	0	16	1	1	1	0	0	21	19.90
1530 - 1545	1	0	25	0	0	0	0	0	26	25.20
1545 - 1600	3	0	20	0	4	0	0	0	27	24.60
Hourly Total	8	0	83	2	6	1	0	0	100	94.10
Hourly Average	2.00	0.00	20.75	0.50	1.50	0.25	0.00	0.00	25.00	23.53
1600 - 1615	0	1	14	1	3	0	0	0	19	18.40
1615 - 1630	2	0	19	0	4	0	0	0	25	23.40
1630 - 1645	0	0	9	1	0	0	0	0	10	10.00
1645 - 1700	1	0	10	0	1	0	0	1	13	13.20
Hourly Total	3	1	52	2	8	0	0	1	67	65.00
Hourly Average	0.75	0.25	13.00	0.50	2.00	0.00	0.00	0.25	16.75	16.25
1700 - 1715	2	0	19	1	1	0	0	0	23	21.40
1715 - 1730	0	0	25	0	1	0	0	0	26	26.00
1730 - 1745	0	0	15	0	3	0	0	0	18	18.00
1745 - 1800	1	0	14	0	0	0	0	0	15	14.20
Hourly Total	3	0	73	1	5	0	0	0	82	79.60
Hourly Average	0.75	0.00	18.25	0.25	1.25	0.00	0.00	0.00	20.50	19.90
1800 - 1815	0	0	19	0	1	0	0	0	20	20.00
1815 - 1830	0	0	9	1	3	0	0	0	13	13.00
1830 - 1845	2	0	20	0	0	0	0	0	22	20.40
1845 - 1900	4	0	26	1	2	0	0	0	33	29.80
Hourly Total	6	0	74	2	6	0	0	0	88	83.20
Hourly Average	1.50	0.00	18.50	0.50	1.50	0.00	0.00	0.00	22.00	20.80
Session Total	20	1	282	7	25	1	0	1	337	321.90
Session Average	1.25	0.06	17.63	0.44	1.56	0.06	0.00	0.06	21.06	20.12

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 5.6: Right from B5093 Moseley Road to A6010 Winslow Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	31	1	5	0	0	0	38	37.40
1115 - 1130	0	0	21	1	2	0	0	0	24	24.00
1130 - 1145	2	0	20	2	1	0	0	0	25	23.40
1145 - 1200	0	0	27	1	1	0	0	0	29	29.00
Hourly Total	2	1	99	5	9	0	0	0	116	113.80
Hourly Average	0.50	0.25	24.75	1.25	2.25	0.00	0.00	0.00	29.00	28.45
1200 - 1215	1	0	29	3	0	0	0	0	33	32.20
1215 - 1230	0	0	19	0	2	0	0	0	21	21.00
1230 - 1245	3	0	13	1	0	0	0	0	17	14.60
1245 - 1300	0	0	15	1	2	0	0	0	18	18.00
Hourly Total	4	0	76	5	4	0	0	0	89	85.80
Hourly Average	1.00	0.00	19.00	1.25	1.00	0.00	0.00	0.00	22.25	21.45
1300 - 1315	2	0	26	0	2	0	0	0	30	28.40
1315 - 1330	1	0	32	0	1	0	0	0	34	33.20
1330 - 1345	1	0	26	0	2	0	0	0	29	28.20
1345 - 1400	2	0	26	2	7	0	0	0	37	35.40
Hourly Total	6	0	110	2	12	0	0	0	130	125.20
Hourly Average	1.50	0.00	27.50	0.50	3.00	0.00	0.00	0.00	32.50	31.30
1400 - 1415	0	0	28	2	2	0	0	0	32	32.00
1415 - 1430	1	0	31	1	2	0	0	0	35	34.20
1430 - 1445	0	0	34	1	1	0	0	0	36	36.00
1445 - 1500	0	0	28	0	2	0	0	0	30	30.00
Hourly Total	1	0	121	4	7	0	0	0	133	132.20
Hourly Average	0.25	0.00	30.25	1.00	1.75	0.00	0.00	0.00	33.25	33.05
Session Total	13	1	406	16	32	0	0	0	468	457.00
Session Average	0.81	0.06	25.38	1.00	2.00	0.00	0.00	0.00	29.25	28.56

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Winslow Road
B5093 Moseley Road
B5093 Winslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 5.7: Left from B5093 Winslow Road to A6010 Wilbraham Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	1	0	7	0	1	0	0	0	9	8.20
0730 - 0745	0	0	10	0	0	0	0	0	10	10.00
0745 - 0800	0	0	13	0	0	1	0	0	14	14.50
Hourly Total	1	0	33	0	1	1	0	0	36	35.70
Hourly Average	0.25	0.00	8.25	0.00	0.25	0.25	0.00	0.00	9.00	8.93
0800 - 0815	0	0	7	1	1	1	0	0	10	10.50
0815 - 0830	0	0	15	1	1	0	0	0	17	17.00
0830 - 0845	0	0	20	0	2	0	0	0	22	22.00
0845 - 0900	0	0	17	0	3	0	0	0	20	20.00
Hourly Total	0	0	59	2	7	1	0	0	69	69.50
Hourly Average	0.00	0.00	14.75	0.50	1.75	0.25	0.00	0.00	17.25	17.38
0900 - 0915	0	0	24	1	7	0	0	0	32	32.00
0915 - 0930	0	0	15	1	2	0	0	0	18	18.00
0930 - 0945	0	0	11	0	1	1	0	0	13	13.50
0945 - 1000	0	0	10	1	2	0	0	0	13	13.00
Hourly Total	0	0	60	3	12	1	0	0	76	76.50
Hourly Average	0.00	0.00	15.00	0.75	3.00	0.25	0.00	0.00	19.00	19.13
Session Total	1	0	152	5	20	3	0	0	181	181.70
Session Average	0.08	0.00	12.67	0.42	1.67	0.25	0.00	0.00	15.08	15.14

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 5.7: Left from B5093 Winslow Road to A6010 Wilbraham Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	20	0	1	0	0	0	21	21.00
1515 - 1530	0	0	16	0	2	0	0	0	18	18.00
1530 - 1545	0	1	24	0	2	0	0	1	28	29.50
1545 - 1600	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	0	1	76	0	7	1	0	1	86	86.50
Hourly Average	0.00	0.25	19.00	0.00	1.75	0.25	0.00	0.25	21.50	21.73
1600 - 1615	0	0	32	0	0	0	0	0	32	32.00
1615 - 1630	1	1	17	2	1	0	0	0	22	20.60
1630 - 1645	1	0	12	3	3	0	0	0	22	21.20
1645 - 1700	1	0	14	1	3	0	0	0	19	18.20
Hourly Total	3	1	75	6	10	0	0	0	95	92.00
Hourly Average	0.75	0.25	18.75	1.50	2.50	0.00	0.00	0.00	23.75	23.00
1700 - 1715	0	0	16	2	2	0	0	0	20	20.00
1715 - 1730	0	0	25	1	2	0	0	0	28	28.00
1730 - 1745	1	0	24	1	0	0	0	0	26	25.20
1745 - 1800	0	0	20	1	2	0	0	0	23	23.00
Hourly Total	1	0	85	5	6	0	0	0	97	96.20
Hourly Average	0.25	0.00	21.25	1.25	1.50	0.00	0.00	0.00	24.25	24.05
1800 - 1815	1	0	29	1	1	0	0	0	32	31.20
1815 - 1830	2	0	18	1	0	0	0	0	22	20.90
1830 - 1845	0	1	18	0	2	0	0	0	21	20.40
1845 - 1900	1	0	19	2	1	0	0	0	23	22.20
Hourly Total	4	1	84	4	4	1	0	0	98	94.70
Hourly Average	1.00	0.25	21.00	1.00	1.00	0.25	0.00	0.00	24.50	23.68
Session Total	8	3	320	15	27	2	0	1	376	369.80
Session Average	0.50	0.19	20.00	0.94	1.69	0.13	0.00	0.06	23.50	23.11

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 5.7: Left from B5093 Winslow Road to A6010 Wilbraham Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	12	3	1	0	0	0	16	16.00
1115 - 1130	1	0	14	2	0	0	0	0	17	16.20
1130 - 1145	0	0	13	1	0	0	0	0	14	14.00
1145 - 1200	1	0	26	4	0	0	0	0	31	30.20
Hourly Total	2	0	65	10	1	0	0	0	78	76.40
Hourly Average	0.50	0.00	16.25	2.50	0.25	0.00	0.00	0.00	19.50	19.10
1200 - 1215	1	0	20	1	1	0	0	0	23	22.20
1215 - 1230	1	0	19	2	1	0	0	0	23	22.20
1230 - 1245	0	0	21	2	1	0	0	0	24	24.00
1245 - 1300	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	2	0	82	5	3	0	0	0	92	90.40
Hourly Average	0.50	0.00	20.50	1.25	0.75	0.00	0.00	0.00	23.00	22.60
1300 - 1315	0	0	19	4	0	0	0	0	23	23.00
1315 - 1330	0	0	16	1	1	0	0	0	18	18.00
1330 - 1345	0	0	23	3	2	0	0	0	28	28.00
1345 - 1400	1	0	14	1	3	0	0	0	19	18.20
Hourly Total	1	0	72	9	6	0	0	0	88	87.20
Hourly Average	0.25	0.00	18.00	2.25	1.50	0.00	0.00	0.00	22.00	21.80
1400 - 1415	0	0	22	2	1	1	0	0	26	26.50
1415 - 1430	2	0	18	2	1	0	0	0	24	23.70
1430 - 1445	0	0	21	1	1	0	1	0	23	24.30
1445 - 1500	0	0	15	2	3	0	0	0	20	20.00
Hourly Total	2	0	76	7	5	1	2	0	93	94.50
Hourly Average	0.50	0.00	19.00	1.75	1.25	0.25	0.50	0.00	23.25	23.63
Session Total	7	0	295	31	15	1	2	0	351	348.50
Session Average	0.44	0.00	18.44	1.94	0.94	0.06	0.13	0.00	21.94	21.78

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Winslow Road
B5093 Moseley Road
B5093 Winslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 5.8: Northbound from B5093 Winslow Road to A6010 Winslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	16	1	29	1	2	1	0	9	59	55.10
0715 - 0730	36	0	37	2	5	1	0	8	89	88.70
0730 - 0745	35	0	60	1	6	0	0	5	107	84.00
0745 - 0800	62	0	101	6	5	1	0	6	181	137.90
Hourly Total	149	1	227	10	18	3	0	28	436	345.70
Hourly Average	37.25	0.25	56.75	2.50	4.50	0.75	0.00	7.00	109.00	86.43
0800 - 0815	57	0	95	2	3	0	0	12	169	135.40
0815 - 0830	56	0	91	0	5	0	0	15	167	137.20
0830 - 0845	69	1	91	3	3	1	0	12	180	136.70
0845 - 0900	72	0	94	5	12	0	0	7	190	139.40
Hourly Total	254	1	371	10	23	1	0	46	706	548.70
Hourly Average	63.50	0.25	92.75	2.50	5.75	0.25	0.00	11.50	176.50	137.18
0900 - 0915	27	1	48	4	3	1	1	11	96	86.60
0915 - 0930	23	0	42	3	5	1	0	13	87	82.10
0930 - 0945	23	0	64	2	6	0	0	12	107	100.60
0945 - 1000	15	1	36	2	5	1	0	5	65	57.90
Hourly Total	88	2	190	11	19	3	1	41	355	327.20
Hourly Average	22.00	0.50	47.50	2.75	4.75	0.75	0.25	10.25	88.75	81.80
Session Total	491	4	788	31	60	7	1	115	1497	1221.60
Session Average	40.92	0.33	65.67	2.58	5.00	0.58	0.08	9.58	124.75	101.80

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 5.8: Northbound from B5093 Winslow Road to A6010 Winslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	16	0	39	1	3	0	0	8	67	62.20
1515 - 1530	11	1	63	3	9	0	0	8	95	93.60
1530 - 1545	8	1	63	3	3	0	0	10	88	91.00
1545 - 1600	15	0	79	1	5	0	0	11	111	110.00
Hourly Total	50	2	244	8	20	0	0	37	361	356.80
Hourly Average	12.50	0.50	61.00	2.00	5.00	0.00	0.00	9.25	90.25	89.20
1600 - 1615	12	1	60	2	3	0	0	11	89	89.80
1615 - 1630	8	0	40	0	4	0	0	12	64	69.60
1630 - 1645	14	3	43	1	5	0	0	12	78	77.00
1645 - 1700	16	1	65	1	7	0	0	2	92	86.60
Hourly Total	59	5	288	4	19	0	0	37	323	317.00
Hourly Average	12.50	1.25	52.00	1.00	4.75	0.00	0.00	9.25	80.75	79.25
1700 - 1715	9	1	55	1	4	0	0	7	77	76.20
1715 - 1730	22	0	32	2	5	0	0	16	77	75.40
1730 - 1745	11	1	46	5	2	0	1	5	71	67.90
1745 - 1800	8	0	45	2	4	0	0	12	71	76.60
Hourly Total	50	2	178	10	15	0	1	40	296	296.10
Hourly Average	12.50	0.50	44.50	2.50	3.75	0.00	0.25	10.00	74.00	74.03
1800 - 1815	13	0	41	4	5	0	0	3	66	58.60
1815 - 1830	18	0	48	4	4	0	0	9	83	77.60
1830 - 1845	11	1	39	3	4	1	0	11	70	72.10
1845 - 1900	14	0	56	0	5	0	0	7	82	77.80
Hourly Total	56	1	184	11	18	1	0	30	301	286.10
Hourly Average	14.00	0.25	46.00	2.75	4.50	0.25	0.00	7.50	75.25	71.53
Session Total	206	10	814	33	72	1	1	144	1281	1256.00
Session Average	12.88	0.63	50.88	2.06	4.50	0.06	0.06	9.00	80.06	78.50

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 5.8: Northbound from B5093 Winslow Road to A6010 Winslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	7	1	30	5	4	1	0	9	57	60.30
1115 - 1130	13	1	53	3	6	0	0	6	82	77.00
1130 - 1145	5	0	36	8	1	1	0	7	58	61.50
1145 - 1200	15	2	29	5	2	1	0	5	59	51.30
Hourly Total	40	4	148	21	13	3	0	27	256	259.10
Hourly Average	10.00	1.00	37.00	5.25	3.25	0.75	0.00	6.75	64.00	62.53
1200 - 1215	8	0	32	2	2	0	0	8	52	53.60
1215 - 1230	12	0	33	4	1	0	0	8	58	56.40
1230 - 1245	9	0	34	4	3	0	0	7	57	56.80
1245 - 1300	13	0	53	7	3	1	0	8	85	83.10
Hourly Total	42	0	152	17	9	1	0	31	252	249.90
Hourly Average	10.50	0.00	38.00	4.25	2.25	0.25	0.00	7.75	63.00	62.43
1300 - 1315	7	2	44	4	4	0	0	9	70	72.20
1315 - 1330	12	1	53	2	3	1	0	7	79	76.30
1330 - 1345	13	2	58	3	4	0	0	9	89	86.40
1345 - 1400	12	2	69	0	2	0	0	3	88	80.20
Hourly Total	44	7	224	9	13	1	0	28	326	315.10
Hourly Average	11.00	1.75	56.00	2.25	3.25	0.25	0.00	7.00	81.50	78.78
1400 - 1415	15	2	74	4	6	0	0	16	117	119.80
1415 - 1430	11	0	54	5	2	0	0	4	76	71.20
1430 - 1445	15	1	40	8	3	0	0	10	77	74.40
1445 - 1500	5	2	47	6	2	0	0	6	68	68.80
Hourly Total	46	5	215	23	13	0	0	36	338	334.20
Hourly Average	11.50	1.25	53.75	5.75	3.25	0.00	0.00	9.00	84.50	83.55
Session Total	172	16	739	70	48	5	0	122	1172	1149.30
Session Average	10.75	1.00	46.19	4.38	3.00	0.31	0.00	7.63	73.25	71.83

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Wilmslow Road
B5093 Moseley Road
B5093 Wilmslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 5.9: Right from B5093 Wilmslow Road to B5093 Moseley Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	0	1	0	0	0	14	14.00
0715 - 0730	0	0	8	1	2	1	0	0	12	12.50
0730 - 0745	0	0	10	2	1	0	0	0	13	13.00
0745 - 0800	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	40	3	5	1	0	0	49	49.50
Hourly Average	0.00	0.00	10.00	0.75	1.25	0.25	0.00	0.00	12.25	12.38
0800 - 0815	0	0	8	1	1	0	0	0	10	10.00
0815 - 0830	2	0	10	1	0	0	0	0	13	11.40
0830 - 0845	0	0	5	0	0	0	0	0	5	5.00
0845 - 0900	1	0	10	1	2	0	0	0	14	13.20
Hourly Total	3	0	33	3	3	0	0	0	42	39.60
Hourly Average	0.75	0.00	8.25	0.75	0.75	0.00	0.00	0.00	10.50	9.90
0900 - 0915	0	0	9	2	4	0	0	1	16	17.00
0915 - 0930	0	0	7	1	2	0	0	0	10	10.00
0930 - 0945	0	0	18	2	1	0	0	0	21	21.00
0945 - 1000	0	0	9	0	2	1	0	0	12	12.50
Hourly Total	0	0	43	5	9	1	0	1	59	60.50
Hourly Average	0.00	0.00	10.75	1.25	2.25	0.25	0.00	0.25	14.75	15.13
Session Total	3	0	116	11	17	2	0	1	150	149.60
Session Average	0.25	0.00	9.67	0.92	1.42	0.17	0.00	0.08	12.50	12.47

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 5.9: Right from B5093 Wilmslow Road to B5093 Moseley Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	20	0	0	0	0	0	20	20.00
1515 - 1530	0	0	19	2	0	0	0	0	21	21.00
1530 - 1545	0	0	18	0	3	0	0	0	21	21.00
1545 - 1600	0	0	24	1	3	0	0	1	29	30.00
Hourly Total	0	0	81	3	6	0	0	1	91	92.00
Hourly Average	0.00	0.00	20.25	0.75	1.50	0.00	0.00	0.25	22.75	23.00
1600 - 1615	0	0	39	0	1	0	0	1	41	42.00
1615 - 1630	0	1	28	0	2	0	0	0	31	30.40
1630 - 1645	2	0	22	1	8	0	0	0	33	31.40
1645 - 1700	1	0	31	0	0	0	0	0	32	31.20
Hourly Total	3	1	120	1	11	0	0	1	137	135.00
Hourly Average	0.75	0.25	30.00	0.25	2.75	0.00	0.00	0.25	34.25	33.75
1700 - 1715	1	0	25	0	0	0	0	1	27	27.20
1715 - 1730	0	0	21	0	2	0	1	0	24	25.30
1730 - 1745	0	0	19	0	1	1	0	0	21	21.50
1745 - 1800	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	1	0	87	0	3	1	1	1	94	96.00
Hourly Average	0.25	0.00	21.75	0.00	0.75	0.25	0.25	0.25	23.50	24.00
1800 - 1815	1	0	21	1	1	0	0	0	24	23.20
1815 - 1830	0	0	25	1	0	0	0	0	26	26.00
1830 - 1845	1	0	24	1	0	0	0	0	26	25.20
1845 - 1900	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	2	0	88	3	2	0	0	0	95	93.40
Hourly Average	0.50	0.00	22.00	0.75	0.50	0.00	0.00	0.00	23.75	23.35
Session Total	6	1	376	7	22	1	1	3	417	416.40
Session Average	0.38	0.06	23.50	0.44	1.38	0.06	0.06	0.19	26.06	26.03

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 5.9: Right from B5093 Wilmslow Road to B5093 Moseley Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	11	0	1	0	0	0	12	12.00
1115 - 1130	0	0	18	2	2	0	0	0	22	22.00
1130 - 1145	0	0	24	0	0	0	0	0	24	24.00
1145 - 1200	2	0	25	0	1	0	0	0	28	28.40
Hourly Total	2	0	78	2	4	0	0	0	86	84.40
Hourly Average	0.50	0.00	19.50	0.50	1.00	0.00	0.00	0.00	21.50	21.10
1200 - 1215	0	0	16	2	1	0	0	0	19	19.00
1215 - 1230	0	0	20	2	2	0	0	0	24	24.00
1230 - 1245	1	0	23	2	0	0	0	0	26	25.20
1245 - 1300	0	0	25	1	0	0	0	0	26	26.00
Hourly Total	1	0	84	7	3	0	0	0	95	94.20
Hourly Average	0.25	0.00	21.00	1.75	0.75	0.00	0.00	0.00	23.5	23.55
1300 - 1315	1	0	20	0	2	0	0	0	23	22.20
1315 - 1330	0	0	26	1	1	0	0	0	28	28.00
1330 - 1345	0	0	22	0	0	0	0	0	22	22.00
1345 - 1400	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	1	0	87	1	4	0	0	0	93	92.20
Hourly Average	0.25	0.00	21.75	0.25	1.00	0.00	0.00	0.00	23.25	23.05
1400 - 1415	0	0	26	0	2	0	0	0	28	28.00
1415 - 1430	1	0	25	1	1	0	0	0	28	27.20
1430 - 1445	0	0	30	1	3	0	0	0	34	34.00
1445 - 1500	0	1	22	0	2	0	0	0	25	24.40
Hourly Total	1	1	103	2	8	0	0	0	115	113.60
Hourly Average	0.25	0.25	25.75	0.50	2.00	0.00	0.00	0.00	28.75	28.40
Session Total	5	1	352	12	19	0	0	0	389	384.40
Session Average	0.31	0.06	22.00	0.75	1.19	0.00	0.00	0.00	24.31	24.03

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Wimslow Road
B5093 Moseley Road
B5093 Wimslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

	Movement 5, 10: Left from A6010 Wilbraham Road to A6010 Wimslow Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	12	0	1	0	0	0	14	13.20
0715 - 0730	1	0	15	0	1	0	0	0	17	16.20
0730 - 0745	1	0	43	0	2	0	0	1	47	47.20
0745 - 0800	0	0	43	1	0	0	0	0	44	44.00
Hourly Total	3	0	113	1	4	0	0	1	122	120.60
Hourly Average	0.75	0.00	28.25	0.25	1.00	0.00	0.00	0.25	30.50	30.15
0800 - 0815	1	0	55	0	2	0	0	0	58	57.20
0815 - 0830	1	0	47	1	0	0	0	0	49	48.20
0830 - 0845	0	0	64	1	1	0	0	0	66	66.00
0845 - 0900	0	0	39	1	2	0	0	0	42	42.00
Hourly Total	2	0	205	3	5	0	0	0	215	213.40
Hourly Average	0.50	0.00	51.25	0.75	1.25	0.00	0.00	0.00	53.75	53.35
0900 - 0915	3	0	20	2	1	0	0	0	26	23.60
0915 - 0930	1	0	17	1	1	0	0	1	21	21.20
0930 - 0945	0	0	21	1	1	1	0	1	25	26.50
0945 - 1000	0	0	20	2	2	0	0	0	24	24.00
Hourly Total	4	0	78	6	5	1	0	2	96	95.30
Hourly Average	1.00	0.00	19.50	1.50	1.25	0.25	0.00	0.50	24.00	23.83
Session Total	9	0	396	10	14	1	0	3	433	429.30
Session Average	0.75	0.00	33.00	0.83	1.17	0.08	0.00	0.25	36.08	35.78

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

	Movement 5, 10: Left from A6010 Wilbraham Road to A6010 Wimslow Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	28	3	2	0	0	0	34	33.20
1515 - 1530	0	0	31	1	2	0	0	0	34	34.00
1530 - 1545	0	0	35	1	4	0	0	0	40	40.00
1545 - 1600	0	0	34	1	2	0	0	0	37	37.00
Hourly Total	1	0	128	6	10	0	0	0	145	144.20
Hourly Average	0.25	0.00	32.00	1.50	2.50	0.00	0.00	0.00	36.25	36.05
1600 - 1615	2	0	25	0	0	0	0	2	29	29.40
1615 - 1630	1	0	15	1	2	0	0	0	19	18.20
1630 - 1645	0	1	14	0	0	0	0	0	15	14.40
1645 - 1700	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	3	1	70	1	2	0	0	2	79	78.00
Hourly Average	0.75	0.25	17.50	0.25	0.50	0.00	0.00	0.50	19.75	19.50
1700 - 1715	1	0	19	0	1	0	0	0	21	21.60
1715 - 1730	2	0	24	0	1	0	0	0	27	25.40
1730 - 1745	1	0	19	0	3	0	0	0	23	22.20
1745 - 1800	0	0	20	0	2	0	0	0	22	22.00
Hourly Total	4	1	82	1	7	0	0	0	95	91.20
Hourly Average	1.00	0.25	20.50	0.25	1.75	0.00	0.00	0.00	23.75	22.80
1800 - 1815	1	0	26	0	0	0	0	0	27	26.20
1815 - 1830	0	1	23	0	2	1	0	0	27	26.50
1830 - 1845	0	0	20	0	2	0	0	0	22	22.00
1845 - 1900	3	0	22	0	1	0	0	0	26	23.60
Hourly Total	4	1	91	0	5	1	0	0	102	98.70
Hourly Average	1.00	0.25	22.75	0.00	1.25	0.25	0.00	0.00	25.50	24.68
Session Total	12	3	371	8	24	1	0	2	421	412.10
Session Average	0.75	0.19	23.19	0.50	1.50	0.06	0.00	0.13	26.31	25.76

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

	Movement 5, 10: Left from A6010 Wilbraham Road to A6010 Wimslow Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	1	0	35	1	1	0	0	0	38	37.20
1115 - 1130	1	0	38	2	2	0	0	0	43	42.20
1130 - 1145	0	0	27	1	4	0	0	0	32	32.00
1145 - 1200	0	0	30	4	0	0	0	0	34	34.00
Hourly Total	2	0	130	8	7	0	0	0	147	145.40
Hourly Average	0.50	0.00	32.50	2.00	1.75	0.00	0.00	0.00	36.75	36.35
1200 - 1215	1	0	34	0	3	0	0	0	38	37.20
1215 - 1230	0	0	25	1	3	1	0	0	30	30.50
1230 - 1245	0	0	28	1	3	0	0	0	32	32.00
1245 - 1300	0	0	24	2	2	0	0	0	28	28.00
Hourly Total	1	0	111	4	11	1	0	0	128	127.70
Hourly Average	0.25	0.00	27.75	1.00	2.75	0.25	0.00	0.00	32.00	31.65
1300 - 1315	0	0	30	0	2	0	0	0	33	32.20
1315 - 1330	0	0	28	2	1	0	0	0	31	31.00
1330 - 1345	0	0	36	4	0	0	0	0	40	40.00
1345 - 1400	2	0	40	2	2	0	0	0	46	44.40
Hourly Total	3	0	134	8	5	0	0	0	150	147.60
Hourly Average	0.75	0.00	33.50	2.00	1.25	0.00	0.00	0.00	37.50	36.90
1400 - 1415	0	0	33	0	2	0	0	1	36	37.00
1415 - 1430	1	0	35	0	5	0	0	0	41	40.20
1430 - 1445	0	1	27	1	1	0	0	0	30	29.40
1445 - 1500	0	0	41	0	2	0	0	0	43	43.00
Hourly Total	1	1	136	1	10	0	0	1	150	149.60
Hourly Average	0.25	0.25	34.00	0.25	2.50	0.00	0.00	0.25	37.50	37.40
Session Total	7	1	511	21	33	1	0	1	575	570.30
Session Average	0.44	0.06	31.94	1.31	2.06	0.06	0.00	0.06	35.94	35.64

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Wimslow Road
B5093 Moseley Road
B5093 Wimslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 5.11: Eastbound from A6010 Wilbraham Road to B5093 Moseley Road										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
0700 - 0715	3	0	28	1	5	0	0	1	38	36.60	
0715 - 0730	1	0	33	3	6	1	0	0	44	43.70	
0730 - 0745	0	0	55	2	6	0	0	0	63	63.00	
0745 - 0800	1	0	72	1	8	0	0	0	82	81.20	
Hourly Total	5	0	188	7	25	1	0	1	227	224.50	
Hourly Average	1.25	0.00	47.00	1.75	6.25	0.25	0.00	0.25	56.75	56.13	
0800 - 0815	4	1	73	1	7	2	0	0	88	85.20	
0815 - 0830	1	0	76	1	4	0	0	1	83	83.20	
0830 - 0845	1	0	41	2	7	1	0	0	52	51.70	
0845 - 0900	1	0	45	1	12	0	0	0	59	58.20	
Hourly Total	7	1	235	5	30	3	0	1	282	278.30	
Hourly Average	1.75	0.25	58.75	1.25	7.50	0.75	0.00	0.25	70.50	69.58	
0900 - 0915	0	0	67	0	6	1	0	1	75	76.50	
0915 - 0930	1	0	66	3	12	2	0	1	85	86.20	
0930 - 0945	1	0	55	2	10	1	0	0	69	68.70	
0945 - 1000	0	0	72	2	9	3	0	0	86	87.50	
Hourly Total	2	0	260	7	37	7	0	2	315	318.90	
Hourly Average	0.50	0.00	65.00	1.75	9.25	1.75	0.00	0.50	78.75	79.73	
Session Total	14	1	683	19	92	11	0	4	824	821.70	
Session Average	1.17	0.08	56.92	1.58	7.67	0.92	0.00	0.33	68.67	68.48	

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 5.11: Eastbound from A6010 Wilbraham Road to B5093 Moseley Road										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	0	1	110	3	7	0	0	0	121	120.40	
1515 - 1530	1	0	87	2	3	0	0	1	94	94.20	
1530 - 1545	1	0	66	3	5	2	0	0	77	77.20	
1545 - 1600	0	0	52	2	7	0	0	0	61	61.00	
Hourly Total	2	1	315	10	22	2	0	1	353	352.80	
Hourly Average	0.50	0.25	78.75	2.50	5.50	0.50	0.00	0.25	88.25	88.20	
1600 - 1615	2	1	44	1	1	1	1	1	52	52.60	
1615 - 1630	1	0	61	1	7	1	0	0	71	70.70	
1630 - 1645	0	0	83	0	6	0	1	1	91	93.30	
1645 - 1700	1	0	64	3	9	1	1	1	80	82.00	
Hourly Total	4	1	262	5	23	3	2	3	294	288.60	
Hourly Average	1.00	0.25	65.50	1.25	5.75	0.75	0.75	0.75	73.50	74.65	
1700 - 1715	1	1	81	2	8	0	0	1	94	93.60	
1715 - 1730	0	0	61	0	5	0	0	0	66	66.00	
1730 - 1745	1	0	66	1	3	0	0	0	71	70.20	
1745 - 1800	0	0	54	0	4	1	0	2	61	63.50	
Hourly Total	2	1	262	3	20	1	0	3	292	293.30	
Hourly Average	0.50	0.25	65.50	0.75	5.00	0.25	0.00	0.75	73.00	73.83	
1800 - 1815	2	0	70	2	7	0	0	0	81	79.40	
1815 - 1830	2	1	98	2	7	0	0	1	111	109.80	
1830 - 1845	2	0	100	0	4	0	0	0	106	104.40	
1845 - 1900	0	0	103	1	6	0	0	1	111	112.00	
Hourly Total	6	1	371	5	24	0	0	2	409	405.60	
Hourly Average	1.50	0.25	92.75	1.25	6.00	0.00	0.00	0.50	102.25	101.40	
Session Total	14	4	1200	23	89	6	3	9	1348	1330.30	
Session Average	0.88	0.25	75.00	1.44	5.56	0.38	0.19	0.56	84.25	84.39	

Date
Saturday 14 September 2024

Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 5.11: Eastbound from A6010 Wilbraham Road to B5093 Moseley Road										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	1	1	99	2	9	0	0	1	113	112.60	
1115 - 1130	0	1	90	4	4	0	1	0	100	100.70	
1130 - 1145	1	0	82	2	10	0	0	0	95	94.20	
1145 - 1200	0	1	76	2	8	1	0	1	89	89.90	
Hourly Total	2	3	347	10	31	1	1	2	397	397.40	
Hourly Average	0.50	0.75	86.75	2.50	7.75	0.25	0.25	0.50	99.25	99.35	
1200 - 1215	0	0	83	1	12	0	0	1	97	98.00	
1215 - 1230	0	0	89	1	6	1	0	0	97	97.50	
1230 - 1245	0	0	94	2	12	0	0	1	109	110.00	
1245 - 1300	0	1	84	2	8	0	0	0	95	94.40	
Hourly Total	0	1	350	6	38	1	0	2	398	399.90	
Hourly Average	0.00	0.25	87.50	1.50	9.50	0.25	0.00	0.50	99.50	99.98	
1300 - 1315	2	1	94	2	5	0	0	1	105	103.80	
1315 - 1330	0	2	91	2	5	0	0	0	100	98.80	
1330 - 1345	2	3	74	0	5	0	0	0	84	80.60	
1345 - 1400	2	0	83	3	5	0	1	0	94	93.70	
Hourly Total	6	6	342	7	20	0	1	1	383	376.90	
Hourly Average	1.50	1.50	85.50	1.75	5.00	0.00	0.25	0.25	95.75	94.23	
1400 - 1415	0	0	68	0	1	0	0	1	70	71.00	
1415 - 1430	0	2	79	1	3	2	0	0	87	86.40	
1430 - 1445	0	2	75	2	5	0	1	1	86	87.10	
1445 - 1500	0	1	79	3	5	0	0	0	88	87.40	
Hourly Total	2	3	301	6	14	2	1	2	331	331.90	
Hourly Average	0.50	0.75	75.25	1.50	3.50	0.50	0.25	0.50	82.75	82.98	
Session Total	10	13	1340	29	103	4	3	7	1509	1506.10	
Session Average	0.63	0.81	83.75	1.81	6.44	0.25	0.19	0.44	94.31	94.13	

Winslow Road, Manchester
Classified Junction Count

Site 5 of 5
A6010 Wilmslow Road
B5093 Moseley Road
B5093 Wilmslow Road
A6010 Wilbraham Road

Lat/Long
lat 53.442606° lon -2.218511°

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 6°C

0700 - 1000 (Weekday AM Peak)

Movement 5.12: Right from A6010 Wilbraham Road to B5093 Wilmslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	1	2	0	0	0	10	10.00
0715 - 0730	0	0	7	0	3	0	0	0	10	10.00
0730 - 0745	0	0	9	1	4	1	0	0	15	15.50
0745 - 0800	0	0	5	0	4	0	0	0	9	9.00
Hourly Total	0	0	28	2	13	1	0	0	44	44.50
Hourly Average	0.00	0.00	7.00	0.50	3.25	0.25	0.00	0.00	11.00	11.13
0800 - 0815	1	0	6	2	0	0	0	0	9	8.20
0815 - 0830	0	0	7	0	1	0	0	0	8	8.00
0830 - 0845	0	0	10	0	0	1	0	0	11	11.50
0845 - 0900	0	0	10	3	2	2	0	0	17	18.00
Hourly Total	1	0	33	5	3	3	0	0	45	45.70
Hourly Average	0.25	0.00	8.25	1.25	0.75	0.75	0.00	0.00	11.25	11.43
0900 - 0915	0	0	15	0	1	1	0	0	18	19.80
0915 - 0930	0	0	9	0	0	0	0	0	9	9.00
0930 - 0945	0	0	4	3	6	0	0	0	13	13.00
0945 - 1000	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	40	3	7	1	1	0	52	53.80
Hourly Average	0.00	0.00	10.00	0.75	1.75	0.25	0.25	0.00	13.00	13.45
Session Total	1	0	101	10	23	5	1	0	141	144.00
Session Average	0.08	0.00	8.42	0.83	1.92	0.42	0.08	0.00	11.75	12.00

Date
Thursday 12 September 2024

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Weekday PM Peak)

Movement 5.12: Right from A6010 Wilbraham Road to B5093 Wilmslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	16	0	0	0	0	0	16	16.00
1515 - 1530	1	0	12	1	1	0	0	0	14	14.00
1530 - 1545	0	0	13	0	2	0	0	0	16	15.20
1545 - 1600	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	1	0	48	1	4	0	0	0	54	53.20
Hourly Average	0.25	0.00	12.00	0.25	1.00	0.00	0.00	0.00	13.50	13.30
1600 - 1615	1	0	1	0	2	0	0	0	4	3.20
1615 - 1630	0	0	7	0	0	0	0	0	7	7.00
1630 - 1645	0	0	10	0	2	0	0	0	12	12.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	23	0	4	0	0	0	28	27.20
Hourly Average	0.25	0.00	5.75	0.00	1.00	0.00	0.00	0.00	7.00	6.80
1700 - 1715	2	0	14	0	0	0	0	0	16	14.40
1715 - 1730	0	0	9	0	0	0	0	0	9	9.00
1730 - 1745	0	0	3	0	1	0	0	0	4	4.00
1745 - 1800	2	0	3	0	0	0	0	0	5	3.40
Hourly Total	4	0	29	0	1	0	0	0	34	30.80
Hourly Average	1.00	0.00	7.25	0.00	0.25	0.00	0.00	0.00	8.50	7.71
1800 - 1815	1	0	11	0	1	0	0	0	13	12.20
1815 - 1830	0	0	11	0	1	0	0	0	12	12.00
1830 - 1845	0	0	18	0	0	0	0	0	18	18.00
1845 - 1900	0	0	21	0	0	0	0	0	21	21.00
Hourly Total	1	0	61	0	2	0	0	0	64	63.20
Hourly Average	0.25	0.00	15.25	0.00	0.50	0.00	0.00	0.00	16.00	15.80
Session Total	7	0	161	1	11	0	0	0	180	174.40
Session Average	0.44	0.00	10.06	0.06	0.69	0.00	0.00	0.00	11.25	10.50

Date
Saturday 14 September 2024

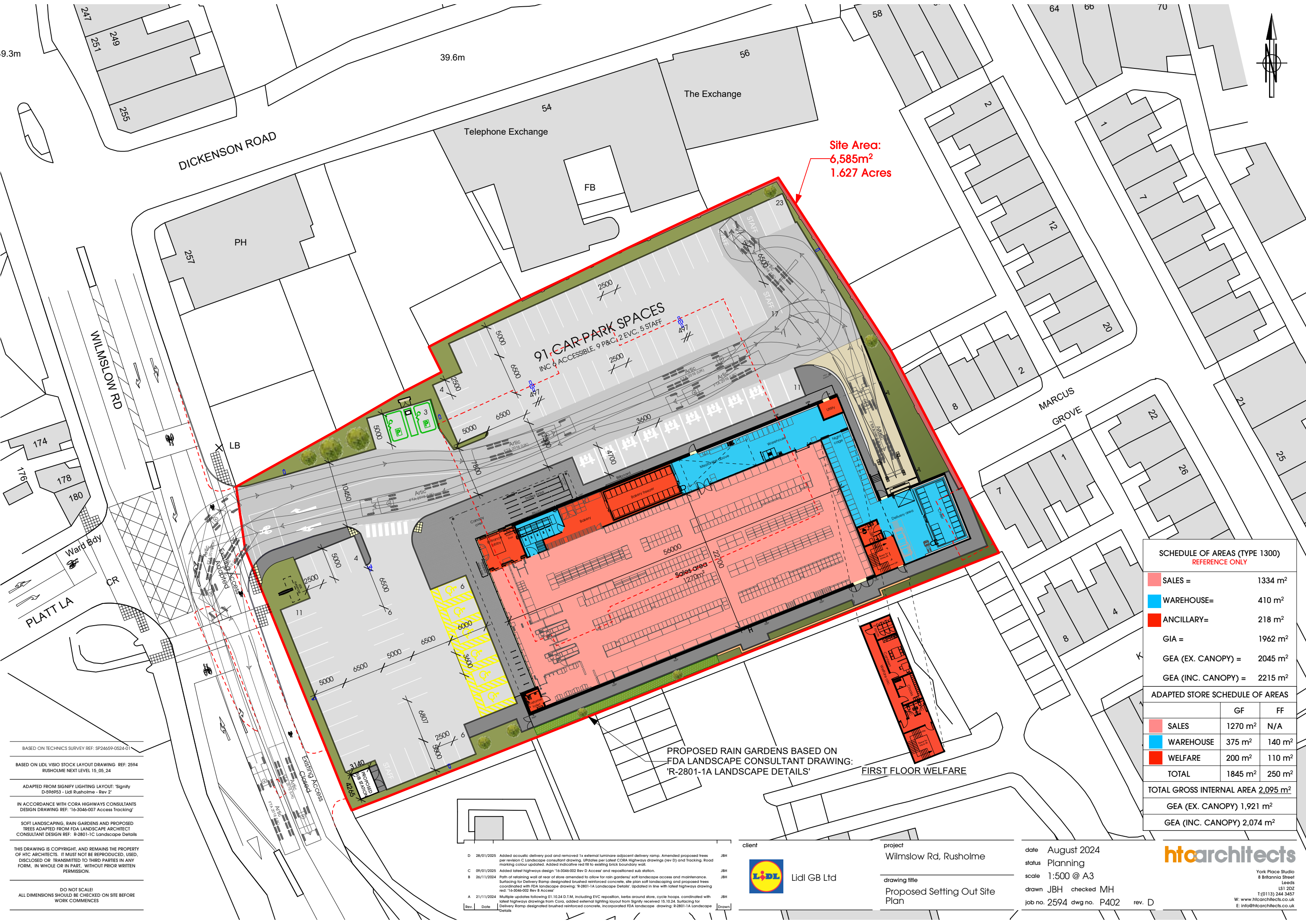
Weather
Sunny Intervals
Temp: 18°C

1100 - 1500 (Saturday 4H Session)

Movement 5.12: Right from A6010 Wilbraham Road to B5093 Wilmslow Road									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	13	0	1	0	0	0	14	14.00
1115 - 1130	0	0	27	1	3	0	0	0	31	31.00
1130 - 1145	0	0	30	0	1	0	0	0	31	31.00
1145 - 1200	0	0	18	2	1	0	0	0	21	21.00
Hourly Total	0	0	88	3	6	0	0	0	97	97.00
Hourly Average	0.00	0.00	22.00	0.75	1.50	0.00	0.00	0.00	24.25	24.25
1200 - 1215	2	0	21	1	0	0	0	0	24	22.40
1215 - 1230	0	0	24	1	0	0	0	0	25	25.00
1230 - 1245	0	0	19	0	2	0	0	0	21	21.00
1245 - 1300	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	2	0	82	2	3	0	0	0	89	87.40
Hourly Average	0.50	0.00	20.50	0.50	0.75	0.00	0.00	0.00	22.25	21.85
1300 - 1315	0	0	16	0	0	0	0	0	16	16.00
1315 - 1330	0	0	16	0	0	0	1	0	17	18.30
1330 - 1345	0	0	17	0	3	1	1	0	22	23.80
1345 - 1400	0	0	21	0	3	0	0	0	24	24.00
Hourly Total	0	0	76	1	6	1	2	0	86	89.10
Hourly Average	0.00	0.00	19.00	0.25	1.50	0.25	0.50	0.00	21.50	22.28
1400 - 1415	1	0	16	0	1	0	0	0	18	17.20
1415 - 1430	0	0	12	0	0	0	0	0	12	12.00
1430 - 1445	0	0	13	0	1	0	0	0	14	14.00
1445 - 1500	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	1	0	59	0	2	0	0	0	62	61.20
Hourly Average	0.25	0.00	14.75	0.00	0.50	0.00	0.00	0.00	15.50	15.30
Session Total	3	0	305	6	17	1	2	0	334	334.70
Session Average	0.19	0.00	19.06	0.38	1.06	0.06	0.13	0.00	20.88	20.92

APPENDIX B – PROPOSED SITE ACCESS & TRACKING

APPENDIX C – PROPOSED SITE LAYOUT



Site Area:
6,585m²
1.627 Acres

SCHEDULE OF AREAS (TYPE 1300)		
REFERENCE ONLY		
	SALES =	1334 m ²
	WAREHOUSE=	410 m ²
	ANCILLARY=	218 m ²
	GIA =	1962 m ²
	GEA (EX. CANOPY) =	2045 m ²
	GEA (INC. CANOPY) =	2215 m ²
ADAPTED STORE SCHEDULE OF AREAS		
	GF	FF
	SALES	1270 m ² N/A
	WAREHOUSE	375 m ² 140 m ²
	WELFARE	200 m ² 110 m ²
	TOTAL	1845 m ² 250 m ²
TOTAL GROSS INTERNAL AREA 2,095 m ²		
GEA (EX. CANOPY) 1,921 m ²		
GEA (INC. CANOPY) 2,074 m ²		

BASED ON TECHNICS SURVEY REF: SP24659-0524-01

BASED ON LIDL VISIO STOCK LAYOUT DRAWING REF: 2594 RUSHOLME NEXT LEVEL 15_05_24

ADAPTED FROM SIGNIFY LIGHTING LAYOUT: 'Signify D-596953 - Lidl Rusholme - Rev 2'

IN ACCORDANCE WITH CORA HIGHWAYS CONSULTANTS DESIGN DRAWING REF: '16-3046-007 Access Tracking'

SOFT LANDSCAPING, RAIN GARDENS AND PROPOSED TREES ADAPTED FROM FDA LANDSCAPE ARCHITECT CONSULTANT DESIGN REF: R-2801-1C Landscape Details

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DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

D	28/01/2025	Added acoustic delivery pod and removed 1x external luminaire adjacent delivery ramp. Amended proposed trees per revision C Landscape consultant drawing. Updates per latest CORA highways drawings (rev D) and Tracking Road marking colour updated. Added indicative red fill to existing brick boundary wall.	JBH
C	09/01/2025	Added latest highways design '16-3046-002 Rev D Access' and repositioned sub station.	JBH
B	26/11/2024	Path of retaining wall at rear of store amended to allow for rain gardens/ soft landscape access and maintenance. Surfacing for Delivery Ramp designated brushed reinforced concrete, site plan soft landscaping and proposed trees coordinated with FDA landscape drawing: 'R-2801-1A Landscape Details'. Updated in line with latest highways drawing ref: '16-3046-002 Rev B Access'	JBH
A	21/11/2024	Multiple updates following 01.10.24 D.T.M. including EVC repainting, kerbs around store, cycle hoops, coordinated with latest highways drawings from Cora, added external lighting layout from Signify received 15.10.24. Surfacing for Delivery Ramp designated brushed reinforced concrete, incorporated FDA landscape drawing: R-2801-1A Landscape Details	JBH
Rev.	Date		Drawn

client

 Lidl GB Ltd

project

Wilmslow Rd, Rusholme

drawing title

Proposed Setting Out Site Plan

date

August 2024

status

Planning

scale

1:500 @ A3

drawn

JBH

checked

MH

job no.

2594

dwg no.

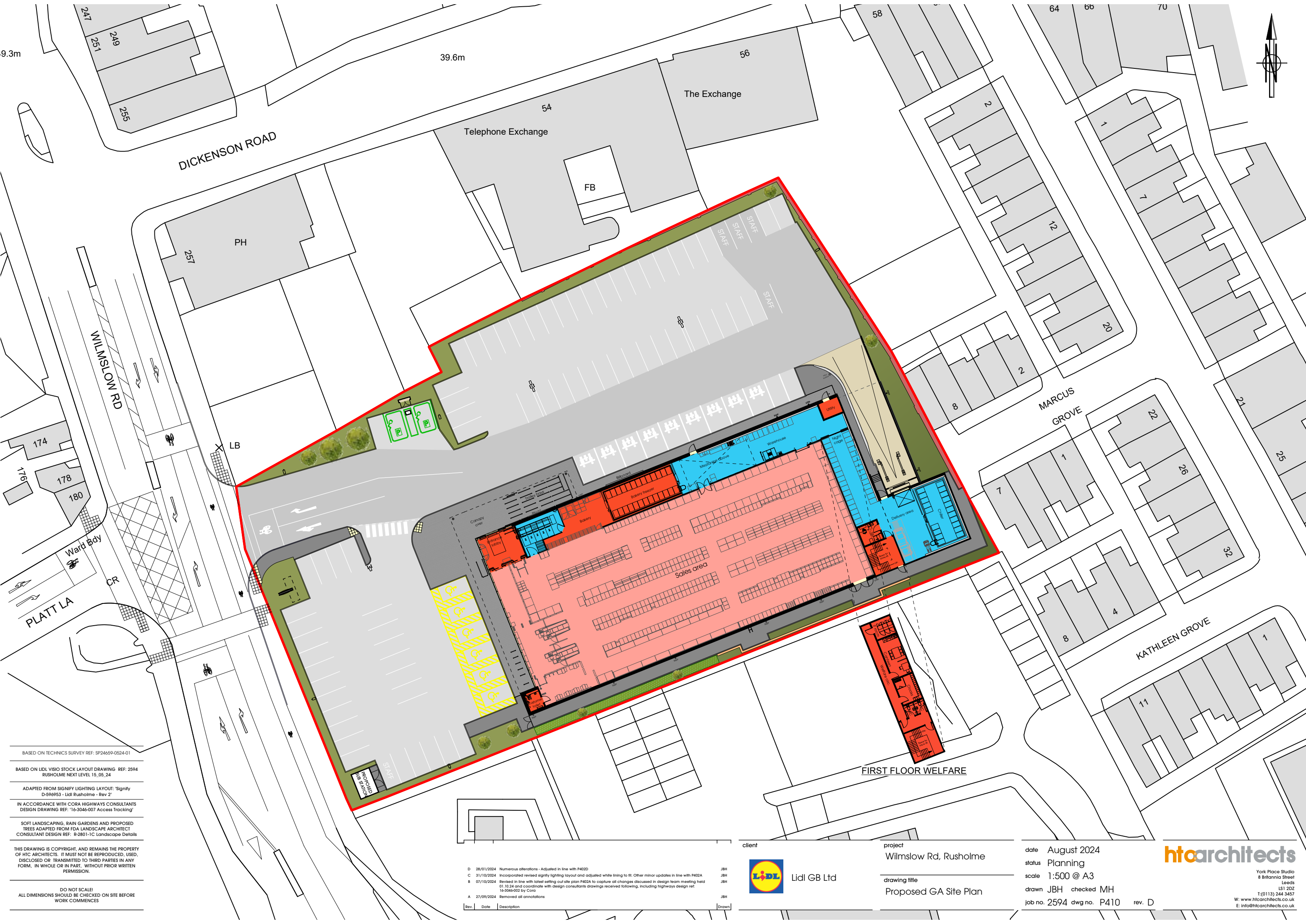
P402

rev.

D



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BASED ON TECHNICS SURVEY REF: SP24659-0524-01

BASED ON LIDL VISIO STOCK LAYOUT DRAWING REF: 2594
RUSHOLME NEXT LEVEL 15_05_24

ADAPTED FROM SIGNIFY LIGHTING LAYOUT: 'Signify
D-596953 - Lidl Rusholme - Rev 2'

IN ACCORDANCE WITH CORA HIGHWAYS CONSULTANTS
DESIGN DRAWING REF: '16-3046-007 Access Tracking'

SOFT LANDSCAPING, RAIN GARDENS AND PROPOSED
TREES ADAPTED FROM FDA LANDSCAPE ARCHITECT
CONSULTANT DESIGN REF: R-2801-1C Landscape Details

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DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE
WORK COMMENCES

D	28/01/2024	Numerous alterations - Adjusted in line with P4020	JBH
C	31/10/2024	Incorporated revised signify lighting layout and adjusted white lining to fit. Other minor updates in line with P402A	JBH
B	07/10/2024	Revised in line with latest setting out site plan P402A to capture all changes discussed in design team meeting held 01.10.24 and coordinate with design consultants drawings received following, including highways design ref: 16-3046-002 by Cora	JBH
A	27/09/2024	Removed all annotations	JBH
Rev.	Date	Description	Drawn

client
 Lidl GB Ltd

project
Wilmslow Rd, Rusholme

drawing title
Proposed GA Site Plan

date August 2024
status Planning
scale 1:500 @ A3
drawn JBH checked MH
job no. 2594 dwg no. P410 rev. D

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APPENDIX D – TRICS OUTPUT

Calculation Reference: AUDIT-662801-240926-0947

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GT WARRINGTON	1 days
09	NORTH	
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Retail floor area

Actual Range: 390 to 1690 (units: sqm)

Range Selected by User: 390 to 1900 (units: sqm)

Parking Spaces Range:

All Surveys Included

Public Transport Provision:

Selection by:

Include all surveys

Date Range:

01/01/16 to 21/09/23

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

Selected survey days:

Monday2 days

Tuesday10 days

Wednesday2 days

Thursday8 days

Friday4 days

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

Selected survey types:

Manual count26 days

Directional ATC Count0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre7

Suburban Area (PPS6 Out of Centre)4

Edge of Town8

Neighbourhood Centre (PPS6 Local Centre)7

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

Selected Location Sub Categories:

Industrial Zone3

Development Zone1

Residential Zone5

Retail Zone7

Built-Up Zone1

High Street3

No Sub Category6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included17 days - Selected

Servicing vehicles Excluded12 days - Selected

Secondary Filtering selection:

Use Class:

E(a)

26 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	10 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	14 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	26 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	6 days
No	19 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	26 days
-----------------	---------

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

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

Licence No: 662801

LIST OF SITES relevant to selection parameters

1	BC-01-C-02	ICELAND	BOURNEMOUTH CHRISTCHURCH & POOLE
	CHRISTCHURCH ROAD		
	BOURNEMOUTH		
	BOSCOMBE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	400 sqm	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL
2	CA-01-C-01	LIDL	CAMBRIDGESHIRE
	CROMWELL ROAD		
	WISBECH		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	913 sqm	
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL
3	CA-01-C-02	ICELAND	CAMBRIDGESHIRE
	HISTON ROAD		
	CAMBRIDGE		
	ARBURY		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	616 sqm	
	Survey date: THURSDAY	22/06/23	Survey Type: MANUAL
4	DH-01-C-01	ALDI	DURHAM
	WATLING ROAD		
	BISHOP AUCKLAND		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	953 sqm	
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL
5	GT-01-C-01	LIDL	WARRINGTON
	FENNEL STREET		
	WARRINGTON		
	Edge of Town Centre		
	Retail Zone		
	Total Retail floor area:	1000 sqm	
	Survey date: THURSDAY	15/04/21	Survey Type: MANUAL
6	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

7	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Retail floor area:	1425 sqm		
	Survey date: MONDAY	12/06/17		Survey Type: MANUAL
8	NF-01-C-01	LIDL		NORFOLK
	AYLSHAM ROAD			
	NORWICH			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1690 sqm		
	Survey date: FRIDAY	29/11/19		Survey Type: MANUAL
9	NN-01-C-01	ALDI		NORTH NORTHAMPTONSHIRE
	SAXON WAY WEST			
	CORBY			
	GREAT OAKLEY			
	Edge of Town			
	Development Zone			
	Total Retail floor area:	1524 sqm		
	Survey date: TUESDAY	14/06/22		Survey Type: MANUAL
10	NN-01-C-02	LIDL		NORTH NORTHAMPTONSHIRE
	MARINERS WAY			
	KETTERING			
	Edge of Town Centre			
	Retail Zone			
	Total Retail floor area:	1375 sqm		
	Survey date: MONDAY	27/06/22		Survey Type: MANUAL
11	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
12	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
13	NY-01-C-03	ALDI		NORTH YORKSHIRE
	STONEBRIDGE GATE			
	RIPON			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1068 sqm		
	Survey date: FRIDAY	20/05/22		Survey Type: MANUAL

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

14	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL		SOMERSET
	Edge of Town No Sub Category Total Retail floor area:		1407 sqm	
	Survey date: THURSDAY		22/06/17	Survey Type: MANUAL
15	SO-01-C-01 BATH ROAD SLOUGH SLOUGH RETAIL PARK Suburban Area (PPS6 Out of Centre) Retail Zone	LIDL		SLOUGH
	Total Retail floor area:		1100 sqm	
	Survey date: THURSDAY		22/09/22	Survey Type: MANUAL
16	TW-01-C-01 EDGEFIELD AVENUE NEWCASTLE FAWDON Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Retail floor area:	ALDI	1548 sqm	TYNE & WEAR
	Survey date: TUESDAY		30/04/19	Survey Type: MANUAL
17	TW-01-C-02 FOXHUNTERS ROAD WHITLEY BAY	ALDI		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Retail floor area:		1140 sqm	
	Survey date: TUESDAY		17/05/22	Survey Type: MANUAL
18	WL-01-C-02 HUNGERDOWN LANE CHIPPENHAM	LIDL		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Retail floor area:		1325 sqm	
	Survey date: TUESDAY		09/05/23	Survey Type: MANUAL
19	WM-01-C-01 MACKADOWN LANE BIRMINGHAM KITTS GREEN Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Retail floor area:	LIDL	1341 sqm	WEST MIDLANDS
	Survey date: TUESDAY		12/07/16	Survey Type: MANUAL

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

20	WM-01-C-02	LIDL	WEST MIDLANDS
	HIGH STREET		
	WEST BROMWICH		
	GUNS VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	1341 sqm	
	Survey date: TUESDAY	12/07/16	Survey Type: MANUAL
21	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
22	WO-01-C-02	LIDL	WORCESTERSHIRE
	WORCESTER ROAD		
	MALVERN		
	Edge of Town Centre		
	Residential Zone		
	Total Retail floor area:	900 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
23	WS-01-C-04	ICELAND	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	390 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL
24	WS-01-C-05	LIDL	WEST SUSSEX
	WESTHAMPNETT ROAD		
	CHICHESTER		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1325 sqm	
	Survey date: THURSDAY	08/09/22	Survey Type: MANUAL
25	WS-01-C-06	LIDL	WEST SUSSEX
	FOUNDRY LANE		
	HORSHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Retail floor area:	1000 sqm	
	Survey date: WEDNESDAY	07/09/22	Survey Type: MANUAL
26	WS-01-C-07	LIDL	WEST SUSSEX
	NEWLANDS ROAD		
	BOGNOR REGIS		
	Edge of Town		
	Industrial Zone		
	Total Retail floor area:	1410 sqm	
	Survey date: THURSDAY	21/09/23	Survey Type: MANUAL

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

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	1293	0.483	4	1293	0.039	4	1293	0.522
07:00 - 08:00	26	1188	0.784	26	1188	0.262	26	1188	1.046
08:00 - 09:00	26	1188	4.219	26	1188	2.784	26	1188	7.003
09:00 - 10:00	26	1188	5.387	26	1188	4.775	26	1188	10.162
10:00 - 11:00	26	1188	6.287	26	1188	5.601	26	1188	11.888
11:00 - 12:00	26	1188	6.715	26	1188	6.488	26	1188	13.203
12:00 - 13:00	26	1188	6.851	26	1188	6.916	26	1188	13.767
13:00 - 14:00	26	1188	6.776	26	1188	7.194	26	1188	13.970
14:00 - 15:00	26	1188	7.110	26	1188	7.077	26	1188	14.187
15:00 - 16:00	26	1188	7.191	26	1188	7.107	26	1188	14.298
16:00 - 17:00	26	1188	7.107	26	1188	7.346	26	1188	14.453
17:00 - 18:00	26	1188	6.831	26	1188	7.340	26	1188	14.171
18:00 - 19:00	26	1188	5.627	26	1188	6.116	26	1188	11.743
19:00 - 20:00	26	1188	3.833	26	1188	4.442	26	1188	8.275
20:00 - 21:00	24	1254	2.499	24	1254	3.210	24	1254	5.709
21:00 - 22:00	23	1282	1.038	23	1282	1.587	23	1282	2.625
22:00 - 23:00	22	1299	0.031	22	1299	0.350	22	1299	0.381
23:00 - 24:00									
Total Rates:			78.769				78.634	157.403	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 390 - 1690 (units: sqm)
 Survey date range: 01/01/16 - 21/09/23
 Number of weekdays (Monday-Friday): 26
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-662801-240926-0956

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	BO BEDFORD	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
	TV TEES VALLEY	1 days

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

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Licence No: 662801

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Retail floor area
 Actual Range: 858 to 1900 (units: sqm)
 Range Selected by User: 390 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

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

Selected survey days:

Saturday 19 days

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

Selected survey types:

Manual count 19 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 3
 Suburban Area (PPS6 Out of Centre) 6
 Edge of Town 5
 Neighbourhood Centre (PPS6 Local Centre) 5

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

Selected Location Sub Categories:

Industrial Zone 1
 Residential Zone 7
 Retail Zone 2
 Built-Up Zone 2
 High Street 2
 No Sub Category 5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 8 days - Selected
 Servicing vehicles Excluded 11 days - Selected

Secondary Filtering selection:**Use Class:**

E(a) 19 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

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Licence No: 662801

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	7 days
1.1 to 1.5	8 days
1.6 to 2.0	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	19 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	3 days
No	15 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	19 days
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This data displays the number of selected surveys with PTAL Ratings.

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

Licence No: 662801

LIST OF SITES relevant to selection parameters

1	BO-01-C-01 RIDGE ROAD BEDFORD KEMPSTON Edge of Town Residential Zone Total Retail floor area: Survey date: SATURDAY	LIDL 1900 sqm 17/10/20	BEDFORD Survey Type: MANUAL
2	GS-01-C-01 EASTERN AVENUE GLOUCESTER Suburban Area (PPS6 Out of Centre) Retail Zone Total Retail floor area: Survey date: SATURDAY	LIDL 1689 sqm 24/04/21	GLOUCESTERSHIRE Survey Type: MANUAL
3	LN-01-C-01 RICHMOND DRIVE SKEGNESS Edge of Town Centre Built-Up Zone Total Retail floor area: Survey date: SATURDAY	LIDL 1424 sqm 16/07/16	LINCOLNSHIRE Survey Type: MANUAL
4	LN-01-C-02 DIXON STREET LINCOLN NEW BOULTHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Retail floor area: Survey date: SATURDAY	LIDL 1235 sqm 28/10/17	LINCOLNSHIRE Survey Type: MANUAL
5	LN-01-C-03 NEWARK ROAD LINCOLN BRACEBRIDGE Suburban Area (PPS6 Out of Centre) High Street Total Retail floor area: Survey date: SATURDAY	ALDI 968 sqm 28/10/17	LINCOLNSHIRE Survey Type: MANUAL
6	MS-01-C-04 OXTON ROAD BIRKENHEAD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Retail floor area: Survey date: SATURDAY	LIDL 1424 sqm 17/04/21	MERSEYSIDE Survey Type: MANUAL
7	MS-01-C-05 VULCAN PARK COURT NEWTON-LE-WILLOWS VULCAN VILLAGE Edge of Town Residential Zone Total Retail floor area: Survey date: SATURDAY	ALDI 1254 sqm 24/04/21	MERSEYSIDE Survey Type: MANUAL

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

8	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Retail floor area:	1425 sqm		
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL	
9	NF-01-C-02	LIDL		NORFOLK
	AYLSHAM ROAD			
	NORWICH			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1690 sqm		
	Survey date: SATURDAY	10/09/22	Survey Type: MANUAL	
10	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
11	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
12	SF-01-C-01	ALDI		SUFFOLK
	HINES ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Retail floor area:	1140 sqm		
	Survey date: SATURDAY	26/06/21	Survey Type: MANUAL	
13	SF-01-C-02	LIDL		SUFFOLK
	LONDON ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Retail floor area:	1075 sqm		
	Survey date: SATURDAY	26/06/21	Survey Type: MANUAL	

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Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

14	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL		SOMERSET
	Edge of Town No Sub Category Total Retail floor area:		1407 sqm	
	Survey date: SATURDAY		24/06/17	Survey Type: MANUAL
15	TV-01-C-01 JESMOND GARDENS HARTLEPOOL	LIDL		TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Retail floor area:		1283 sqm	
	Survey date: SATURDAY		05/09/20	Survey Type: MANUAL
16	WM-01-C-01 MACKADOWN LANE BIRMINGHAM KITT'S GREEN	LIDL		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Retail floor area:		1341 sqm	
	Survey date: SATURDAY		09/07/16	Survey Type: MANUAL
17	WM-01-C-02 HIGH STREET WEST BROMWICH GUNS VILLAGE	LIDL		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Retail floor area:		1341 sqm	
	Survey date: SATURDAY		09/07/16	Survey Type: MANUAL
18	WM-01-C-03 RADFORD ROAD COVENTRY RADFORD	ALDI		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Retail floor area:		858 sqm	
	Survey date: SATURDAY		19/11/22	Survey Type: MANUAL
19	WO-01-C-01 BLACKPOLE ROAD WORCESTER BRICKFIELDS	LIDL		WORCESTERSHIRE
	Edge of Town Retail Zone Total Retail floor area:		1424 sqm	
	Survey date: SATURDAY		16/07/16	Survey Type: MANUAL

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

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.386	2	1424	0.140	2	1424	0.526
07:00 - 08:00	19	1354	0.968	19	1354	0.163	19	1354	1.131
08:00 - 09:00	19	1354	4.836	19	1354	3.510	19	1354	8.346
09:00 - 10:00	19	1354	6.729	19	1354	5.617	19	1354	12.346
10:00 - 11:00	19	1354	8.513	19	1354	7.588	19	1354	16.101
11:00 - 12:00	19	1354	10.208	19	1354	9.632	19	1354	19.840
12:00 - 13:00	19	1354	9.827	19	1354	10.363	19	1354	20.190
13:00 - 14:00	19	1354	9.481	19	1354	9.271	19	1354	18.752
14:00 - 15:00	19	1354	8.870	19	1354	8.968	19	1354	17.838
15:00 - 16:00	19	1354	8.867	19	1354	9.520	19	1354	18.387
16:00 - 17:00	19	1354	8.136	19	1354	8.419	19	1354	16.555
17:00 - 18:00	19	1354	6.939	19	1354	7.195	19	1354	14.134
18:00 - 19:00	19	1354	4.933	19	1354	6.021	19	1354	10.954
19:00 - 20:00	19	1354	3.619	19	1354	4.268	19	1354	7.887
20:00 - 21:00	19	1354	2.293	19	1354	2.915	19	1354	5.208
21:00 - 22:00	19	1354	1.205	19	1354	1.691	19	1354	2.896
22:00 - 23:00	14	1331	0.097	14	1331	0.359	14	1331	0.456
23:00 - 24:00									
Total Rates:			95.907			95.640			191.547

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 858 - 1900 (units: sqm)
 Survey date range: 01/01/16 - 21/09/23
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 19
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX E – PLATT LANE / A6010 WILMSLOW / DICKENSON ROAD BASE LINSIG OUTPUTS

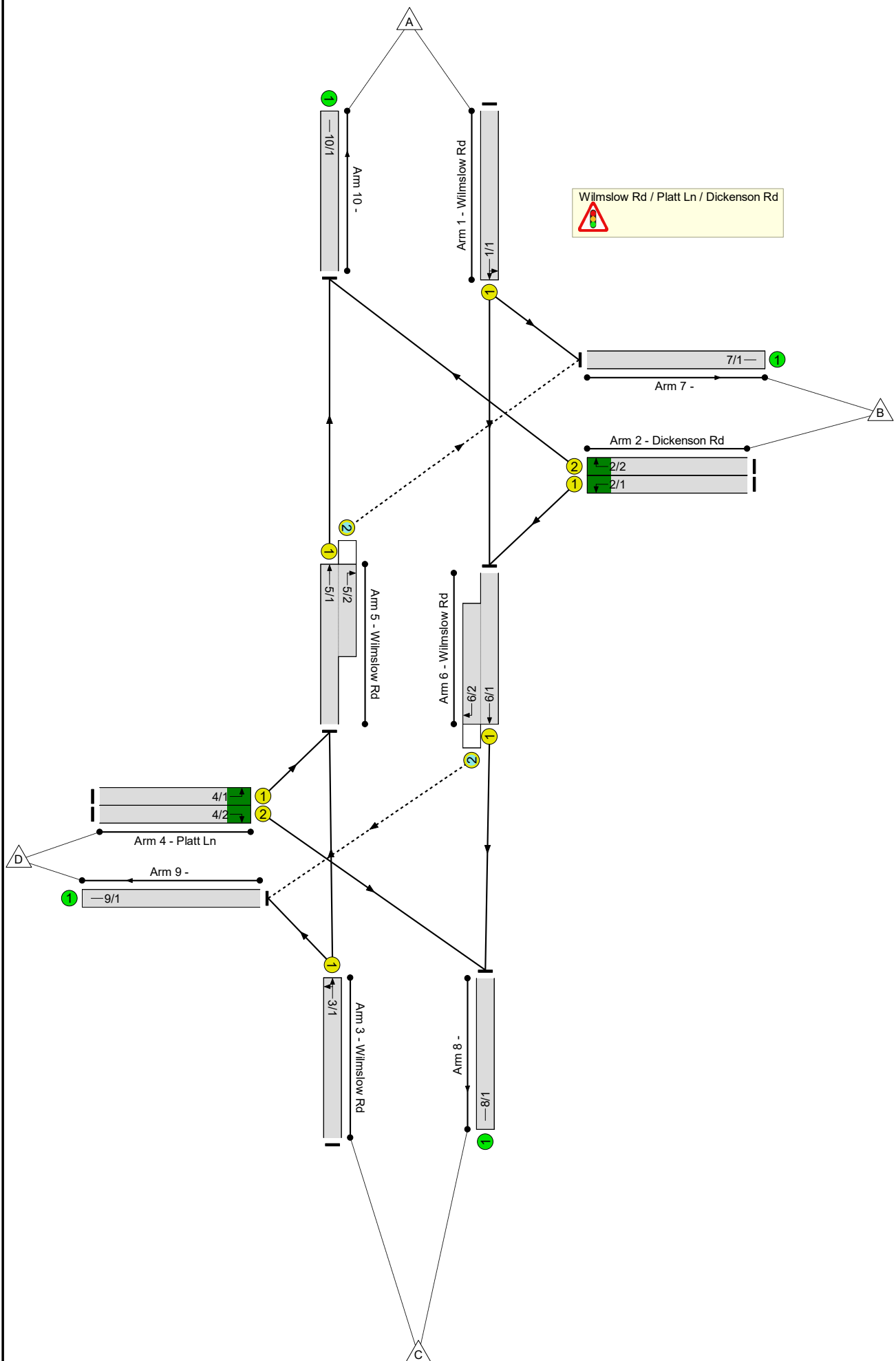
Full Input Data And Results**User and Project Details**

Project:	Wilmslow Rd / Platt Ln - Proposed LIDL Access
Title:	
Location:	
Client:	CoralHT
Site Ref(s):	142
Date Started:	30/10/24
Model Purpose:	To test the impact of adding an additional arm to this junction, to facilitate access to a proposed new LIDL store
Model Assumptions:	Bonus greens have been calculated to represent observed demand dependency.
Flow Details:	All traffic flow data recorded in 2024
Additional detail:	
File name:	142_LIDL ACCESS_Base Model_NK_EAC_2031.lsg3x
Author:	NK
Company:	TFGM
Address:	2 Piccadilly Place

Full Input Data And Results

Network Layout Diagram

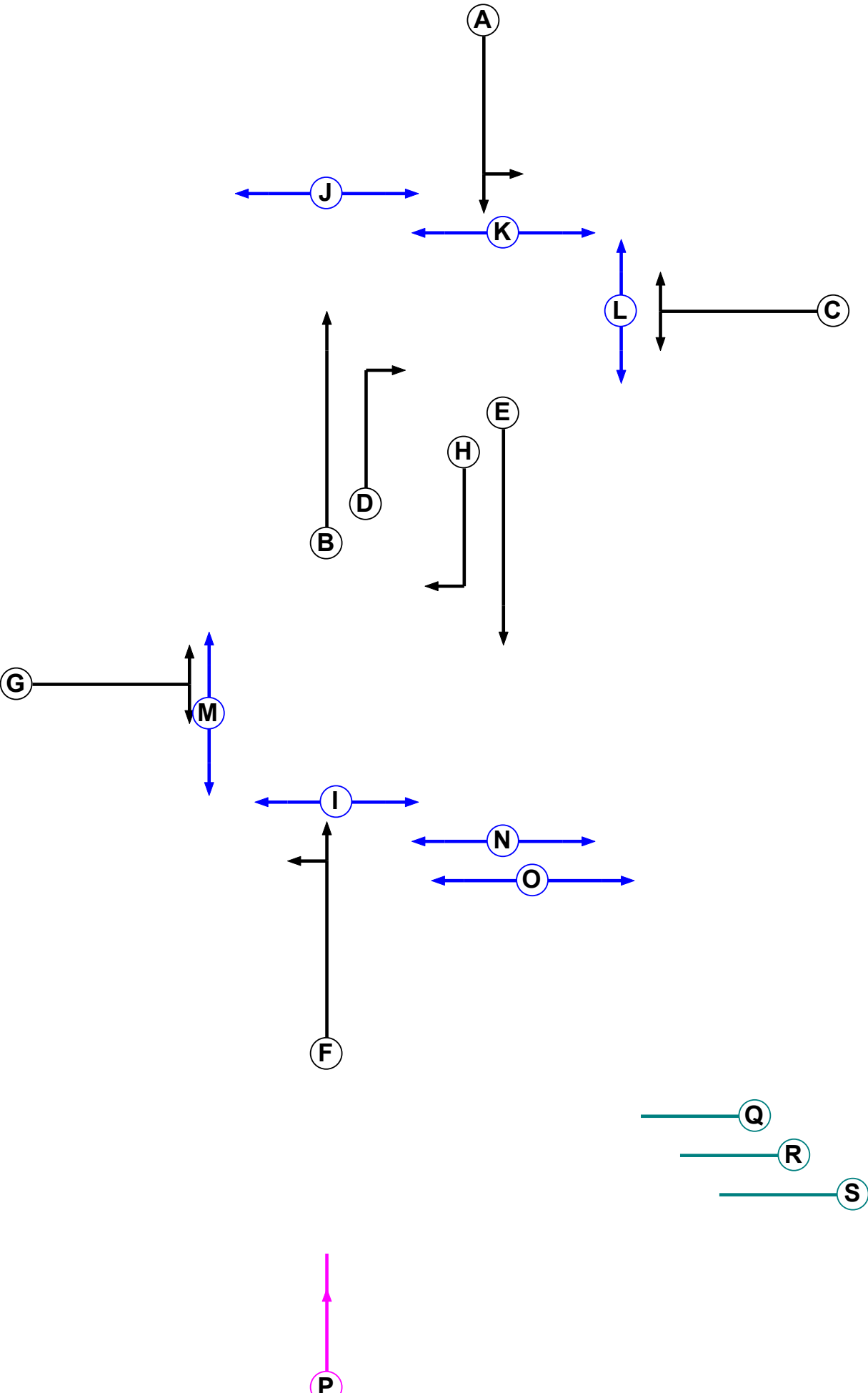
Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	4
E	Traffic	1		-9999	7
F	Traffic	1		-9999	7
G	Traffic	1		-9999	7
H	Traffic	1		-9999	4
I	Pedestrian	1		-9999	5
J	Pedestrian	1		-9999	5
K	Pedestrian	1		-9999	5
L	Pedestrian	1		-9999	6
M	Pedestrian	1		-9999	6
N	Pedestrian			-9999	7
O	Pedestrian			-9999	5
P	Bus			-9999	7
Q	Dummy			-9999	7
R	Dummy	1		-9999	2
S	Dummy			-9999	3

Phase Intergreens Matrix

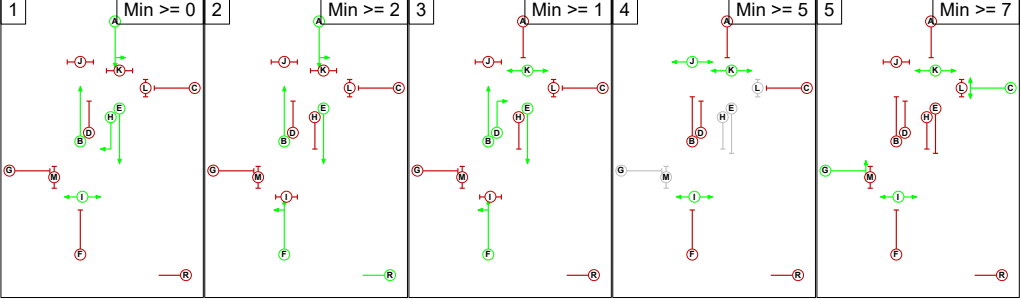
	Starting Phase																		
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
Terminating Phase	A	-	5	4	-	-	-	-	-	-	5	7	-	-	-	-	-	-	-
	B	-	-	6	-	-	-	-	-	8	-	8	-	-	-	-	-	-	-
	C	6	6	-	6	-	-	-	-	9	-	6	-	-	-	-	-	-	-
	D	5	-	6	-	-	-	-	-	-	-	8	-	-	-	-	-	5	-
	E	-	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	-	-
	F	-	-	-	-	-	6	4	5	-	-	-	7	-	-	-	-	-	-
	G	-	-	-	-	6	5	-	6	-	-	-	5	-	-	-	-	-	-
	H	-	-	-	-	4	6	-	-	-	-	9	-	-	-	-	-	5	-
	I	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	5	-
	J	-	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	K	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-
	L	10	10	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	M	-	-	-	-	10	10	10	10	-	-	-	-	-	-	-	-	-	-
	N	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-
	O	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-
	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	3	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	3
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	-	-

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B E H I
1	2	A B E F R
1	3	B D E F K
1	4	I J K
1	5	C G I K

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	4	B	Losing	5	5
3	4	D	Losing	5	5
3	5	B	Losing	5	5
3	5	D	Losing	5	5
5	1	C	Losing	1	1
5	1	G	Losing	1	1

Prohibited Stage Change

Stage Stream: 1

		To Stage				
From Stage		1	2	3	4	5
	1		5	5	8	6
	2	5		5	8	6
	3	7	7		13	11
	4	7	7	5		4
	5	7	7	6	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd											
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)
5/2 (Wilmslow Rd)	7/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
6/2 (Wilmslow Rd)	9/1 (Right)	1439	0	3/1	1.09	All	2.00	-	0.50	2	2.00

Lane Input Data

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd												
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 (Wilmslow Rd)	U	A	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	12.00
2/1 (Dickenson Rd)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	10.00
2/2 (Dickenson Rd)	U	C	2	3	60.0	Geom	-	3.00	0.00	N	Arm 10 Right	19.00
3/1 (Wilmslow Rd)	U	F	2	3	60.0	Geom	-	4.60	0.00	Y	Arm 5 Ahead	Inf
											Arm 9 Left	18.00
4/1 (Platt Ln)	U	G	2	3	8.7	Geom	-	3.20	0.00	Y	Arm 5 Left	16.00
4/2 (Platt Ln)	U	G	2	3	60.0	Geom	-	3.18	0.00	N	Arm 8 Right	19.00
5/1 (Wilmslow Rd)	U	B	2	3	4.3	Geom	-	3.00	0.00	Y	Arm 10 Ahead	Inf
5/2 (Wilmslow Rd)	O	D	2	3	7.8	Geom	-	3.00	0.00	N	Arm 7 Right	15.00
6/1 (Wilmslow Rd)	U	E	2	3	4.3	Geom	-	3.00	0.00	Y	Arm 8 Ahead	Inf
6/2 (Wilmslow Rd)	O	H	2	3	11.7	Geom	-	3.00	0.00	N	Arm 9 Right	18.00
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak 2024 Base Year'	08:00	09:00	01:00	
2: 'PM Peak 2024 Base Year'	17:00	18:00	01:00	
3: 'Saturday Peak 2024 Base Year'	12:00	13:00	01:00	
4: 'AM Peak 2026'	08:00	09:00	01:00	
5: 'PM Peak 2026'	17:00	18:00	01:00	
6: 'Saturday Peak 2026'	12:00	13:00	01:00	
7: 'AM Peak 2031'	08:00	09:00	01:00	F1 * 1.0892
8: 'PM Peak 2031'	17:00	18:00	01:00	F2 * 1.0908
9: 'Saturdya Peak 2031'	12:00	13:00	01:00	F3 * 1.0902

Scenario 1: 'AM Peak '24 Base' (FG1: 'AM Peak 2024 Base Year', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	103	167	122	392
	B	202	0	127	91	420
	C	283	191	0	79	553
	D	156	98	195	0	449
	Tot.	641	392	489	292	1814

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak '24 Base
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	392
2/1	218
2/2	202
3/1	553
4/1	254
4/2	195
5/1 (with short)	728(In) 439(Out)
5/2 (short)	289
6/1 (with short)	507(In) 294(Out)
6/2 (short)	213
7/1	392
8/1	489
9/1	292
10/1	641

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	73.7 %	1922	1922
				Arm 7 Left	12.00	26.3 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	4.60	0.00	Y	Arm 5 Ahead	Inf	85.7 %	2051	2051
				Arm 9 Left	18.00	14.3 %		
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	100.0 %	1921	1921
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak '24 Base' (FG2: 'PM Peak 2024 Base Year', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	106	225	195	526
	B	201	0	133	113	447
	C	151	139	0	102	392
	D	114	104	141	0	359
	Tot.	466	349	499	410	1724

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Peak '24 Base
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	526
2/1	246
2/2	201
3/1	392
4/1	218
4/2	141
5/1 (with short)	508(In) 265(Out)
5/2 (short)	243
6/1 (with short)	666(In) 358(Out)
6/2 (short)	308
7/1	349
8/1	499
9/1	410
10/1	466

Full Input Data And Results

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	79.8 %	1936	1936
				Arm 7 Left	12.00	20.2 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	4.60	0.00	Y	Arm 5 Ahead	Inf	74.0 %	2031	2031
				Arm 9 Left	18.00	26.0 %		
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	100.0 %	1921	1921
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Saturday Peak '24 Base' (FG3: 'Saturday Peak 2024 Base Year', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	113	145	93	351
	B	184	0	116	73	373
	C	171	164	0	65	400
	D	123	117	92	0	332
	Tot.	478	394	353	231	1456

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Saturday Peak '24 Base
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	351
2/1	189
2/2	184
3/1	400
4/1	240
4/2	92
5/1 (with short)	575(In) 294(Out)
5/2 (short)	281
6/1 (with short)	427(In) 261(Out)
6/2 (short)	166
7/1	394
8/1	353
9/1	231
10/1	478

Full Input Data And Results

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	67.8 %	1908	1908
				Arm 7 Left	12.00	32.2 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	4.60	0.00	Y	Arm 5 Ahead	Inf	83.8 %	2047	2047
				Arm 9 Left	18.00	16.3 %		
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	100.0 %	1921	1921
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'AM Peak 2026' (FG4: 'AM Peak 2026', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

Table 10.1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	108	173	127	408
	B	212	0	131	94	437
	C	278	188	0	79	545
	D	165	105	197	0	467
	Tot.	655	401	501	300	1857

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: AM Peak 2026
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	408
2/1	225
2/2	212
3/1	545
4/1	270
4/2	197
5/1 (with short)	736(In) 443(Out)
5/2 (short)	293
6/1 (with short)	525(In) 304(Out)
6/2 (short)	221
7/1	401
8/1	501
9/1	300
10/1	655

Full Input Data And Results

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	73.5 %	1921	1921
				Arm 7 Left	12.00	26.5 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	4.60	0.00	Y	Arm 5 Ahead	Inf	85.5 %	2050	2050
				Arm 9 Left	18.00	14.5 %		
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	100.0 %	1921	1921
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'PM Peak 2026' (FG5: 'PM Peak 2026', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	109	230	199	538
	B	206	0	137	116	459
	C	154	142	0	104	400
	D	117	107	144	0	368
	Tot.	477	358	511	419	1765

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: PM Peak 2026
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	538
2/1	253
2/2	206
3/1	400
4/1	224
4/2	144
5/1 (with short)	520(In) 271(Out)
5/2 (short)	249
6/1 (with short)	682(In) 367(Out)
6/2 (short)	315
7/1	358
8/1	511
9/1	419
10/1	477

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	79.7 %	1936	1936
				Arm 7 Left	12.00	20.3 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	4.60	0.00	Y	Arm 5 Ahead	Inf	74.0 %	2031	2031
				Arm 9 Left	18.00	26.0 %		
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	100.0 %	1921	1921
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Saturday Peak 2026' (FG6: 'Saturday Peak 2026', Plan 1: 'Stream 1 - Base Year')**Traffic Flows, Desired****Desired Flow :**

Table 10.1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	116	148	95	359
	B	188	0	119	74	381
	C	175	168	0	67	410
	D	125	120	94	0	339
	Tot.	488	404	361	236	1489

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Saturday Peak 2026
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	359
2/1	193
2/2	188
3/1	410
4/1	245
4/2	94
5/1 (with short)	588(In) 300(Out)
5/2 (short)	288
6/1 (with short)	436(In) 267(Out)
6/2 (short)	169
7/1	404
8/1	361
9/1	236
10/1	488

Full Input Data And Results

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	67.7 %	1908	1908
				Arm 7 Left	12.00	32.3 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	4.60	0.00	Y	Arm 5 Ahead	Inf	83.7 %	2047	2047
				Arm 9 Left	18.00	16.3 %		
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	100.0 %	1921	1921
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'AM Peak 2031' (FG7: 'AM Peak 2031', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	112	182	133	427
	B	220	0	138	99	457
	C	308	208	0	86	602
	D	170	107	212	0	489
	Tot.	698	427	532	318	1975

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: AM Peak 2031
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	427
2/1	237
2/2	220
3/1	602
4/1	277
4/2	212
5/1 (with short)	793(In) 478(Out)
5/2 (short)	315
6/1 (with short)	552(In) 320(Out)
6/2 (short)	232
7/1	427
8/1	532
9/1	318
10/1	698

Full Input Data And Results

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	73.8 %	1922	1922
				Arm 7 Left	12.00	26.2 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	4.60	0.00	Y	Arm 5 Ahead	Inf	85.7 %	2051	2051
				Arm 9 Left	18.00	14.3 %		
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	100.0 %	1921	1921
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM Peak 2031' (FG8: 'PM Peak 2031', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

Table 10.1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	116	245	213	574
	B	219	0	145	123	487
	C	165	152	0	111	428
	D	124	113	154	0	391
	Tot.	508	381	544	447	1880

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: PM Peak 2031
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	574
2/1	268
2/2	219
3/1	428
4/1	237
4/2	154
5/1 (with short)	554(In) 289(Out)
5/2 (short)	265
6/1 (with short)	726(In) 390(Out)
6/2 (short)	336
7/1	381
8/1	544
9/1	447
10/1	508

Full Input Data And Results

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	79.8 %	1936	1936
				Arm 7 Left	12.00	20.2 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	4.60	0.00	Y	Arm 5 Ahead	Inf	74.1 %	2031	2031
				Arm 9 Left	18.00	25.9 %		
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	100.0 %	1921	1921
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Saturday Peak 2031' (FG9: 'Saturdya Peak 2031', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

Table 10.1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	123	158	101	382
	B	201	0	126	80	407
	C	186	179	0	71	436
	D	134	128	100	0	362
	Tot.	521	430	384	252	1587

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Saturday Peak 2031
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	382
2/1	206
2/2	201
3/1	436
4/1	262
4/2	100
5/1 (with short)	627(In) 320(Out)
5/2 (short)	307
6/1 (with short)	465(In) 284(Out)
6/2 (short)	181
7/1	430
8/1	384
9/1	252
10/1	521

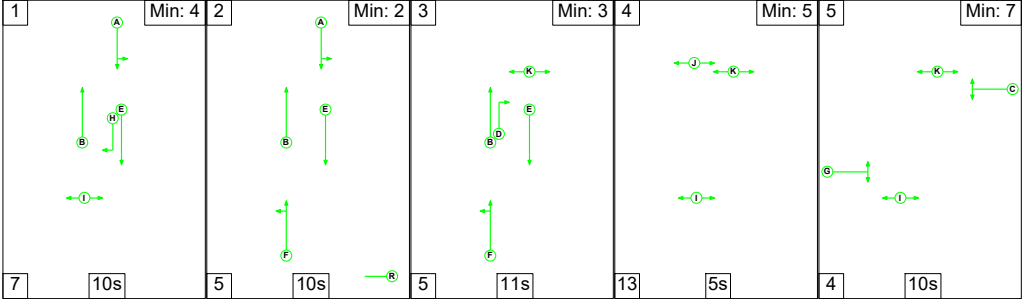
Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	67.8 %	1908	1908
				Arm 7 Left	12.00	32.2 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	4.60	0.00	Y	Arm 5 Ahead	Inf	83.7 %	2047	2047
				Arm 9 Left	18.00	16.3 %		
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	100.0 %	1921	1921
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak '24 Base' (FG1: 'AM Peak 2024 Base Year', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

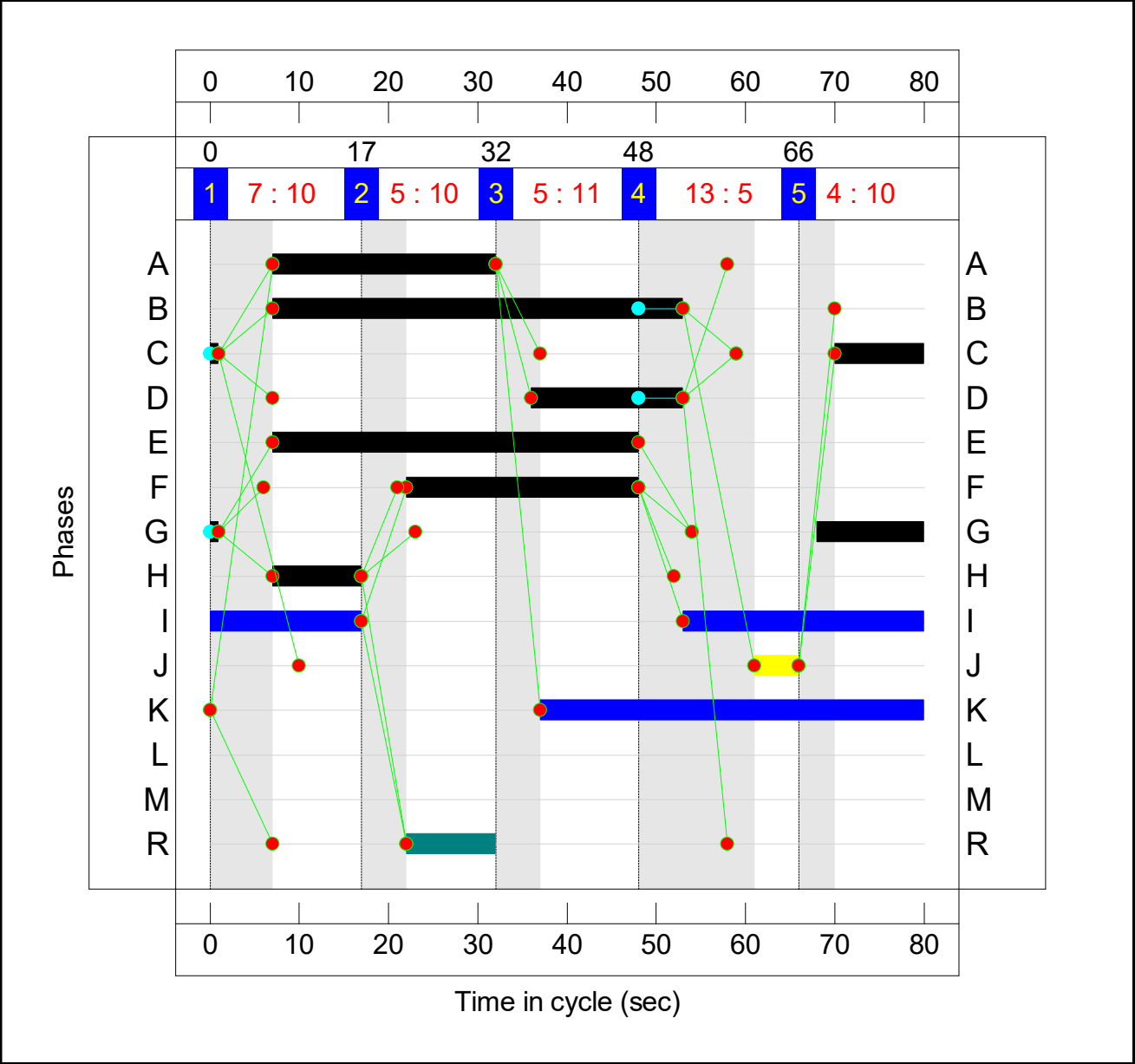


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	10	10	11	5	10
Change Point	0	17	32	48	66

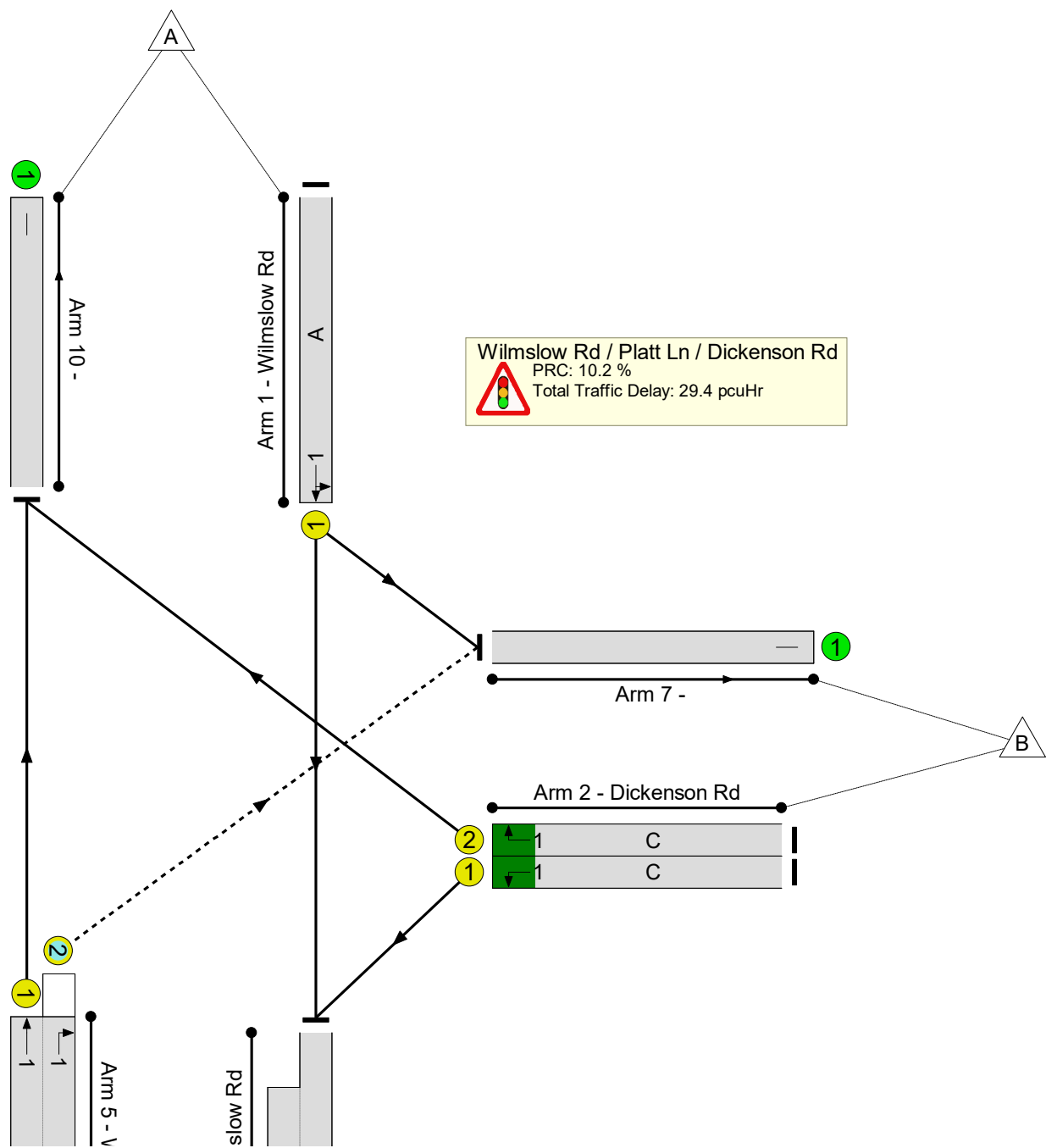
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	25	-	392	1922	625	62.8%
2/1	Dickenson Rd Left	U	1	N/A	C		1	11	-	218	1665	271	80.6%
2/2	Dickenson Rd Right	U	1	N/A	C		1	11	-	202	1905	310	65.3%
3/1	Wilmslow Rd Ahead Left	U	1	N/A	F		1	26	-	553	2051	692	79.9%
4/1	Platt Ln Left	U	1	N/A	G		1	13	-	254	1769	332	76.6%
4/2	Platt Ln Right	U	1	N/A	G		1	13	-	195	1921	360	54.1%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	46:17	-	728	1915:1868	596+392	73.7 : 73.7%
6/1+6/2	Wilmslow Rd Ahead Right	U+O	1	N/A	E H		1	41:10	-	507	1915:1897	360+261	81.7 : 81.7%
7/1		U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%

Full Input Data And Results

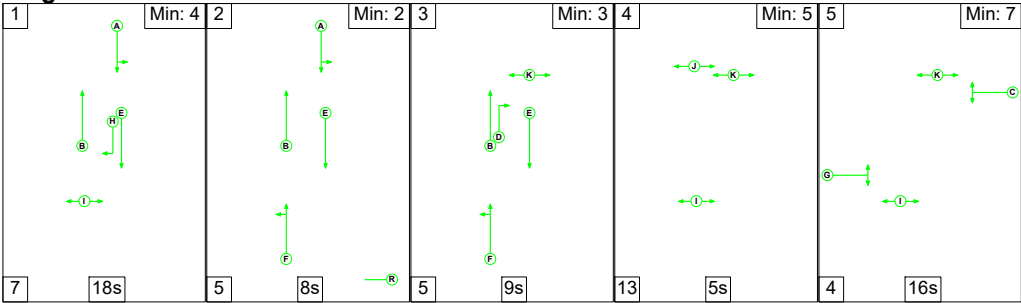
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	490	12	18.1	11.3	0.0	29.4	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	0	490	12	18.1	11.3	0.0	29.4	-	-	-	-
1/1	392	392	-	-	-	2.5	0.8	-	3.3	30.6	7.3	0.8	8.1
2/1	218	218	-	-	-	2.0	1.9	-	3.9	64.2	4.7	1.9	6.6
2/2	202	202	-	-	-	1.8	0.9	-	2.7	47.8	4.2	0.9	5.1
3/1	553	553	-	-	-	3.7	1.9	-	5.6	36.6	11.1	1.9	13.0
4/1	254	254	-	-	-	2.2	1.6	-	3.7	53.1	5.3	1.6	6.9
4/2	195	195	-	-	-	1.6	0.6	-	2.2	40.2	3.9	0.6	4.5
5/1+5/2	728	728	0	284	5	1.9	1.4	0.0	3.3 (1.4+2.0)	16.5 (11.2:24.4)	6.0	1.4	7.4
6/1+6/2	507	507	0	206	7	2.4	2.1	0.0	4.6 (1.4+3.1)	32.5 (17.6:53.1)	4.6	2.1	6.7
7/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 10.2 Total Delay for Signalled Lanes (pcuHr): 29.36 Cycle Time (s): 80 PRC Over All Lanes (%): 10.2 Total Delay Over All Lanes(pcuHr): 29.36													

Full Input Data And Results

Scenario 2: 'PM Peak '24 Base' (FG2: 'PM Peak 2024 Base Year', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

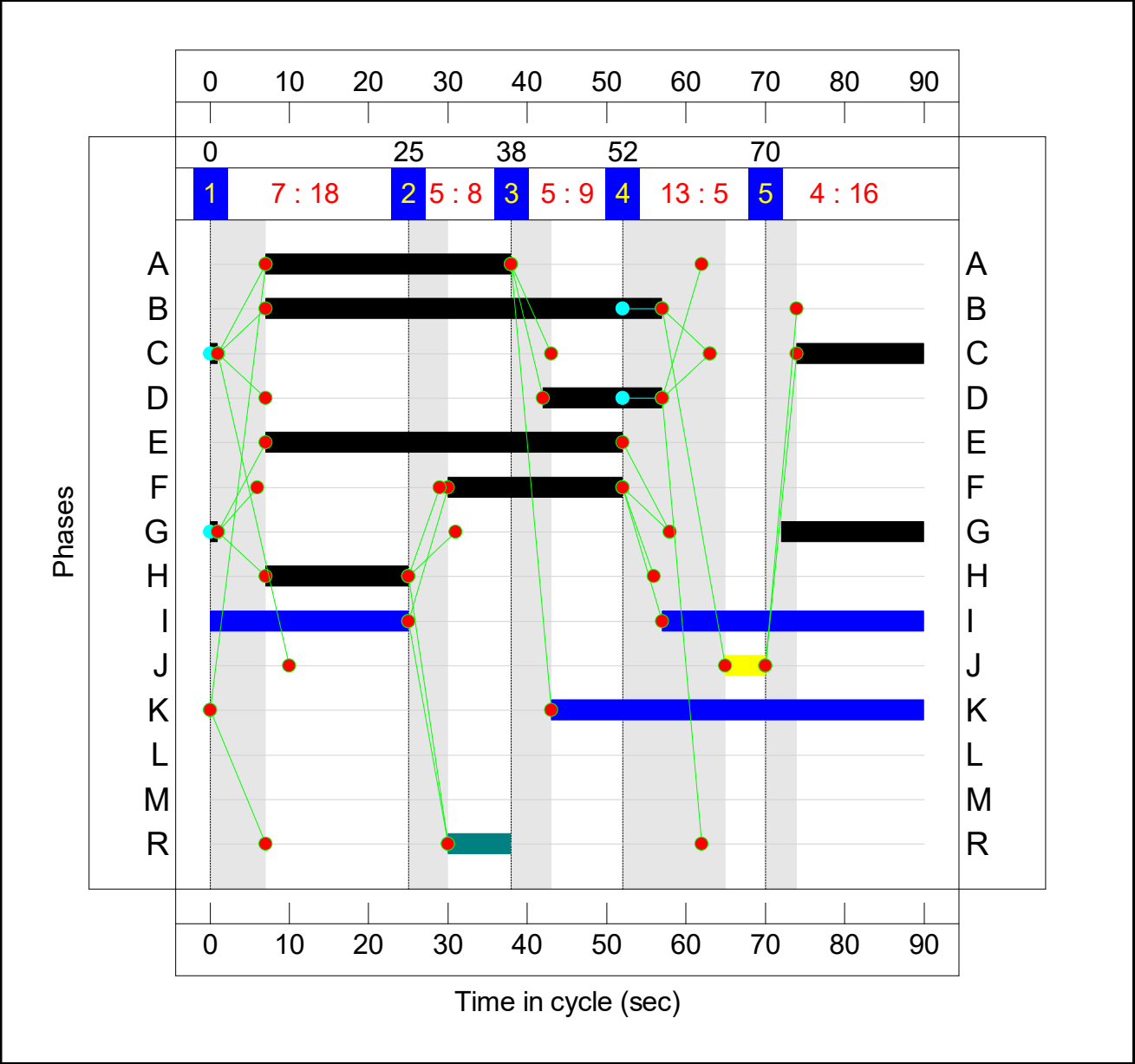


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	18	8	9	5	16
Change Point	0	25	38	52	70

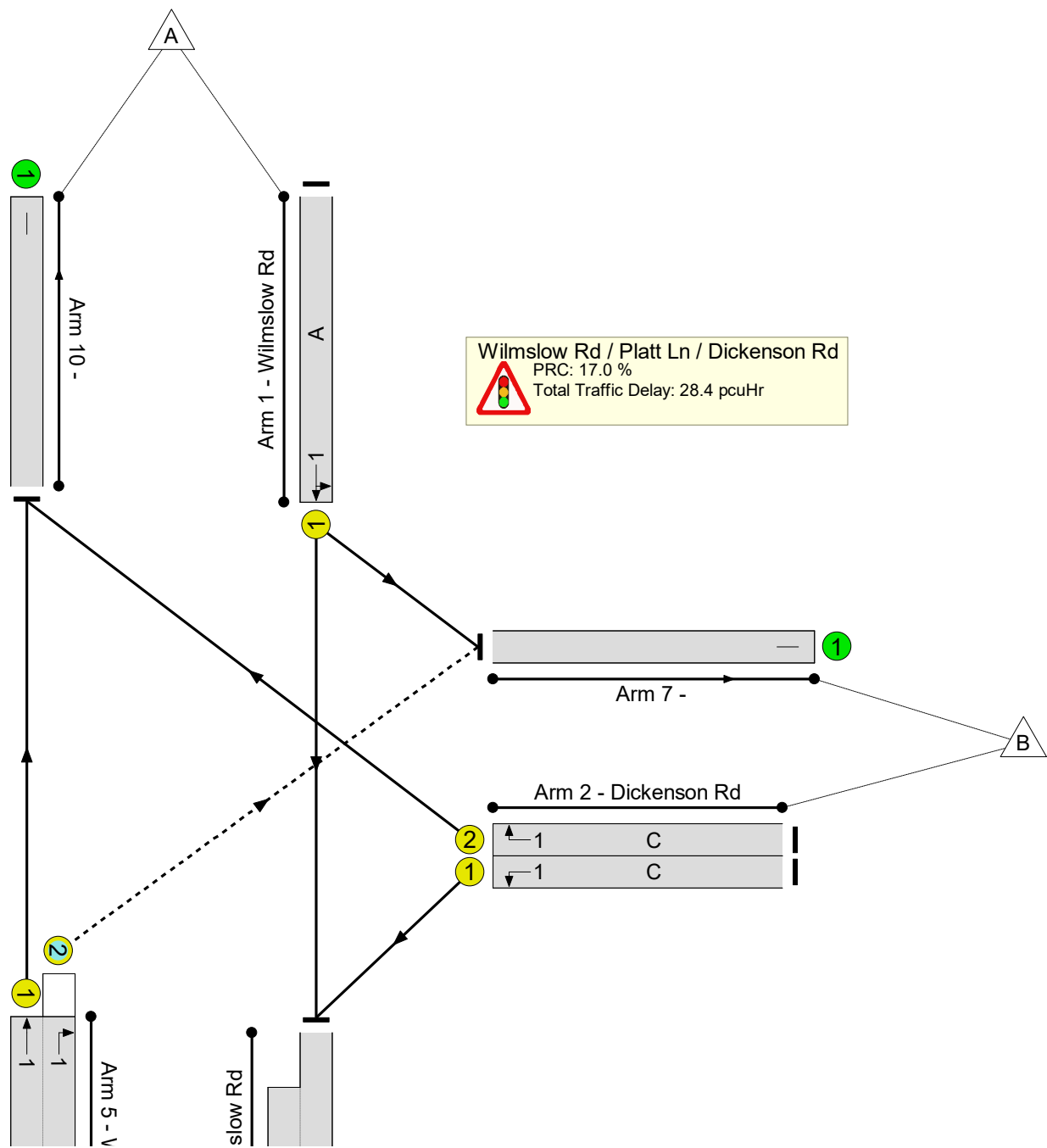
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.9%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	76.9%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	31	-	526	1936	688	76.4%
2/1	Dickenson Rd Left	U	1	N/A	C		1	17	-	246	1665	333	73.9%
2/2	Dickenson Rd Right	U	1	N/A	C		1	17	-	201	1905	381	52.8%
3/1	Wilmslow Rd Ahead Left	U	1	N/A	F		1	22	-	392	2031	519	75.5%
4/1	Platt Ln Left	U	1	N/A	G		1	19	-	218	1769	393	55.5%
4/2	Platt Ln Right	U	1	N/A	G		1	19	-	141	1921	427	33.0%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	50:15	-	508	1915:1868	362+332	73.2 : 73.2%
6/1+6/2	Wilmslow Rd Ahead Right	U+O	1	N/A	E H		1	45:18	-	666	1915:1897	465+400	76.9 : 76.9%
7/1		U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%

Full Input Data And Results

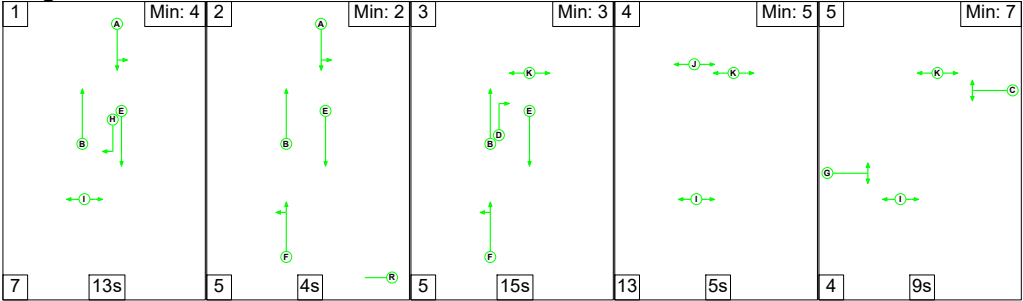
[illegible]

Full Input Data And Results

Scenario 3: 'Saturday Peak '24 Base' (FG3: 'Saturday Peak 2024 Base Year', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

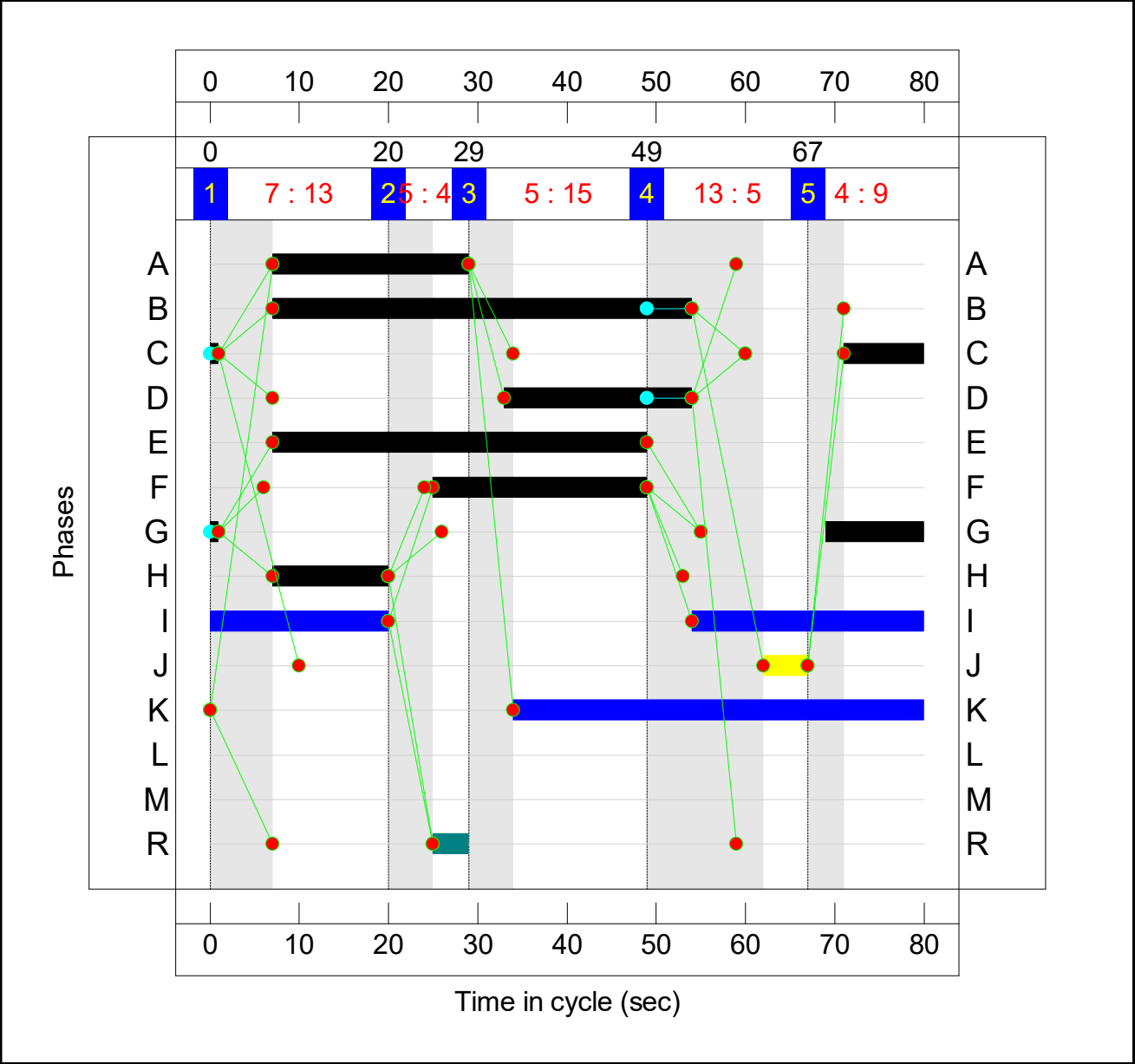


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	13	4	15	5	9
Change Point	0	20	29	49	67

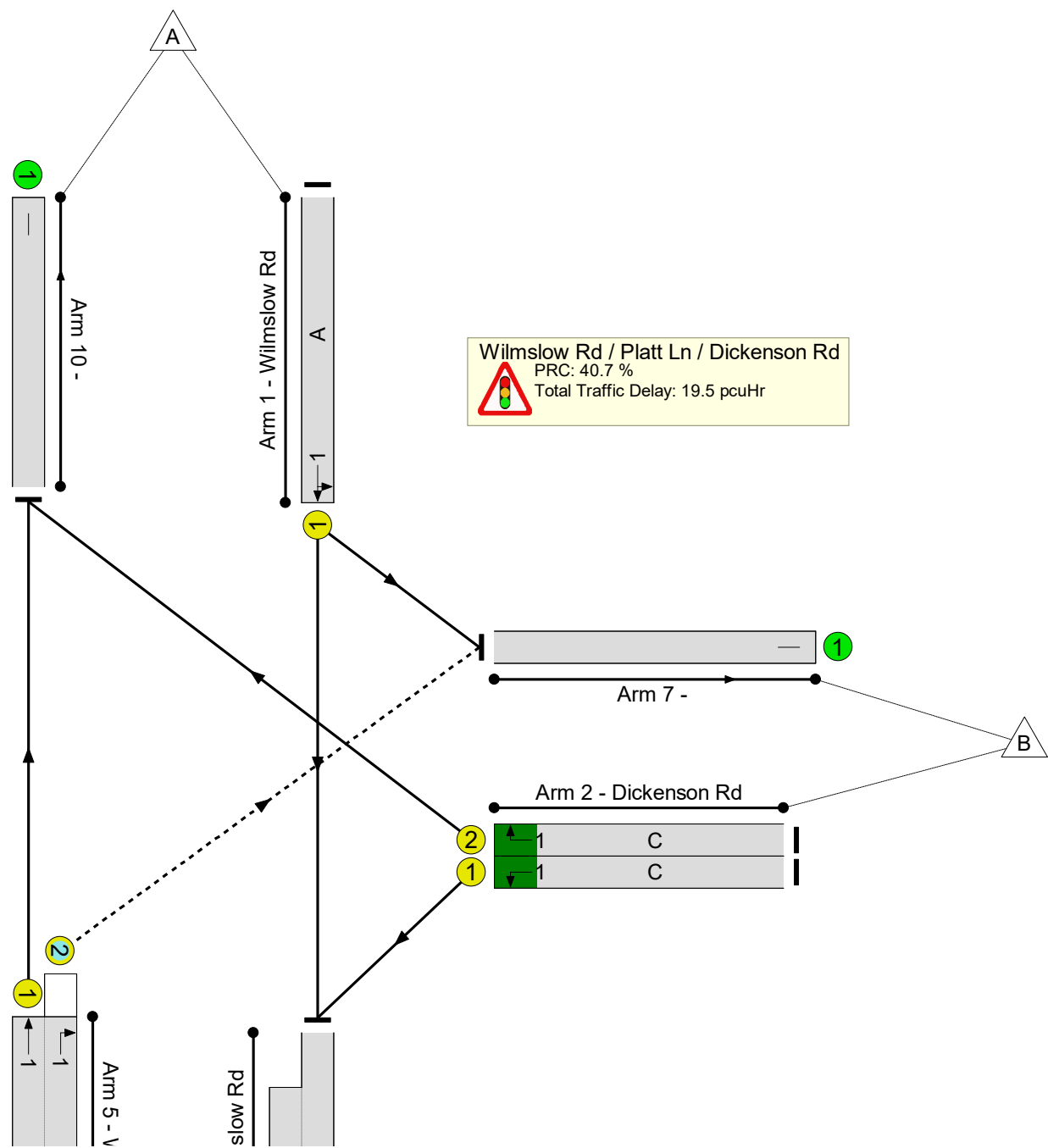
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

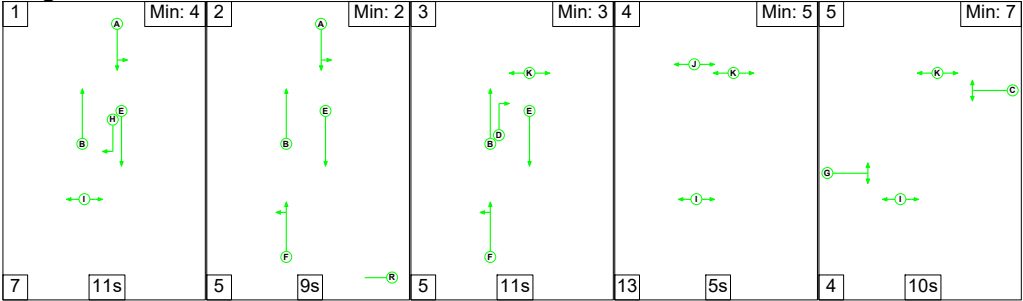
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	64.0%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	64.0%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	22	-	351	1908	549	64.0%
2/1	Dickenson Rd Left	U	1	N/A	C		1	10	-	189	1665	312	60.5%
2/2	Dickenson Rd Right	U	1	N/A	C		1	10	-	184	1905	357	51.5%
3/1	Wilmslow Rd Ahead Left	U	1	N/A	F		1	24	-	400	2047	640	62.5%
4/1	Platt Ln Left	U	1	N/A	G		1	12	-	240	1769	376	63.8%
4/2	Platt Ln Right	U	1	N/A	G		1	12	-	92	1921	408	22.5%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	47:21	-	575	1915:1868	468+447	62.8 : 62.8%
6/1+6/2	Wilmslow Rd Ahead Right	U+O	1	N/A	E H		1	42:13	-	427	1915:1897	522+332	50.0 : 50.0%
7/1		U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	430	17	14.2	5.4	0.0	19.5	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	0	430	17	14.2	5.4	0.0	19.5	-	-	-	-
1/1	351	351	-	-	-	2.4	0.9	-	3.3	33.9	6.7	0.9	7.6
2/1	189	189	-	-	-	1.6	0.8	-	2.3	44.2	3.8	0.8	4.6
2/2	184	184	-	-	-	1.5	0.5	-	2.0	39.6	3.6	0.5	4.2
3/1	400	400	-	-	-	2.6	0.8	-	3.4	31.0	7.6	0.8	8.4
4/1	240	240	-	-	-	1.9	0.9	-	2.8	41.8	4.8	0.9	5.7
4/2	92	92	-	-	-	0.7	0.1	-	0.8	31.8	1.7	0.1	1.8
5/1+5/2	575	575	0	277	4	1.9	0.8	0.0	2.7 (0.9+1.8)	17.1 (10.9:23.6)	5.4	0.8	6.3
6/1+6/2	427	427	0	153	13	1.6	0.5	0.0	2.1 (0.6+1.5)	17.7 (7.6:33.5)	3.1	0.5	3.6
7/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 40.7 PRC Over All Lanes (%): 40.7 Total Delay for Signalled Lanes (pcuHr): 19.52 Total Delay Over All Lanes(pcuHr): 19.52 Cycle Time (s): 80													

Stage Sequence Diagram

Stage Stream: 1

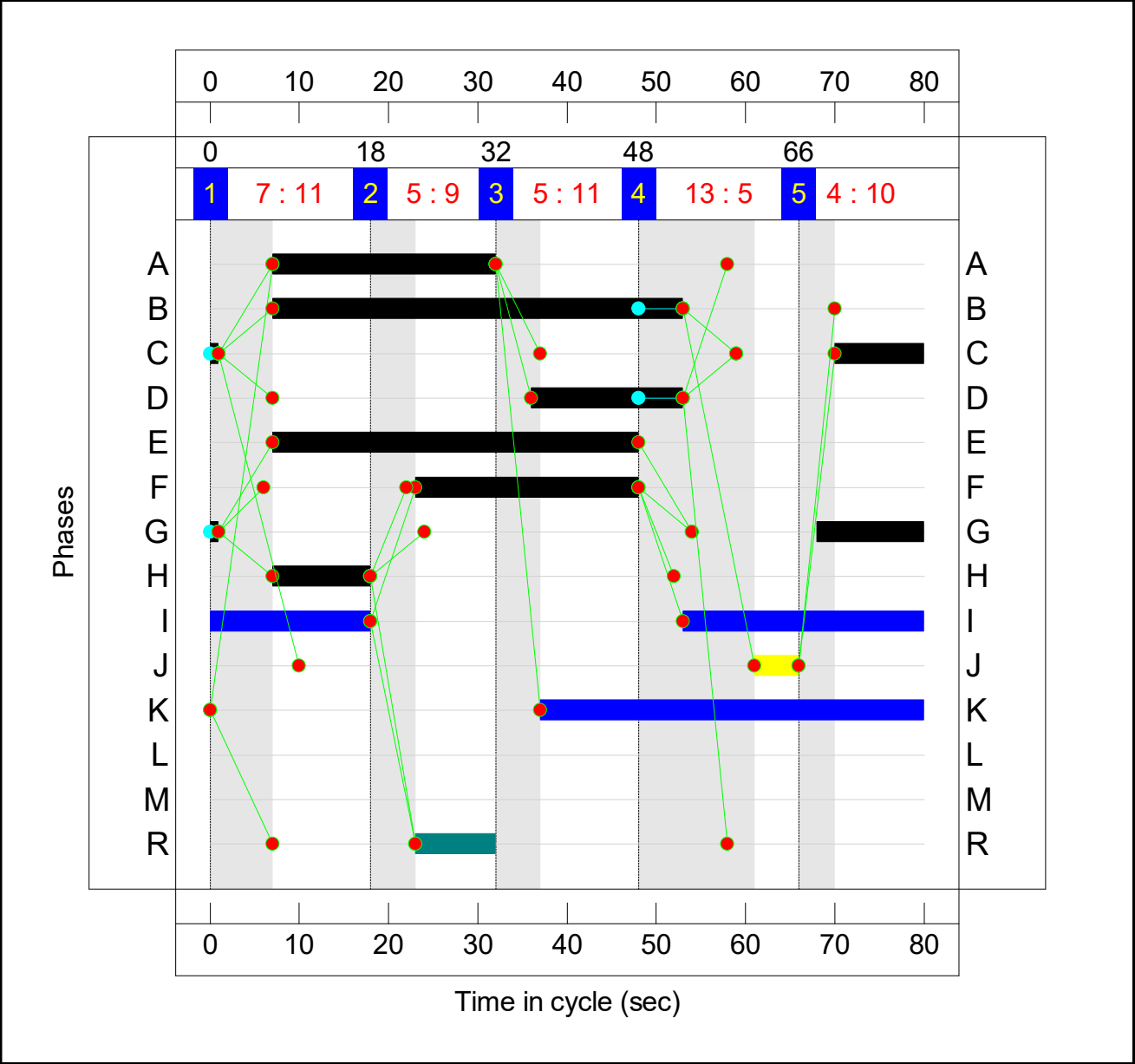


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	11	9	11	5	10
Change Point	0	18	32	48	66

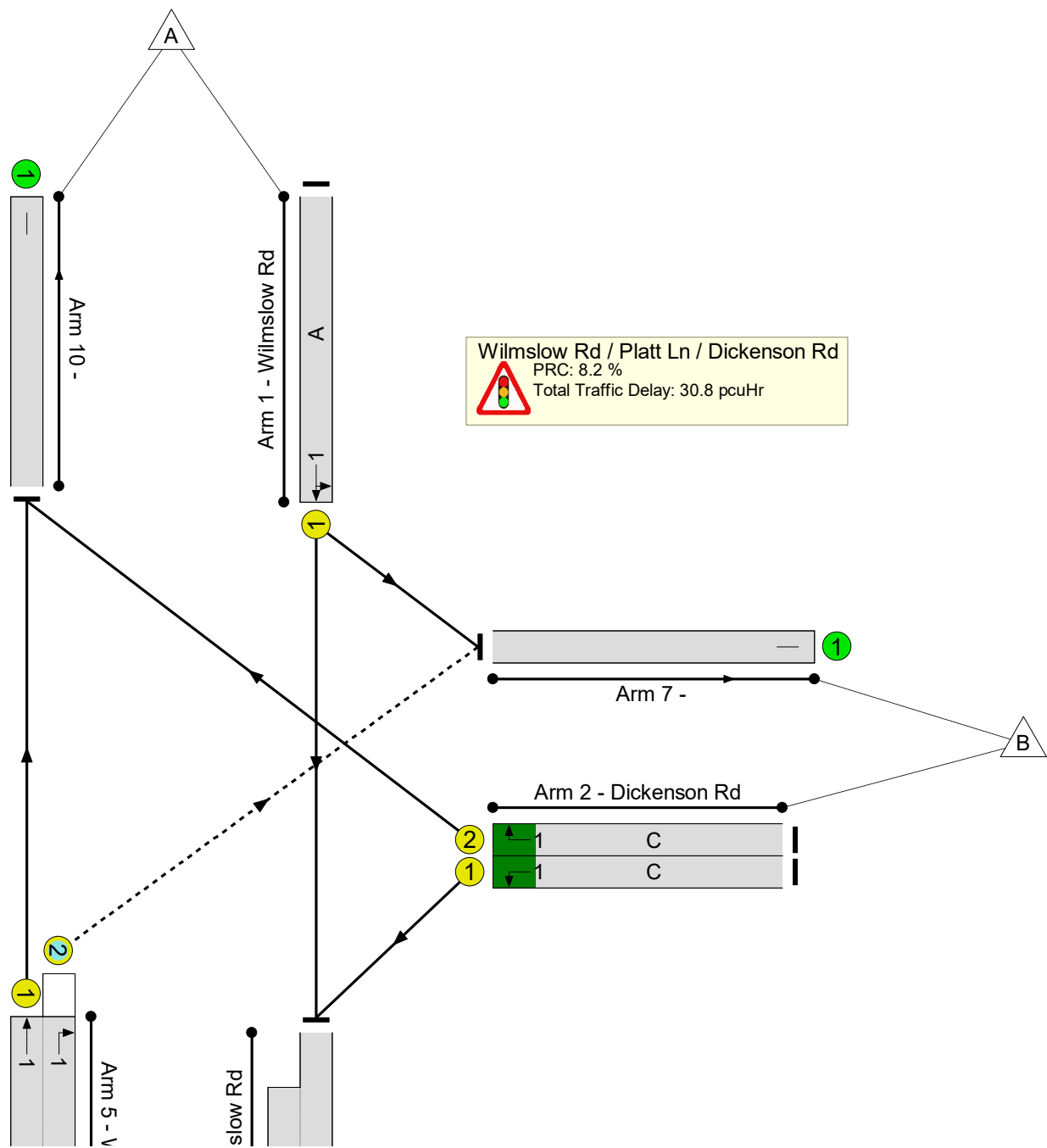
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

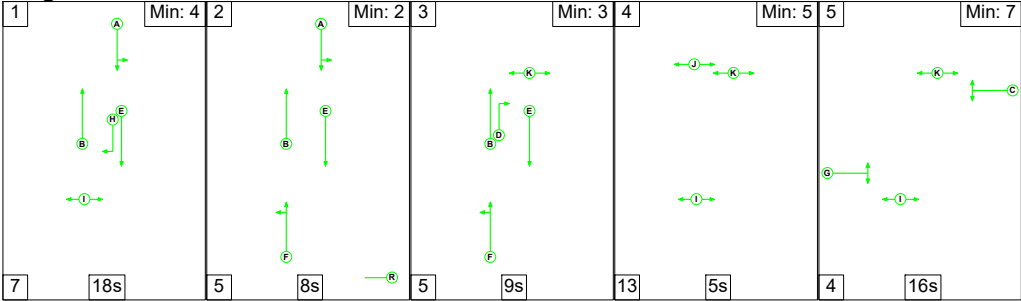
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	25	-	408	1921	624	65.4%
2/1	Dickenson Rd Left	U	1	N/A	C		1	11	-	225	1665	271	83.2%
2/2	Dickenson Rd Right	U	1	N/A	C		1	11	-	212	1905	310	68.5%
3/1	Wilmslow Rd Ahead Left	U	1	N/A	F		1	25	-	545	2050	666	81.8%
4/1	Platt Ln Left	U	1	N/A	G		1	13	-	270	1769	332	81.4%
4/2	Platt Ln Right	U	1	N/A	G		1	13	-	197	1921	360	54.7%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	46:17	-	736	1915:1868	593+392	74.7 : 74.7%
6/1+6/2	Wilmslow Rd Ahead Right	U+O	1	N/A	E H		1	41:11	-	525	1915:1897	391+285	77.7 : 77.7%
7/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	494	20	18.6	12.2	0.0	30.8	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	0	494	20	18.6	12.2	0.0	30.8	-	-	-	-
1/1	408	408	-	-	-	2.6	0.9	-	3.6	31.4	7.7	0.9	8.6
2/1	225	225	-	-	-	2.0	2.2	-	4.3	68.4	4.8	2.2	7.1
2/2	212	212	-	-	-	1.9	1.1	-	2.9	49.6	4.4	1.1	5.5
3/1	545	545	-	-	-	3.8	2.2	-	5.9	39.2	11.1	2.2	13.2
4/1	270	270	-	-	-	2.3	2.1	-	4.4	58.5	5.7	2.1	7.8
4/2	197	197	-	-	-	1.6	0.6	-	2.2	40.4	3.9	0.6	4.5
5/1+5/2	736	736	0	288	5	2.0	1.5	0.0	3.5 (1.4+2.0)	16.9 (11.6:24.9)	5.9	1.5	7.4
6/1+6/2	525	525	0	206	15	2.4	1.7	0.0	4.1 (1.2+2.9)	27.9 (13.9:47.1)	4.6	1.7	6.3
7/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 8.2 Total Delay for Signalled Lanes (pcuHr): 30.82 Cycle Time (s): 80 PRC Over All Lanes (%): 8.2 Total Delay Over All Lanes(pcuHr): 30.82													

Stage Sequence Diagram

Stage Stream: 1

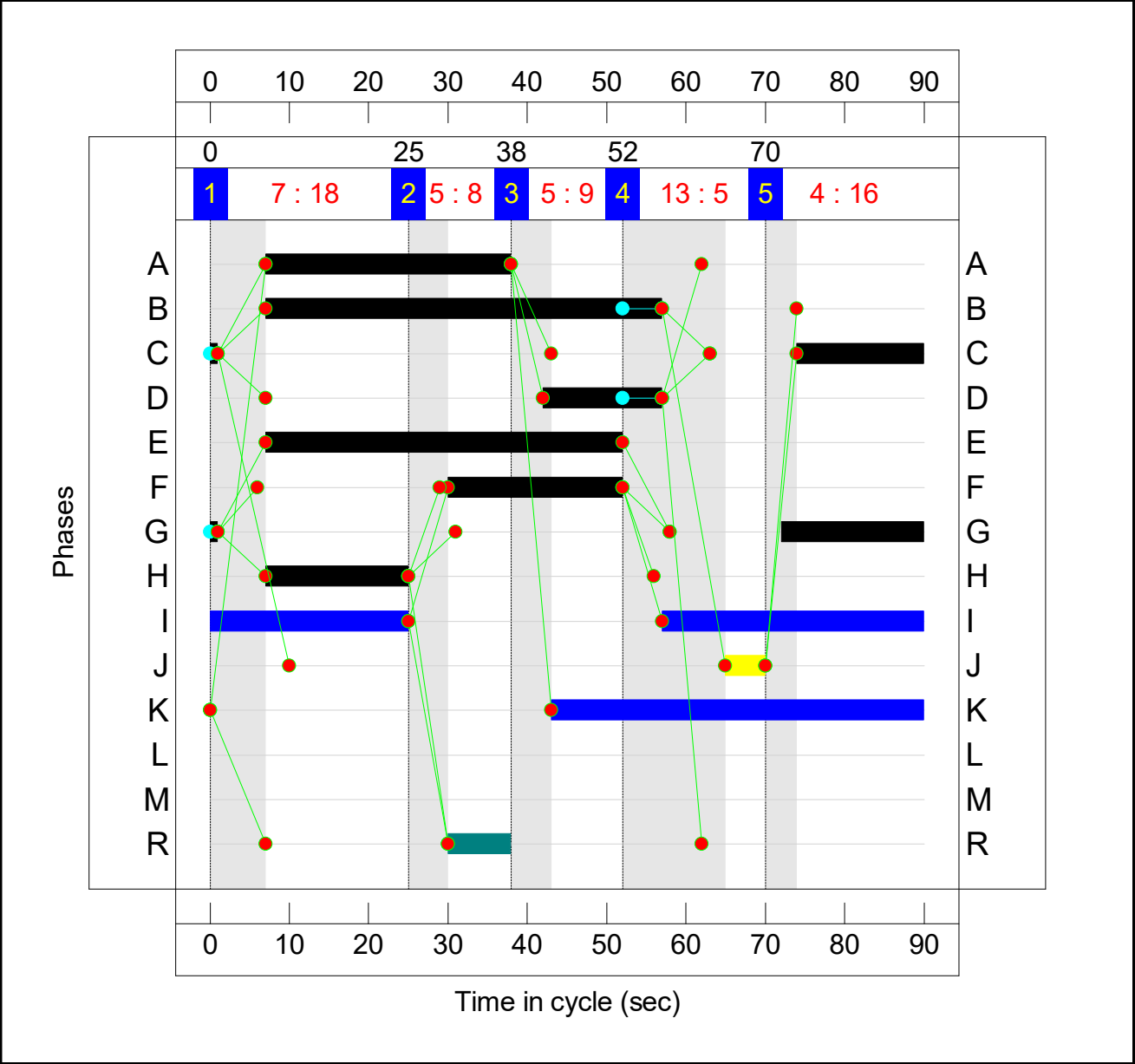


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	18	8	9	5	16
Change Point	0	25	38	52	70

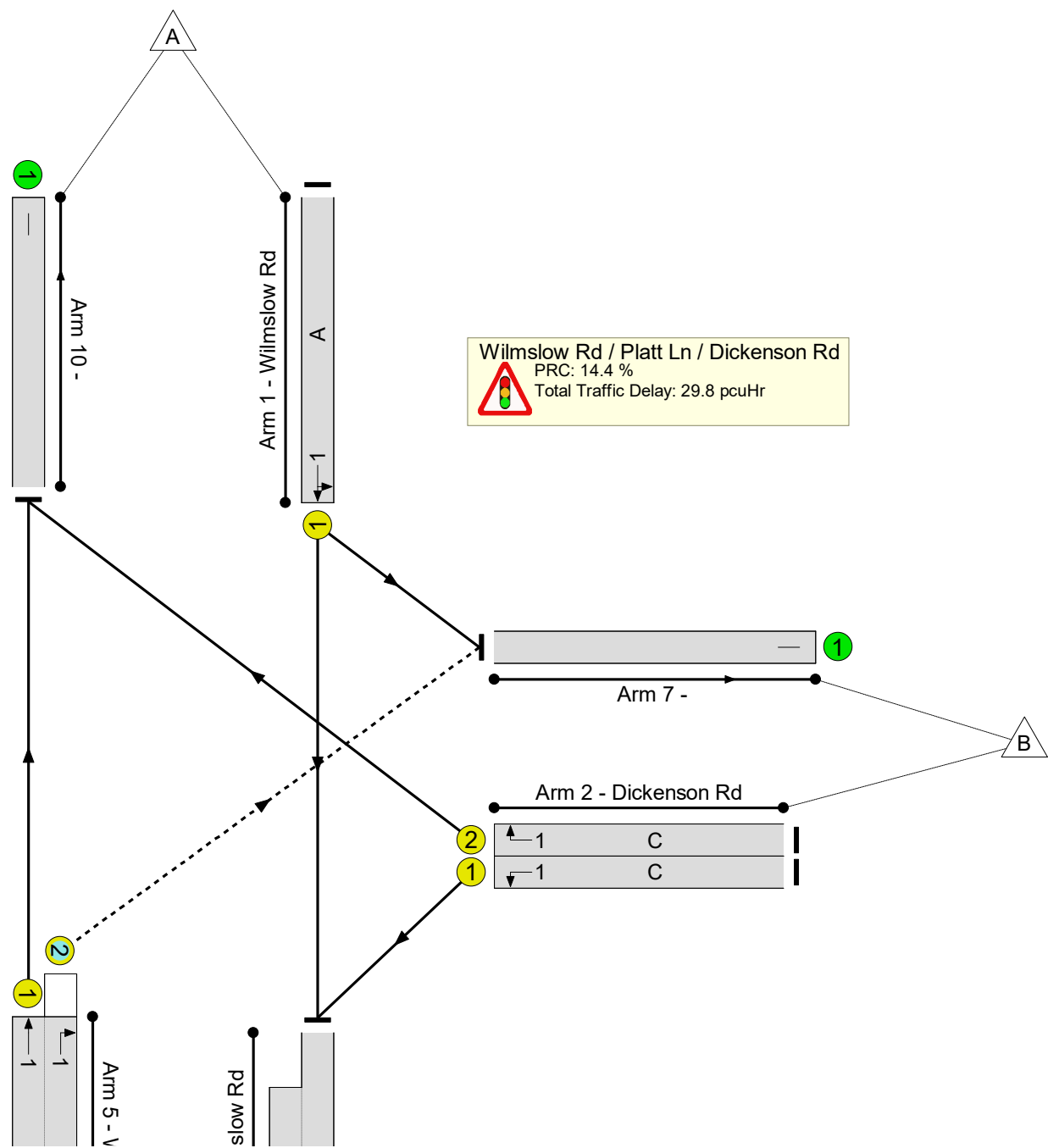
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	31	-	538	1936	688	78.2%
2/1	Dickenson Rd Left	U	1	N/A	C		1	17	-	253	1665	333	76.0%
2/2	Dickenson Rd Right	U	1	N/A	C		1	17	-	206	1905	381	54.1%
3/1	Wilmslow Rd Ahead Left	U	1	N/A	F		1	22	-	400	2031	519	77.1%
4/1	Platt Ln Left	U	1	N/A	G		1	19	-	224	1769	393	57.0%
4/2	Platt Ln Right	U	1	N/A	G		1	19	-	144	1921	427	33.7%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	50:15	-	520	1915:1868	361+332	75.0 : 75.0%
6/1+6/2	Wilmslow Rd Ahead Right	U+O	1	N/A	E H		1	45:18	-	682	1915:1897	467+400	78.7 : 78.7%
7/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%

Full Input Data And Results

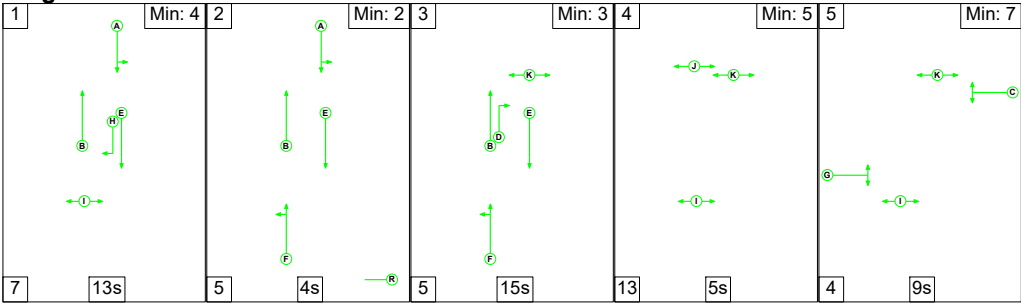
[illegible]

Full Input Data And Results

Scenario 6: 'Saturday Peak 2026' (FG6: 'Saturday Peak 2026', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

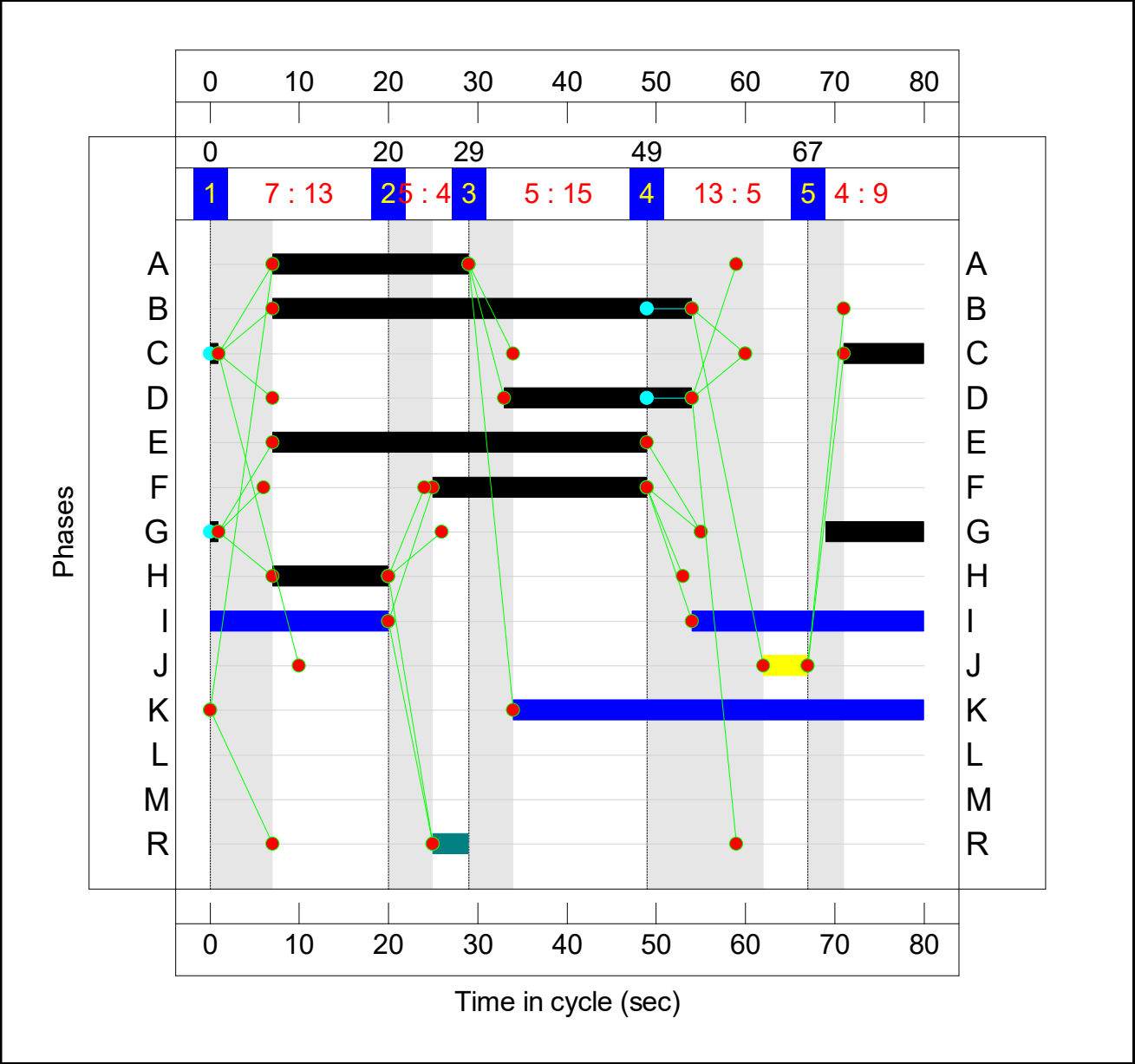


Stage Timings

Stage Stream: 1

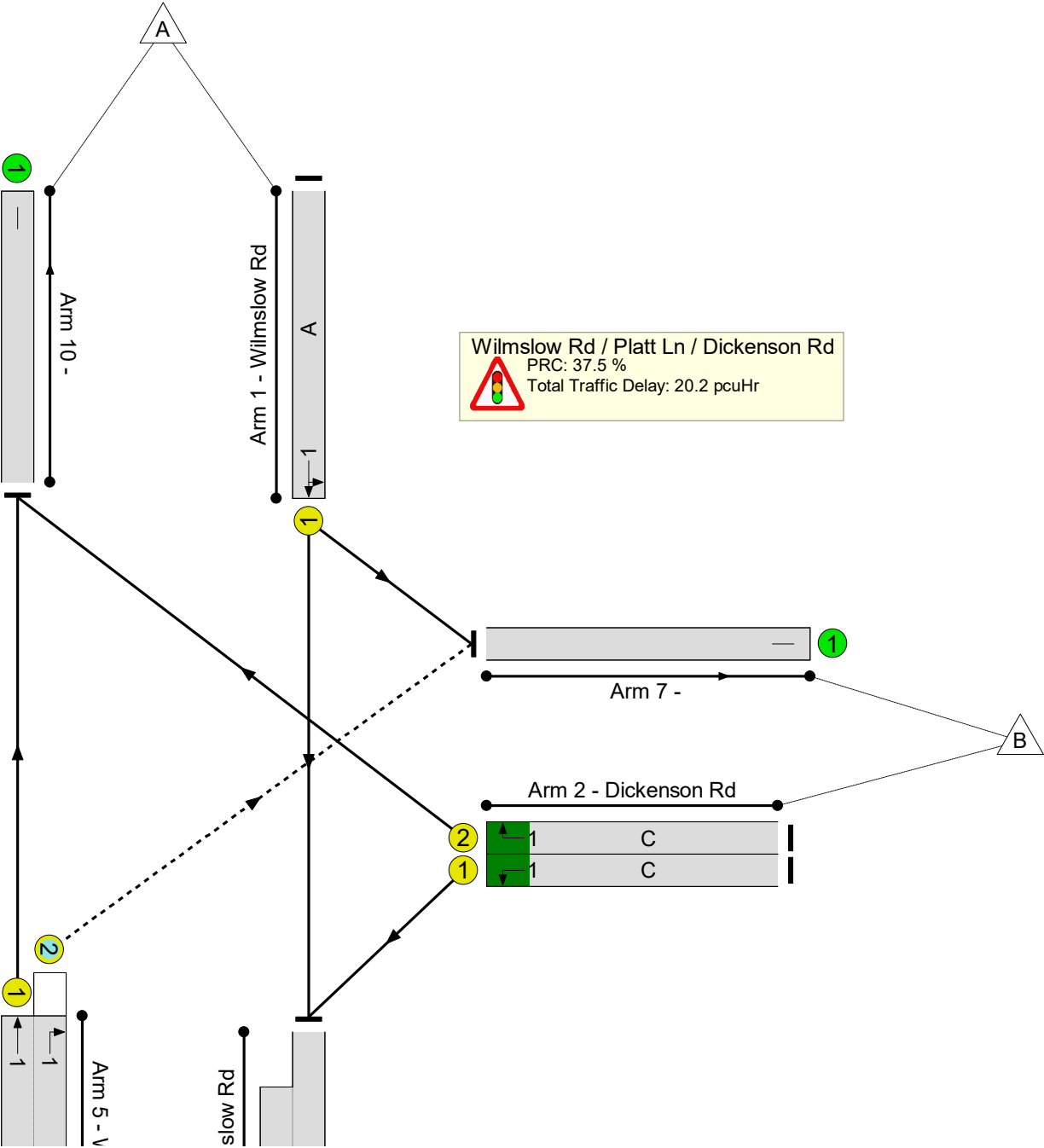
Stage	1	2	3	4	5
Duration	13	4	15	5	9
Change Point	0	20	29	49	67

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	65.4%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	65.4%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	22	-	359	1908	549	65.4%
2/1	Dickenson Rd Left	U	1	N/A	C		1	10	-	193	1665	312	61.8%
2/2	Dickenson Rd Right	U	1	N/A	C		1	10	-	188	1905	357	52.6%
3/1	Wilmslow Rd Ahead Left	U	1	N/A	F		1	24	-	410	2047	640	64.1%
4/1	Platt Ln Left	U	1	N/A	G		1	12	-	245	1769	376	65.2%
4/2	Platt Ln Right	U	1	N/A	G		1	12	-	94	1921	408	23.0%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	47:21	-	588	1915:1868	466+448	64.4 : 64.4%
6/1+6/2	Wilmslow Rd Ahead Right	U+O	1	N/A	E H		1	42:13	-	436	1915:1897	524+332	50.9 : 50.9%
7/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%

Full Input Data And Results

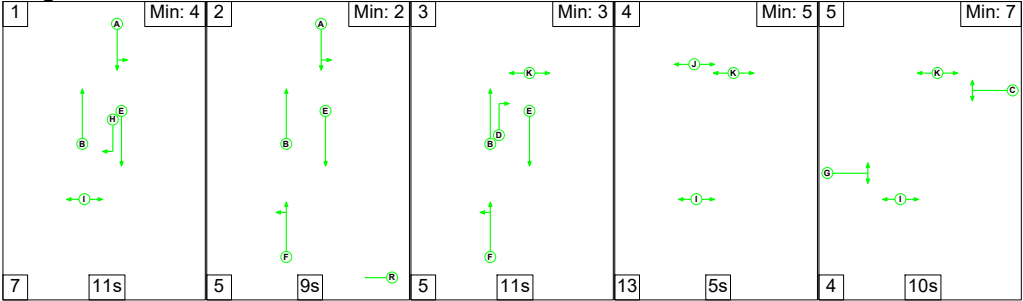
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	440	17	14.5	5.7	0.0	20.2	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	0	440	17	14.5	5.7	0.0	20.2	-	-	-	-
1/1	359	359	-	-	-	2.5	0.9	-	3.4	34.4	7.0	0.9	7.9
2/1	193	193	-	-	-	1.6	0.8	-	2.4	44.8	3.9	0.8	4.7
2/2	188	188	-	-	-	1.5	0.6	-	2.1	39.9	3.8	0.6	4.3
3/1	410	410	-	-	-	2.7	0.9	-	3.6	31.4	7.7	0.9	8.6
4/1	245	245	-	-	-	2.0	0.9	-	2.9	42.4	5.0	0.9	5.9
4/2	94	94	-	-	-	0.7	0.1	-	0.8	31.8	1.7	0.1	1.9
5/1+5/2	588	588	0	284	4	1.9	0.9	0.0	2.8 (0.9+1.9)	17.3 (11.1:23.8)	5.7	0.9	6.6
6/1+6/2	436	436	0	156	13	1.6	0.5	0.0	2.2 (0.6+1.6)	17.8 (7.7:33.8)	3.2	0.5	3.7
7/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 37.5 Total Delay for Signalled Lanes (pcuHr): 20.19 Cycle Time (s): 80 PRC Over All Lanes (%): 37.5 Total Delay Over All Lanes(pcuHr): 20.19													

Full Input Data And Results

Scenario 7: 'AM Peak 2031' (FG7: 'AM Peak 2031', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

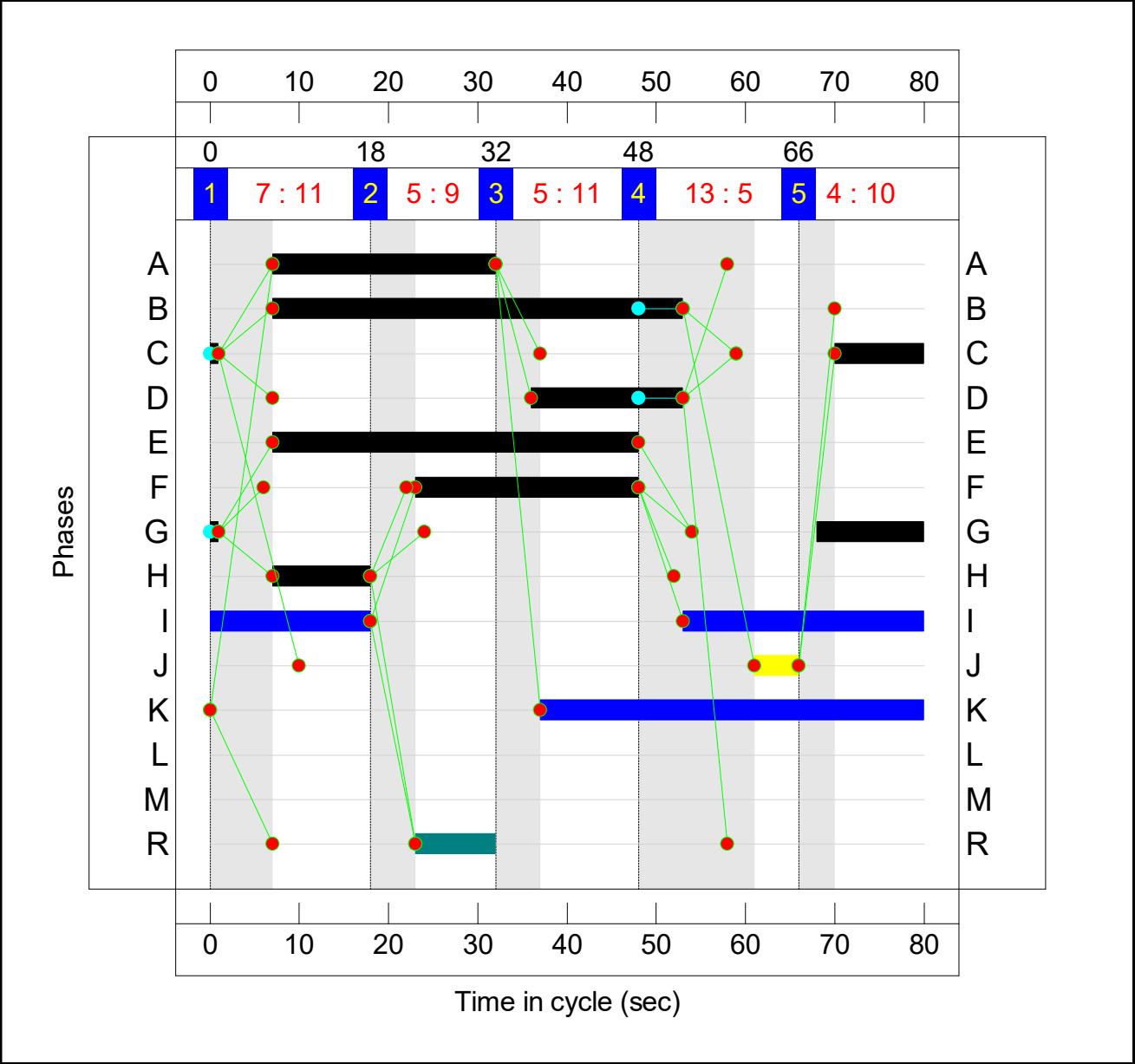


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	11	9	11	5	10
Change Point	0	18	32	48	66

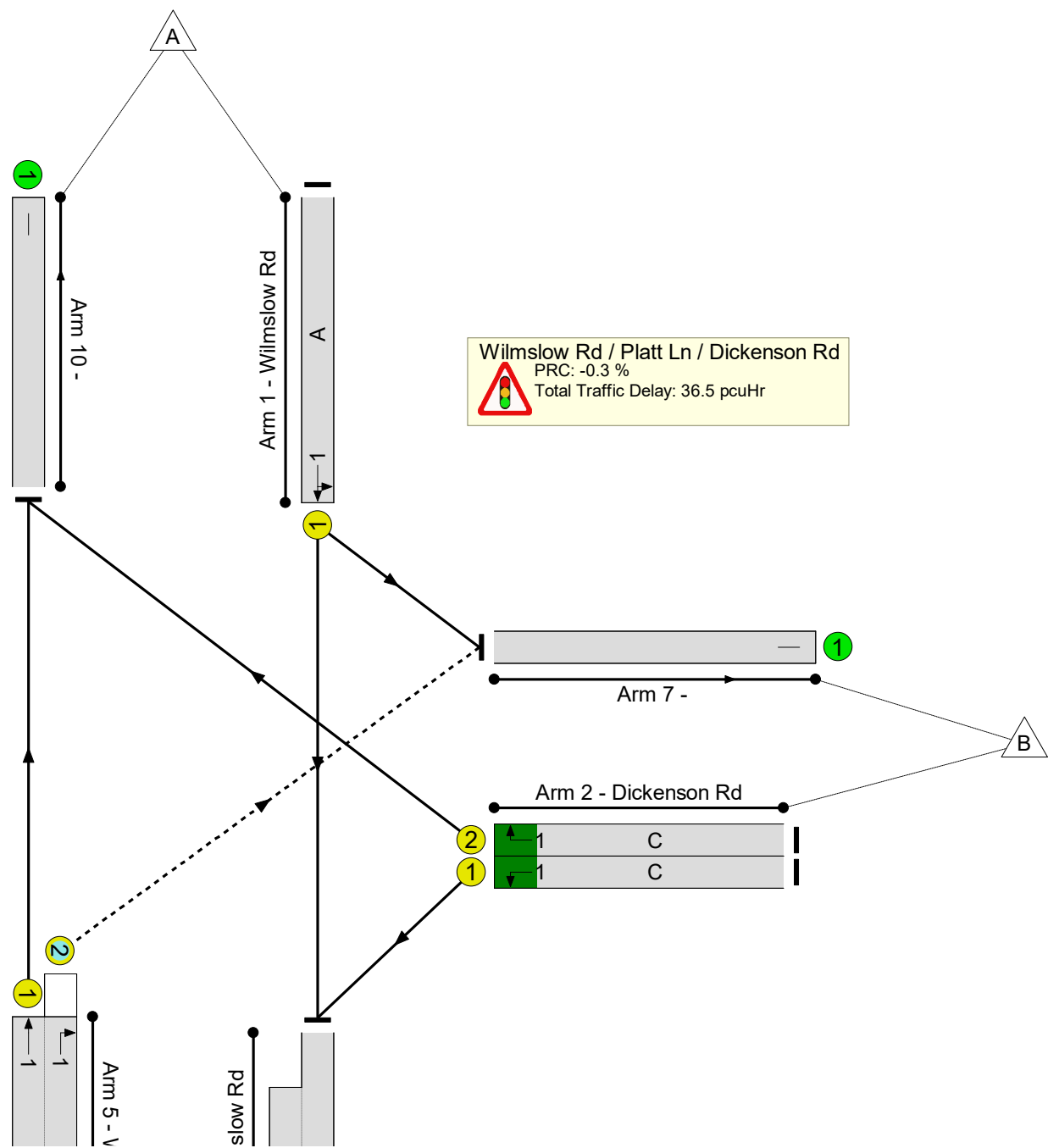
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	25	-	427	1922	625	68.4%
2/1	Dickenson Rd Left	U	1	N/A	C		1	11	-	237	1665	271	87.6%
2/2	Dickenson Rd Right	U	1	N/A	C		1	11	-	220	1905	310	71.1%
3/1	Wilmslow Rd Ahead Left	U	1	N/A	F		1	25	-	602	2051	667	90.3%
4/1	Platt Ln Left	U	1	N/A	G		1	13	-	277	1769	332	83.5%
4/2	Platt Ln Right	U	1	N/A	G		1	13	-	212	1921	360	58.9%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	46:17	-	793	1915:1868	595+392	80.3 : 80.3%
6/1+6/2	Wilmslow Rd Ahead Right	U+O	1	N/A	E H		1	41:11	-	552	1915:1897	392+285	81.5 : 81.5%
7/1		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	527	20	19.9	16.6	0.0	36.5	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	0	527	20	19.9	16.6	0.0	36.5	-	-	-	-
1/1	427	427	-	-	-	2.8	1.1	-	3.8	32.4	8.2	1.1	9.3
2/1	237	237	-	-	-	2.2	3.0	-	5.1	78.2	5.1	3.0	8.1
2/2	220	220	-	-	-	1.9	1.2	-	3.1	51.3	4.6	1.2	5.8
3/1	602	602	-	-	-	4.3	4.1	-	8.4	50.5	12.7	4.1	16.8
4/1	277	277	-	-	-	2.4	2.3	-	4.7	61.6	5.9	2.3	8.3
4/2	212	212	-	-	-	1.7	0.7	-	2.5	41.7	4.3	0.7	5.0
5/1+5/2	793	793	0	310	5	2.1	2.0	0.0	4.0 (1.8+2.3)	18.4 (13.4:26.0)	6.0	2.0	8.0
6/1+6/2	552	552	0	217	15	2.5	2.1	0.0	4.6 (1.4+3.2)	30.1 (16.2:49.5)	4.8	2.1	7.0
7/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -0.3 PRC Over All Lanes (%): -0.3 Total Delay for Signalled Lanes (pcuHr): 36.45 Total Delay Over All Lanes(pcuHr): 36.45 Cycle Time (s): 80													

Scenario 8: 'PM Peak 2031' (FG8: 'PM Peak 2031', Plan 1: 'Stream 1 - Base Year')

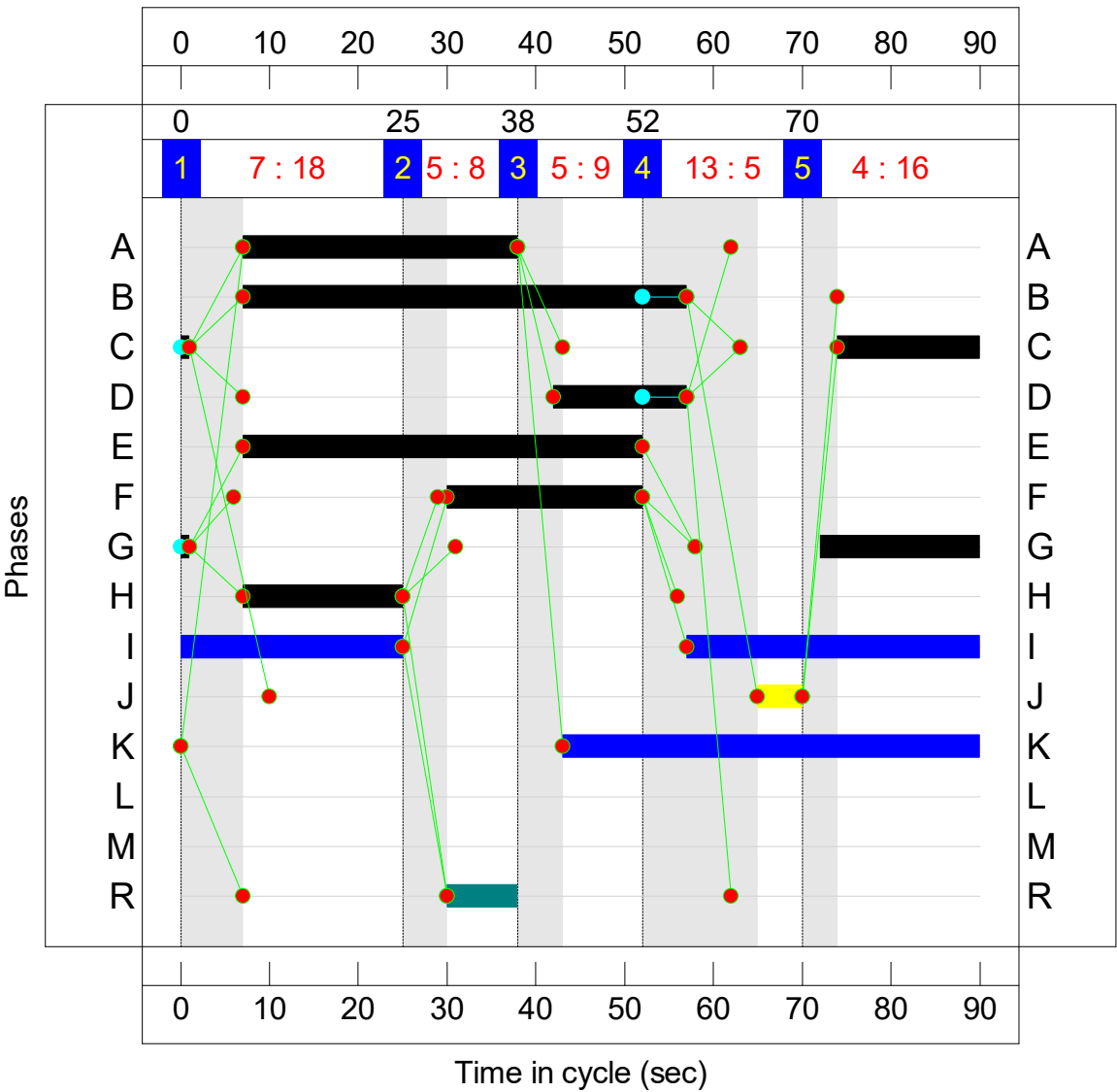
Stage Stream: 1



Stage Stream: 1

Stage	1	2	3	4	5
Duration	18	8	9	5	16
Change Point	0	25	38	52	70

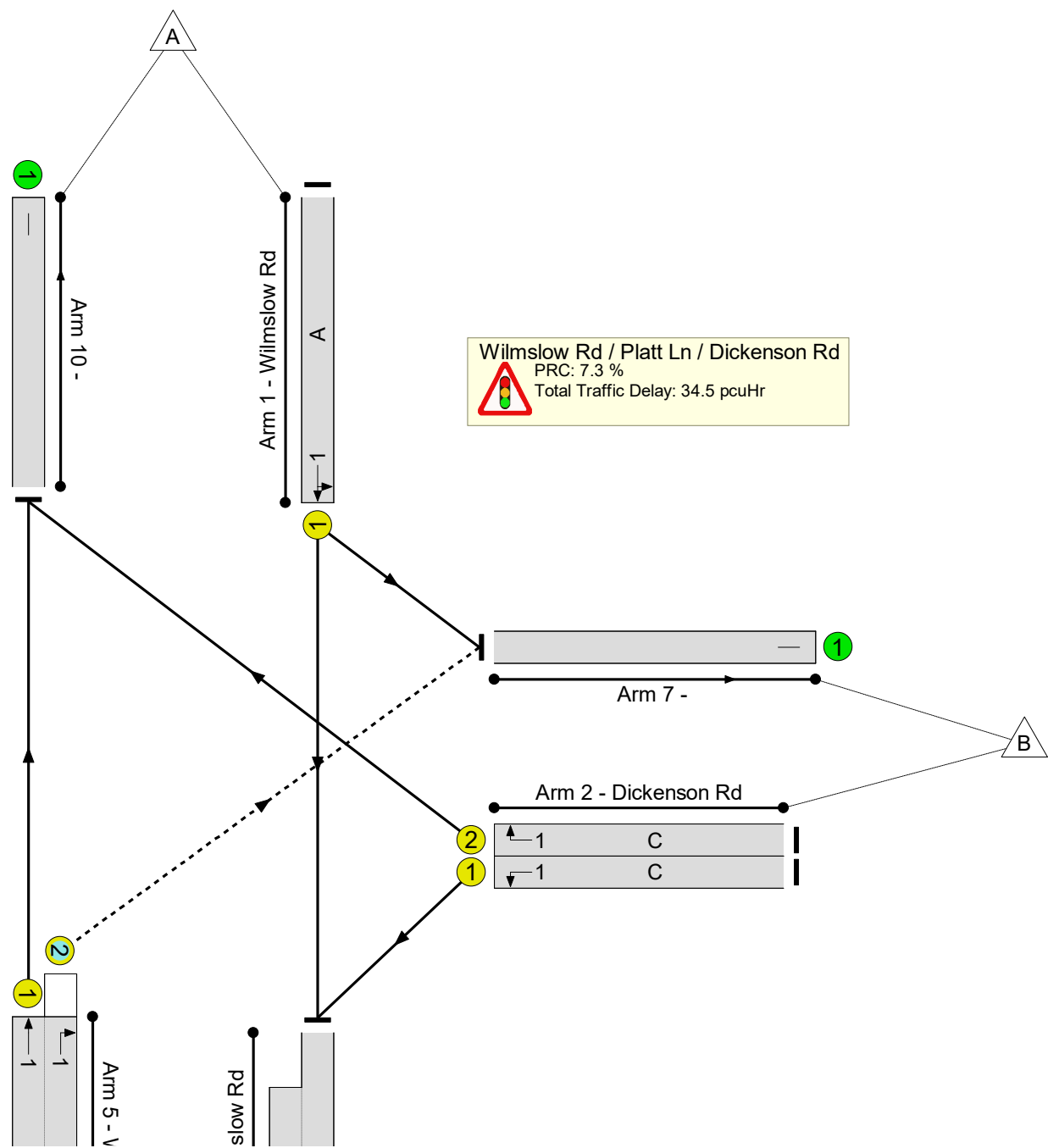
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.9%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	83.9%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	31	-	574	1936	688	83.4%
2/1	Dickenson Rd Left	U	1	N/A	C		1	17	-	268	1665	333	80.5%
2/2	Dickenson Rd Right	U	1	N/A	C		1	17	-	219	1905	381	57.5%
3/1	Wilmslow Rd Ahead Left	U	1	N/A	F		1	22	-	428	2031	519	82.5%
4/1	Platt Ln Left	U	1	N/A	G		1	19	-	237	1769	393	60.3%
4/2	Platt Ln Right	U	1	N/A	G		1	19	-	154	1921	427	36.1%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	50:15	-	554	1915:1868	362+332	79.8 : 79.8%
6/1+6/2	Wilmslow Rd Ahead Right	U+O	1	N/A	E H		1	45:18	-	726	1915:1897	465+400	83.9 : 83.9%
7/1		U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

Full Input Data And Results

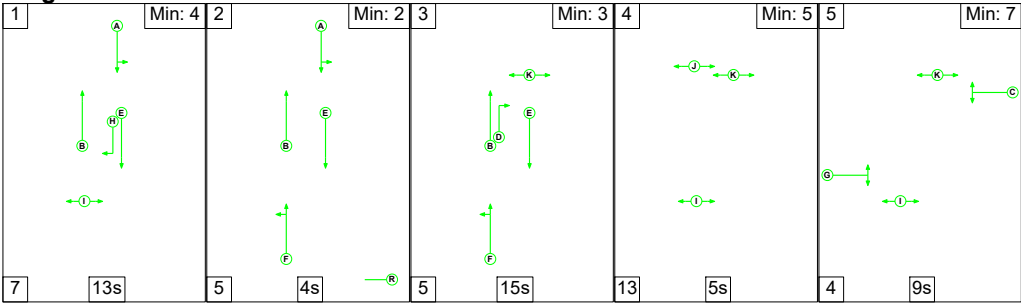
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	582	19	21.7	12.7	0.0	34.5	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	0	582	19	21.7	12.7	0.0	34.5	-	-	-	-
1/1	574	574	-	-	-	4.2	2.4	-	6.6	41.7	13.1	2.4	15.5
2/1	268	268	-	-	-	2.6	1.9	-	4.5	60.5	6.3	1.9	8.3
2/2	219	219	-	-	-	2.0	0.7	-	2.7	43.6	4.9	0.7	5.6
3/1	428	428	-	-	-	3.8	2.2	-	6.0	50.4	10.0	2.2	12.2
4/1	237	237	-	-	-	2.1	0.8	-	2.8	42.9	5.3	0.8	6.0
4/2	154	154	-	-	-	1.3	0.3	-	1.5	36.2	3.3	0.3	3.5
5/1+5/2	554	554	0	262	3	2.4	1.9	0.0	4.3 (1.6+2.8)	28.2 (19.4:37.7)	6.5	1.9	8.4
6/1+6/2	726	726	0	320	16	3.5	2.5	0.0	6.0 (1.7+4.3)	29.6 (15.8:45.6)	7.4	2.5	9.9
7/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 34.47 Cycle Time (s): 90 PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 34.47													

Full Input Data And Results

Scenario 9: 'Saturday Peak 2031' (FG9: 'Saturdya Peak 2031', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

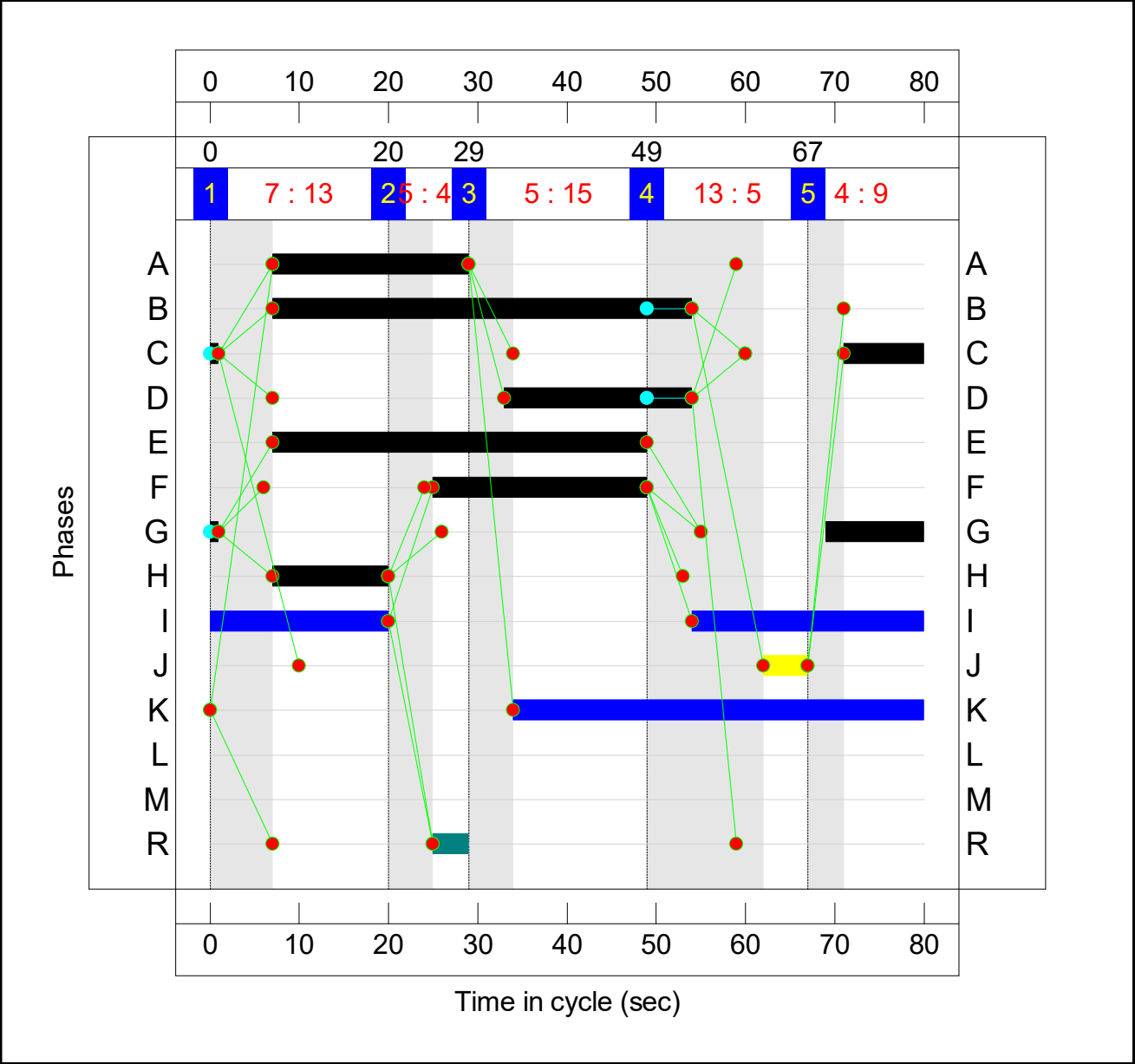


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	13	4	15	5	9
Change Point	0	20	29	49	67

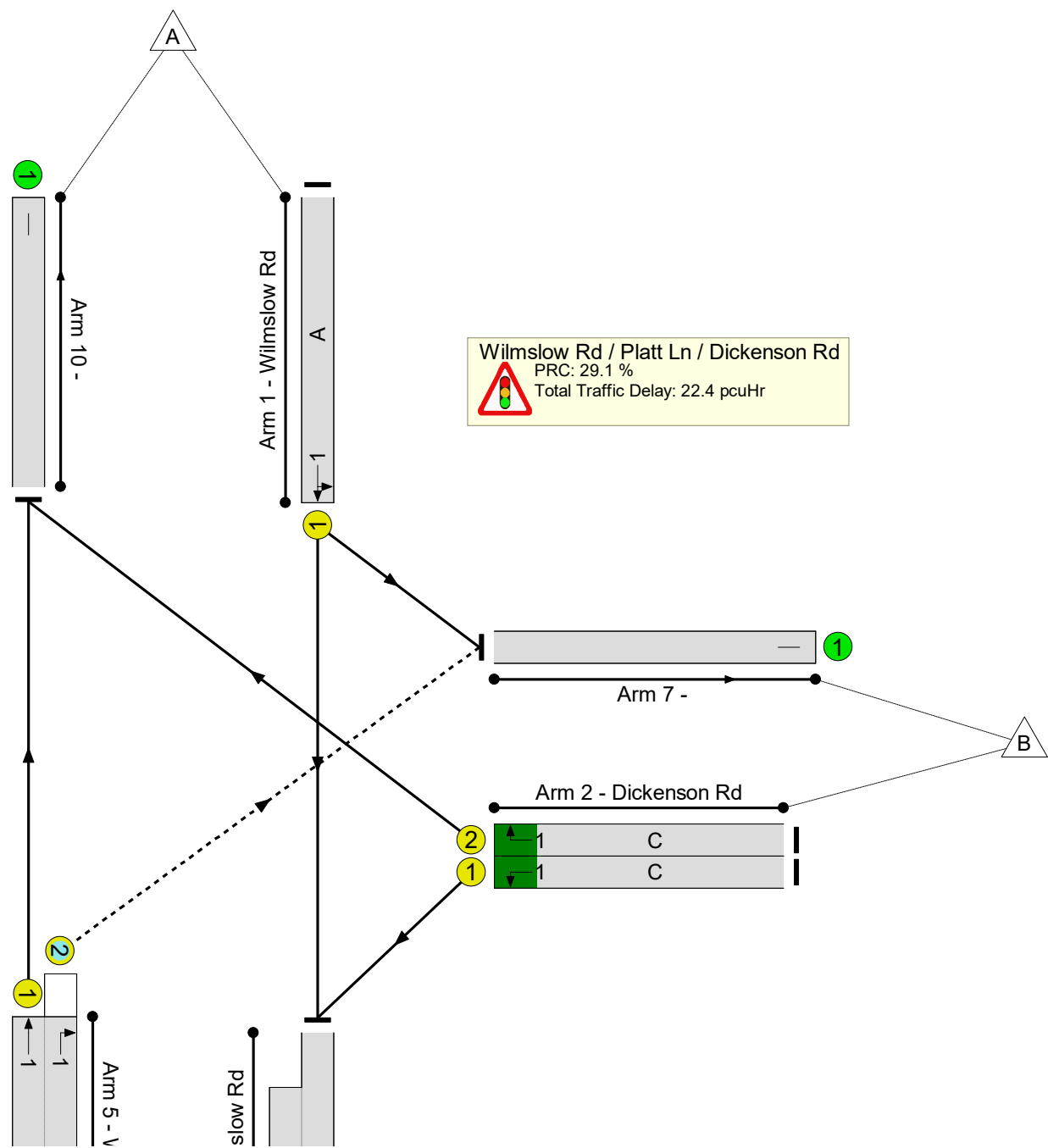
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.7%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	69.7%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	22	-	382	1908	549	69.6%
2/1	Dickenson Rd Left	U	1	N/A	C		1	10	-	206	1665	312	66.0%
2/2	Dickenson Rd Right	U	1	N/A	C		1	10	-	201	1905	357	56.3%
3/1	Wilmslow Rd Ahead Left	U	1	N/A	F		1	24	-	436	2047	640	68.2%
4/1	Platt Ln Left	U	1	N/A	G		1	12	-	262	1769	376	69.7%
4/2	Platt Ln Right	U	1	N/A	G		1	12	-	100	1921	408	24.5%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	47:21	-	627	1915:1868	466+448	68.6 : 68.6%
6/1+6/2	Wilmslow Rd Ahead Right	U+O	1	N/A	E H		1	42:13	-	465	1915:1897	521+332	54.5 : 54.5%
7/1		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%

Full Input Data And Results

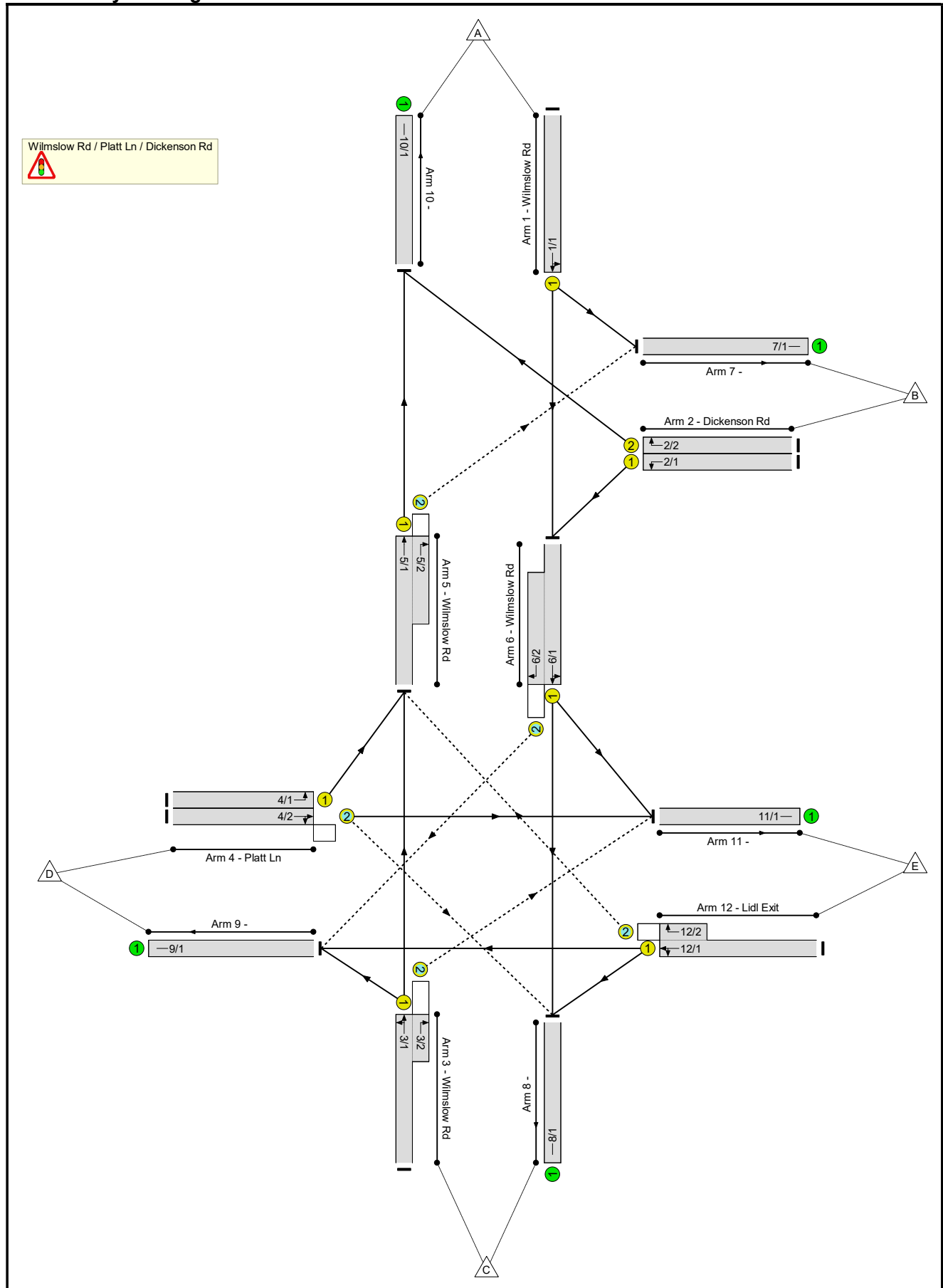
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	471	17	15.7	6.8	0.0	22.4	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	0	471	17	15.7	6.8	0.0	22.4	-	-	-	-
1/1	382	382	-	-	-	2.7	1.1	-	3.8	36.1	7.5	1.1	8.7
2/1	206	206	-	-	-	1.7	1.0	-	2.7	46.8	4.2	1.0	5.2
2/2	201	201	-	-	-	1.6	0.6	-	2.3	41.0	4.0	0.6	4.7
3/1	436	436	-	-	-	2.9	1.1	-	4.0	32.8	8.4	1.1	9.4
4/1	262	262	-	-	-	2.1	1.1	-	3.2	44.6	5.3	1.1	6.4
4/2	100	100	-	-	-	0.7	0.2	-	0.9	32.0	1.8	0.2	2.0
5/1+5/2	627	627	0	303	4	2.1	1.1	0.0	3.1 (1.1+2.1)	18.1 (11.8:24.6)	5.9	1.1	7.0
6/1+6/2	465	465	0	168	13	1.8	0.6	0.0	2.4 (0.6+1.7)	18.3 (8.0:34.5)	3.5	0.6	4.1
7/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 29.1 Total Delay for Signalled Lanes (pcuHr): 22.41 Cycle Time (s): 80 PRC Over All Lanes (%): 29.1 Total Delay Over All Lanes(pcuHr): 22.41													

APPENDIX F – PROPOSED SITE ACCESS / PLATT LANE / A6010 WILMSLOW ROAD / DICKENSON ROAD LINSIG OUTPUTS

Full Input Data And Results**User and Project Details**

Project:	Wilmslow Rd / Platt Ln - Proposed LIDL Access
Title:	
Location:	
Client:	CoralHT
Site Ref(s):	142
Date Started:	30/10/24
Date Completed:	23/01/25
Model Purpose:	To test the impact of adding an additional arm to this junction, to facilitate access to a proposed new LIDL store
Model Assumptions:	Bonus greens have been calculated to represent observed demand dependency, maintained from the base model.
Flow Details:	All traffic flow data recorded in 2024
Checked By:	EAC
Checked By Date:	23/01/25
Additional detail:	This is Revision B of the original model, as a result of changes to the junction layout to help improve alignment/lane designation following initial TFGM review.
File name:	142_LIDL ACCESS_Proposed Model_NK RevB.lsg3x
Author:	NK
Company:	TFGM
Address:	2 Piccadilly Place

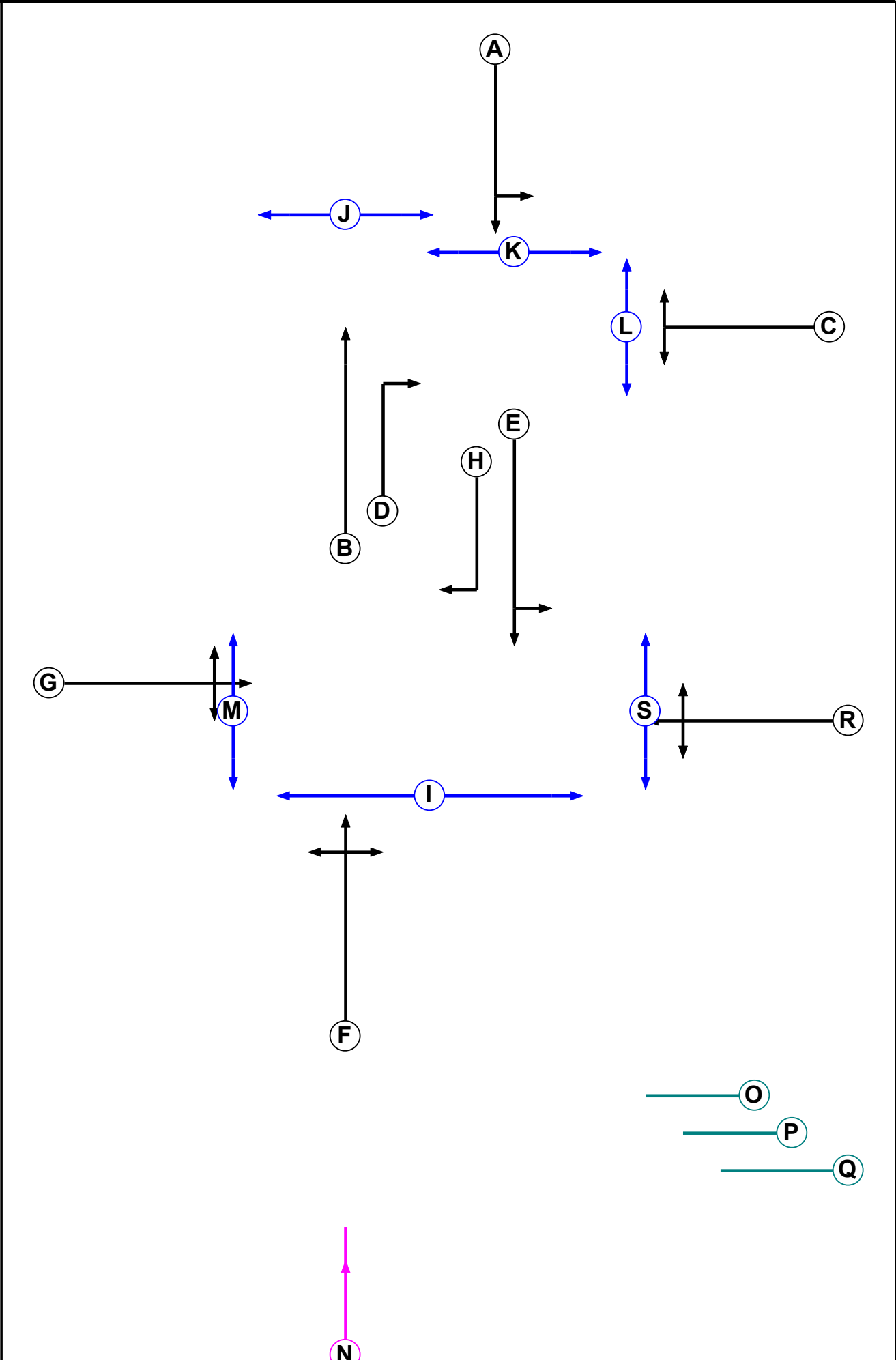
Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Traffic	1		-9999	7
D	Traffic	1		-9999	4
E	Traffic	1		-9999	7
F	Traffic	1		-9999	7
G	Traffic	1		-9999	7
H	Traffic	1		-9999	4
I	Pedestrian	1		-9999	10
J	Pedestrian	1		-9999	5
K	Pedestrian	1		-9999	5
L	Pedestrian	1		-9999	6
M	Pedestrian	1		-9999	6
N	Bus			-9999	7
O	Dummy			-9999	7
P	Dummy	1		-9999	2
Q	Dummy			-9999	3
R	Traffic	1		-9999	7
S	Pedestrian	1		-9999	6

Phase Intergreens Matrix

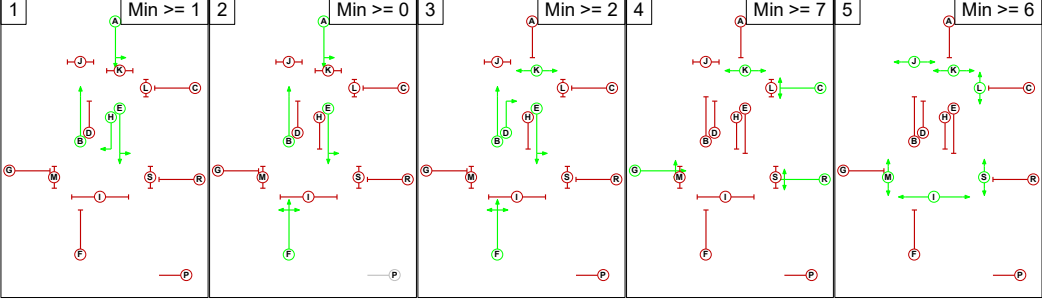
		Starting Phase																		
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
	A		-	5	4	-	-	-	-	-	-	5	7	-	-	-	-	-	-	-
	B	-		6	-	-	-	-	-	-	8	-	8	-	-	-	-	-	-	-
	C	6	6		6	-	-	-	-	-	9	-	6	-	-	-	-	-	-	-
	D	5	-	6		-	-	-	-	-	-	-	8	-	-	-	5	-	-	-
	E	-	-	-	-		-	6	-	7	-	-	-	9	-	-	-	-	6	6
	F	-	-	-	-	-		6	4	5	-	-	-	7	-	-	-	-	7	7
	G	-	-	-	-	6	5		6	7	-	-	-	5	-	-	-	-	-	7
	H	-	-	-	-	-	4	6		-	-	-	-	9	-	-	5	-	6	-
	I	-	-	-	-	12	12	12	-		-	-	-	-	-	-	5	-	12	-
	J	-	4	4	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
	K	7	-	-	-	-	-	-	-	-	-		-	-	-	-	7	-	-	-
	L	10	10	10	10	-	-	-	-	-	-	-		-	-	-	-	-	-	-
	M	-	-	-	-	10	10	10	10	-	-	-	-		-	-	-	-	9	-
	N	-	-	-	-	-	-	-	-	-	-	-	-	-		5	-	3	-	-
	O	-	-	-	-	-	-	-	-	-	-	-	-	-	5		-	3	-	-
	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	-		-	-
	R	-	-	-	-	6	7	-	6	6	-	-	-	10	-	-	-	-		5
	S	-	-	-	-	10	10	10	-	-	-	-	-	-	-	-	-	-	10	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays
Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	1	D	Losing	2	2
3	2	D	Losing	2	2
3	4	B	Losing	6	6
3	4	D	Losing	6	6
3	4	E	Losing	1	1
3	5	B	Losing	5	5
3	5	D	Losing	5	5

Prohibited Stage Change
Stage Stream: 1

		To Stage				
From Stage		1	2	3	4	5
	1		4	5	6	9
	2	4		5	7	9
	3	7	7		12	13
	4	7	7	7		10
	5	12	12	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd											
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)
3/2 (Wilmslow Rd)	11/1 (Right)	1439	0	6/1	1.09	All	3.00	-	0.50	3	2.00
4/2 (Platt Ln)	8/1 (Right)	1439	0	12/1	1.09	All	2.00	2.00	0.50	2	2.00
5/2 (Wilmslow Rd)	7/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
6/2 (Wilmslow Rd)	9/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	2.00
12/2 (Lidl Exit)	5/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd												
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 (Wilmslow Rd)	U	A	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	12.00
2/1 (Dickenson Rd)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	10.00
2/2 (Dickenson Rd)	U	C	2	3	60.0	Geom	-	3.00	0.00	N	Arm 10 Right	19.00
3/1 (Wilmslow Rd)	U	F	2	3	60.0	Geom	-	3.95	0.00	Y	Arm 5 Ahead	Inf
											Arm 9 Left	18.00
3/2 (Wilmslow Rd)	O	F	2	3	4.3	Geom	-	3.20	0.00	N	Arm 11 Right	17.00
4/1 (Platt Ln)	U	G	2	3	8.7	Geom	-	3.20	0.00	Y	Arm 5 Left	16.00
4/2 (Platt Ln)	O	G	2	3	60.0	Geom	-	3.18	0.00	N	Arm 8 Right	19.00
											Arm 11 Ahead	Inf
5/1 (Wilmslow Rd)	U	B	2	3	4.3	Geom	-	3.00	0.00	Y	Arm 10 Ahead	Inf
5/2 (Wilmslow Rd)	O	D	2	3	8.0	Geom	-	3.00	0.00	N	Arm 7 Right	15.00
6/1 (Wilmslow Rd)	U	E	2	3	4.3	Geom	-	3.00	0.00	Y	Arm 8 Ahead	Inf
											Arm 11 Left	Inf
6/2 (Wilmslow Rd)	O	H	2	3	11.7	Geom	-	3.00	0.00	N	Arm 9 Right	18.00
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Lidl Exit)	U	R	2	3	12.2	Geom	-	3.10	0.00	Y	Arm 8 Left	14.00
											Arm 9 Ahead	Inf
12/2 (Lidl Exit)	O	R	2	3	4.3	Geom	-	3.00	0.00	N	Arm 5 Right	15.00

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak 2024 Base Year'	08:00	09:00	01:00	
2: 'PM Peak 2024 Base Year'	17:00	18:00	01:00	
3: 'Saturday Peak 2024 Base Year'	12:00	13:00	01:00	
4: 'AM Peak 2026'	08:00	09:00	01:00	
5: 'PM Peak 2026'	17:00	18:00	01:00	
6: 'Saturday Peak 2026'	12:00	13:00	01:00	
7: 'AM Peak 2026 Opening Year + Development'	08:00	09:00	01:00	
8: 'PM Peak 2026 Opening Year + Development'	17:00	18:00	01:00	
9: 'Saturday 2026 Opening Year + Development'	12:00	13:00	01:00	
10: 'AM Peak 2031 Future Year + Development'	08:00	09:00	01:00	
11: 'PM Peak 2031 Future Year + Development'	17:00	18:00	01:00	
12: 'Saturday Peak 2031 Future Year + Development'	12:00	13:00	01:00	

Scenario 1: 'AM Peak 2026 + Development' (FG7: 'AM Peak 2026 Opening Year + Development', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

Costed Flow 1							
	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	105	168	123	10	406
	B	207	0	129	92	7	435
	C	286	193	0	80	24	583
	D	158	100	197	0	15	470
	E	9	4	15	8	0	36
	Tot.	660	402	509	303	56	1930

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak 2026 + Development
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	406
2/1	228
2/2	207
3/1 (with short)	583(In) 559(Out)
3/2 (short)	24
4/1	258
4/2	212
5/1 (with short)	750(In) 453(Out)
5/2 (short)	297
6/1 (with short)	529(In) 314(Out)
6/2 (short)	215
7/1	402
8/1	509
9/1	303
10/1	660
11/1	56
12/1 (with short)	36(In) 23(Out)
12/2 (short)	13

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	74.1 %	1923	1923
				Arm 7 Left	12.00	25.9 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	3.95	0.00	Y	Arm 5 Ahead	Inf	85.7 %	1986	1986
				Arm 9 Left	18.00	14.3 %		
3/2 (Wilmslow Rd)	3.20	0.00	N	Arm 11 Right	17.00	100.0 %	1907	1907
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	92.9 %	1931	1931
				Arm 11 Ahead	Inf	7.1 %		
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	94.6 %	1915	1915
				Arm 11 Left	Inf	5.4 %		
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1 (Lidl Exit)	3.10	0.00	Y	Arm 8 Left	14.00	65.2 %	1799	1799
				Arm 9 Ahead	Inf	34.8 %		
12/2 (Lidl Exit)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868

Full Input Data And Results

Scenario 2: 'PM Peak 2026 + Development' (FG8: 'PM Peak 2026 Opening Year + Development', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	109	223	193	29	554
	B	206	0	134	114	14	468
	C	151	138	0	102	33	424
	D	114	104	141	0	22	381
	E	16	14	42	26	0	98
	Tot.	487	365	540	435	98	1925

Traffic Lane Flows

Lane	Scenario 2: PM Peak 2026 + Development
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	554
2/1	262
2/2	206
3/1 (with short)	424(In) 391(Out)
3/2 (short)	33
4/1	218
4/2	163
5/1 (with short)	537(In) 281(Out)
5/2 (short)	256
6/1 (with short)	707(In) 400(Out)
6/2 (short)	307
7/1	365
8/1	540
9/1	435
10/1	487
11/1	98
12/1 (with short)	98(In) 68(Out)
12/2 (short)	30

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	80.3 %	1937	1937
				Arm 7 Left	12.00	19.7 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	3.95	0.00	Y	Arm 5 Ahead	Inf	73.9 %	1967	1967
				Arm 9 Left	18.00	26.1 %		
3/2 (Wilmslow Rd)	3.20	0.00	N	Arm 11 Right	17.00	100.0 %	1907	1907
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	86.5 %	1940	1940
				Arm 11 Ahead	Inf	13.5 %		
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	89.3 %	1915	1915
				Arm 11 Left	Inf	10.8 %		
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1 (Lidl Exit)	3.10	0.00	Y	Arm 8 Left	14.00	61.8 %	1806	1806
				Arm 9 Ahead	Inf	38.2 %		
12/2 (Lidl Exit)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868

Full Input Data And Results

Scenario 3: 'Saturday Peak 2026 + Development' (FG9: 'Saturday 2026 Opening Year + Development', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	116	142	91	30	379
	B	187	0	113	70	22	392
	C	168	159	0	65	49	441
	D	121	114	90	0	32	357
	E	26	24	56	32	0	138
	Tot.	502	413	401	258	133	1707

Traffic Lane Flows

Lane	Scenario 3: Saturday Peak 2026 + Development
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	379
2/1	205
2/2	187
3/1 (with short)	441(In) 392(Out)
3/2 (short)	49
4/1	235
4/2	122
5/1 (with short)	612(In) 315(Out)
5/2 (short)	297
6/1 (with short)	468(In) 307(Out)
6/2 (short)	161
7/1	413
8/1	401
9/1	258
10/1	502
11/1	133
12/1 (with short)	138(In) 88(Out)
12/2 (short)	50

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	69.4 %	1912	1912
				Arm 7 Left	12.00	30.6 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	3.95	0.00	Y	Arm 5 Ahead	Inf	83.4 %	1983	1983
				Arm 9 Left	18.00	16.6 %		
3/2 (Wilmslow Rd)	3.20	0.00	N	Arm 11 Right	17.00	100.0 %	1907	1907
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	73.8 %	1959	1959
				Arm 11 Ahead	Inf	26.2 %		
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	83.1 %	1915	1915
				Arm 11 Left	Inf	16.9 %		
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1 (Lidl Exit)	3.10	0.00	Y	Arm 8 Left	14.00	63.6 %	1802	1802
				Arm 9 Ahead	Inf	36.4 %		
12/2 (Lidl Exit)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868

Full Input Data And Results

Scenario 4: 'AM Peak 2031 + Development' (FG10: 'AM Peak 2031 Future Year + Development', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	112	179	131	10	432
	B	220	0	137	98	7	462
	C	304	206	0	85	24	619
	D	168	107	208	0	15	498
	E	9	4	15	8	0	36
	Tot.	701	429	539	322	56	2047

Traffic Lane Flows

Lane	Scenario 4: AM Peak 2031 + Development
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	432
2/1	242
2/2	220
3/1 (with short)	619(In) 595(Out)
3/2 (short)	24
4/1	275
4/2	223
5/1 (with short)	798(In) 481(Out)
5/2 (short)	317
6/1 (with short)	562(In) 333(Out)
6/2 (short)	229
7/1	429
8/1	539
9/1	322
10/1	701
11/1	56
12/1 (with short)	36(In) 23(Out)
12/2 (short)	13

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	74.1 %	1923	1923
				Arm 7 Left	12.00	25.9 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	3.95	0.00	Y	Arm 5 Ahead	Inf	85.7 %	1986	1986
				Arm 9 Left	18.00	14.3 %		
3/2 (Wilmslow Rd)	3.20	0.00	N	Arm 11 Right	17.00	100.0 %	1907	1907
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	93.3 %	1931	1931
				Arm 11 Ahead	Inf	6.7 %		
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	94.9 %	1915	1915
				Arm 11 Left	Inf	5.1 %		
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1 (Lidl Exit)	3.10	0.00	Y	Arm 8 Left	14.00	65.2 %	1799	1799
				Arm 9 Ahead	Inf	34.8 %		
12/2 (Lidl Exit)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868

Full Input Data And Results

Scenario 5: 'PM Peak 2031 + Development' (FG11: 'PM Peak 2031 Future Year + Development', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	116	238	206	29	589
	B	219	0	143	122	14	498
	C	161	147	0	109	33	450
	D	122	111	150	0	22	405
	E	16	14	42	26	0	98
	Tot.	518	388	573	463	98	2040

Traffic Lane Flows

Lane	Scenario 5: PM Peak 2031 + Development
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	589
2/1	279
2/2	219
3/1 (with short)	450(In) 417(Out)
3/2 (short)	33
4/1	233
4/2	172
5/1 (with short)	571(In) 299(Out)
5/2 (short)	272
6/1 (with short)	752(In) 424(Out)
6/2 (short)	328
7/1	388
8/1	573
9/1	463
10/1	518
11/1	98
12/1 (with short)	98(In) 68(Out)
12/2 (short)	30

Lane Saturation Flows

Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
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 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	80.3 %	1937	1937
				Arm 7 Left	12.00	19.7 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	3.95	0.00	Y	Arm 5 Ahead	Inf	73.9 %	1967	1967
				Arm 9 Left	18.00	26.1 %		
3/2 (Wilmslow Rd)	3.20	0.00	N	Arm 11 Right	17.00	100.0 %	1907	1907
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	87.2 %	1939	1939
				Arm 11 Ahead	Inf	12.8 %		
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	89.9 %	1915	1915
				Arm 11 Left	Inf	10.1 %		
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1 (Lidl Exit)	3.10	0.00	Y	Arm 8 Left	14.00	61.8 %	1806	1806
				Arm 9 Ahead	Inf	38.2 %		
12/2 (Lidl Exit)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868

Full Input Data And Results

Scenario 6: 'Saturday Peak 2031 + Development' (FG12: 'Saturday Peak 2031 Future Year + Development', Plan 1: 'Stream 1 - Base Year')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	116	135	86	26	363
	B	191	0	131	82	24	428
	C	184	174	0	72	50	480
	D	132	124	101	0	33	390
	E	27	25	58	33	0	143
	Tot.	534	439	425	273	133	1804

Traffic Lane Flows

Lane	Scenario 6: Saturday Peak 2031 + Development
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd	
1/1	363
2/1	237
2/2	191
3/1 (with short)	480(In) 430(Out)
3/2 (short)	50
4/1	256
4/2	134
5/1 (with short)	666(In) 343(Out)
5/2 (short)	323
6/1 (with short)	484(In) 316(Out)
6/2 (short)	168
7/1	439
8/1	425
9/1	273
10/1	534
11/1	133
12/1 (with short)	143(In) 91(Out)
12/2 (short)	52

Lane Saturation Flows

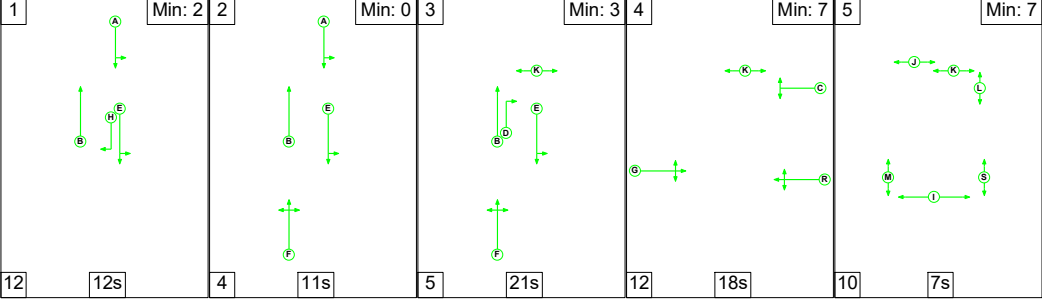
Junction: Wilmslow Rd / Platt Ln / Dickenson Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Wilmslow Rd)	3.70	0.00	Y	Arm 6 Ahead	Inf	68.0 %	1909	1909
				Arm 7 Left	12.00	32.0 %		
2/1 (Dickenson Rd)	3.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1665	1665
2/2 (Dickenson Rd)	3.00	0.00	N	Arm 10 Right	19.00	100.0 %	1905	1905
3/1 (Wilmslow Rd)	3.95	0.00	Y	Arm 5 Ahead	Inf	83.3 %	1982	1982
				Arm 9 Left	18.00	16.7 %		
3/2 (Wilmslow Rd)	3.20	0.00	N	Arm 11 Right	17.00	100.0 %	1907	1907
4/1 (Platt Ln)	3.20	0.00	Y	Arm 5 Left	16.00	100.0 %	1769	1769
4/2 (Platt Ln)	3.18	0.00	N	Arm 8 Right	19.00	75.4 %	1957	1957
				Arm 11 Ahead	Inf	24.6 %		
5/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1915	1915
5/2 (Wilmslow Rd)	3.00	0.00	N	Arm 7 Right	15.00	100.0 %	1868	1868
6/1 (Wilmslow Rd)	3.00	0.00	Y	Arm 8 Ahead	Inf	84.2 %	1915	1915
				Arm 11 Left	Inf	15.8 %		
6/2 (Wilmslow Rd)	3.00	0.00	N	Arm 9 Right	18.00	100.0 %	1897	1897
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	Infinite Saturation Flow						Inf	Inf
12/1 (Lidl Exit)	3.10	0.00	Y	Arm 8 Left	14.00	63.7 %	1802	1802
				Arm 9 Ahead	Inf	36.3 %		
12/2 (Lidl Exit)	3.00	0.00	N	Arm 5 Right	15.00	100.0 %	1868	1868

Full Input Data And Results

Scenario 1: 'AM Peak 2026 + Development' (FG7: 'AM Peak 2026 Opening Year + Development', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

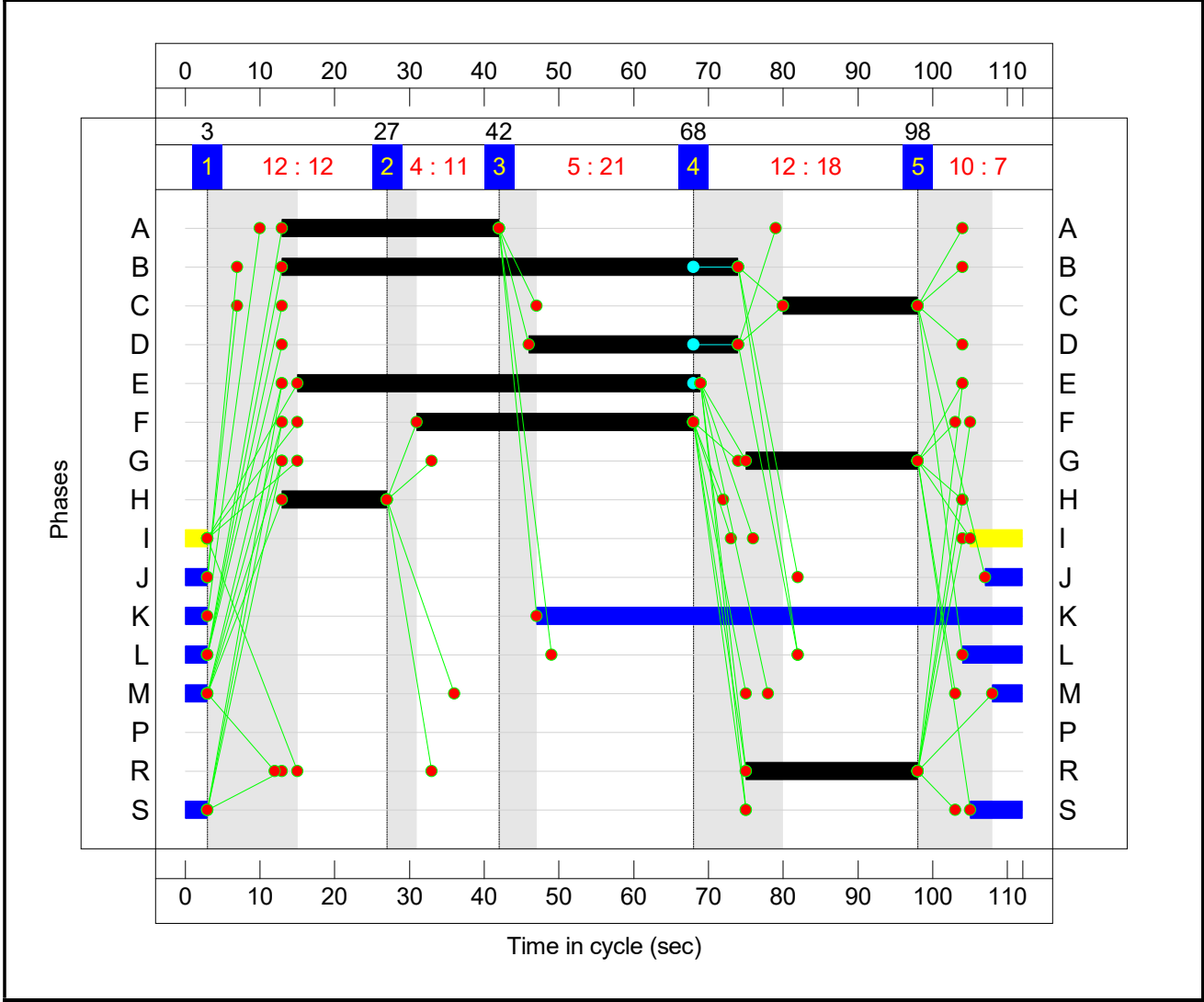


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	12	11	21	18	7
Change Point	3	27	42	68	98

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram

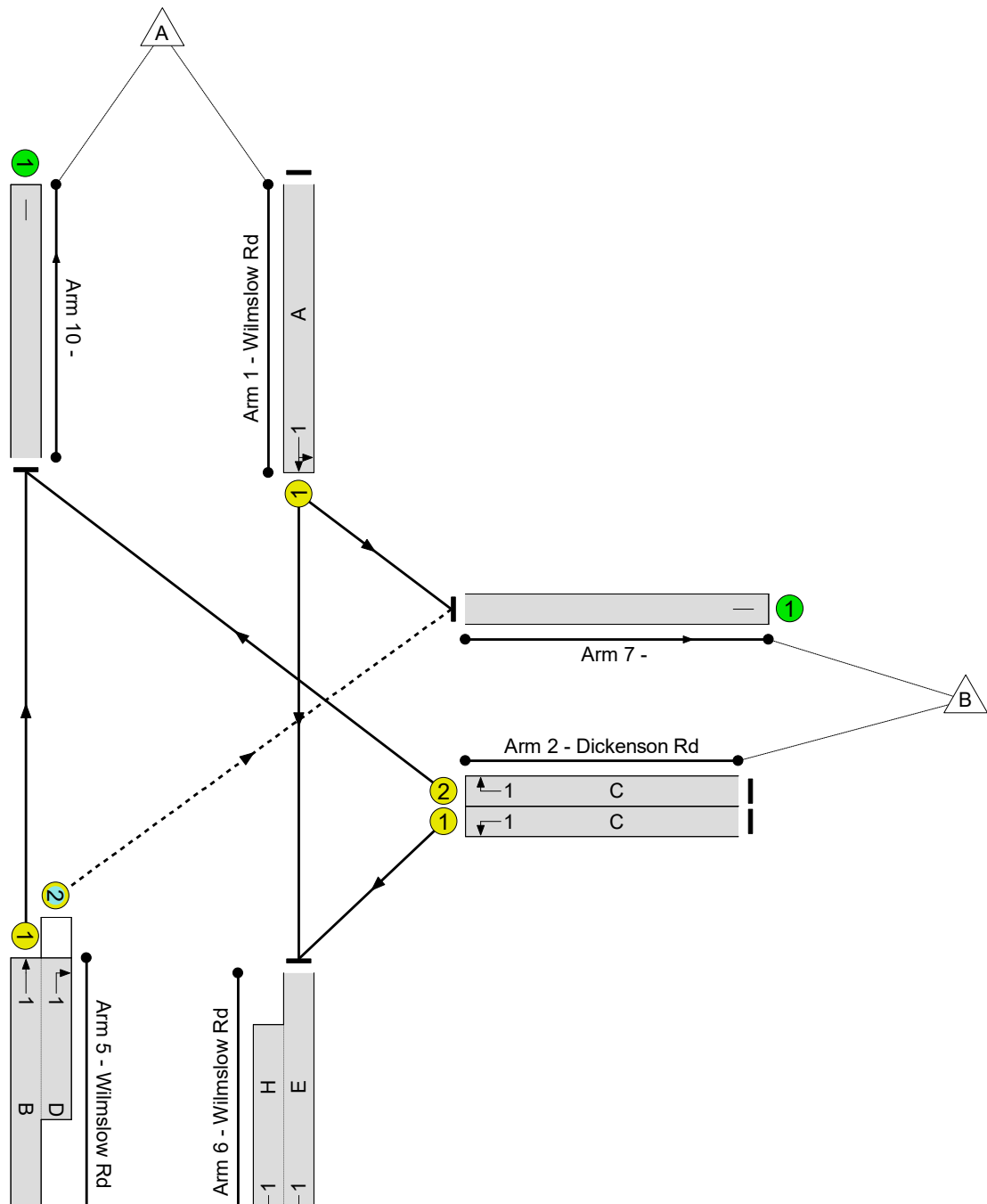
Full Input Data And Results



Wilmslow Rd / Platt Ln / Dickenson Rd

PRC: 6.2 %

Total Traffic Delay: 44.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	29	-	406	1923	515	78.8%
2/1	Dickenson Rd Left	U	1	N/A	C		1	18	-	228	1665	282	80.7%
2/2	Dickenson Rd Right	U	1	N/A	C		1	18	-	207	1905	323	64.1%
3/1+3/2	Wilmslow Rd Ahead Left Right	U+O	1	N/A	F		1	37	-	583	1986:1907	659+28	84.8 : 84.8%
4/1	Platt Ln Left	U	1	N/A	G		1	23	-	258	1769	379	68.1%
4/2	Platt Ln Right Ahead	O	1	N/A	G		1	23	-	212	1931	351	60.4%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	61:28	-	750	1915:1868	535+351	84.6 : 84.6%
6/1+6/2	Wilmslow Rd Ahead Right Left	U+O	1	N/A	E H		1	54:14	-	529	1915:1897	371+254	84.6 : 84.6%
7/1		U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
12/1+12/2	Lidl Exit Right Left Ahead	U+O	1	N/A	R		1	23	-	36	1799:1868	244+136	9.4 : 9.5%

Full Input Data And Results

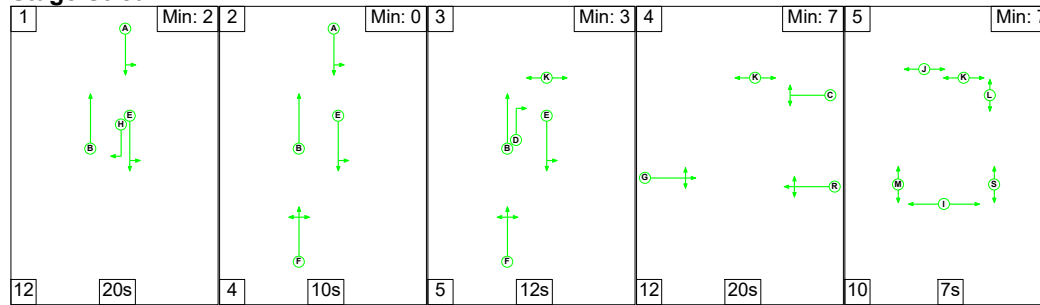
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	234	493	19	29.5	14.4	0.2	44.0	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	234	493	19	29.5	14.4	0.2	44.0	-	-	-	-
1/1	406	406	-	-	-	4.3	1.8	-	6.1	54.0	11.6	1.8	13.4
2/1	228	228	-	-	-	2.8	2.0	-	4.8	75.6	6.8	2.0	8.7
2/2	207	207	-	-	-	2.5	0.9	-	3.4	58.6	6.0	0.9	6.9
3/1+3/2	583	583	24	0	0	5.5	2.6	0.0	8.2 (7.8+0.3)	50.4 (50.5:50.0)	16.5	2.6	19.1
4/1	258	258	-	-	-	2.9	1.0	-	3.9	55.1	7.4	1.0	8.4
4/2	212	212	197	0	0	2.3	0.8	0.1	3.2	53.9	5.9	0.8	6.6
5/1+5/2	750	750	0	294	3	4.2	2.6	0.0	6.8 (3.4+3.4)	32.8 (27.4:41.2)	7.5	2.6	10.1
6/1+6/2	529	529	0	199	16	4.6	2.6	0.0	7.2 (2.8+4.4)	49.1 (32.2:73.8)	6.0	2.6	8.7
7/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1+12/2	36	36	13	0	0	0.4	0.1	0.0	0.4 (0.3+0.2)	45.0 (40.3:53.2)	0.6	0.1	0.6
C1 Stream: 1 PRC for Signalled Lanes (%):					6.2	Total Delay for Signalled Lanes (pcuHr):			44.04	Cycle Time (s): 112			
PRC Over All Lanes (%):					6.2	Total Delay Over All Lanes(pcuHr):			44.04				

Full Input Data And Results

Scenario 2: 'PM Peak 2026 + Development' (FG8: 'PM Peak 2026 Opening Year + Development', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

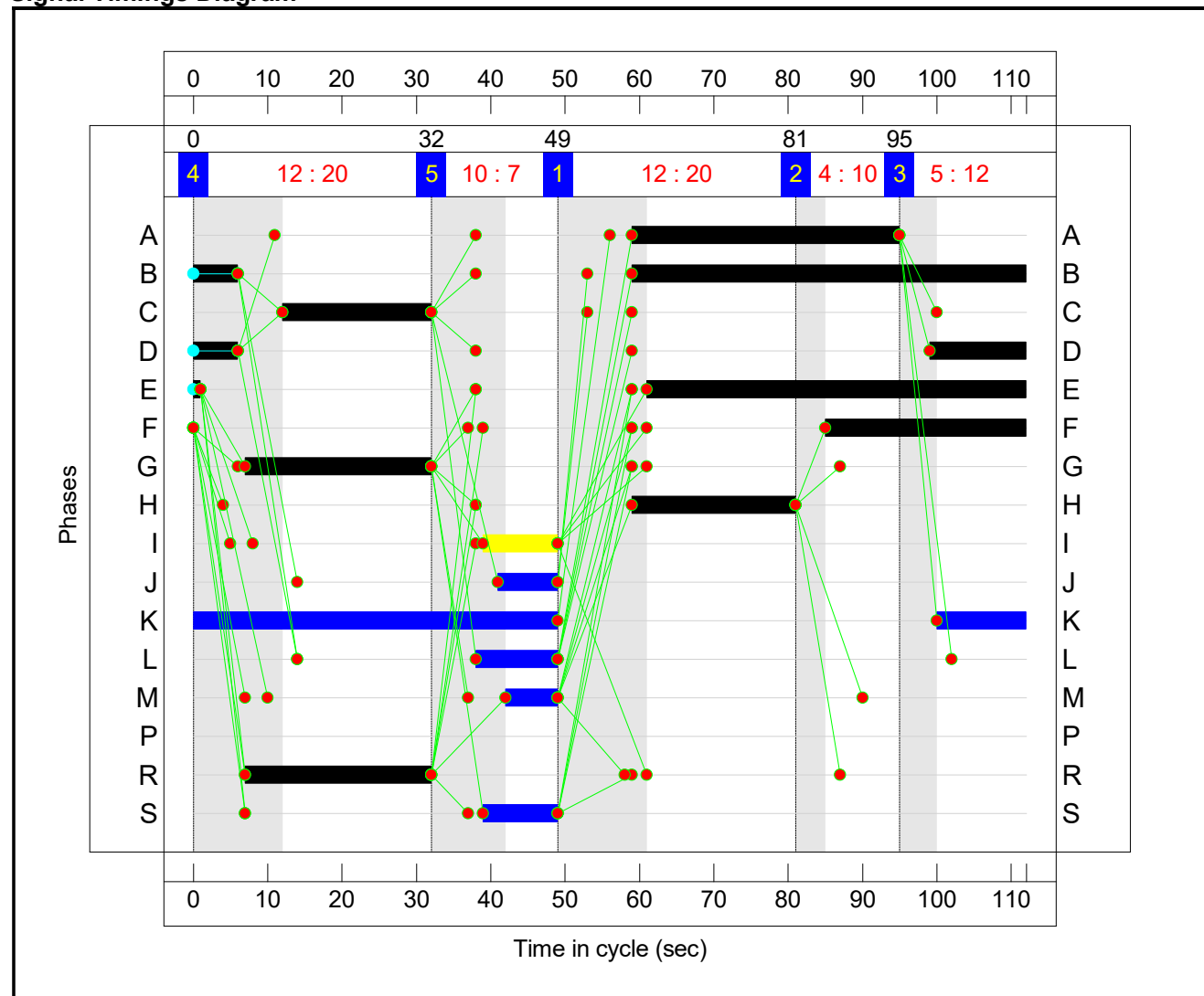


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	20	10	12	20	7
Change Point	49	81	95	0	32

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

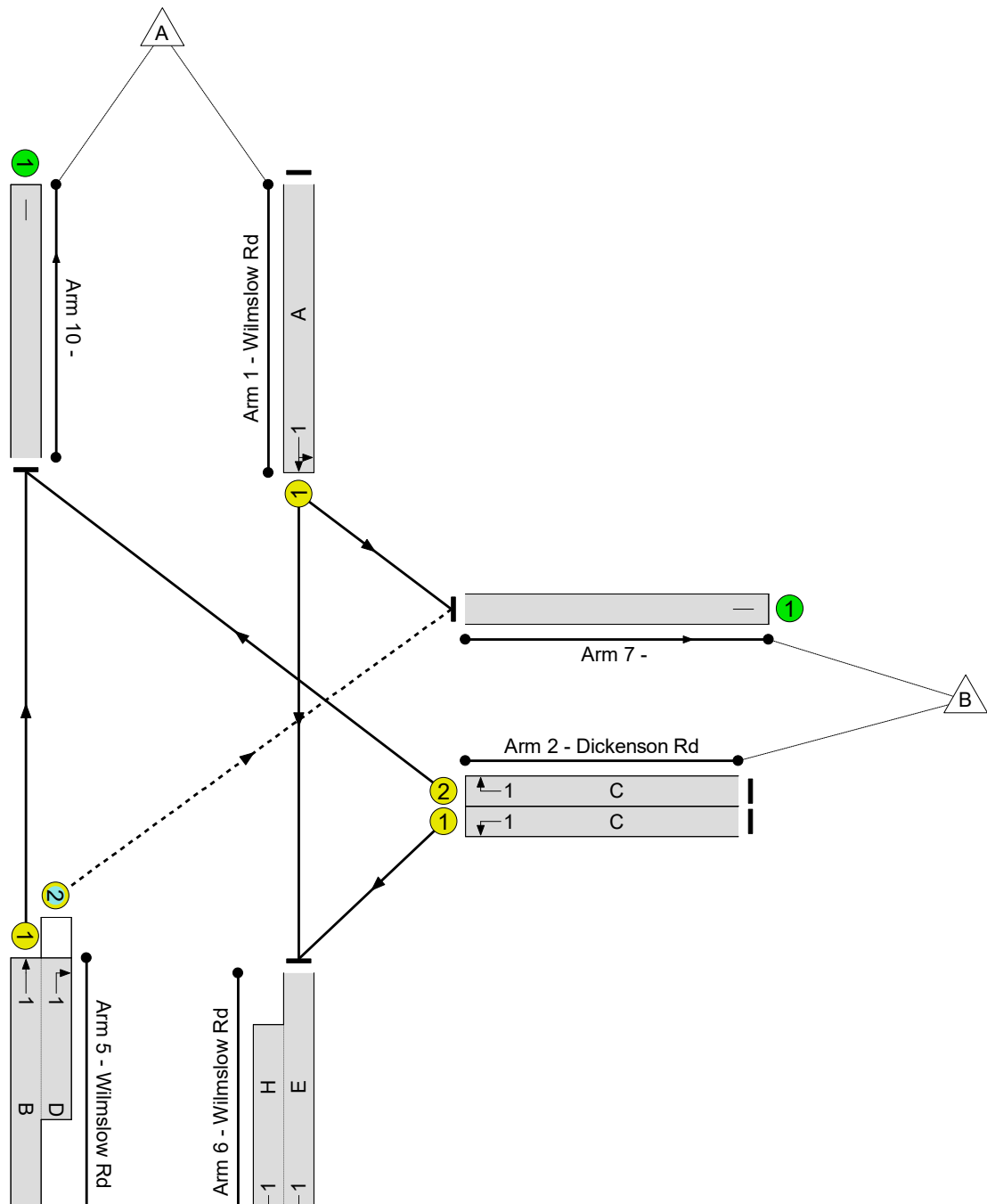
Full Input Data And Results



Wilmslow Rd / Platt Ln / Dickenson Rd

PRC: 4.0 %

Total Traffic Delay: 44.6 pcuHr



Full Input Data And Results

Network Results

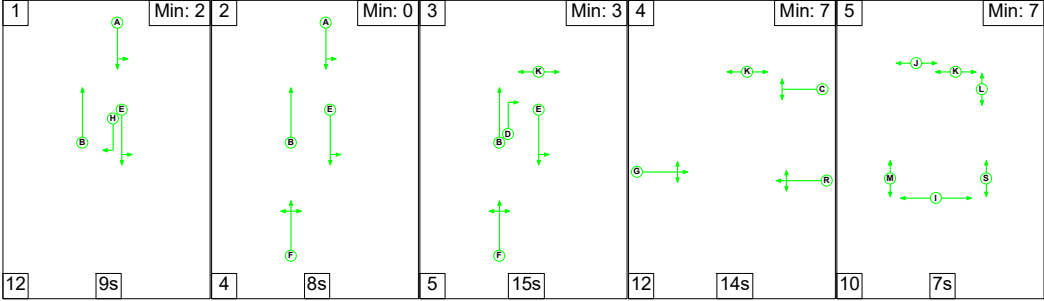
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.6%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	86.6%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	36	-	554	1937	640	86.6%
2/1	Dickenson Rd Left	U	1	N/A	C		1	20	-	262	1665	312	83.9%
2/2	Dickenson Rd Right	U	1	N/A	C		1	20	-	206	1905	357	57.7%
3/1+3/2	Wilmslow Rd Ahead Left Right	U+O	1	N/A	F		1	27	-	424	1967:1907	473+40	82.7 : 82.7%
4/1	Platt Ln Left	U	1	N/A	G		1	25	-	218	1769	411	53.1%
4/2	Platt Ln Right Ahead	O	1	N/A	G		1	25	-	163	1940	361	45.1%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	59:19	-	537	1915:1868	326+297	86.1 : 86.1%
6/1+6/2	Wilmslow Rd Ahead Right Left	U+O	1	N/A	E H		1	52:22	-	707	1915:1897	504+387	79.3 : 79.3%
7/1		U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
12/1+12/2	Lidl Exit Right Left Ahead	U+O	1	N/A	R		1	25	-	98	1806:1868	339+150	20.1 : 20.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	204	542	21	30.2	14.2	0.2	44.6	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	204	542	21	30.2	14.2	0.2	44.6	-	-	-	-
1/1	554	554	-	-	-	5.4	3.0	-	8.4	54.8	16.2	3.0	19.2
2/1	262	262	-	-	-	3.2	2.4	-	5.6	76.6	7.8	2.4	10.2
2/2	206	206	-	-	-	2.4	0.7	-	3.0	53.3	5.8	0.7	6.5
3/1+3/2	424	424	33	0	0	4.6	2.3	0.0	6.9 (6.4+0.5)	58.6 (58.7:58.1)	12.0	2.3	14.3
4/1	218	218	-	-	-	2.3	0.6	-	2.8	46.9	5.9	0.6	6.5
4/2	163	163	141	0	0	1.7	0.4	0.1	2.2	48.6	4.3	0.4	4.8
5/1+5/2	537	537	0	254	2	4.4	2.9	0.0	7.3 (3.0+4.3)	48.9 (38.3:60.5)	7.7	2.9	10.6
6/1+6/2	707	707	0	289	18	5.3	1.9	0.0	7.2 (2.5+4.7)	36.4 (22.3:54.8)	8.1	1.9	9.9
7/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1+12/2	98	98	30	0	0	0.9	0.1	0.1	1.1 (0.7+0.4)	41.9 (38.9:48.7)	1.7	0.1	1.8
C1 Stream: 1 PRC for Signalled Lanes (%):					4.0	Total Delay for Signalled Lanes (pcuHr):			44.58	Cycle Time (s): 112			
PRC Over All Lanes (%):					4.0	Total Delay Over All Lanes(pcuHr):			44.58				

Scenario 3: 'Saturday Peak 2026 + Development' (FG9: 'Saturday 2026 Opening Year + Development', Plan 1: 'Stream 1 - Base Year')

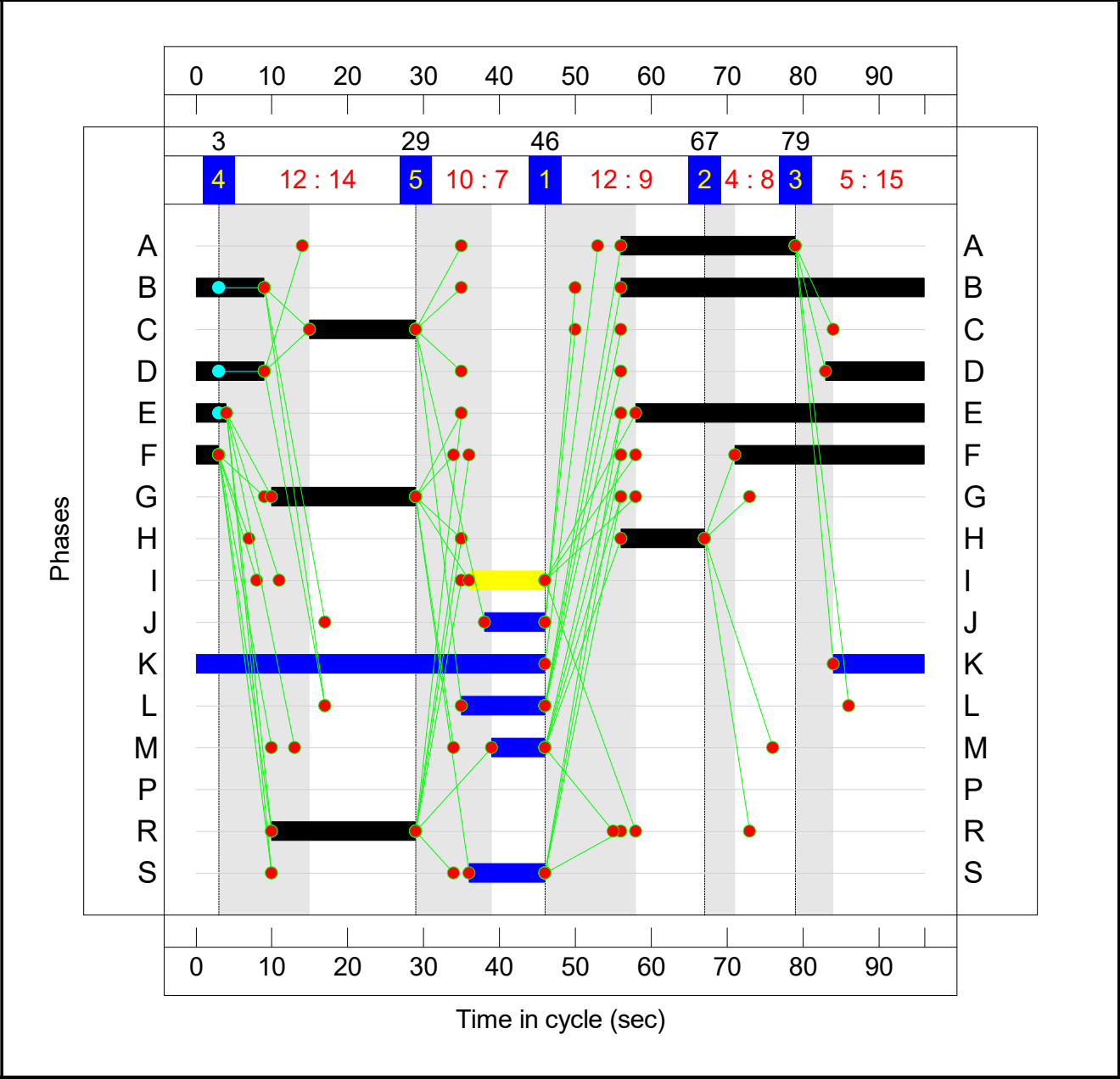
Stage Sequence Diagram
Stage Stream: 1



Stage Timings
Stage Stream: 1

Stage	1	2	3	4	5
Duration	9	8	15	14	7
Change Point	46	67	79	3	29

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

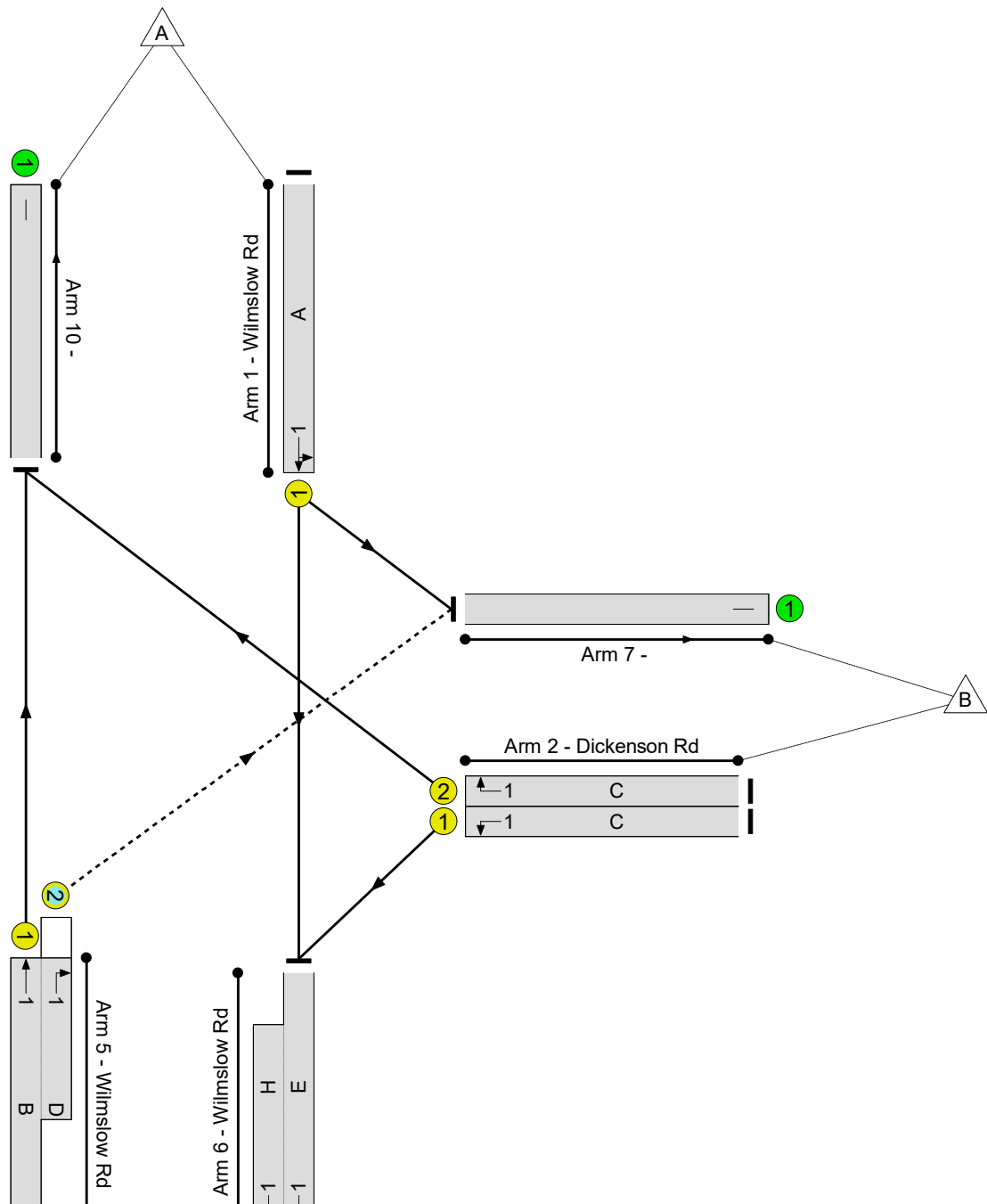
Full Input Data And Results



Wilmslow Rd / Platt Ln / Dickenson Rd

PRC: 13.5 %

Total Traffic Delay: 33.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	23	-	379	1912	478	79.3%
2/1	Dickenson Rd Left	U	1	N/A	C		1	14	-	205	1665	260	78.8%
2/2	Dickenson Rd Right	U	1	N/A	C		1	14	-	187	1905	298	62.8%
3/1+3/2	Wilmslow Rd Ahead Left Right	U+O	1	N/A	F		1	28	-	441	1983:1907	558+70	70.2 : 70.2%
4/1	Platt Ln Left	U	1	N/A	G		1	19	-	235	1769	369	63.8%
4/2	Platt Ln Right Ahead	O	1	N/A	G		1	19	-	122	1959	346	35.2%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	49:22	-	612	1915:1868	399+377	78.9 : 78.9%
6/1+6/2	Wilmslow Rd Ahead Right Left	U+O	1	N/A	E H		1	42:11	-	468	1915:1897	599+237	51.2 : 67.9%
7/1		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
12/1+12/2	Lidl Exit Right Left Ahead	U+O	1	N/A	R		1	19	-	138	1802:1868	304+150	28.9 : 33.3%

Full Input Data And Results

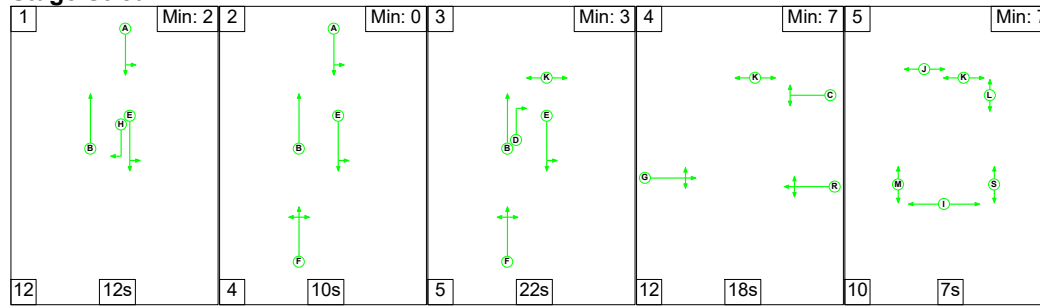
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Full Input Data And Results

Scenario 4: 'AM Peak 2031 + Development' (FG10: 'AM Peak 2031 Future Year + Development', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

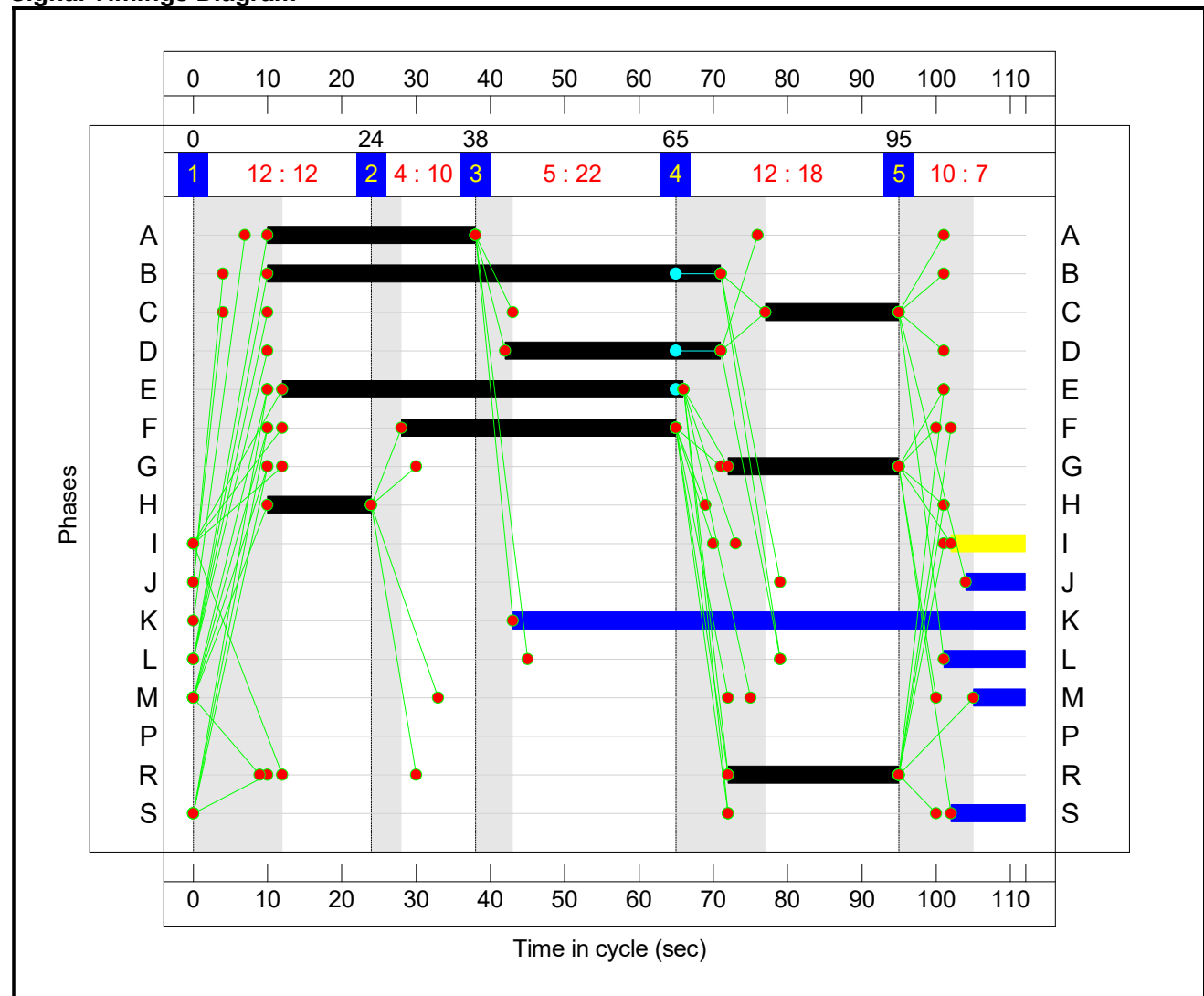


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	12	10	22	18	7
Change Point	0	24	38	65	95

Signal Timings Diagram



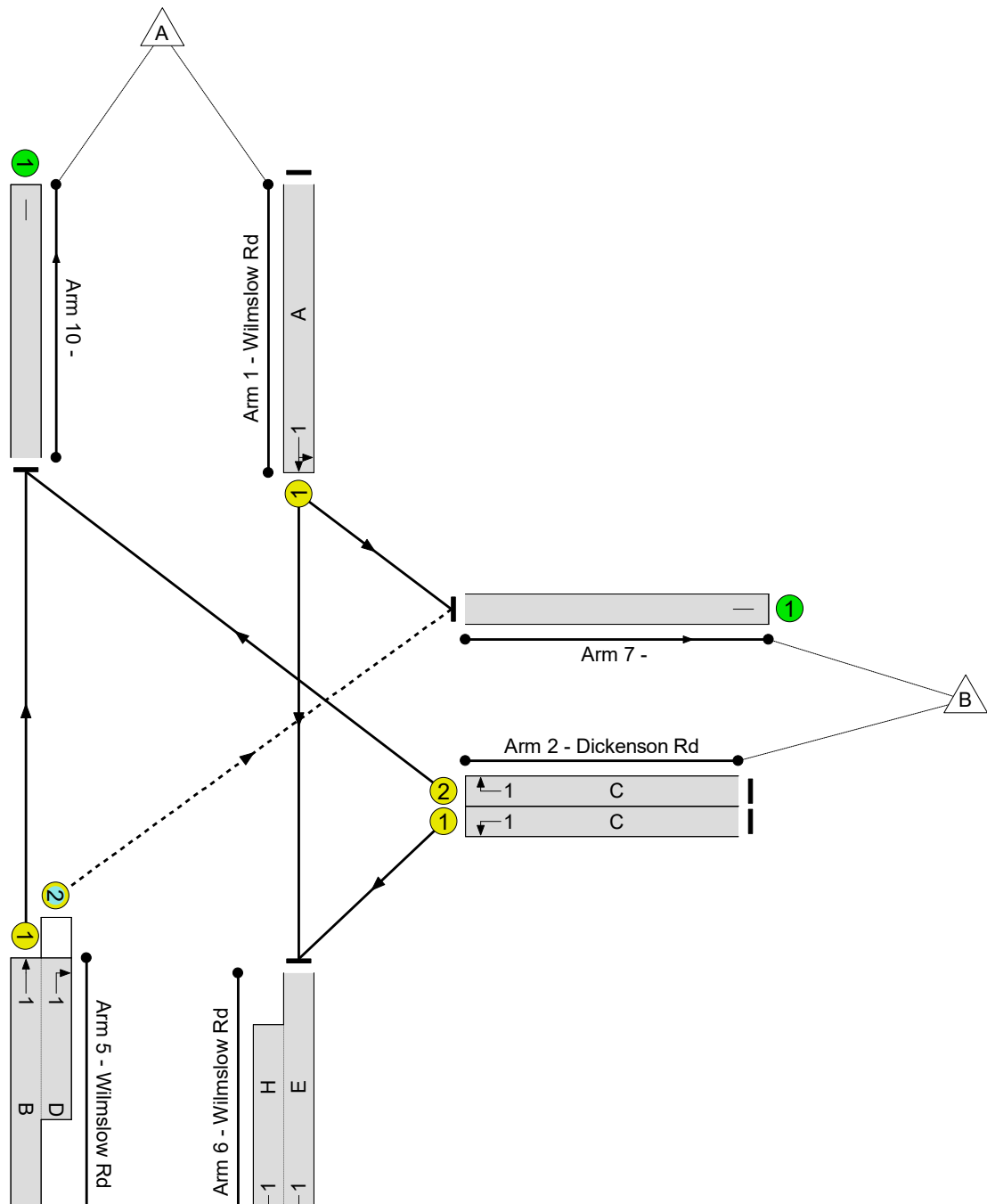
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Wilmslow Rd / Platt Ln / Dickenson Rd
PRC: -0.2 %
Total Traffic Delay: 52.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.1%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	90.1%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	28	-	432	1923	498	86.8%
2/1	Dickenson Rd Left	U	1	N/A	C		1	18	-	242	1665	282	85.7%
2/2	Dickenson Rd Right	U	1	N/A	C		1	18	-	220	1905	323	68.1%
3/1+3/2	Wilmslow Rd Ahead Left Right	U+O	1	N/A	F		1	37	-	619	1986:1907	661+27	90.0 : 90.0%
4/1	Platt Ln Left	U	1	N/A	G		1	23	-	275	1769	379	72.5%
4/2	Platt Ln Right Ahead	O	1	N/A	G		1	23	-	223	1931	350	63.8%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	61:29	-	798	1915:1868	543+358	88.5 : 88.5%
6/1+6/2	Wilmslow Rd Ahead Right Left	U+O	1	N/A	E H		1	54:14	-	562	1915:1897	369+254	90.1 : 90.1%
7/1		U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
12/1+12/2	Lidl Exit Right Left Ahead	U+O	1	N/A	R		1	23	-	36	1799:1868	217+122	10.6 : 10.6%

Full Input Data And Results

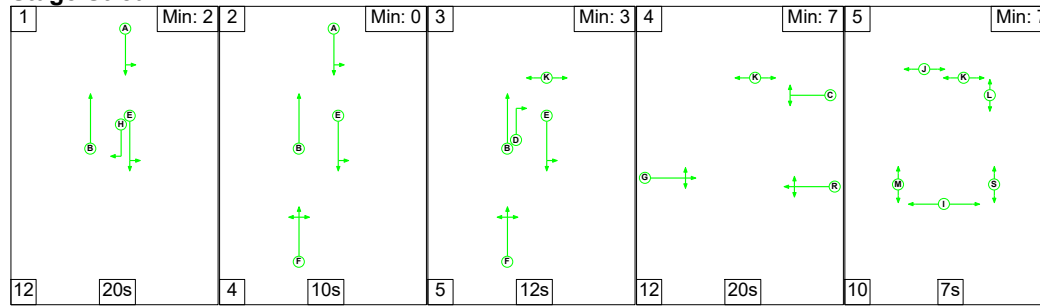
All Input Data / and Results													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	245	517	29	31.7	20.6	0.2	52.5	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	245	517	29	31.7	20.6	0.2	52.5	-	-	-	-
1/1	432	432	-	-	-	4.8	3.0	-	7.8	64.7	12.8	3.0	15.8
2/1	242	242	-	-	-	3.0	2.6	-	5.7	84.5	7.3	2.6	9.9
2/2	220	220	-	-	-	2.7	1.0	-	3.7	60.8	6.4	1.0	7.5
3/1+3/2	619	619	24	0	0	6.0	4.0	0.0	10.1 (9.7+0.4)	58.5 (58.5:58.1)	18.1	4.0	22.1
4/1	275	275	-	-	-	3.1	1.3	-	4.4	57.8	7.9	1.3	9.2
4/2	223	223	208	0	0	2.4	0.9	0.1	3.4	55.5	6.3	0.9	7.1
5/1+5/2	798	798	0	313	4	4.4	3.6	0.0	8.0 (4.1+3.9)	36.0 (30.9:43.9)	7.5	3.6	11.1
6/1+6/2	562	562	0	203	26	4.9	4.0	0.0	9.0 (3.7+5.2)	57.4 (40.2:82.5)	6.6	4.0	10.7
7/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1+12/2	36	36	13	0	0	0.4	0.1	0.1	0.5 (0.3+0.2)	46.1 (41.0:55.1)	0.6	0.1	0.6
C1 Stream: 1 PRC for Signalled Lanes (%):					-0.2	Total Delay for Signalled Lanes (pcuHr):			52.49	Cycle Time (s): 112			
PRC Over All Lanes (%):					-0.2	Total Delay Over All Lanes(pcuHr):			52.49				

Full Input Data And Results

Scenario 5: 'PM Peak 2031 + Development' (FG11: 'PM Peak 2031 Future Year + Development', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

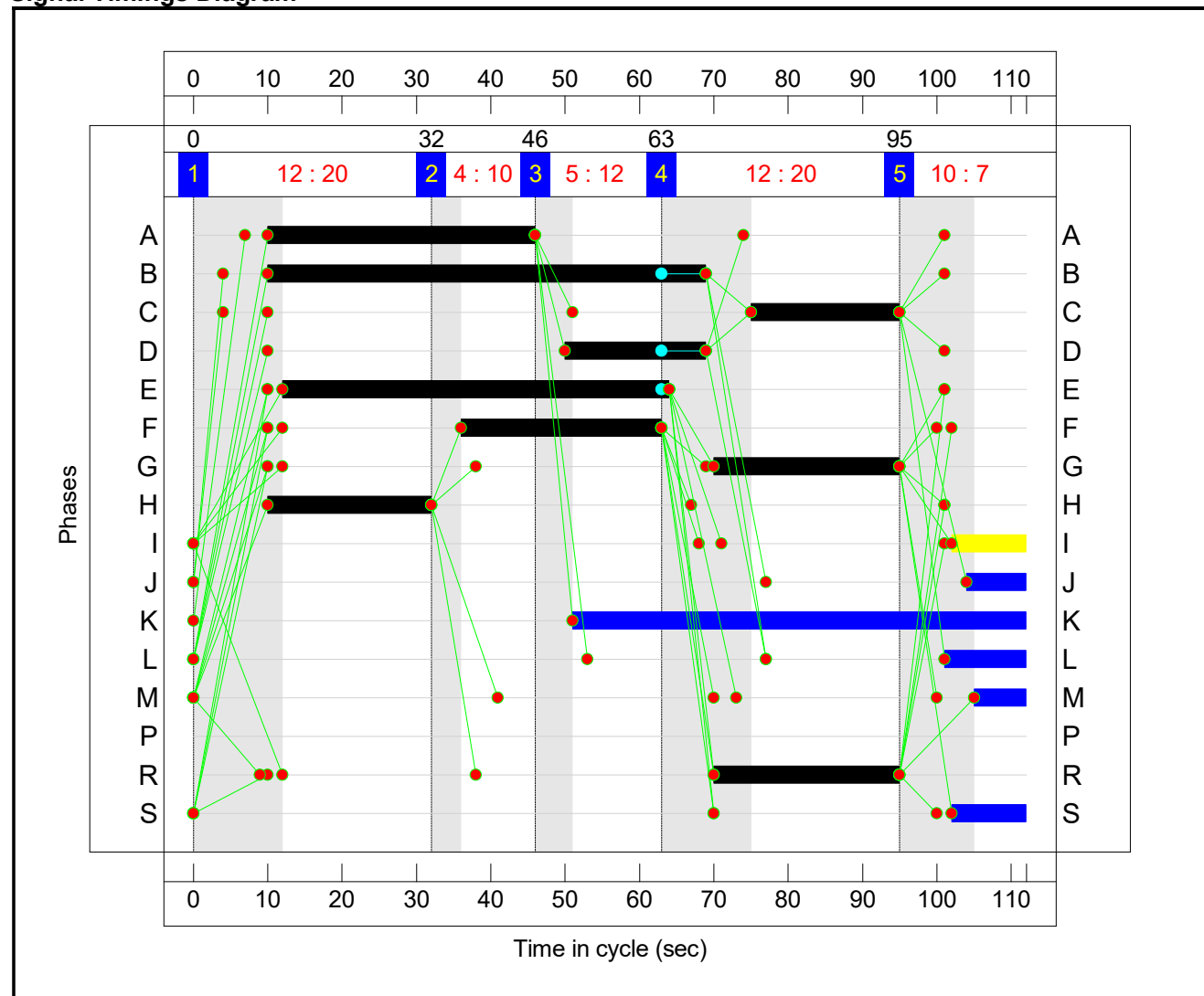


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	20	10	12	20	7
Change Point	0	32	46	63	95

Signal Timings Diagram

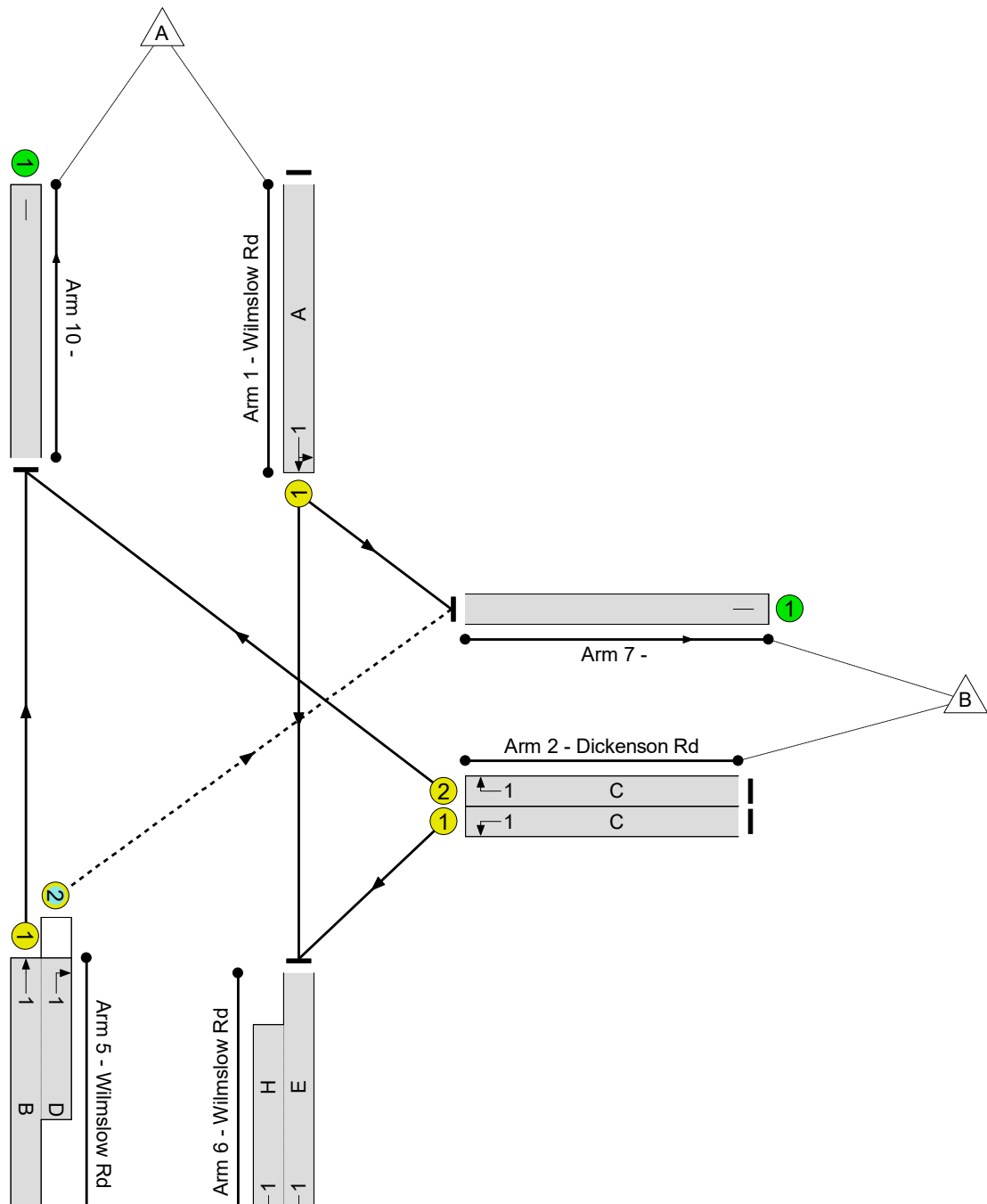


Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Wilmslow Rd / Platt Ln / Dickenson Rd
PRC: -2.3 %
Total Traffic Delay: 53.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	36	-	589	1937	640	92.0%
2/1	Dickenson Rd Left	U	1	N/A	C		1	20	-	279	1665	312	89.4%
2/2	Dickenson Rd Right	U	1	N/A	C		1	20	-	219	1905	357	61.3%
3/1+3/2	Wilmslow Rd Ahead Left Right	U+O	1	N/A	F		1	27	-	450	1967:1907	475+38	87.9 : 87.9%
4/1	Platt Ln Left	U	1	N/A	G		1	25	-	233	1769	411	56.7%
4/2	Platt Ln Right Ahead	O	1	N/A	G		1	25	-	172	1939	358	48.0%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	59:19	-	571	1915:1868	327+297	91.5 : 91.5%
6/1+6/2	Wilmslow Rd Ahead Right Left	U+O	1	N/A	E H		1	52:22	-	752	1915:1897	500+387	84.7 : 84.7%
7/1		U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
12/1+12/2	Lidl Exit Right Left Ahead	U+O	1	N/A	R		1	25	-	98	1806:1868	339+150	20.1 : 20.1%

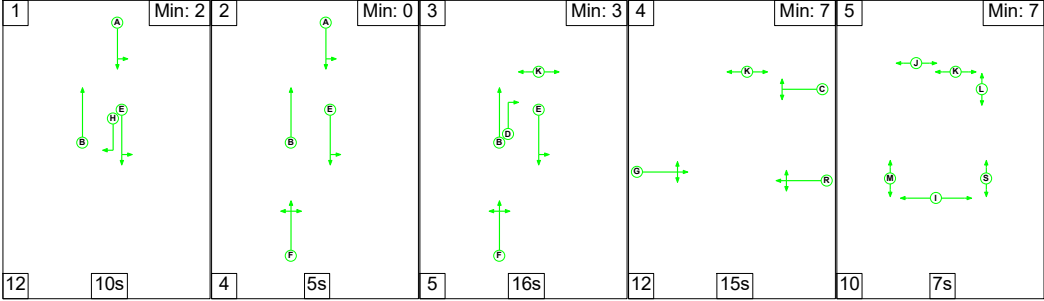
Full Input Data And Results

All Input Data / And Results													
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	213	579	21	32.5	20.9	0.2	53.5	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	213	579	21	32.5	20.9	0.2	53.5	-	-	-	-
1/1	589	589	-	-	-	5.9	4.9	-	10.8	65.8	17.5	4.9	22.4
2/1	279	279	-	-	-	3.4	3.5	-	6.9	89.3	8.4	3.5	11.9
2/2	219	219	-	-	-	2.5	0.8	-	3.3	54.7	6.2	0.8	7.0
3/1+3/2	450	450	33	0	0	5.0	3.3	0.0	8.3 (7.7+0.6)	66.2 (66.3;65.8)	13.0	3.3	16.3
4/1	233	233	-	-	-	2.5	0.7	-	3.1	48.1	6.4	0.7	7.1
4/2	172	172	150	0	0	1.8	0.5	0.1	2.4	49.4	4.6	0.5	5.1
5/1+5/2	571	571	0	269	3	4.6	4.6	0.0	9.2 (4.0+5.3)	58.1 (47.6;69.7)	8.4	4.6	12.9
6/1+6/2	752	752	0	310	18	5.7	2.7	0.0	8.4 (3.0+5.4)	40.2 (25.4;59.4)	9.1	2.7	11.7
7/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1+12/2	98	98	30	0	0	0.9	0.1	0.1	1.1 (0.7+0.4)	42.2 (38.9;49.6)	1.7	0.1	1.8
C1 Stream: 1 PRC for Signalled Lanes (%): -2.3 Total Delay for Signalled Lanes (pcuHr): 53.54 Cycle Time (s): 112 PRC Over All Lanes (%): -2.3 Total Delay Over All Lanes(pcuHr): 53.54													

Scenario 6: 'Saturday Peak 2031 + Development' (FG12: 'Saturday Peak 2031 Future Year + Development', Plan 1: 'Stream 1 - Base Year')

Stage Sequence Diagram

Stage Stream: 1

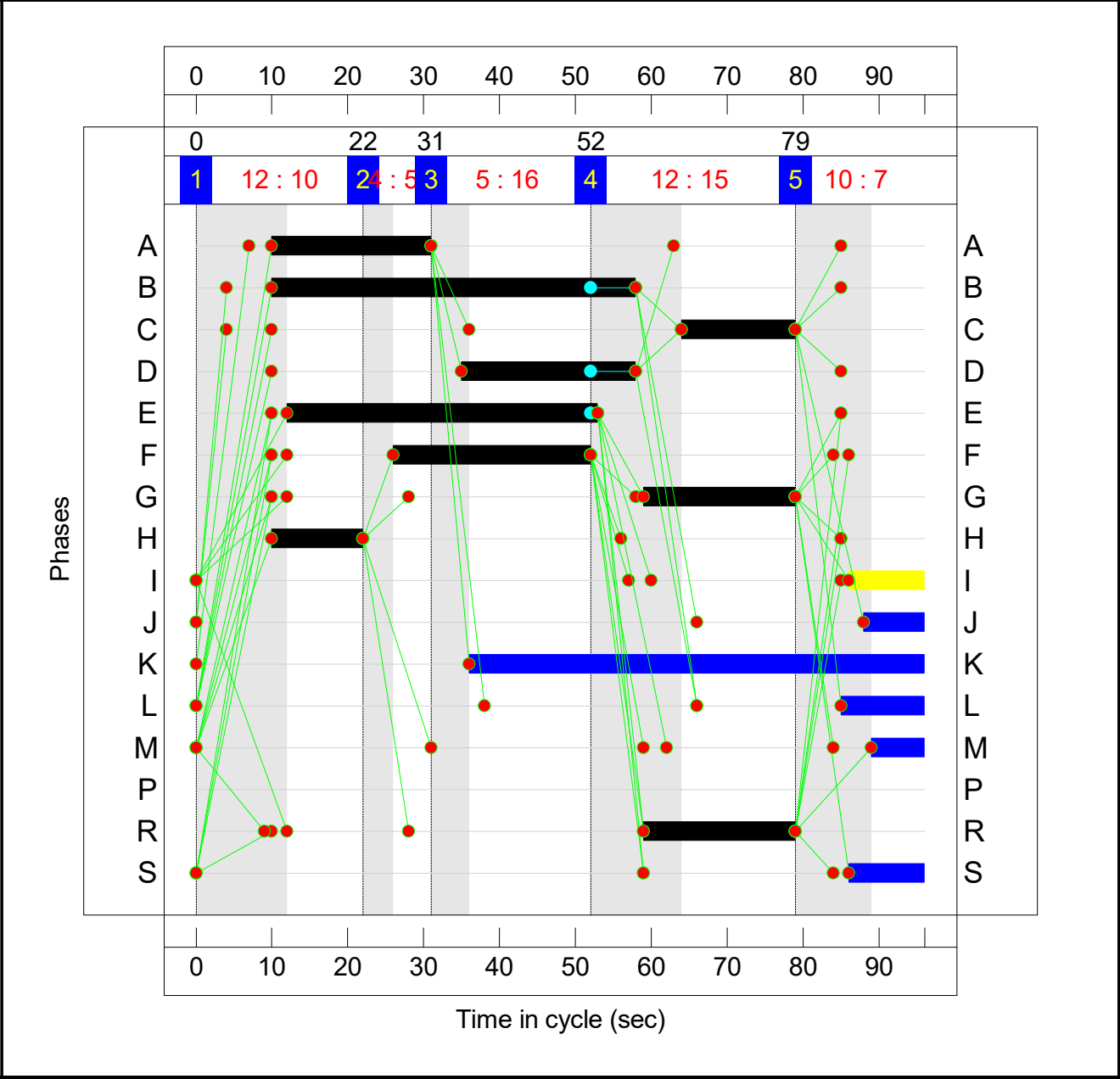


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5
Duration	10	5	16	15	7
Change Point	0	22	31	52	79

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

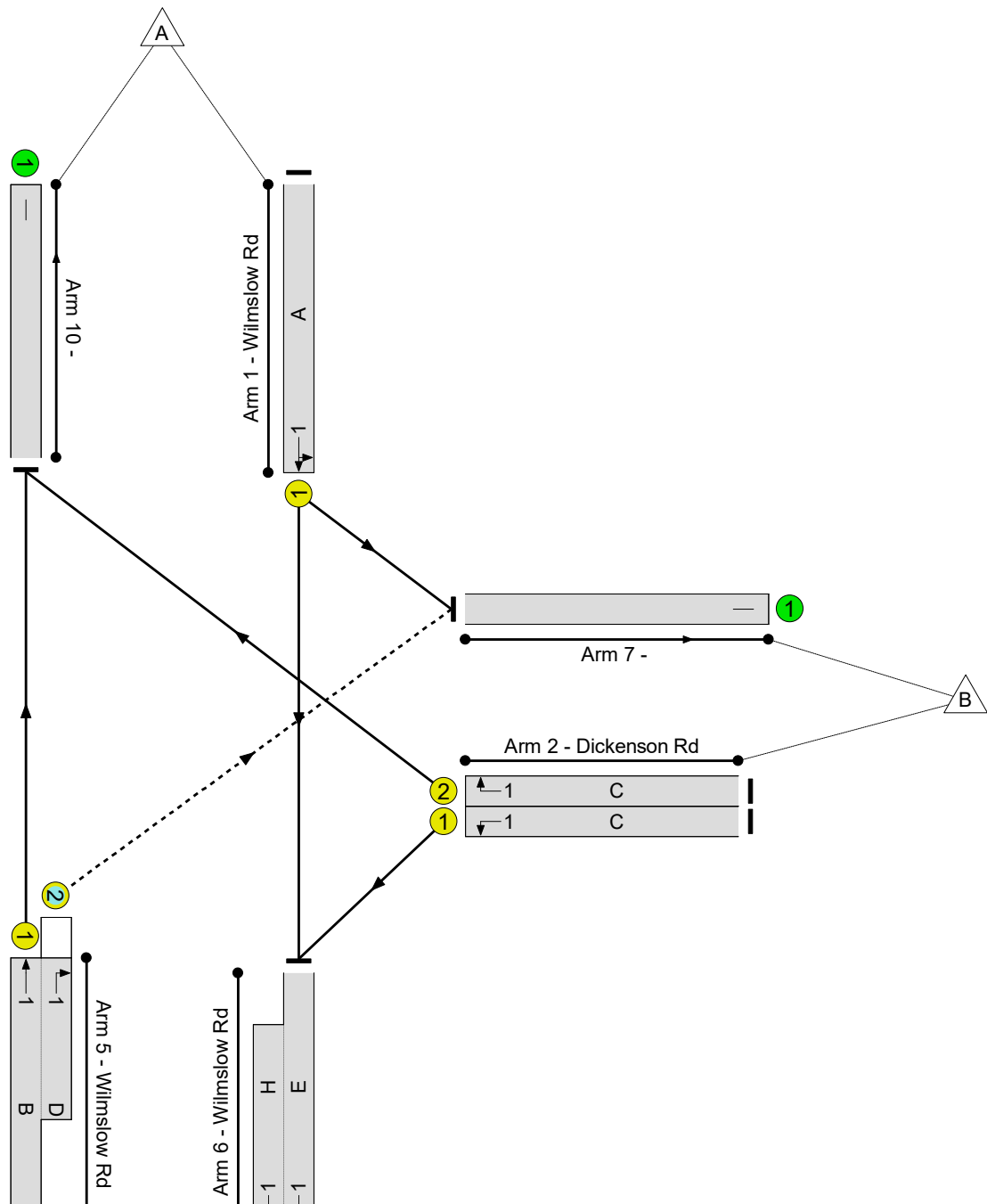
Full Input Data And Results



Wilmslow Rd / Platt Ln / Dickenson Rd

PRC: 5.4 %

Total Traffic Delay: 38.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
1/1	Wilmslow Rd Ahead Left	U	1	N/A	A		1	21	-	363	1909	437	83.0%
2/1	Dickenson Rd Left	U	1	N/A	C		1	15	-	237	1665	277	85.4%
2/2	Dickenson Rd Right	U	1	N/A	C		1	15	-	191	1905	318	60.2%
3/1+3/2	Wilmslow Rd Ahead Left Right	U+O	1	N/A	F		1	26	-	480	1982:1907	525+61	82.0 : 82.0%
4/1	Platt Ln Left	U	1	N/A	G		1	20	-	256	1769	387	66.2%
4/2	Platt Ln Right Ahead	O	1	N/A	G		1	20	-	134	1957	364	36.8%
5/1+5/2	Wilmslow Rd Right Ahead	U+O	1	N/A	B D		1	48:23	-	666	1915:1868	410+386	83.7 : 83.7%
6/1+6/2	Wilmslow Rd Ahead Right Left	U+O	1	N/A	E H		1	41:12	-	484	1915:1897	495+257	63.8 : 65.4%
7/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
11/1		U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
12/1+12/2	Lidl Exit Right Left Ahead	U+O	1	N/A	R		1	20	-	143	1802:1868	298+148	30.5 : 35.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	203	473	18	25.0	12.7	0.3	38.0	-	-	-	-
Wilmslow Rd / Platt Ln / Dickenson Rd	-	-	203	473	18	25.0	12.7	0.3	38.0	-	-	-	-
1/1	363	363	-	-	-	3.6	2.3	-	5.8	58.0	9.2	2.3	11.5
2/1	237	237	-	-	-	2.6	2.6	-	5.2	78.3	6.1	2.6	8.7
2/2	191	191	-	-	-	2.0	0.7	-	2.7	51.1	4.7	0.7	5.4
3/1+3/2	480	480	50	0	0	4.2	2.2	0.0	6.4 (5.8+0.7)	48.1 (48.2:47.7)	11.4	2.2	13.6
4/1	256	256	-	-	-	2.4	1.0	-	3.4	47.8	6.2	1.0	7.1
4/2	134	134	101	0	0	1.2	0.3	0.1	1.6	42.1	3.1	0.3	3.4
5/1+5/2	666	666	0	319	4	4.3	2.5	0.0	6.8 (2.8+3.9)	36.5 (29.9:43.5)	7.5	2.5	10.0
6/1+6/2	484	484	0	154	14	3.6	0.9	0.0	4.5 (1.9+2.6)	33.3 (21.9:54.7)	4.1	0.9	5.0
7/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1+12/2	143	143	52	0	0	1.2	0.2	0.2	1.6 (0.9+0.7)	40.9 (36.8:48.2)	2.0	0.2	2.2
C1 Stream: 1 PRC for Signalled Lanes (%):					5.4	Total Delay for Signalled Lanes (pcuHr):			37.95	Cycle Time (s): 96			
PRC Over All Lanes (%):					5.4	Total Delay Over All Lanes(pcuHr):			37.95				

