Riverpark Road, Manchester

Transport Assessment

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Executive Summary

Curtins has been appointed by Kellen Homes and Great Places Housing Group (the Client) to provide transport and highways advice in relation to a planning application for residential development on the site of Riverpark Trading Estate in East Manchester.

The planning description is as follows:

"Erection of a residential development comprising 498 dwellings (including a mix of housing types and tenures) together with landscaping, sustainable drainage features, pedestrian footways, vehicular accesses and highways, parking provision and other associated works."

The proposed scheme will provide 498 dwellings, comprising a mixture of apartments (277) and houses (221), private and affordable, and dwelling sizes. A mix of tenures would be available.

A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.

Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.

The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

It is not considered that the proposed development would have a significant or severe impact on any junctions in the context of the NPPF.

Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Kellen Homes and Great Places Housing Group (the Client) to provide transport and highways advice in relation to a planning application for residential development on the site of Riverpark Trading Estate in East Manchester.

1.1.2 The planning description is as follows:

"Erection of a residential development comprising 498 dwellings (including a mix of housing types and tenures) together with landscaping, sustainable drainage features, pedestrian footways, vehicular accesses and highways, parking provision and other associated works".

1.1.3 The proposed scheme will provide 498 dwellings, comprising a mixture of apartments (277) and houses (221), private and affordable, and dwelling sizes. A mix of tenures would be available.

1.1.4 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

1.2.1 This Transport Assessment (TA) has been prepared to inform Highway Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.2.2 The TA is supported by a range of appendices, with access drawings showing visibility splays and swept path assessments. Additionally, the TA is supported by an Interim Travel Plan (Document Reference: **085926-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel.

1.3 Scope of the Report

1.3.1 The scope of this report is consistent with local and national transport planning policy and guidance.

1.3.2 Curtins held a pre-application scoping meeting with MCC Highways on 29th May 2024, with the minutes being as follows:

- "[Curtins] *summarised the scheme with respect to the potential for 450 – 700 dwellings on the existing industrial estate.*
- [Curtins] *stated that there appeared to be a fall-back position with regard to the existing Industrial Estate use and based on an initial TRICS analysis;*

- *Traffic surveys will be undertaken at the existing access points to check the above calculations, but given the site is not operating at full capacity, utilisation of the above TRICS figures may be more appropriate.*
- *MCC accepted the fall-back position in principle and the subsequent 'netting off' of vehicle trips as part of the analysis for the forthcoming Transport Assessment.*
- *The scope of the traffic surveys was discussed and it was agreed that these should be undertaken at local junctions on the network and also existing access junctions. The locations are shown on the attached plan, but for completeness, the junctions to be surveyed are as follows:*
    - *Riverpark Road/Briscoe Lane priority junction;*
    - *Riverpark Road/Bank Bridge Road priority junction;*
    - *Alan Turing Way/Briscoe Lane signalised junction;*
    - *Briscoe Lane/Ten Acres Lane signalised junction;*
    - *Alan Turing Way/Gibbon Street signalised junction; and*
    - *Alan Turing Way/Ashton New Road signalised junction*
- *MCC agreed to discuss the above scope with TfGM and will let Curtins know if any issues.*
- *Based on school holidays, traffic surveys to be undertaken w/c Monday 10th June.*
- *Parking surveys also to be undertaken on Riverside Road to establish existing usage.*
- *Committed developments discussed in the area as follows (but additional consents to be reviewed via the Planning Portal:*
    - *Jackson's Brickworks;*
    - *Mannox Development/Lord Nelson; and*
    - *Central Park Bus Depot.*
- *De-engineering of Riverpark Road was discussed and it was agreed that options are to be explored by Curtins/Kellen and shared with MCC in due course. This potentially includes improvements to active travel infrastructure, speed calming and introduction of additional green space.*
- *TROs and Commuted Sums towards the proposed Residents Parking Zone will be required; NBR to discuss internally and provide information.*
- *Bus services/bus stops and wider accessibility to be reviewed as part of wider Transport Assessment. Uncontrolled crossing may be required on Briscoe Lane to link the Site to existing bus services – Curtins to explore.*
- *Parking provision was touched on and there was some suggestion 1 space per apartment may be excessive, but further discussions are required on this matter once the mix of uses is clearer."*

1.3.3 On 3rd June, MCC Highways shared the following comments from TfGM:

- *"Netting off should be based only on surveyed flows as the existing development is still operative, not on a desktop exercise.*

- *Also, if the site is not operating fully, if this is a definitive situation then the survey of flows would capture the extant flows correctly. It may be that the site would not be brought up to full capacity anyway in the future so the consultant's view that the existing trips would be higher would not be valid. If they insist on the fact that extant flows are lower than they should be, firm evidence on the site's capacity should be presented.*
- *Before agreeing a list of junctions to be assessed a trip generation and distribution diagram should be presented to TfGM HFAS and UTC."*

1.3.4 In relation to the first point, Curtins responded that the fallback position usually relates to the planning use that is permitted on the site and the potential traffic that could be generated, not necessarily the specific activity that is currently taking place at this moment in time, although it was necessary to review the survey data before providing further comment.

1.3.5 A second scoping meeting was held with MCC Highways on 28th October 2024, with the minutes being as follows:

- The proposed streetscape and parking was discussed:
  - MCC Highways advising that the S278 team would be unlikely to accept narrower, one-way streets, requiring all adopted streets to have a 5.5m carriageway and 2m footways.
  - It was advised that MCC does not have a preferred form of traffic calming.
  - It was stated that MCC's starting position is that driveways should not be within 10m of a junction.
  - The architect shared that MCC Planning has said small areas of rear parking would be acceptable, given the nature of Riverpark Road, and that c. 50% parking for the apartments had been discussed as an agreeable figure with MCC Planning.
  - MCC Highways raised the potential for improvements to the Riverpark Road frontage, narrowing the junctions with Briscoe Lane and Ten Acres Lane, and to provide a controlled crossing across to Phillips Park. Curtins advised of the viability challenges for the scheme and said, following the recent resurfacing of and addition of on-street parking (which narrows the carriageway width) to Riverpark Road, further changes are not considered necessary.
- Curtins outlined the approach to the trip generation, modal split, and distribution, along with the results of the junction modelling.
- MCC Highways requested that further details be shared pre-application before they can give their full view on the methodology and any need for mitigation. Nonetheless, they requested consideration of all approaches in the modelling, stating that it is a tidal flow, so some mitigation may be possible and necessary on certain approaches to junctions. MCC is seeking to promote active travel and public transport, particularly given it is challenging to increase the capacity of many junctions.

1.3.6 Following this meeting, Curtins shared a draft extract of **Sections 6** and **7** of this TA which detail the traffic forecasting and assessments, and prepared options for controlled crossings across Riverpark Road.

1.3.7 On this basis, the TA contains the following:

- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- A review of accessibility by all modes of travel including walking, cycling, and public transport;
- Drawings showing the site access proposals, vehicle tracking and visibility splays;
- Details of proposed parking arrangements and justification for the provision;
- Information regarding traffic generation, distribution, growth, committed development and assignment; and
- A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.

1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.

1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact, with **Section 6** providing an assessment on the highway impacts.

1.4.6 **Section 7** summarises key national and local transport planning policy, and **Section 8** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located in East Manchester, approximately a kilometre north of the Etihad Campus. It is bound by railway lines to the north, Ten Acres Lane to the east, Riverpark Road and Philip's Park Cemetery to the south, and Briscoe Lane to the west.

2.1.2 The area of East Manchester in which the site is located is characterised by a mix of residential, green space, industrial estate and employment to the northwest, and, to the south, sporting facilities.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

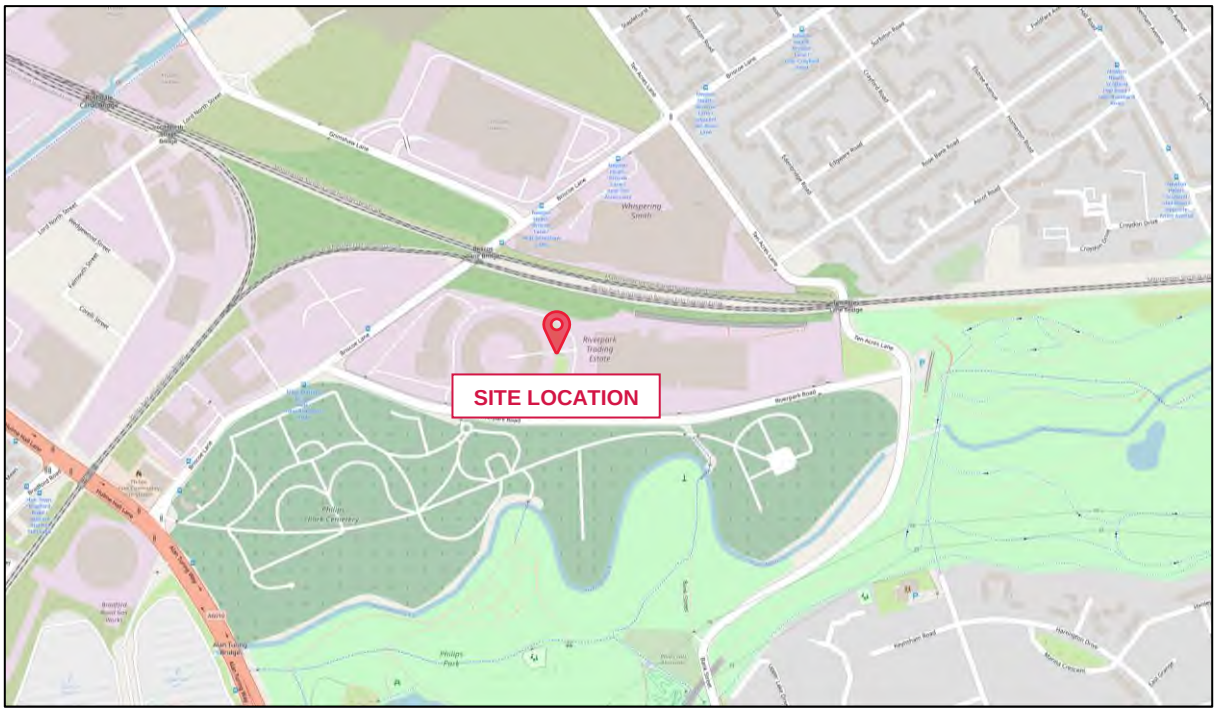


Figure 2.1 – Site Location

(Source: OpenStreetMap, 2024)

2.1.4 **Plan 085926-CUR-XX-XX-G-TP-06001** to the rear of the report illustrates the location of the site in relation to the surrounding areas, and **Plan 085926-CUR-XX-XX-G-TP-06002** to the rear of the report shows the site in a more local context relating to the local highway network.

2.2 Existing Use and Access

2.2.1 Historically, the site was occupied by the former Manchester Abbatoir which is understood to have operated until 2000.

2.2.2 More recently, the site has been occupied by the Riverpark Trading Estate. The dozens of units at the Trading Estate were occupied by a variety of land uses, including offices, shops, and storage. There was a total floor area of 349,906 sqft / 32,507sqm.

2.2.3 There are four priority access junctions off Riverpark Road.

2.2.4 Following prior approval in November 2024, the demolition of Riverpark Trading Estate has commenced. It is understood that the site still has a lawful employment land use and can be used for employment purposes – for example, van rental – without the need to obtain planning permission, although consent would be required for building works.

2.3 Surrounding Highway Network

Eastlands Residents Parking Scheme

2.3.1 Manchester City Council introduced the Eastlands residents parking scheme in early 2024, ahead of the opening of the Co-op Live. This replaced several schemes surrounding the Etihad Campus with a larger, unified geographical area and extended restrictions to all days (rather than being limited to matchdays).

2.3.2 The Eastlands resident parking scheme operates between 12:00 and 23:00 every day to ensure residents and their visitors can park close to their property while still permitting short-stay parking (up to 90-minutes) for visitors to the many shops and businesses in the area. There is no restriction on the duration of parking for permit holders.

2.3.3 Residents can apply for a free permit for each vehicle registered to their home. They can also apply for a separate permit that allows visiting vehicles to park. Businesses and business owners can also apply for free permits to parking within marked areas on street.

2.3.4 **Figure 2.2** illustrates the area covered by the residents parking scheme. The site and the surrounding roads fall within the scheme area, abutting the northern boundary.

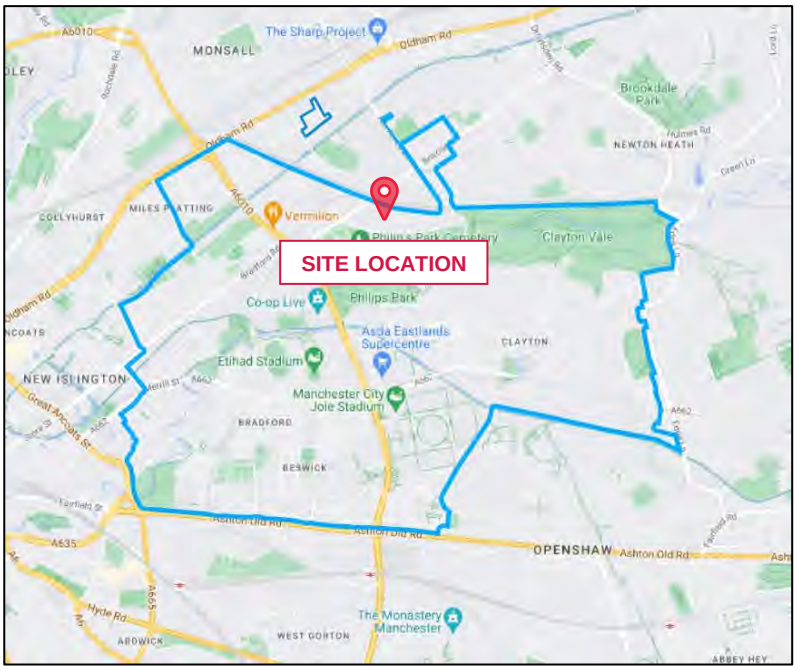


Figure 2.2 – Map of Eastlands Residents Parking Scheme Area
(Source: Manchester City Council)

2.3.5 **Figure 2.3** shows a sign in place on Riverpark Road detailing the restrictions.



Figure 2.3 – Parking Sign on Riverpark Road

Riverpark Road

2.3.6 Riverpark Road extends in an east-west alignment for nearly 800m between priority junctions with Ten Acres Lane and Briscoe Lane. It currently provides access to Riverpark Trading Estate and Philip's Park Cemetery.

2.3.7 The road is mostly c. 14.5m to 15.5m wide, comprising a c. 3m southern footway, a c. 9.5m carriageway (4.75m for each lane) and a c. 2.5m northern footway.

2.3.8 Along the road, there are four vehicular accesses into Riverpark Trading Estate and two into Philips Park Cemetery. The road widens in the vicinity of the western entrance to the cemetery, as shown below, with a maximum width of c. 19.5m.



Figure 2.4 – View of Riverpark Road and Western Access into Cemetery (Looking East)

2.3.9 The carriageway of Riverpark Road widens significantly at both junctions. At its widest point, Riverpark Road is c. 35m wide at the junction with Briscoe Lane, and c. 80m wide at the junction with Ten Acres Lane. The carriageway does not narrow to less than c. 15m wide until it is c. 60m west from the junction with Ten Acres Lane.

2.3.10 There is an uncontrolled crossing with dropped kerbs, tactile paving, and a refuse island access Riverpark Road at the Riverpark Road / Briscoe Lane junction. There is no crossing across either of the Briscoe Lane arms.

2.3.11 There are no pedestrian crossings at the Riverpark Road / Ten Acres Lane junction. It would take a pedestrian approximately a minute to cross the carriageway at its widest point (at a typical walking

speed of 80m per minute), or approximately two minutes to divert to where the carriageway narrows to less than 15m wide (a c. 160m journey).

2.3.12 Ten Acres Lane bends to the east immediately north of the junction, limiting visibility for pedestrians crossing Riverpark Road from the south.

2.3.13 Double yellow line markings are present in the immediate vicinity of the Riverpark Road / Briscoe Lane junction. There are marked parking bays along the southern side of the road, as can be seen below.



Figure 2.5 – View of Riverpark Road (Looking East)

2.3.14 The road is subject to a speed limit of 20mph.

Briscoe Lane

2.3.15 Briscoe Lane connects the site to A6010 Hulme Hall Lane / Alan Turing Way. There are several bus stops along the road. The details of the routes servicing these stops are provided in **Section 4.4**.

2.3.16 The road is subject to a speed limit of 20mph. There are signalised pedestrian crossings complete with dropped kerbs and tactile paving across the Briscoe Lane and Alan Turing Way arms of the Briscoe Lane / Hulme Hall Lane / Alan Turing Way junction.

2.4 Parking Usage

2.4.1 An independent traffic surveying company, Streetwise, undertook an on-street parking survey along Riverpark Road between 06:00 and 20:00 on Thursday 27th and Saturday 29th July 2024. The full results are provided in **Appendix B**.

2.4.2 Along the southern side of the road, double yellow lines are present for c. 145m, while there is parallel parking bays provided along the remaining c. 613m (with a capacity of approximately 120 spaces). Double yellow lines are provided along the entire northern side and no parking is permitted.

2.4.3 **Figure 2.6** below demonstrates the parking accumulation throughout both days.

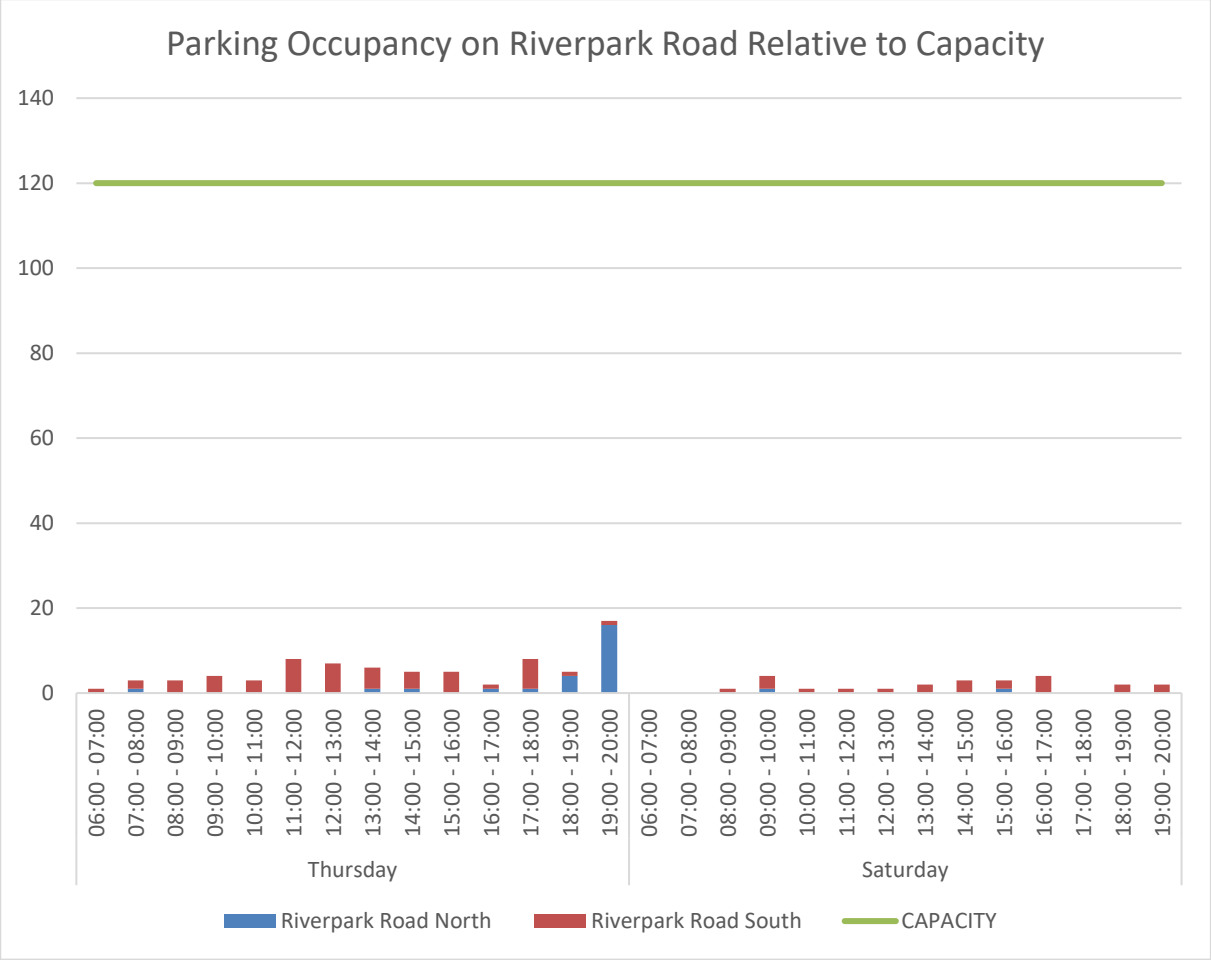


Figure 2.6 – Parking Occupancy along Riverpark Road Relative to Capacity on Thursday 27th and Saturday 29th July 2024

2.4.4 There was a maximum occupancy of 17 parked vehicles between 19:00 - 20:00 on the Thursday, while the combined occupancy was eight or fewer vehicles in all other recorded hours. This is well below the capacity of approximately 120 spaces along the southern side.

2.4.5 Some vehicles were observed parking along the northern side of the road, and where there are restrictions.

2.5 Highway Safety

2.5.1 Collision data for the highway network adjacent to the site has been obtained from the TfGM reported road incidents database for the most recent 60 months. The details of the search are contained in **Figure 2.7** and a breakdown of the information is contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
Briscoe Lane / Ten Acres Lane	2	0	0	**2**
Ten Acres Lane, north of railway line	1	0	0	**1**
Bank Bridge Road, south of junction with Riverpark Road	0	1	0	**1**
Briscoe Lane / Alan Turing Way	7	0	0	**7**
Briscoe Lane, between Alan Turning Way and Riverpark Road	0	1	0	**1**
Briscoe Lane / Riverpark Road	1	0	0	**1**
Briscoe Lane / Grimshaw Lane	2	0	0	**2**
Total	**13**	**2**	**0**	**15**

Table 2.1 – Collision Data Summary



Figure 2.7 – Area Assessed for Collision Data (5 years)
(Source: TfGM, 2024)

2.5.2 There has been a total of 15 collisions in the latest five-year period available, 13 of which were 'slight' severity incidents and two of which were 'serious' severity incidents. No fatal incidents have been recorded in the study area and period.

2.5.3 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 The proposed scheme will provide 498 dwellings, comprising:

Beds	Apartments			Houses		
	Great Places (Affordable)	Private Rent	Total	Shared Ownership & Social Rent (Great Places)	Private Rent	Total
1	64	65	129			0
2	40	108	148	35	32	67
3			0	65	62	127
4			0	10	17	27
Total	104	173	277	110	111	221
%	37.5%	62.5%		49.8%	50.2%	

Table 3.1 – Accommodation Schedule

3.1.2 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

3.2.1 The existing vehicular accesses off Riverpark Road will be removed (with footways being reinstated at these points), and six new ones will be provided.

3.2.2 The two westernmost vehicular accesses will solely provide access to the southern car parks for the southern blocks of apartments, while the rest can be used to access any of the houses and the northern blocks of apartments.

3.2.3 Internal roads of 5.5m width will be provided (with private driveways of 4.8m provided at certain locations), with footways of 2m width provided throughout the proposed access roads.

3.2.4 There would be a 1.5m cycle lane along the northern side of Riverpark Road for the extent of the site frontage, with two controlled pedestrian/cycle crossings proposed on Riverpark Road.

3.2.5 The drawing also shows that visibility splays of 2.4m x 25m can be achieved at all proposed vehicular accesses onto Riverpark Road. These splays are commensurate with Manual for the Streets (MfS) standards for roads with a 20mph speed limit.

3.2.6 This access arrangement is shown in **Drawing 085926-CUR-XX-00-D-TP-75004** at the rear of this report.

3.2.7 **Drawings 085926-CUR-00-XX-DR-TP-05001, 085926-CUR-00-XX-DR-TP-05002, and 085926-CUR-00-XX-DR-TP-05003** at the rear of this report demonstrate that the proposed layout provides safe and suitable access to fire tenders, refuse vehicles, and cars.

3.3 Proposed Parking

Council Parking Standards

3.3.1 The Manchester Residential Quality Guidance (2017) document recommends 100% car parking provision "*as a starting point*" outside the city centre, however:

"*Reduced on site provision may be justified on the basis of:*

- *Secure cycle parking in excess of 50% provision relative to apartment numbers (4 cycle spaces per car park space);*
- *Identification of sufficient off-site capacity, within 5 minutes' walk of the development, to accommodate designated spaces associated with the development (via a long-term leasehold to be available for the life of the development);*
- *Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document;*
- *Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated; and*
- *Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme."*

3.3.2 The National Model Design Code – Part 2 (DLUHC, 2021) expresses a preference for unallocated car parking over allocated parking, stating that:

"Unallocated spaces are an efficient way to provide parking. A scheme provides for the average rather than the maximum level of car ownership. Its flexibility of use enables it to accommodate residents and visitors throughout the day."

Local Car Ownership

3.3.1 Table CT21_0272_Census 2021 provides estimates of the number of cars or van in households by the accommodation type, tenure, number of bedrooms and geography. **Table 3.1** below summarises the average car ownership[1] by number of bedrooms for houses and apartments across all tenures in Manchester, with the proposed types highlighted:

Bedrooms	Houses	Apartments
1	0.44	0.34
2	0.70	0.60
3	1.01	0.77
4	1.36	0.81

[1] For the purposes of calculating the car ownership, it has been assumed that households with '4 or more cars or vans' have 4 cars/vans.

Bedrooms	Houses	Apartments
5 or more	1.56	0.91
Total	1.00	0.50

Table 3.2 – 2021 Census Car Ownership

3.3.2 This indicates that there could be a demand for 133 car parking spaces from the proposed apartments (129 1-beds and 148 2-beds).

3.3.3 It is likely that car ownership among residents of the proposed affordable houses and apartments would be lower levels than is implied by these figures.

Proposed Car Parking

3.3.4 Each house will be provided with one car parking space. Houses 31-55, 95-99, and 120-132 front onto Riverpark Road, and their parking space will be accessed from the rear of the property. As noted in **Section 1.3**, the architect has agreed with MCC Planning that this low level of rear parking would be acceptable to minimise the impact on Riverpark Road.

3.3.5 There would be three car parks for the apartments, providing:

- 52 spaces (including three accessible) adjacent to Blocks A and B, which provide 106 apartments
- 64 spaces (including four accessible) adjacent to Blocks C and D, which provide 126 apartments
- 38 spaces (including two accessible) adjacent to Block E, which provides 47 apartments

3.3.6 Overall, 154 spaces equates to 56% provision relative to the 277 apartments. This level of provision is slightly in excess of the level of demand suggested by the 2021 Census.

3.3.7 All car parking spaces would be equipped with EV charging from the outset.

Proposed Cycle Parking

3.3.8 Secure, sheltered bike stores will be provided with a provision of 100% relative to the number of apartments, located adjacent to each block of apartments.

3.3.9 Cycle sheds would be provided in the rear gardens of all houses.

3.3.10 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **085926-CUR-00-XX-RP-TP-002**). The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (Department for Levelling Up, Housing and Community (DLUHC), 2021).

4.1.3 Over a quarter (27.0%) of households in Greater Manchester do not have access to any cars or vans (see Census 2021 dataset TS045). A lack of access to a car appears to impair people's mobility; those without access to a car made 29% less trips than those with access in 2019 (see NTS0702). People in households without access to a car, however, travel more frequently and further by sustainable modes of travel, including making twice as many cycling trips annually and four times as many bus trips. Therefore, any site which is not adequately accessible by walking, cycling, and public transport will be inaccessible to a quarter of the population.

4.1.4 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

4.2.2 The National Design Guide (NDG, published by DLUHC, 2021) says that well designed places / neighbourhoods are walkable, which is defined *"Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius)."*

4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport's (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be *"…an upper limit"* and that walking *"…offers the greatest potential to replace short car trips, particularly those under 2 km."* The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled *'Guidelines for Providing for*

Journeys on Foot' which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).

4.2.5 Due to the length of the site (the furthest proposed dwellings would be over 500m apart) and the eight accesses proposed into the site from Riverpark Road and Briscoe Lane, the range of facilities accessible and the distances / travel times to these will vary for different residents. To assist in summarising the accessibility of the site by foot, indicative pedestrian catchment plans have been produced from near the easternmost and westernmost proposed vehicular accesses onto Riverpark Road. **Plans 085926-CUR-XX-XX-G-TP-06003** (eastern) and **085926-CUR-XX-XX-G-TP-06004** (western) show 400m intervals up to a maximum of 2,000m.

4.2.6 Within an 800m (c. 10-minute) walk, residents could access the bus stops along Briscoe Lane and the green spaces at Philips Park and Clayton Vale, with those on the western side also being able to reach Vermilion, an upmarket pan-Asian restaurant, and parts of the industrial estate along Briscoe Lane. Slightly beyond this catchment is the Ten Acres Lane Sports Complex, which provides football pitches and martial arts facilities for community uses (including Taekwondo Machine, which runs regular classes for all ages / abilities), and is the home of the National Taekwondo Centre.

4.2.7 There are multitude of varied amenities accessible within the 2,000m walking distance. As well as facilities dispersed throughout the catchments, there are a few locations with a high concentration of amenities, as described below.

4.2.8 Immediately to the north-west and continuing further onwards are a range of industrial and employment units. Central Park is home to the headquarters of Greater Manchester Police and is due to expand further in the future (for example, the bus depot mentioned later in this report).

4.2.9 In Newton Heath, primarily along Old Church Street, residents could reach pubs, takeaways, cafes, convenience store, Lloyds Bank and ATM, pharmacies, clothing shops, an Asda supermarket, church and primary school within 2,000m. A Lidl supermarket and Newton Heath Library can be reached within only c. 100m or so further, while a gym can be reached within c. 700m extra beyond the catchment.

4.2.10 Around the A662 Ashton New Road, various major sporting and events facilities (including the Etihad Stadium, Co-op Live, and National Cycling Centre) and the Asda Eastland Supercentre – providing

groceries, clothes, sporting goods, opticians, pharmacy, café, Timpson, salon, Starbucks, petrol station, and McDonald's. Further amenities in this area include pubs, takeaways, pharmacies, restaurants, and barbers. The catchment from the westernmost site access encompasses a greater area of the Etihad Campus.

4.2.11 At the edge of and slightly beyond both catchments to the south of this in Beswick are the Connell Co-op College (sixth form), Manchester Institute of Health and Performance, East Manchester Leisure Centre, Beswick Library, and The East Manchester Academy (secondary school).

4.2.12 Elsewhere, residents can access additional primary schools, churches, tram stops, Miles Platting Community Library, Clayton Sure Start Centre, and Clayton Hall (a museum).

4.2.13 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 The average cycling trip length was 5,300m in 2019 and 5,730m in 2022 (based on National Travel Survey dataset NTS9910a). The average length has been between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020.

4.3.3 National Travel Survey statistics demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively. This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC, 2021) and LTN1/20.

4.3.4 In order to assist in assessing the accessibility of the site by cycle, **Plan 085926-CUR-XX-XX-G-TP-06004** presents 1,600m intervals up to a maximum catchment of 8,000m, along with the National Cycle Network Routes available within these ranges.

4.3.5 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 1,600m and 8,000m in approximately five and 25 minutes, respectively.

4.3.6 The 8,000m catchment encompasses Manchester city centre, extending as far as Blackley to the north, Ashton-under-Lyne to the east, Burnage to the south, and Salford Quays and Broughton to the east.

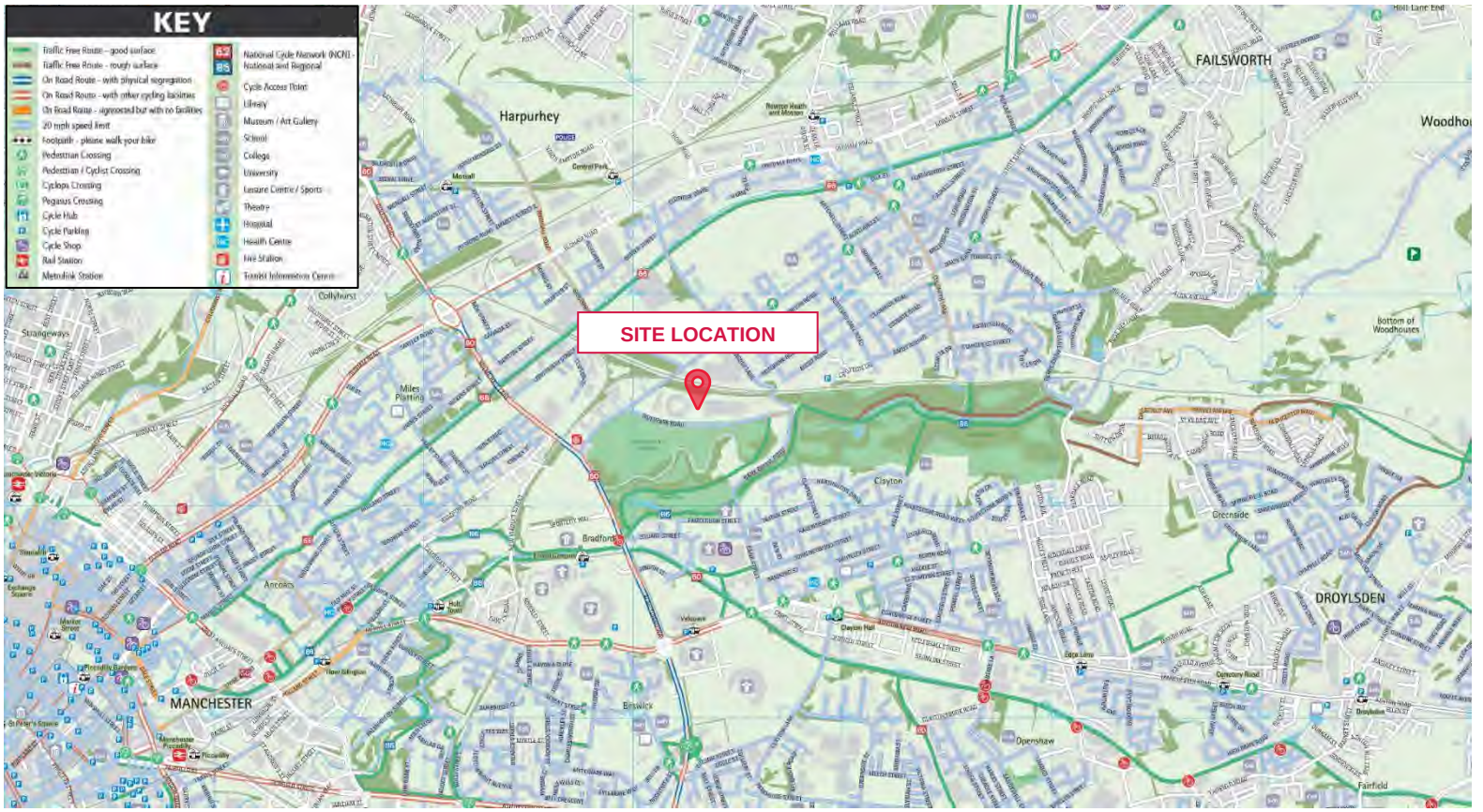


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2022)

4.3.7 As can be seen above, most non-A roads in East Manchester are subject to a 20mph speed limit, including all those immediately surrounding the site, which is significantly safer for pedestrians and cyclists than higher speed limits.

4.3.8 National Cycle Network Route 60 and 66 can both be reached within a c. 1.5km cycle from the site. In the vicinity of the site, Route 66 is entirely traffic-free, running along Rochdale Canal, while Route 60 comprises a mixture of segregated and marked (on-road) cycle lanes when on Alan Turing Way and a traffic-free route when running along Ashton Canal. The segregated and marked (on-road) cycle lanes continue along Alan Turing Way where it does not form part of the National Cycle Network. Several other roads nearby also benefit from cycle lanes, including Ashton New Road to the south and Oldham Road to the north.

4.3.9 There are stands for Starling Bank Bikes – Greater Manchester's cycle hire scheme – on the footway at the corner of the Riverpark Road / Briscoe Lane junction, a c. 95m walk from the nearest proposed dwelling and c. 650m from the furthest, although these are not currently in use. (In mid-2023 TfGM reviewed the scheme to focus on areas with the highest usage, removing bikes from other areas, including near the site.) Whilst cycle parking will be provided for all residents and the proposed development is not reliant on Starling Bank Bikes, the site is well situated to benefit from the existing stands if TfGM decides to bring them back into use.

4.3.10 As mentioned in **Section 3**, the proposed development would provide a cycle lane along Riverpark Road.

4.3.11 The site is well placed to take advantage of the cycle connections around Manchester, and it is considered that cycling is a realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

4.4.1 **Plan 085926-CUR-XX-XX-G-TP-06006** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. The locations accessible within the above times include:

- 20 minutes – east Manchester;
- 40 minutes – Fairfield, parts of south Manchester, Manchester city centre, Moston; and
- 60 minutes – Rochdale, Stalybridge, Glossop, Macclesfield, Wilmslow, Manchester Airport, Altrincham, Urmston, Eccles, Swinton, Bolton.

4.4.2 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region. The accessibility index score is categorised into eight levels (1 to 8), with levels 1 and 8 are characterised by TfGM as 'very low' and 'very high' levels of accessibility, respectively.

4.4.3 **Figure 4.3** below illustrates the GMAL rating of the site and surrounding area. The vast majority of the site has a GMAL of 5, with the remainder being rated 4.

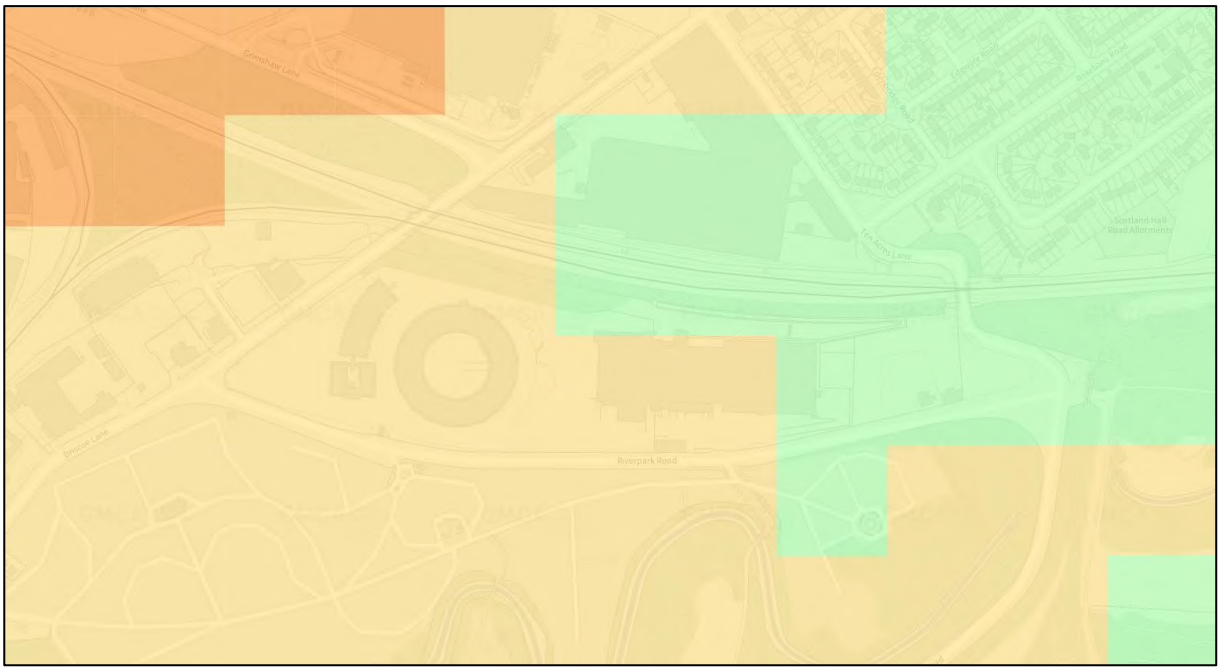


Figure 4.2 – GMAL Ratings Map (Source: TfGM)

4.4.4 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document *'Planning for Walking'* (2015).

4.4.5 Accessibility by bus, Metrolink, and Local Link are considered further below, with a local public transport network map included in **Figure 4.3** below:

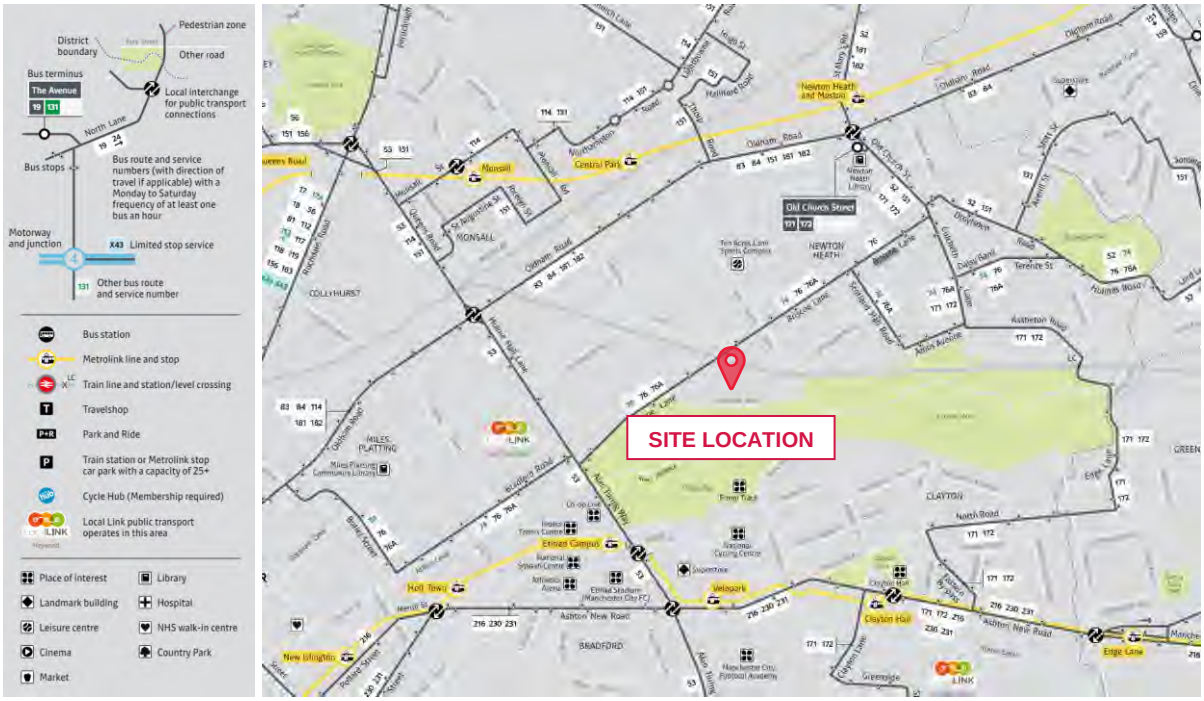


Figure 4.3 – Public Transport Network in the vicinity of the Site (Source: TfGM, 2024)

Bus Accessibility

4.4.6 Further CIHT guidance – from *'Buses in Urban Developments'* (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.7 The 'Riverpark Road' bus stops on Briscoe Lane are situated immediately along the site boundary, so the walking distance would be negligible for many of the residents of the proposed apartments (the blocks of apartments would be on the western side of the site). The furthest house on the eastern side of the site would be less than 650m from the bus stops. Most dwellings would be within the recommended 400m distance.

4.4.8 **Table 4.3** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
74	Hollinwood — Woodhouses — Failsworth — Manchester	7 in AM towards Manchester, 6 in PM towards Woodhouses	–	–
76	Oldham — Limeside — Failsworth — Manchester	4 per hour	4 per hour	2 per hour
76A	Oldham — Limeside — Failsworth — Manchester via Amos Avenue	Hourly	Hourly	–

Table 4.3 – Summary of Bus Service Frequencies in the vicinity of the Site

4.4.9 Routes 74 / 76 / 76A provide a high-frequency bus service to Manchester city centre (which takes approximately 20 minutes) and other surrounding areas from early in the morning to near midnight.

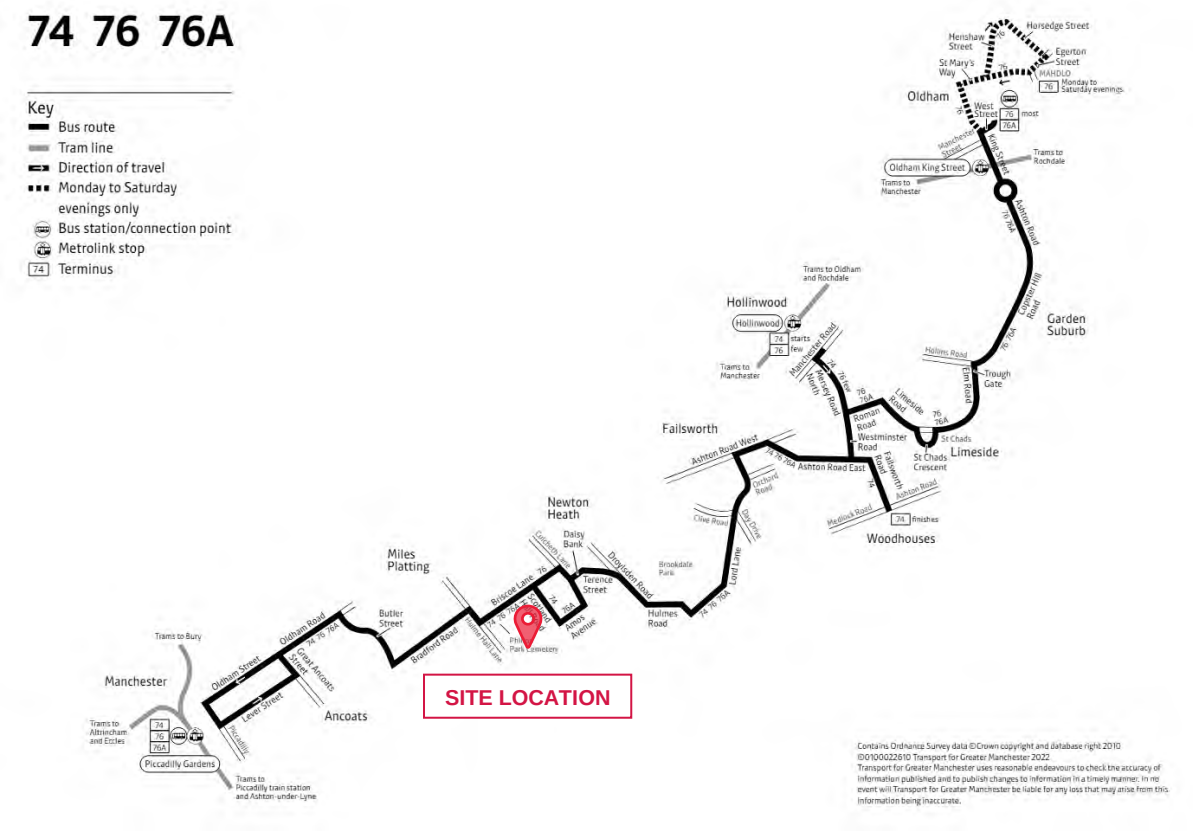


Figure 4.4 – Route Map for Services 74, 76, and 76A
(Source: TfGM)

4.4.10 These bus stops are also served by various school bus services: 709 (St Matthew's High School, Moston), 711 (Our Lacy's RC High School, Higher Blackley, 722 (Co-op Academy North Manchester, Charlestown), 724 (Trinity High School, Chorlton-on-Medlock), and 726 (East Manchester Academy, Beswick), 776 (Co-op Academy Failsworth).

4.4.11 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: https://tfgm.com/travel-updates/live-departures.

4.4.12 It is considered that the site is accessible by bus.

Metrolink (Light Rail) Accessibility

4.4.13 The closest tram stops are:

- Velopark: c. 1.1 – 1.6km / 14-20 minutes
- Etihad Campus: c. 1.1 – 1.4km / 14-18 minutes
- Central Park: c. 1.6 – 2.0km / 20-25 minutes

4.4.14 The Velopark and Eithad Campus tram stops are on the Eccles – Ashton line with the latter also benefiting from additional services to Altrincham and MediaCityUK in certain hours, while Central Park is on the East Didsbury – Rochdale line.

4.4.15 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some services operate for part of the day at busier times.

4.4.16 Users can change in the city centre to access the entire Metrolink network, including accessing additional services to the Trafford Centre, Altrincham, Manchester Airport, and Bury, as shown in the Metrolink map in **Figure 4.5**.

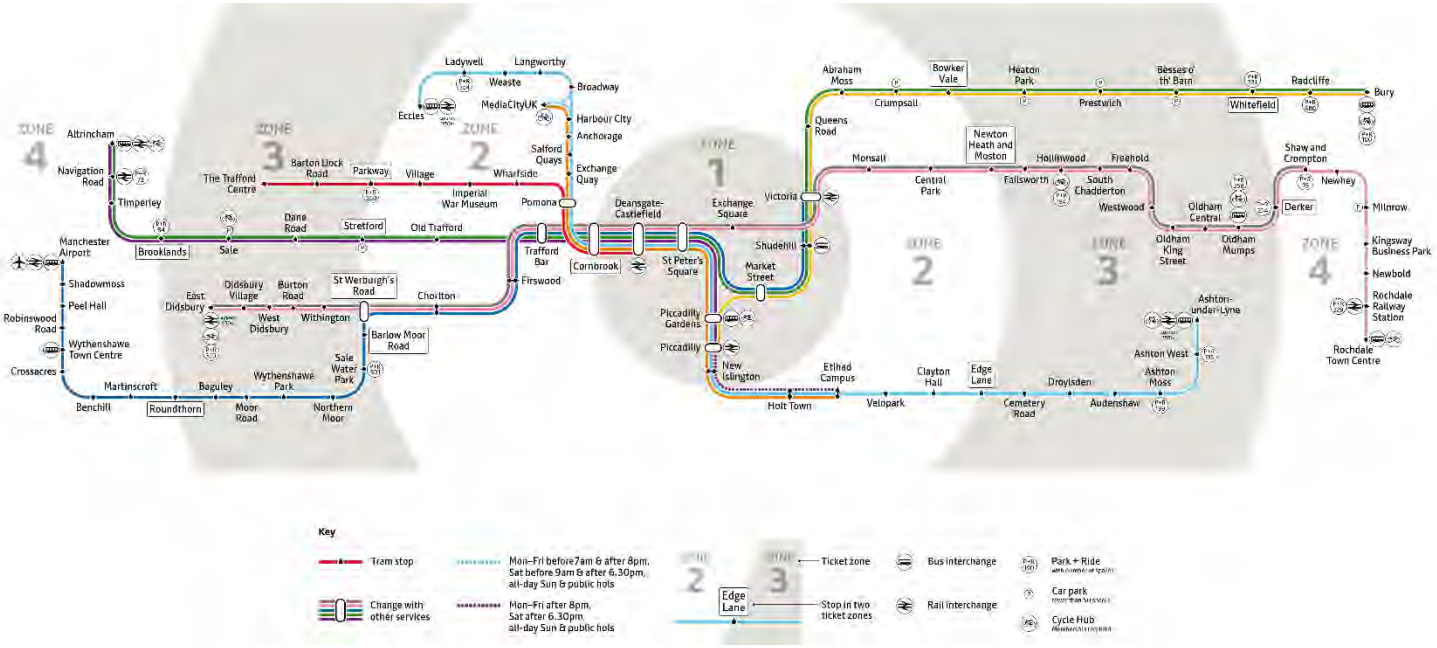


Figure 4.5 – TfGM Metrolink Network Map
(Source: TfGM, 2024)

4.4.17 The site is well-situated to benefit from Metrolink, being within walking distance of two lines.

4.4.18 In summary, it is considered the site is highly accessible by Metrolink (light rail).

Local Link Accessibility

4.4.19 Local Link offers a flexible transport service for local journeys in areas where public transport services are limited. Shared minibuses can be booked in advance by anyone to travel anywhere with a Local Link service area, with fares similar to busses.

4.4.20 The site is located within the East Manchester service area, as illustrated below. The service runs every day between 06:30 and 22:00 and can be used to access many areas, including Monsall, New Islington, Clayton, Gorton, and Belle Vue.

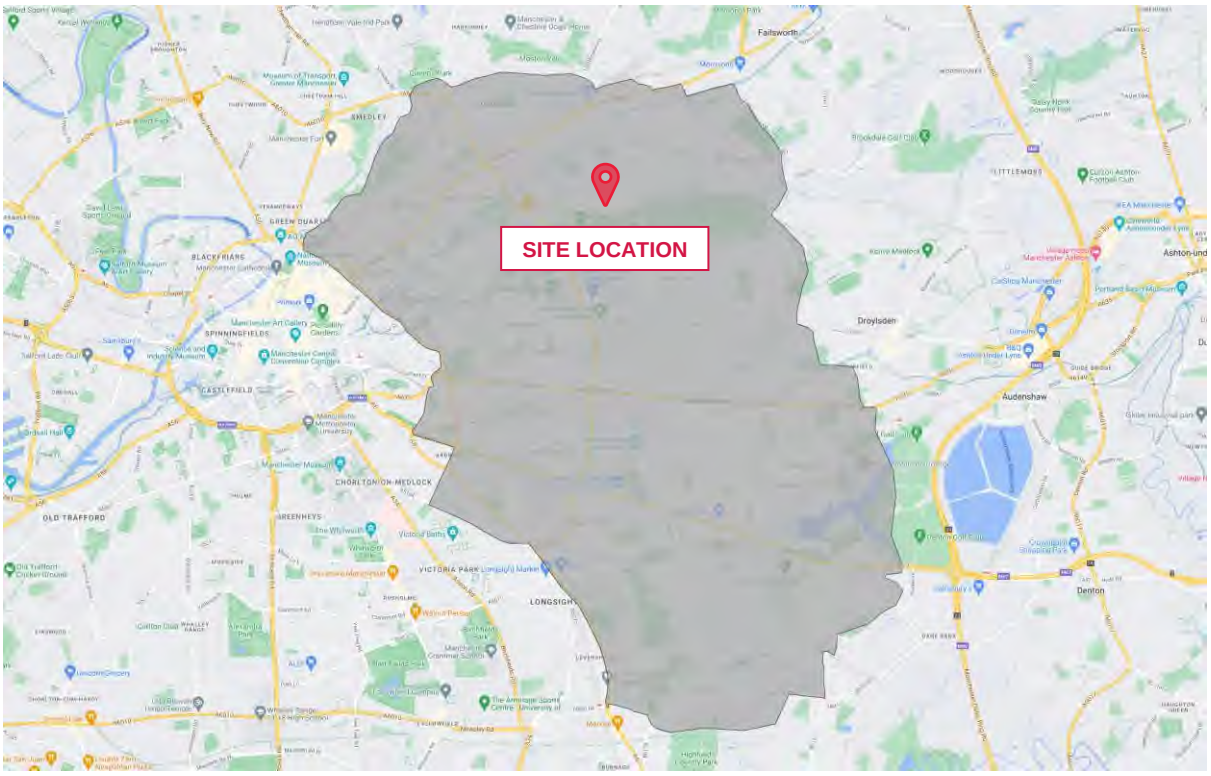


Figure 4.6 – Map of East Manchester Local Link Service Area
(Source: TfGM)

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Traffic Forecasting

5.1 Introduction

5.1.1 This section of the report details the methodology used to predict the demand associated with the proposed development and derive future year traffic flows in order to assess the impact of the site.

5.2 Scope of Assessment

5.2.1 The operation of the existing highway network has been assessed at the following locations as agreed with Manchester City Council during pre-application discussions:

- **Junction 1 –** Riverpark Road / Briscoe Lane (priority-controlled);
- **Junction 2 –** Ten Acres Lane / Riverpark Road (priority-controlled);
- **Junction 3 –** Alan Turing Way / Briscoe Lane (signal-controlled);
- **Junction 4 –** Briscoe Lane / Ten Acres Lane (signal-controlled);
- **Junction 5 –** Alan Turing Way / Gibbon Street (signal-controlled);
- **Junction 6 –** Alan Turing Way / Ashton New Road (signal-controlled);

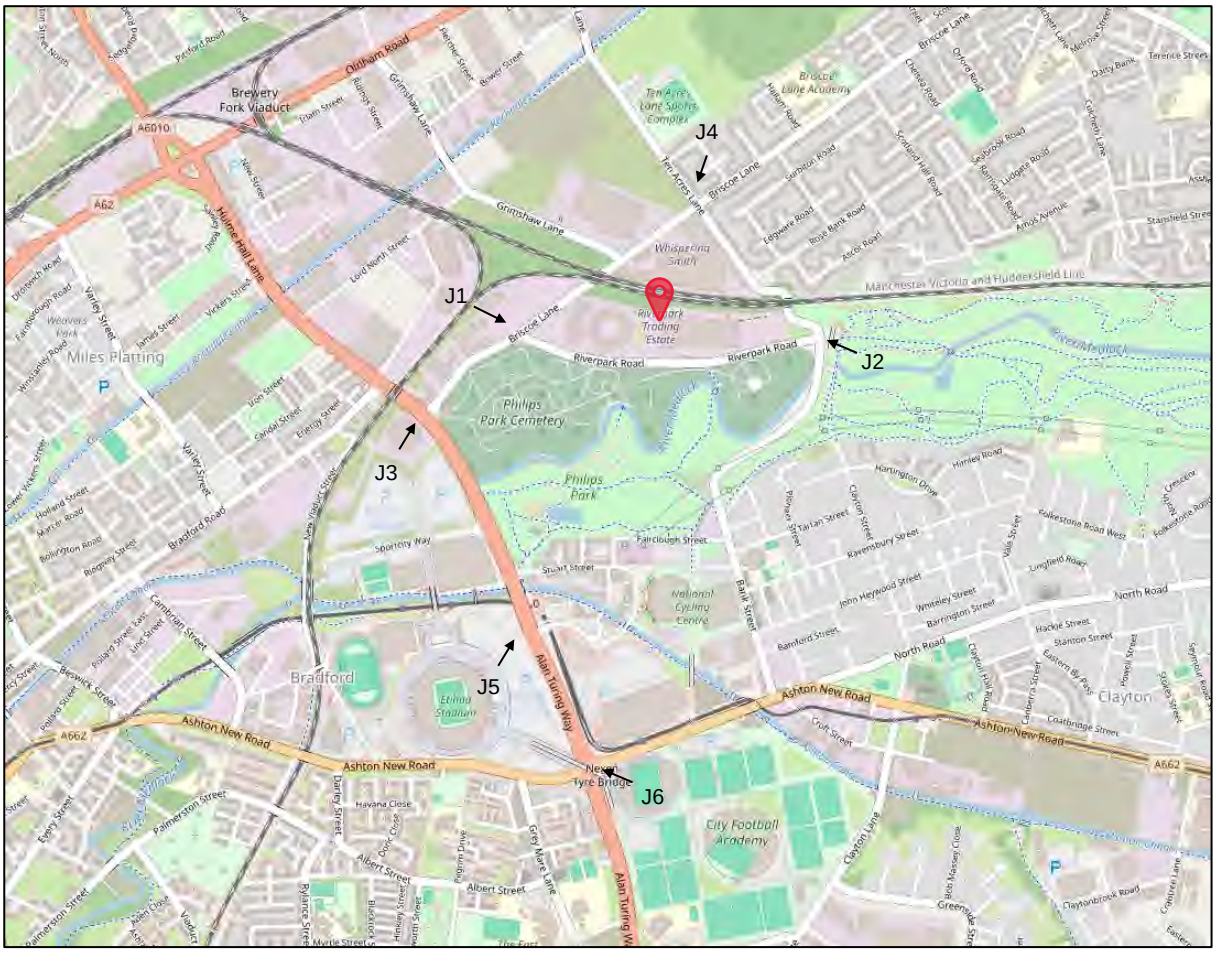


Figure 5.1 – Study Area (Source: OpenStreetMap, 2024)

5.2.2 The traffic surveys were undertaken on Thursday 27th June 2024 for the weekday AM (06:00-10:00) and PM (15:00-19:00) hours for the junctions identified above. The surveys comprised turning counts and queue surveys at the above junctions. The survey results are provided in full in **Appendix C**.

5.2.3 The network peak hours have been derived as follows:

- AM: 07:45 – 08:45; and
- PM: 16:45 – 17:45.

5.2.4 **Traffic Figures 1 and 2** at the rear of the report show the '2024 Observed' peak hour traffic flows for the AM and PM peaks respectively. All Traffic Figures are provided in **Appendix D**.

5.3 Assessment Scenarios

5.3.1 Curtins has assessed the operation of these junctions under the following scenarios:

- 2024 Observed flows;
- Base flows (including committed development traffic and removing movements associated with the remaining units at Riverpark Trading Estate);
- Base + Riverpark Industrial Estate Use; and
- Base + Proposed Development.

5.3.2 As outlined in **Section 2**, the demolition of the Riverpark Trading Estate has commenced. It is understood that the site still has a lawful employment land use and can be used for employment purposes – for example, van rental – without the need to obtain planning permission, although consent would be required for building works. As such, consideration has been included of the traffic that could have been generated by the c. 32,000sqm Trading Estate.

Assessment Years

5.3.3 As per recent applications in Manchester, consideration of changes in travel habits/working patterns associated with the post-Covid 19 world has taken place, with car travel to/from the Manchester expected to reduce – and not grow in the coming years – with the uptake in home working/flexible working. A reduction in peak hour trips to the city centre is also in line with the City Centre Transport Strategy to 2040.

5.3.4 It is considered that the 2024 surveys plus Committed Development flows represent a robust baseline scenario for assessment. This has been an approach taken on other schemes in Manchester and accepted by MCC and TfGM.

5.3.5 On this basis, the flows shown in **Traffic Figures 18** and **19** (referred to below) are utilised as the AM and PM Base flows for assessment.

5.4 Base

Remaining Employment

5.4.1 The trips entering and exiting the existing site accesses have been distributed based on the observed counts for these movements, with the wider movements across the network based on the observed turning proportions. **Traffic Figures 3** and **4** detail the distribution for the AM and PM peak hours.

5.4.2 Based on **Traffic Figures 3** and **4**, and the number of vehicles observed entering and exiting the existing site access onto Riverpark Road, **Traffic Figures 5** and **6** detail the remaining employment trips across the study area. **Traffic Figures 7** and **8** provide the 'Observed Flows - Remaining Employment Trips' for the AM and PM peak hours.

Committed Development

5.4.3 In addition to the proposed development, vehicular trips generated by relevant committed developments have been considered as part of the junction capacity assessments on the local highway network.

5.4.4 As noted in **Section 1.3,** during the initial pre-application scoping meeting, MCC Highways identified the following for further consideration as part of this assessment:

- Jackson's Brickworks (ref. 133700/FO/2022); and
- Mannox Development (ref: 125596/FO/2019); and
- Central Park Bus Depot.

5.4.5 Separate to this, MCC Planning noted the Former Mather & Platt Foundry (ref. 135454/JO/2022) application be considered as part of the cumulative assessment for the Environmental Impact Assessment associated with the future demolition works:

- Jackson's Brickworks (ref. 133700/FO/2022); and
- Former Mather & Platt Foundry (ref. 135454/JO/2022).

5.4.6 MCC Planning also queried whether the site is close enough to be impact upon by the extension to the North Stand at the Etihad Stadium; this has been reviewed as part of the Committed Development flows.

5.4.7 With respect to the Central Park Bus Depot, it is noted that TfGM plan to create a hub for the electric bus fleet on a 13-acre plot of land purchased from Manchester City Council in 2023. At the time of writing no planning application has been submitted, nor has the exact site location been revealed, so the Central Park Bus Depot has not been included.

5.4.8 MCC's EIA Scoping Opinion requested planning permissions at NOMA (ref. 134307/FO/2022) and Victoria North (ref. 136814/FO/2023) also be considered. A review of the approved Transport Assessments has revealed that neither would have a discernible impact on the study area.

5.4.9 Following a review of the approved Transport Assessments for the remaining developments, it was shown that the other cumulative developments would generate sufficient two-way trips in the AM and PM peak hours (except the North Stand which includes trip generation in the PM peak only) to impact upon the study area.

5.4.10 It is noted that the study areas included within the approved Transport Assessments differs from that used for this report, so Curtins has distributed the trips across the rest of the network based on the observed turning proportions (see **Traffic Figures 3** and **4**) (excluding movements that would result in circular routing) where necessary.

5.4.11 The current year AM and PM peak development flows of each of the above committed developments are shown in in **Traffic Figures 9** to **15**. These are then combined into total committed development flows in **Traffic Figures 16** and **17**.

5.4.12 It is noted that the Jackson's Brickworks committed development in particular would result in a large level of traffic across the study area. The only overlap of with our study area is the Ten Acres Lane / Briscoe Lane signalised junction where Jackson's Brickworks could result in 422 and 249 two-way vehicular trips in the AM and PM peak hours, respectively, with these then distributed across our study area.

5.4.13 The AM and PM Base flows (including all committed developments and excluding the remaining employment trips) are shown in **Traffic Figures 18** and **19**.

5.5 Base + Industrial Estate

Introduction

5.5.1 As noted above, the usage at the Riverpark Road Industrial Estate has been significantly reduced due to the winding down of the facility with various leases ceasing. This was the case when the traffic surveys were undertaken in June 2024.

5.5.2 Based on a review of the leases, it is noted that a large proportion of the units were vacant and any businesses in operation had their leases concluding in the end of July 2024; it is not clear if these businesses were fully operational or had concluded with operations at the Site at this time.

5.5.3 Notwithstanding this, it is noted that out of the total c.32,000m² GFA of industrial estate use, only 7,920m² of the total GFA was noted to have leases until the end of July 2024 – equating to c.24% total.

5.5.4 Based on a review of the arrivals/departure profile in **Traffic Figures 1 and 2**, it is established that the existing uses on site generated 46 two-way trips in the AM peak hour (26 arrivals and 21 departures) and 28 two-way trips in the PM peak hour (14 arrivals and 14 departures).

5.5.5 Extrapolating this to 100% based on the surveyed arrival/departure profile, this would equate to 195 two-way trips in the AM peak hour (108 arrivals and 87 departures) and 117 two-way trips in the PM peak hour (with 58 departures and 59 arrivals).

5.5.6 However, there is uncertainty with respect to the current operations and usage – noting the lease expiration and occupiers aware that the Site is ceasing to operate.

5.5.7 As such, consideration of the TRICS Database has been undertaken with respect to fully operational, comparable sites.

TRICS Trip Generation

5.5.8 Notwithstanding the surveyed approach, consideration has been given to a fully occupied and operational Industrial Estate in line with the 32,000sqm floorspace. This aims to accurately understand the associated traffic that could be generated – and not the specific activity that was occurring in June 2024 noting the winding down of the facility with various leases beginning to cease and various facilities vacant.

5.5.9 The trip generation figures utilised to predict the anticipated level of demand associated with both the employment uses and the proposed residential uses on site have been informed by TRICS total people trip rates, and Census modal split data.

5.5.10 The full search criteria used in the TRICS database are included in **Appendix E**, applying the following:

- Land Use: Industrial Estate
- Regions: Great Britain
- Location Type: Suburban Area and Edge of Town

5.5.11 The peak hour total people trip rates and subsequent trips associated with the Trading Estate are provided in **Table 5.1**. All trip rates are per 100 sqm, while the trip generation is based on the consented floor area of c. 32,000sqm:

Time Period	Average Trip Rates			Average Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (07:45 – 08:45[2])	0.616	0.198	0.814	200	64	**264**
PM (16:45 – 17:45[3])	0.220	0.597	0.817	72	194	**265**
Daily	4.673	4.613	9.286	1519	1500	**3019**

Table 5.1 – Total People Trip Rates and Generation – Consented Use

5.5.12 Dataset 'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)' of the 2011 Census has been used to determine the modal breakdown of these trips. The

[2] Calculated proportionally based on trip rates for the 07:00 – 08:00 and 08:00 – 09:00 hours.
[3] Calculated proportionally based on trip rates for the 16:00 – 17:00 and 17:00 – 18:00 hours.

resulting modal split – using the Manchester 011 Middle Super Output Area (MSOA), where the site is located, as the place of work, and England and Wales as the place of residence – is summarised below:

Mode of Travel to Work	Total	Percent
Underground, metro, light rail or tram	12	0%
Train	50	1%
Bus, minibus, or coach	501	11%
Taxi	41	1%
Motorcycle, scooter or moped	49	1%
Driving a car or van	2,912	65%
Passenger in a car or van	320	7%
Bicycle	134	3%
On foot	466	10%
Other method of travel to work	21	0%
Total	**4,506**	**100%**

Table 5.2 – 2011 Method of Travel to Work – Consented Use

5.5.13 **Figure 5.3** below provides the trip generation broken down by mode:

Mode of Travel	AM (07:45 – 08:45)			PM (16:45 – 17:45)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Car Driver	129	41	**171**	46	125	**172**	982	969	1951
Car Passenger	14	5	19	5	14	19	108	106	214
Public Transport[4]	25	8	33	9	24	33	190	187	377
Bicycle	6	2	8	2	6	8	45	45	90
On foot	21	7	27	7	20	27	157	155	312
Other[5]	5	2	7	2	5	7	37	37	74

Table 5.3 – Trip Generation by Method of Travel to Work – Consented Use

5.5.14 As shown above, the Trading Estate could generate 171 and 172 two-way vehicle movements in the observed AM and PM peak hours.

Trip Distribution

5.5.15 As per the remaining employment trips, the trips for the full Trading Estate have been distributed across the network based on the observed turning proportions. **Traffic Figures 20** and **21** detail the flows for the consented use in the AM and PM peaks.

5.5.16 **Traffic Figures 22** and **23** provide the Base + Industrial Estate flows for the AM and PM peaks.

[4] Comprising 'Underground, metro, light rail or tram', 'Train' and 'Bus, minibus, or coach'.
[5] Comprising 'Taxi', 'Motorcycle, scooter or moped' and 'Other method of travel to work'.

5.6 Base + Proposed Development

Trip Generation

5.6.1 The full search criteria used in the TRICS database are included in **Appendix E**, applying the following:

- Land Use: Houses Privately Owned and Flats Privately Owned;
- Regions: Great Britain
- Location Type: Suburban Area and Edge of Town
- Range: 20 – 500 houses / flats

5.6.2 The peak hour total people trip rates and subsequent trips associated with the proposed development are provided in **Table 5.4**. All trip rates are per 1 dwelling. The trip generation (and later capacity assessments) is based on 279 apartments and 221 houses (total of 500 dwellings), whereas the planning application is for 277 apartments and 221 houses (total of 498 dwellings). This would slightly lower the development impact.

Time Period	Average Trip Rates			Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
Houses						
AM (07:45 – 08:45)	0.191	0.707	0.898	42	156	198
PM (16:45 – 17:45)	0.580	0.265	0.844	128	59	187
Daily	4.476	4.338	8.814	989	959	1948
Apartments						
AM (07:45 – 08:45)	0.076	0.422	0.498	21	118	139
PM (16:45 – 17:45)	0.297	0.155	0.452	83	43	126
Daily	2.580	2.565	5.145	720	716	1435

Table 5.4 – Total People Trip Rates and Generation – Proposed Development

5.6.3 Dataset 'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)' of the 2011 Census has been used to assist in determining the modal breakdown of these trips. The resulting modal split – using the Manchester 011 Middle Super Output Area (MSOA), where the site is located, as the place of residence, and England and Wales as the place of residence – is summarised below:

Mode of Travel to Work	Total	Percent
Underground, metro, light rail or tram	11	0%
Train	33	1%
Bus, minibus, or coach	710	25%
Taxi	27	1%
Motorcycle, scooter or moped	15	1%
Driving a car or van	1,378	49%

Mode of Travel to Work	Total	Percent
Passenger in a car or van	227	8%
Bicycle	97	3%
On foot	324	11%
Other method of travel to work	5	0%
Total	**2,827**	**100%**

Table 5.5 – 2011 Method of Travel to Work – Proposed Development

5.6.4 At the time of the 2011 Census, it was noted that only 0.4% of those who lived in Manchester 011 travelled to work by tram.

5.6.5 As detailed in **Section 4.4**, the site is well connected by tram, located between the Velopark and Eithad Campus tram stops (on the line to / from Ashton) to the south and the Central Park tram stop (on the line to / from Rochdale) to the north. None of these stops or lines existed at the time of the 2011 Census, with the route map at the time provided below[6]:



Figure 5.2 – 2010 Metrolink Route Map

5.6.6 Dataset 'TS061 - Method used to travel to work' of the 2021 Census demonstrates that 3.5% of those in Output Area E00026630[7] where the site is located travel to work by 'Underground, metro, light rail, tram'.

5.6.7 It is noted however that the 2021 Census was undertaken on Sunday 21st March 2021 amidst the Covid-19 pandemic. At this time, England was in the third national lockdown with a stay-at-home order, although restrictions had recently been loosened to reopen primary and secondary schools and allow recreation in an outdoor public space between two people[8]. During lockdowns people were advised to avoid public transport where possible and *"the 2-metre social distancing rule would only leave effective capacity for one in ten passengers on many parts of the network."* [9]

[6] https://www.manchestereveningnews.co.uk/news/greater-manchester-news/gallery/12-maps-show-how-metrolink-27339128
[7] The difference in the level of geography analysed for the 2011 and 2021 Censuses related to: 1) MSOAs being the lowest level of geography available for dataset WU03EW of the 2011 Census, and 2) The site is located near the southern edge of the Manchester 011 MSOA with most of the MSOA being located in closer proximity to the Central Park tram stop, and not wishing to show an unrepresentatively high level of trauma usage. Dataset TS01 of the 2011 Census shows that 4.0% of people in the Manchester 011 MSOA travel to work by tram, higher than for the OA.
[8] https://www.instituteforgovernment.org.uk/data-visualisation/timeline-coronavirus-lockdowns
[9] https://www.gov.uk/government/news/new-guidance-published-to-ensure-transport-network-is-safe-for-those-who-need-to-use-it

5.6.8 Therefore, consideration has been given the rebounding of Metrolink usage following the pandemic, and how this affect the proportion of residents of the proposed development that can be expected to travel to work by tram.

5.6.9 The Department for Transport's Light Rail and Tram Statistics shows the number of passenger journeys on Metrolink more than quadrupled between 2021 (10.3 million) and 2024 (42.0 million). This equates to a factor of 408%.

5.6.10 As such, the modal split has been adjusted to account for the change in tram usage between 2011 and the present, as detailed by **Figure 5.6** below. The underlying modal share used is from 2021 for tram and 2011 for all other modes. The 2021 tram modal share has been uplifted by 408% to account for the change in patronage between 2021 and 2024. The difference between the '2024' and 2011 tram modal shares has been subtracted from the 2011 car driver modal share.

Mode of Travel to Work	Percent
Underground, metro, light rail or tram	14%
Train	1%
Bus, minibus, or coach	25%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	35%
Passenger in a car or van	8%
Bicycle	3%
On foot	11%
Other method of travel to work	0%
Total	**100%**

Table 5.6 – Adjusted Method of Travel to Work – Proposed Development

5.6.11 **Figure 5.7** below provides the trip generation broken down by mode, using the adjusted modal split:

Mode of Travel	AM (07:45 – 08:45)			PM (16:45 – 17:45)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Private Houses									
Car Driver	15	55	69	45	20	65	346	335	681
Car Passenger	3	13	16	10	5	15	79	77	156
Public Transport	17	63	80	52	24	76	400	388	788
Bicycle	1	5	7	4	2	6	34	33	67
On foot	5	18	23	15	7	21	113	110	223
Other	1	3	3	2	1	3	16	16	32
Private Apartments									
Car Driver	7	41	49	29	15	44	252	250	502
Car Passenger	2	9	11	7	3	10	58	57	115

Mode of Travel	AM (07:45 – 08:45)			PM (16:45 – 17:45)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Public Transport	9	48	56	34	18	51	291	290	581
Bicycle	1	4	5	3	1	4	25	25	49
On foot	2	13	16	9	5	14	82	82	165
Other	0	2	2	1	1	2	12	12	24
Total Proposed Development									
Car Driver	22	96	**118**	74	36	**109**	597	585	**1182**
Car Passenger	5	22	27	17	8	25	137	134	272
Public Transport	26	111	136	85	41	127	692	678	1369
Bicycle	2	9	12	7	3	11	59	57	116
On foot	7	31	39	24	12	36	196	192	388
Other	1	5	6	4	2	5	28	28	56

Table 5.7 – Trip Generation by Method of Travel to Work – Proposed Development

5.6.12 As shown above, the proposed development could generate 118 and 109 two-way vehicle movements in the observed AM and PM peak hours.

5.6.13 It is noted that a 38% of apartments and 50% of houses would be affordable. The trip generation has been based entirely upon TRICS surveys of private dwellings, due to the lower sample size for affordable dwellings. TRICS research[10] indicates that affordable dwellings generate fewer vehicle trips than private dwellings, so the actual trip generation may be lower than indicated above.

Trip Distribution

5.6.14 The data used for the proposed trip distribution has been calculated using information provided by the Census 2011 Origin-Destination information for the place of residence at an MSOA (Middle Super Output Area) level.

5.6.15 The dataset used is the 'Location of Usual Residence and Place of Work by Method of Travel to Work (MSOA Level)'. This is used and interrogated to find the destinations of trips to work from home-based origins centred around the middle super output area where the site is located per the 2011 Census.

5.6.16 The distribution has been calculated by considering the most likely route to be selected by residents at the proposed development to reach their place of employment, based on travel distances and times as suggested by online route planners. The route planner was undertaken during peak hours considering local traffic conditions, whereas the places of work analysed were inclusive of all 2011 Census merged local authority districts across England and Wales. A summary of the projected traffic Census distribution is provided in **Appendix F**.

[10] https://www.trics.org/img/TRICS%20Residential%20Sub-Category%20Comparative%20Analysis%20(2022).pdf

5.6.17 There would be six accesses into the site from Riverpark Road (as against the existing two). The total number of trips using each access have been determined based on the proportion of the houses / apartments located closest to each access.

5.6.18 **Traffic Figure 24** included at the rear of this report illustrates the percentages of the traffic that passes through the assessed junctions, assigning traffic to each of the arms, while **Traffic Figures 25** and **26** shows this applied to the proposed AM and PM peak vehicular trip generation.

5.6.19 **Traffic Figures 29** and **30** provide the Base + Proposed Development flows for the AM and PM peaks.

5.7 Net Impact

5.7.1 **Figure 5.8** below provides the net difference in trip generation between the proposed development and the Trading Estate:

Mode of Travel	AM (07:45 – 08:45)			PM (16:45 – 17:45)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Car Driver	-107	54	**-53**	27	-90	**-62**	-384	-384	**-768**
Car Passenger	-9	17	8	12	-6	6	29	28	57
Public Transport	1	103	103	76	17	93	502	490	992
Bicycle	-4	7	4	5	-2	3	13	13	26
On foot	-13	25	11	17	-8	8	39	37	76
Other	-4	3	-1	2	-3	-1	-9	-9	-18

Table 5.8 – Trip Generation by Method of Travel to Work – Net Impact

5.7.2 The proposed development could generate 53 fewer two-way vehicle trips than the Trading Estate in the AM peak, and 62 fewer in the PM. Throughout the day, there would be a reduction in car driver trips and an increase in trips by other modes.

5.7.3 **Traffic Figures 27** and **28** detail the net impact on the vehicular traffic flows, while this the two-way flows by junction are summarised by **Figure 5.9** below:

Junction	AM Peak	PM Peak
Junction 1 – Riverpark Road / Briscoe Lane	-33	-13
Junction 2 – Ten Acres Lane / Riverpark Road	-20	-49
Junction 3 – Alan Turing Way / Briscoe Lane	-33	-29
Junction 4 – Briscoe Lane / Ten Acres Lane	-8	+7
Junction 5 – Alan Turing Way / Gibbon Street	-21	-17
Junction 6 – Alan Turing Way / Ashton New Road	-15	-7

Table 5.9 – Net Change in Flows by Junction

5.7.4 As shown above, the proposed development could result in a reduction in flows from those that could be generated by the Trading Estate for all junctions and peaks, except Junction 4 in the PM peak hour which would experience a slight increase.

6.0 Capacity Assessments

6.1 Introduction

6.1.1 As part of this TA, the future year operation of the local highway network has been assessed for Junctions 1 to 6 based on the four assessment scenarios, as detailed in **Section 5**.

6.1.2 The above junctions operating under priority control have been modelled utilising TRL's JUNCTIONS programme and those under signal control via JCT Consultancy's LinSig programme.

6.1.3 LinSig allows traffic engineers to model traffic signals and their effect on traffic capacities and queuing. As well as modelling the effects of traffic signals LinSig also optimises signal timings to reduce delay or increase capacity at a junction or group of interlinked junctions.

6.1.4 LinSig results refer to the Degree of Saturation (DoS) and Mean Maximum Queue (MMQ) predicted in each lane of the junction. A DoS of 100% indicates that the lane in question is operating at its theoretical capacity (point of saturation), whilst a DoS of 90% or less indicates that the lane is operating within its practical capacity.

6.1.5 JUNCTIONS results refer to the Ratio of Flow to Capacity (RFC), delay and queue length predicted on each arm of the junction. An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 or less indicates that the arm is operating within its practical capacity.

6.1.6 Where applicable, signal timings have been taken from approved Transport Assessments – such as the Manchester City North Stand Application (ref: 136763/FO/2023) – to understand the latest signal specifications set by TfGM.

6.1.7 The results from the junction assessments are shown in the following section and the relevant junction modelling output reports are attached in **Appendix G** to the rear of this report.

6.2 Junction 1 – Riverpark Road / Briscoe Lane (priority-controlled)

6.2.1 **Table 6.1** presents a summary of the PICADY results for the Observed and Base scenarios, whilst **Table 6.2** presents the results of the Base + Industrial Estate and Base + Proposed Development scenarios.

Approach	Observed						Base					
	AM Peak			PM Peak			AM Peak			PM Peak		
	RFC	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay
Riverpark Rd (to W)	0.23	0.3	9.4	0.07	0.1	6.5	0.21	0.3	10.1	0.06	0.1	6.6
Riverpark Rd (to E)	0.05	0.1	17.0	0.04	0.0	15.0	0.05	0.1	20.5	0.03	0.0	16.3

Approach	Observed						Base					
	AM Peak			PM Peak			AM Peak			PM Peak		
	RFC	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay
Briscoe Ln (EB)	0.15	0.4	5.9	0.45	1.9	6.4	0.13	0.3	5.5	0.49	2.3	6.5

Table 6.1 – Junction 1: Observed and Base

Approach	Base + Industrial Estate						Base + Proposed Development					
	AM Peak			PM Peak			AM Peak			PM Peak		
	RFC	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay
Riverpark Rd (to W)	0.28	0.4	11.2	0.17	0.2	7.5	0.35	0.6	13.2	0.10	0.1	7.2
Riverpark Rd (to E)	0.08	0.1	23.6	0.09	0.1	17.9	0.20	0.3	24.0	0.09	0.1	17.6
Briscoe Ln (EB)	0.39	1.4	7.8	0.61	3.6	8.7	0.17	0.5	5.8	0.68	4.6	10.5

Table 6.2 – Junction 1: Base + Industrial Estate and Base + Proposed Development

6.2.2 Based on the results shown in the above **Tables 6.1** and **6.2**, the Riverpark Road/Briscoe Lane priority junction is predicted to operate within practical capacity in all the assessed scenarios.

6.2.3 There is noted to be an increase in RFC, delay and queuing when comparing the Industrial Estate to the Proposed Development, but this is considered to be minimal.

6.3 Junction 2 – Ten Acres Lane / Riverpark Road (priority-controlled)

6.3.1 **Table 6.3** presents a summary of the PICADY results for the Observed and Base scenarios, whilst **Table 6.4** presents the results of the Base + Industrial Estate and Base + Proposed Development scenarios.

Approach	Observed						Base					
	AM Peak			PM Peak			AM Peak			PM Peak		
	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay	RFC
Riverpark Rd to Ten Acres Ln (N) + Car Park	0.0	7.34	0.01	0.0	8.61	0.03	0.0	7.56	0.01	0.0	8.87	0.03
Riverpark Rd to Ten Acres Ln (S) + Car Park	0.1	8.88	0.09	0.5	11.92	0.31	0.1	9.38	0.09	0.5	12.38	0.30
Ten Acres Ln (S)	0.0	5.64	0.01	0.0	5.45	0.01	0.0	5.58	0.01	0.0	5.31	0.01
Car Park	0.0	0.00	0.00	0.0	9.86	0.03	0.0	0.00	0.00	0.0	10.16	0.03
Ten Acres Ln (N)	0.0	5.36	0.02	0.0	5.54	0.02	0.0	5.09	0.02	0.0	5.49	0.02

Table 6.3 – Junction 2: Observed and Base

Approach	Base + Industrial Estate						Base + Proposed Development					
	AM Peak			PM Peak			AM Peak			PM Peak		
	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay	RFC
Riverpark Rd to Ten Acres Ln (N) + Car Park	0.0	7.65	0.01	0.0	9.25	0.04	0	7.2	0.03	0	8.8	0.04
Riverpark Rd to Ten Acres Ln (S) + Car Park	0.1	9.67	0.11	0.8	15.02	0.42	0.1	9.7	0.11	0.5	12.6	0.31
Ten Acres Ln (S)	0.0	5.47	0.01	0.0	5.26	0.01	0	5.6	0.01	0	5.3	0.01
Car Park	0.0	0.00	0.00	0.0	10.23	0.03	0	0.0	0	0	10.2	0.03
Ten Acres Ln (N)	0.0	5.13	0.03	0.0	5.51	0.02	0	5.1	0.02	0	5.6	0.03

Table 6.4 – Junction 2: Base + Industrial Estate and Base + Proposed Development

6.3.2 Based on the results shown in the above **Tables 6.3** and **6.4**, the Riverpark Road/Ten Acres Lane priority junction is predicted to operate within practical capacity in all the assessed scenarios, with minimal change in the queuing, delay and RFC between the scenarios.

6.4 Junction 3 – Alan Turing Way / Briscoe Lane (signal-controlled)

6.4.1 **Table 6.5** presents a summary of the LinSig results for the Observed and Base scenarios, whilst **Table 6.6** presents the results of the Base + Industrial Estate and Base + Proposed Development scenarios.

Approach	Observed				Base			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Hulme Hall Lane Left Ahead	69.9%	10.9	71.5%	13.4	83.6%	13.3	81.3%	15.5
Hulme Hall Lane Ahead	72.4%	13.0	74.8%	17.0	85.5%	15.5	84.1%	19.6
Briscoe Lane Left Right	85.5 : 85.5%	18.4	60.8 : 60.8%	5.6	93.8 : 93.8%	25.6	61.1 : 61.1%	6.4
Alan Turing Way Ahead	78.2%	18.4	59.3%	12.3	77.4%	18.3	60.7%	12.9
Alan Turing Way Right Ahead	0.0 : 85.2%	8.3	0.0 : 75.8%	10.7	0.0 : 92.4%	12.2	0.0 : 83.2%	15.1
Whole Junction	PRC: 5.3 Delay: 28.34 Cycle Time: 104		PRC: 18.8 Delay: 22.23 Cycle Time: 104		PRC: -4.2 Delay: 39.21 Cycle Time: 104		PRC: 7.0 Delay: 27.47 Cycle Time: 104	

Table 6.5 – Junction 3: Observed and Base

Approach	Base + Industrial Estate				Base + Proposed Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Hulme Hall Lane Left Ahead	92.9%	16.5	82.5%	16.0	95.3%	17.7	82.5%	16.0
Hulme Hall Lane Ahead	94.9%	19.8	84.9%	19.9	96.1%	20.3	85.3%	20.1
Briscoe Lane Left Right	97.8 : 97.8%	34.0	69.1 : 69.1%	7.4	95.2 : 95.2%	29.0	63.7 : 63.7%	6.7
Alan Turing Way Ahead	75.8%	18.0	60.7%	12.9	80.8%	19.2	60.7%	12.9
Alan Turing Way Right Ahead	0.0 : 95.4%	15.6	0.0 : 85.6%	16.0	0.0 : 94.4%	13.7	0.0 : 86.8%	16.8
Whole Junction	PRC: -8.7 Delay: 53.83 Cycle Time: 104		PRC: 5.1 Delay: 29.38 Cycle Time: 104		PRC: -6.8 Delay: 51.50 Cycle Time: 104		PRC: 3.7 Delay: 29.30 Cycle Time: 104	

Table 6.6 – Junction 3: Base + Industrial Estate and Base + Proposed Development

6.4.2 **Table 6.5** demonstrates that during the Observed scenario the junction operates within practical capacity (DoS of 90% during both the AM and PM peak period).

6.4.3 However, when the committed development flows are included, the Base scenario shows that the junction operates above 90% on two approach arms in the AM peak – with an increase in both delays and queues.

6.4.4 **Table 6.6** demonstrates that for both the Industrial Estate and Proposed Development scenarios, the increase in flows would worsen junction performance, but this would still operate within the theoretical capacity as no approach is operating over 100% DoS.

6.4.5 It should also be noted that the comparison between the Industrial Estate and Proposed Development scenarios shows similar performance – therefore should the existing site be brought back to fully operational for its permitted use, it would result in similar impacts on the junction to the proposed residential use.

6.4.6 It is recognised that the signalised junction operates using SCOOT signal technology. The assessment uses fixed signal timings – and consideration of optimisation has not been accounted for. It is likely that this would result in improved junction performance on the ground.

6.4.7 The results with the Proposed Development flows therefore show an expected, slight increase in both DoS and queue lengths when compared to the Base and Industrial Estate scenarios.

6.4.8 The results with the Proposed Development flows therefore show an expected, slight increase in both DoS and queue lengths when compared to the Base and Industrial Estate scenarios. It is considered that this is a busy junction on an already congested corridor – and the impact of the committed

development flows in the Base scenario worsens performance. Notwithstanding this, the increases are not considered significant or severe in the context of the National Planning Policy Framework (NPPF).

6.5 Junction 4 – Briscoe Lane / Ten Acres Lane (signal-controlled)

6.5.1 **Table 6.7** presents a summary of the LinSig results for the Observed and Base scenarios, whilst **Table 6.8** presents the results of the Base + Industrial Estate and Base + Proposed Development scenarios.

Approach	Observed				Base			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Ten Acres Lane (North) Left Ahead Right	70.5%	9.6	73.7%	9.3	90.4%	18.5	89.3%	13.7
Briscoe Lane (East) Left Right Ahead	71.0%	14.8	33.4%	4.6	92.9%	23.9	61.4%	5.9
Ten Acres Lane (South) Right Ahead Left	32.3%	4.0	43.3%	5.3	30.8%	4.2	45.3%	6.0
Briscoe Lane (West) Ahead Right Left	45.7%	6.8	74.3%	16.3	73.1%	11.3	91.5%	25.4
Whole Junction	PRC: 26.7 Delay: 12.17 Cycle Time: 90		PRC: 21.1 Delay: 12.38 Cycle Time: 90		PRC: -3.2 Delay: 25.17 Cycle Time: 90		PRC: -1.6 Delay: 21.51 Cycle Time: 90	

Table 6.7 – Junction 4: Observed and Base

Approach	Base + Industrial Estate				Base + Proposed Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Ten Acres Lane (North) Left Ahead Right	94.7%	21.4	89.9%	14.1	90.8%	18.8	91.6%	14.9
Briscoe Lane (East) Left Right Ahead	93.2%	24.7	62.6%	6.0	93.4%	24.3	59.8%	6.1
Ten Acres Lane (South) Right Ahead Left	31.7%	4.4	45.6%	6.1	31.3%	4.4	45.3%	6.0
Briscoe Lane (West) Ahead Right Left	72.1%	11.1	92.7%	26.6	72.3%	11.7	92.2%	25.9
Whole Junction	PRC: -5.3 Delay: 28.00 Cycle Time: 90		PRC: -2.9 Delay: 22.60 Cycle Time: 90		PRC: -3.8 Delay: 25.88 Cycle Time: 90		PRC: -2.4 Delay: 22.88 Cycle Time: 90	

Table 6.8 – Junction 4: Base + Industrial Estate and Base + Proposed Development

6.5.2 **Table 6.7** demonstrates that during the Observed scenario the junction operates within practical capacity (DoS of 90% during both the AM and PM peak period).

6.5.3 However, when the committed development flows are included, the Base scenario shows that the junction operates above 90% on two approach arms in the AM peak and one approach during the PM peak – with an increase in both delays and queues.

6.5.4 This worsens slightly further with the Industrial Estate and Proposed Development traffic in place.

6.5.5 However, it is noted as part of the approved Jackson's Brickworks application (ref. 133700/FO/2022) that an improvement scheme has been designed to mitigate its impact at this junction. This includes an additional lane on the northern approach of Ten Acres Lane, as illustrated below.

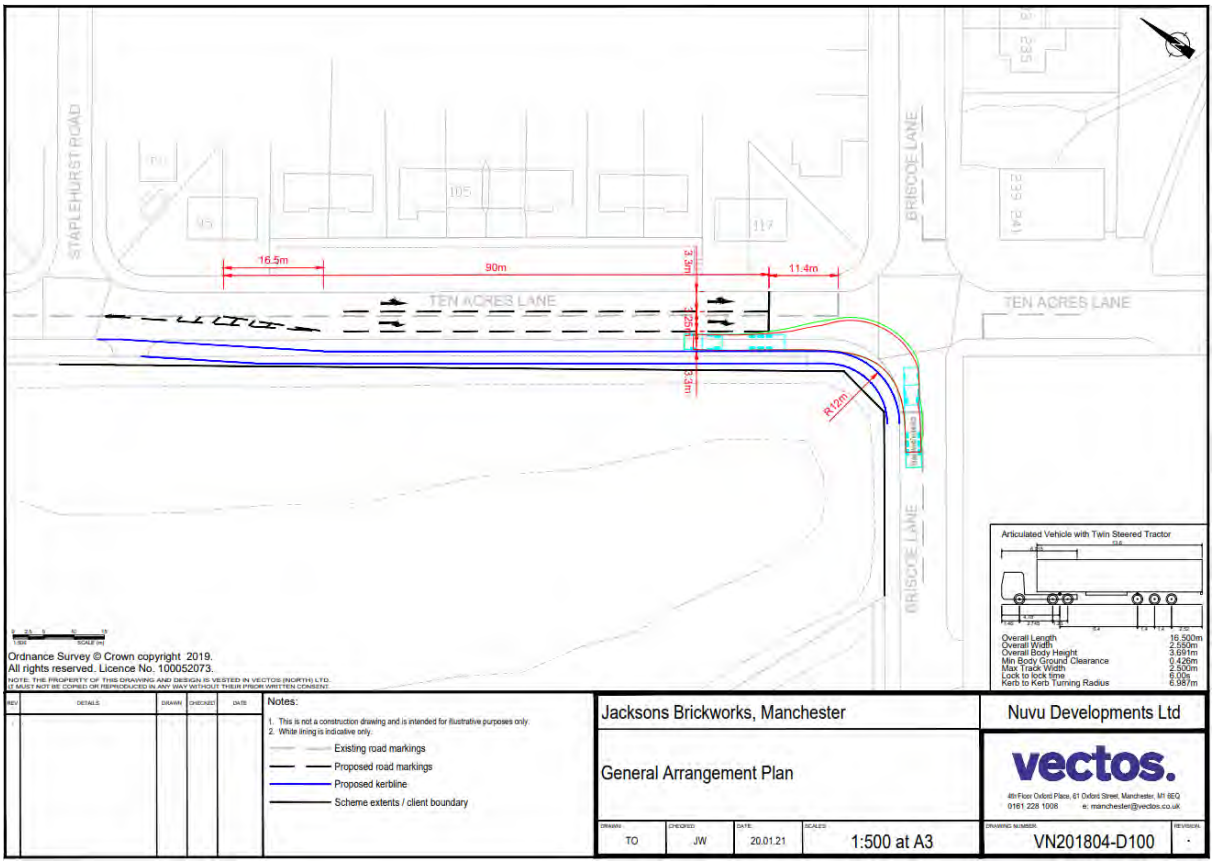


Figure 6.1 – Approved Ten Acres Lane/Briscoe Lane Improvement Scheme and Land Ownership Plan
(Source: Vectos via MCC planning portal, 2021)

6.5.6 As such, consideration of the Industrial Estate and Proposed Development has been undertaken for the improved junction arrangement and is shown in **Table 6.9**.

Approach	Base + Industrial Estate				Base + Proposed Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Ten Acres Lane (North) Left Ahead Right	61.9%	10.4	84.3%	21.4	63.7%	10.9	85.6%	22.0

Approach	Base + Industrial Estate				Base + Proposed Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Briscoe Lane (East) Left Right Ahead	90.1%	22.4	37.5%	5.0	87.6%	20.7	39.7%	5.3
Ten Acres Lane (South) Right Ahead Left	89.9 : 89.9%	12.6	85.1 : 85.1%	7.3	89.2 : 89.2%	12.2	81.1 : 81.1%	6.7
Briscoe Lane (West) Ahead Right Left	35.8%	4.8	64.6%	7.5	36.3%	4.9	61.3%	7.2
Whole Junction	PRC: -0.1 Delay: 22.35 Cycle Time: 90		PRC: 5.8 Delay: 17.31 Cycle Time: 90		PRC: 0.9 Delay: 21.24 Cycle Time: 90		PRC: 5.2 Delay: 17.00 Cycle Time: 90	

Table 6.9 – Junction 4 with Approved Mitigation: Base + Industrial Estate and Base + Proposed Development

6.5.7 **Table 6.9** demonstrates that for both the Industrial Estate and Proposed Development scenarios, the increase in flows would worsen junction performance from the Base.

6.5.8 The Industrial Estate would marginally increase the DoS above the practical threshold in the AM peak – but with consideration of the Proposed Development, all approaches would operate within the practical capacity.

6.6 Junction 5 – Alan Turing Way / Gibbon Street (signal-controlled)

6.6.1 **Table 6.10** presents a summary of the LinSig results for the Observed and Base scenarios, whilst **Table 6.11** presents the results of the Base + Industrial Estate and Base + Proposed Development scenarios.

Approach	Observed				Base			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Alan Turing Way (N) Left Ahead	72.6%	15.1	81.4%	15.3	85.1%	20.1	92.0%	19.5
Alan Turing Way (N) Ahead Right	73.5%	16.6	82.5%	17.0	85.6%	21.7	93.0%	21.8
Gibbon Street Right Left Ahead	71.8 : 71.8%	5.4	92.2 : 88.6%	10.8	81.9 : 81.9%	6.0	93.2 : 93.2%	12.5
Alan Turing Way (S) Ahead Left	47.2%	9.1	93.1%	29.3	51.0%	10.1	89.8%	25.8
Alan Turing Way (S) Ahead Right	54.3 : 54.3%	9.8	89.5 : 89.5%	17.0	57.3 : 60.9%	11.0	92.9 : 93.0%	30.4
Stadium Access Left Ahead Right	14.1%	0.6	2.9%	0.1	14.1%	0.6	88.6%	6.7
Whole Junction	PRC: 22.4 Delay: 22.78 Cycle Time: 208		PRC: -3.4 Delay: 43.97 Cycle Time: 208		PRC: 5.1 Delay: 29.58 Cycle Time: 208		PRC: -3.5 Delay: 58.77 Cycle Time: 208	

Table 6.10 – Junction 5: Observed and Base

Approach	Base + Industrial Estate				Base + Proposed Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Alan Turing Way (N) Left Ahead	86.0%	20.5	97.0%	23.7	86.9%	21.1	93.1%	20.5
Alan Turing Way (N) Ahead Right	86.5%	22.1	97.6%	26.1	87.8%	22.9	93.9%	22.8
Gibbon Street Right Left Ahead	85.1 : 85.1%	6.6	94.4 : 94.4%	12.8	81.9 : 81.9%	6.0	93.2 : 93.2%	12.6
Alan Turing Way (S) Ahead Left	53.0%	10.6	93.4%	29.2	51.0%	10.1	91.6%	27.2
Alan Turing Way (S) Ahead Right	59.4 : 60.9%	11.6	96.9 : 96.9%	33.2	58.1 : 60.9%	11.2	94.0 : 94.0%	31.8
Stadium Access Left Ahead Right	15.5%	0.7	88.6%	6.7	14.1%	0.6	88.6%	6.7
Whole Junction	PRC: 4.1 Delay: 31.07 Cycle Time: 208		PRC: -8.4 Delay: 73.03 Cycle Time: 208		PRC: 2.5 Delay: 30.98 Cycle Time: 208		PRC: -4.5 Delay: 61.92 Cycle Time: 208	

Table 6.11 – Junction 5: Base + Industrial Estate and Base + Proposed Development

6.6.2 **Table 6.10** demonstrates that during the Observed scenario the junction operates within practical capacity during the AM peak hour – but operates above practical capacity during the PM peak period.

6.6.3 When the committed development flows are included, the Base scenario increases the DoS during the PM peak with various approaches operating above 90%.

6.6.4 **Table 6.11** demonstrates that for both the Industrial Estate and Proposed Development scenarios, the increase in flows would worsen junction performance, but this would still operate within the theoretical capacity.

6.6.5 As per the Briscoe Lane/Alan Turing Way signalised junction, it should be noted that this is a busy junction on an already congested corridor – and the impact of the committed development flows in the Base scenario worsens performance.

6.6.6 It should again be noted that the comparison between the Industrial Estate and Proposed Development scenarios shows similar performance – therefore should the existing site be brought back to be fully operational for its permitted use, it would result in similar impacts on the junction to the proposed residential use.

6.6.7 It is recognised that this junction also operates using SCOOT signal technology. The assessment uses fixed signal timings – and consideration of optimisation has not been accounted for. It is likely that this would result in improved junction performance on the ground.

6.6.8 Based on the above, the increases are not considered significant or severe in the context of the NPPF.

6.7 Junction 6 – Alan Turing Way / Ashton New Road (signal-controlled)

6.7.1 **Table 6.12** presents a summary of the LinSig results for the Observed and Base scenarios, whilst **Table 6.13** presents the results of the Base + Industrial Estate and Base + Proposed Development scenarios.

Approach	Observed				Base			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Alan Turing Way (N) Left Ahead	106.2 : 106.2%	41.2	84.2 : 84.2%	13.5	111.4 : 111.4%	58.0	93.5 : 93.5%	18.8
Alan Turing Way (N) Ahead Right	107.3 : 107.3%	37.6	85.4 : 90.8%	14.1	113.3 : 113.6%	65.8	94.1 : 95.6%	20.0
Ashton New Road (E) Left Ahead	60.8 : 60.8%	11.2	0.0 : 71.1%	5.6	62.5 : 62.5%	11.6	0.0 : 70.9%	5.6
Ashton New Road (E) Right Ahead	64.8 : 64.8%	12.2	54.9 : 63.7%	8.0	66.6 : 66.6%	12.5	63.1 : 71.7%	8.3
Alan Turing Way (S) Ahead Left	107.2 : 107.2%	41.0	91.5 : 91.5%	21.5	114.1 : 114.1%	58.9	101.4 : 101.4%	35.7
Alan Turing Way (S) Ahead Right	107.5 : 104.2%	43.7	94.6 : 95.5%	24.3	114.1 : 104.4%	61.5	102.3 : 102.3%	44.2
Ashton New Road (W) Left Ahead	66.9 : 66.9%	10.9	92.8 : 92.8%	12.8	68.8 : 68.8%	11.1	98.8 : 98.8%	16.7
Ashton New Road (W) Ahead Right	0.0 : 107.4%	16.8	96.3 : 96.3%	23.2	0.0 : 111.2%	19.2	100.8 : 100.8%	30.9
Whole Junction	PRC: -19.4 Delay: 164.37 Cycle Time: 104		PRC: -7.0 Delay: 73.39 Cycle Time: 104		PRC: -26.8 Delay: 241.05 Cycle Time: 104		PRC: -13.7 Delay: 120.94 Cycle Time: 104	

Table 6.12 – Junction 6: Observed and Base

Approach	Base + Industrial Estate				Base + Proposed Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Alan Turing Way (N) Left Ahead	112.7 : 112.7%	64.0	95.9 : 95.9%	21.1	106.6 : 106.6%	43.8	94.9 : 94.9%	20.0
Alan Turing Way (N) Ahead Right	114.7 : 114.7%	67.0	96.4 : 98.0%	22.6	107.7 : 114.7%	64.3	94.7 : 96.2%	20.6
Ashton New Road (E) Left Ahead	63.9 : 63.9%	11.8	0.0 : 70.9%	5.6	62.5 : 62.5%	11.6	0.0 : 70.9%	5.6
Ashton New Road (E) Right Ahead	68.4 : 68.4%	12.9	64.8 : 72.6%	8.3	66.6 : 66.6%	12.5	63.1 : 71.7%	8.3
Alan Turing Way (S) Ahead Left	113.2 : 113.2%	58.2	102.3 : 102.3%	38.1	114.7 : 114.7%	60.6	103.5 : 103.5%	41.4
Alan Turing Way (S) Ahead Right	113.1 : 106.6%	63.2	103.1 : 103.1%	47.5	114.7 : 106.1%	64.7	103.5 : 103.5%	49.6
Ashton New Road (W) Left Ahead	71.4 : 71.4%	11.5	99.6 : 99.6%	17.4	69.8 : 69.8%	11.4	99.6 : 99.6%	17.6

Approach	Base + Industrial Estate				Base + Proposed Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Ashton New Road (W) Ahead Right	0.0 : 116.8%	22.8	101.3 : 101.3%	32.3	0.0 : 111.2%	19.2	100.4 : 100.4%	30.1
Whole Junction	PRC: -29.8 Delay: 253.80 Cycle Time: 104		PRC: -14.5 Delay: 132.11 Cycle Time: 104		PRC: -27.5 Delay: 227.77 Cycle Time: 104		PRC: -15.0 Delay: 132.41 Cycle Time: 104	

Table 6.13 – Junction 6: Base + Industrial Estate and Base + Proposed Development

6.7.2 **Table 6.12** demonstrates that during the Observed scenario the junction operates over capacity – above 100% in the AM peak and above 90% in the PM peak. This gives rise to high delays and lengthy queues. This is understandable being a key junction on two of the major arterial routes in east Manchester.

6.7.3 When the committed development flows are included, the Base scenario increases the DoS during the PM peak with various approaches operating slightly above 100% - and worsens the already over capacity AM peak scenario.

6.7.4 **Table 6.13** demonstrates that for both the Industrial Estate and Proposed Development scenarios, the increase in flows would worsen junction performance – with additional queueing and delays.

6.7.5 It should again be noted that the comparison between the Industrial Estate and Proposed Development scenarios shows similar performance – therefore should the existing site be brought back to fully operational for its permitted use, it would result in similar impacts on the junction to the proposed residential use.

6.7.6 It is recognised that this junction also operates using SCOOT signal technology. The assessment uses fixed signal timings – and consideration of optimisation has not been accounted for. It is likely that this would result in improved junction performance on the ground.

6.7.7 Due to the location and constraints, it is not considered that any physical mitigation is suitable or achievable at this junction.

6.7.8 Based on the above, the increases are not considered significant or severe in the context of the NPPF.

6.8 Conclusions

6.8.1 It has been demonstrated in this Transport Assessment that, in the existing situation, Alan Turing Way is operating very close or above capacity during peak periods, which is further exacerbated by the addition of traffic from the committed developments, and then the Industrial Estate / Proposed Development.

6.8.2 For all junctions assessed on Alan Turing Way (3, 5 and 6), comparison between the Industrial Estate and Proposed Development scenarios shows similar performance – therefore should the existing site be brought back to fully operational for its permitted employment use, it would result in similar impacts on the junction to the proposed residential use.

6.8.3 As outlined in **Section 5.7**, the Proposed Development is expected to result in fewer vehicles than the Industrial Estate using all these junctions in the AM peak, and for all except Junction 6 in the PM peak.

6.8.4 Junction 1 would operate within practical capacity under all assessed scenarios.

6.8.5 Junction 4 operates above practical capacity (but below theoretical) on some arms in all scenarios, except the Observed. Following implementation of the approved mitigation scheme for Jackson's Brickworks, performance would be improved with one arm operating slightly above practical capacity in the Industrial Estate scenario, and all arms within capacity in the Proposed Development scenario.

6.8.6 It is not considered that the proposed development would have a significant or severe impact on any junctions in the context of the NPPF.

7.0 Transport Planning Policy

7.1 Introduction

7.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

7.2 National Planning Policy Framework (2024)

7.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

7.2.2 Paragraph 11 states that:

"Plans and decisions should apply a presumption in favour of sustainable development."

7.2.3 For decision taking this means granting permission unless:

"…*any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies*."

7.2.4 Paragraph 115 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

a) a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

7.2.5 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, the site is located within a highly accessible area, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.6 Paragraph 116 of the NPPF states that:

"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."

7.2.7 It is not considered that the proposed development would have a significant or severe impact on any junctions in the context of the NPPF.

7.2.8 Paragraph 117 of the NPPF states that applications for development should:

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

7.2.9 The proposed development is situated in an accessible location. There is good active travel infrastructure adjacent to the site, and the public transport network is accessible within short walking distance. The proposed development has been designed to promote active travel and sustainable transport, with appropriate servicing facilities.

7.2.10 The proposed development accords with the general principles of the NPPF.

7.3 National Planning Practice Guidance (NPPG)

7.3.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) has been developed by the Department for Communities and Local Government (DCLG; now the MHCLG) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

"Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

7.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Assessment. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TA and the accompanying Interim Travel Plan (Document Reference: **085926-CUR-XX-XX-T-TP-00002**).

7.3.3 As outlined above, this TA demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

7.4 Manchester Core Strategy (2012 – 2027)

7.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific "Transport" policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

7.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

7.4.3 Policy T2 of the Manchester Core Strategy states:

"The Council will actively manage the pattern of development to ensure that [outside the City Centre] … all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B… In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B."

7.4.4 Appendix B does not specify parking requirements for residential developments.

7.4.5 It is considered the proposed parking provision is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit from sustainable transport links across the city centre. The Council notes that it *"will take the circumstances of each proposal into account to establish what level of parking is appropriate."*

7.4.6 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

7.5 Greater Manchester Transport Strategy 2040

7.5.1 In 2021, TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

7.5.2 Under Policy 3, the Transport Strategy states that TfGM will "maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods)." Such interventions comprise:

- *"Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption."*

7.5.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Travel Plan (**Document Reference 085926-CUR-XX-XX-T-TP-00002**).

7.5.4 Under Policy 4, TfGM will also *"work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network."* This will be in accordance with the principles of:

- *"Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel."*

7.5.5 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

7.6 Manchester Residential Quality Guidance

7.6.1 In 2017, MCC adopted the Manchester Residential Quality Guidance which sets out the standards of design for residential developments in the city. It is structured around nine components to ensure high-quality developments: make it happen, make it a home, make it future proof, make it practical, make it Manchester, make it bring people together, make it animate street and spaces, make it easy to get around, make it work with the landscape.

7.6.2 The guidance does not require a specific level of car parking as *"there is no 'one size fits all' approach to car parking and it should be considered on a case-by-case basis"*.

7.6.3 MCC stipulates in the document that development proposals:

- *"Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;*
- *Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;*
- *Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene; and*
- *Have considered where temporary stopping could be accommodated"*

7.7 Places for Everyone (PfE) Plan

7.7.1 The Places for Everyone Plan was adopted by nine Greater Manchester local authorities – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – in March 2024. PfE forms part of the Development Plan for Manchester.

7.7.2 The transport-related policies within PfE are as follows:

- Policy JP-C1 – An Integrated Network;
- Policy JP-C3 – Public Transport;
- Policy JP-C4 – The Strategic Road Network;
- Policy JP-C5 – Streets for All;
- Policy JP-C6 – Walking and Cycling;
- Policy JP-C7 – Freight and Logistics; and
- Policy JP-C8 – Transport Requirements of New Development.

7.7.3 Transport Requirements of New Development states:

"We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

Connectivity and Permeability

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*
    - *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
        - *be direct, safe and convenient;*
        - *connect to nearby facilities, employment areas, public transport stops; and*
        - *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*
    - *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
    - *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;*
2. *Ensure appropriate connectivity to the existing highway network;*

7.7.4 There would be many accesses into the site, some of which would be traffic-free (including the only links to Briscoe Lane), to maximise permeability.

Design

3. *Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;*
4. *Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;*

Public Transport

5. *Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;*

6. *Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;*

7.7.5 The existing bus stops on Briscoe Lane are situated immediately along the site boundary, so walking distances will be minimal, especially for the majority of residents living in the apartments. The site is also well connected by Metrolink, being within walking distance of two lines.

Parking Infrastructure

7. *Making adequate car parking provision, including for disabled drivers and passengers;*

8. *Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;*

9. *Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:*

    - *Showers, changing facilities and lockers for cyclists and walkers,*
    - *Pool or hire bikes for use by occupiers,*
    - *Information in advance about facilities to visitors.*

10. *Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;*

11. *Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans;*

12. *Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location;*

7.7.6 Parking provision, including for EVs and cycles, is detailed in **Section 3**.

Access and Servicing

13. *Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;*

14. *Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:*

    - *meets road safety requirements,*
    - *reduces transport emissions and other environmental impacts,*
    - *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries.*

Construction Management

15. *Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries;*

Transport Assessments

16. *Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate;*

17. *Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."*

7.8 Conclusions

7.8.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

8.0 Summary and Conclusions

8.1 Summary

8.1.1 Curtins has been appointed by Kellen Homes and Great Places Housing Group (the Client) to provide transport and highways advice in relation to a planning application for residential development on the site of Riverpark Trading Estate in East Manchester.

8.1.2 The planning description is as follows:

"Erection of a residential development comprising 498 dwellings (including a mix of housing types and tenures) together with landscaping, sustainable drainage features, pedestrian footways, vehicular accesses and highways, parking provision and other associated works".

8.1.3 The proposed scheme will provide 498 dwellings, comprising a mixture of apartments (277) and houses (221), private and affordable, and dwelling sizes. A mix of tenures would be available.

8.1.4 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.

8.1.5 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.

8.1.1 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

8.1.2 It is not considered that the proposed development would have a significant or severe impact on any junctions in the context of the NPPF.

8.1.3 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

8.1.4 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

8.2 Conclusions

8.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Plans

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Project:
RIVERPARK, MANCHESTER

Drg Title:
SITE LOCATION
REGIONAL VIEW

Status:
PRELIMINARY

Drawn By: MR Checked By: MT

Designed By: MR Date: 22/07/24

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
085926	CUR	XX	XX	G	TP	06001	P01



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Project:
RIVERPARK, MANCHESTER

Drg Title:
SITE LOCATION
LOCAL VIEW

Status:
PRELIMINARY

Drawn By: MR Checked By: MT

Designed By: MR Date: 18/07/24

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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Project:
RIVERPARK, MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT
EAST SITE ACCESS

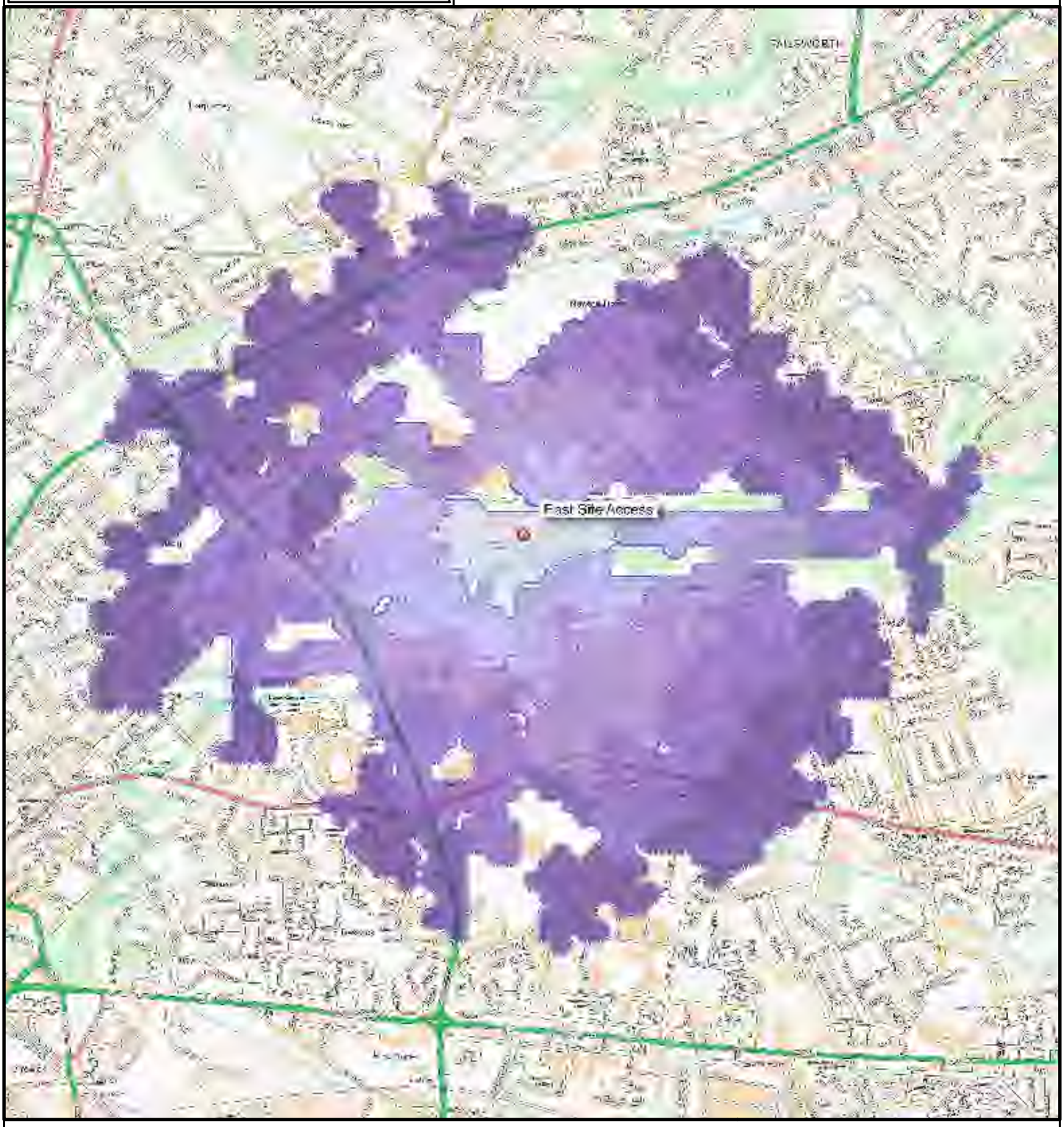
Status:
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Drawn By: MR Checked By: MT

Designed By: MR Date: 22/07/24

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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Project:
RIVERPARK, MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT
WEST SITE ACCESS

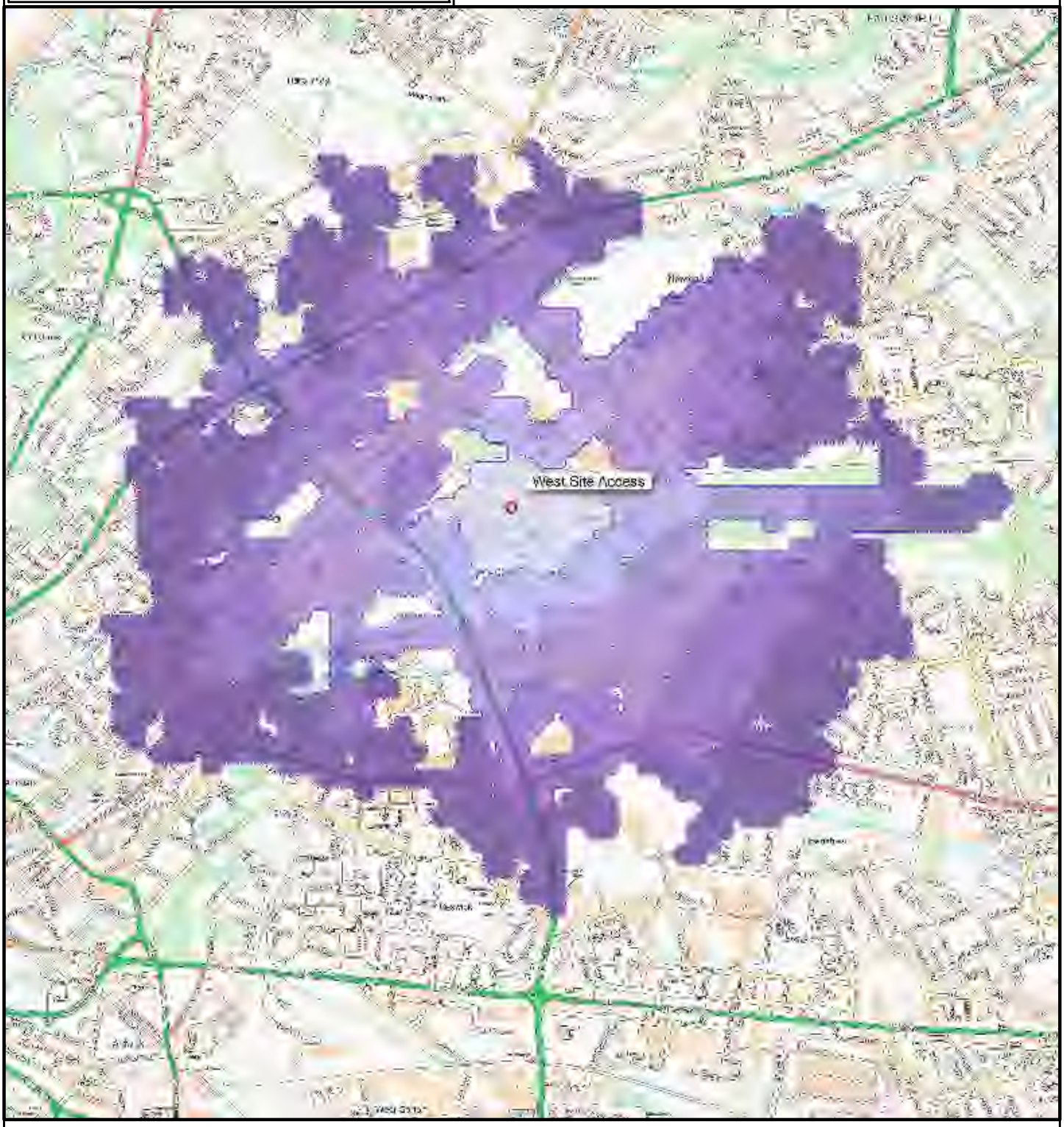
Status:
PRELIMINARY

Drawn By: MR Checked By: MT

Designed By: MR Date: 22/07/24

Scale: NTS

Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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Project:
RIVERPARK, MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

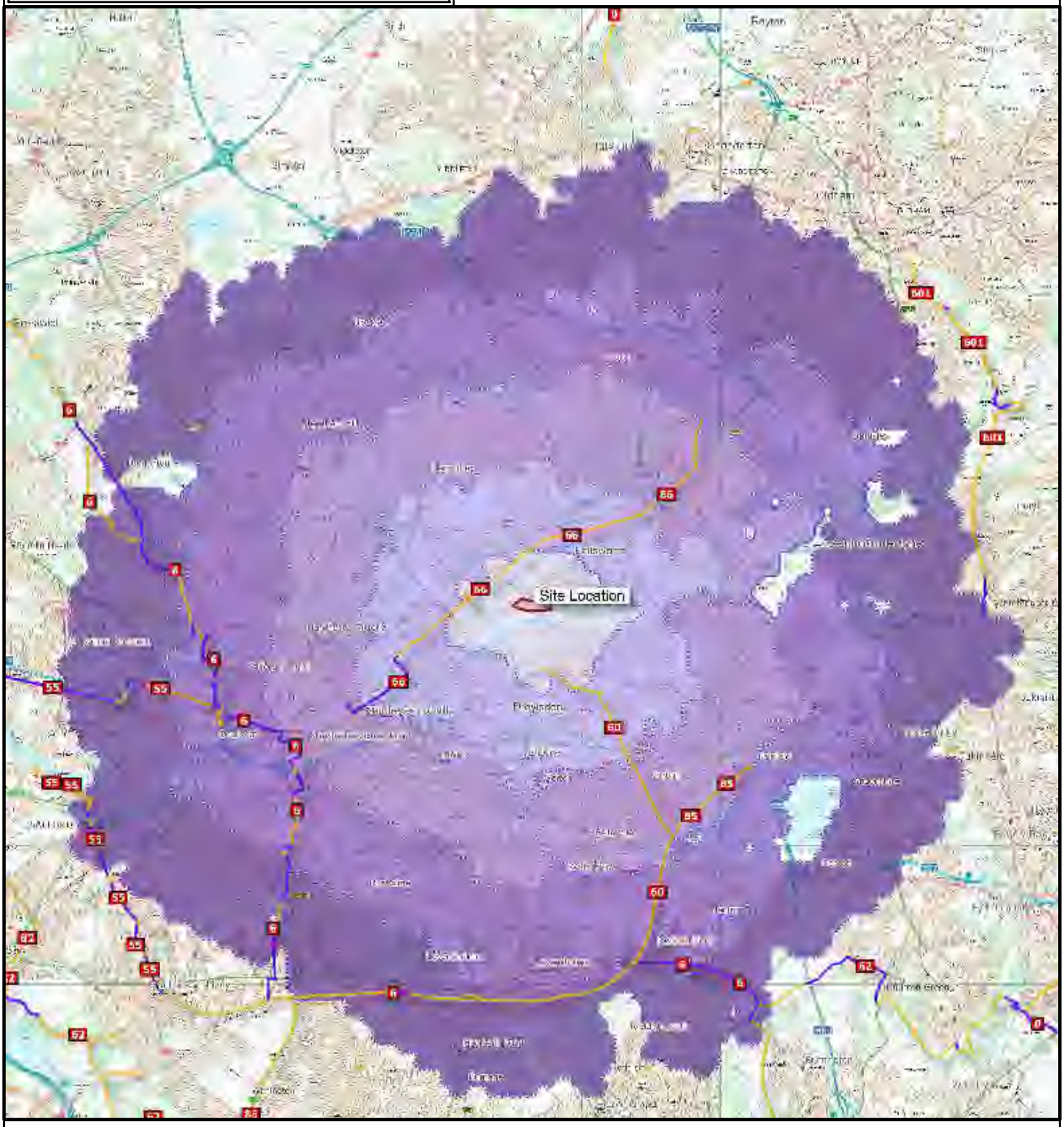
Status:
PRELIMINARY

Drawn By: MR Checked By: MT

Designed By: MR Date: 22/07/24

Scale: NTS

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085926	CUR	XX	XX	G	TP	06005	P01



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Project:
RIVERPARK, MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT
AM - INBOUND

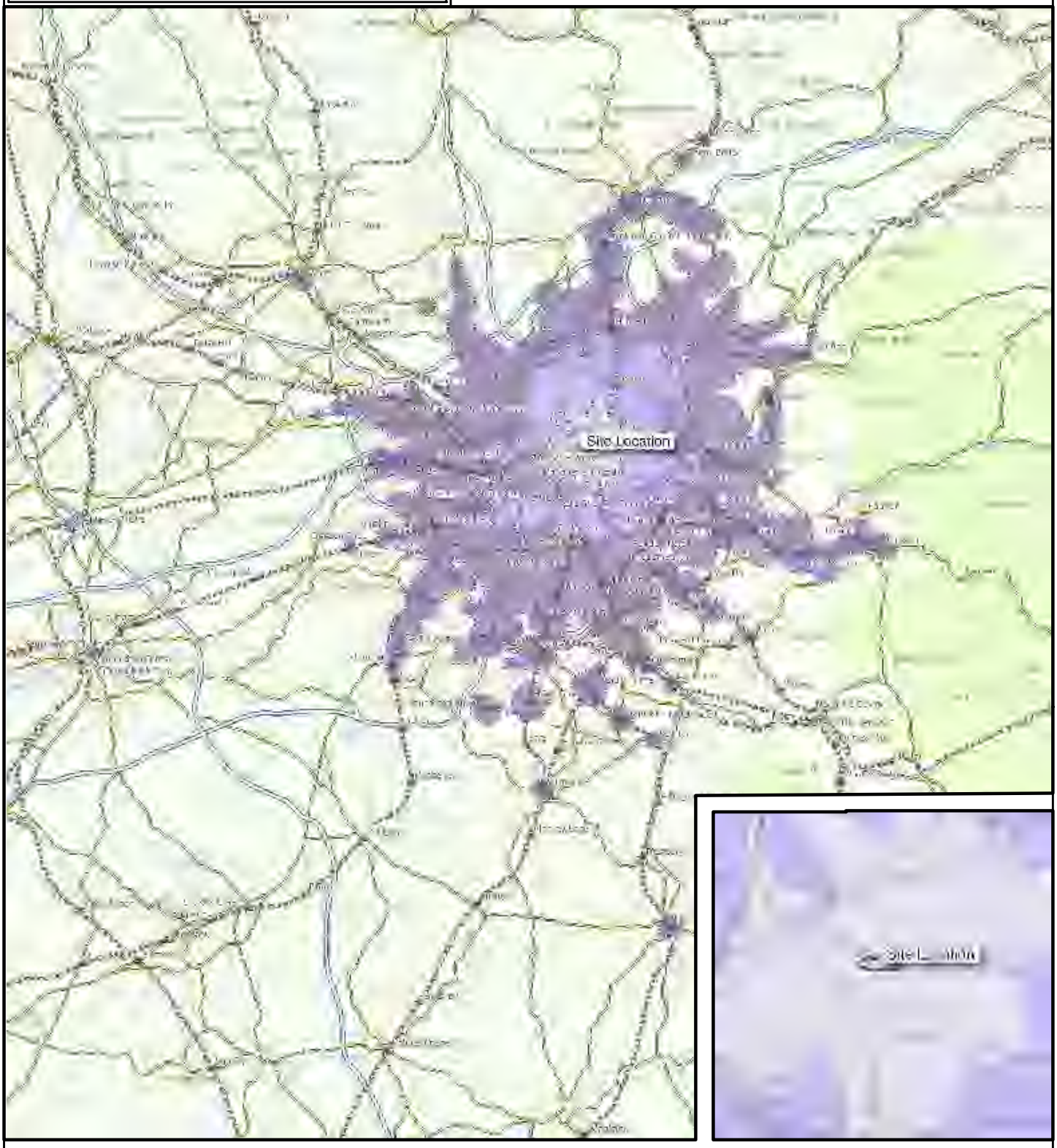
Status:
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Drawn By: MR Checked By: MT

Designed By: MR Date: 22/07/24

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7. BASED ON OS

KEY:
- PROPOSED ROAD MARKINGS
- PROPOSED RAMP
- 2.4 x 25m PROPOSED VISIBILITY SPLAYS (20mph)

PROPOSED 1.5m CYCLE LANE

PROPOSED PARALLEL PEDESTRIAN/CYCLE CROSSING

PROPOSED PARALLEL PEDESTRIAN/CYCLE CROSSING

CYCLE LANE TO JOIN FOOTWAY

Rev:	Description:	Date:	By:	Chkd:
P04	Access arrangement and site layout updated	18/03/25	MQ	MT
P03	Site layout updated	10/03/25	MQ	MT
P02	Site layout updated	07/03/25	MQ	MT

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Status: PRELIMINARY

Project: RIVERPARK ROAD - MANCHESTER

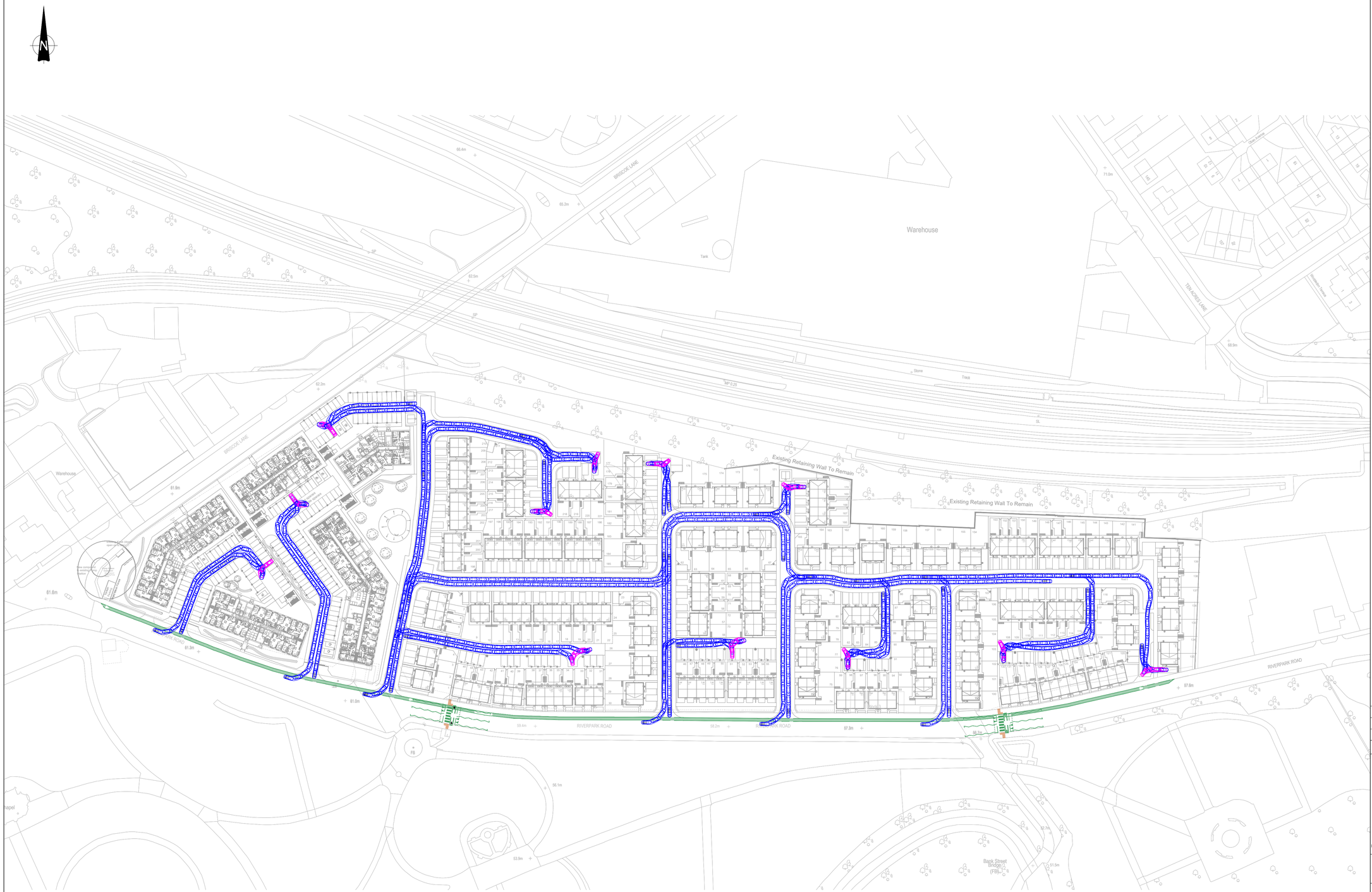
Drg Title: PROPOSED ACCESS ARRANGEMENT

Drawn By	Designed By	Checked By
MQ	MQ	MT
	Date: 04/03/25	Scales @ A1: 1:1000

Project No - Originator - Function - Spatial - Form - Discipline - Number: 85926 - CUR - XX - 00 - D -TP- 75004

Revision: P04

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6. BASED ON LAYER STUDIO'S LAYOUT DRAWING REF.: "Riverpark Road - Planning Layout Rev P"
7. BASED ON OS

KEY: PROPOSED ROAD MARKINGS
PROPOSED RAMP

VEHICLE PROFILE:



Audi A6 (2018)	
Overall Length	4.939m
Overall Width	2.114m
Overall Body Height	1.457m
Min Body Ground Clearance	0.142m
Max Track Width	1.875m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev:	Description:	Date:	By:	Chkd:
P04	Access arrangement and site layout updated	18/03/25	MQ	MT
P03	Site layout updated	24/02/25	MQ	MT
P02	Site layout updated	18/09/24	MQ	MT

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Status: PRELIMINARY

Project: RIVERPARK ROAD - MANCHESTER

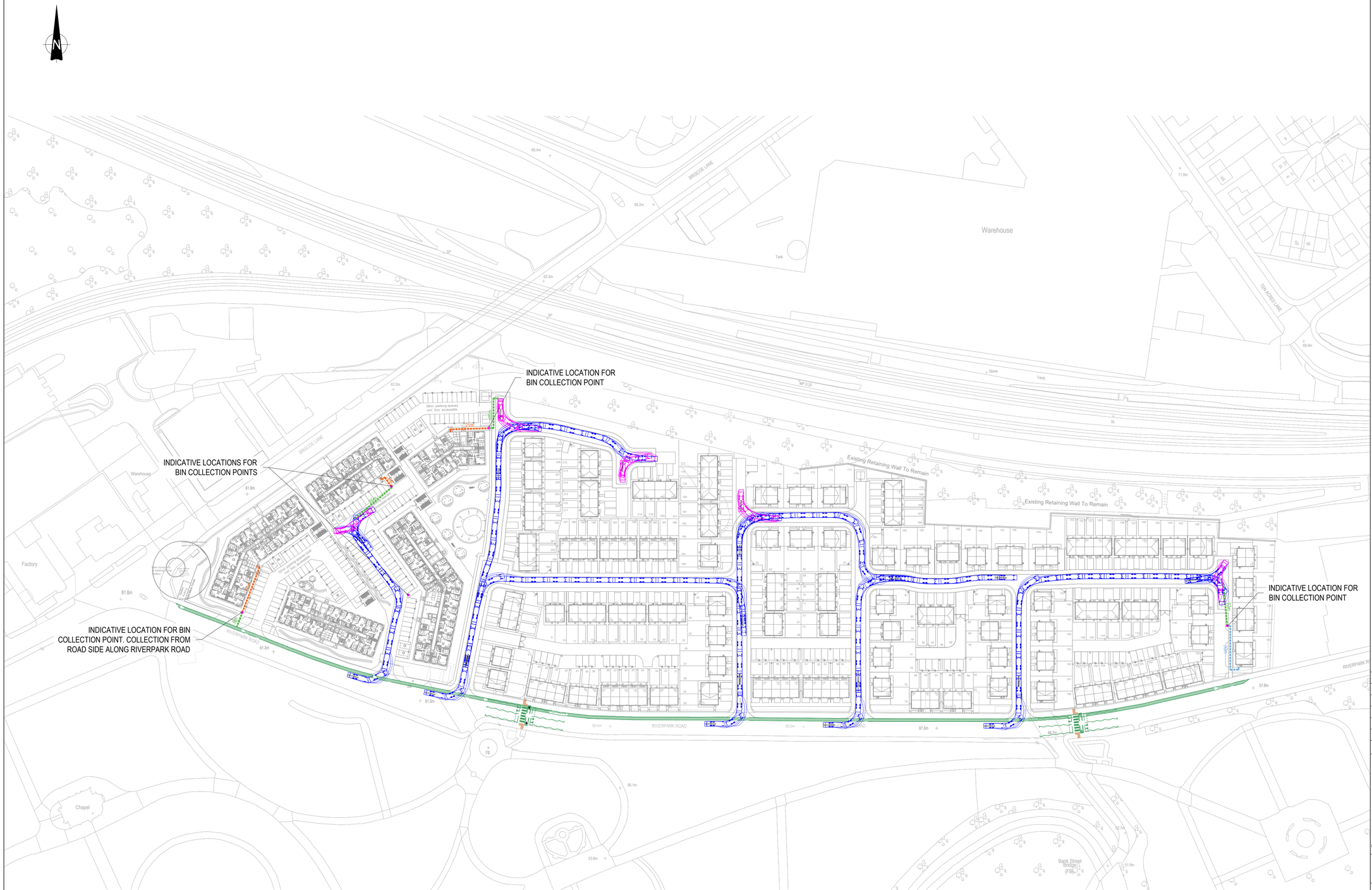
Drg Title: SWEPT PATH ANALYSIS LARGE CAR

Drawn By	Designed By	Checked By
MQ	MQ	MT
	Date: 12/09/24	Scales @ A1: 1:1000

Project No - Originator - Function - Spatial - Form - Discipline - Number: 85926 - CUR - XX - 00 - D -TP- 05003

Revision: P04

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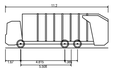
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7. BASED ON OS

KEY:

- PROPOSED ROAD MARKINGS
- PROPOSED RAMP
- INDICATIVE BIN COLLECTION POINT
- BIN DRAG ROUTE BY THE MANAGEMENT COMPANY
- BIN DRAG ROUTE BY HOUSEHOLDERS (SHOULD NOT EXCEED 30m , AS PER MANUAL FOR STREETS)
- BIN DRAG ROUTE BY WASTE COLLECTION VEHICLES (SHOULD NOT EXCEED 25m , AS PER MANUAL FOR STREETS)

VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	1.200m
Track Width	2.300m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.500m

Rev:	Description:	Date:	By:	Chkd:
P07	Site layout updated	18/03/25	MQ	MT
P06	Site layout updated	10/03/25	MQ	MT
P05	Site layout updated	07/03/25	MQ	MT
P04	Site layout updated	24/02/25	MQ	MT
P03	Site layout updated	18/09/24	MQ	MT
P02	Site layout updated	24/02/25	MQ	MT

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Status: PRELIMINARY

Project: RIVERPARK ROAD - MANCHESTER

Drg Title: SWEPT PATH ANALYSIS 11.2m REFUSE VEHICLE

Drawn By	Designed By	Checked By
MQ	MQ	MT
	Date: 12/09/24	Scales @ A1: 1:1000

Project No - Originator - Function - Spatial - Form - Discipline - Number: 85926 - CUR - XX - 00 - D -TP- 05002

Revision: P07

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6. BASED ON KELLEN HOMES'S LAYOUT DRAWING REF.: "Riverpark Road - Planning Layout Rev P"
7. BASED ON OS

KEY: PROPOSED ROAD MARKINGS
PROPOSED RAMP

VEHICLE PROFILE:



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min. Body Ground Clearance	0.309m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Rev:	Description:	Date:	By:	Chkd:
P04	Access arrangement and site layout updated	18/03/25	MQ	MT
P03	Site layout updated	24/02/25	MQ	MT
P02	Site layout updated	18/09/24	MQ	MT

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Status:
PRELIMINARY

Project:
RIVERPARK ROAD - MANCHESTER

Drg Title:
SWEPT PATH ANALYSIS
FIRE TENDER

Drawn By	Designed By	Checked By
MQ	MQ	MT
	Date: 12/09/24	Scales @ A1: 1:1000

Project No - Originator - Function - Spatial - Form - Discipline - Number: 85926 - CUR - XX - 00 - D -TP- 05001

Revision: P04

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Appendix A – Proposed Site Layout

N

Block A (Great Places)
4 storeys - 58 apartments
Plots 222-279

Block B (Great Places)
4 storeys - 46 apartments
Plots 280-325

Block C (PRS)
4 storeys - 69 apartments - Plots 326-394

Block D (PRS)
6 storeys - 58 apartments - Plots 395-452

Block E (PRS)
6 storeys - 46 apartments - Plots 453-498

38no. parking spaces incl. 2no. accessible

52no. parking spaces total inc. 3no. accessible

44no. parking spaces inc. 4no accessible spaces

Existing Retaining Wall To Remain

Existing Retaining Wall To Remain

BRISCOE LANE

RIVERPARK ROAD

RIVERPARK ROAD

Stone Track

SP

MP 0.25

SL

FS

62.2m

61.8m

61.3m

61.3m

57.6m

56.7m

56.1m

53.9m

52.7m

51.5m

Bank Street Bridge

Road 1

Road 2

Road 3

Road 4

Road 5

Road 6

Road 7

Legend

- Indicates 1.8m high feature fence.
- Indicates 1.8m high plot divisional screen fence.
- Indicates 1.8m high closed boarded fence.
- Indicates proposed tree planting subject to a landscape design and specification.
- Indicates principle entrance door to dwelling.
- Indicates secondary entrance door to dwelling.
- Indicates application site boundary.
- Indicated solar lighting column
- Wall mounted electric charging point
- Dual pole mounted electric charging point
- Single pole mounted electric charging point
- Great Places boundary

Accommodation Schedule - Riverpark Road

KELLEN HOMES

Open Market	Bed No.	Type	No.	Sqft	Total Sqft
Apartment Block C, D & E					
PRS Type A	1	Apt	48	538	25824
PRS Type B	1	Apt	16	592	9472
PRS Type C	1	Apt	1	603	603
PRS Type D	2	Apt	67	753	50451
PRS Type E	2	Apt	12	764	9168
PRS Type F	2	Apt	15	775	11625
PRS Type G	2	Apt	3	786	2358
PRS Type H	2	Apt	11	797	8767
		Total	**173**		**118268**
House Types					
Hickory (end)	2	End/ Semi	20	771	15420
Hickory (mid)	2	Mews	8	768	6144
Olive	2	Semi/ Mews	4	771	3084
Acacia	3	Semi/ Mews	4	940	3760
Cedar (end)	3	End/ Semi	14	940	13160
Cedar (mid)	3	Mews	5	938	4690
Spruce (end)	3	End/ Semi	25	1187	29675
Spruce (mid)	3	Mews	13	1183	15379
Foxglove	3	End/ Semi	1	1187	1187
Larch (end)	4	End/ Semi	8	1262	10096
Larch (mid)	4	Mews	9	1257	11313
		Total	**111**		**113908**
		TOTAL OM	**284**		**232176**

Affordable Homes	Bed No.	Type	No.	Sqft	Total Sqft
Apartment Block A					
Type A	1	Apt	48	538	25824
Type B	1	Apt	4	592	2368
Type C	1	Apt	9	603	5427
Type D	2	Apt	3	753	2259
Type E	2	Apt	4	764	3056
Type F	2	Apt	32	775	24800
Type G	2	Apt	4	786	3144
		Total	**104**		**66878**
House Types					
Hickory (end)	2	End/ Semi	24	771	18504
Hickory (mid)	2	Mews	5	768	3840
Olive	2	Semi/ Mews	4	771	3084
ADU-2B	2	Semi/ Mews	2	969	1938
ADU-4B	3	Semi/ Mews	2	1117	2234
Acacia	3	Semi/ Mews	2	940	1880
Linden	3	End/ Semi	3	966	2898
Cedar (end)	3	End/ Semi	10	940	9400
Cedar (mid)	3	Mews	2	938	1876
Aspen (end)	3	End/ Semi	11	966	10626
Aspen (mid)	3	Mews	2	963	1926
Spruce (end)	3	End/ Semi	15	1187	17805
Spruce (mid)	3	Mews	17	1183	20111
Foxglove	3	End/ Semi	1	1187	1187
Larch (end)	4	End/ Semi	4	1262	5048
Larch (mid)	4	Mews	6	1257	7542
		Total	**110**		**109899**
		TOTAL AH	**214**		**176777**
		SITE TOTAL	**498**		**408953**

0 2.5 5 10 15 25 m

SCALE BAR 1:500

Revision	Date	Amendment	Initials
Q	25.03.2025	Bike stores added to rear gardens	TW
P	14.03.2025	Apartment block label corrected	TW
O	13.03.2025	Plots 62-67 outlined for Cedars & Acacias & accommodation schedule updated to match Blossom renamed to Foxglove Gates to accesses off Riverpark Road added Hatch removed from apartment blocks	TW
N	12.03.2025	Plots 8, 196 & 210 subbed to Blossoms Cycle bins updated	TW
M	11.03.2025	Duetder corner turner renamed to Blossom Hedge, gates, benches and bins added to POS area Bin storage areas removed	TW
L	10.03.2025	Duetder corner turner type added and accommodation schedule updated	TW
K	07.03.2025	Spruce corner turner and updated ADU type footprints added Apartment block bin accesses updated and ped. gates added	TW
J	06.03.2025	Road 7 reduced to turning head and shared private drive added Apartment handing and access updated	TW
I	04.03.2025	Cycle lane added Rain gardens and SuDS pond added and boundary treatments updated Approved Part S Car charging clear zone areas added	TW
H	24.02.2025	Apartment floor-plates added and accommodation schedules added	TW
G	21.02.2025	Apartment accommodation schedule updated	TW
F	21.02.2025	Apartment accommodation schedule added	TW
E	20.02.2025	- Electric charging points added - Various plots handed correctly - Various plots' accesses re-aligned - Key updated	TW
D	20.02.2025	- Apartment sizes and surrounding area updated - Sub station locations updated	TW
C	17.02.2025	- Affordable housing tenure split accommodation schedule updated - Existing retaining wall updated	TW
B	07.01.2025	Apartment blocks & accommodation schedules updated	TW
A	07.01.2025	GP legal boundaries changed plots 182 and 183.	RGC

Development
Riverpark Road

Location
Manchester

Marketing Name
-

Drawing Title
Detailed Site Layout

Job No.	Drawing No.
KH012	A-100
Revision	Scale @ A0
Q	1:500
Drawn By	Date
TW	03.02.25
Checked by	Date Checked
-	-

1st Floor, 103 Dalton Avenue, Birchwood Park, Warrington WA3 6YE
T: 01925 363108 W: www.kellenhomes.com
KELLEN HOMES

Z:\012 Riverpark, Manchester\01. Architects\02. Drawings\100 - Layout\Planning Layout\Riverpark Road - Planning Layout.dwg

Appendix B – Parking Survey

Manchester - Thursday 27th June 2024 (06:00 - 20:00)
Occupancy & Capacity

Parking Location

CLASS

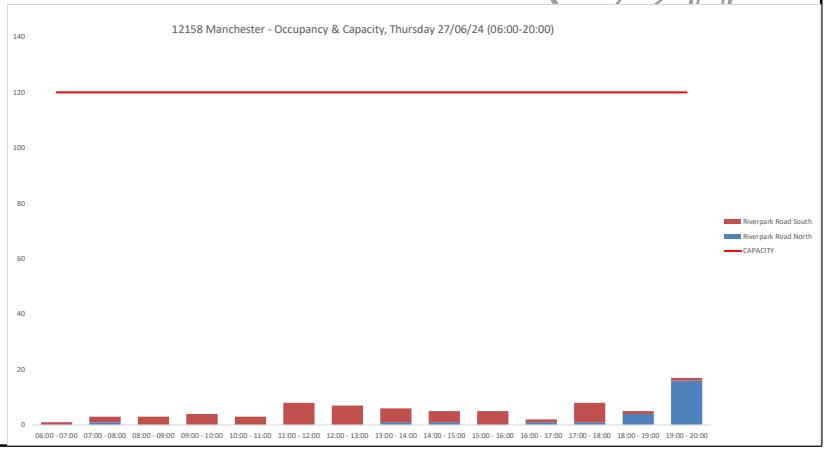
- Double yellow lines
- Parallel Bay

Classified links

CLASS

- Double yellow lines
- Parallel Bay

N



0 25 50 100 150 200 Meters

Streetwise Services Ltd
www.streetwiseservices.com
Tel: 01133 222 602
Email: england@streetwiseservices.com

Manchester - Saturday 29th June 2024 (06:00 - 20:00)
Occupancy & Capacity

Parking Location

CLASS

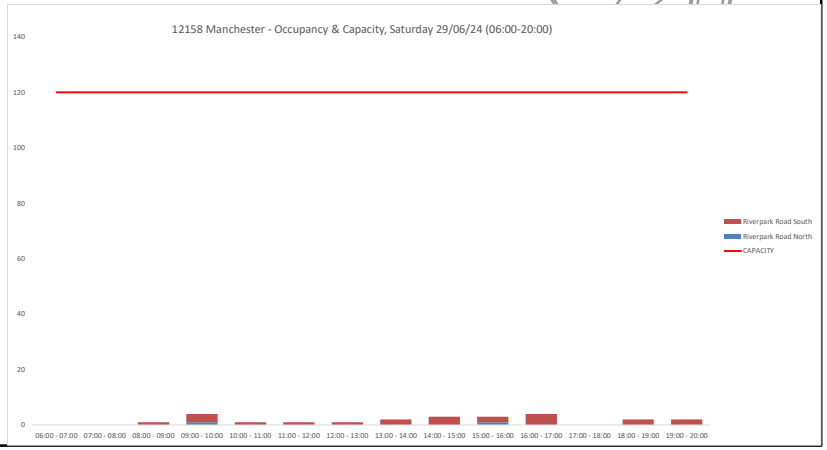
- Double yellow lines
- Parallel Bay

Classified links

CLASS

- Double yellow lines
- Parallel Bay

N



0 25 50 100 150 200 Meters

Streetwise Services Ltd
www.streetwiseservices.com
Tel: 01133 222 602
Email: england@streetwiseservices.com

Appendix C – Traffic Survey

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - (North East) Briscoe Lane / B - Riverpark Road / C - (South West) Briscoe Lane**

Approach: **A - (North East) Briscoe Lane**

	A to B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	3	1	1	0	0	0	0	**5.5**	**5**
06:15 - 06:30	1	0	0	0	0	0	0	**1.0**	**1**
06:30 - 06:45	2	0	0	0	0	0	0	**2.0**	**2**
06:45 - 07:00	4	1	0	0	0	0	0	**5.0**	**5**
Hourly Total	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**14**	**13**
07:00 - 07:15	1	0	0	0	0	0	0	**1.0**	**1**
07:15 - 07:30	3	3	0	0	0	0	0	**6.0**	**6**
07:30 - 07:45	2	0	0	0	1	0	0	**4.0**	**3**
07:45 - 08:00	4	3	1	0	0	0	0	**8.5**	**8**
Hourly Total	**10**	**6**	**1**	**0**	**1**	**0**	**0**	**20**	**18**
08:00 - 08:15	3	0	0	0	0	0	0	**3.0**	**3**
08:15 - 08:30	3	0	0	0	0	0	0	**3.0**	**3**
08:30 - 08:45	6	1	0	0	0	0	0	**7.0**	**7**
08:45 - 09:00	2	1	0	0	0	0	0	**3.0**	**3**
Hourly Total	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**16**
09:00 - 09:15	6	1	0	0	0	0	0	**7.0**	**7**
09:15 - 09:30	2	0	0	0	0	0	0	**2.0**	**2**
09:30 - 09:45	6	1	0	0	0	0	0	**7.0**	**7**
09:45 - 10:00	5	1	0	0	0	0	0	**6.0**	**6**
Hourly Total	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**22**	**22**
Session Total	**53**	**13**	**2**	**0**	**1**	**0**	**0**	**71**	**69**
15:00 - 15:15	1	1	0	0	0	0	0	**2.0**	**2**
15:15 - 15:30	5	2	0	0	0	0	0	**7.0**	**7**
15:30 - 15:45	4	1	0	0	0	0	0	**5.0**	**5**
15:45 - 16:00	3	0	1	0	0	0	0	**4.5**	**4**
Hourly Total	**13**	**4**	**1**	**0**	**0**	**0**	**0**	**19**	**18**
16:00 - 16:15	6	0	0	0	0	0	0	**6.0**	**6**
16:15 - 16:30	6	0	0	1	0	0	0	**8.3**	**7**
16:30 - 16:45	3	0	0	0	0	1	0	**3.2**	**4**
16:45 - 17:00	4	1	0	0	0	0	0	**5.0**	**5**
Hourly Total	**19**	**1**	**0**	**1**	**0**	**1**	**0**	**23**	**22**
17:00 - 17:15	3	0	0	0	0	0	0	**3.0**	**3**
17:15 - 17:30	6	0	0	0	0	0	0	**6.0**	**6**
17:30 - 17:45	1	0	0	0	0	0	0	**1.0**	**1**
17:45 - 18:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**
18:00 - 18:15	3	2	0	1	0	1	0	**7.5**	**7**
18:15 - 18:30	6	0	0	0	0	0	0	**6.0**	**6**
18:30 - 18:45	4	0	0	0	0	0	0	**4.0**	**4**
18:45 - 19:00	3	0	0	0	0	0	0	**3.0**	**3**
Hourly Total	**16**	**2**	**0**	**1**	**0**	**1**	**0**	**21**	**20**
Session Total	**59**	**7**	**1**	**2**	**0**	**2**	**0**	**73**	**71**

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
61	2	1	0	1	2	0	66.9	67
82	9	1	2	1	0	2	99.9	97
116	8	0	0	1	4	1	127.2	130
134	24	0	1	0	1	0	160.5	160
393	43	2	3	3	7	3	455	454
166	26	1	0	1	0	2	196.3	196
192	36	6	1	0	1	0	239.5	236
199	37	6	0	3	3	1	252.0	249
206	33	1	2	3	3	0	251.7	248
763	132	14	3	7	7	3	940	929
177	27	4	1	3	1	0	218.5	213
161	28	3	0	0	1	0	193.7	193
151	16	3	0	2	0	0	175.5	172
130	16	6	1	4	1	0	165.5	158
619	87	16	2	9	3	0	753	736
137	19	2	0	1	1	2	162.0	162
118	23	1	0	4	0	0	150.5	146
131	16	3	1	1	2	1	156.6	155
97	13	3	1	3	0	1	123.2	118
483	71	9	2	9	3	4	592	581
2258	333	41	10	28	20	10	2740	2700
87	13	2	0	0	0	1	103.4	103
62	6	1	1	4	0	0	79.8	74
84	9	2	1	4	0	0	106.3	100
81	10	1	0	1	2	0	94.9	95
314	38	6	2	9	2	1	384	372
91	4	1	1	1	0	0	100.8	98
68	3	3	0	0	0	0	75.5	74
72	10	2	1	2	0	0	91.3	87
80	5	0	0	1	0	0	87.0	86
311	22	6	2	4	0	0	355	345
98	8	1	0	0	0	1	107.9	108
95	5	0	0	2	2	0	104.4	104
84	4	0	0	1	3	1	91.0	93
118	7	0	0	1	1	1	127.6	128
395	24	1	0	4	6	3	431	433
105	3	0	0	0	2	4	110.0	114
79	5	0	0	2	1	0	88.2	87
98	10	0	0	1	0	0	110.0	109
114	7	1	0	1	0	0	124.5	123
396	25	1	0	4	3	4	433	433
1416	109	14	4	21	11	8	1603	1583

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	64	3	2	0	1	2	0	**72.4**	**72**
06:15 - 06:30	83	9	1	2	1	0	2	**100.9**	**98**
06:30 - 06:45	118	8	0	0	1	4	1	**129.2**	**132**
06:45 - 07:00	138	25	0	1	0	1	0	**165.5**	**165**
Hourly Total	**403**	**45**	**3**	**3**	**3**	**7**	**3**	**468**	**467**
07:00 - 07:15	167	26	1	0	1	0	2	**197.3**	**197**
07:15 - 07:30	195	39	6	1	0	1	0	**245.5**	**242**
07:30 - 07:45	201	37	6	0	4	3	1	**256.0**	**252**
07:45 - 08:00	210	36	2	2	3	3	0	**260.2**	**256**
Hourly Total	**773**	**138**	**15**	**3**	**8**	**7**	**3**	**959**	**947**
08:00 - 08:15	180	27	4	1	3	1	0	**221.5**	**216**
08:15 - 08:30	164	28	3	0	0	1	0	**196.7**	**196**
08:30 - 08:45	157	17	3	0	2	0	0	**182.5**	**179**
08:45 - 09:00	132	17	6	1	4	1	0	**168.5**	**161**
Hourly Total	**633**	**89**	**16**	**2**	**9**	**3**	**0**	**769**	**752**
09:00 - 09:15	143	20	2	0	1	1	2	**169.0**	**169**
09:15 - 09:30	120	23	1	0	4	0	0	**152.5**	**148**
09:30 - 09:45	137	17	3	1	1	2	1	**163.6**	**162**
09:45 - 10:00	102	14	3	1	3	0	1	**129.2**	**124**
Hourly Total	**502**	**74**	**9**	**2**	**9**	**3**	**4**	**614**	**603**
Session Total	**2311**	**346**	**43**	**10**	**29**	**20**	**10**	**2811**	**2769**
15:00 - 15:15	88	14	2	0	0	0	1	**105.4**	**105**
15:15 - 15:30	67	8	1	1	4	0	0	**86.8**	**81**
15:30 - 15:45	88	10	2	1	4	0	0	**111.3**	**105**
15:45 - 16:00	84	10	2	0	1	2	0	**99.4**	**99**
Hourly Total	**327**	**42**	**7**	**2**	**9**	**2**	**1**	**403**	**390**
16:00 - 16:15	97	4	1	1	1	0	0	**106.8**	**104**
16:15 - 16:30	74	3	3	1	0	0	0	**83.8**	**81**
16:30 - 16:45	75	10	2	1	2	1	0	**94.5**	**91**
16:45 - 17:00	84	6	0	0	1	0	0	**92.0**	**91**
Hourly Total	**330**	**23**	**6**	**3**	**4**	**1**	**0**	**377**	**367**
17:00 - 17:15	101	8	1	0	0	0	1	**110.9**	**111**
17:15 - 17:30	101	5	0	0	2	2	0	**110.4**	**110**
17:30 - 17:45	85	4	0	0	1	3	1	**92.0**	**94**
17:45 - 18:00	119	7	0	0	1	1	1	**128.6**	**129**
Hourly Total	**406**	**24**	**1**	**0**	**4**	**6**	**3**	**442**	**444**
18:00 - 18:15	108	5	0	1	0	3	4	**117.5**	**121**
18:15 - 18:30	85	5	0	0	2	1	0	**94.2**	**93**
18:30 - 18:45	102	10	0	0	1	0	0	**114.0**	**113**
18:45 - 19:00	117	7	1	0	1	0	0	**127.5**	**126**
Hourly Total	**412**	**27**	**1**	**1**	**4**	**4**	**4**	**453**	**453**
Session Total	**1475**	**116**	**15**	**6**	**21**	**13**	**8**	**1675**	**1654**

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
20	3	2	0	1	0	0	28.0	26
38	2	4	0	1	0	0	48.0	45
34	6	2	0	2	0	0	47.0	44
43	5	7	0	1	0	0	60.5	56
135	16	15	0	5	0	0	184	171
43	4	9	0	1	1	1	63.1	59
44	6	2	2	3	2	0	64.0	59
73	6	0	1	1	1	1	83.9	83
84	2	1	1	2	0	0	93.8	90
244	18	12	4	7	4	2	305	291
84	2	0	1	0	1	1	88.9	89
97	11	4	0	4	1	1	122.6	118
81	6	3	1	3	1	0	100.0	95
85	8	3	0	0	2	0	97.9	98
347	27	10	2	7	5	2	409	400
78	10	2	1	2	0	0	97.3	93
71	16	3	1	2	1	0	98.0	94
69	13	3	0	1	0	0	88.5	86
75	19	1	0	1	0	1	97.9	97
293	58	9	2	6	1	1	382	370
1019	119	46	8	25	10	5	1279	1232
133	19	2	0	3	1	0	161.2	158
126	22	1	1	0	1	1	152.4	152
148	24	1	1	3	1	0	182.0	178
149	18	1	1	2	0	0	174.8	171
556	83	5	3	8	3	1	670	659
143	22	3	1	3	3	1	178.8	176
159	17	3	1	2	0	1	187.2	183
158	21	2	0	2	2	1	186.8	186
182	16	2	0	1	0	1	203.4	202
642	76	10	2	8	5	4	756	747
153	11	2	0	1	0	1	169.4	168
165	17	0	0	1	4	3	186.0	190
182	17	0	0	1	0	1	201.4	201
166	10	0	0	1	1	0	178.2	178
666	55	2	0	4	5	5	735	737
129	3	0	0	1	0	2	134.8	135
153	8	0	1	2	2	1	168.1	167
120	9	0	0	1	1	3	132.4	134
99	9	0	0	2	1	1	112.6	112
501	29	0	1	6	4	7	548	548
2365	243	17	6	26	17	17	2710	2691

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) Briscoe Lane / B - Riverpark Road / C - (South West) Briscoe Lane

Approach: B - Riverpark Road

	B to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	3	0	1	0	0	0	0	4.5	4
06:15 - 06:30	8	0	1	0	0	1	0	9.7	10
06:30 - 06:45	6	1	0	1	0	0	0	9.3	8
06:45 - 07:00	15	1	1	0	0	0	0	17.5	17
Hourly Total	**32**	**2**	**3**	**1**	**0**	**1**	**0**	**41**	**39**
07:00 - 07:15	8	1	0	0	0	0	0	9.0	9
07:15 - 07:30	10	2	0	0	0	0	0	12.0	12
07:30 - 07:45	15	3	0	0	0	0	0	18.0	18
07:45 - 08:00	23	3	0	0	0	0	0	26.0	26
Hourly Total	**56**	**9**	**0**	**0**	**0**	**0**	**0**	**65**	**65**
08:00 - 08:15	27	3	0	0	0	0	0	30.0	30
08:15 - 08:30	23	0	0	2	1	0	0	29.6	26
08:30 - 08:45	25	1	0	0	0	0	0	26.0	26
08:45 - 09:00	20	3	1	0	0	0	0	24.5	24
Hourly Total	**95**	**7**	**1**	**2**	**1**	**0**	**0**	**110**	**106**
09:00 - 09:15	11	2	0	0	0	0	0	13.0	13
09:15 - 09:30	14	3	0	1	0	0	0	19.3	18
09:30 - 09:45	13	3	0	1	0	0	0	18.3	17
09:45 - 10:00	10	1	0	0	1	0	0	13.0	12
Hourly Total	**48**	**9**	**0**	**2**	**1**	**0**	**0**	**64**	**60**
Session Total	**231**	**27**	**4**	**5**	**2**	**1**	**0**	**280**	**270**
15:00 - 15:15	14	1	0	0	0	0	0	15.0	15
15:15 - 15:30	9	4	1	0	0	0	0	14.5	14
15:30 - 15:45	10	1	0	0	0	0	0	11.0	11
15:45 - 16:00	14	0	0	0	1	0	0	16.0	15
Hourly Total	**47**	**6**	**1**	**0**	**1**	**0**	**0**	**57**	**55**
16:00 - 16:15	6	1	0	0	0	0	0	7.0	7
16:15 - 16:30	4	1	0	0	0	0	0	5.0	5
16:30 - 16:45	14	1	0	1	0	1	0	17.5	17
16:45 - 17:00	8	0	0	0	0	0	0	8.0	8
Hourly Total	**32**	**3**	**0**	**1**	**0**	**1**	**0**	**38**	**37**
17:00 - 17:15	10	3	0	0	0	0	0	13.0	13
17:15 - 17:30	7	0	0	0	0	0	0	7.0	7
17:30 - 17:45	15	0	0	0	0	0	0	15.0	15
17:45 - 18:00	14	0	0	0	0	1	0	14.2	15
Hourly Total	**46**	**3**	**0**	**0**	**0**	**1**	**0**	**49**	**50**
18:00 - 18:15	9	1	0	0	0	0	0	10.0	10
18:15 - 18:30	11	0	0	0	0	0	0	11.0	11
18:30 - 18:45	10	1	0	0	0	0	0	11.0	11
18:45 - 19:00	8	0	0	0	0	0	0	8.0	8
Hourly Total	**38**	**2**	**0**	**0**	**0**	**0**	**0**	**40**	**40**
Session Total	**163**	**14**	**1**	**1**	**1**	**2**	**0**	**183**	**182**

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2	2
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	2	0	4.4	6
3	0	0	0	0	0	1	3.4	4
2	0	0	0	0	0	0	2.0	2
10	0	0	0	0	2	1	11	13
4	0	0	0	0	0	0	4.0	4
1	1	0	0	0	0	0	2.0	2
2	0	1	0	0	0	0	3.5	3
6	0	0	0	0	1	0	6.2	7
13	1	1	0	0	1	0	16	16
2	1	0	0	0	0	0	3.0	3
3	1	0	0	0	0	0	4.0	4
2	1	0	0	0	0	0	3.0	3
4	2	0	0	0	0	0	6.0	6
11	5	0	0	0	0	0	16	16
35	7	1	0	0	3	1	45	47
3	0	0	0	0	1	0	3.2	4
2	2	0	0	0	0	0	4.0	4
3	1	0	0	0	0	0	4.0	4
3	1	0	0	0	0	0	4.0	4
11	4	0	0	0	1	0	15	16
1	1	0	0	1	0	0	4.0	3
2	0	0	0	0	0	0	2.0	2
5	0	0	0	0	0	0	5.0	5
1	0	1	0	0	0	0	2.5	2
9	1	1	0	1	0	0	14	12
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4.0	4
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
8	0	0	0	0	0	0	8	8
3	0	0	0	0	0	0	3.0	3
4	0	0	0	0	0	0	4.0	4
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
11	0	0	0	0	0	0	11	11
39	5	1	0	1	1	0	48	47

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

	From B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	4	0	1	0	0	0	0	**5.5**	**5**
06:15 - 06:30	8	0	1	0	0	1	0	**9.7**	**10**
06:30 - 06:45	6	2	0	1	0	0	0	**10.3**	**9**
06:45 - 07:00	15	1	1	0	0	0	0	**17.5**	**17**
Hourly Total	**33**	**3**	**3**	**1**	**0**	**1**	**0**	**43**	**41**
07:00 - 07:15	9	1	0	0	0	0	0	**10.0**	**10**
07:15 - 07:30	14	2	0	0	0	2	0	**16.4**	**18**
07:30 - 07:45	18	3	0	0	0	0	1	**21.4**	**22**
07:45 - 08:00	25	3	0	0	0	0	0	**28.0**	**28**
Hourly Total	**66**	**9**	**0**	**0**	**0**	**2**	**1**	**76**	**78**
08:00 - 08:15	31	3	0	0	0	0	0	**34.0**	**34**
08:15 - 08:30	24	1	0	2	1	0	0	**31.6**	**28**
08:30 - 08:45	27	1	1	0	0	0	0	**29.5**	**29**
08:45 - 09:00	26	3	1	0	0	1	0	**30.7**	**31**
Hourly Total	**108**	**8**	**2**	**2**	**1**	**1**	**0**	**126**	**122**
09:00 - 09:15	13	3	0	0	0	0	0	**16.0**	**16**
09:15 - 09:30	17	4	0	1	0	0	0	**23.3**	**22**
09:30 - 09:45	15	4	0	1	0	0	0	**21.3**	**20**
09:45 - 10:00	14	3	0	0	1	0	0	**19.0**	**18**
Hourly Total	**59**	**14**	**0**	**2**	**1**	**0**	**0**	**80**	**76**
Session Total	**266**	**34**	**5**	**5**	**2**	**4**	**1**	**324**	**317**
15:00 - 15:15	17	1	0	0	0	1	0	**18.2**	**19**
15:15 - 15:30	11	6	1	0	0	0	0	**18.5**	**18**
15:30 - 15:45	13	2	0	0	0	0	0	**15.0**	**15**
15:45 - 16:00	17	1	0	0	1	0	0	**20.0**	**19**
Hourly Total	**58**	**10**	**1**	**0**	**1**	**1**	**0**	**72**	**71**
16:00 - 16:15	7	2	0	0	1	0	0	**11.0**	**10**
16:15 - 16:30	6	1	0	0	0	0	0	**7.0**	**7**
16:30 - 16:45	19	1	0	1	0	1	0	**22.5**	**22**
16:45 - 17:00	9	0	1	0	0	0	0	**10.5**	**10**
Hourly Total	**41**	**4**	**1**	**1**	**1**	**1**	**0**	**51**	**49**
17:00 - 17:15	11	3	0	0	0	0	0	**14.0**	**14**
17:15 - 17:30	12	0	0	0	0	0	0	**12.0**	**12**
17:30 - 17:45	16	0	0	0	0	0	0	**16.0**	**16**
17:45 - 18:00	16	0	0	0	0	1	0	**16.2**	**17**
Hourly Total	**55**	**3**	**0**	**0**	**0**	**1**	**0**	**58**	**59**
18:00 - 18:15	12	1	0	0	0	0	0	**13.0**	**13**
18:15 - 18:30	15	0	0	0	0	0	0	**15.0**	**15**
18:30 - 18:45	12	1	0	0	0	0	0	**13.0**	**13**
18:45 - 19:00	10	0	0	0	0	0	0	**10.0**	**10**
Hourly Total	**49**	**2**	**0**	**0**	**0**	**0**	**0**	**51**	**51**
Session Total	**203**	**19**	**2**	**1**	**2**	**3**	**0**	**232**	**230**

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
7	1	1	0	0	0	0	9.5	9
6	1	1	0	0	0	0	8.5	8
4	0	0	2	0	0	0	8.6	6
6	1	0	0	0	0	0	7.0	7
23	3	2	2	0	0	0	34	30
9	0	0	0	0	0	0	9.0	9
8	5	0	0	0	0	0	13.0	13
7	1	0	0	1	0	0	10.0	9
11	5	2	0	0	0	0	19.0	18
35	11	2	0	1	0	0	51	49
12	1	0	1	0	0	0	15.3	14
12	0	0	1	0	0	0	14.3	13
15	1	0	1	1	0	0	20.3	18
7	3	0	1	0	0	0	12.3	11
46	5	0	4	1	0	0	62	56
15	1	0	1	0	0	0	18.3	17
14	3	0	0	1	0	0	19.0	18
20	2	0	0	0	0	0	22.0	22
17	2	1	0	0	0	0	20.5	20
66	8	1	1	1	0	0	80	77
170	27	5	7	3	0	0	227	212
25	3	0	0	0	1	0	28.2	29
22	3	0	1	0	0	0	27.3	26
36	8	0	0	0	0	0	44.0	44
29	3	1	0	1	0	0	35.5	34
112	17	1	1	1	1	0	135	133
38	1	1	1	0	0	0	42.8	41
32	3	0	1	0	0	0	37.3	36
34	4	0	0	0	1	0	38.2	39
29	1	0	0	0	1	0	30.2	31
133	9	1	2	0	2	0	149	147
30	3	0	0	0	0	1	33.4	34
48	4	1	0	0	0	0	53.5	53
23	0	0	0	0	2	0	23.4	25
20	0	0	0	0	0	0	20.0	20
121	7	1	0	0	2	1	130	132
24	4	0	1	0	1	0	30.5	30
23	2	0	0	0	1	0	25.2	26
18	0	0	0	0	0	0	18.0	18
23	1	0	0	0	0	0	24.0	24
88	7	0	1	0	2	0	98	98
454	40	3	4	1	7	1	512	510

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - (North East) Briscoe Lane / B - Riverpark Road / C - (South West) Briscoe Lane**

Approach: **C - (South West) Briscoe Lane**

	C to A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	19	3	2	0	1	0	0	**27.0**	**25**
06:15 - 06:30	38	2	4	0	1	0	0	**48.0**	**45**
06:30 - 06:45	34	5	2	0	2	0	0	**46.0**	**43**
06:45 - 07:00	43	5	7	0	1	0	0	**60.5**	**56**
Hourly Total	**134**	**15**	**15**	**0**	**5**	**0**	**0**	**182**	**169**
07:00 - 07:15	42	4	9	0	1	1	1	**62.1**	**58**
07:15 - 07:30	40	6	2	2	3	0	0	**59.6**	**53**
07:30 - 07:45	70	6	0	1	1	1	0	**80.5**	**79**
07:45 - 08:00	82	2	1	1	2	0	0	**91.8**	**88**
Hourly Total	**234**	**18**	**12**	**4**	**7**	**2**	**1**	**294**	**278**
08:00 - 08:15	80	2	0	1	0	1	1	**84.9**	**85**
08:15 - 08:30	96	10	4	0	4	1	1	**120.6**	**116**
08:30 - 08:45	79	6	2	1	3	1	0	**96.5**	**92**
08:45 - 09:00	79	8	3	0	0	1	0	**91.7**	**91**
Hourly Total	**334**	**26**	**9**	**2**	**7**	**4**	**2**	**394**	**384**
09:00 - 09:15	76	9	2	1	2	0	0	**94.3**	**90**
09:15 - 09:30	68	15	3	1	2	1	0	**94.0**	**90**
09:30 - 09:45	67	12	3	0	1	0	0	**85.5**	**83**
09:45 - 10:00	71	17	1	0	1	0	1	**91.9**	**91**
Hourly Total	**282**	**53**	**9**	**2**	**6**	**1**	**1**	**366**	**354**
Session Total	**984**	**112**	**45**	**8**	**25**	**7**	**4**	**1235**	**1185**
15:00 - 15:15	130	19	2	0	3	0	0	**158.0**	**154**
15:15 - 15:30	124	20	1	1	0	1	1	**148.4**	**148**
15:30 - 15:45	145	23	1	1	3	1	0	**178.0**	**174**
15:45 - 16:00	146	17	1	1	2	0	0	**170.8**	**167**
Hourly Total	**545**	**79**	**5**	**3**	**8**	**2**	**1**	**655**	**643**
16:00 - 16:15	142	21	3	1	2	3	1	**174.8**	**173**
16:15 - 16:30	157	17	3	1	2	0	1	**185.2**	**181**
16:30 - 16:45	153	21	2	0	2	2	1	**181.8**	**181**
16:45 - 17:00	181	16	1	0	1	0	1	**200.9**	**200**
Hourly Total	**633**	**75**	**9**	**2**	**7**	**5**	**4**	**743**	**735**
17:00 - 17:15	152	11	2	0	1	0	1	**168.4**	**167**
17:15 - 17:30	161	17	0	0	1	4	3	**182.0**	**186**
17:30 - 17:45	181	17	0	0	1	0	1	**200.4**	**200**
17:45 - 18:00	164	10	0	0	1	1	0	**176.2**	**176**
Hourly Total	**658**	**55**	**2**	**0**	**4**	**5**	**5**	**727**	**729**
18:00 - 18:15	126	3	0	0	1	0	2	**131.8**	**132**
18:15 - 18:30	149	8	0	1	2	2	1	**164.1**	**163**
18:30 - 18:45	118	9	0	0	1	1	3	**130.4**	**132**
18:45 - 19:00	97	9	0	0	2	1	1	**110.6**	**110**
Hourly Total	**490**	**29**	**0**	**1**	**6**	**4**	**7**	**537**	**537**
Session Total	**2326**	**238**	**16**	**6**	**25**	**16**	**17**	**2662**	**2644**

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	0	0	0	0	0	4.0	4
5	1	1	0	0	0	0	7.5	7
2	0	0	2	0	0	0	6.6	4
2	0	0	0	0	0	0	2.0	2
13	1	1	2	0	0	0	20	17
8	0	0	0	0	0	0	8.0	8
5	2	0	0	0	0	0	7.0	7
5	1	0	0	0	0	0	6.0	6
7	2	1	0	0	0	0	10.5	10
25	5	1	0	0	0	0	32	31
9	1	0	1	0	0	0	12.3	11
9	0	0	1	0	0	0	11.3	10
9	0	0	1	1	0	0	13.3	11
5	2	0	1	0	0	0	9.3	8
32	3	0	4	1	0	0	46	40
9	0	0	1	0	0	0	11.3	10
12	3	0	0	1	0	0	17.0	16
14	1	0	0	0	0	0	15.0	15
12	1	1	0	0	0	0	14.5	14
47	5	1	1	1	0	0	58	55
117	14	3	7	2	0	0	156	143
24	2	0	0	0	1	0	26.2	27
17	1	0	1	0	0	0	20.3	19
32	7	0	0	0	0	0	39.0	39
26	3	0	0	1	0	0	31.0	30
99	13	0	1	1	1	0	117	115
32	1	1	1	0	0	0	36.8	35
26	3	0	0	0	0	0	29.0	29
31	4	0	0	0	0	0	35.0	35
25	0	0	0	0	1	0	25.2	26
114	8	1	1	0	1	0	126	125
27	3	0	0	0	0	1	30.4	31
41	4	1	0	0	0	0	46.5	46
22	0	0	0	0	2	0	22.4	24
19	0	0	0	0	0	0	19.0	19
109	7	1	0	0	2	1	118	120
21	2	0	0	0	0	0	23.0	23
17	2	0	0	0	1	0	19.2	20
14	0	0	0	0	0	0	14.0	14
20	1	0	0	0	0	0	21.0	21
72	5	0	0	0	1	0	77	78
394	33	2	2	1	5	1	438	438

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	1	0	0	0	0	1.5	1
1	0	1	0	0	0	0	3	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
3	0	1	0	0	0	0	5	4
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	2

	From C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	23	3	2	0	1	0	0	**31.0**	**29**
06:15 - 06:30	43	3	5	0	1	0	0	**55.5**	**52**
06:30 - 06:45	37	5	2	2	2	0	0	**53.6**	**48**
06:45 - 07:00	45	5	8	0	1	0	0	**64.0**	**59**
Hourly Total	**148**	**16**	**17**	**2**	**5**	**0**	**0**	**204**	**188**
07:00 - 07:15	50	4	9	0	1	1	1	**70.1**	**66**
07:15 - 07:30	45	8	2	2	3	0	0	**66.6**	**60**
07:30 - 07:45	76	7	0	1	1	1	0	**87.5**	**86**
07:45 - 08:00	89	4	2	1	2	0	0	**102.3**	**98**
Hourly Total	**260**	**23**	**13**	**4**	**7**	**2**	**1**	**327**	**310**
08:00 - 08:15	89	3	0	2	0	1	1	**97.2**	**96**
08:15 - 08:30	105	10	4	1	4	1	1	**131.9**	**126**
08:30 - 08:45	88	6	2	2	4	1	0	**109.8**	**103**
08:45 - 09:00	84	10	3	1	0	1	0	**101.0**	**99**
Hourly Total	**366**	**29**	**9**	**6**	**8**	**4**	**2**	**440**	**424**
09:00 - 09:15	85	9	2	2	2	0	0	**105.6**	**100**
09:15 - 09:30	80	18	3	1	3	1	0	**111.0**	**106**
09:30 - 09:45	82	13	3	0	1	0	0	**101.5**	**99**
09:45 - 10:00	83	18	2	0	1	0	1	**106.4**	**105**
Hourly Total	**330**	**58**	**10**	**3**	**7**	**1**	**1**	**425**	**410**
Session Total	**1104**	**126**	**49**	**15**	**27**	**7**	**4**	**1395**	**1332**
15:00 - 15:15	154	21	2	0	3	1	0	**184.2**	**181**
15:15 - 15:30	141	21	1	2	0	1	1	**168.7**	**167**
15:30 - 15:45	177	30	1	1	3	1	0	**217.0**	**213**
15:45 - 16:00	172	20	1	1	3	0	0	**201.8**	**197**
Hourly Total	**644**	**92**	**5**	**4**	**9**	**3**	**1**	**772**	**758**
16:00 - 16:15	174	22	4	2	2	3	1	**211.6**	**208**
16:15 - 16:30	183	20	3	1	2	0	1	**214.2**	**210**
16:30 - 16:45	184	25	2	0	2	2	1	**216.8**	**216**
16:45 - 17:00	208	16	1	0	1	1	1	**228.1**	**228**
Hourly Total	**749**	**83**	**10**	**3**	**7**	**6**	**4**	**871**	**862**
17:00 - 17:15	179	14	2	0	1	0	2	**198.8**	**198**
17:15 - 17:30	202	21	1	0	1	4	3	**228.5**	**232**
17:30 - 17:45	203	17	0	0	1	2	1	**222.8**	**224**
17:45 - 18:00	183	10	0	0	1	1	0	**195.2**	**195**
Hourly Total	**767**	**62**	**3**	**0**	**4**	**7**	**6**	**845**	**849**
18:00 - 18:15	147	5	0	0	1	0	2	**154.8**	**155**
18:15 - 18:30	166	10	0	1	2	3	1	**183.3**	**183**
18:30 - 18:45	132	9	0	0	1	1	3	**144.4**	**146**
18:45 - 19:00	117	10	0	0	2	1	1	**131.6**	**131**
Hourly Total	**562**	**34**	**0**	**1**	**6**	**5**	**7**	**614**	**615**
Session Total	**2722**	**271**	**18**	**8**	**26**	**21**	**18**	**3102**	**3084**

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
64	2	2	0	1	2	0	71.4	71
90	9	2	2	1	1	2	109.6	107
123	9	0	1	1	4	1	137.5	139
149	25	2	1	0	1	0	179.5	178
426	45	6	4	3	8	3	498	495
174	27	1	0	1	0	2	205.3	205
202	38	6	1	0	1	0	251.5	248
215	40	6	0	3	3	1	271.0	268
229	36	1	2	3	3	0	277.7	274
820	141	14	3	7	7	3	1006	995
204	30	4	1	3	1	0	248.5	243
184	28	3	2	1	1	0	223.3	219
176	17	3	0	2	0	0	201.5	198
150	19	7	1	4	1	0	190.0	182
714	94	17	4	10	3	0	863	842
148	21	2	0	1	1	2	175.0	175
132	26	1	1	4	0	0	169.8	164
145	19	3	2	1	2	1	175.9	173
107	14	3	1	4	0	1	136.2	130
532	80	9	4	10	3	4	657	642
2492	360	46	15	30	21	10	3024	2974
101	14	2	0	0	0	1	118.4	118
71	10	2	1	4	0	0	94.3	88
94	10	2	1	4	0	0	117.3	111
95	10	1	0	2	2	0	110.9	110
361	44	7	2	10	2	1	441	427
97	5	1	1	1	0	0	107.8	105
72	4	3	0	0	0	0	80.5	79
86	11	2	2	2	1	0	108.8	104
90	5	0	0	1	0	0	97.0	96
345	25	6	3	4	1	0	394	384
108	11	1	0	0	0	1	120.9	121
102	5	0	0	2	2	0	111.4	111
99	4	0	0	1	3	1	106.0	108
132	7	0	0	1	2	1	141.8	143
441	27	1	0	4	7	3	480	483
114	4	0	0	0	2	4	120.0	124
90	5	0	0	2	1	0	99.2	98
108	11	0	0	1	0	0	121.0	120
122	7	1	0	1	0	0	132.5	131
434	27	1	0	4	3	4	473	473
1581	123	15	5	22	13	8	1788	1767



Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Ten Acres Lane / B - (East) Riverpark Road / C - Bank Bridge Road / D - (West) Riverpark Road

Approach: A - Ten Acres Lane

	A to B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	1	0	0	0	0	0	0	**1.0**	**1**
06:15 - 06:30	0	1	0	0	0	0	0	**1.0**	**1**
06:30 - 06:45	1	0	0	0	0	0	0	**1.0**	**1**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	1	0	**0.2**	**1**
07:30 - 07:45	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	0	0	0	0	0	1	0	**0.2**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
08:00 - 08:15	1	0	0	0	0	0	0	**1.0**	**1**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
09:00 - 09:15	0	0	0	0	0	1	0	**0.2**	**1**
09:15 - 09:30	1	0	0	0	0	0	0	**1.0**	**1**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
Session Total	**5**	**1**	**0**	**0**	**0**	**3**	**0**	**7**	**9**
15:00 - 15:15	1	0	0	0	0	0	0	**1.0**	**1**
15:15 - 15:30	0	0	0	0	0	1	0	**0.2**	**1**
15:30 - 15:45	0	0	0	0	0	1	0	**0.2**	**1**
15:45 - 16:00	0	0	0	0	0	1	0	**0.2**	**1**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**4**
16:00 - 16:15	0	0	0	0	0	1	0	**0.2**	**1**
16:15 - 16:30	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	0	1	0	0	0	1	0	**1.2**	**2**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**3**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	1	0	0	0	0	3	0	**1.6**	**4**
17:30 - 17:45	2	0	0	0	0	0	0	**2.0**	**2**
17:45 - 18:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**6**
18:00 - 18:15	1	0	0	0	0	0	0	**1.0**	**1**
18:15 - 18:30	0	0	0	0	0	2	0	**0.4**	**2**
18:30 - 18:45	1	0	0	0	0	1	0	**1.2**	**2**
18:45 - 19:00	1	0	0	0	0	1	0	**1.2**	**2**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**7**
Session Total	**7**	**1**	**0**	**0**	**0**	**12**	**0**	**10**	**20**

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
18	0	0	0	0	1	0	18.2	19
28	2	0	0	0	5	0	31.0	35
32	4	0	0	0	2	1	36.8	39
32	4	2	0	0	1	0	39.2	39
110	10	2	0	0	9	1	125	132
46	4	0	0	0	1	0	50.2	51
46	7	1	0	0	2	0	54.9	56
46	6	1	0	0	2	0	53.9	55
72	8	0	0	0	1	0	80.2	81
210	25	2	0	0	6	0	239	243
74	10	2	0	0	1	0	87.2	87
85	3	2	0	0	2	0	91.4	92
62	10	1	0	0	0	0	73.5	73
58	7	1	0	0	2	1	67.3	69
279	30	6	0	0	5	1	319	321
54	5	2	0	0	1	0	62.2	62
62	5	0	0	0	0	1	67.4	68
68	10	2	0	0	3	0	81.6	83
55	8	0	1	0	1	2	66.3	67
239	28	4	1	0	5	3	278	280
838	93	14	1	0	25	5	961	976
77	2	0	1	0	2	1	82.1	83
72	2	1	0	0	1	0	75.7	76
75	6	0	1	0	0	0	83.3	82
68	8	0	0	0	1	0	76.2	77
292	18	1	2	0	4	1	317	318
73	10	1	0	0	0	0	84.5	84
61	6	0	0	0	2	2	68.2	71
57	5	1	0	0	4	1	64.7	68
52	4	0	0	0	1	0	56.2	57
243	25	2	0	0	7	3	274	280
72	5	1	0	0	1	2	79.5	81
72	2	0	0	0	3	0	74.6	77
70	6	0	0	0	4	0	76.8	80
73	3	2	0	0	2	0	79.4	80
287	16	3	0	0	10	2	310	318
53	2	0	0	0	3	0	55.6	58
58	2	0	0	0	0	0	60.0	60
62	2	0	0	0	0	0	64.0	64
52	4	0	0	0	1	0	56.2	57
225	10	0	0	0	4	0	236	239
1047	69	6	2	0	25	6	1137	1155

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
2	2	0	0	0	0	0	4	4
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
2	1	0	0	0	0	0	3.0	3
3	1	0	0	0	0	0	4.0	4
7	2	0	0	0	0	0	9	9
3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
5	1	0	0	0	1	0	6.2	7
9	1	0	0	0	1	0	10	11
3	0	0	0	0	0	0	3.0	3
1	1	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
6	1	0	0	0	0	0	7	7
24	6	0	0	0	1	0	30	31
2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4.0	4
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
9	0	0	0	0	0	0	9	9
1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
5	1	0	0	0	0	0	6	6
0	1	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
5	1	0	0	0	0	0	6	6
2	1	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
3	1	0	0	0	0	0	4	4
22	3	0	0	0	0	0	25	25

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

	From A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	19	0	0	0	0	1	0	**19.2**	**20**
06:15 - 06:30	28	4	0	0	0	5	0	**33.0**	**37**
06:30 - 06:45	33	5	0	0	0	2	1	**38.8**	**41**
06:45 - 07:00	34	4	2	0	0	1	0	**41.2**	**41**
Hourly Total	**114**	**13**	**2**	**0**	**0**	**9**	**1**	**132**	**139**
07:00 - 07:15	48	4	0	0	0	1	0	**52.2**	**53**
07:15 - 07:30	46	7	1	0	0	3	0	**55.1**	**57**
07:30 - 07:45	48	7	1	0	0	2	0	**56.9**	**58**
07:45 - 08:00	75	9	0	0	0	2	0	**84.4**	**86**
Hourly Total	**217**	**27**	**2**	**0**	**0**	**8**	**0**	**249**	**254**
08:00 - 08:15	78	10	2	0	0	1	0	**91.2**	**91**
08:15 - 08:30	85	3	2	0	0	2	0	**91.4**	**92**
08:30 - 08:45	63	10	1	0	0	0	0	**74.5**	**74**
08:45 - 09:00	64	8	1	0	0	3	1	**74.5**	**77**
Hourly Total	**290**	**31**	**6**	**0**	**0**	**6**	**1**	**332**	**334**
09:00 - 09:15	57	5	2	0	0	2	0	**65.4**	**66**
09:15 - 09:30	64	6	0	0	0	0	1	**70.4**	**71**
09:30 - 09:45	70	10	2	0	0	3	0	**83.6**	**85**
09:45 - 10:00	55	8	0	1	0	1	2	**66.3**	**67**
Hourly Total	**246**	**29**	**4**	**1**	**0**	**6**	**3**	**286**	**289**
Session Total	**867**	**100**	**14**	**1**	**0**	**29**	**5**	**998**	**1016**
15:00 - 15:15	80	2	0	1	0	2	1	**85.1**	**86**
15:15 - 15:30	76	2	1	0	0	2	0	**79.9**	**81**
15:30 - 15:45	76	6	0	1	0	1	0	**84.5**	**84**
15:45 - 16:00	70	8	0	0	0	2	0	**78.4**	**80**
Hourly Total	**302**	**18**	**1**	**2**	**0**	**7**	**1**	**328**	**331**
16:00 - 16:15	74	10	1	0	0	1	0	**85.7**	**86**
16:15 - 16:30	62	7	0	0	0	2	2	**70.2**	**73**
16:30 - 16:45	59	5	1	0	0	4	1	**66.7**	**70**
16:45 - 17:00	54	5	0	0	0	2	0	**59.4**	**61**
Hourly Total	**249**	**27**	**2**	**0**	**0**	**9**	**3**	**282**	**290**
17:00 - 17:15	72	6	1	0	0	1	2	**80.5**	**82**
17:15 - 17:30	76	2	0	0	0	6	0	**79.2**	**84**
17:30 - 17:45	73	6	0	0	0	4	0	**79.8**	**83**
17:45 - 18:00	74	3	2	0	0	2	0	**80.4**	**81**
Hourly Total	**295**	**17**	**3**	**0**	**0**	**13**	**2**	**320**	**330**
18:00 - 18:15	56	3	0	0	0	3	0	**59.6**	**62**
18:15 - 18:30	58	2	0	0	0	2	0	**60.4**	**62**
18:30 - 18:45	63	2	0	0	0	1	0	**65.2**	**66**
18:45 - 19:00	54	4	0	0	0	2	0	**58.4**	**60**
Hourly Total	**231**	**11**	**0**	**0**	**0**	**8**	**0**	**244**	**250**
Session Total	**1077**	**73**	**6**	**2**	**0**	**37**	**6**	**1173**	**1201**

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
14	1	0	0	0	1	0	15.2	16
18	1	1	0	0	1	0	20.7	21
22	1	1	0	0	1	0	24.7	25
35	1	1	0	0	1	1	38.1	39
89	4	3	0	0	4	1	99	101
29	6	0	0	0	0	0	35.0	35
27	5	1	1	1	1	0	38.0	36
24	6	0	0	0	3	0	30.6	33
51	8	0	0	0	2	0	59.4	61
131	25	1	1	1	6	0	163	165
43	6	2	0	0	2	0	52.4	53
51	5	0	0	0	2	0	56.4	58
49	3	0	0	0	1	0	52.2	53
59	4	2	0	0	2	0	66.4	67
202	18	4	0	0	7	0	227	231
46	3	0	0	1	1	0	51.2	51
45	4	0	0	0	0	0	49.0	49
40	8	0	0	0	0	0	48.0	48
40	5	2	0	0	0	0	48.0	47
171	20	2	0	1	1	0	196	195
593	67	10	1	2	18	1	685	692
73	5	0	0	0	1	1	78.6	80
49	2	0	0	0	1	0	51.2	52
72	9	2	0	0	2	0	84.4	85
81	3	0	0	0	0	0	84.0	84
275	19	2	0	0	4	1	298	301
91	17	1	0	1	1	0	111.7	111
77	5	1	0	0	2	0	83.9	85
82	7	2	0	0	6	1	93.6	98
72	4	1	0	0	1	2	78.5	80
322	33	5	0	1	10	3	368	374
74	5	0	0	0	3	0	79.6	82
73	6	0	0	0	2	0	79.4	81
66	4	1	0	0	0	0	71.5	71
67	2	0	0	0	2	0	69.4	71
280	17	1	0	0	7	0	300	305
77	7	0	0	0	3	1	85.0	88
83	1	0	0	0	4	0	84.8	88
62	1	0	0	0	0	0	63.0	63
55	3	0	0	0	1	0	58.2	59
277	12	0	0	0	8	1	291	298
1154	81	8	0	1	29	5	1257	1278

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Ten Acres Lane / B - (East) Riverpark Road / C - Bank Bridge Road / D - (West) Riverpark Road

Approach: B - (East) Riverpark Road

	B to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	1	0	0	0	0	0	1.0	1
06:45 - 07:00	0	1	0	0	0	0	0	1.0	1
Hourly Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	0	0	0	0	0	1	0	0.2	1
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**3**
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**4**	**2**	**0**	**0**	**0**	**1**	**0**	**6**	**7**
15:00 - 15:15	4	0	0	0	0	0	0	4.0	4
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
16:00 - 16:15	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
17:00 - 17:15	3	0	0	0	0	0	0	3.0	3
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	1	0	0.2	1
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**4**
18:00 - 18:15	1	0	0	0	0	1	0	1.2	2
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	1	0	0	0	0	2	0	1.4	3
Hourly Total	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**5**
Session Total	**14**	**0**	**0**	**0**	**0**	**4**	**0**	**15**	**18**

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	0	0.2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	0	0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	0	0.2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	0	0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	1	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	1	0	0	0	0	0	3	3
3	1	0	0	0	2	0	4	6
0	0	0	0	0	1	0	0.2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	0	0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	1	0	0.2	1
5	0	0	0	0	1	0	5	6
4	0	0	0	0	0	0	4.0	4
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
6	0	0	0	0	0	0	6	6
11	0	0	0	0	2	0	11	13

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	0	0.2	1
0	0	0	0	0	1	0	0.2	1
0	0	0	0	0	2	0	0	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	0	0.2	1
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	1	0	2	3
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	1	0	0.2	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	1	0	2	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
5	0	0	0	0	4	0	6	9
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	0	0.2	1
2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	1	0	4	5
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	1	0	1.2	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	1	0	2	3
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	1	0	0.2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	1	0	1	2
5	3	0	0	0	3	0	9	11

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
1	0	0	0	0	0	0	1	1

	From B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	0	0	0	0	0	0	0	**0.0**	**0**
06:15 - 06:30	0	0	0	0	0	1	0	**0.2**	**1**
06:30 - 06:45	0	1	0	0	0	1	0	**1.2**	**2**
06:45 - 07:00	0	1	0	0	0	1	0	**1.2**	**2**
Hourly Total	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**3**	**5**
07:00 - 07:15	1	0	0	0	0	0	0	**1.0**	**1**
07:15 - 07:30	0	0	0	0	0	1	0	**0.2**	**1**
07:30 - 07:45	1	0	0	0	0	1	0	**1.2**	**2**
07:45 - 08:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**5**
08:00 - 08:15	1	0	0	0	0	1	0	**1.2**	**2**
08:15 - 08:30	2	0	0	0	0	1	0	**2.2**	**3**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	2	0	0	0	0	0	0	**2.0**	**2**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**7**
09:00 - 09:15	1	2	0	0	0	0	0	**3.0**	**3**
09:15 - 09:30	1	0	0	0	0	0	0	**1.0**	**1**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	2	0	0	0	0	0	0	**2.0**	**2**
Hourly Total	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
Session Total	**12**	**4**	**0**	**0**	**0**	**7**	**0**	**17**	**23**
15:00 - 15:15	6	0	0	0	0	1	0	**6.2**	**7**
15:15 - 15:30	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	2	0	0	0	0	1	0	**2.2**	**3**
15:45 - 16:00	2	0	0	0	0	0	0	**2.0**	**2**
Hourly Total	**10**	**0**	**0**	**0**	**0**	**2**	**0**	**10**	**12**
16:00 - 16:15	1	0	0	0	0	0	0	**1.0**	**1**
16:15 - 16:30	1	0	0	0	0	0	0	**1.0**	**1**
16:30 - 16:45	0	1	0	0	0	0	0	**1.0**	**1**
16:45 - 17:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
17:00 - 17:15	5	0	0	0	0	0	0	**5.0**	**5**
17:15 - 17:30	1	1	0	0	0	1	0	**2.2**	**3**
17:30 - 17:45	3	0	0	0	0	1	0	**3.2**	**4**
17:45 - 18:00	0	0	0	0	0	1	0	**0.2**	**1**
Hourly Total	**9**	**1**	**0**	**0**	**0**	**3**	**0**	**11**	**13**
18:00 - 18:15	5	1	0	0	0	1	0	**6.2**	**7**
18:15 - 18:30	2	0	0	0	0	1	0	**2.2**	**3**
18:30 - 18:45	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	2	0	0	0	0	2	0	**2.4**	**4**
Hourly Total	**9**	**1**	**0**	**0**	**0**	**4**	**0**	**11**	**14**
Session Total	**31**	**3**	**0**	**0**	**0**	**9**	**0**	**36**	**43**

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
3	1	0	0	0	0	0	4	4
0	1	0	0	0	0	0	1.0	1
2	0	0	0	0	1	0	2.2	3
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	1	0	1.2	2
4	1	0	0	0	2	0	5	7
2	0	0	0	0	0	0	2.0	2
1	1	0	1	0	0	0	4.3	3
0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3.0	3
6	1	0	1	0	0	0	9	8
0	1	0	0	0	1	0	1.2	2
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	1	0	0	0	1	0	3	4
15	4	0	1	0	3	0	22	23
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	1	0	2.2	3
3	0	0	0	0	1	0	3.2	4
0	1	0	0	0	1	0	1.2	2
7	1	0	0	0	3	0	9	11
3	0	0	0	0	1	0	3.2	4
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	3	0	0.6	3
2	1	0	0	0	1	0	3.2	4
7	1	0	0	0	5	0	9	13
2	0	0	0	0	0	0	2.0	2
6	0	0	0	0	3	0	6.6	9
4	0	0	0	0	2	0	4.4	6
1	1	0	0	0	1	0	2.2	3
13	1	0	0	0	6	0	15	20
2	0	0	0	0	1	0	2.2	3
1	0	0	0	0	3	0	1.6	4
2	0	0	0	0	2	0	2.4	4
2	0	0	0	0	1	0	2.2	3
7	0	0	0	0	7	0	8	14
34	3	0	0	0	21	0	41	58

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Ten Acres Lane / B - (East) Riverpark Road / C - Bank Bridge Road / D - (West) Riverpark Road**

Approach: **C - Bank Bridge Road**

	C to D								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	4	0	0	0	0	0	0	**4.0**	**4**
06:15 - 06:30	4	0	0	0	0	0	0	**4.0**	**4**
06:30 - 06:45	7	0	1	0	0	0	0	**8.5**	**8**
06:45 - 07:00	11	1	1	0	0	0	0	**13.5**	**13**
Hourly Total	**26**	**1**	**2**	**0**	**0**	**0**	**0**	**30**	**29**
07:00 - 07:15	4	0	0	0	0	0	0	**4.0**	**4**
07:15 - 07:30	10	2	0	0	0	2	0	**12.4**	**14**
07:30 - 07:45	11	2	0	0	0	0	1	**13.4**	**14**
07:45 - 08:00	23	1	0	0	0	0	0	**24.0**	**24**
Hourly Total	**48**	**5**	**0**	**0**	**0**	**2**	**1**	**54**	**56**
08:00 - 08:15	23	1	0	0	0	0	0	**24.0**	**24**
08:15 - 08:30	22	1	0	0	1	0	0	**25.0**	**24**
08:30 - 08:45	22	0	2	0	0	0	0	**25.0**	**24**
08:45 - 09:00	18	2	0	1	0	1	0	**22.5**	**22**
Hourly Total	**85**	**4**	**2**	**1**	**1**	**1**	**0**	**97**	**94**
09:00 - 09:15	15	1	0	1	0	0	0	**18.3**	**17**
09:15 - 09:30	8	2	0	1	0	0	0	**12.3**	**11**
09:30 - 09:45	12	2	0	0	0	0	0	**14.0**	**14**
09:45 - 10:00	8	2	0	0	1	0	0	**12.0**	**11**
Hourly Total	**43**	**7**	**0**	**2**	**1**	**0**	**0**	**57**	**53**
Session Total	**202**	**17**	**4**	**3**	**2**	**3**	**1**	**237**	**232**
15:00 - 15:15	13	2	0	0	0	0	0	**15.0**	**15**
15:15 - 15:30	6	2	1	0	0	0	0	**9.5**	**9**
15:30 - 15:45	12	1	1	0	0	0	0	**14.5**	**14**
15:45 - 16:00	11	1	1	1	2	0	0	**19.8**	**16**
Hourly Total	**42**	**6**	**3**	**1**	**2**	**0**	**0**	**59**	**54**
16:00 - 16:15	8	1	0	0	0	0	0	**9.0**	**9**
16:15 - 16:30	7	1	0	0	0	0	0	**8.0**	**8**
16:30 - 16:45	17	1	0	0	0	1	0	**18.2**	**19**
16:45 - 17:00	8	0	1	0	0	0	0	**9.5**	**9**
Hourly Total	**40**	**3**	**1**	**0**	**0**	**1**	**0**	**45**	**45**
17:00 - 17:15	11	3	0	0	0	0	0	**14.0**	**14**
17:15 - 17:30	13	0	0	0	0	0	0	**13.0**	**13**
17:30 - 17:45	13	0	0	0	0	0	0	**13.0**	**13**
17:45 - 18:00	17	0	0	0	0	0	0	**17.0**	**17**
Hourly Total	**54**	**3**	**0**	**0**	**0**	**0**	**0**	**57**	**57**
18:00 - 18:15	10	0	0	0	0	0	0	**10.0**	**10**
18:15 - 18:30	9	0	0	0	0	0	0	**9.0**	**9**
18:30 - 18:45	10	0	0	0	0	0	0	**10.0**	**10**
18:45 - 19:00	12	0	0	0	0	0	0	**12.0**	**12**
Hourly Total	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**41**
Session Total	**177**	**12**	**4**	**1**	**2**	**1**	**0**	**202**	**197**

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
13	1	0	0	0	1	0	14.2	15
17	1	0	0	0	1	0	18.2	19
21	1	1	0	0	0	0	23.5	23
35	1	1	0	0	0	1	37.9	38
86	4	2	0	0	2	1	94	95
28	6	0	0	0	0	0	34.0	34
27	5	1	1	1	1	0	38.0	36
24	6	0	0	0	2	0	30.4	32
48	8	0	0	0	2	0	56.4	58
127	25	1	1	1	5	0	159	160
40	6	2	0	0	2	0	49.4	50
51	5	0	0	0	1	0	56.2	57
49	3	0	0	0	1	0	52.2	53
56	4	2	0	0	2	0	63.4	64
196	18	4	0	0	6	0	221	224
46	3	0	0	1	1	0	51.2	51
43	4	0	0	0	0	0	47.0	47
36	8	0	0	0	0	0	44.0	44
37	5	2	0	0	0	0	45.0	44
162	20	2	0	1	1	0	187	186
571	67	9	1	2	14	1	661	665
69	5	0	0	0	0	1	74.4	75
43	2	0	0	0	1	0	45.2	46
66	8	2	0	0	1	0	77.2	77
74	3	0	0	0	0	0	77.0	77
252	18	2	0	0	2	1	274	275
84	16	1	0	1	1	0	103.7	103
75	4	1	0	0	2	0	80.9	82
76	6	2	0	0	6	1	86.6	91
70	4	1	0	0	1	2	76.5	78
305	30	5	0	1	10	3	348	354
73	4	0	0	0	3	0	77.6	80
72	5	0	0	0	1	0	77.2	78
61	4	1	0	0	0	0	66.5	66
65	2	0	0	0	2	0	67.4	69
271	15	1	0	0	6	0	289	293
73	6	0	0	0	3	1	80.0	83
83	1	0	0	0	3	0	84.6	87
61	1	0	0	0	0	0	62.0	62
53	3	0	0	0	1	0	56.2	57
270	11	0	0	0	7	1	283	289
1098	74	8	0	1	25	5	1193	1211

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
2	1	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
0	1	0	1	0	0	0	3.3	2
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
2	1	0	1	0	0	0	5	4
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
5	2	0	1	0	0	0	9	8
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4	4
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4	4
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2.0	2
5	1	0	0	0	0	0	6	6
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	0	0.2	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	1	0	1	2
14	1	0	0	0	1	0	15	16

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
2	1	0	0	0	0	0	3	3
2	1	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	3

	From C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	17	1	0	0	0	1	0	**18.2**	**19**
06:15 - 06:30	22	1	0	0	0	1	0	**23.2**	**24**
06:30 - 06:45	28	1	2	0	0	0	0	**32.0**	**31**
06:45 - 07:00	46	2	2	0	0	0	1	**51.4**	**51**
Hourly Total	**113**	**5**	**4**	**0**	**0**	**2**	**1**	**125**	**125**
07:00 - 07:15	32	7	0	0	0	0	0	**39.0**	**39**
07:15 - 07:30	37	7	1	1	1	3	0	**50.4**	**50**
07:30 - 07:45	36	8	0	0	0	2	1	**44.8**	**47**
07:45 - 08:00	72	9	0	0	0	2	0	**81.4**	**83**
Hourly Total	**177**	**31**	**1**	**1**	**1**	**7**	**1**	**216**	**219**
08:00 - 08:15	63	7	2	0	0	2	0	**73.4**	**74**
08:15 - 08:30	73	7	0	1	1	1	0	**84.5**	**83**
08:30 - 08:45	71	3	2	0	0	1	0	**77.2**	**77**
08:45 - 09:00	76	6	2	1	0	3	0	**87.9**	**88**
Hourly Total	**283**	**23**	**6**	**2**	**1**	**7**	**0**	**323**	**322**
09:00 - 09:15	61	4	0	1	1	1	0	**69.5**	**68**
09:15 - 09:30	51	6	0	1	0	0	0	**59.3**	**58**
09:30 - 09:45	49	11	0	0	0	0	0	**60.0**	**60**
09:45 - 10:00	46	7	2	0	1	0	0	**58.0**	**56**
Hourly Total	**207**	**28**	**2**	**2**	**2**	**1**	**0**	**247**	**242**
Session Total	**780**	**87**	**13**	**5**	**4**	**17**	**2**	**910**	**908**
15:00 - 15:15	82	7	0	0	0	0	1	**89.4**	**90**
15:15 - 15:30	51	4	1	0	0	1	0	**56.7**	**57**
15:30 - 15:45	81	9	3	0	0	1	0	**94.7**	**94**
15:45 - 16:00	85	4	1	1	2	0	0	**96.8**	**93**
Hourly Total	**299**	**24**	**5**	**1**	**2**	**2**	**1**	**338**	**334**
16:00 - 16:15	95	17	1	0	1	1	0	**115.7**	**115**
16:15 - 16:30	83	5	1	0	0	2	0	**89.9**	**91**
16:30 - 16:45	93	7	2	0	0	7	1	**104.8**	**110**
16:45 - 17:00	79	4	2	0	0	1	2	**87.0**	**88**
Hourly Total	**350**	**33**	**6**	**0**	**1**	**11**	**3**	**397**	**404**
17:00 - 17:15	86	7	0	0	0	3	0	**93.6**	**96**
17:15 - 17:30	86	5	0	0	0	1	0	**91.2**	**92**
17:30 - 17:45	75	4	1	0	0	0	0	**80.5**	**80**
17:45 - 18:00	84	3	0	0	0	2	0	**87.4**	**89**
Hourly Total	**331**	**19**	**1**	**0**	**0**	**6**	**0**	**353**	**357**
18:00 - 18:15	83	6	0	0	0	3	1	**90.0**	**93**
18:15 - 18:30	92	1	0	0	0	3	0	**93.6**	**96**
18:30 - 18:45	71	1	0	0	0	1	0	**72.2**	**73**
18:45 - 19:00	66	3	0	0	0	1	0	**69.2**	**70**
Hourly Total	**312**	**11**	**0**	**0**	**0**	**8**	**1**	**325**	**332**
Session Total	**1292**	**87**	**12**	**1**	**3**	**27**	**5**	**1413**	**1427**

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
21	0	0	0	0	1	0	21.2	22
29	2	1	0	0	5	0	33.5	37
34	5	1	1	0	2	1	43.6	44
35	5	2	0	0	1	0	43.2	43
119	12	4	1	0	9	1	142	146
49	4	0	0	0	1	0	53.2	54
50	8	1	0	0	2	0	59.9	61
50	7	1	0	1	2	0	60.9	61
77	11	1	0	0	1	0	89.7	90
226	30	3	0	1	6	0	264	266
80	12	3	0	0	2	0	96.9	97
94	3	2	0	0	2	0	100.4	101
70	11	1	1	1	0	0	86.8	84
61	9	1	0	0	2	1	72.3	74
305	35	7	1	1	6	1	356	356
66	5	2	1	0	1	0	76.5	75
70	5	0	1	1	0	1	79.7	78
75	11	2	0	0	3	0	89.6	91
60	10	1	1	0	1	2	74.8	75
271	31	5	3	1	5	3	321	319
921	108	19	5	3	26	5	1082	1087
104	3	0	1	0	2	1	110.1	111
90	4	1	1	0	1	0	98.0	97
110	10	1	1	0	0	0	123.8	122
94	12	1	0	1	1	0	109.7	109
398	29	3	3	1	4	1	442	439
104	11	2	0	0	0	0	118.0	117
94	8	0	1	0	2	2	105.5	107
85	10	1	1	0	4	1	100.0	102
78	5	0	0	0	2	0	83.4	85
361	34	3	2	0	8	3	407	411
107	7	1	0	0	1	3	116.9	119
119	5	0	0	0	3	0	124.6	127
90	6	0	0	0	6	0	97.2	102
92	3	2	0	0	2	0	98.4	99
408	21	3	0	0	12	3	437	447
77	6	0	1	0	5	0	86.3	89
77	3	0	0	0	0	0	80.0	80
81	2	0	0	0	0	0	83.0	83
76	5	0	0	0	3	0	81.6	84
311	16	0	1	0	8	0	331	336
1478	100	9	6	1	32	7	1617	1633

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Ten Acres Lane / B - (East) Riverpark Road / C - Bank Bridge Road / D - (West) Riverpark Road

Approach: D - (West) Riverpark Road

	D to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	1	0	0	0	0	0	0	1.0	1
06:15 - 06:30	1	0	1	0	0	0	0	2.5	2
06:30 - 06:45	1	0	0	0	0	0	0	1.0	1
06:45 - 07:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**4**
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
08:00 - 08:15	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	2	0	0	0	0	0	0	2.0	2
09:30 - 09:45	4	0	0	0	0	0	0	4.0	4
09:45 - 10:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
Session Total	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**18**
15:00 - 15:15	2	0	0	0	0	1	0	2.2	3
15:15 - 15:30	6	0	0	0	0	0	0	6.0	6
15:30 - 15:45	6	1	0	0	0	0	0	7.0	7
15:45 - 16:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	**19**	**1**	**0**	**0**	**0**	**1**	**0**	**20**	**21**
16:00 - 16:15	7	1	0	0	0	0	0	8.0	8
16:15 - 16:30	2	1	0	0	0	0	0	3.0	3
16:30 - 16:45	5	0	0	0	0	0	0	5.0	5
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**	**18**
17:00 - 17:15	1	1	0	0	0	0	0	2.0	2
17:15 - 17:30	1	0	0	0	0	0	0	1.0	1
17:30 - 17:45	4	0	0	0	0	0	0	4.0	4
17:45 - 18:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
18:00 - 18:15	4	0	0	0	0	0	0	4.0	4
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
Session Total	**50**	**4**	**0**	**0**	**0**	**1**	**0**	**54**	**55**

D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
5	0	0	0	0	0	0	5	5
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	1.0	1
2	1	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	3	0	0.6	3
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	3	0	4	6
0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4.0	4
1	0	0	0	0	2	0	1.4	3
0	0	0	0	0	1	0	0.2	1
5	0	0	0	0	3	0	6	8
1	0	0	0	0	1	0	1.2	2
0	0	0	0	0	1	0	0.2	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	2	0	2	4
12	1	0	0	0	8	0	15	21

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
3	0	0	0	0	0	0	3.0	3
1	0	1	0	0	0	0	2.5	2
2	0	1	1	0	0	0	5.8	4
3	0	0	0	0	0	0	3.0	3
9	0	2	1	0	0	0	14	12
3	0	0	0	0	0	0	3.0	3
4	1	0	0	0	0	0	5.0	5
3	1	0	0	1	0	0	6.0	5
5	3	1	0	0	0	0	9.5	9
15	5	1	0	1	0	0	24	22
6	2	1	0	0	0	0	9.5	9
8	0	0	0	0	0	0	8.0	8
8	1	0	1	1	0	0	13.3	11
2	2	0	0	0	0	0	4.0	4
24	5	1	1	1	0	0	35	32
11	0	0	1	0	0	0	13.3	12
8	0	0	1	1	0	0	12.3	10
6	0	0	0	0	0	0	6.0	6
4	2	1	0	0	0	0	7.5	7
29	2	1	2	1	0	0	39	35
77	12	5	4	3	0	0	112	101
23	1	0	0	0	0	0	24.0	24
18	2	0	1	0	0	0	22.3	21
32	4	1	0	0	0	0	37.5	37
26	4	1	0	1	0	0	33.5	32
99	11	2	1	1	0	0	117	114
30	1	1	0	0	0	0	32.5	32
32	2	0	1	0	0	0	36.3	35
28	5	0	1	0	0	0	35.3	34
24	1	0	0	0	1	0	25.2	26
114	9	1	2	0	1	0	129	127
32	2	0	0	0	0	1	34.4	35
47	3	0	0	0	0	0	50.0	50
20	0	0	0	0	1	0	20.2	21
18	0	0	0	0	0	0	18.0	18
117	5	0	0	0	1	1	123	124
23	4	0	1	0	1	0	29.5	29
19	1	0	0	0	0	0	20.0	20
19	0	0	0	0	0	0	19.0	19
23	1	0	0	0	0	0	24.0	24
84	6	0	1	0	1	0	93	92
414	31	3	4	1	3	1	462	457

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

	From D								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	4	0	0	0	0	0	0	**4.0**	**4**
06:15 - 06:30	2	0	2	0	0	0	0	**5.0**	**4**
06:30 - 06:45	3	0	1	1	0	0	0	**6.8**	**5**
06:45 - 07:00	3	0	0	0	0	0	0	**3.0**	**3**
Hourly Total	**12**	**0**	**3**	**1**	**0**	**0**	**0**	**19**	**16**
07:00 - 07:15	3	0	0	0	0	0	0	**3.0**	**3**
07:15 - 07:30	6	1	0	0	0	0	0	**7.0**	**7**
07:30 - 07:45	3	1	0	0	1	0	0	**6.0**	**5**
07:45 - 08:00	7	3	1	0	0	0	0	**11.5**	**11**
Hourly Total	**19**	**5**	**1**	**0**	**1**	**0**	**0**	**28**	**26**
08:00 - 08:15	9	2	1	0	0	0	0	**12.5**	**12**
08:15 - 08:30	9	0	0	0	0	0	0	**9.0**	**9**
08:30 - 08:45	8	1	0	1	1	0	0	**13.3**	**11**
08:45 - 09:00	4	2	0	0	0	0	0	**6.0**	**6**
Hourly Total	**30**	**5**	**1**	**1**	**1**	**0**	**0**	**41**	**38**
09:00 - 09:15	11	0	0	1	0	0	0	**13.3**	**12**
09:15 - 09:30	11	0	0	1	1	0	0	**15.3**	**13**
09:30 - 09:45	10	0	0	0	0	0	0	**10.0**	**10**
09:45 - 10:00	6	2	1	0	0	0	0	**9.5**	**9**
Hourly Total	**38**	**2**	**1**	**2**	**1**	**0**	**0**	**48**	**44**
Session Total	**99**	**12**	**6**	**4**	**3**	**0**	**0**	**135**	**124**
15:00 - 15:15	26	1	0	0	0	1	0	**27.2**	**28**
15:15 - 15:30	24	2	0	1	0	0	0	**28.3**	**27**
15:30 - 15:45	39	5	1	0	0	0	0	**45.5**	**45**
15:45 - 16:00	31	5	1	0	1	0	0	**39.5**	**38**
Hourly Total	**120**	**13**	**2**	**1**	**1**	**1**	**0**	**141**	**138**
16:00 - 16:15	37	2	1	0	0	0	0	**40.5**	**40**
16:15 - 16:30	35	3	0	1	0	0	0	**40.3**	**39**
16:30 - 16:45	33	5	0	1	0	3	0	**40.9**	**42**
16:45 - 17:00	28	1	0	0	0	1	0	**29.2**	**30**
Hourly Total	**133**	**11**	**1**	**2**	**0**	**4**	**0**	**151**	**151**
17:00 - 17:15	34	3	0	0	0	0	1	**37.4**	**38**
17:15 - 17:30	52	3	0	0	0	0	0	**55.0**	**55**
17:30 - 17:45	25	0	0	0	0	3	0	**25.6**	**28**
17:45 - 18:00	20	0	0	0	0	1	0	**20.2**	**21**
Hourly Total	**131**	**6**	**0**	**0**	**0**	**4**	**1**	**138**	**142**
18:00 - 18:15	28	4	0	1	0	2	0	**34.7**	**35**
18:15 - 18:30	19	1	0	0	0	1	0	**20.2**	**21**
18:30 - 18:45	21	0	0	0	0	0	0	**21.0**	**21**
18:45 - 19:00	25	1	0	0	0	0	0	**26.0**	**26**
Hourly Total	**93**	**6**	**0**	**1**	**0**	**3**	**0**	**102**	**103**
Session Total	**477**	**36**	**3**	**4**	**1**	**12**	**1**	**532**	**534**

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	0	0	0	0	0	4.0	4
4	1	0	0	0	1	0	5.2	6
7	1	1	0	0	0	0	9.5	9
13	1	1	0	0	0	0	15.5	15
28	3	2	0	0	1	0	34	34
6	0	0	0	0	0	0	6.0	6
10	2	0	0	0	3	0	12.6	15
13	3	0	0	0	0	1	16.4	17
26	2	0	0	0	0	0	28.0	28
55	7	0	0	0	3	1	63	66
26	1	0	0	0	0	0	27.0	27
23	1	0	0	1	0	0	26.0	25
23	0	2	0	0	0	0	26.0	25
23	3	0	1	0	2	0	28.7	29
95	5	2	1	1	2	0	108	106
18	2	0	1	0	0	0	22.3	21
10	3	0	1	0	0	0	15.3	14
14	2	0	0	0	0	0	16.0	16
9	2	0	0	1	0	0	13.0	12
51	9	0	2	1	0	0	67	63
229	24	4	3	2	6	1	272	269
15	2	0	0	0	1	0	17.2	18
10	2	1	0	0	0	0	13.5	13
13	1	1	0	0	0	0	15.5	15
13	1	1	1	2	0	0	21.8	18
51	6	3	1	2	1	0	68	64
9	1	0	0	0	0	0	10.0	10
8	2	0	0	0	0	0	10.0	10
18	1	0	0	0	1	0	19.2	20
10	0	1	0	0	0	0	11.5	11
45	4	1	0	0	1	0	51	51
14	4	0	0	0	0	0	18.0	18
17	0	0	0	0	0	0	17.0	17
16	0	0	0	0	0	0	16.0	16
18	0	0	0	0	1	0	18.2	19
65	4	0	0	0	1	0	69	70
16	1	0	0	0	0	0	17.0	17
10	0	0	0	0	0	0	10.0	10
10	0	0	0	0	0	0	10.0	10
14	0	0	0	0	0	0	14.0	14
50	1	0	0	0	0	0	51	51
211	15	4	1	2	3	0	239	236

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Briscoe Lane / B - A6010 Alan Turing Way / C - A6010 Hulme Hall Lane**

Approach: **A - Briscoe Lane**

	A to B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	45	3	2	0	0	0	0	**51.0**	**50**
06:15 - 06:30	58	4	2	2	0	0	1	**70.0**	**67**
06:30 - 06:45	76	4	0	0	0	1	2	**81.0**	**83**
06:45 - 07:00	110	17	0	1	0	1	0	**129.5**	**129**
Hourly Total	**289**	**28**	**4**	**3**	**0**	**2**	**3**	**332**	**329**
07:00 - 07:15	115	16	0	0	0	0	2	**131.8**	**133**
07:15 - 07:30	134	27	6	1	0	0	0	**172.3**	**168**
07:30 - 07:45	114	23	6	0	0	0	1	**146.4**	**144**
07:45 - 08:00	126	26	2	2	0	0	0	**159.6**	**156**
Hourly Total	**489**	**92**	**14**	**3**	**0**	**0**	**3**	**610**	**601**
08:00 - 08:15	92	15	0	1	0	0	0	**109.3**	**108**
08:15 - 08:30	85	10	2	0	0	0	0	**98.0**	**97**
08:30 - 08:45	87	15	1	2	0	0	0	**108.1**	**105**
08:45 - 09:00	65	8	5	1	1	1	0	**85.0**	**81**
Hourly Total	**329**	**48**	**8**	**4**	**1**	**1**	**0**	**400**	**391**
09:00 - 09:15	87	10	1	1	0	0	0	**100.8**	**99**
09:15 - 09:30	73	15	1	0	2	0	1	**93.9**	**92**
09:30 - 09:45	82	18	2	1	0	1	0	**105.5**	**104**
09:45 - 10:00	70	6	3	0	2	0	1	**84.9**	**82**
Hourly Total	**312**	**49**	**7**	**2**	**4**	**1**	**2**	**385**	**377**
Session Total	**1419**	**217**	**33**	**12**	**5**	**4**	**8**	**1727**	**1698**
15:00 - 15:15	70	12	2	0	0	0	1	**85.4**	**85**
15:15 - 15:30	46	4	2	1	0	0	0	**55.3**	**53**
15:30 - 15:45	50	8	1	0	0	0	0	**59.5**	**59**
15:45 - 16:00	62	9	1	0	0	0	0	**72.5**	**72**
Hourly Total	**228**	**33**	**6**	**1**	**0**	**0**	**1**	**273**	**269**
16:00 - 16:15	67	3	0	1	0	0	0	**72.3**	**71**
16:15 - 16:30	50	0	2	0	0	0	0	**53.0**	**52**
16:30 - 16:45	39	6	3	0	0	0	0	**49.5**	**48**
16:45 - 17:00	58	2	0	0	0	0	0	**60.0**	**60**
Hourly Total	**214**	**11**	**5**	**1**	**0**	**0**	**0**	**235**	**231**
17:00 - 17:15	76	2	1	0	0	1	1	**80.1**	**81**
17:15 - 17:30	68	2	0	0	0	0	0	**70.0**	**70**
17:30 - 17:45	63	2	0	0	1	1	1	**67.6**	**68**
17:45 - 18:00	88	4	0	0	0	0	0	**92.0**	**92**
Hourly Total	**295**	**10**	**1**	**0**	**1**	**2**	**2**	**310**	**311**
18:00 - 18:15	68	2	0	0	0	2	0	**70.4**	**72**
18:15 - 18:30	68	5	0	0	0	1	0	**73.2**	**74**
18:30 - 18:45	68	9	0	0	0	0	0	**77.0**	**77**
18:45 - 19:00	75	6	1	0	0	0	0	**82.5**	**82**
Hourly Total	**279**	**22**	**1**	**0**	**0**	**3**	**0**	**303**	**305**
Session Total	**1016**	**76**	**13**	**2**	**1**	**5**	**3**	**1120**	**1116**

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15	0	0	0	1	0	0	17.0	16
29	3	0	0	1	0	0	34.0	33
42	3	0	0	0	0	0	45.0	45
52	10	1	0	1	0	0	65.5	64
138	16	1	0	3	0	0	162	158
48	8	1	0	1	0	0	59.5	58
67	14	0	0	0	0	0	81.0	81
95	15	2	0	2	0	0	117.0	114
111	17	0	0	3	0	0	134.0	131
321	54	3	0	6	0	0	392	384
94	11	3	0	2	0	0	113.5	110
115	16	1	0	3	0	0	138.5	135
100	3	1	1	2	0	0	110.8	107
75	12	2	0	2	0	0	94.0	91
384	42	7	1	9	0	0	457	443
70	8	0	0	2	0	0	82.0	80
60	9	0	1	2	0	0	75.3	72
62	6	2	1	1	0	1	75.7	73
47	10	0	1	2	0	0	63.3	60
239	33	2	3	7	0	1	296	285
1082	145	13	4	25	0	1	1306	1270
33	4	1	0	0	0	0	38.5	38
35	4	0	0	4	0	0	47.0	43
36	4	1	1	3	0	0	49.8	45
30	2	0	0	2	0	0	36.0	34
134	14	2	1	9	0	0	171	160
40	4	0	0	2	0	0	48.0	46
34	3	0	0	0	0	0	37.0	37
40	3	1	1	1	0	0	48.8	46
40	2	0	1	2	0	0	48.3	45
154	12	1	2	5	0	0	182	174
43	6	0	0	0	0	1	49.4	50
36	3	0	0	0	0	0	39.0	39
40	1	0	0	2	0	0	45.0	43
36	3	0	0	1	0	0	41.0	40
155	13	0	0	3	0	1	174	172
49	1	0	0	0	0	1	50.4	51
33	1	0	0	2	0	0	38.0	36
38	3	0	0	1	0	0	43.0	42
44	0	0	0	1	0	0	46.0	45
164	5	0	0	4	0	1	177	174
607	44	3	3	21	0	2	705	680

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	60	3	2	0	1	0	0	**68.0**	**66**
06:15 - 06:30	87	7	2	2	1	0	1	**104.0**	**100**
06:30 - 06:45	118	7	0	0	0	1	2	**126.0**	**128**
06:45 - 07:00	162	27	1	1	1	1	0	**195.0**	**193**
Hourly Total	**427**	**44**	**5**	**3**	**3**	**2**	**3**	**493**	**487**
07:00 - 07:15	163	24	1	0	1	0	2	**191.3**	**191**
07:15 - 07:30	201	41	6	1	0	0	0	**253.3**	**249**
07:30 - 07:45	209	38	8	0	2	0	1	**263.4**	**258**
07:45 - 08:00	237	43	2	2	3	0	0	**293.6**	**287**
Hourly Total	**810**	**146**	**17**	**3**	**6**	**0**	**3**	**1002**	**985**
08:00 - 08:15	186	26	3	1	2	0	0	**222.8**	**218**
08:15 - 08:30	200	26	3	0	3	0	0	**236.5**	**232**
08:30 - 08:45	187	18	2	3	2	0	0	**218.9**	**212**
08:45 - 09:00	140	20	7	1	3	1	0	**179.0**	**172**
Hourly Total	**713**	**90**	**15**	**5**	**10**	**1**	**0**	**857**	**834**
09:00 - 09:15	157	18	1	1	2	0	0	**182.8**	**179**
09:15 - 09:30	133	24	1	1	4	0	1	**169.2**	**164**
09:30 - 09:45	144	24	4	2	1	1	1	**181.2**	**177**
09:45 - 10:00	117	16	3	1	4	0	1	**148.2**	**142**
Hourly Total	**551**	**82**	**9**	**5**	**11**	**1**	**3**	**681**	**662**
Session Total	**2501**	**362**	**46**	**16**	**30**	**4**	**9**	**3033**	**2968**
15:00 - 15:15	103	16	3	0	0	0	1	**123.9**	**123**
15:15 - 15:30	81	8	2	1	4	0	0	**102.3**	**96**
15:30 - 15:45	86	12	2	1	3	0	0	**109.3**	**104**
15:45 - 16:00	92	11	1	0	2	0	0	**108.5**	**106**
Hourly Total	**362**	**47**	**8**	**2**	**9**	**0**	**1**	**444**	**429**
16:00 - 16:15	107	7	0	1	2	0	0	**120.3**	**117**
16:15 - 16:30	84	3	2	0	0	0	0	**90.0**	**89**
16:30 - 16:45	79	9	4	1	1	0	0	**98.3**	**94**
16:45 - 17:00	98	4	0	1	2	0	0	**108.3**	**105**
Hourly Total	**368**	**23**	**6**	**3**	**5**	**0**	**0**	**417**	**405**
17:00 - 17:15	119	8	1	0	0	1	2	**129.5**	**131**
17:15 - 17:30	104	5	0	0	0	0	0	**109.0**	**109**
17:30 - 17:45	103	3	0	0	3	1	1	**112.6**	**111**
17:45 - 18:00	124	7	0	0	1	0	0	**133.0**	**132**
Hourly Total	**450**	**23**	**1**	**0**	**4**	**2**	**3**	**484**	**483**
18:00 - 18:15	117	3	0	0	0	2	1	**120.8**	**123**
18:15 - 18:30	101	6	0	0	2	1	0	**111.2**	**110**
18:30 - 18:45	106	12	0	0	1	0	0	**120.0**	**119**
18:45 - 19:00	119	6	1	0	1	0	0	**128.5**	**127**
Hourly Total	**443**	**27**	**1**	**0**	**4**	**3**	**1**	**481**	**479**
Session Total	**1623**	**120**	**16**	**5**	**22**	**5**	**5**	**1826**	**1796**

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
25	3	2	0	1	1	1	33.6	33
43	3	5	0	1	0	0	55.5	52
39	5	2	2	2	0	0	55.6	50
45	4	8	0	1	0	0	63.0	58
152	15	17	2	5	1	1	208	193
50	9	9	0	1	1	1	75.1	71
46	11	2	2	3	0	0	70.6	64
70	10	1	1	1	1	0	86.0	84
96	5	2	2	2	0	1	113.0	108
262	35	14	5	7	2	2	345	327
83	2	1	1	0	1	0	89.0	88
104	10	4	0	4	1	1	128.6	124
91	6	2	2	4	1	1	113.2	107
83	13	3	2	0	1	0	105.3	102
361	31	10	5	8	4	2	436	421
82	8	3	2	2	0	0	103.1	97
79	19	4	1	3	1	0	112.5	107
81	13	2	0	1	0	0	99.0	97
83	19	2	0	1	0	0	107.0	105
325	59	11	3	7	1	0	422	406
1100	140	52	15	27	8	5	1410	1347
147	22	1	0	2	0	0	174.5	172
147	23	1	2	0	0	1	176.5	174
176	30	1	1	3	1	0	216.0	212
169	24	1	1	3	0	0	202.8	198
639	99	4	4	8	1	1	770	756
176	25	3	2	2	3	1	215.1	212
189	23	5	1	2	0	1	226.2	221
181	28	1	0	2	2	1	215.3	215
211	15	1	0	1	1	0	229.7	229
757	91	10	3	7	6	3	886	877
187	13	4	0	2	0	0	210.0	206
200	22	1	0	0	2	4	225.5	229
202	18	1	0	1	3	1	224.5	226
183	9	0	0	1	1	0	194.2	194
772	62	6	0	4	6	5	854	855
150	8	0	0	1	1	2	161.0	162
170	14	0	1	2	3	1	191.3	191
142	9	0	0	1	3	1	154.0	156
125	14	0	0	2	1	1	143.6	143
587	45	0	1	6	8	5	650	652
2755	297	20	8	25	21	14	3160	3140

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Briscoe Lane / B - A6010 Alan Turing Way / C - A6010 Hulme Hall Lane**

Approach: **B - A6010 Alan Turing Way**

	B to C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	38	5	0	1	0	0	0	**45.3**	**44**
06:15 - 06:30	49	9	6	6	0	0	1	**81.2**	**71**
06:30 - 06:45	58	13	4	3	2	0	0	**87.9**	**80**
06:45 - 07:00	80	19	5	3	1	0	0	**115.4**	**108**
Hourly Total	**225**	**46**	**15**	**13**	**3**	**0**	**1**	**330**	**303**
07:00 - 07:15	84	16	9	3	1	0	0	**122.4**	**113**
07:15 - 07:30	97	14	6	3	0	0	0	**126.9**	**120**
07:30 - 07:45	116	26	4	2	0	0	0	**152.6**	**148**
07:45 - 08:00	118	19	5	5	1	0	1	**158.4**	**149**
Hourly Total	**415**	**75**	**24**	**13**	**2**	**0**	**1**	**560**	**530**
08:00 - 08:15	134	22	2	9	2	0	2	**184.5**	**171**
08:15 - 08:30	134	16	6	0	3	0	1	**165.4**	**160**
08:30 - 08:45	138	15	3	5	1	0	2	**171.8**	**164**
08:45 - 09:00	173	30	11	2	1	0	1	**226.5**	**218**
Hourly Total	**579**	**83**	**22**	**16**	**7**	**0**	**6**	**748**	**713**
09:00 - 09:15	148	24	4	10	1	0	2	**203.8**	**189**
09:15 - 09:30	139	33	7	6	1	0	0	**198.3**	**186**
09:30 - 09:45	130	31	5	2	2	0	0	**177.1**	**170**
09:45 - 10:00	143	33	6	3	2	0	0	**195.9**	**187**
Hourly Total	**560**	**121**	**22**	**21**	**6**	**0**	**2**	**775**	**732**
Session Total	**1779**	**325**	**83**	**63**	**18**	**0**	**10**	**2413**	**2278**
15:00 - 15:15	167	30	7	3	2	0	0	**218.4**	**209**
15:15 - 15:30	173	24	4	2	0	0	0	**207.6**	**203**
15:30 - 15:45	166	7	3	2	1	0	1	**184.5**	**180**
15:45 - 16:00	172	19	4	2	2	0	1	**206.0**	**200**
Hourly Total	**678**	**80**	**18**	**9**	**5**	**0**	**2**	**817**	**792**
16:00 - 16:15	215	26	1	3	0	0	1	**249.8**	**246**
16:15 - 16:30	168	22	3	1	0	0	0	**196.8**	**194**
16:30 - 16:45	195	21	3	0	1	0	0	**222.5**	**220**
16:45 - 17:00	168	11	3	2	0	0	1	**188.5**	**185**
Hourly Total	**746**	**80**	**10**	**6**	**1**	**0**	**2**	**858**	**845**
17:00 - 17:15	184	14	2	1	1	0	0	**205.3**	**202**
17:15 - 17:30	210	15	2	3	0	0	1	**235.3**	**231**
17:30 - 17:45	206	11	2	0	1	0	0	**222.0**	**220**
17:45 - 18:00	183	10	2	2	1	0	2	**203.4**	**200**
Hourly Total	**783**	**50**	**8**	**6**	**3**	**0**	**3**	**866**	**853**
18:00 - 18:15	183	6	1	0	1	4	0	**193.3**	**195**
18:15 - 18:30	226	12	0	0	2	0	0	**242.0**	**240**
18:30 - 18:45	160	6	0	1	0	0	0	**168.3**	**167**
18:45 - 19:00	163	7	0	0	0	0	0	**170.0**	**170**
Hourly Total	**732**	**31**	**1**	**1**	**3**	**4**	**0**	**774**	**772**
Session Total	**2939**	**241**	**37**	**22**	**12**	**4**	**7**	**3314**	**3262**

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
18	3	2	0	1	1	1	26.6	26
32	2	5	0	1	0	0	43.5	40
33	3	2	2	0	0	0	43.6	40
29	3	8	0	1	0	0	46.0	41
112	11	17	2	3	1	1	160	147
31	8	9	0	0	1	1	53.1	50
34	10	2	2	1	0	0	53.6	49
54	9	1	1	0	1	0	67.0	66
66	3	0	2	0	0	0	73.6	71
185	30	12	5	1	2	1	247	236
58	1	1	1	0	1	0	63.0	62
78	8	2	0	1	1	1	91.6	91
63	6	1	1	0	0	1	73.2	72
63	12	3	1	0	0	0	81.8	79
262	27	7	3	1	2	2	310	304
61	5	2	1	0	0	0	71.3	69
53	14	3	1	1	1	0	76.0	73
53	9	1	0	0	0	0	63.5	63
57	16	1	0	0	0	0	74.5	74
224	44	7	2	1	1	0	285	279
783	112	43	12	6	6	4	1002	966
93	16	1	0	0	0	0	110.5	110
97	15	1	1	0	0	1	116.2	115
100	17	1	1	0	0	0	120.8	119
92	17	1	0	1	0	0	112.5	111
382	65	4	2	1	0	1	460	455
104	15	2	1	0	0	0	124.3	122
105	10	3	1	0	0	1	122.2	120
88	19	1	0	1	0	1	110.9	110
133	7	1	0	0	0	0	141.5	141
430	51	7	2	1	0	2	499	493
102	8	3	0	0	0	0	114.5	113
107	11	1	0	0	1	3	120.9	123
119	13	1	0	0	0	0	133.5	133
103	5	0	0	0	0	0	108.0	108
431	37	5	0	0	1	3	477	477
89	4	0	0	0	0	2	93.8	95
106	8	0	1	0	1	1	116.9	117
82	5	0	0	0	0	1	87.4	88
79	7	0	0	0	0	1	86.4	87
356	24	0	1	0	1	5	385	387
1599	177	16	5	2	2	11	1820	1812

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
0	0	0	2	0	0	0	4.6	2
1	1	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
2	1	0	2	0	0	0	8	5
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3	3
7	1	0	2	0	0	0	13	10
2	0	0	0	0	0	0	2.0	2
1	1	0	0	0	0	0	2.0	2
2	1	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
5	2	0	0	0	0	0	7	7
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
6	0	0	0	0	0	0	6	6
4	0	0	0	0	0	0	4.0	4
3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
9	0	0	0	0	0	0	9	9
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
8	0	0	0	0	0	0	8	8
28	2	0	0	0	0	0	30	30

	From B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	57	8	2	1	1	1	1	**72.9**	**71**
06:15 - 06:30	81	11	11	8	1	0	1	**129.3**	**113**
06:30 - 06:45	92	17	6	5	2	0	0	**133.5**	**122**
06:45 - 07:00	109	22	13	3	2	0	0	**161.4**	**149**
Hourly Total	**339**	**58**	**32**	**17**	**6**	**1**	**2**	**497**	**455**
07:00 - 07:15	116	24	18	3	1	1	1	**176.5**	**164**
07:15 - 07:30	131	24	8	5	1	0	0	**180.5**	**169**
07:30 - 07:45	170	35	5	3	0	1	0	**219.6**	**214**
07:45 - 08:00	184	22	5	7	1	0	1	**232.0**	**220**
Hourly Total	**601**	**105**	**36**	**18**	**3**	**2**	**2**	**809**	**767**
08:00 - 08:15	192	23	3	10	2	1	2	**247.5**	**233**
08:15 - 08:30	212	24	8	0	4	1	2	**257.0**	**251**
08:30 - 08:45	202	21	4	6	1	0	3	**246.0**	**237**
08:45 - 09:00	236	42	14	3	1	0	1	**308.3**	**297**
Hourly Total	**842**	**110**	**29**	**19**	**8**	**2**	**8**	**1059**	**1018**
09:00 - 09:15	209	29	6	11	1	0	2	**275.1**	**258**
09:15 - 09:30	192	47	10	7	2	1	0	**274.3**	**259**
09:30 - 09:45	186	40	6	2	2	0	0	**243.6**	**236**
09:45 - 10:00	200	49	7	3	2	0	0	**270.4**	**261**
Hourly Total	**787**	**165**	**29**	**23**	**7**	**1**	**2**	**1063**	**1014**
Session Total	**2569**	**438**	**126**	**77**	**24**	**6**	**14**	**3428**	**3254**
15:00 - 15:15	262	46	8	3	2	0	0	**330.9**	**321**
15:15 - 15:30	271	40	5	3	0	0	1	**325.8**	**320**
15:30 - 15:45	268	25	4	3	1	0	1	**308.3**	**302**
15:45 - 16:00	264	36	5	2	3	0	1	**318.5**	**311**
Hourly Total	**1065**	**147**	**22**	**11**	**6**	**0**	**3**	**1284**	**1254**
16:00 - 16:15	321	41	3	4	0	0	1	**376.1**	**370**
16:15 - 16:30	274	32	6	2	0	0	1	**320.0**	**315**
16:30 - 16:45	285	40	4	0	2	0	1	**335.4**	**332**
16:45 - 17:00	302	18	4	2	0	0	1	**331.0**	**327**
Hourly Total	**1182**	**131**	**17**	**8**	**2**	**0**	**4**	**1363**	**1344**
17:00 - 17:15	290	22	5	1	1	0	0	**323.8**	**319**
17:15 - 17:30	320	26	3	3	0	1	4	**359.2**	**357**
17:30 - 17:45	325	24	3	0	1	0	0	**355.5**	**353**
17:45 - 18:00	288	15	2	2	1	0	2	**313.4**	**310**
Hourly Total	**1223**	**87**	**13**	**6**	**3**	**1**	**6**	**1352**	**1339**
18:00 - 18:15	274	10	1	0	1	4	2	**289.1**	**292**
18:15 - 18:30	333	20	0	1	2	1	1	**359.9**	**358**
18:30 - 18:45	244	11	0	1	0	0	1	**257.7**	**257**
18:45 - 19:00	245	14	0	0	0	0	1	**259.4**	**260**
Hourly Total	**1096**	**55**	**1**	**2**	**3**	**5**	**5**	**1166**	**1167**
Session Total	**4566**	**420**	**53**	**27**	**14**	**6**	**18**	**5164**	**5104**

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
94	11	4	2	0	0	1	116.0	112
110	9	3	17	1	0	1	165.0	141
154	19	1	7	2	3	2	196.0	188
209	34	9	1	0	1	0	259.0	254
567	73	17	27	3	4	4	736	695
239	32	4	2	1	0	3	284.8	281
270	51	11	6	2	0	0	355.3	340
256	43	9	1	0	0	2	315.6	311
270	43	9	4	1	0	0	337.7	327
1035	169	33	13	4	0	5	1293	1259
245	32	4	4	1	0	0	294.2	286
218	26	4	5	0	0	0	261.5	253
220	32	8	5	1	0	0	277.5	266
213	24	11	6	2	1	1	271.9	258
896	114	27	20	4	1	1	1105	1063
217	25	2	1	0	1	1	247.9	247
207	35	8	7	3	3	1	277.1	264
204	32	4	7	6	1	0	270.3	254
190	23	13	3	2	0	1	243.8	232
818	115	27	18	11	5	3	1039	997
3316	471	104	78	22	10	13	4174	4014
192	26	3	5	2	0	4	239.6	232
189	23	3	6	0	0	2	231.1	223
225	24	4	1	0	2	1	258.1	257
240	24	1	2	1	0	0	272.1	268
846	97	11	14	3	2	7	1001	980
235	12	4	3	2	0	0	263.9	256
224	5	3	2	2	0	0	242.1	236
189	16	5	2	1	0	2	219.9	215
221	17	0	1	0	0	1	240.7	240
869	50	12	8	5	0	3	967	947
264	15	3	2	1	1	1	290.7	287
257	14	1	2	0	0	0	277.1	274
219	9	0	1	3	1	1	236.9	234
247	11	0	0	0	0	4	259.6	262
987	49	4	5	4	2	6	1064	1057
249	15	0	1	0	3	0	266.9	268
238	9	0	0	2	1	2	252.0	252
210	17	0	0	1	0	1	229.4	229
257	19	1	0	0	0	0	277.5	277
954	60	1	1	3	4	3	1026	1026
3656	256	28	28	15	8	19	4058	4010

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Briscoe Lane / B - A6010 Alan Turing Way / C - A6010 Hulme Hall Lane**

Approach: **C - A6010 Hulme Hall Lane**

	C to A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	7	0	0	0	0	0	0	**7.0**	**7**
06:15 - 06:30	11	1	0	0	0	0	0	**12.0**	**12**
06:30 - 06:45	6	2	0	0	2	0	0	**12.0**	**10**
06:45 - 07:00	16	1	0	0	0	0	0	**17.0**	**17**
Hourly Total	**40**	**4**	**0**	**0**	**2**	**0**	**0**	**48**	**46**
07:00 - 07:15	19	1	0	0	1	0	0	**22.0**	**21**
07:15 - 07:30	12	1	0	0	2	0	0	**17.0**	**15**
07:30 - 07:45	16	1	0	0	1	0	0	**19.0**	**18**
07:45 - 08:00	30	2	2	0	2	0	1	**39.4**	**37**
Hourly Total	**77**	**5**	**2**	**0**	**6**	**0**	**1**	**97**	**91**
08:00 - 08:15	25	1	0	0	0	0	0	**26.0**	**26**
08:15 - 08:30	26	2	2	0	3	0	0	**37.0**	**33**
08:30 - 08:45	28	0	1	1	4	1	0	**40.0**	**35**
08:45 - 09:00	20	1	0	1	0	1	0	**23.5**	**23**
Hourly Total	**99**	**4**	**3**	**2**	**7**	**2**	**0**	**127**	**117**
09:00 - 09:15	21	3	1	1	2	0	0	**31.8**	**28**
09:15 - 09:30	26	5	1	0	2	0	0	**36.5**	**34**
09:30 - 09:45	28	4	1	0	1	0	0	**35.5**	**34**
09:45 - 10:00	26	3	1	0	1	0	0	**32.5**	**31**
Hourly Total	**101**	**15**	**4**	**1**	**6**	**0**	**0**	**136**	**127**
Session Total	**317**	**28**	**9**	**3**	**21**	**2**	**1**	**408**	**381**
15:00 - 15:15	54	6	0	0	2	0	0	**64.0**	**62**
15:15 - 15:30	50	8	0	1	0	0	0	**60.3**	**59**
15:30 - 15:45	76	13	0	0	3	1	0	**95.2**	**93**
15:45 - 16:00	77	7	0	1	2	0	0	**90.3**	**87**
Hourly Total	**257**	**34**	**0**	**2**	**7**	**1**	**0**	**310**	**301**
16:00 - 16:15	72	10	1	1	2	3	1	**90.8**	**90**
16:15 - 16:30	84	13	2	0	2	0	0	**104.0**	**101**
16:30 - 16:45	93	9	0	0	1	2	0	**104.4**	**105**
16:45 - 17:00	78	8	0	0	1	1	0	**88.2**	**88**
Hourly Total	**327**	**40**	**3**	**1**	**6**	**6**	**1**	**387**	**384**
17:00 - 17:15	85	5	1	0	2	0	0	**95.5**	**93**
17:15 - 17:30	93	11	0	0	0	1	1	**104.6**	**106**
17:30 - 17:45	83	5	0	0	1	3	1	**91.0**	**93**
17:45 - 18:00	80	4	0	0	1	1	0	**86.2**	**86**
Hourly Total	**341**	**25**	**1**	**0**	**4**	**5**	**2**	**377**	**378**
18:00 - 18:15	61	4	0	0	1	1	0	**67.2**	**67**
18:15 - 18:30	64	6	0	0	2	2	0	**74.4**	**74**
18:30 - 18:45	60	4	0	0	1	3	0	**66.6**	**68**
18:45 - 19:00	46	7	0	0	2	1	0	**57.2**	**56**
Hourly Total	**231**	**21**	**0**	**0**	**6**	**7**	**0**	**265**	**265**
Session Total	**1156**	**120**	**4**	**3**	**23**	**19**	**3**	**1340**	**1328**

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
48	8	2	2	0	0	1	64.0	61
52	5	1	13	1	0	0	90.4	72
77	14	1	7	2	2	0	113.0	103
99	17	9	0	0	0	0	129.5	125
276	44	13	22	3	2	1	397	361
123	16	4	2	1	0	1	152.0	147
136	24	5	5	2	0	0	183.0	172
142	20	3	1	0	0	1	169.2	167
144	17	7	2	1	0	0	178.1	171
545	77	19	10	4	0	2	682	657
153	17	4	3	1	0	0	184.9	178
133	16	2	5	0	0	0	163.5	156
132	17	7	3	1	0	0	168.4	160
148	16	6	5	1	0	1	186.9	177
566	66	19	16	3	0	1	704	671
130	15	1	0	0	1	1	147.1	148
134	20	7	7	1	3	0	183.2	172
119	14	2	6	6	0	0	161.8	147
120	17	10	3	0	0	0	158.9	150
503	66	20	16	7	4	1	651	617
1890	253	71	64	17	6	5	2434	2306
120	14	1	5	2	0	3	152.2	145
142	18	1	5	0	0	2	173.8	168
173	15	3	1	0	2	1	195.6	195
178	15	0	2	1	0	0	199.6	196
613	62	5	13	3	2	6	721	704
166	9	4	2	2	0	0	189.6	183
173	5	1	2	2	0	0	188.1	183
148	10	2	2	1	0	2	168.4	165
162	15	0	1	0	0	1	179.7	179
649	39	7	7	5	0	3	726	710
184	13	2	2	1	0	0	206.6	202
186	12	1	2	0	0	0	204.1	201
156	7	0	1	2	0	0	169.3	166
157	7	0	0	0	0	4	165.6	168
683	39	3	5	3	0	4	746	737
179	13	0	1	0	1	0	194.5	194
169	4	0	0	2	0	2	177.8	177
140	8	0	0	1	0	1	150.4	150
179	13	0	0	0	0	0	192.0	192
667	38	0	1	3	1	3	715	713
2612	178	15	26	14	3	16	2907	2864

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

	From C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	55	9	2	2	0	0	1	**72.0**	**69**
06:15 - 06:30	63	6	1	13	1	0	0	**102.4**	**84**
06:30 - 06:45	83	16	1	7	4	2	0	**125.0**	**113**
06:45 - 07:00	115	18	9	0	0	0	0	**146.5**	**142**
Hourly Total	**316**	**49**	**13**	**22**	**5**	**2**	**1**	**446**	**408**
07:00 - 07:15	142	17	4	2	2	0	1	**174.0**	**168**
07:15 - 07:30	148	25	5	5	4	0	0	**200.0**	**187**
07:30 - 07:45	158	21	3	1	1	0	1	**188.2**	**185**
07:45 - 08:00	174	19	9	2	3	0	1	**217.5**	**208**
Hourly Total	**622**	**82**	**21**	**10**	**10**	**0**	**3**	**780**	**748**
08:00 - 08:15	178	18	4	3	1	0	0	**210.9**	**204**
08:15 - 08:30	159	18	4	5	3	0	0	**200.5**	**189**
08:30 - 08:45	160	17	8	4	5	1	0	**208.4**	**195**
08:45 - 09:00	168	17	6	6	1	1	1	**210.4**	**200**
Hourly Total	**665**	**70**	**22**	**18**	**10**	**2**	**1**	**830**	**788**
09:00 - 09:15	151	18	2	1	2	1	1	**178.9**	**176**
09:15 - 09:30	160	25	8	7	3	3	0	**219.7**	**206**
09:30 - 09:45	147	18	3	6	7	0	0	**197.3**	**181**
09:45 - 10:00	146	20	11	3	1	0	0	**191.4**	**181**
Hourly Total	**604**	**81**	**24**	**17**	**13**	**4**	**1**	**787**	**744**
Session Total	**2207**	**282**	**80**	**67**	**38**	**8**	**6**	**2843**	**2688**
15:00 - 15:15	174	20	1	5	4	0	3	**216.2**	**207**
15:15 - 15:30	192	26	1	6	0	0	2	**234.1**	**227**
15:30 - 15:45	249	28	3	1	3	3	1	**290.8**	**288**
15:45 - 16:00	255	22	0	3	3	0	0	**289.9**	**283**
Hourly Total	**870**	**96**	**5**	**15**	**10**	**3**	**6**	**1031**	**1005**
16:00 - 16:15	238	19	5	3	4	3	1	**280.4**	**273**
16:15 - 16:30	257	18	3	2	4	0	0	**292.1**	**284**
16:30 - 16:45	241	19	2	2	2	2	2	**272.8**	**270**
16:45 - 17:00	240	23	0	1	1	1	1	**267.9**	**267**
Hourly Total	**976**	**79**	**10**	**8**	**11**	**6**	**4**	**1113**	**1094**
17:00 - 17:15	269	18	3	2	3	0	0	**302.1**	**295**
17:15 - 17:30	279	23	1	2	0	1	1	**308.7**	**307**
17:30 - 17:45	240	12	0	1	3	3	1	**261.3**	**260**
17:45 - 18:00	237	11	0	0	1	1	4	**251.8**	**254**
Hourly Total	**1025**	**64**	**4**	**5**	**7**	**5**	**6**	**1124**	**1116**
18:00 - 18:15	240	17	0	1	1	2	0	**261.7**	**261**
18:15 - 18:30	233	10	0	0	4	2	2	**252.2**	**251**
18:30 - 18:45	200	12	0	0	2	3	1	**217.0**	**218**
18:45 - 19:00	225	20	0	0	2	1	0	**249.2**	**248**
Hourly Total	**898**	**59**	**0**	**1**	**9**	**8**	**3**	**980**	**978**
Session Total	**3769**	**298**	**19**	**29**	**37**	**22**	**19**	**4248**	**4193**

To C								
CAR	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
53	6	0	1	1	0	0	**63.3**	**61**
78	12	6	6	1	0	1	**115.2**	**104**
100	16	4	3	2	0	0	**132.9**	**125**
132	29	6	3	2	0	0	**180.9**	**172**
363	**63**	**16**	**13**	**6**	**0**	**1**	**492**	**462**
132	24	10	3	2	0	0	**181.9**	**171**
164	28	6	3	0	0	0	**207.9**	**201**
211	41	6	2	2	0	0	**269.6**	**262**
229	36	5	5	4	0	1	**292.4**	**280**
736	**129**	**27**	**13**	**8**	**0**	**1**	**952**	**914**
228	33	5	9	4	0	2	**298.0**	**281**
249	32	7	0	6	0	1	**303.9**	**295**
238	18	4	6	3	0	2	**282.6**	**271**
248	42	13	2	3	0	1	**320.5**	**309**
963	**125**	**29**	**17**	**16**	**0**	**6**	**1205**	**1156**
218	32	4	10	3	0	2	**285.8**	**269**
199	42	7	7	3	0	0	**273.6**	**258**
192	37	7	3	3	0	1	**252.8**	**243**
190	43	6	4	4	0	0	**259.2**	**247**
799	**154**	**24**	**24**	**13**	**0**	**3**	**1071**	**1017**
2861	**471**	**96**	**67**	**43**	**0**	**11**	**3721**	**3549**
200	34	8	3	2	0	0	**256.9**	**247**
208	28	4	2	4	0	0	**254.6**	**246**
202	11	4	3	4	0	1	**234.3**	**225**
202	21	4	2	4	0	1	**242.0**	**234**
812	**94**	**20**	**10**	**14**	**0**	**2**	**988**	**952**
255	30	1	3	2	0	1	**297.8**	**292**
202	25	3	1	0	0	0	**233.8**	**231**
235	24	4	1	2	0	0	**271.3**	**266**
208	13	3	3	2	0	1	**236.8**	**230**
900	**92**	**11**	**8**	**6**	**0**	**2**	**1040**	**1019**
227	20	2	1	1	0	1	**254.7**	**252**
246	18	2	3	0	0	1	**274.3**	**270**
247	12	2	0	3	0	0	**268.0**	**264**
219	13	2	2	2	0	2	**244.4**	**240**
939	**63**	**8**	**6**	**6**	**0**	**4**	**1041**	**1026**
232	7	1	0	1	4	1	**243.7**	**246**
259	13	0	0	4	0	0	**280.0**	**276**
198	9	0	1	1	0	0	**211.3**	**209**
207	7	0	0	1	0	0	**216.0**	**215**
896	**36**	**1**	**1**	**7**	**4**	**1**	**951**	**946**
3547	**285**	**40**	**25**	**33**	**4**	**9**	**4020**	**3943**

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - (North East) Briscoe Lane / B - (South East) Ten Acres Lane / C - (South West) Briscoe Lane / D - (North West) Ten Acres Lan**

Approach: **A - (North East) Briscoe Lane**

	A to B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	4	0	0	0	0	0	0	**4.0**	**4**
06:15 - 06:30	4	0	0	0	0	0	0	**4.0**	**4**
06:30 - 06:45	7	2	0	0	0	0	0	**9.0**	**9**
06:45 - 07:00	10	2	1	0	0	0	0	**13.5**	**13**
Hourly Total	**25**	**4**	**1**	**0**	**0**	**0**	**0**	**31**	**30**
07:00 - 07:15	6	0	0	0	0	0	0	**6.0**	**6**
07:15 - 07:30	12	1	0	0	0	0	0	**13.0**	**13**
07:30 - 07:45	14	2	1	0	0	0	0	**17.5**	**17**
07:45 - 08:00	11	0	0	0	0	0	0	**11.0**	**11**
Hourly Total	**43**	**3**	**1**	**0**	**0**	**0**	**0**	**48**	**47**
08:00 - 08:15	22	1	0	0	0	0	0	**23.0**	**23**
08:15 - 08:30	14	1	1	0	0	0	0	**16.5**	**16**
08:30 - 08:45	2	0	0	0	0	0	0	**2.0**	**2**
08:45 - 09:00	11	3	0	0	0	0	0	**14.0**	**14**
Hourly Total	**49**	**5**	**1**	**0**	**0**	**0**	**0**	**56**	**55**
09:00 - 09:15	12	2	0	0	0	0	0	**14.0**	**14**
09:15 - 09:30	20	0	0	0	0	0	0	**20.0**	**20**
09:30 - 09:45	19	3	1	0	0	1	0	**23.7**	**24**
09:45 - 10:00	14	3	0	0	0	0	0	**17.0**	**17**
Hourly Total	**65**	**8**	**1**	**0**	**0**	**1**	**0**	**75**	**75**
Session Total	**182**	**20**	**4**	**0**	**0**	**1**	**0**	**208**	**207**
15:00 - 15:15	7	0	0	0	0	0	0	**7.0**	**7**
15:15 - 15:30	17	0	0	0	0	0	0	**17.0**	**17**
15:30 - 15:45	14	0	0	0	0	0	0	**14.0**	**14**
15:45 - 16:00	14	2	0	0	0	0	0	**16.0**	**16**
Hourly Total	**52**	**2**	**0**	**0**	**0**	**0**	**0**	**54**	**54**
16:00 - 16:15	17	2	0	0	0	0	0	**19.0**	**19**
16:15 - 16:30	11	2	0	0	0	1	0	**13.2**	**14**
16:30 - 16:45	11	3	1	0	0	0	0	**15.5**	**15**
16:45 - 17:00	13	0	0	0	0	0	0	**13.0**	**13**
Hourly Total	**52**	**7**	**1**	**0**	**0**	**1**	**0**	**61**	**61**
17:00 - 17:15	10	0	0	0	0	0	1	**10.4**	**11**
17:15 - 17:30	19	0	0	0	0	0	0	**19.0**	**19**
17:30 - 17:45	13	3	0	0	0	0	0	**16.0**	**16**
17:45 - 18:00	12	1	0	0	0	0	0	**13.0**	**13**
Hourly Total	**54**	**4**	**0**	**0**	**0**	**0**	**1**	**58**	**59**
18:00 - 18:15	10	0	0	0	0	0	0	**10.0**	**10**
18:15 - 18:30	11	3	0	0	0	0	0	**14.0**	**14**
18:30 - 18:45	16	1	0	0	0	0	0	**17.0**	**17**
18:45 - 19:00	14	2	0	0	0	0	0	**16.0**	**16**
Hourly Total	**51**	**6**	**0**	**0**	**0**	**0**	**0**	**57**	**57**
Session Total	**209**	**19**	**1**	**0**	**0**	**1**	**1**	**230**	**231**

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A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
38	3	0	0	1	2	0	43.4	44
55	6	0	0	1	0	3	64.2	65
90	4	1	0	1	1	0	97.7	97
105	18	0	0	0	2	0	123.4	125
288	31	1	0	3	5	3	329	331
107	18	1	0	1	0	2	129.3	129
143	32	6	0	0	1	0	184.2	182
151	27	3	0	4	3	0	191.1	188
157	25	0	1	3	1	0	190.5	187
558	102	10	1	8	5	2	695	686
135	22	2	0	3	1	0	166.2	163
127	18	2	0	0	0	0	148.0	147
105	9	3	0	2	0	0	122.5	119
95	12	2	0	4	0	0	118.0	113
462	61	9	0	9	1	0	555	542
77	10	2	0	1	1	1	92.6	92
97	17	2	0	2	0	0	121.0	118
94	8	1	0	1	2	1	106.3	107
60	10	0	0	3	0	0	76.0	73
328	45	5	0	7	3	2	396	390
1636	239	25	1	27	14	7	1974	1949
46	9	0	0	0	0	1	55.4	56
49	3	1	0	4	0	0	61.5	57
51	3	1	0	4	0	0	63.5	59
51	7	0	0	1	0	0	60.0	59
197	22	2	0	9	0	1	240	231
58	3	0	0	0	1	0	61.2	62
39	6	1	0	0	0	0	46.5	46
54	5	0	0	2	0	0	63.0	61
47	2	0	0	1	0	0	51.0	50
198	16	1	0	3	1	0	222	219
54	10	0	0	0	1	0	64.2	65
65	1	0	0	2	1	0	70.2	69
56	4	0	0	0	1	0	60.2	61
73	3	0	0	1	0	1	78.4	78
248	18	0	0	3	3	1	273	273
75	2	0	0	0	2	1	77.8	80
58	2	0	0	2	0	0	64.0	62
56	4	0	0	1	0	0	62.0	61
74	6	1	0	1	0	0	83.5	82
263	14	1	0	4	2	1	287	285
906	70	4	0	19	6	3	1022	1008

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
3	0	0	0	0	0	0	3.0	3
3	1	0	0	0	0	0	4.0	4
2	0	0	0	0	0	0	2.0	2
4	0	0	0	0	0	0	4.0	4
12	1	0	0	0	0	0	13	13
2	2	0	0	0	0	0	4.0	4
5	0	0	0	0	0	0	5.0	5
3	1	0	0	0	0	0	4.0	4
5	0	0	0	1	0	0	7.0	6
15	3	0	0	1	0	0	20	19
10	0	0	0	0	0	0	10.0	10
9	0	0	0	0	0	0	9.0	9
11	1	0	0	0	0	0	12.0	12
15	0	0	0	0	0	0	15.0	15
45	1	0	0	0	0	0	46	46
11	1	0	0	0	0	0	12.0	12
8	0	0	0	0	0	0	8.0	8
9	2	0	0	0	0	0	11.0	11
6	2	0	0	0	0	0	8.0	8
34	5	0	0	0	0	0	39	39
106	10	0	0	1	0	0	118	117
6	1	0	0	0	0	0	7.0	7
21	1	0	0	0	0	0	22.0	22
6	1	1	0	0	0	0	8.5	8
11	0	0	0	1	0	0	13.0	12
44	3	1	0	1	0	0	51	49
12	0	0	0	1	0	0	14.0	13
15	0	0	0	0	1	0	15.2	16
6	2	0	0	0	0	0	8.0	8
10	0	1	0	0	0	0	11.5	11
43	2	1	0	1	1	0	49	48
4	1	0	0	0	0	0	5.0	5
5	0	0	0	0	0	0	5.0	5
5	0	0	0	0	0	0	5.0	5
9	0	0	0	0	0	0	9.0	9
23	1	0	0	0	0	0	24	24
5	1	0	0	0	0	0	6.0	6
9	0	0	0	0	0	0	9.0	9
7	0	0	0	0	0	0	7.0	7
5	0	0	0	0	0	0	5.0	5
26	1	0	0	0	0	0	27	27
136	7	2	0	2	1	0	150	148

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	45	3	0	0	1	2	0	**50.4**	**51**
06:15 - 06:30	62	7	0	0	1	0	3	**72.2**	**73**
06:30 - 06:45	99	6	1	0	1	1	0	**108.7**	**108**
06:45 - 07:00	119	20	1	0	0	2	0	**140.9**	**142**
Hourly Total	**325**	**36**	**2**	**0**	**3**	**5**	**3**	**372**	**374**
07:00 - 07:15	115	20	1	0	1	0	2	**139.3**	**139**
07:15 - 07:30	160	33	6	0	0	1	0	**202.2**	**200**
07:30 - 07:45	168	30	4	0	4	3	0	**212.6**	**209**
07:45 - 08:00	173	25	0	1	4	1	0	**208.5**	**204**
Hourly Total	**616**	**108**	**11**	**1**	**9**	**5**	**2**	**763**	**752**
08:00 - 08:15	167	23	2	0	3	1	0	**199.2**	**196**
08:15 - 08:30	150	19	3	0	0	0	0	**173.5**	**172**
08:30 - 08:45	118	10	3	0	2	0	0	**136.5**	**133**
08:45 - 09:00	121	15	2	0	4	0	0	**147.0**	**142**
Hourly Total	**556**	**67**	**10**	**0**	**9**	**1**	**0**	**656**	**643**
09:00 - 09:15	100	13	2	0	1	1	1	**118.6**	**118**
09:15 - 09:30	125	17	2	0	2	0	0	**149.0**	**146**
09:30 - 09:45	122	13	2	0	1	3	1	**141.0**	**142**
09:45 - 10:00	80	15	0	0	3	0	0	**101.0**	**98**
Hourly Total	**427**	**58**	**6**	**0**	**7**	**4**	**2**	**510**	**504**
Session Total	**1924**	**269**	**29**	**1**	**28**	**15**	**7**	**2301**	**2273**
15:00 - 15:15	59	10	0	0	0	0	1	**69.4**	**70**
15:15 - 15:30	87	4	1	0	4	0	0	**100.5**	**96**
15:30 - 15:45	71	4	2	0	4	0	0	**86.0**	**81**
15:45 - 16:00	76	9	0	0	2	0	0	**89.0**	**87**
Hourly Total	**293**	**27**	**3**	**0**	**10**	**0**	**1**	**345**	**334**
16:00 - 16:15	87	5	0	0	1	1	0	**94.2**	**94**
16:15 - 16:30	65	8	1	0	0	2	0	**74.9**	**76**
16:30 - 16:45	71	10	1	0	2	0	0	**86.5**	**84**
16:45 - 17:00	70	2	1	0	1	0	0	**75.5**	**74**
Hourly Total	**293**	**25**	**3**	**0**	**4**	**3**	**0**	**331**	**328**
17:00 - 17:15	68	11	0	0	0	1	1	**79.6**	**81**
17:15 - 17:30	89	1	0	0	2	1	0	**94.2**	**93**
17:30 - 17:45	74	7	0	0	0	1	0	**81.2**	**82**
17:45 - 18:00	94	4	0	0	1	0	1	**100.4**	**100**
Hourly Total	**325**	**23**	**0**	**0**	**3**	**3**	**2**	**355**	**356**
18:00 - 18:15	90	3	0	0	0	2	1	**93.8**	**96**
18:15 - 18:30	78	5	0	0	2	0	0	**87.0**	**85**
18:30 - 18:45	79	5	0	0	1	0	0	**86.0**	**85**
18:45 - 19:00	93	8	1	0	1	0	0	**104.5**	**103**
Hourly Total	**340**	**21**	**1**	**0**	**4**	**2**	**1**	**371**	**369**
Session Total	**1251**	**96**	**7**	**0**	**21**	**8**	**4**	**1403**	**1387**

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
20	0	1	0	1	1	0	23.7	23
18	3	2	0	0	1	0	24.2	24
18	2	0	0	2	0	0	24.0	22
20	1	3	0	0	0	0	25.5	24
76	6	6	0	3	2	0	97	93
28	3	2	0	1	0	1	36.4	35
18	9	3	0	2	0	0	35.5	32
42	2	0	0	2	1	0	48.2	47
59	3	1	0	2	0	0	67.5	65
147	17	6	0	7	1	1	188	179
49	2	1	0	0	1	0	52.7	53
64	7	3	1	3	1	1	84.4	80
61	5	1	1	3	1	0	76.0	72
52	5	2	1	0	1	0	62.5	61
226	19	7	3	6	4	1	276	266
43	5	2	1	2	0	0	57.3	53
49	14	2	0	1	0	0	68.0	66
62	9	2	0	2	0	0	78.0	75
56	9	2	0	1	0	0	70.0	68
210	37	8	1	6	0	0	273	262
659	79	27	4	22	7	2	834	800
110	8	0	0	3	1	0	124.2	122
92	12	0	1	0	1	1	106.9	107
114	10	1	0	4	1	0	133.7	130
126	16	1	0	2	0	0	147.5	145
442	46	2	1	9	3	1	512	504
132	17	0	0	4	3	1	158.0	157
132	19	2	0	2	0	1	158.4	156
156	13	2	0	2	0	1	176.4	174
163	14	1	0	1	0	0	180.5	179
583	63	5	0	9	3	3	673	666
145	9	0	0	1	0	0	156.0	155
141	15	0	0	1	2	3	159.6	162
144	12	0	0	1	0	0	158.0	157
141	12	0	0	1	2	1	155.8	157
571	48	0	0	4	4	4	629	631
120	4	0	0	0	0	1	124.4	125
124	6	0	0	3	1	0	136.2	134
95	4	0	0	1	1	4	102.8	105
75	7	0	0	2	1	1	86.6	86
414	21	0	0	6	3	6	450	450
2010	178	7	1	28	13	14	2265	2251

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) Briscoe Lane / B - (South East) Ten Acres Lane / C - (South West) Briscoe Lane / D - (North West) Ten Acres Lan

Approach: B - (South East) Ten Acres Lane

	B to C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	2	0	0	0	0	0	0	**2.0**	**2**
06:15 - 06:30	2	0	0	0	0	0	0	**2.0**	**2**
06:30 - 06:45	5	0	0	0	0	0	0	**5.0**	**5**
06:45 - 07:00	9	0	0	0	0	1	0	**9.2**	**10**
Hourly Total	**18**	**0**	**0**	**0**	**0**	**1**	**0**	**18**	**19**
07:00 - 07:15	5	0	0	0	0	0	0	**5.0**	**5**
07:15 - 07:30	9	0	1	0	0	0	0	**10.5**	**10**
07:30 - 07:45	5	1	0	0	0	0	0	**6.0**	**6**
07:45 - 08:00	6	0	0	0	0	0	0	**6.0**	**6**
Hourly Total	**25**	**1**	**1**	**0**	**0**	**0**	**0**	**28**	**27**
08:00 - 08:15	7	2	0	0	0	0	0	**9.0**	**9**
08:15 - 08:30	14	0	0	0	0	1	0	**14.2**	**15**
08:30 - 08:45	16	3	0	0	0	0	0	**19.0**	**19**
08:45 - 09:00	12	1	0	0	0	0	0	**13.0**	**13**
Hourly Total	**49**	**6**	**0**	**0**	**0**	**1**	**0**	**55**	**56**
09:00 - 09:15	9	2	0	0	0	0	0	**11.0**	**11**
09:15 - 09:30	3	0	0	0	0	0	0	**3.0**	**3**
09:30 - 09:45	3	2	0	0	0	0	0	**5.0**	**5**
09:45 - 10:00	3	0	1	0	0	0	0	**4.5**	**4**
Hourly Total	**18**	**4**	**1**	**0**	**0**	**0**	**0**	**24**	**23**
Session Total	**110**	**11**	**2**	**0**	**0**	**2**	**0**	**124**	**125**
15:00 - 15:15	6	0	0	0	0	0	0	**6.0**	**6**
15:15 - 15:30	5	0	1	0	0	1	0	**6.7**	**7**
15:30 - 15:45	5	0	0	0	0	0	0	**5.0**	**5**
15:45 - 16:00	4	0	0	0	0	0	0	**4.0**	**4**
Hourly Total	**20**	**0**	**1**	**0**	**0**	**1**	**0**	**22**	**22**
16:00 - 16:15	4	1	0	0	0	0	0	**5.0**	**5**
16:15 - 16:30	5	0	0	0	0	0	0	**5.0**	**5**
16:30 - 16:45	4	2	0	0	0	0	0	**6.0**	**6**
16:45 - 17:00	2	0	0	0	0	0	0	**2.0**	**2**
Hourly Total	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**18**	**18**
17:00 - 17:15	1	0	0	0	0	0	0	**1.0**	**1**
17:15 - 17:30	1	0	0	0	0	0	0	**1.0**	**1**
17:30 - 17:45	7	1	0	0	0	0	0	**8.0**	**8**
17:45 - 18:00	8	0	0	0	0	1	0	**8.2**	**9**
Hourly Total	**17**	**1**	**0**	**0**	**0**	**1**	**0**	**18**	**19**
18:00 - 18:15	4	0	0	0	0	0	2	**4.8**	**6**
18:15 - 18:30	1	0	0	0	0	0	0	**1.0**	**1**
18:30 - 18:45	6	0	0	0	0	0	0	**6.0**	**6**
18:45 - 19:00	6	0	0	0	0	0	0	**6.0**	**6**
Hourly Total	**17**	**0**	**0**	**0**	**0**	**0**	**2**	**18**	**19**
Session Total	**69**	**4**	**1**	**0**	**0**	**2**	**2**	**76**	**78**

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B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
9	1	0	0	0	0	0	10.0	10
10	0	0	0	0	0	0	10.0	10
10	1	1	0	0	1	0	12.7	13
26	1	0	0	0	0	0	27.0	27
55	3	1	0	0	1	0	60	60
22	6	0	0	0	0	1	28.4	29
15	2	0	1	1	1	0	21.5	20
16	5	0	0	0	1	0	21.2	22
22	4	0	0	0	3	0	26.6	29
75	17	0	1	1	5	1	98	100
20	3	1	0	0	1	0	24.7	25
30	4	0	0	0	0	0	34.0	34
30	1	0	0	0	1	0	31.2	32
34	4	1	0	0	2	0	39.9	41
114	12	2	0	0	4	0	130	132
33	2	0	0	1	1	0	37.2	37
19	2	0	0	0	0	0	21.0	21
25	4	0	0	0	0	0	29.0	29
21	3	0	0	0	0	0	24.0	24
98	11	0	0	1	1	0	111	111
342	43	3	1	2	11	1	398	403
34	3	0	0	0	0	1	37.4	38
26	1	0	0	0	0	0	27.0	27
36	5	1	0	0	2	0	42.9	44
42	1	0	0	0	0	0	43.0	43
138	10	1	0	0	2	1	150	152
47	10	1	0	0	0	0	58.5	58
42	2	1	0	0	2	0	45.9	47
51	6	1	0	0	0	0	58.5	58
32	3	2	0	0	1	1	38.6	39
172	21	5	0	0	3	1	202	202
37	2	0	0	0	0	0	39.0	39
44	4	0	0	0	0	0	48.0	48
28	4	0	0	0	1	0	32.2	33
28	2	1	0	0	0	0	31.5	31
137	12	1	0	0	1	0	151	151
42	6	0	0	0	1	0	48.2	49
53	0	0	0	0	0	0	53.0	53
38	0	0	0	0	0	0	38.0	38
34	4	0	0	0	0	0	38.0	38
167	10	0	0	0	1	0	177	178
614	53	7	0	0	7	2	680	683

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
3	0	0	0	0	1	0	3.2	4
2	1	1	0	0	1	0	4.7	5
5	0	0	0	0	0	0	5.0	5
5	0	1	0	0	0	0	6.5	6
15	1	2	0	0	2	0	19	20
6	2	0	0	0	0	0	8.0	8
2	3	0	0	0	0	0	5.0	5
8	0	0	0	0	0	0	8.0	8
11	2	0	0	0	0	0	13.0	13
27	7	0	0	0	0	0	34	34
9	0	1	0	0	1	0	10.7	11
7	0	0	0	0	1	0	7.2	8
8	2	0	0	0	0	0	10.0	10
10	1	1	0	0	0	0	12.5	12
34	3	2	0	0	2	0	40	41
3	0	0	0	0	0	0	3.0	3
9	3	0	0	0	0	0	12.0	12
8	1	0	0	0	0	0	9.0	9
8	0	1	0	0	0	0	9.5	9
28	4	1	0	0	0	0	34	33
104	15	5	0	0	4	0	127	128
22	0	0	0	0	0	0	22.0	22
11	0	0	0	0	0	0	11.0	11
10	1	1	0	0	0	0	12.5	12
15	0	0	0	0	0	0	15.0	15
58	1	1	0	0	0	0	61	60
23	4	0	0	1	0	0	29.0	28
16	1	0	0	0	0	0	17.0	17
21	0	0	0	0	0	0	21.0	21
20	1	0	0	0	0	0	21.0	21
80	6	0	0	1	0	0	88	87
15	0	0	0	0	0	0	15.0	15
16	2	0	0	0	0	0	18.0	18
19	1	0	0	0	0	0	20.0	20
17	1	0	0	0	1	0	18.2	19
67	4	0	0	0	1	0	71	72
17	1	0	0	0	0	0	18.0	18
16	1	0	0	0	0	0	17.0	17
13	1	0	0	0	0	0	14.0	14
10	0	0	0	0	0	0	10.0	10
56	3	0	0	0	0	0	59	59
261	14	1	0	1	1	0	279	278

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	14	1	0	0	0	1	0	**15.2**	**16**
06:15 - 06:30	14	1	1	0	0	1	0	**16.7**	**17**
06:30 - 06:45	20	1	1	0	0	1	0	**22.7**	**23**
06:45 - 07:00	40	1	1	0	0	1	0	**42.7**	**43**
Hourly Total	**88**	**4**	**3**	**0**	**0**	**4**	**0**	**97**	**99**
07:00 - 07:15	33	8	0	0	0	0	1	**41.4**	**42**
07:15 - 07:30	26	5	1	1	1	1	0	**37.0**	**35**
07:30 - 07:45	29	6	0	0	0	1	0	**35.2**	**36**
07:45 - 08:00	39	6	0	0	0	3	0	**45.6**	**48**
Hourly Total	**127**	**25**	**1**	**1**	**1**	**5**	**1**	**159**	**161**
08:00 - 08:15	36	5	2	0	0	2	0	**44.4**	**45**
08:15 - 08:30	51	4	0	0	0	2	0	**55.4**	**57**
08:30 - 08:45	54	6	0	0	0	1	0	**60.2**	**61**
08:45 - 09:00	56	6	2	0	0	2	0	**65.4**	**66**
Hourly Total	**197**	**21**	**4**	**0**	**0**	**7**	**0**	**225**	**229**
09:00 - 09:15	45	4	0	0	1	1	0	**51.2**	**51**
09:15 - 09:30	31	5	0	0	0	0	0	**36.0**	**36**
09:30 - 09:45	36	7	0	0	0	0	0	**43.0**	**43**
09:45 - 10:00	32	3	2	0	0	0	0	**38.0**	**37**
Hourly Total	**144**	**19**	**2**	**0**	**1**	**1**	**0**	**168**	**167**
Session Total	**556**	**69**	**10**	**1**	**2**	**17**	**1**	**650**	**656**
15:00 - 15:15	62	3	0	0	0	0	1	**65.4**	**66**
15:15 - 15:30	42	1	1	0	0	1	0	**44.7**	**45**
15:30 - 15:45	51	6	2	0	0	2	0	**60.4**	**61**
15:45 - 16:00	61	1	0	0	0	0	0	**62.0**	**62**
Hourly Total	**216**	**11**	**3**	**0**	**0**	**3**	**1**	**233**	**234**
16:00 - 16:15	74	15	1	0	1	0	0	**92.5**	**91**
16:15 - 16:30	63	3	1	0	0	2	0	**67.9**	**69**
16:30 - 16:45	76	8	1	0	0	0	0	**85.5**	**85**
16:45 - 17:00	54	4	2	0	0	1	1	**61.6**	**62**
Hourly Total	**267**	**30**	**5**	**0**	**1**	**3**	**1**	**308**	**307**
17:00 - 17:15	53	2	0	0	0	0	0	**55.0**	**55**
17:15 - 17:30	61	6	0	0	0	0	0	**67.0**	**67**
17:30 - 17:45	54	6	0	0	0	1	0	**60.2**	**61**
17:45 - 18:00	53	3	1	0	0	2	0	**57.9**	**59**
Hourly Total	**221**	**17**	**1**	**0**	**0**	**3**	**0**	**240**	**242**
18:00 - 18:15	63	7	0	0	0	1	2	**71.0**	**73**
18:15 - 18:30	70	1	0	0	0	0	0	**71.0**	**71**
18:30 - 18:45	57	1	0	0	0	0	0	**58.0**	**58**
18:45 - 19:00	50	4	0	0	0	0	0	**54.0**	**54**
Hourly Total	**240**	**13**	**0**	**0**	**0**	**1**	**2**	**254**	**256**
Session Total	**944**	**71**	**9**	**0**	**1**	**10**	**4**	**1034**	**1039**

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
16	0	0	0	0	1	0	16.2	17
20	3	0	0	0	4	0	23.8	27
31	5	0	0	0	1	1	36.6	38
29	4	1	0	0	0	0	34.5	34
96	12	1	0	0	6	1	111	116
29	4	0	0	0	0	0	33.0	33
40	6	1	0	0	2	0	47.9	49
31	6	1	0	0	0	0	38.5	38
43	8	0	0	0	0	0	51.0	51
143	24	2	0	0	2	0	170	171
55	8	2	0	0	1	0	66.2	66
58	5	1	0	0	2	0	64.9	66
53	8	2	0	0	0	0	64.0	63
37	6	0	0	0	0	0	43.0	43
203	27	5	0	0	3	0	238	238
54	4	2	0	0	2	0	61.4	62
61	5	0	0	0	0	1	66.4	67
61	8	3	0	0	2	0	73.9	74
45	7	0	1	0	0	2	55.1	55
221	24	5	1	0	4	3	257	258
663	87	13	1	0	15	4	776	783
63	2	1	1	0	0	0	68.8	67
71	2	1	0	0	1	0	74.7	75
74	6	0	1	0	0	0	82.3	81
59	8	0	0	0	1	0	67.2	68
267	18	2	2	0	2	0	293	291
72	8	1	0	0	1	0	81.7	82
56	5	0	0	0	1	0	61.2	62
51	6	1	0	0	3	1	59.5	62
58	3	0	0	0	0	0	61.0	61
237	22	2	0	0	5	1	263	267
63	3	1	0	0	1	2	68.5	70
72	2	0	0	0	3	1	75.0	78
61	7	0	0	0	1	0	68.2	69
64	2	2	0	0	0	0	69.0	68
260	14	3	0	0	5	3	281	285
50	2	0	0	0	0	0	52.0	52
51	4	0	0	0	0	0	55.0	55
45	5	0	0	0	0	0	50.0	50
46	3	0	0	0	1	0	49.2	50
192	14	0	0	0	1	0	206	207
956	68	7	2	0	13	4	1043	1050

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) Briscoe Lane / B - (South East) Ten Acres Lane / C - (South West) Briscoe Lane / D - (North West) Ten Acres Lan

Approach: C - (South West) Briscoe Lane

	C to D								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	6	1	0	1	0	0	0	**9.3**	**8**
06:15 - 06:30	14	1	1	0	0	0	0	**16.5**	**16**
06:30 - 06:45	13	3	0	0	1	0	0	**18.0**	**17**
06:45 - 07:00	10	1	3	0	1	0	0	**17.5**	**15**
Hourly Total	**43**	**6**	**4**	**1**	**2**	**0**	**0**	**61**	**56**
07:00 - 07:15	19	3	5	0	0	0	0	**29.5**	**27**
07:15 - 07:30	16	2	0	0	0	0	0	**18.0**	**18**
07:30 - 07:45	24	3	0	2	0	0	0	**31.6**	**29**
07:45 - 08:00	31	0	0	4	0	0	0	**40.2**	**35**
Hourly Total	**90**	**8**	**5**	**6**	**0**	**0**	**0**	**119**	**109**
08:00 - 08:15	29	0	0	1	0	0	0	**31.3**	**30**
08:15 - 08:30	47	3	0	0	1	1	0	**52.2**	**52**
08:30 - 08:45	32	4	0	0	0	0	1	**36.4**	**37**
08:45 - 09:00	28	1	2	1	0	0	0	**34.3**	**32**
Hourly Total	**136**	**8**	**2**	**2**	**1**	**1**	**1**	**154**	**151**
09:00 - 09:15	26	4	1	1	0	0	0	**33.8**	**32**
09:15 - 09:30	24	4	1	0	0	1	0	**29.7**	**30**
09:30 - 09:45	18	6	2	1	0	0	0	**29.3**	**27**
09:45 - 10:00	24	4	1	0	0	0	0	**29.5**	**29**
Hourly Total	**92**	**18**	**5**	**2**	**0**	**1**	**0**	**122**	**118**
Session Total	**361**	**40**	**16**	**11**	**3**	**2**	**1**	**457**	**434**
15:00 - 15:15	41	6	1	1	0	0	0	**50.8**	**49**
15:15 - 15:30	44	10	1	2	0	0	0	**60.1**	**57**
15:30 - 15:45	41	7	1	0	0	0	0	**49.5**	**49**
15:45 - 16:00	47	5	1	0	0	0	0	**53.5**	**53**
Hourly Total	**173**	**28**	**4**	**3**	**0**	**0**	**0**	**214**	**208**
16:00 - 16:15	47	7	0	0	0	0	0	**54.0**	**54**
16:15 - 16:30	39	3	2	1	0	0	0	**47.3**	**45**
16:30 - 16:45	34	9	1	0	0	0	0	**44.5**	**44**
16:45 - 17:00	52	4	0	0	0	0	1	**56.4**	**57**
Hourly Total	**172**	**23**	**3**	**1**	**0**	**0**	**1**	**202**	**200**
17:00 - 17:15	40	5	1	0	0	0	0	**46.5**	**46**
17:15 - 17:30	42	3	0	0	0	0	1	**45.4**	**46**
17:30 - 17:45	57	4	0	0	0	0	0	**61.0**	**61**
17:45 - 18:00	47	2	0	0	0	0	0	**49.0**	**49**
Hourly Total	**186**	**14**	**1**	**0**	**0**	**0**	**1**	**202**	**202**
18:00 - 18:15	39	2	0	0	0	0	1	**41.4**	**42**
18:15 - 18:30	46	4	0	0	0	1	0	**50.2**	**51**
18:30 - 18:45	48	5	0	0	0	0	0	**53.0**	**53**
18:45 - 19:00	32	4	0	0	0	0	0	**36.0**	**36**
Hourly Total	**165**	**15**	**0**	**0**	**0**	**1**	**1**	**181**	**182**
Session Total	**696**	**80**	**8**	**4**	**0**	**1**	**3**	**799**	**792**

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C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
14	0	1	0	1	0	0	17.5	16
12	2	1	0	0	0	0	15.5	15
11	2	0	0	2	0	0	17.0	15
15	1	2	0	0	0	0	19.0	18
52	5	4	0	3	0	0	69	64
22	1	2	0	1	0	1	28.4	27
16	6	2	0	2	0	0	29.0	26
33	1	0	0	2	1	0	38.2	37
45	1	1	0	2	0	0	51.5	49
116	9	5	0	7	1	1	147	139
35	2	0	0	0	0	0	37.0	37
53	7	3	1	3	0	1	73.2	68
48	3	1	1	3	1	0	61.0	57
42	4	1	1	0	1	0	50.0	49
178	16	5	3	6	2	1	221	211
35	4	2	1	2	0	0	48.3	44
40	9	2	0	1	0	0	54.0	52
47	8	1	0	2	0	0	60.5	58
44	7	1	0	1	0	0	54.5	53
166	28	6	1	6	0	0	217	207
512	58	20	4	22	3	2	655	621
80	7	0	0	3	1	0	93.2	91
76	12	0	1	0	1	1	90.9	91
97	9	0	0	3	1	0	112.2	110
98	16	1	0	2	0	0	119.5	117
351	44	1	1	8	3	1	416	409
104	13	0	0	3	3	1	124.0	124
108	18	2	0	2	0	1	133.4	131
123	11	2	0	2	0	1	141.4	139
131	13	1	0	1	0	0	147.5	146
466	55	5	0	8	3	3	546	540
120	8	0	0	1	0	0	130.0	129
112	12	0	0	1	2	3	127.6	130
119	11	0	0	1	0	0	132.0	131
117	11	0	0	1	1	1	130.6	131
468	42	0	0	4	3	4	520	521
89	3	0	0	0	0	1	92.4	93
105	5	0	0	3	1	0	116.2	114
74	3	0	0	1	1	4	80.8	83
53	6	0	0	2	0	1	63.4	62
321	17	0	0	6	2	6	353	352
1606	158	6	1	26	11	14	1835	1822

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
5	0	0	0	0	1	1	5.6	7
2	0	0	0	0	0	0	2.0	2
12	0	0	0	0	1	1	13	14
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3
4	1	0	0	0	0	0	5.0	5
8	1	0	0	0	0	0	9	9
8	1	1	0	0	0	0	10.5	10
8	2	0	0	0	0	0	10.0	10
8	3	0	0	0	0	0	11.0	11
7	0	0	0	0	0	0	7.0	7
31	6	1	0	0	0	0	39	38
8	0	1	0	0	0	0	9.5	9
6	1	0	0	0	0	0	7.0	7
7	1	1	0	0	0	0	9.5	9
9	1	0	1	0	0	0	12.3	11
30	3	2	1	0	0	0	38	36
81	10	3	1	0	1	1	98	97
7	0	0	0	0	0	0	7.0	7
7	1	0	0	0	0	0	8.0	8
16	2	0	1	0	0	0	20.3	19
10	1	0	0	0	0	0	11.0	11
40	4	0	1	0	0	0	46	45
13	1	0	0	0	0	0	14.0	14
15	0	0	0	0	0	0	15.0	15
13	2	0	0	0	1	0	15.2	16
12	0	0	0	0	0	0	12.0	12
53	3	0	0	0	1	0	56	57
17	2	0	0	0	0	0	19.0	19
10	1	0	0	0	1	1	11.6	13
7	4	0	0	0	0	0	11.0	11
13	0	0	0	0	0	0	13.0	13
47	7	0	0	0	1	1	55	56
10	0	0	0	0	0	0	10.0	10
10	0	0	0	0	0	0	10.0	10
6	0	0	0	0	0	0	6.0	6
3	0	0	0	0	0	0	3.0	3
29	0	0	0	0	0	0	29	29
169	14	0	1	0	2	1	186	187

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	22	1	1	1	1	0	0	**28.8**	**26**
06:15 - 06:30	29	3	2	0	0	0	0	**35.0**	**34**
06:30 - 06:45	29	5	0	0	3	1	1	**40.6**	**39**
06:45 - 07:00	27	2	5	0	1	0	0	**38.5**	**35**
Hourly Total	**107**	**11**	**8**	**1**	**5**	**1**	**1**	**143**	**134**
07:00 - 07:15	41	4	7	0	1	0	1	**57.9**	**54**
07:15 - 07:30	33	8	2	0	2	0	0	**48.0**	**45**
07:30 - 07:45	60	4	0	2	2	1	0	**72.8**	**69**
07:45 - 08:00	80	2	1	4	2	0	0	**96.7**	**89**
Hourly Total	**214**	**18**	**10**	**6**	**7**	**1**	**1**	**275**	**257**
08:00 - 08:15	72	3	1	1	0	0	0	**78.8**	**77**
08:15 - 08:30	108	12	3	1	4	1	1	**135.4**	**130**
08:30 - 08:45	88	10	1	1	3	1	1	**108.4**	**105**
08:45 - 09:00	77	5	3	2	0	1	0	**91.3**	**88**
Hourly Total	**345**	**30**	**8**	**5**	**7**	**3**	**2**	**414**	**400**
09:00 - 09:15	69	8	4	2	2	0	0	**91.6**	**85**
09:15 - 09:30	70	14	3	0	1	1	0	**90.7**	**89**
09:30 - 09:45	72	15	4	1	2	0	0	**99.3**	**94**
09:45 - 10:00	77	12	2	1	1	0	0	**96.3**	**93**
Hourly Total	**288**	**49**	**13**	**4**	**6**	**1**	**0**	**378**	**361**
Session Total	**954**	**108**	**39**	**16**	**25**	**6**	**4**	**1210**	**1152**
15:00 - 15:15	128	13	1	1	3	1	0	**151.0**	**147**
15:15 - 15:30	127	23	1	3	0	1	1	**159.0**	**156**
15:30 - 15:45	154	18	1	1	3	1	0	**182.0**	**178**
15:45 - 16:00	155	22	2	0	2	0	0	**184.0**	**181**
Hourly Total	**564**	**76**	**5**	**5**	**8**	**3**	**1**	**676**	**662**
16:00 - 16:15	164	21	0	0	3	3	1	**192.0**	**192**
16:15 - 16:30	162	21	4	1	2	0	1	**195.7**	**191**
16:30 - 16:45	170	22	3	0	2	1	1	**201.1**	**199**
16:45 - 17:00	195	17	1	0	1	0	1	**215.9**	**215**
Hourly Total	**691**	**81**	**8**	**1**	**8**	**4**	**4**	**805**	**797**
17:00 - 17:15	177	15	1	0	1	0	0	**195.5**	**194**
17:15 - 17:30	164	16	0	0	1	3	5	**184.6**	**189**
17:30 - 17:45	183	19	0	0	1	0	0	**204.0**	**203**
17:45 - 18:00	177	13	0	0	1	1	1	**192.6**	**193**
Hourly Total	**701**	**63**	**1**	**0**	**4**	**4**	**6**	**777**	**779**
18:00 - 18:15	138	5	0	0	0	0	2	**143.8**	**145**
18:15 - 18:30	161	9	0	0	3	2	0	**176.4**	**175**
18:30 - 18:45	128	8	0	0	1	1	4	**139.8**	**142**
18:45 - 19:00	88	10	0	0	2	0	1	**102.4**	**101**
Hourly Total	**515**	**32**	**0**	**0**	**6**	**3**	**7**	**562**	**563**
Session Total	**2471**	**252**	**14**	**6**	**26**	**14**	**18**	**2820**	**2801**

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
59	3	1	0	1	2	0	65.9	66
85	9	0	0	1	0	3	97.2	98
131	6	1	0	1	1	0	140.7	140
149	24	0	0	0	3	0	173.6	176
424	42	2	0	3	6	3	477	480
158	24	1	0	1	0	2	186.3	186
206	39	8	0	0	1	0	257.2	254
205	39	4	1	4	3	1	261.3	257
218	33	1	2	3	1	0	263.3	258
787	135	14	3	8	5	3	968	955
188	27	3	0	3	1	0	225.7	222
177	25	4	0	0	1	0	208.2	207
152	18	3	1	2	0	0	180.8	176
143	17	6	0	4	1	0	177.2	171
660	87	16	1	9	3	0	792	776
132	15	2	0	1	1	2	153.0	153
134	22	2	0	4	0	0	167.0	162
135	13	2	1	1	2	1	156.1	155
93	14	4	0	3	0	1	119.4	115
494	64	10	1	9	3	4	596	585
2365	328	42	5	29	17	10	2833	2796
84	13	2	1	0	0	1	102.7	101
75	3	2	0	4	1	0	89.2	85
83	8	2	1	4	0	0	104.3	98
85	9	0	2	1	1	0	100.8	98
327	33	6	4	9	2	1	397	382
93	4	0	0	1	1	0	99.2	99
73	6	2	0	0	0	0	82.0	81
75	9	1	0	2	0	0	89.5	87
81	5	0	0	1	0	0	88.0	87
322	24	3	0	4	1	0	359	354
93	10	0	0	0	1	1	103.6	105
98	3	0	1	2	1	0	107.5	105
91	7	0	0	1	3	1	101.0	103
120	6	0	0	1	1	1	128.6	129
402	26	0	1	4	6	3	441	442
114	4	0	0	0	3	11	123.0	132
84	5	0	0	2	0	0	93.0	91
100	8	0	0	1	0	0	110.0	109
116	9	1	0	1	0	0	128.5	127
414	26	1	0	4	3	11	455	459
1465	109	10	5	21	12	15	1651	1637

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) Briscoe Lane / B - (South East) Ten Acres Lane / C - (South West) Briscoe Lane / D - (North West) Ten Acres Lan

Approach: D - (North West) Ten Acres Lane

	D to A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	3	0	0	0	0	0	0	**3.0**	**3**
06:15 - 06:30	4	0	0	0	0	0	0	**4.0**	**4**
06:30 - 06:45	2	0	0	0	0	0	0	**2.0**	**2**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	1	0	0	0	0	**1.5**	**1**
07:30 - 07:45	1	1	0	0	0	0	0	**2.0**	**2**
07:45 - 08:00	3	0	0	0	0	0	0	**3.0**	**3**
Hourly Total	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**7**	**6**
08:00 - 08:15	5	0	0	0	0	0	0	**5.0**	**5**
08:15 - 08:30	4	0	0	0	0	0	0	**4.0**	**4**
08:30 - 08:45	5	0	0	0	0	0	0	**5.0**	**5**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**14**
09:00 - 09:15	5	1	0	0	0	0	0	**6.0**	**6**
09:15 - 09:30	0	2	0	0	0	0	0	**2.0**	**2**
09:30 - 09:45	7	0	1	0	0	0	0	**8.5**	**8**
09:45 - 10:00	4	2	0	0	0	0	0	**6.0**	**6**
Hourly Total	**16**	**5**	**1**	**0**	**0**	**0**	**0**	**23**	**22**
Session Total	**43**	**6**	**2**	**0**	**0**	**0**	**0**	**52**	**51**
15:00 - 15:15	8	1	0	0	0	0	0	**9.0**	**9**
15:15 - 15:30	5	0	0	0	0	0	0	**5.0**	**5**
15:30 - 15:45	7	0	0	0	1	0	0	**9.0**	**8**
15:45 - 16:00	13	0	0	0	0	0	0	**13.0**	**13**
Hourly Total	**33**	**1**	**0**	**0**	**1**	**0**	**0**	**36**	**35**
16:00 - 16:15	5	0	0	0	0	0	0	**5.0**	**5**
16:15 - 16:30	8	0	0	0	0	0	0	**8.0**	**8**
16:30 - 16:45	12	2	0	0	0	0	0	**14.0**	**14**
16:45 - 17:00	12	0	0	0	0	0	0	**12.0**	**12**
Hourly Total	**37**	**2**	**0**	**0**	**0**	**0**	**0**	**39**	**39**
17:00 - 17:15	10	1	0	0	0	0	0	**11.0**	**11**
17:15 - 17:30	13	1	0	0	0	0	0	**14.0**	**14**
17:30 - 17:45	6	0	0	0	0	0	0	**6.0**	**6**
17:45 - 18:00	7	0	0	0	0	0	0	**7.0**	**7**
Hourly Total	**36**	**2**	**0**	**0**	**0**	**0**	**0**	**38**	**38**
18:00 - 18:15	14	0	0	0	0	0	0	**14.0**	**14**
18:15 - 18:30	3	0	0	0	0	0	0	**3.0**	**3**
18:30 - 18:45	8	0	0	0	0	0	0	**8.0**	**8**
18:45 - 19:00	12	1	0	0	0	1	0	**13.2**	**14**
Hourly Total	**37**	**1**	**0**	**0**	**0**	**1**	**0**	**38**	**39**
Session Total	**143**	**6**	**0**	**0**	**1**	**1**	**0**	**151**	**151**

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D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10	0	0	0	0	1	0	10.2	11
13	3	0	0	0	4	0	16.8	20
19	3	0	0	0	0	0	22.0	22
17	2	0	0	0	0	0	19.0	19
59	8	0	0	0	5	0	68	72
23	4	0	0	0	0	0	27.0	27
27	5	1	0	0	2	0	33.9	35
14	4	0	0	0	0	0	18.0	18
28	7	0	0	0	0	0	35.0	35
92	20	1	0	0	2	0	114	115
25	6	1	0	0	1	0	32.7	33
36	2	0	0	0	2	0	38.4	40
43	5	2	0	0	0	0	51.0	50
19	3	0	0	0	0	0	22.0	22
123	16	3	0	0	3	0	144	145
34	2	1	0	0	2	0	37.9	39
35	4	0	0	0	0	1	39.4	40
35	4	1	0	0	1	0	40.7	41
22	3	0	0	0	0	2	25.8	27
126	13	2	0	0	3	3	144	147
400	57	6	0	0	13	3	470	479
49	2	1	1	0	0	0	54.8	53
47	1	1	0	0	1	0	49.7	50
44	4	0	0	0	0	0	48.0	48
35	5	0	0	0	1	0	40.2	41
175	12	2	1	0	2	0	193	192
42	5	1	0	0	1	0	48.7	49
30	3	0	0	0	0	0	33.0	33
27	1	0	0	0	2	1	28.8	31
33	3	0	0	0	0	0	36.0	36
132	12	1	0	0	3	1	147	149
36	1	1	0	0	1	1	39.1	40
43	1	0	0	0	2	0	44.4	46
41	0	0	0	0	1	0	41.2	42
39	1	2	0	0	0	0	43.0	42
159	3	3	0	0	4	1	168	170
30	2	0	0	0	0	0	32.0	32
30	1	0	0	0	0	0	31.0	31
23	4	0	0	0	0	0	27.0	27
29	1	0	0	0	1	0	30.2	31
112	8	0	0	0	1	0	120	121
578	35	6	1	0	10	2	627	632

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
19	0	1	0	0	0	0	20.5	20
28	3	0	0	0	0	0	31.0	31
36	2	0	0	0	0	0	38.0	38
35	6	0	0	0	0	0	41.0	41
118	11	1	0	0	0	0	131	130
46	6	0	0	0	0	0	52.0	52
54	7	1	0	0	0	0	62.5	62
49	11	1	1	0	0	1	64.2	63
55	8	1	1	0	0	0	66.8	65
204	32	3	2	0	0	1	246	242
46	3	1	0	0	0	0	50.5	50
36	7	2	0	0	0	0	46.0	45
31	6	0	1	0	0	0	39.3	38
36	4	4	0	0	1	0	46.2	45
149	20	7	1	0	1	0	182	178
46	3	0	0	0	0	1	49.4	50
34	5	0	0	2	0	0	43.0	41
38	3	1	1	0	0	0	44.8	43
30	4	3	0	0	0	1	38.9	38
148	15	4	1	2	0	2	176	172
619	78	15	4	2	1	3	734	722
32	4	2	1	0	0	0	41.3	39
21	0	0	0	0	0	0	21.0	21
27	5	1	1	0	0	0	35.8	34
30	2	0	2	0	1	0	36.8	35
110	11	3	4	0	1	0	135	129
31	0	0	0	1	0	0	33.0	32
29	0	1	0	0	0	0	30.5	30
17	2	1	0	0	0	0	20.5	20
32	3	0	0	0	0	0	35.0	35
109	5	2	0	1	0	0	119	117
38	0	0	0	0	0	1	38.4	39
32	2	0	1	0	0	0	36.3	35
28	2	0	0	1	2	1	32.8	34
39	3	0	0	0	0	0	42.0	42
137	7	0	1	1	2	2	150	150
35	2	0	0	0	1	8	40.4	46
25	3	0	0	0	0	0	28.0	28
38	4	0	0	0	0	0	42.0	42
36	3	0	0	0	0	0	39.0	39
134	12	0	0	0	1	8	149	155
490	35	5	5	2	4	10	553	551

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From D								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	32	0	1	0	0	1	0	**33.7**	**34**
06:15 - 06:30	45	6	0	0	0	4	0	**51.8**	**55**
06:30 - 06:45	57	5	0	0	0	0	0	**62.0**	**62**
06:45 - 07:00	52	8	0	0	0	0	0	**60.0**	**60**
Hourly Total	**186**	**19**	**1**	**0**	**0**	**5**	**0**	**208**	**211**
07:00 - 07:15	69	10	0	0	0	0	0	**79.0**	**79**
07:15 - 07:30	81	12	3	0	0	2	0	**97.9**	**98**
07:30 - 07:45	64	16	1	1	0	0	1	**84.2**	**83**
07:45 - 08:00	86	15	1	1	0	0	0	**104.8**	**103**
Hourly Total	**300**	**53**	**5**	**2**	**0**	**2**	**1**	**366**	**363**
08:00 - 08:15	76	9	2	0	0	1	0	**88.2**	**88**
08:15 - 08:30	76	9	2	0	0	2	0	**88.4**	**89**
08:30 - 08:45	79	11	2	1	0	0	0	**95.3**	**93**
08:45 - 09:00	55	7	4	0	0	1	0	**68.2**	**67**
Hourly Total	**286**	**36**	**10**	**1**	**0**	**4**	**0**	**340**	**337**
09:00 - 09:15	85	6	1	0	0	2	1	**93.3**	**95**
09:15 - 09:30	69	11	0	0	2	0	1	**84.4**	**83**
09:30 - 09:45	80	7	3	1	0	1	0	**94.0**	**92**
09:45 - 10:00	56	9	3	0	0	0	3	**70.7**	**71**
Hourly Total	**290**	**33**	**7**	**1**	**2**	**3**	**5**	**342**	**341**
Session Total	**1062**	**141**	**23**	**4**	**2**	**14**	**6**	**1256**	**1252**
15:00 - 15:15	89	7	3	2	0	0	0	**105.1**	**101**
15:15 - 15:30	73	1	1	0	0	1	0	**75.7**	**76**
15:30 - 15:45	78	9	1	1	1	0	0	**92.8**	**90**
15:45 - 16:00	78	7	0	2	0	2	0	**90.0**	**89**
Hourly Total	**318**	**24**	**5**	**5**	**1**	**3**	**0**	**364**	**356**
16:00 - 16:15	78	5	1	0	1	1	0	**86.7**	**86**
16:15 - 16:30	67	3	1	0	0	0	0	**71.5**	**71**
16:30 - 16:45	56	5	1	0	0	2	1	**63.3**	**65**
16:45 - 17:00	77	6	0	0	0	0	0	**83.0**	**83**
Hourly Total	**278**	**19**	**3**	**0**	**1**	**3**	**1**	**305**	**305**
17:00 - 17:15	84	2	1	0	0	1	2	**88.5**	**90**
17:15 - 17:30	88	4	0	1	0	2	0	**94.7**	**95**
17:30 - 17:45	75	2	0	0	1	3	1	**80.0**	**82**
17:45 - 18:00	85	4	2	0	0	0	0	**92.0**	**91**
Hourly Total	**332**	**12**	**3**	**1**	**1**	**6**	**3**	**355**	**358**
18:00 - 18:15	79	4	0	0	0	1	8	**86.4**	**92**
18:15 - 18:30	58	4	0	0	0	0	0	**62.0**	**62**
18:30 - 18:45	69	8	0	0	0	0	0	**77.0**	**77**
18:45 - 19:00	77	5	0	0	0	2	0	**82.4**	**84**
Hourly Total	**283**	**21**	**0**	**0**	**0**	**3**	**8**	**308**	**315**
Session Total	**1211**	**76**	**11**	**6**	**3**	**15**	**12**	**1331**	**1334**

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
18	2	0	1	0	0	0	22.3	21
27	2	1	0	0	0	0	30.5	30
25	4	1	0	1	1	0	32.7	32
40	2	3	0	1	0	0	48.5	46
110	10	5	1	2	1	0	134	129
43	11	5	0	0	0	1	61.9	60
36	4	0	1	1	1	0	44.5	43
43	9	0	2	0	1	0	56.8	55
58	4	0	4	1	3	0	73.8	70
180	28	5	7	2	5	1	237	228
59	3	1	1	0	1	0	66.0	65
86	7	0	0	1	1	0	95.2	95
73	6	0	0	0	1	1	79.6	81
77	5	3	1	0	2	0	89.2	88
295	21	4	2	1	5	1	330	329
70	7	1	1	1	1	0	83.0	81
51	6	1	0	0	1	0	58.7	59
52	12	2	1	0	0	0	69.3	67
51	9	1	0	0	0	0	61.5	61
224	34	5	2	1	2	0	273	268
809	93	19	12	6	13	2	974	954
81	10	1	1	0	0	1	95.2	94
91	12	1	2	0	0	0	109.1	106
83	13	3	0	0	2	0	100.9	101
100	6	1	0	1	0	0	109.5	108
355	41	6	3	1	2	1	415	409
106	17	1	0	1	0	0	126.5	125
96	5	3	1	0	3	0	108.4	108
91	17	2	0	0	0	0	111.0	110
94	7	3	0	0	1	2	106.5	107
387	46	9	1	1	4	2	452	450
81	8	1	0	0	0	0	90.5	90
91	7	0	0	0	0	1	98.4	99
90	8	0	0	0	1	0	98.2	99
84	4	1	0	0	0	0	89.5	89
346	27	2	0	0	1	1	377	377
86	9	0	0	0	1	1	95.6	97
108	4	0	0	0	1	0	112.2	113
93	5	0	0	0	0	0	98.0	98
71	8	0	0	0	0	0	79.0	79
358	26	0	0	0	2	1	385	387
1446	140	17	4	2	9	5	1629	1623

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (East) Gibbon Street / B - (South East) A6010 Alan Turing Way / C - (West) Gibbon Street / D - (North West) A6010 Alan Tur

Approach: A - (East) Gibbon Street

	A to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	14	1	0	0	0	0	0	15.0	15
06:15 - 06:30	16	0	0	0	0	0	0	16.0	16
06:30 - 06:45	22	2	0	0	0	0	0	24.0	24
06:45 - 07:00	27	3	0	0	0	0	1	30.4	31
Hourly Total	**79**	**6**	**0**	**0**	**0**	**0**	**1**	**85**	**86**
07:00 - 07:15	40	7	0	0	0	0	0	47.0	47
07:15 - 07:30	33	5	0	0	0	0	0	38.0	38
07:30 - 07:45	44	3	0	1	0	0	0	49.3	48
07:45 - 08:00	34	2	0	0	0	0	0	36.0	36
Hourly Total	**151**	**17**	**0**	**1**	**0**	**0**	**0**	**170**	**169**
08:00 - 08:15	36	3	0	0	0	0	0	39.0	39
08:15 - 08:30	40	3	0	0	0	0	0	43.0	43
08:30 - 08:45	40	3	0	0	0	0	0	43.0	43
08:45 - 09:00	40	4	0	0	0	0	0	44.0	44
Hourly Total	**156**	**13**	**0**	**0**	**0**	**0**	**0**	**169**	**169**
09:00 - 09:15	32	2	0	0	0	0	0	34.0	34
09:15 - 09:30	53	3	0	0	0	0	0	56.0	56
09:30 - 09:45	64	5	0	0	0	0	0	69.0	69
09:45 - 10:00	31	0	0	0	0	0	0	31.0	31
Hourly Total	**180**	**10**	**0**	**0**	**0**	**0**	**0**	**190**	**190**
Session Total	**566**	**46**	**0**	**1**	**0**	**0**	**1**	**615**	**614**
15:00 - 15:15	53	7	0	0	0	0	0	60.0	60
15:15 - 15:30	48	4	0	1	0	0	0	54.3	53
15:30 - 15:45	47	2	0	0	0	0	0	49.0	49
15:45 - 16:00	53	4	0	1	0	0	0	59.3	58
Hourly Total	**201**	**17**	**0**	**2**	**0**	**0**	**0**	**223**	**220**
16:00 - 16:15	63	0	0	0	0	0	0	63.0	63
16:15 - 16:30	45	1	0	0	0	0	0	46.0	46
16:30 - 16:45	48	7	0	0	0	0	0	55.0	55
16:45 - 17:00	72	2	0	0	0	0	0	74.0	74
Hourly Total	**228**	**10**	**0**	**0**	**0**	**0**	**0**	**238**	**238**
17:00 - 17:15	51	3	1	0	0	0	0	55.5	55
17:15 - 17:30	72	0	0	0	0	0	0	72.0	72
17:30 - 17:45	70	4	0	0	0	0	0	74.0	74
17:45 - 18:00	61	2	0	0	0	0	0	63.0	63
Hourly Total	**254**	**9**	**1**	**0**	**0**	**0**	**0**	**265**	**264**
18:00 - 18:15	61	4	0	0	0	0	1	65.4	66
18:15 - 18:30	71	0	0	0	0	0	0	71.0	71
18:30 - 18:45	62	3	0	0	0	0	0	65.0	65
18:45 - 19:00	56	3	0	0	0	0	0	59.0	59
Hourly Total	**250**	**10**	**0**	**0**	**0**	**0**	**1**	**260**	**261**
Session Total	**933**	**46**	**1**	**2**	**0**	**0**	**1**	**986**	**983**

ing Way

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2	2
3	0	0	0	0	0	0	3	3
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
5	0	0	0	0	0	0	5.0	5
2	0	0	0	0	0	0	2.0	2
10	0	0	0	0	0	0	10	10
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3	3
15	0	0	0	0	0	0	15	15

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	1	0	0	0	0	0	5.0	5
13	1	0	3	0	0	1	21.3	18
15	1	1	0	0	0	0	17.5	17
9	5	1	0	0	0	0	15.5	15
41	8	2	3	0	0	1	59	55
15	5	0	0	0	0	0	20.0	20
27	3	0	0	0	0	0	30.0	30
19	6	1	0	0	0	0	26.5	26
25	5	1	0	0	0	0	31.5	31
86	19	2	0	0	0	0	108	107
20	1	0	0	0	0	0	21.0	21
23	4	1	0	0	0	0	28.5	28
32	2	0	0	0	0	0	34.0	34
25	1	0	0	0	0	0	26.0	26
100	8	1	0	0	0	0	110	109
28	2	0	0	0	0	0	30.0	30
22	4	0	0	0	0	0	26.0	26
29	9	0	0	0	0	0	38.0	38
21	4	2	0	0	0	0	28.0	27
100	19	2	0	0	0	0	122	121
327	54	7	3	0	0	1	399	392
38	4	1	0	0	0	0	43.5	43
32	2	0	0	0	0	0	34.0	34
42	2	0	0	0	0	0	44.0	44
34	3	0	0	0	0	0	37.0	37
146	11	1	0	0	0	0	159	158
37	3	0	0	0	2	0	40.4	42
32	1	0	0	0	1	0	33.2	34
26	0	0	0	0	0	0	26.0	26
33	2	0	0	0	1	1	35.6	37
128	6	0	0	0	4	1	135	139
43	1	0	0	0	1	0	44.2	45
38	1	0	0	0	0	0	39.0	39
29	1	0	0	0	0	0	30.0	30
45	0	0	0	0	0	0	45.0	45
155	3	0	0	0	1	0	158	159
39	0	0	0	0	5	0	40.0	44
32	2	0	0	0	0	0	34.0	34
33	1	0	0	0	2	0	34.4	36
36	4	0	0	0	1	0	40.2	41
140	7	0	0	0	8	0	149	155
569	27	1	0	0	13	1	601	611

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	18	2	0	0	0	0	0	**20.0**	**20**
06:15 - 06:30	29	1	0	3	0	0	1	**37.3**	**34**
06:30 - 06:45	37	3	1	0	0	0	0	**41.5**	**41**
06:45 - 07:00	36	8	1	0	0	0	1	**45.9**	**46**
Hourly Total	**120**	**14**	**2**	**3**	**0**	**0**	**2**	**145**	**141**
07:00 - 07:15	55	12	0	0	0	0	0	**67.0**	**67**
07:15 - 07:30	60	8	0	0	0	0	0	**68.0**	**68**
07:30 - 07:45	63	9	1	1	0	0	0	**75.8**	**74**
07:45 - 08:00	59	7	1	0	0	0	0	**67.5**	**67**
Hourly Total	**237**	**36**	**2**	**1**	**0**	**0**	**0**	**278**	**276**
08:00 - 08:15	56	4	0	0	0	0	0	**60.0**	**60**
08:15 - 08:30	63	7	1	0	0	0	0	**71.5**	**71**
08:30 - 08:45	73	5	0	0	0	0	0	**78.0**	**78**
08:45 - 09:00	65	5	0	0	0	0	0	**70.0**	**70**
Hourly Total	**257**	**21**	**1**	**0**	**0**	**0**	**0**	**280**	**279**
09:00 - 09:15	60	4	0	0	0	0	0	**64.0**	**64**
09:15 - 09:30	76	7	0	0	0	0	0	**83.0**	**83**
09:30 - 09:45	93	14	0	0	0	0	0	**107.0**	**107**
09:45 - 10:00	53	4	2	0	0	0	0	**60.0**	**59**
Hourly Total	**282**	**29**	**2**	**0**	**0**	**0**	**0**	**314**	**313**
Session Total	**896**	**100**	**7**	**4**	**0**	**0**	**2**	**1017**	**1009**
15:00 - 15:15	92	11	1	0	0	0	0	**104.5**	**104**
15:15 - 15:30	82	6	0	1	0	0	0	**90.3**	**89**
15:30 - 15:45	94	4	0	0	0	0	0	**98.0**	**98**
15:45 - 16:00	89	7	0	1	0	0	0	**98.3**	**97**
Hourly Total	**357**	**28**	**1**	**2**	**0**	**0**	**0**	**391**	**388**
16:00 - 16:15	101	3	0	0	0	2	0	**104.4**	**106**
16:15 - 16:30	78	2	0	0	0	1	0	**80.2**	**81**
16:30 - 16:45	74	7	0	0	0	0	0	**81.0**	**81**
16:45 - 17:00	105	4	0	0	0	1	1	**109.6**	**111**
Hourly Total	**358**	**16**	**0**	**0**	**0**	**4**	**1**	**375**	**379**
17:00 - 17:15	94	4	1	0	0	1	0	**99.7**	**100**
17:15 - 17:30	110	1	0	0	0	0	0	**111.0**	**111**
17:30 - 17:45	99	5	0	0	0	0	0	**104.0**	**104**
17:45 - 18:00	106	2	0	0	0	0	0	**108.0**	**108**
Hourly Total	**409**	**12**	**1**	**0**	**0**	**1**	**0**	**423**	**423**
18:00 - 18:15	100	4	0	0	0	5	1	**105.4**	**110**
18:15 - 18:30	103	2	0	0	0	0	0	**105.0**	**105**
18:30 - 18:45	96	4	0	0	0	2	0	**100.4**	**102**
18:45 - 19:00	94	7	0	0	0	1	0	**101.2**	**102**
Hourly Total	**393**	**17**	**0**	**0**	**0**	**8**	**1**	**412**	**419**
Session Total	**1517**	**73**	**2**	**2**	**0**	**13**	**2**	**1601**	**1609**

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
22	2	0	0	0	0	0	24.0	24
36	2	2	3	0	0	1	48.3	44
32	4	1	0	0	0	0	37.5	37
39	11	1	0	0	0	0	51.5	51
129	19	4	3	0	0	1	161	156
49	7	0	1	0	0	0	58.3	57
52	5	2	0	0	0	0	60.0	59
44	4	1	0	0	0	0	49.5	49
49	8	2	0	0	0	0	60.0	59
194	24	5	1	0	0	0	228	224
71	3	2	0	0	0	0	77.0	76
52	0	0	0	0	1	0	52.2	53
38	4	0	0	0	0	0	42.0	42
71	4	0	0	0	2	0	75.4	77
232	11	2	0	0	3	0	247	248
100	12	0	0	0	0	0	112.0	112
80	10	2	0	0	0	0	93.0	92
74	5	0	0	0	0	0	79.0	79
88	6	2	0	0	0	0	97.0	96
342	33	4	0	0	0	0	381	379
897	87	15	4	0	3	1	1017	1007
92	8	1	0	0	0	1	101.9	102
99	6	0	1	0	0	0	107.3	106
102	6	1	0	0	0	0	109.5	109
93	4	0	0	0	1	0	97.2	98
386	24	2	1	0	1	1	416	415
102	4	1	0	0	0	1	107.9	108
131	1	0	0	0	0	2	132.8	134
100	4	2	0	0	0	0	107.0	106
136	8	1	0	0	0	1	145.9	146
469	17	4	0	0	0	4	494	494
100	1	0	0	0	0	0	101.0	101
105	7	0	0	0	1	0	112.2	113
121	5	1	0	0	2	0	127.9	129
98	3	0	0	0	0	2	101.8	103
424	16	1	0	0	3	2	443	446
92	4	1	0	0	0	0	97.5	97
85	6	0	0	0	1	0	91.2	92
98	5	0	0	0	0	0	103.0	103
93	2	0	0	0	1	1	95.6	97
368	17	1	0	0	2	1	387	389
1647	74	8	1	0	6	8	1740	1744

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (East) Gibbon Street / B - (South East) A6010 Alan Turing Way / C - (West) Gibbon Street / D - (North West) A6010 Alan Tur

Approach: B - (South East) A6010 Alan Turing Way

	B to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	2	0	0	0	0	0	0	2.0	2
06:15 - 06:30	0	1	0	0	0	0	0	1.0	1
06:30 - 06:45	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
07:00 - 07:15	1	1	0	1	0	0	0	4.3	3
07:15 - 07:30	0	0	1	0	0	0	0	1.5	1
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**8**	**6**
08:00 - 08:15	1	0	1	0	0	0	0	2.5	2
08:15 - 08:30	0	1	0	1	0	0	0	3.3	2
08:30 - 08:45	2	2	0	0	0	0	0	4.0	4
08:45 - 09:00	1	1	0	0	0	0	0	2.0	2
Hourly Total	**4**	**4**	**1**	**1**	**0**	**0**	**0**	**12**	**10**
09:00 - 09:15	0	1	1	0	0	0	0	2.5	2
09:15 - 09:30	1	0	1	0	0	0	0	2.5	2
09:30 - 09:45	2	1	0	2	0	0	0	7.6	5
09:45 - 10:00	0	1	0	0	0	0	0	1.0	1
Hourly Total	**3**	**3**	**2**	**2**	**0**	**0**	**0**	**14**	**10**
Session Total	**12**	**9**	**4**	**4**	**0**	**0**	**0**	**36**	**29**
15:00 - 15:15	1	0	0	0	0	0	0	1.0	1
15:15 - 15:30	2	0	0	0	0	0	0	2.0	2
15:30 - 15:45	6	0	0	0	0	0	0	6.0	6
15:45 - 16:00	9	0	0	0	0	0	0	9.0	9
Hourly Total	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**18**
16:00 - 16:15	9	0	0	0	0	0	1	9.4	10
16:15 - 16:30	8	0	0	0	0	0	0	8.0	8
16:30 - 16:45	6	0	0	0	0	0	0	6.0	6
16:45 - 17:00	9	0	0	0	0	0	0	9.0	9
Hourly Total	**32**	**0**	**0**	**0**	**0**	**0**	**1**	**32**	**33**
17:00 - 17:15	5	0	0	0	0	0	0	5.0	5
17:15 - 17:30	5	0	0	0	0	0	0	5.0	5
17:30 - 17:45	8	0	0	0	0	0	0	8.0	8
17:45 - 18:00	13	0	0	0	0	0	0	13.0	13
Hourly Total	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**31**
18:00 - 18:15	10	0	0	0	0	0	0	10.0	10
18:15 - 18:30	26	0	0	0	0	0	0	26.0	26
18:30 - 18:45	13	0	0	0	0	0	0	13.0	13
18:45 - 19:00	12	0	0	0	0	0	0	12.0	12
Hourly Total	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**61**
Session Total	**142**	**0**	**0**	**0**	**0**	**0**	**1**	**142**	**143**

ing Way

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
67	12	3	1	1	2	1	88.6	87
86	14	10	5	1	2	0	128.9	118
95	17	7	4	2	2	0	136.1	127
113	23	14	3	2	1	1	168.5	157
361	66	34	13	6	7	2	522	489
118	25	14	3	1	3	0	173.5	164
122	25	7	5	1	1	0	171.2	161
155	26	5	4	0	4	1	198.9	195
164	17	2	6	1	3	2	201.2	195
559	93	28	18	3	11	3	745	715
197	23	2	10	2	1	3	251.4	238
207	22	9	1	4	0	2	253.6	245
163	23	5	6	1	1	3	210.7	202
230	34	15	5	1	1	0	300.2	286
797	102	31	22	8	3	8	1016	971
196	29	8	11	1	2	2	265.5	249
171	38	9	4	2	2	0	236.1	226
169	31	7	2	2	1	0	219.3	212
190	44	6	4	2	0	0	256.2	246
726	142	30	21	7	5	2	977	933
2443	403	123	74	24	26	15	3260	3108
241	39	6	2	2	0	0	297.6	290
220	30	3	3	0	2	1	262.2	259
214	24	4	4	1	0	1	255.6	248
242	26	5	2	3	1	1	286.7	280
917	119	18	11	6	3	3	1102	1077
266	40	3	5	0	0	2	322.8	316
226	26	5	0	0	1	0	259.7	258
246	32	6	0	2	1	2	292.0	289
280	16	2	2	0	3	1	304.6	304
1018	114	16	7	2	5	5	1179	1167
244	24	3	2	1	3	0	279.7	277
267	24	3	2	0	5	3	302.3	304
305	23	3	0	1	4	0	335.3	336
262	14	2	2	1	1	1	286.2	283
1078	85	11	6	3	13	4	1204	1200
244	15	0	0	1	3	2	262.4	265
287	17	0	2	2	4	1	313.8	313
253	12	1	0	0	2	1	267.3	269
267	11	0	2	0	2	1	283.4	283
1051	55	1	4	3	11	5	1127	1130
4064	373	46	28	14	32	17	4612	4574

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10	1	0	0	0	0	0	11.0	11
20	2	1	0	0	0	1	23.9	24
15	1	1	0	0	0	0	17.5	17
20	6	0	0	0	0	0	26.0	26
65	10	2	0	0	0	1	78	78
26	5	0	0	0	0	0	31.0	31
27	1	1	0	0	0	0	29.5	29
25	2	0	0	0	0	0	27.0	27
28	5	2	0	0	0	0	36.0	35
106	13	3	0	0	0	0	124	122
33	2	1	0	0	0	0	36.5	36
35	0	0	0	0	0	0	35.0	35
19	1	0	0	0	0	0	20.0	20
51	2	0	0	0	0	0	53.0	53
138	5	1	0	0	0	0	145	144
62	10	0	0	0	0	0	72.0	72
52	5	1	0	0	0	0	58.5	58
50	2	0	0	0	0	0	52.0	52
54	6	1	0	0	0	0	61.5	61
218	23	2	0	0	0	0	244	243
527	51	8	0	0	0	1	590	587
60	4	1	0	0	0	0	65.5	65
64	5	0	1	0	0	0	71.3	70
67	4	0	0	0	0	0	71.0	71
51	3	0	0	0	0	0	54.0	54
242	16	1	1	0	0	0	262	260
71	4	1	0	0	0	1	76.9	77
89	0	0	0	0	0	0	89.0	89
59	2	1	0	0	0	0	62.5	62
82	8	1	0	0	0	0	91.5	91
301	14	3	0	0	0	1	320	319
63	1	0	0	0	0	0	64.0	64
67	4	0	0	0	0	0	71.0	71
64	3	1	0	0	0	0	68.5	68
66	0	0	0	0	0	1	66.4	67
260	8	1	0	0	0	1	270	270
71	2	1	0	0	0	0	74.5	74
49	3	0	0	0	0	0	52.0	52
55	1	0	0	0	0	0	56.0	56
63	1	0	0	0	0	1	64.4	65
238	7	1	0	0	0	1	247	247
1041	45	6	1	0	0	3	1099	1096

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

	From B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	79	13	3	1	1	2	1	**101.6**	**100**
06:15 - 06:30	106	17	11	5	1	2	1	**153.8**	**143**
06:30 - 06:45	110	18	8	4	2	2	0	**153.6**	**144**
06:45 - 07:00	133	29	14	3	2	1	1	**194.5**	**183**
Hourly Total	**428**	**77**	**36**	**13**	**6**	**7**	**3**	**604**	**570**
07:00 - 07:15	146	31	14	4	1	3	0	**209.8**	**199**
07:15 - 07:30	149	26	9	5	1	1	0	**202.2**	**191**
07:30 - 07:45	181	28	5	4	0	4	1	**226.9**	**223**
07:45 - 08:00	193	22	4	6	1	3	2	**238.2**	**231**
Hourly Total	**669**	**107**	**32**	**19**	**3**	**11**	**3**	**877**	**844**
08:00 - 08:15	231	25	4	10	2	1	3	**290.4**	**276**
08:15 - 08:30	242	23	9	2	4	0	2	**291.9**	**282**
08:30 - 08:45	184	26	5	6	1	1	3	**234.7**	**226**
08:45 - 09:00	282	37	15	5	1	1	0	**355.2**	**341**
Hourly Total	**939**	**111**	**33**	**23**	**8**	**3**	**8**	**1172**	**1125**
09:00 - 09:15	258	40	9	11	1	2	2	**340.0**	**323**
09:15 - 09:30	224	43	11	4	2	2	0	**297.1**	**286**
09:30 - 09:45	221	34	7	4	2	1	0	**278.9**	**269**
09:45 - 10:00	244	51	7	4	2	0	0	**318.7**	**308**
Hourly Total	**947**	**168**	**34**	**23**	**7**	**5**	**2**	**1235**	**1186**
Session Total	**2983**	**463**	**135**	**78**	**24**	**26**	**16**	**3888**	**3725**
15:00 - 15:15	302	43	7	2	2	0	0	**364.1**	**356**
15:15 - 15:30	286	35	3	4	0	2	1	**335.5**	**331**
15:30 - 15:45	287	28	4	4	1	0	1	**332.6**	**325**
15:45 - 16:00	302	29	5	2	3	1	1	**349.7**	**343**
Hourly Total	**1177**	**135**	**19**	**12**	**6**	**3**	**3**	**1382**	**1355**
16:00 - 16:15	346	44	4	5	0	0	4	**409.1**	**403**
16:15 - 16:30	323	26	5	0	0	1	0	**356.7**	**355**
16:30 - 16:45	312	34	7	0	2	1	2	**361.5**	**358**
16:45 - 17:00	371	24	3	2	0	3	1	**405.1**	**404**
Hourly Total	**1352**	**128**	**19**	**7**	**2**	**5**	**7**	**1532**	**1520**
17:00 - 17:15	312	25	3	2	1	3	0	**348.7**	**346**
17:15 - 17:30	339	28	3	2	0	5	3	**378.3**	**380**
17:30 - 17:45	377	26	4	0	1	4	0	**411.8**	**412**
17:45 - 18:00	341	14	2	2	1	1	2	**365.6**	**363**
Hourly Total	**1369**	**93**	**12**	**6**	**3**	**13**	**5**	**1504**	**1501**
18:00 - 18:15	325	17	1	0	1	3	2	**346.9**	**349**
18:15 - 18:30	362	20	0	2	2	4	1	**391.8**	**391**
18:30 - 18:45	321	13	1	0	0	2	1	**336.3**	**338**
18:45 - 19:00	342	12	0	2	0	2	2	**359.8**	**360**
Hourly Total	**1350**	**62**	**2**	**4**	**3**	**11**	**6**	**1435**	**1438**
Session Total	**5248**	**418**	**52**	**29**	**14**	**32**	**21**	**5854**	**5814**

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
88	9	2	2	0	0	1	105.0	102
93	9	2	6	1	1	0	121.0	112
144	14	2	3	2	3	2	173.3	170
199	20	8	1	0	2	1	234.1	231
524	52	14	12	3	6	4	633	615
235	34	4	0	1	0	2	277.8	276
276	48	9	7	2	1	0	357.8	343
272	40	6	2	0	6	3	328.0	329
266	37	6	3	1	2	0	321.3	315
1049	159	25	12	4	9	5	1285	1263
252	32	2	6	1	1	0	303.0	294
231	24	6	3	0	2	0	271.3	266
225	37	10	4	1	0	0	288.2	277
204	24	13	3	2	1	1	259.0	248
912	117	31	16	4	4	1	1122	1085
237	27	3	3	0	1	2	276.4	273
213	33	7	6	3	3	1	277.3	266
233	33	7	8	4	2	0	303.3	287
170	22	9	4	4	0	1	223.1	210
853	115	26	21	11	6	4	1080	1036
3338	443	96	61	22	25	14	4120	3999
207	33	3	4	1	0	3	256.9	251
168	31	2	6	1	0	3	219.0	211
226	29	1	3	0	1	1	264.0	261
263	29	3	2	1	4	0	303.9	302
864	122	9	15	3	5	7	1044	1025
239	13	2	4	2	1	1	268.8	262
183	7	3	2	2	0	0	203.1	197
219	25	6	1	0	0	1	255.7	252
231	20	1	2	1	0	1	259.5	256
872	65	12	9	5	1	3	987	967
213	16	3	1	0	1	1	236.4	235
233	10	4	2	1	2	0	256.0	252
258	16	1	1	3	3	1	284.8	283
233	11	0	0	0	1	3	245.4	248
937	53	8	4	4	7	5	1023	1018
218	11	0	1	0	2	1	232.1	233
252	6	0	0	1	1	1	260.6	261
246	16	0	0	2	0	1	266.4	265
215	20	0	0	0	1	0	235.2	236
931	53	0	1	3	4	3	994	995
3604	293	29	29	15	17	18	4048	4005

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (East) Gibbon Street / B - (South East) A6010 Alan Turing Way / C - (West) Gibbon Street / D - (North West) A6010 Alan Tur

Approach: C - (West) Gibbon Street

	C to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	1	0	1	0	0	0	0	2.5	2
06:45 - 07:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**2**
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	0	1	0	0	0	0	0	1.0	1
07:30 - 07:45	1	1	0	0	0	0	0	2.0	2
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	4	0	0	0	0	0	0	4.0	4
08:45 - 09:00	1	1	0	0	0	0	0	2.0	2
Hourly Total	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
09:00 - 09:15	0	1	0	0	0	0	0	1.0	1
09:15 - 09:30	1	0	1	1	0	0	0	4.8	3
09:30 - 09:45	2	1	1	0	0	0	0	4.5	4
09:45 - 10:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**4**	**2**	**2**	**1**	**0**	**0**	**0**	**11**	**9**
Session Total	**13**	**5**	**3**	**1**	**0**	**0**	**0**	**25**	**22**
15:00 - 15:15	0	1	0	0	0	0	0	1.0	1
15:15 - 15:30	0	0	1	0	0	0	0	1.5	1
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	0	1	0	0	0	0	0	1.0	1
Hourly Total	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**5**
16:00 - 16:15	0	0	1	0	0	0	0	1.5	1
16:15 - 16:30	1	0	1	0	0	0	0	2.5	2
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**3**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	1	0	0	0	0	0	0	1.0	1
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	1	1	0	0	0	0	0	2.0	2
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
Session Total	**8**	**3**	**3**	**0**	**0**	**0**	**0**	**16**	**14**

ing Way

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	1	0	0	0	0	0	2	2
3	1	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	3

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	2	0	0	0	0	0	2.0	2
0	1	0	0	0	0	0	1.0	1
0	3	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.5	1
0	0	0	2	0	0	0	4.6	2
0	0	0	1	0	0	0	2.3	1
0	0	1	3	0	0	0	8	4
3	3	1	3	0	0	0	14	10
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	2	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
1	2	0	0	0	0	0	3	3
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
5	1	0	0	0	0	0	6	6
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
5	0	0	0	0	0	0	5	5
12	3	0	0	0	0	0	15	15

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	0	0	0	0	0	0	0	**0.0**	**0**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	2	0	1	0	0	0	0	**3.5**	**3**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**3**
07:00 - 07:15	2	0	0	0	0	0	0	**2.0**	**2**
07:15 - 07:30	0	1	0	0	0	0	0	**1.0**	**1**
07:30 - 07:45	1	1	0	0	0	0	0	**2.0**	**2**
07:45 - 08:00	2	0	0	0	0	0	0	**2.0**	**2**
Hourly Total	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
08:00 - 08:15	2	0	0	0	0	0	0	**2.0**	**2**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	4	2	0	0	0	0	0	**6.0**	**6**
08:45 - 09:00	1	2	0	0	0	0	0	**3.0**	**3**
Hourly Total	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**11**	**11**
09:00 - 09:15	0	1	0	0	0	0	0	**1.0**	**1**
09:15 - 09:30	1	0	2	1	0	0	0	**6.3**	**4**
09:30 - 09:45	2	2	1	2	0	0	0	**10.1**	**7**
09:45 - 10:00	2	0	0	1	0	0	0	**4.3**	**3**
Hourly Total	**5**	**3**	**3**	**4**	**0**	**0**	**0**	**22**	**15**
Session Total	**19**	**9**	**4**	**4**	**0**	**0**	**0**	**43**	**36**
15:00 - 15:15	0	1	0	0	0	0	0	**1.0**	**1**
15:15 - 15:30	0	0	1	0	0	0	0	**1.5**	**1**
15:30 - 15:45	3	2	0	0	0	0	0	**5.0**	**5**
15:45 - 16:00	1	1	0	0	0	0	0	**2.0**	**2**
Hourly Total	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**10**	**9**
16:00 - 16:15	1	1	1	0	0	0	0	**3.5**	**3**
16:15 - 16:30	1	0	1	0	0	0	0	**2.5**	**2**
16:30 - 16:45	3	0	0	0	0	0	0	**3.0**	**3**
16:45 - 17:00	3	0	0	0	0	0	0	**3.0**	**3**
Hourly Total	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**12**	**11**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	1	0	0	0	0	0	0	**1.0**	**1**
17:30 - 17:45	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	3	0	0	0	0	0	0	**3.0**	**3**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
18:00 - 18:15	4	0	0	0	0	0	0	**4.0**	**4**
18:15 - 18:30	2	1	0	0	0	0	0	**3.0**	**3**
18:30 - 18:45	1	0	0	0	0	0	0	**1.0**	**1**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
Session Total	**23**	**6**	**3**	**0**	**0**	**0**	**0**	**34**	**32**

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	0	0	0	0	0	2.0	2
0	1	0	0	0	0	1	1.4	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
3	1	0	0	0	0	1	4	5
3	2	1	1	0	0	0	8.8	7
1	1	1	0	0	0	0	3.5	3
2	0	1	0	0	0	0	3.5	3
1	0	1	0	0	0	0	2.5	2
7	3	4	1	0	0	0	18	15
2	0	1	0	0	0	0	3.5	3
0	1	0	1	0	0	0	3.3	2
4	2	0	0	0	0	0	6.0	6
1	2	0	2	0	0	0	7.6	5
7	5	1	3	0	0	0	20	16
0	1	1	0	0	0	0	2.5	2
2	1	2	0	0	0	0	6.0	5
2	2	0	2	0	0	0	8.6	6
2	3	1	0	0	0	0	6.5	6
6	7	4	2	0	0	0	24	19
23	16	9	6	0	0	1	67	55
4	0	0	0	0	0	0	4.0	4
6	0	0	0	0	0	0	6.0	6
14	0	0	0	0	0	0	14.0	14
17	0	0	0	0	0	0	17.0	17
41	0	0	0	0	0	0	41	41
14	0	0	0	0	0	1	14.4	15
14	0	0	0	0	0	0	14.0	14
8	0	0	0	0	0	0	8.0	8
10	0	0	0	0	0	0	10.0	10
46	0	0	0	0	0	1	46	47
5	0	0	0	0	0	0	5.0	5
6	0	0	0	0	0	0	6.0	6
8	0	0	0	0	0	0	8.0	8
15	0	0	0	0	0	0	15.0	15
34	0	0	0	0	0	0	34	34
11	0	0	0	0	0	0	11.0	11
29	0	0	0	0	0	0	29.0	29
19	0	0	0	0	0	0	19.0	19
18	0	0	0	0	0	0	18.0	18
77	0	0	0	0	0	0	77	77
198	0	0	0	0	0	1	198	199

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (East) Gibbon Street / B - (South East) A6010 Alan Turing Way / C - (West) Gibbon Street / D - (North West) A6010 Alan Tur

Approach: D - (North West) A6010 Alan Turing Way

	D to A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	12	1	0	0	0	0	0	**13.0**	**13**
06:15 - 06:30	16	0	1	3	0	0	0	**24.4**	**20**
06:30 - 06:45	17	3	0	0	0	0	0	**20.0**	**20**
06:45 - 07:00	19	5	1	0	0	0	0	**25.5**	**25**
Hourly Total	**64**	**9**	**2**	**3**	**0**	**0**	**0**	**83**	**78**
07:00 - 07:15	23	2	0	1	0	0	0	**27.3**	**26**
07:15 - 07:30	25	4	1	0	0	0	0	**30.5**	**30**
07:30 - 07:45	19	2	1	0	0	0	0	**22.5**	**22**
07:45 - 08:00	21	3	0	0	0	0	0	**24.0**	**24**
Hourly Total	**88**	**11**	**2**	**1**	**0**	**0**	**0**	**104**	**102**
08:00 - 08:15	36	1	1	0	0	0	0	**38.5**	**38**
08:15 - 08:30	17	0	0	0	0	1	0	**17.2**	**18**
08:30 - 08:45	19	3	0	0	0	0	0	**22.0**	**22**
08:45 - 09:00	20	2	0	0	0	2	0	**22.4**	**24**
Hourly Total	**92**	**6**	**1**	**0**	**0**	**3**	**0**	**100**	**102**
09:00 - 09:15	38	2	0	0	0	0	0	**40.0**	**40**
09:15 - 09:30	28	5	1	0	0	0	0	**34.5**	**34**
09:30 - 09:45	24	2	0	0	0	0	0	**26.0**	**26**
09:45 - 10:00	33	0	1	0	0	0	0	**34.5**	**34**
Hourly Total	**123**	**9**	**2**	**0**	**0**	**0**	**0**	**135**	**134**
Session Total	**367**	**35**	**7**	**4**	**0**	**3**	**0**	**422**	**416**
15:00 - 15:15	32	4	0	0	0	0	1	**36.4**	**37**
15:15 - 15:30	35	1	0	0	0	0	0	**36.0**	**36**
15:30 - 15:45	35	2	1	0	0	0	0	**38.5**	**38**
15:45 - 16:00	41	1	0	0	0	1	0	**42.2**	**43**
Hourly Total	**143**	**8**	**1**	**0**	**0**	**1**	**1**	**153**	**154**
16:00 - 16:15	30	0	0	0	0	0	0	**30.0**	**30**
16:15 - 16:30	42	1	0	0	0	0	2	**43.8**	**45**
16:30 - 16:45	40	2	1	0	0	0	0	**43.5**	**43**
16:45 - 17:00	54	0	0	0	0	0	1	**54.4**	**55**
Hourly Total	**166**	**3**	**1**	**0**	**0**	**0**	**3**	**172**	**173**
17:00 - 17:15	37	0	0	0	0	0	0	**37.0**	**37**
17:15 - 17:30	38	3	0	0	0	1	0	**41.2**	**42**
17:30 - 17:45	57	2	0	0	0	2	0	**59.4**	**61**
17:45 - 18:00	32	3	0	0	0	0	1	**35.4**	**36**
Hourly Total	**164**	**8**	**0**	**0**	**0**	**3**	**1**	**173**	**176**
18:00 - 18:15	21	2	0	0	0	0	0	**23.0**	**23**
18:15 - 18:30	36	3	0	0	0	1	0	**39.2**	**40**
18:30 - 18:45	43	4	0	0	0	0	0	**47.0**	**47**
18:45 - 19:00	30	1	0	0	0	1	0	**31.2**	**32**
Hourly Total	**130**	**10**	**0**	**0**	**0**	**2**	**0**	**140**	**142**
Session Total	**603**	**29**	**2**	**0**	**0**	**6**	**5**	**638**	**645**

ing Way

D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
74	8	2	2	0	0	1	90.0	87
77	9	2	6	1	1	0	105.0	96
121	12	2	3	2	3	2	148.3	145
172	17	8	1	0	2	0	203.7	200
444	46	14	12	3	6	3	547	528
193	27	4	0	1	0	2	228.8	227
243	43	9	7	2	1	0	319.8	305
228	37	6	1	0	6	3	278.7	281
231	35	6	3	1	2	0	284.3	278
895	142	25	11	4	9	5	1112	1091
216	29	2	6	1	1	0	264.0	255
191	21	6	3	0	2	0	228.3	223
185	32	10	4	1	0	0	243.2	232
164	19	13	3	2	1	1	214.0	203
756	101	31	16	4	4	1	950	913
205	25	3	3	0	1	2	242.4	239
160	30	6	6	3	3	1	219.8	209
169	28	7	6	4	2	0	229.7	216
139	22	9	3	4	0	1	189.8	178
673	105	25	18	11	6	4	882	842
2768	394	95	57	22	25	13	3490	3374
154	26	3	4	1	0	3	196.9	191
120	27	2	5	1	0	3	164.7	158
178	25	1	3	0	1	1	212.0	209
210	25	3	1	1	4	0	244.6	244
662	103	9	13	3	5	7	818	802
176	12	2	4	2	1	1	204.8	198
138	6	3	2	2	0	0	157.1	151
168	18	6	1	0	0	1	197.7	194
156	18	1	2	1	0	1	182.5	179
638	54	12	9	5	1	3	742	722
162	13	2	1	0	1	1	180.9	180
161	10	4	2	1	2	0	184.0	180
188	12	1	1	3	3	1	210.8	209
171	9	0	0	0	1	3	181.4	184
682	44	7	4	4	7	5	757	753
154	7	0	1	0	2	0	163.7	164
180	6	0	0	1	1	1	188.6	189
183	13	0	0	2	0	1	200.4	199
159	17	0	0	0	1	0	176.2	177
676	43	0	1	3	4	2	729	729
2658	244	28	27	15	17	17	3046	3006

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	1	0.4	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	1	1	2
2	1	1	0	0	0	0	4.5	4
1	1	0	0	0	0	0	2.0	2
1	0	1	0	0	0	0	2.5	2
0	0	1	0	0	0	0	1.5	1
4	2	3	0	0	0	0	11	9
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	1	0	2	0	0	0	5.6	3
2	1	0	2	0	0	0	8	5
0	0	0	0	0	0	0	0.0	0
0	1	1	0	0	0	0	2.5	2
0	1	0	0	0	0	0	1.0	1
1	2	1	0	0	0	0	4.5	4
1	4	2	0	0	0	0	8	7
8	7	5	2	0	0	1	28	23
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
6	0	0	0	0	0	0	6.0	6
13	0	0	0	0	0	0	13	13
4	0	0	0	0	0	0	4.0	4
5	0	0	0	0	0	0	5.0	5
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
12	0	0	0	0	0	0	12	12
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3	3
1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3
5	0	0	0	0	0	0	5.0	5
4	0	0	0	0	0	0	4.0	4
13	0	0	0	0	0	0	13	13
41	0	0	0	0	0	0	41	41

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	1	0.4	1
1	0	0	1	0	0	1	4	3
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	1	6	5
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

	From D								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	86	9	2	2	0	0	1	**103.0**	**100**
06:15 - 06:30	93	9	3	10	1	1	1	**132.1**	**118**
06:30 - 06:45	139	15	2	3	2	3	2	**169.3**	**166**
06:45 - 07:00	192	22	9	1	0	2	1	**230.6**	**227**
Hourly Total	**510**	**55**	**16**	**16**	**3**	**6**	**5**	**635**	**611**
07:00 - 07:15	219	30	5	1	1	0	2	**261.6**	**258**
07:15 - 07:30	269	48	10	7	2	1	0	**352.3**	**337**
07:30 - 07:45	248	39	8	1	0	6	3	**303.7**	**305**
07:45 - 08:00	252	38	7	3	1	2	0	**309.8**	**303**
Hourly Total	**988**	**155**	**30**	**12**	**4**	**9**	**5**	**1227**	**1203**
08:00 - 08:15	253	30	3	6	1	1	0	**303.5**	**294**
08:15 - 08:30	208	21	6	3	0	3	0	**245.5**	**241**
08:30 - 08:45	205	35	10	4	1	0	0	**266.2**	**255**
08:45 - 09:00	185	22	13	5	2	3	1	**243.0**	**231**
Hourly Total	**851**	**108**	**32**	**18**	**4**	**7**	**1**	**1058**	**1021**
09:00 - 09:15	243	27	3	3	0	1	2	**282.4**	**279**
09:15 - 09:30	188	36	8	6	3	3	1	**256.8**	**245**
09:30 - 09:45	193	31	7	6	4	2	0	**256.7**	**243**
09:45 - 10:00	173	24	11	3	4	0	1	**228.8**	**216**
Hourly Total	**797**	**118**	**29**	**18**	**11**	**6**	**4**	**1025**	**983**
Session Total	**3146**	**436**	**107**	**64**	**22**	**28**	**15**	**3945**	**3818**
15:00 - 15:15	188	30	3	4	1	0	4	**235.3**	**230**
15:15 - 15:30	157	28	2	5	1	0	3	**202.7**	**196**
15:30 - 15:45	216	27	2	3	0	1	1	**253.5**	**250**
15:45 - 16:00	257	26	3	1	1	5	0	**292.8**	**293**
Hourly Total	**818**	**111**	**10**	**13**	**3**	**6**	**8**	**984**	**969**
16:00 - 16:15	210	12	2	4	2	1	1	**238.8**	**232**
16:15 - 16:30	185	7	3	2	2	0	2	**205.9**	**201**
16:30 - 16:45	210	20	7	1	0	0	1	**243.2**	**239**
16:45 - 17:00	211	18	1	2	1	0	2	**237.9**	**235**
Hourly Total	**816**	**57**	**13**	**9**	**5**	**1**	**6**	**926**	**907**
17:00 - 17:15	199	13	2	1	0	1	1	**217.9**	**217**
17:15 - 17:30	201	13	4	2	1	3	0	**227.2**	**224**
17:30 - 17:45	245	14	1	1	3	5	1	**270.2**	**270**
17:45 - 18:00	205	12	0	0	0	1	4	**218.8**	**222**
Hourly Total	**850**	**52**	**7**	**4**	**4**	**10**	**6**	**934**	**933**
18:00 - 18:15	176	9	0	1	0	2	0	**187.7**	**188**
18:15 - 18:30	219	9	0	0	1	2	1	**230.8**	**232**
18:30 - 18:45	231	17	0	0	2	0	1	**252.4**	**251**
18:45 - 19:00	193	18	0	0	0	2	0	**211.4**	**213**
Hourly Total	**819**	**53**	**0**	**1**	**3**	**6**	**2**	**882**	**884**
Session Total	**3303**	**273**	**30**	**27**	**15**	**23**	**22**	**3727**	**3693**

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
71	13	3	1	1	2	1	93.6	92
99	15	10	9	1	2	1	152.5	137
112	18	9	4	2	2	0	157.1	147
122	28	15	3	2	1	2	184.4	173
404	74	37	17	6	7	4	588	549
135	30	14	3	1	3	0	195.5	186
149	29	7	5	1	1	0	202.2	192
175	33	6	4	0	4	1	227.4	223
190	22	3	6	1	3	2	233.7	227
649	114	30	18	3	11	3	859	828
217	24	2	10	2	1	3	272.4	259
230	26	10	1	4	0	2	282.1	273
199	25	5	6	1	1	3	248.7	240
257	36	15	5	1	1	0	329.2	315
903	111	32	22	8	3	8	1132	1087
224	32	8	11	1	2	2	296.5	280
194	42	10	5	2	2	0	266.9	255
200	41	8	2	2	1	0	261.8	254
212	48	8	4	2	0	0	285.2	274
830	163	34	22	7	5	2	1110	1063
2786	462	133	79	24	26	17	3689	3527
279	44	7	2	2	0	0	342.1	334
252	32	4	3	0	2	1	297.7	294
258	26	4	4	1	0	1	301.6	294
276	30	5	2	3	1	1	324.7	318
1065	132	20	11	6	3	3	1266	1240
303	43	4	5	0	2	2	364.7	359
259	27	6	0	0	2	0	295.4	294
272	32	6	0	2	1	2	318.0	315
313	18	2	2	0	4	2	340.2	341
1147	120	18	7	2	9	6	1318	1309
287	25	3	2	1	4	0	323.9	322
307	25	3	2	0	5	3	343.3	345
334	24	3	0	1	4	0	365.3	366
309	14	2	2	1	1	1	333.2	330
1237	88	11	6	3	14	4	1366	1363
284	15	0	0	1	8	2	303.4	310
320	20	0	2	2	4	1	349.8	349
286	13	1	0	0	4	1	301.7	305
303	15	0	2	0	3	1	323.6	324
1193	63	1	4	3	19	5	1279	1288
4642	403	50	28	14	45	18	5229	5200

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) A662 Ashton New Road / B - (South East) A6010 Alan Turing Way / C - (West) A662 Ashton New Road / D - (No

Approach: A - (North East) A662 Ashton New Road

	A to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	10	0	1	0	0	0	0	11.5	11
06:15 - 06:30	24	1	0	1	0	0	0	27.3	26
06:30 - 06:45	34	4	0	2	0	0	0	42.6	40
06:45 - 07:00	46	8	1	0	0	0	0	55.5	55
Hourly Total	**114**	**13**	**2**	**3**	**0**	**0**	**0**	**137**	**132**
07:00 - 07:15	42	8	1	0	0	0	1	51.9	52
07:15 - 07:30	47	7	0	0	0	0	2	54.8	56
07:30 - 07:45	57	8	0	1	0	0	1	67.7	67
07:45 - 08:00	42	8	1	0	1	0	1	53.9	53
Hourly Total	**188**	**31**	**2**	**1**	**1**	**0**	**5**	**228**	**228**
08:00 - 08:15	23	1	1	0	0	0	0	25.5	25
08:15 - 08:30	12	5	2	3	0	0	0	26.9	22
08:30 - 08:45	15	5	1	2	0	0	0	26.1	23
08:45 - 09:00	30	2	0	0	0	0	0	32.0	32
Hourly Total	**80**	**13**	**4**	**5**	**0**	**0**	**0**	**111**	**102**
09:00 - 09:15	17	3	1	0	0	0	0	21.5	21
09:15 - 09:30	14	2	1	2	0	0	0	22.1	19
09:30 - 09:45	16	1	1	3	0	0	1	25.8	22
09:45 - 10:00	25	8	2	0	0	0	1	36.4	36
Hourly Total	**72**	**14**	**5**	**5**	**0**	**0**	**2**	**106**	**98**
Session Total	**454**	**71**	**13**	**14**	**1**	**0**	**7**	**582**	**560**
15:00 - 15:15	48	4	0	1	0	0	1	54.7	54
15:15 - 15:30	36	7	1	1	0	0	0	46.8	45
15:30 - 15:45	40	11	1	0	0	0	0	52.5	52
15:45 - 16:00	38	5	2	0	0	0	1	46.4	46
Hourly Total	**162**	**27**	**4**	**2**	**0**	**0**	**2**	**200**	**197**
16:00 - 16:15	39	5	0	0	0	1	0	44.2	45
16:15 - 16:30	44	7	1	0	0	2	0	52.9	54
16:30 - 16:45	43	2	1	0	0	0	0	46.5	46
16:45 - 17:00	37	5	1	0	0	0	0	43.5	43
Hourly Total	**163**	**19**	**3**	**0**	**0**	**3**	**0**	**187**	**188**
17:00 - 17:15	34	5	0	0	0	1	0	39.2	40
17:15 - 17:30	48	3	0	0	0	0	1	51.4	52
17:30 - 17:45	57	3	0	0	0	0	0	60.0	60
17:45 - 18:00	39	2	0	0	1	0	0	43.0	42
Hourly Total	**178**	**13**	**0**	**0**	**1**	**1**	**1**	**194**	**194**
18:00 - 18:15	50	0	0	0	0	1	0	50.2	51
18:15 - 18:30	40	1	0	0	0	0	0	41.0	41
18:30 - 18:45	67	6	0	0	1	0	0	75.0	74
18:45 - 19:00	50	2	0	3	0	1	0	59.1	56
Hourly Total	**207**	**9**	**0**	**3**	**1**	**2**	**0**	**225**	**222**
Session Total	**710**	**68**	**7**	**5**	**2**	**6**	**3**	**806**	**801**

orth West) A6010 Alan Turing Way

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
47	17	1	0	1	4	0	68.3	70
80	20	2	0	3	2	0	109.4	107
106	30	3	0	2	3	2	145.9	146
137	24	0	0	2	3	0	165.6	166
370	91	6	0	8	12	2	489	489
155	37	0	1	3	6	0	201.5	202
143	30	3	3	4	3	1	193.4	187
193	25	3	0	2	2	0	226.9	225
154	31	1	2	3	3	0	197.7	194
645	123	7	6	12	14	1	820	808
198	27	0	2	2	4	0	234.4	233
197	14	3	0	4	5	0	224.5	223
168	15	1	1	3	3	1	193.8	192
161	9	3	0	1	5	1	177.9	180
724	65	7	3	10	17	2	831	828
121	19	1	1	3	5	2	151.6	152
131	21	1	3	1	1	3	163.8	161
110	10	3	1	4	0	1	135.2	129
78	9	1	0	4	0	0	96.5	92
440	59	6	5	12	6	6	547	534
2179	338	26	14	42	49	11	2686	2659
72	5	0	0	1	0	1	79.4	79
71	6	0	2	2	2	1	86.4	84
69	10	0	0	2	5	0	84.0	86
67	9	2	0	4	0	0	87.0	82
279	30	2	2	9	7	2	337	331
70	8	1	0	6	0	0	91.5	85
56	4	0	0	0	0	0	60.0	60
49	3	0	0	1	1	1	54.6	55
84	7	0	0	3	4	0	97.8	98
259	22	1	0	10	5	1	304	298
68	10	2	0	2	3	0	85.6	85
74	4	0	0	3	1	1	84.6	83
60	8	0	0	1	2	0	70.4	71
60	4	0	0	1	2	0	66.4	67
262	26	2	0	7	8	1	307	306
63	3	0	0	1	1	0	68.2	68
74	2	0	0	4	0	4	85.6	84
75	6	0	0	1	2	0	83.4	84
69	3	0	0	2	1	1	76.6	76
281	14	0	0	8	4	5	314	312
1081	92	5	2	34	24	9	1262	1247

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
10	2	0	0	0	1	0	12.2	13
19	2	0	3	0	0	0	27.9	24
13	2	1	0	0	0	0	16.5	16
17	4	0	0	0	0	0	21.0	21
59	10	1	3	0	1	0	78	74
23	4	0	1	0	0	0	29.3	28
19	5	1	1	0	0	0	27.8	26
24	4	0	0	0	1	1	28.6	30
23	4	0	1	0	0	0	29.3	28
89	17	1	3	0	1	1	115	112
25	3	0	3	0	0	0	34.9	31
25	5	0	0	0	0	0	30.0	30
19	4	0	1	0	0	1	25.7	25
45	6	0	1	0	0	0	53.3	52
114	18	0	5	0	0	1	144	138
30	4	1	1	0	1	0	38.0	37
27	9	0	0	0	0	0	36.0	36
41	4	1	0	0	1	0	46.7	47
23	6	3	1	0	0	0	35.8	33
121	23	5	2	0	2	0	157	153
383	68	7	13	0	4	2	493	477
31	2	1	0	0	0	0	34.5	34
33	6	0	1	0	0	0	41.3	40
28	0	0	1	0	0	0	30.3	29
26	3	0	0	0	0	0	29.0	29
118	11	1	2	0	0	0	135	132
28	4	0	1	0	0	0	34.3	33
29	0	1	0	0	0	0	30.5	30
31	5	1	0	0	0	0	37.5	37
34	0	1	1	0	0	0	37.8	36
122	9	3	2	0	0	0	140	136
32	3	0	1	0	0	0	37.3	36
28	2	0	0	0	0	0	30.0	30
27	1	1	0	0	0	0	29.5	29
32	4	0	0	0	0	0	36.0	36
119	10	1	1	0	0	0	133	131
39	6	0	0	0	0	0	45.0	45
33	1	0	0	0	0	0	34.0	34
42	1	0	0	0	0	0	43.0	43
51	1	0	3	0	1	0	59.1	56
165	9	0	3	0	1	0	181	178
524	39	5	8	0	1	0	589	577

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	67	19	2	0	1	5	0	**92.0**	**94**
06:15 - 06:30	123	23	2	4	3	2	0	**164.6**	**157**
06:30 - 06:45	153	36	4	2	2	3	2	**205.0**	**202**
06:45 - 07:00	200	36	1	0	2	3	0	**242.1**	**242**
Hourly Total	**543**	**114**	**9**	**6**	**8**	**13**	**2**	**704**	**695**
07:00 - 07:15	220	49	1	2	3	6	1	**282.7**	**282**
07:15 - 07:30	209	42	4	4	4	3	3	**276.0**	**269**
07:30 - 07:45	274	37	3	1	2	3	2	**323.2**	**322**
07:45 - 08:00	219	43	2	3	4	3	1	**280.9**	**275**
Hourly Total	**922**	**171**	**10**	**10**	**13**	**15**	**7**	**1163**	**1148**
08:00 - 08:15	246	31	1	5	2	4	0	**294.8**	**289**
08:15 - 08:30	234	24	5	3	4	5	0	**281.4**	**275**
08:30 - 08:45	202	24	2	4	3	3	2	**245.6**	**240**
08:45 - 09:00	236	17	3	1	1	5	1	**263.2**	**264**
Hourly Total	**918**	**96**	**11**	**13**	**10**	**17**	**3**	**1085**	**1068**
09:00 - 09:15	168	26	3	2	3	6	2	**211.1**	**210**
09:15 - 09:30	172	32	2	5	1	1	3	**221.9**	**216**
09:30 - 09:45	167	15	5	4	4	1	2	**207.7**	**198**
09:45 - 10:00	126	23	6	1	4	0	1	**168.7**	**161**
Hourly Total	**633**	**96**	**16**	**12**	**12**	**8**	**8**	**809**	**785**
Session Total	**3016**	**477**	**46**	**41**	**43**	**53**	**20**	**3761**	**3696**
15:00 - 15:15	151	11	1	1	1	0	2	**168.6**	**167**
15:15 - 15:30	140	19	1	4	2	2	1	**174.5**	**169**
15:30 - 15:45	137	21	1	1	2	5	0	**166.8**	**167**
15:45 - 16:00	131	17	4	0	4	0	1	**162.4**	**157**
Hourly Total	**559**	**68**	**7**	**6**	**9**	**7**	**4**	**672**	**660**
16:00 - 16:15	137	17	1	1	6	1	0	**170.0**	**163**
16:15 - 16:30	129	11	2	0	0	2	0	**143.4**	**144**
16:30 - 16:45	123	10	2	0	1	1	1	**138.6**	**138**
16:45 - 17:00	155	12	2	1	3	4	0	**179.1**	**177**
Hourly Total	**544**	**50**	**7**	**2**	**10**	**8**	**1**	**631**	**622**
17:00 - 17:15	134	18	2	1	2	4	0	**162.1**	**161**
17:15 - 17:30	150	9	0	0	3	1	2	**166.0**	**165**
17:30 - 17:45	144	12	1	0	1	2	0	**159.9**	**160**
17:45 - 18:00	131	10	0	0	2	2	0	**145.4**	**145**
Hourly Total	**559**	**49**	**3**	**1**	**8**	**9**	**2**	**633**	**631**
18:00 - 18:15	152	9	0	0	1	2	0	**163.4**	**164**
18:15 - 18:30	147	4	0	0	4	0	4	**160.6**	**159**
18:30 - 18:45	184	13	0	0	2	2	0	**201.4**	**201**
18:45 - 19:00	170	6	0	6	2	3	1	**194.8**	**188**
Hourly Total	**653**	**32**	**0**	**6**	**9**	**7**	**5**	**720**	**712**
Session Total	**2315**	**199**	**17**	**15**	**36**	**31**	**12**	**2657**	**2625**

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
23	1	1	1	1	0	1	30.2	28
34	3	4	5	4	0	0	62.5	50
46	5	1	2	2	0	0	61.1	56
57	6	3	2	2	1	0	76.3	71
160	15	9	10	9	1	1	230	205
64	8	3	1	1	0	0	80.8	77
63	11	4	1	3	1	0	88.5	83
75	13	2	0	4	5	0	100.0	99
108	10	3	2	4	1	2	136.1	130
310	42	12	4	12	7	2	405	389
133	11	3	3	5	2	1	166.2	158
127	13	2	3	3	3	0	156.5	151
139	14	5	2	4	1	0	173.3	165
153	28	4	1	4	0	0	197.3	190
552	66	14	9	16	6	1	693	664
116	26	8	2	1	1	1	161.2	155
105	13	5	7	4	0	1	150.0	135
99	11	5	6	1	0	0	133.3	122
107	11	3	5	1	0	0	136.0	127
427	61	21	20	7	1	2	581	539
1449	184	56	43	44	15	6	1909	1797
171	32	2	5	1	5	1	220.9	217
202	28	5	0	1	2	1	240.3	239
220	31	0	3	3	1	2	264.9	260
232	44	0	2	1	2	2	283.8	283
825	135	7	10	6	10	6	1010	999
220	41	0	3	4	3	3	277.7	274
231	33	2	0	1	2	1	269.8	270
251	32	5	2	2	5	3	301.3	300
263	29	2	1	1	5	0	300.3	301
965	135	9	6	8	15	7	1149	1145
212	26	2	1	5	3	0	253.9	249
229	25	1	1	3	6	2	265.8	267
248	22	2	1	1	8	1	279.3	283
231	17	0	0	4	3	0	256.6	255
920	90	5	3	13	20	3	1056	1054
199	13	0	2	3	3	1	223.6	221
220	8	0	0	2	3	2	233.4	235
194	8	0	0	3	3	3	209.8	211
175	12	0	0	0	6	2	189.0	195
788	41	0	2	8	15	8	856	862
3498	401	21	21	35	60	24	4070	4060

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) A662 Ashton New Road / B - (South East) A6010 Alan Turing Way / C - (West) A662 Ashton New Road / D - (No

Approach: B - (South East) A6010 Alan Turing Way

	B to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	6	0	1	0	1	1	0	9.7	9
06:15 - 06:30	12	5	0	0	0	0	0	17.0	17
06:30 - 06:45	11	0	1	0	0	1	0	12.7	13
06:45 - 07:00	17	2	1	0	0	0	0	20.5	20
Hourly Total	**46**	**7**	**3**	**0**	**1**	**2**	**0**	**60**	**59**
07:00 - 07:15	17	6	0	0	0	0	0	23.0	23
07:15 - 07:30	28	4	0	1	0	0	1	34.7	34
07:30 - 07:45	18	5	0	0	0	0	0	23.0	23
07:45 - 08:00	37	7	3	1	0	0	0	50.8	48
Hourly Total	**100**	**22**	**3**	**2**	**0**	**0**	**1**	**132**	**128**
08:00 - 08:15	39	6	2	1	0	0	0	50.3	48
08:15 - 08:30	30	5	1	0	0	0	0	36.5	36
08:30 - 08:45	65	6	1	1	0	0	0	74.8	73
08:45 - 09:00	39	2	0	0	1	0	0	43.0	42
Hourly Total	**173**	**19**	**4**	**2**	**1**	**0**	**0**	**205**	**199**
09:00 - 09:15	38	8	0	1	0	0	0	48.3	47
09:15 - 09:30	37	3	1	1	0	0	0	43.8	42
09:30 - 09:45	40	3	1	2	1	0	1	51.5	48
09:45 - 10:00	41	4	1	0	0	0	0	46.5	46
Hourly Total	**156**	**18**	**3**	**4**	**1**	**0**	**1**	**190**	**183**
Session Total	**475**	**66**	**13**	**8**	**3**	**2**	**2**	**586**	**569**
15:00 - 15:15	25	4	2	1	0	0	0	34.3	32
15:15 - 15:30	22	4	2	1	0	0	0	31.3	29
15:30 - 15:45	16	2	1	2	0	0	0	24.1	21
15:45 - 16:00	22	1	1	0	0	0	0	24.5	24
Hourly Total	**85**	**11**	**6**	**4**	**0**	**0**	**0**	**114**	**106**
16:00 - 16:15	18	2	0	0	0	0	0	20.0	20
16:15 - 16:30	19	0	1	0	0	0	0	20.5	20
16:30 - 16:45	17	1	0	0	0	1	0	18.2	19
16:45 - 17:00	27	2	2	0	0	1	0	32.2	32
Hourly Total	**81**	**5**	**3**	**0**	**0**	**2**	**0**	**91**	**91**
17:00 - 17:15	16	1	0	0	0	1	0	17.2	18
17:15 - 17:30	16	1	1	0	0	0	0	18.5	18
17:30 - 17:45	31	1	1	0	0	0	0	33.5	33
17:45 - 18:00	29	2	0	0	0	0	0	31.0	31
Hourly Total	**92**	**5**	**2**	**0**	**0**	**1**	**0**	**100**	**100**
18:00 - 18:15	25	0	1	0	0	0	0	26.5	26
18:15 - 18:30	42	1	0	0	0	0	0	43.0	43
18:30 - 18:45	30	2	0	0	1	0	0	34.0	33
18:45 - 19:00	37	0	1	0	1	0	0	40.5	39
Hourly Total	**134**	**3**	**2**	**0**	**2**	**0**	**0**	**144**	**141**
Session Total	**392**	**24**	**13**	**4**	**2**	**3**	**0**	**449**	**438**

orth West) A6010 Alan Turing Way

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
57	10	5	1	1	2	1	79.6	77
71	18	9	1	1	2	1	107.6	103
88	15	6	3	2	2	0	123.3	116
103	21	14	4	2	2	1	159.0	147
319	64	34	9	6	8	3	470	443
112	19	15	1	1	3	0	158.4	151
131	24	9	3	1	1	0	177.6	169
117	17	4	4	0	3	0	149.8	145
165	21	2	9	2	3	2	215.1	204
525	81	30	17	4	10	2	701	669
173	14	3	4	3	0	3	207.9	200
191	16	9	1	2	1	2	227.8	222
166	19	6	3	1	1	2	203.9	198
188	26	14	3	0	0	0	241.9	231
718	75	32	11	6	2	7	882	851
192	31	7	10	0	2	1	257.3	243
174	29	9	4	2	1	0	229.9	219
156	22	4	2	2	1	0	192.8	187
185	36	5	3	2	0	0	239.4	231
707	118	25	19	6	4	1	919	880
2269	338	121	56	22	24	13	2971	2843
240	33	6	2	2	0	0	290.6	283
198	24	3	1	0	1	1	229.4	228
191	26	3	2	1	0	1	228.5	224
237	21	5	3	3	0	3	279.6	272
866	104	17	8	6	1	5	1028	1007
251	32	2	3	0	1	2	293.9	291
233	23	4	0	0	1	0	262.2	261
259	24	4	0	2	1	1	293.6	291
266	20	2	1	0	2	1	292.1	292
1009	99	12	4	2	5	4	1142	1135
217	20	4	1	1	4	1	248.5	248
262	19	3	2	0	1	2	291.1	289
280	18	2	0	1	2	1	303.8	304
254	12	1	2	1	1	2	275.1	273
1013	69	10	5	3	8	6	1119	1114
236	9	0	0	1	2	1	247.8	249
259	17	0	2	2	1	2	285.6	283
228	10	1	0	0	0	0	239.5	239
230	10	0	0	0	0	2	240.8	242
953	46	1	2	3	3	5	1014	1013
3841	318	40	19	14	17	20	4302	4269

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
5	1	0	1	0	0	1	8.7	8
8	0	1	1	1	0	0	13.8	11
10	1	0	1	0	0	0	13.3	12
15	2	0	1	0	0	0	19.3	18
38	4	1	4	1	0	1	55	49
15	2	1	0	0	0	0	18.5	18
19	4	1	0	0	0	0	24.5	24
23	4	2	0	0	1	0	30.2	30
42	4	1	0	1	1	1	50.1	50
99	14	5	0	1	2	1	123	122
51	4	2	1	0	1	0	60.5	59
41	2	1	0	0	2	0	44.9	46
42	5	2	2	0	1	0	54.8	52
46	6	3	0	0	0	0	56.5	55
180	17	8	3	0	4	0	217	212
41	7	3	1	0	0	0	54.8	52
34	4	2	2	1	0	0	47.6	43
32	4	4	1	0	0	0	44.3	41
34	1	0	3	0	0	0	41.9	38
141	16	9	7	1	0	0	189	174
458	51	23	14	3	6	2	584	557
50	7	1	0	0	0	0	58.5	58
75	7	2	0	0	0	0	85.0	84
59	6	0	2	0	0	0	69.6	67
79	15	0	1	0	1	0	96.5	96
263	35	3	3	0	1	0	310	305
78	12	0	0	1	0	1	92.4	92
55	8	0	0	0	1	0	63.2	64
85	13	1	1	1	1	1	104.4	103
82	6	0	1	0	0	0	90.3	89
300	39	1	2	2	2	2	350	348
70	10	1	0	0	0	0	81.5	81
71	9	0	0	0	0	1	80.4	81
52	6	0	1	1	1	0	62.5	61
67	4	0	0	0	2	0	71.4	73
260	29	1	1	1	3	1	296	296
69	5	0	2	1	2	0	81.0	79
71	2	0	0	1	0	0	75.0	74
56	1	0	0	0	0	2	57.8	59
55	3	0	0	0	0	0	58.0	58
251	11	0	2	2	2	2	272	270
1074	114	5	8	5	8	5	1228	1219

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	68	11	6	2	2	3	2	**98.0**	**94**
06:15 - 06:30	91	23	10	2	2	2	1	**138.4**	**131**
06:30 - 06:45	109	16	7	4	2	3	0	**149.3**	**141**
06:45 - 07:00	135	25	15	5	2	2	1	**198.8**	**185**
Hourly Total	**403**	**75**	**38**	**13**	**8**	**10**	**4**	**585**	**551**
07:00 - 07:15	144	27	16	1	1	3	0	**199.9**	**192**
07:15 - 07:30	178	32	10	4	1	1	1	**236.8**	**227**
07:30 - 07:45	158	26	6	4	0	4	0	**203.0**	**198**
07:45 - 08:00	244	32	6	10	3	4	3	**316.0**	**302**
Hourly Total	**724**	**117**	**38**	**19**	**5**	**12**	**4**	**956**	**919**
08:00 - 08:15	263	24	7	6	3	1	3	**318.7**	**307**
08:15 - 08:30	262	23	11	1	2	3	2	**309.2**	**304**
08:30 - 08:45	273	30	9	6	1	2	2	**333.5**	**323**
08:45 - 09:00	273	34	17	3	1	0	0	**341.4**	**328**
Hourly Total	**1071**	**111**	**44**	**16**	**7**	**6**	**7**	**1303**	**1262**
09:00 - 09:15	271	46	10	12	0	2	1	**360.4**	**342**
09:15 - 09:30	245	36	12	7	3	1	0	**321.3**	**304**
09:30 - 09:45	228	29	9	5	3	1	1	**288.6**	**276**
09:45 - 10:00	260	41	6	6	2	0	0	**327.8**	**315**
Hourly Total	**1004**	**152**	**37**	**30**	**8**	**4**	**2**	**1298**	**1237**
Session Total	**3202**	**455**	**157**	**78**	**28**	**32**	**17**	**4141**	**3969**
15:00 - 15:15	315	44	9	3	2	0	0	**383.4**	**373**
15:15 - 15:30	295	35	7	2	0	1	1	**345.7**	**341**
15:30 - 15:45	266	34	4	6	1	0	1	**322.2**	**312**
15:45 - 16:00	338	37	6	4	3	1	3	**400.6**	**392**
Hourly Total	**1214**	**150**	**26**	**15**	**6**	**2**	**5**	**1452**	**1418**
16:00 - 16:15	347	46	2	3	1	1	3	**406.3**	**403**
16:15 - 16:30	307	31	5	0	0	2	0	**345.9**	**345**
16:30 - 16:45	361	38	5	1	3	3	2	**416.2**	**413**
16:45 - 17:00	375	28	4	2	0	3	1	**414.6**	**413**
Hourly Total	**1390**	**143**	**16**	**6**	**4**	**9**	**6**	**1583**	**1574**
17:00 - 17:15	303	31	5	1	1	5	1	**347.2**	**347**
17:15 - 17:30	349	29	4	2	0	1	3	**390.0**	**388**
17:30 - 17:45	363	25	3	1	2	3	1	**399.8**	**398**
17:45 - 18:00	350	18	1	2	1	3	2	**377.5**	**377**
Hourly Total	**1365**	**103**	**13**	**6**	**4**	**12**	**7**	**1515**	**1510**
18:00 - 18:15	330	14	1	2	2	4	1	**355.3**	**354**
18:15 - 18:30	372	20	0	2	3	1	2	**403.6**	**400**
18:30 - 18:45	314	13	1	0	1	0	2	**331.3**	**331**
18:45 - 19:00	322	13	1	0	1	0	2	**339.3**	**339**
Hourly Total	**1338**	**60**	**3**	**4**	**7**	**5**	**7**	**1430**	**1424**
Session Total	**5307**	**456**	**58**	**31**	**21**	**28**	**25**	**5979**	**5926**

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
73	13	3	1	0	0	1	93.2	91
107	8	1	2	1	0	0	123.1	119
136	13	1	5	2	2	1	166.8	160
193	18	5	1	0	0	0	220.8	217
509	52	10	9	3	2	2	604	587
222	34	6	0	1	3	4	269.2	270
235	46	14	4	2	1	2	316.2	304
263	47	6	5	1	3	4	334.7	329
261	36	5	2	2	2	1	313.9	309
981	163	31	11	6	9	11	1234	1212
251	26	6	5	1	1	0	299.7	290
233	36	8	5	0	2	0	292.9	284
215	32	11	8	1	0	0	283.9	267
213	22	9	2	1	1	0	255.3	248
912	116	34	20	3	4	0	1132	1089
225	29	6	2	0	1	1	268.2	264
194	31	9	8	2	3	1	261.9	248
239	31	9	8	4	3	2	311.3	296
187	35	8	5	4	2	2	254.7	243
845	126	32	23	10	9	6	1096	1051
3247	457	107	63	22	24	19	4066	3939
223	31	7	5	1	2	3	279.6	272
174	34	1	5	1	0	2	223.8	217
227	31	2	2	1	2	1	268.4	266
224	31	5	0	1	2	1	265.3	264
848	127	15	12	4	6	7	1037	1019
229	21	3	3	2	3	0	266.0	261
259	15	4	2	2	4	0	289.4	286
227	15	4	0	1	2	0	250.4	249
206	24	2	2	1	0	1	240.0	236
921	75	13	7	6	9	1	1046	1032
233	19	3	0	0	3	2	257.9	260
223	14	2	0	1	2	1	242.8	243
291	15	0	1	2	5	1	313.7	315
264	12	2	0	1	2	2	282.2	283
1011	60	7	1	4	12	6	1097	1101
248	9	2	1	0	4	0	263.1	264
263	6	1	0	1	1	0	272.7	272
278	22	0	0	3	0	1	306.4	304
231	17	0	3	0	2	0	255.3	253
1020	54	3	4	4	7	1	1098	1093
3800	316	38	24	18	34	15	4277	4245

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) A662 Ashton New Road / B - (South East) A6010 Alan Turing Way / C - (West) A662 Ashton New Road / D - (No

Approach: C - (West) A662 Ashton New Road

	C to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	12	0	0	0	0	0	0	12.0	12
06:15 - 06:30	18	0	1	1	0	0	0	21.8	20
06:30 - 06:45	7	0	0	1	0	1	0	9.5	9
06:45 - 07:00	17	3	0	0	0	0	0	20.0	20
Hourly Total	**54**	**3**	**1**	**2**	**0**	**1**	**0**	**63**	**61**
07:00 - 07:15	17	7	0	1	0	0	0	26.3	25
07:15 - 07:30	15	2	1	1	0	1	0	21.0	20
07:30 - 07:45	14	2	0	0	0	1	0	16.2	17
07:45 - 08:00	22	1	0	0	0	0	0	23.0	23
Hourly Total	**68**	**12**	**1**	**2**	**0**	**2**	**0**	**87**	**85**
08:00 - 08:15	15	4	1	0	0	0	0	20.5	20
08:15 - 08:30	22	3	0	0	0	0	0	25.0	25
08:30 - 08:45	20	4	0	2	0	0	0	28.6	26
08:45 - 09:00	36	3	0	1	2	0	0	45.3	42
Hourly Total	**93**	**14**	**1**	**3**	**2**	**0**	**0**	**119**	**113**
09:00 - 09:15	31	5	3	0	0	0	1	40.9	40
09:15 - 09:30	20	7	1	0	0	0	0	28.5	28
09:30 - 09:45	28	6	1	2	0	0	0	40.1	37
09:45 - 10:00	37	9	0	0	0	0	0	46.0	46
Hourly Total	**116**	**27**	**5**	**2**	**0**	**0**	**1**	**156**	**151**
Session Total	**331**	**56**	**8**	**9**	**2**	**3**	**1**	**425**	**410**
15:00 - 15:15	41	5	0	0	0	0	0	46.0	46
15:15 - 15:30	58	5	0	2	0	0	0	67.6	65
15:30 - 15:45	55	8	1	1	0	1	0	67.0	66
15:45 - 16:00	52	3	1	0	0	0	0	56.5	56
Hourly Total	**206**	**21**	**2**	**3**	**0**	**1**	**0**	**237**	**233**
16:00 - 16:15	59	4	1	0	0	0	0	64.5	64
16:15 - 16:30	55	3	1	0	0	0	0	59.5	59
16:30 - 16:45	62	5	1	0	0	0	1	68.9	69
16:45 - 17:00	50	4	0	0	0	0	0	54.0	54
Hourly Total	**226**	**16**	**3**	**0**	**0**	**0**	**1**	**247**	**246**
17:00 - 17:15	41	2	0	0	0	0	0	43.0	43
17:15 - 17:30	63	9	0	0	0	0	0	72.0	72
17:30 - 17:45	54	5	1	0	0	0	0	60.5	60
17:45 - 18:00	57	2	0	0	0	0	0	59.0	59
Hourly Total	**215**	**18**	**1**	**0**	**0**	**0**	**0**	**235**	**234**
18:00 - 18:15	65	2	1	0	0	1	0	68.7	69
18:15 - 18:30	53	1	0	0	0	0	0	54.0	54
18:30 - 18:45	69	0	0	0	0	0	0	69.0	69
18:45 - 19:00	46	0	0	0	0	0	0	46.0	46
Hourly Total	**233**	**3**	**1**	**0**	**0**	**1**	**0**	**238**	**238**
Session Total	**880**	**58**	**7**	**3**	**0**	**2**	**1**	**956**	**951**

orth West) A6010 Alan Turing Way

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
12	0	1	0	1	0	0	15.5	14
17	2	3	1	3	0	0	31.8	26
22	3	0	0	2	0	0	29.0	27
26	1	1	1	2	0	0	34.8	31
77	6	5	2	8	0	0	111	98
32	5	2	1	1	0	0	44.3	41
28	5	3	0	3	1	0	43.7	40
33	8	0	0	4	2	0	49.4	47
51	4	2	1	3	0	1	66.7	62
144	22	7	2	11	3	1	204	190
60	5	1	1	5	1	1	79.4	74
66	11	1	3	3	1	0	91.6	85
74	7	1	0	4	0	0	90.5	86
84	19	0	1	4	0	0	113.3	108
284	42	3	5	16	2	1	375	353
56	13	4	1	1	1	0	79.5	76
49	8	1	4	3	0	1	74.1	66
46	6	0	2	1	0	0	58.6	55
48	8	1	2	1	0	0	64.1	60
199	35	6	9	6	1	1	276	257
704	105	21	18	41	6	3	966	898
86	17	1	5	1	5	0	119.0	115
101	16	1	0	1	2	0	120.9	121
125	19	0	1	3	1	2	153.3	151
116	25	0	0	1	1	2	144.0	145
428	77	2	6	6	9	4	537	532
108	26	0	0	3	3	1	141.0	141
142	23	2	0	1	1	1	170.6	170
127	17	1	0	1	4	1	148.7	151
139	19	1	0	1	5	0	162.5	165
516	85	4	0	6	13	3	623	627
105	13	1	0	5	3	0	130.1	127
136	15	0	0	3	5	1	158.4	160
155	14	1	0	0	7	1	172.3	178
124	8	0	0	4	1	0	140.2	137
520	50	2	0	12	16	2	601	602
106	7	0	0	2	1	0	117.2	116
115	5	0	0	1	3	1	123.0	125
104	7	0	0	3	3	1	118.0	118
92	6	0	0	0	5	2	99.8	105
417	25	0	0	6	12	4	458	464
1881	237	8	6	30	50	13	2219	2225

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
7	1	0	0	0	0	0	8.0	8
7	1	0	0	0	0	0	8.0	8
10	1	0	1	0	0	0	13.3	12
5	0	0	0	0	0	0	5.0	5
29	3	0	1	0	0	0	34	33
8	3	1	0	0	0	0	12.5	12
7	2	7	0	0	0	0	19.5	16
16	5	1	1	1	0	0	26.8	24
12	3	0	0	0	0	0	15.0	15
43	13	9	1	1	0	0	74	67
54	4	2	1	0	0	0	63.3	61
40	11	1	0	0	0	0	52.5	52
54	4	3	1	0	0	0	64.8	62
42	6	1	0	0	0	0	49.5	49
190	25	7	2	0	0	0	230	224
36	8	2	0	0	0	0	47.0	46
35	4	4	1	0	1	0	47.5	45
54	6	2	1	0	1	1	65.9	65
32	6	0	1	0	1	0	40.5	40
157	24	8	3	0	3	1	201	196
419	65	24	7	1	3	1	539	520
24	2	0	0	0	0	0	26.0	26
25	5	0	0	0	0	0	30.0	30
33	3	0	0	1	0	0	38.0	37
25	5	1	0	0	0	0	31.5	31
107	15	1	0	1	0	0	126	124
31	7	2	1	1	0	0	45.3	42
45	5	0	0	0	0	0	50.0	50
33	0	0	0	0	0	0	33.0	33
34	3	0	0	0	0	0	37.0	37
143	15	2	1	1	0	0	165	162
41	3	0	0	0	1	1	44.6	46
28	2	0	0	0	0	0	30.0	30
45	1	0	0	0	1	0	46.2	47
33	4	2	0	0	0	0	40.0	39
147	10	2	0	0	2	1	161	162
44	2	2	0	0	0	0	49.0	48
48	0	1	0	0	0	0	49.5	49
37	2	0	0	0	0	0	39.0	39
46	0	0	0	0	0	0	46.0	46
175	4	3	0	0	0	0	184	182
572	44	8	1	2	2	1	635	630

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	31	1	1	0	1	0	0	**35.5**	**34**
06:15 - 06:30	42	3	4	2	3	0	0	**61.6**	**54**
06:30 - 06:45	39	4	0	2	2	1	0	**51.8**	**48**
06:45 - 07:00	48	4	1	1	2	0	0	**59.8**	**56**
Hourly Total	**160**	**12**	**6**	**5**	**8**	**1**	**0**	**209**	**192**
07:00 - 07:15	57	15	3	2	1	0	0	**83.1**	**78**
07:15 - 07:30	50	9	11	1	3	2	0	**84.2**	**76**
07:30 - 07:45	63	15	1	1	5	3	0	**92.4**	**88**
07:45 - 08:00	85	8	2	1	3	0	1	**104.7**	**100**
Hourly Total	**255**	**47**	**17**	**5**	**12**	**5**	**1**	**364**	**342**
08:00 - 08:15	129	13	4	2	5	1	1	**163.2**	**155**
08:15 - 08:30	128	25	2	3	3	1	0	**169.1**	**162**
08:30 - 08:45	148	15	4	3	4	0	0	**183.9**	**174**
08:45 - 09:00	162	28	1	2	6	0	0	**208.1**	**199**
Hourly Total	**567**	**81**	**11**	**10**	**18**	**2**	**1**	**724**	**690**
09:00 - 09:15	123	26	9	1	1	1	1	**167.4**	**162**
09:15 - 09:30	104	19	6	5	3	1	1	**150.1**	**139**
09:30 - 09:45	128	18	3	5	1	1	1	**164.6**	**157**
09:45 - 10:00	117	23	1	3	1	1	0	**150.6**	**146**
Hourly Total	**472**	**86**	**19**	**14**	**6**	**4**	**3**	**633**	**604**
Session Total	**1454**	**226**	**53**	**34**	**44**	**12**	**5**	**1930**	**1828**
15:00 - 15:15	151	24	1	5	1	5	0	**191.0**	**187**
15:15 - 15:30	184	26	1	2	1	2	0	**218.5**	**216**
15:30 - 15:45	213	30	1	2	4	2	2	**258.3**	**254**
15:45 - 16:00	193	33	2	0	1	1	2	**232.0**	**232**
Hourly Total	**741**	**113**	**5**	**9**	**7**	**10**	**4**	**900**	**889**
16:00 - 16:15	198	37	3	1	4	3	1	**250.8**	**247**
16:15 - 16:30	242	31	3	0	1	1	1	**280.1**	**279**
16:30 - 16:45	222	22	2	0	1	4	2	**250.6**	**253**
16:45 - 17:00	223	26	1	0	1	5	0	**253.5**	**256**
Hourly Total	**885**	**116**	**9**	**1**	**7**	**13**	**4**	**1035**	**1035**
17:00 - 17:15	187	18	1	0	5	4	1	**217.7**	**216**
17:15 - 17:30	227	26	0	0	3	5	1	**260.4**	**262**
17:30 - 17:45	254	20	2	0	0	8	1	**279.0**	**285**
17:45 - 18:00	214	14	2	0	4	1	0	**239.2**	**235**
Hourly Total	**882**	**78**	**5**	**0**	**12**	**18**	**3**	**996**	**998**
18:00 - 18:15	215	11	3	0	2	2	0	**234.9**	**233**
18:15 - 18:30	216	6	1	0	1	3	1	**226.5**	**228**
18:30 - 18:45	210	9	0	0	3	3	1	**226.0**	**226**
18:45 - 19:00	184	6	0	0	0	5	2	**191.8**	**197**
Hourly Total	**825**	**32**	**4**	**0**	**6**	**13**	**4**	**879**	**884**
Session Total	**3333**	**339**	**23**	**10**	**32**	**54**	**15**	**3810**	**3806**

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
60	17	2	0	2	5	0	85.0	86
111	26	2	2	3	2	0	151.0	146
147	36	5	0	2	4	2	196.1	196
187	33	2	1	2	3	1	230.3	229
505	112	11	3	9	14	3	662	657
225	49	1	1	3	6	0	285.0	285
216	42	3	5	4	3	2	283.4	275
270	36	6	0	2	2	0	319.4	316
244	49	4	3	3	3	0	312.5	306
955	176	14	9	12	14	2	1200	1182
294	44	3	3	2	4	0	354.2	350
295	24	4	1	4	5	0	336.3	333
289	29	4	2	3	3	1	335.6	331
240	22	5	1	3	5	1	279.2	277
1118	119	16	7	12	17	2	1305	1291
207	30	2	3	3	5	3	255.1	253
211	29	3	4	1	1	3	257.1	252
190	18	4	3	6	0	2	233.7	223
144	16	2	1	4	0	0	173.3	167
752	93	11	11	14	6	8	919	895
3330	500	52	30	47	51	15	4087	4025
130	13	2	1	1	0	2	151.1	149
117	14	2	3	2	2	1	145.7	141
111	16	1	5	2	5	0	145.0	140
123	12	4	0	4	1	0	149.2	144
481	55	9	9	9	8	3	591	574
120	13	1	0	6	1	0	146.7	141
109	8	1	0	0	1	0	118.7	119
94	10	0	0	1	2	1	106.8	108
146	10	2	0	3	5	0	166.0	166
469	41	4	0	10	9	1	538	534
120	13	2	0	2	4	0	140.8	141
124	8	1	1	3	1	1	142.4	139
123	11	1	0	2	3	0	140.1	140
127	7	1	0	1	2	1	138.3	139
494	39	5	1	8	10	2	562	559
122	5	1	0	1	1	0	130.7	130
157	4	0	0	4	0	4	170.6	169
147	9	0	0	2	2	0	160.4	160
149	5	1	0	3	1	1	162.1	160
575	23	2	0	10	4	5	624	619
2019	158	20	10	37	31	11	2315	2286

Manchester - Manual Traffic and Queue Length Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) A662 Ashton New Road / B - (South East) A6010 Alan Turing Way / C - (West) A662 Ashton New Road / D - (No

Approach: D - (North West) A6010 Alan Turing Way

	D to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	6	0	0	0	0	0	0	6.0	6
06:15 - 06:30	9	1	0	3	0	0	0	16.9	13
06:30 - 06:45	14	1	1	1	0	0	0	18.8	17
06:45 - 07:00	16	3	2	0	0	1	0	22.2	22
Hourly Total	**45**	**5**	**3**	**4**	**0**	**1**	**0**	64	58
07:00 - 07:15	17	1	0	0	0	0	0	18.0	18
07:15 - 07:30	16	2	0	1	0	0	0	20.3	19
07:30 - 07:45	19	1	0	0	0	2	0	20.4	22
07:45 - 08:00	15	2	0	1	0	0	0	19.3	18
Hourly Total	**67**	**6**	**0**	**2**	**0**	**2**	**0**	78	77
08:00 - 08:15	22	2	0	1	0	0	0	26.3	25
08:15 - 08:30	20	0	0	0	0	0	0	20.0	20
08:30 - 08:45	23	2	2	0	0	0	0	28.0	27
08:45 - 09:00	23	3	1	0	0	0	0	27.5	27
Hourly Total	**88**	**7**	**3**	**1**	**0**	**0**	**0**	102	99
09:00 - 09:15	19	6	1	0	0	0	1	26.9	27
09:15 - 09:30	22	1	2	1	0	0	0	28.3	26
09:30 - 09:45	21	1	1	3	0	0	0	30.4	26
09:45 - 10:00	25	2	2	0	0	0	0	30.0	29
Hourly Total	**87**	**10**	**6**	**4**	**0**	**0**	**1**	116	108
Session Total	**287**	**28**	**12**	**11**	**0**	**3**	**1**	359	342
15:00 - 15:15	35	8	0	0	0	0	1	43.4	44
15:15 - 15:30	26	5	2	0	0	0	1	34.4	34
15:30 - 15:45	36	6	0	0	0	0	0	42.0	42
15:45 - 16:00	37	4	0	1	0	0	0	43.3	42
Hourly Total	**134**	**23**	**2**	**1**	**0**	**0**	**2**	163	162
16:00 - 16:15	34	3	0	3	0	0	1	44.3	41
16:15 - 16:30	34	2	0	0	0	0	0	36.0	36
16:30 - 16:45	39	2	3	1	0	0	1	48.2	46
16:45 - 17:00	42	4	1	0	0	0	0	47.5	47
Hourly Total	**149**	**11**	**4**	**4**	**0**	**0**	**2**	176	170
17:00 - 17:15	37	3	0	1	0	0	0	42.3	41
17:15 - 17:30	22	1	1	1	0	1	0	27.0	26
17:30 - 17:45	41	2	1	0	0	0	0	44.5	44
17:45 - 18:00	40	5	0	0	0	0	0	45.0	45
Hourly Total	**140**	**11**	**2**	**2**	**0**	**1**	**0**	159	156
18:00 - 18:15	24	1	0	0	0	0	1	25.4	26
18:15 - 18:30	34	1	0	0	0	0	1	35.4	36
18:30 - 18:45	34	0	0	0	0	0	0	34.0	34
18:45 - 19:00	28	3	0	0	0	1	0	31.2	32
Hourly Total	**120**	**5**	**0**	**0**	**0**	**1**	**2**	126	128
Session Total	**543**	**50**	**8**	**7**	**0**	**2**	**6**	624	616

ɔrth West) A6010 Alan Turing Way

D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
56	12	2	1	0	0	1	73.7	72
76	6	1	1	1	0	0	87.8	85
92	8	1	2	2	2	1	110.9	108
142	10	4	1	0	0	0	160.3	157
366	36	8	5	3	2	2	433	422
172	23	4	0	1	3	3	204.8	206
181	37	7	4	2	1	0	241.9	232
190	34	5	3	0	3	3	240.2	238
207	25	4	2	1	2	0	245.0	241
750	119	20	9	4	9	6	932	917
174	21	3	4	1	1	0	210.9	204
181	20	5	2	0	2	0	213.5	210
146	23	7	5	1	0	0	193.0	182
141	14	8	2	1	1	0	173.8	167
642	78	23	13	3	4	0	791	763
172	18	3	2	0	1	1	199.7	197
145	25	4	5	2	2	1	192.3	184
169	24	6	4	4	2	0	219.6	209
130	21	6	4	4	1	1	177.8	167
616	88	19	15	10	6	3	789	757
2374	321	70	42	20	21	11	2945	2859
151	25	7	4	1	2	2	198.9	192
113	22	0	4	1	0	2	147.0	142
154	17	1	2	0	2	1	177.9	177
161	21	2	0	1	2	0	187.4	187
579	85	10	10	3	6	5	711	698
159	9	1	2	1	2	0	176.5	174
170	3	3	2	2	2	0	186.5	182
151	13	3	0	1	2	0	170.9	170
135	16	1	2	1	0	1	159.5	156
615	41	8	6	5	6	1	693	682
158	11	3	0	0	1	1	174.1	174
147	9	2	0	1	2	0	161.4	161
189	11	0	1	2	4	1	207.5	208
192	6	0	0	0	2	2	199.2	202
686	37	5	1	3	9	4	742	745
154	7	0	1	0	3	0	163.9	165
175	5	0	0	1	1	0	182.2	182
174	14	0	0	2	0	1	192.4	191
135	15	0	0	0	1	0	150.2	151
638	41	0	1	3	5	1	689	689
2518	204	23	18	14	26	11	2836	2814

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
7	0	0	0	0	0	0	7.0	7
19	1	0	2	0	0	0	24.6	22
30	6	1	0	0	0	0	37.5	37
33	7	1	1	0	0	1	44.2	43
89	14	2	3	0	0	1	113	109
53	6	1	0	0	0	0	60.5	60
45	8	0	1	0	0	0	55.3	54
59	6	3	0	0	0	0	69.5	68
53	11	0	0	0	0	0	64.0	64
210	31	4	1	0	0	0	249	246
57	11	1	0	0	0	0	69.5	69
68	5	0	1	0	0	0	75.3	74
56	8	2	0	0	0	0	67.0	66
40	11	2	1	1	0	0	58.3	55
221	35	5	2	1	0	0	270	264
48	3	1	1	0	0	1	55.2	54
43	5	1	0	0	0	0	49.5	49
40	5	0	0	1	0	0	47.0	46
25	3	0	1	0	0	0	30.3	29
156	16	2	2	1	0	1	182	178
676	96	13	8	2	0	2	815	797
33	4	0	0	0	0	1	37.4	38
24	4	0	0	0	0	0	28.0	28
26	4	0	3	0	0	0	36.9	33
34	2	1	0	0	1	0	37.7	38
117	14	1	3	0	1	1	140	137
32	3	0	0	0	1	0	35.2	36
34	4	0	0	0	1	0	38.2	39
28	6	0	0	0	0	0	34.0	34
35	1	0	0	0	0	0	36.0	36
129	14	0	0	0	2	0	143	145
36	2	0	0	0	0	0	38.0	38
34	3	0	1	0	0	0	39.3	38
32	2	0	0	1	1	0	36.2	36
38	1	1	0	0	0	1	40.9	41
140	8	1	1	1	1	1	154	153
34	2	0	0	0	0	0	36.0	36
41	1	0	0	0	0	0	42.0	42
42	1	0	0	0	0	0	43.0	43
43	2	0	0	0	0	0	45.0	45
160	6	0	0	0	0	0	166	166
546	42	2	4	1	4	2	604	601

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From D								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	69	12	2	1	0	0	1	**86.7**	**85**
06:15 - 06:30	104	8	1	6	1	0	0	**129.3**	**120**
06:30 - 06:45	136	15	3	3	2	2	1	**167.2**	**162**
06:45 - 07:00	191	20	7	2	0	1	1	**226.7**	**222**
Hourly Total	**500**	**55**	**13**	**12**	**3**	**3**	**3**	**610**	**589**
07:00 - 07:15	242	30	5	0	1	3	3	**283.3**	**284**
07:15 - 07:30	242	47	7	6	2	1	0	**317.5**	**305**
07:30 - 07:45	268	41	8	3	0	5	3	**330.1**	**328**
07:45 - 08:00	275	38	4	3	1	2	0	**328.3**	**323**
Hourly Total	**1027**	**156**	**24**	**12**	**4**	**11**	**6**	**1259**	**1240**
08:00 - 08:15	253	34	4	5	1	1	0	**306.7**	**298**
08:15 - 08:30	269	25	5	3	0	2	0	**308.8**	**304**
08:30 - 08:45	225	33	11	5	1	0	0	**288.0**	**275**
08:45 - 09:00	204	28	11	3	2	1	0	**259.6**	**249**
Hourly Total	**951**	**120**	**31**	**16**	**4**	**4**	**0**	**1163**	**1126**
09:00 - 09:15	239	27	5	3	0	1	3	**281.8**	**278**
09:15 - 09:30	210	31	7	6	2	2	1	**270.1**	**259**
09:30 - 09:45	230	30	7	7	5	2	0	**297.0**	**281**
09:45 - 10:00	180	26	8	5	4	1	1	**238.1**	**225**
Hourly Total	**859**	**114**	**27**	**21**	**11**	**6**	**5**	**1087**	**1043**
Session Total	**3337**	**445**	**95**	**61**	**22**	**24**	**14**	**4119**	**3998**
15:00 - 15:15	219	37	7	4	1	2	4	**279.7**	**274**
15:15 - 15:30	163	31	2	4	1	0	3	**209.4**	**204**
15:30 - 15:45	216	27	1	5	0	2	1	**256.8**	**252**
15:45 - 16:00	232	27	3	1	1	3	0	**268.4**	**267**
Hourly Total	**830**	**122**	**13**	**14**	**3**	**7**	**8**	**1014**	**997**
16:00 - 16:15	225	15	1	5	1	3	1	**256.0**	**251**
16:15 - 16:30	238	9	3	2	2	3	0	**260.7**	**257**
16:30 - 16:45	218	21	6	1	1	2	1	**253.1**	**250**
16:45 - 17:00	212	21	2	2	1	0	1	**243.0**	**239**
Hourly Total	**893**	**66**	**12**	**10**	**5**	**8**	**3**	**1013**	**997**
17:00 - 17:15	231	16	3	1	0	1	1	**254.4**	**253**
17:15 - 17:30	203	13	3	2	1	3	0	**227.7**	**225**
17:30 - 17:45	262	15	1	1	3	5	1	**288.2**	**288**
17:45 - 18:00	270	12	1	0	0	2	3	**285.1**	**288**
Hourly Total	**966**	**56**	**8**	**4**	**4**	**11**	**5**	**1055**	**1054**
18:00 - 18:15	212	10	0	1	0	3	1	**225.3**	**227**
18:15 - 18:30	250	7	0	0	1	1	1	**259.6**	**260**
18:30 - 18:45	250	15	0	0	2	0	1	**269.4**	**268**
18:45 - 19:00	206	20	0	0	0	2	0	**226.4**	**228**
Hourly Total	**918**	**52**	**0**	**1**	**3**	**6**	**3**	**981**	**983**
Session Total	**3607**	**296**	**33**	**29**	**15**	**32**	**19**	**4063**	**4031**

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
79	12	5	1	1	3	1	103.8	102
108	20	10	5	1	2	1	157.3	147
108	17	7	4	2	3	0	149.3	141
137	28	14	4	2	2	1	200.0	188
432	77	36	14	6	10	3	610	578
152	30	15	3	1	3	0	214.0	204
165	31	11	5	1	2	0	226.4	215
155	23	4	4	0	5	1	194.6	192
210	26	2	10	2	3	2	267.4	255
682	110	32	22	4	13	3	902	866
213	21	4	7	3	0	3	263.3	251
238	24	9	1	2	1	2	282.8	277
205	27	6	6	1	1	3	258.2	249
269	35	14	5	2	0	0	340.5	325
925	107	33	19	8	2	8	1145	1102
253	40	11	11	0	3	2	336.2	320
221	45	10	4	2	1	0	294.4	283
225	32	6	4	2	2	0	279.6	271
245	51	8	4	2	0	0	321.2	310
944	168	35	23	6	6	2	1231	1184
2983	462	136	78	24	31	16	3889	3730
312	40	7	2	2	0	0	371.1	363
289	35	3	4	0	1	1	338.3	333
274	34	4	4	1	1	1	325.8	319
315	27	6	3	3	0	3	365.1	357
1190	136	20	13	6	2	5	1400	1372
338	40	3	4	0	1	2	392.7	388
317	26	6	0	0	1	0	352.2	350
352	34	6	0	2	1	2	400.0	397
350	24	3	2	0	2	1	383.9	382
1357	124	18	6	2	5	5	1529	1517
290	25	4	2	1	4	1	328.8	327
353	30	3	2	0	1	2	393.1	391
361	24	4	0	1	2	1	393.8	393
343	18	1	2	1	1	2	370.1	368
1347	97	12	6	3	8	6	1486	1479
340	17	1	0	1	3	1	361.5	363
345	19	0	2	2	1	2	373.6	371
339	11	1	0	0	0	0	351.5	351
327	11	0	3	0	1	2	345.9	344
1351	58	2	5	3	5	5	1433	1429
5245	415	52	30	14	20	21	5847	5797

Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Access / B - (South East) Riverpark Road / C - Unnamed Road / D - (North West) Riverpark Road

Approach: A - Car Park Access

	A to B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	2	0	0	0	0	0	0	**2.0**	**2**
06:15 - 06:30	1	0	0	0	0	0	0	**1.0**	**1**
06:30 - 06:45	1	0	1	0	0	0	0	**2.5**	**2**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**5**
07:00 - 07:15	1	0	0	0	0	0	0	**1.0**	**1**
07:15 - 07:30	1	0	0	0	0	0	0	**1.0**	**1**
07:30 - 07:45	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	0	1	0	0	0	0	0	**1.0**	**1**
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
08:00 - 08:15	0	0	1	0	0	0	0	**1.5**	**1**
08:15 - 08:30	1	0	0	0	0	0	0	**1.0**	**1**
08:30 - 08:45	1	0	0	0	0	0	0	**1.0**	**1**
08:45 - 09:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**4**
09:00 - 09:15	2	0	0	0	0	0	0	**2.0**	**2**
09:15 - 09:30	3	0	0	1	0	0	0	**5.3**	**4**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	2	1	0	0	0	0	0	**3.0**	**3**
Hourly Total	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**10**	**9**
Session Total	**16**	**2**	**2**	**1**	**0**	**0**	**0**	**23**	**21**
15:00 - 15:15	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	3	1	0	0	0	0	0	**4.0**	**4**
15:45 - 16:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
16:00 - 16:15	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	0	0	0	1	0	0	0	**2.3**	**1**
16:45 - 17:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	1	0	0	0	0	0	0	**1.0**	**1**
17:45 - 18:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
18:00 - 18:15	1	0	0	0	0	0	0	**1.0**	**1**
18:15 - 18:30	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	1	0	0	0	0	0	0	**1.0**	**1**
18:45 - 19:00	1	0	0	0	0	1	0	**1.2**	**2**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**4**
Session Total	**9**	**1**	**0**	**1**	**0**	**1**	**0**	**13**	**12**

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	1	0	0	0	0	3.5	3
3	0	1	0	0	0	0	4.5	4
3	1	0	0	0	0	0	4.0	4
2	0	0	0	0	0	0	2.0	2
10	1	2	0	0	0	0	14	13
3	1	0	0	0	0	0	4.0	4
6	1	0	0	0	0	0	7.0	7
4	2	0	0	0	0	0	6.0	6
3	1	0	0	0	0	0	4.0	4
16	5	0	0	0	0	0	21	21
4	2	0	0	0	0	0	6.0	6
4	1	0	0	0	0	0	5.0	5
1	0	0	0	0	0	0	1.0	1
9	0	0	0	0	0	0	9.0	9
18	3	0	0	0	0	0	21	21
1	2	0	0	0	0	0	3.0	3
6	2	0	0	0	0	0	8.0	8
8	0	0	0	0	0	0	8.0	8
4	1	0	0	0	0	0	5.0	5
19	5	0	0	0	0	0	24	24
63	14	2	0	0	0	0	80	79
0	0	0	0	0	0	0	0.0	0
2	3	0	0	0	0	0	5.0	5
3	0	0	0	0	0	0	3.0	3
3	1	0	0	0	0	0	4.0	4
8	4	0	0	0	0	0	12	12
0	1	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
4	1	0	0	0	0	0	5	5
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
7	0	0	0	0	0	0	7	7
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
3	1	0	0	0	0	0	4.0	4
1	0	0	0	0	0	0	1.0	1
5	1	0	0	0	0	0	6	6
24	6	0	0	0	0	0	30	30

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

	From A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	4	0	1	0	0	0	0	**5.5**	**5**
06:15 - 06:30	4	0	1	0	0	0	0	**5.5**	**5**
06:30 - 06:45	4	1	1	0	0	0	0	**6.5**	**6**
06:45 - 07:00	2	0	0	0	0	0	0	**2.0**	**2**
Hourly Total	**14**	**1**	**3**	**0**	**0**	**0**	**0**	**20**	**18**
07:00 - 07:15	4	1	0	0	0	0	0	**5.0**	**5**
07:15 - 07:30	7	1	0	0	0	0	0	**8.0**	**8**
07:30 - 07:45	4	3	0	0	0	0	0	**7.0**	**7**
07:45 - 08:00	3	2	0	0	0	0	0	**5.0**	**5**
Hourly Total	**18**	**7**	**0**	**0**	**0**	**0**	**0**	**25**	**25**
08:00 - 08:15	4	2	1	0	0	0	0	**7.5**	**7**
08:15 - 08:30	5	1	0	0	0	0	0	**6.0**	**6**
08:30 - 08:45	2	0	0	0	0	0	0	**2.0**	**2**
08:45 - 09:00	10	0	0	0	0	0	0	**10.0**	**10**
Hourly Total	**21**	**3**	**1**	**0**	**0**	**0**	**0**	**26**	**25**
09:00 - 09:15	3	2	0	0	0	0	0	**5.0**	**5**
09:15 - 09:30	9	2	0	1	0	0	0	**13.3**	**12**
09:30 - 09:45	8	0	0	0	0	0	0	**8.0**	**8**
09:45 - 10:00	6	2	0	0	0	0	0	**8.0**	**8**
Hourly Total	**26**	**6**	**0**	**1**	**0**	**0**	**0**	**34**	**33**
Session Total	**79**	**17**	**4**	**1**	**0**	**0**	**0**	**104**	**101**
15:00 - 15:15	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	2	3	0	0	0	0	0	**5.0**	**5**
15:30 - 15:45	6	1	0	0	0	0	0	**7.0**	**7**
15:45 - 16:00	3	1	0	0	0	0	0	**4.0**	**4**
Hourly Total	**11**	**5**	**0**	**0**	**0**	**0**	**0**	**16**	**16**
16:00 - 16:15	0	1	0	0	0	0	0	**1.0**	**1**
16:15 - 16:30	1	0	0	0	0	0	0	**1.0**	**1**
16:30 - 16:45	2	0	0	1	0	0	0	**4.3**	**3**
16:45 - 17:00	2	0	0	0	0	0	0	**2.0**	**2**
Hourly Total	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**8**	**7**
17:00 - 17:15	3	0	0	0	0	0	0	**3.0**	**3**
17:15 - 17:30	1	0	0	0	0	0	0	**1.0**	**1**
17:30 - 17:45	4	0	0	0	0	0	0	**4.0**	**4**
17:45 - 18:00	2	0	0	0	0	0	0	**2.0**	**2**
Hourly Total	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
18:00 - 18:15	2	0	0	0	0	0	0	**2.0**	**2**
18:15 - 18:30	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	4	1	0	0	0	0	0	**5.0**	**5**
18:45 - 19:00	2	0	0	0	0	1	0	**2.2**	**3**
Hourly Total	**8**	**1**	**0**	**0**	**0**	**1**	**0**	**9**	**10**
Session Total	**34**	**7**	**0**	**1**	**0**	**1**	**0**	**44**	**43**

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
7	1	0	0	0	0	0	8.0	8
4	1	0	0	0	0	0	5.0	5
2	0	1	0	0	0	0	3.5	3
5	1	0	0	0	0	0	6.0	6
18	3	1	0	0	0	0	23	22
6	0	0	0	0	0	0	6.0	6
5	4	0	0	0	0	0	9.0	9
4	3	0	0	0	0	0	7.0	7
4	2	1	0	0	0	0	7.5	7
19	9	1	0	0	0	0	30	29
4	0	0	0	0	0	0	4.0	4
6	0	0	0	0	0	0	6.0	6
8	0	0	0	0	0	0	8.0	8
8	1	0	1	0	0	0	11.3	10
26	1	0	1	0	0	0	29	28
10	1	0	1	0	0	0	13.3	12
7	2	0	0	0	0	0	9.0	9
16	2	0	0	0	0	0	18.0	18
13	1	0	0	0	0	0	14.0	14
46	6	0	1	0	0	0	54	53
109	19	2	2	0	0	0	136	132
1	1	0	0	0	0	0	2.0	2
0	2	0	0	0	0	0	2.0	2
1	1	0	0	0	0	0	2.0	2
3	1	0	0	0	0	0	4.0	4
5	5	0	0	0	0	0	10	10
0	0	0	1	0	0	0	2.3	1
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
5	0	0	0	0	0	0	5.0	5
8	0	0	1	0	0	0	10	9
2	0	0	0	0	0	0	2.0	2
2	2	1	0	0	0	0	5.5	5
2	0	0	0	0	1	0	2.2	3
1	0	0	0	0	0	0	1.0	1
7	2	1	0	0	1	0	11	11
1	0	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
6	1	0	0	0	0	0	7	7
26	8	1	1	0	1	0	38	37

Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Access / B - (South East) Riverpark Road / C - Unnamed Road / D - (North West) Riverpark Road

Approach: B - (South East) Riverpark Road

	B to C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	1	0	0	0	0	0	0	**1.0**	**1**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	0	0	0	0	0	0	0	**0.0**	**0**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	1	0	0	0	0	0	0	**1.0**	**1**
07:45 - 08:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
15:00 - 15:15	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	0	0	0	0	0	0	0	**0.0**	**0**
15:45 - 16:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	2	0	0	0	0	0	0	**2.0**	**2**
16:15 - 16:30	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
18:00 - 18:15	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	0	0	0	0	0	2.0	2
5	0	0	0	0	1	0	5.2	6
7	1	0	0	0	0	0	8.0	8
11	1	1	0	0	0	0	13.5	13
25	2	1	0	0	1	0	29	29
4	0	0	0	0	0	0	4.0	4
9	1	0	0	0	2	0	10.4	12
12	1	0	0	0	0	1	13.4	14
21	2	0	0	0	0	0	23.0	23
46	4	0	0	0	2	1	51	53
27	1	0	0	0	0	0	28.0	28
20	0	0	0	1	0	0	22.0	21
26	1	1	0	0	0	0	28.5	28
19	3	1	0	0	1	0	23.7	24
92	5	2	0	1	1	0	102	101
13	2	0	0	0	0	0	15.0	15
8	2	0	1	0	0	0	12.3	11
8	3	0	1	0	0	0	13.3	12
9	2	0	0	1	0	0	13.0	12
38	9	0	2	1	0	0	54	50
201	20	3	2	2	4	1	235	233
15	1	0	0	0	1	0	16.2	17
8	3	1	0	0	0	0	12.5	12
8	1	0	0	0	0	0	9.0	9
12	0	0	0	1	0	0	14.0	13
43	5	1	0	1	1	0	52	51
6	1	0	0	1	0	0	9.0	8
6	1	0	1	0	0	0	9.3	8
15	1	0	0	0	1	0	16.2	17
7	0	1	0	0	0	0	8.5	8
34	3	1	1	1	1	0	43	41
9	3	0	0	0	0	0	12.0	12
11	0	0	0	0	0	0	11.0	11
12	0	0	0	0	0	0	12.0	12
15	0	0	0	0	1	0	15.2	16
47	3	0	0	0	1	0	50	51
11	1	0	0	0	0	0	12.0	12
14	0	0	0	0	0	0	14.0	14
8	0	0	0	0	0	0	8.0	8
10	0	0	0	0	0	0	10.0	10
43	1	0	0	0	0	0	44	44
167	12	2	1	2	3	0	189	187

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.5	1
2	0	0	0	0	0	0	2.0	2
3	0	1	0	0	0	0	5	4
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	2	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
4	2	0	0	0	0	0	6	6
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
8	0	0	0	0	0	0	8	8
5	0	0	1	0	0	0	7.3	6
1	0	0	0	0	0	0	1.0	1
5	0	0	0	0	0	0	5.0	5
2	0	0	0	0	0	0	2.0	2
13	0	0	1	0	0	0	15	14
28	2	1	1	0	0	0	34	32
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
4	0	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2	2
9	1	0	0	0	0	0	10	10

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
2	0	0	0	0	0	0	2	2
3	0	0	0	0	0	0	3.0	3
1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3
3	0	0	0	0	0	0	3.0	3
10	0	0	0	0	0	0	10	10
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
2	1	0	0	0	0	0	3	3
3	1	0	0	0	0	0	4.0	4
4	0	0	0	0	0	0	4.0	4
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
9	1	0	0	0	0	0	10	10
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
3	0	0	0	0	0	0	3.0	3
6	0	0	0	0	0	0	6	6
27	2	0	0	0	0	0	29	29

	From B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	4	0	0	0	0	0	0	**4.0**	**4**
06:15 - 06:30	5	0	0	0	0	1	0	**5.2**	**6**
06:30 - 06:45	7	1	1	0	0	0	0	**9.5**	**9**
06:45 - 07:00	14	1	1	0	0	0	0	**16.5**	**16**
Hourly Total	**30**	**2**	**2**	**0**	**0**	**1**	**0**	**35**	**35**
07:00 - 07:15	5	0	0	0	0	0	0	**5.0**	**5**
07:15 - 07:30	11	1	0	0	0	2	0	**12.4**	**14**
07:30 - 07:45	13	3	0	0	0	0	1	**16.4**	**17**
07:45 - 08:00	22	2	0	0	0	0	0	**24.0**	**24**
Hourly Total	**51**	**6**	**0**	**0**	**0**	**2**	**1**	**58**	**60**
08:00 - 08:15	28	1	0	0	0	0	0	**29.0**	**29**
08:15 - 08:30	22	0	0	0	1	0	0	**24.0**	**23**
08:30 - 08:45	28	1	1	0	0	0	0	**30.5**	**30**
08:45 - 09:00	22	3	1	0	0	1	0	**26.7**	**27**
Hourly Total	**100**	**5**	**2**	**0**	**1**	**1**	**0**	**110**	**109**
09:00 - 09:15	18	2	0	1	0	0	0	**22.3**	**21**
09:15 - 09:30	9	2	0	1	0	0	0	**13.3**	**12**
09:30 - 09:45	14	3	0	1	0	0	0	**19.3**	**18**
09:45 - 10:00	11	2	0	0	1	0	0	**15.0**	**14**
Hourly Total	**52**	**9**	**0**	**3**	**1**	**0**	**0**	**70**	**65**
Session Total	**233**	**22**	**4**	**3**	**2**	**4**	**1**	**273**	**269**
15:00 - 15:15	18	1	0	0	0	1	0	**19.2**	**20**
15:15 - 15:30	9	3	1	0	0	0	0	**13.5**	**13**
15:30 - 15:45	11	1	0	0	0	0	0	**12.0**	**12**
15:45 - 16:00	15	1	0	0	1	0	0	**18.0**	**17**
Hourly Total	**53**	**6**	**1**	**0**	**1**	**1**	**0**	**63**	**62**
16:00 - 16:15	8	1	0	0	1	0	0	**11.0**	**10**
16:15 - 16:30	8	2	0	1	0	0	0	**12.3**	**11**
16:30 - 16:45	16	1	0	0	0	1	0	**17.2**	**18**
16:45 - 17:00	10	0	1	0	0	0	0	**11.5**	**11**
Hourly Total	**42**	**4**	**1**	**1**	**1**	**1**	**0**	**52**	**50**
17:00 - 17:15	12	4	0	0	0	0	0	**16.0**	**16**
17:15 - 17:30	17	0	0	0	0	0	0	**17.0**	**17**
17:30 - 17:45	14	0	0	0	0	0	0	**14.0**	**14**
17:45 - 18:00	17	0	0	0	0	1	0	**17.2**	**18**
Hourly Total	**60**	**4**	**0**	**0**	**0**	**1**	**0**	**64**	**65**
18:00 - 18:15	12	1	0	0	0	0	0	**13.0**	**13**
18:15 - 18:30	14	0	0	0	0	0	0	**14.0**	**14**
18:30 - 18:45	10	0	0	0	0	0	0	**10.0**	**10**
18:45 - 19:00	15	0	0	0	0	0	0	**15.0**	**15**
Hourly Total	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**52**	**52**
Session Total	**206**	**15**	**2**	**1**	**2**	**3**	**0**	**231**	**229**

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	1	0	0	0	0	5.5	5
2	0	1	0	0	0	0	3.5	3
4	0	1	1	0	0	0	7.8	6
4	0	0	0	0	0	0	4.0	4
14	0	3	1	0	0	0	21	18
5	0	0	0	0	0	0	5.0	5
5	1	0	0	0	0	0	6.0	6
3	1	0	0	1	0	0	6.0	5
7	4	1	0	0	0	0	12.5	12
20	6	1	0	1	0	0	30	28
9	1	1	0	0	0	0	11.5	11
9	0	0	0	0	0	0	9.0	9
10	1	0	1	1	0	0	15.3	13
3	2	0	0	0	0	0	5.0	5
31	4	1	1	1	0	0	41	38
12	0	0	1	0	0	0	14.3	13
11	0	0	1	1	0	0	15.3	13
10	0	0	0	0	0	0	10.0	10
7	2	1	0	0	0	0	10.5	10
40	2	1	2	1	0	0	50	46
105	12	6	4	3	0	0	141	130
24	2	0	0	0	1	0	26.2	27
24	1	0	1	0	0	0	27.3	26
39	7	0	0	0	0	0	46.0	46
32	3	1	0	1	0	0	38.5	37
119	13	1	1	1	1	0	138	136
37	1	1	0	0	0	0	39.5	39
31	4	0	1	0	0	0	37.3	36
33	4	0	1	0	1	0	39.5	39
28	1	0	0	0	1	0	29.2	30
129	10	1	2	0	2	0	146	144
32	4	0	0	0	0	1	36.4	37
52	2	0	0	0	0	0	54.0	54
24	0	0	0	0	1	0	24.2	25
21	0	0	0	0	0	0	21.0	21
129	6	0	0	0	1	1	136	137
25	4	0	1	0	1	0	31.5	31
19	1	0	0	0	1	0	20.2	21
21	0	0	0	0	0	0	21.0	21
27	1	0	0	0	1	0	28.2	29
92	6	0	1	0	3	0	101	102
469	35	2	4	1	7	1	520	519

Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Access / B - (South East) Riverpark Road / C - Unnamed Road / D - (North West) Riverpark Road

Approach: C - Unnamed Road

	C to D								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	0	0	0	0	0	0	0	**0.0**	**0**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	0	0	0	0	0	0	0	**0.0**	**0**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	1	0	0	0	0	0	0	**1.0**	**1**
07:45 - 08:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
08:00 - 08:15	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
15:00 - 15:15	2	0	0	0	0	0	0	**2.0**	**2**
15:15 - 15:30	1	0	0	0	0	0	0	**1.0**	**1**
15:30 - 15:45	1	0	0	0	0	0	0	**1.0**	**1**
15:45 - 16:00	2	0	0	0	0	0	0	**2.0**	**2**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
16:00 - 16:15	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	1	0	0	0	0	0	0	**1.0**	**1**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	1	0	0	0	0	0	0	**1.0**	**1**
17:45 - 18:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
18:00 - 18:15	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	1	0	0	0	0	0	0	**1.0**	**1**
18:30 - 18:45	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	3

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	1	0	0	0	0	0	0	**1.0**	**1**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	0	0	0	0	0	0	0	**0.0**	**0**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	1	0	0	0	0	0	0	**1.0**	**1**
07:45 - 08:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
08:00 - 08:15	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
15:00 - 15:15	2	0	0	0	0	0	0	**2.0**	**2**
15:15 - 15:30	1	0	0	0	0	0	0	**1.0**	**1**
15:30 - 15:45	1	0	0	0	0	0	0	**1.0**	**1**
15:45 - 16:00	4	0	0	0	0	0	0	**4.0**	**4**
Hourly Total	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
16:00 - 16:15	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	2	0	0	0	0	0	0	**2.0**	**2**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	1	0	0	0	0	0	0	**1.0**	**1**
17:45 - 18:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
18:00 - 18:15	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	1	0	0	0	0	0	0	**1.0**	**1**
18:30 - 18:45	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12**

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
4	1	0	0	0	0	0	5	5
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7	7

Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Access / B - (South East) Riverpark Road / C - Unnamed Road / D - (North West) Riverpark Road

Approach: D - (North West) Riverpark Road

	D to A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	5	1	0	0	0	0	0	**6.0**	**6**
06:15 - 06:30	4	1	0	0	0	0	0	**5.0**	**5**
06:30 - 06:45	2	0	0	0	0	0	0	**2.0**	**2**
06:45 - 07:00	3	1	0	0	0	0	0	**4.0**	**4**
Hourly Total	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**17**	**17**
07:00 - 07:15	5	0	0	0	0	0	0	**5.0**	**5**
07:15 - 07:30	3	4	0	0	0	0	0	**7.0**	**7**
07:30 - 07:45	4	0	0	0	0	0	0	**4.0**	**4**
07:45 - 08:00	3	2	1	0	0	0	0	**6.5**	**6**
Hourly Total	**15**	**6**	**1**	**0**	**0**	**0**	**0**	**23**	**22**
08:00 - 08:15	3	0	0	0	0	0	0	**3.0**	**3**
08:15 - 08:30	4	0	0	0	0	0	0	**4.0**	**4**
08:30 - 08:45	6	0	0	0	0	0	0	**6.0**	**6**
08:45 - 09:00	5	1	0	1	0	0	0	**8.3**	**7**
Hourly Total	**18**	**1**	**0**	**1**	**0**	**0**	**0**	**21**	**20**
09:00 - 09:15	5	1	0	0	0	0	0	**6.0**	**6**
09:15 - 09:30	6	2	0	0	0	0	0	**8.0**	**8**
09:30 - 09:45	11	2	0	0	0	0	0	**13.0**	**13**
09:45 - 10:00	11	1	0	0	0	0	0	**12.0**	**12**
Hourly Total	**33**	**6**	**0**	**0**	**0**	**0**	**0**	**39**	**39**
Session Total	**80**	**16**	**1**	**1**	**0**	**0**	**0**	**100**	**98**
15:00 - 15:15	1	1	0	0	0	0	0	**2.0**	**2**
15:15 - 15:30	0	2	0	0	0	0	0	**2.0**	**2**
15:30 - 15:45	1	1	0	0	0	0	0	**2.0**	**2**
15:45 - 16:00	3	0	0	0	0	0	0	**3.0**	**3**
Hourly Total	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
16:00 - 16:15	0	0	0	1	0	0	0	**2.3**	**1**
16:15 - 16:30	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	4	0	0	0	0	0	0	**4.0**	**4**
Hourly Total	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**5**
17:00 - 17:15	1	0	0	0	0	0	0	**1.0**	**1**
17:15 - 17:30	0	2	1	0	0	0	0	**3.5**	**3**
17:30 - 17:45	1	0	0	0	0	1	0	**1.2**	**2**
17:45 - 18:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**3**	**2**	**1**	**0**	**0**	**1**	**0**	**7**	**7**
18:00 - 18:15	1	0	0	0	0	0	0	**1.0**	**1**
18:15 - 18:30	0	1	0	0	0	0	0	**1.0**	**1**
18:30 - 18:45	3	0	0	0	0	0	0	**3.0**	**3**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
Session Total	**16**	**7**	**1**	**1**	**0**	**1**	**0**	**27**	**26**

D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	1	0	0	0	0	3.5	3
1	0	1	0	0	0	0	2.5	2
3	0	0	1	0	0	0	5.3	4
3	0	0	0	0	0	0	3.0	3
9	0	2	1	0	0	0	14	12
4	0	0	0	0	0	0	4.0	4
4	1	0	0	0	0	0	5.0	5
3	1	0	0	1	0	0	6.0	5
7	3	1	0	0	0	0	11.5	11
18	5	1	0	1	0	0	27	25
9	1	0	0	0	0	0	10.0	10
8	0	0	0	0	0	0	8.0	8
9	1	0	1	1	0	0	14.3	12
2	2	0	0	0	0	0	4.0	4
28	4	0	1	1	0	0	36	34
10	0	0	1	0	0	0	12.3	11
8	0	0	0	1	0	0	10.0	9
9	0	0	0	0	0	0	9.0	9
5	1	1	0	0	0	0	7.5	7
32	1	1	1	1	0	0	39	36
87	10	4	3	3	0	0	116	107
21	2	0	0	0	1	0	23.2	24
23	1	0	1	0	0	0	26.3	25
33	6	0	0	0	0	0	39.0	39
27	3	1	0	1	0	0	33.5	32
104	12	1	1	1	1	0	122	120
37	1	1	0	0	0	0	39.5	39
30	3	0	1	0	0	0	35.3	34
33	4	0	0	0	1	0	37.2	38
25	1	0	0	0	1	0	26.2	27
125	9	1	1	0	2	0	138	138
29	3	0	0	0	0	1	32.4	33
48	2	0	0	0	0	0	50.0	50
22	0	0	0	0	1	0	22.2	23
19	0	0	0	0	0	0	19.0	19
118	5	0	0	0	1	1	124	125
23	4	0	1	0	1	0	29.5	29
19	1	0	0	0	1	0	20.2	21
18	0	0	0	0	0	0	18.0	18
23	1	0	0	0	0	0	24.0	24
83	6	0	1	0	2	0	92	92
430	32	2	3	1	6	1	476	475

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
2	1	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4	4

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	1	0	0	0	2.3	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	2	0	0	0	5	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	3	0	0	0	7	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
4	1	0	0	0	0	0	5	5

	From D								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	7	1	1	0	0	0	0	**9.5**	**9**
06:15 - 06:30	5	1	1	0	0	0	0	**7.5**	**7**
06:30 - 06:45	5	0	0	2	0	0	0	**9.6**	**7**
06:45 - 07:00	6	1	0	0	0	0	0	**7.0**	**7**
Hourly Total	**23**	**3**	**2**	**2**	**0**	**0**	**0**	**34**	**30**
07:00 - 07:15	9	0	0	0	0	0	0	**9.0**	**9**
07:15 - 07:30	8	5	0	0	0	0	0	**13.0**	**13**
07:30 - 07:45	7	1	0	0	1	0	0	**10.0**	**9**
07:45 - 08:00	10	5	2	0	0	0	0	**18.0**	**17**
Hourly Total	**34**	**11**	**2**	**0**	**1**	**0**	**0**	**50**	**48**
08:00 - 08:15	12	1	0	1	0	0	0	**15.3**	**14**
08:15 - 08:30	13	0	0	1	0	0	0	**15.3**	**14**
08:30 - 08:45	15	1	0	1	1	0	0	**20.3**	**18**
08:45 - 09:00	7	3	0	1	0	0	0	**12.3**	**11**
Hourly Total	**47**	**5**	**0**	**4**	**1**	**0**	**0**	**63**	**57**
09:00 - 09:15	15	1	0	1	0	0	0	**18.3**	**17**
09:15 - 09:30	14	2	0	0	1	0	0	**18.0**	**17**
09:30 - 09:45	20	3	0	0	0	0	0	**23.0**	**23**
09:45 - 10:00	16	2	1	0	0	0	0	**19.5**	**19**
Hourly Total	**65**	**8**	**1**	**1**	**1**	**0**	**0**	**79**	**76**
Session Total	**169**	**27**	**5**	**7**	**3**	**0**	**0**	**226**	**211**
15:00 - 15:15	22	3	0	0	0	1	0	**25.2**	**26**
15:15 - 15:30	24	3	0	1	0	0	0	**29.3**	**28**
15:30 - 15:45	36	8	0	0	0	0	0	**44.0**	**44**
15:45 - 16:00	30	3	1	0	1	0	0	**36.5**	**35**
Hourly Total	**112**	**17**	**1**	**1**	**1**	**1**	**0**	**135**	**133**
16:00 - 16:15	38	1	1	1	0	0	0	**42.8**	**41**
16:15 - 16:30	32	3	0	1	0	0	0	**37.3**	**36**
16:30 - 16:45	34	4	0	0	0	1	0	**38.2**	**39**
16:45 - 17:00	29	1	0	0	0	1	0	**30.2**	**31**
Hourly Total	**133**	**9**	**1**	**2**	**0**	**2**	**0**	**149**	**147**
17:00 - 17:15	30	3	0	0	0	0	1	**33.4**	**34**
17:15 - 17:30	48	4	1	0	0	0	0	**53.5**	**53**
17:30 - 17:45	23	0	0	0	0	2	0	**23.4**	**25**
17:45 - 18:00	20	0	0	0	0	0	0	**20.0**	**20**
Hourly Total	**121**	**7**	**1**	**0**	**0**	**2**	**1**	**130**	**132**
18:00 - 18:15	24	4	0	1	0	1	0	**30.5**	**30**
18:15 - 18:30	19	2	0	0	0	1	0	**21.2**	**22**
18:30 - 18:45	22	0	0	0	0	0	0	**22.0**	**22**
18:45 - 19:00	23	1	0	0	0	0	0	**24.0**	**24**
Hourly Total	**88**	**7**	**0**	**1**	**0**	**2**	**0**	**98**	**98**
Session Total	**454**	**40**	**3**	**4**	**1**	**7**	**1**	**512**	**510**

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	1	0	0	0	0	5.5	5
8	0	1	0	0	1	0	9.7	10
10	2	0	1	0	0	0	14.3	13
13	1	1	0	0	0	0	15.5	15
35	3	3	1	0	1	0	45	43
7	1	0	0	0	0	0	8.0	8
15	2	0	0	0	2	0	17.4	19
17	3	0	0	0	0	1	20.4	21
25	3	0	0	0	0	0	28.0	28
64	9	0	0	0	2	1	74	76
31	3	0	1	0	0	0	36.3	35
24	1	0	1	1	0	0	29.3	27
27	1	1	0	0	0	0	29.5	29
28	3	1	0	0	1	0	32.7	33
110	8	2	2	1	1	0	128	124
14	4	0	0	0	0	0	18.0	18
14	4	0	1	0	0	0	20.3	19
16	3	0	1	0	0	0	21.3	20
13	3	0	0	1	0	0	18.0	17
57	14	0	2	1	0	0	78	74
266	34	5	5	2	4	1	324	317
17	1	0	0	0	1	0	18.2	19
11	6	1	0	0	0	0	18.5	18
13	2	0	0	0	0	0	15.0	15
17	1	0	0	1	0	0	20.0	19
58	10	1	0	1	1	0	72	71
7	2	0	0	1	0	0	11.0	10
8	1	0	1	0	0	0	11.3	10
18	1	0	0	0	1	0	19.2	20
8	0	1	0	0	0	0	9.5	9
41	4	1	1	1	1	0	51	49
11	3	0	0	0	0	0	14.0	14
12	0	0	0	0	0	0	12.0	12
16	0	0	0	0	0	0	16.0	16
16	0	0	0	0	1	0	16.2	17
55	3	0	0	0	1	0	58	59
12	1	0	0	0	0	0	13.0	13
15	0	0	0	0	0	0	15.0	15
12	1	0	0	0	0	0	13.0	13
11	0	0	0	0	0	0	11.0	11
50	2	0	0	0	0	0	52	52
204	19	2	1	2	3	0	233	231



Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Car Park Access / B - (East) Riverpark Road / C - Bank Street / D - (West) Riverpark Road**

Approach: **A - Car Park Access**

	A to B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	0	0	0	0	0	0	0	**0.0**	**0**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	0	0	0	0	0	0	0	**0.0**	**0**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	0	0	0	0	0	0	0	**0.0**	**0**
15:45 - 16:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	1	1	0	0	0	0	0	**2.0**	**2**
16:15 - 16:30	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	0	0	0	0	0	0	0	**0.0**	**0**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	0	0	0	0	0	0	0	**0.0**	**0**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	0	0	0	0	0	0	0	**0.0**	**0**
15:45 - 16:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	1	1	0	0	0	0	0	**2.0**	**2**
16:15 - 16:30	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
2	2	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Access / B - (East) Riverpark Road / C - Bank Street / D - (West) Riverpark Road

Approach: B - (East) Riverpark Road

	B to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	1	0	0.2	1
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	1	0	0	0	0	1	0	1.2	2
Hourly Total	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**3**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**4**
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	1	0	0	0	0	0	0	1.0	1
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
16:00 - 16:15	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	2	0	0	0	0	0	0	2.0	2
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
17:00 - 17:15	2	0	0	0	0	0	0	2.0	2
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
5	0	0	0	0	0	0	5.0	5
4	0	0	0	0	1	0	4.2	5
7	1	1	0	0	0	0	9.5	9
13	1	1	0	0	0	0	15.5	15
29	2	2	0	0	1	0	34	34
5	0	0	0	0	0	0	5.0	5
11	1	0	0	0	2	0	12.4	14
13	3	0	0	0	0	1	16.4	17
23	2	0	0	0	0	0	25.0	25
52	6	0	0	0	2	1	59	61
27	1	0	0	0	0	0	28.0	28
23	0	0	0	1	0	0	25.0	24
24	1	1	0	0	0	0	26.5	26
22	3	1	0	0	1	0	26.7	27
96	5	2	0	1	1	0	106	105
16	2	0	1	0	0	0	20.3	19
9	2	0	1	0	0	0	13.3	12
14	3	0	1	0	0	0	19.3	18
11	2	0	0	1	0	0	15.0	14
50	9	0	3	1	0	0	68	63
227	22	4	3	2	4	1	267	263
18	1	0	0	0	1	0	19.2	20
9	3	1	0	0	0	0	13.5	13
11	1	0	0	0	0	0	12.0	12
13	1	0	0	1	0	0	16.0	15
51	6	1	0	1	1	0	61	60
7	1	0	0	1	0	0	10.0	9
8	2	0	1	0	0	0	12.3	11
16	1	0	0	0	1	0	17.2	18
10	0	1	0	0	0	0	11.5	11
41	4	1	1	1	1	0	51	49
12	4	0	0	0	0	0	16.0	16
17	0	0	0	0	0	0	17.0	17
14	0	0	0	0	0	0	14.0	14
17	0	0	0	0	1	0	17.2	18
60	4	0	0	0	1	0	64	65
15	1	0	0	0	0	0	16.0	16
11	0	0	0	0	0	0	11.0	11
9	0	0	0	0	0	0	9.0	9
14	0	0	0	0	0	0	14.0	14
49	1	0	0	0	0	0	50	50
201	15	2	1	2	3	0	226	224

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
1	2	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

	From B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	5	0	0	0	0	0	0	**5.0**	**5**
06:15 - 06:30	4	0	0	0	0	1	0	**4.2**	**5**
06:30 - 06:45	7	2	1	0	0	0	0	**10.5**	**10**
06:45 - 07:00	13	1	1	0	0	0	0	**15.5**	**15**
Hourly Total	**29**	**3**	**2**	**0**	**0**	**1**	**0**	**35**	**35**
07:00 - 07:15	5	0	0	0	0	0	0	**5.0**	**5**
07:15 - 07:30	11	1	0	0	0	3	0	**12.6**	**15**
07:30 - 07:45	13	4	0	0	0	0	1	**17.4**	**18**
07:45 - 08:00	23	2	0	0	0	0	0	**25.0**	**25**
Hourly Total	**52**	**7**	**0**	**0**	**0**	**3**	**1**	**60**	**63**
08:00 - 08:15	28	1	0	0	0	0	0	**29.0**	**29**
08:15 - 08:30	23	0	0	0	1	0	0	**25.0**	**24**
08:30 - 08:45	24	1	1	0	0	0	0	**26.5**	**26**
08:45 - 09:00	23	3	1	0	0	2	0	**27.9**	**29**
Hourly Total	**98**	**5**	**2**	**0**	**1**	**2**	**0**	**108**	**108**
09:00 - 09:15	17	2	0	1	0	0	0	**21.3**	**20**
09:15 - 09:30	9	2	0	1	0	0	0	**13.3**	**12**
09:30 - 09:45	14	3	0	1	0	0	0	**19.3**	**18**
09:45 - 10:00	11	2	0	0	1	0	0	**15.0**	**14**
Hourly Total	**51**	**9**	**0**	**3**	**1**	**0**	**0**	**69**	**64**
Session Total	**230**	**24**	**4**	**3**	**2**	**6**	**1**	**273**	**270**
15:00 - 15:15	18	1	0	0	0	1	0	**19.2**	**20**
15:15 - 15:30	10	3	1	0	0	0	0	**14.5**	**14**
15:30 - 15:45	13	1	0	0	0	0	0	**14.0**	**14**
15:45 - 16:00	13	1	0	0	1	0	0	**16.0**	**15**
Hourly Total	**54**	**6**	**1**	**0**	**1**	**1**	**0**	**64**	**63**
16:00 - 16:15	8	1	0	0	1	0	0	**11.0**	**10**
16:15 - 16:30	8	2	0	1	0	0	0	**12.3**	**11**
16:30 - 16:45	18	1	0	0	0	1	0	**19.2**	**20**
16:45 - 17:00	10	0	1	0	0	0	0	**11.5**	**11**
Hourly Total	**44**	**4**	**1**	**1**	**1**	**1**	**0**	**54**	**52**
17:00 - 17:15	14	4	0	0	0	0	0	**18.0**	**18**
17:15 - 17:30	17	0	0	0	0	0	0	**17.0**	**17**
17:30 - 17:45	16	0	0	0	0	0	0	**16.0**	**16**
17:45 - 18:00	18	0	0	0	0	1	0	**18.2**	**19**
Hourly Total	**65**	**4**	**0**	**0**	**0**	**1**	**0**	**69**	**70**
18:00 - 18:15	15	1	0	0	0	0	0	**16.0**	**16**
18:15 - 18:30	11	0	0	0	0	0	0	**11.0**	**11**
18:30 - 18:45	10	0	0	0	0	0	0	**10.0**	**10**
18:45 - 19:00	14	0	0	0	0	0	0	**14.0**	**14**
Hourly Total	**50**	**1**	**0**	**0**	**0**	**0**	**0**	**51**	**51**
Session Total	**213**	**15**	**2**	**1**	**2**	**3**	**0**	**238**	**236**

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	1	0	0	0	0	5.5	5
2	0	1	0	0	0	0	3.5	3
3	0	1	1	0	0	0	6.8	5
3	0	0	0	0	0	0	3.0	3
12	0	3	1	0	0	0	19	16
3	0	0	0	0	0	0	3.0	3
6	1	0	0	0	0	0	7.0	7
3	1	0	0	1	0	0	6.0	5
7	3	1	0	0	0	0	11.5	11
19	5	1	0	1	0	0	28	26
9	2	1	0	0	0	0	12.5	12
9	0	0	0	0	0	0	9.0	9
9	1	0	1	1	0	0	14.3	12
3	2	0	0	0	0	0	5.0	5
30	5	1	1	1	0	0	41	38
11	0	0	1	0	0	0	13.3	12
11	0	0	1	1	0	0	15.3	13
10	0	0	0	0	0	0	10.0	10
7	2	1	0	0	0	0	10.5	10
39	2	1	2	1	0	0	49	45
100	12	6	4	3	0	0	136	125
24	2	0	0	0	1	0	26.2	27
24	1	0	1	0	0	0	27.3	26
39	7	0	0	0	0	0	46.0	46
31	3	1	0	1	0	0	37.5	36
118	13	1	1	1	1	0	137	135
37	2	1	0	0	0	0	40.5	40
34	4	0	1	0	0	0	40.3	39
33	4	0	1	0	3	0	39.9	41
28	1	0	0	0	1	0	29.2	30
132	11	1	2	0	4	0	150	150
34	3	0	0	0	0	1	37.4	38
52	3	0	0	0	0	0	55.0	55
25	0	0	0	0	3	0	25.6	28
22	0	0	0	0	1	0	22.2	23
133	6	0	0	0	4	1	140	144
26	4	0	1	0	2	0	32.7	33
19	1	0	0	0	1	0	20.2	21
21	0	0	0	0	0	0	21.0	21
25	1	0	0	0	0	0	26.0	26
91	6	0	1	0	3	0	100	101
474	36	2	4	1	12	1	527	530

Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Access / B - (East) Riverpark Road / C - Bank Street / D - (West) Riverpark Road

Approach: C - Bank Street

	C to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	2	0	1.4	3
1	0	0	0	0	0	0	1.0	1
5	0	0	0	0	2	0	5	7
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	2	0	0.4	2
1	0	0	0	0	1	0	1.2	2
4	0	0	0	0	3	0	5	7
1	0	0	0	0	1	0	1.2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	1	0	1	2
10	0	0	0	0	6	0	11	16

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	0	0	0	0	0	0	0	**0.0**	**0**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	0	0	0	0	0	0	0	**0.0**	**0**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	3	0	0	0	0	0	0	**3.0**	**3**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
09:00 - 09:15	1	0	0	0	0	0	0	**1.0**	**1**
09:15 - 09:30	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
15:00 - 15:15	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	0	0	0	0	0	0	0	**0.0**	**0**
15:45 - 16:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	1	0	0	0	0	0	0	**1.0**	**1**
16:15 - 16:30	2	0	0	0	0	0	0	**2.0**	**2**
16:30 - 16:45	1	0	0	0	0	2	0	**1.4**	**3**
16:45 - 17:00	1	0	0	0	0	0	0	**1.0**	**1**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**7**
17:00 - 17:15	1	0	0	0	0	0	0	**1.0**	**1**
17:15 - 17:30	2	0	0	0	0	0	0	**2.0**	**2**
17:30 - 17:45	0	0	0	0	0	2	0	**0.4**	**2**
17:45 - 18:00	1	0	0	0	0	1	0	**1.2**	**2**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**3**	**0**	**5**	**7**
18:00 - 18:15	1	0	0	0	0	1	0	**1.2**	**2**
18:15 - 18:30	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	1	0	0	0	0	0	0	**1.0**	**1**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**3**
Session Total	**12**	**0**	**0**	**0**	**0**	**6**	**0**	**13**	**18**

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	1	0	0.2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	1	0	1	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	1	0	1.2	2
3	0	0	0	0	1	0	3	4
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
4	0	0	0	0	2	0	4	6
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3	3
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3.0	3
0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4	4
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
6	0	0	0	0	0	0	6	6
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	1	0	0.2	1
1	0	0	0	0	1	0	1	2
14	0	0	0	0	1	0	14	15

Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Access / B - (East) Riverpark Road / C - Bank Street / D - (West) Riverpark Road

Approach: D - (West) Riverpark Road

	D to A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	0	0	0	0	0	0	0	**0.0**	**0**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	1	0	0	0	0	0	0	**1.0**	**1**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
15:00 - 15:15	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	0	0	0	0	0	0	0	**0.0**	**0**
15:45 - 16:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	1	0	0	0	0	5.5	5
2	0	1	0	0	0	0	3.5	3
3	0	1	1	0	0	0	6.8	5
3	0	0	0	0	0	0	3.0	3
12	0	3	1	0	0	0	19	16
3	0	0	0	0	0	0	3.0	3
6	1	0	0	0	0	0	7.0	7
3	1	0	0	1	0	0	6.0	5
7	3	1	0	0	0	0	11.5	11
19	5	1	0	1	0	0	28	26
9	2	1	0	0	0	0	12.5	12
9	0	0	0	0	0	0	9.0	9
8	1	0	1	1	0	0	13.3	11
3	2	0	0	0	0	0	5.0	5
29	5	1	1	1	0	0	40	37
11	0	0	1	0	0	0	13.3	12
11	0	0	1	1	0	0	15.3	13
10	0	0	0	0	0	0	10.0	10
7	2	1	0	0	0	0	10.5	10
39	2	1	2	1	0	0	49	45
99	12	6	4	3	0	0	135	124
24	2	0	0	0	1	0	26.2	27
24	1	0	1	0	0	0	27.3	26
39	7	0	0	0	0	0	46.0	46
31	3	1	0	1	0	0	37.5	36
118	13	1	1	1	1	0	137	135
35	1	1	0	0	0	0	37.5	37
32	4	0	1	0	0	0	38.3	37
32	4	0	1	0	1	0	38.5	38
27	1	0	0	0	1	0	28.2	29
126	10	1	2	0	2	0	143	141
33	3	0	0	0	0	1	36.4	37
50	3	0	0	0	0	0	53.0	53
24	0	0	0	0	1	0	24.2	25
21	0	0	0	0	0	0	21.0	21
128	6	0	0	0	1	1	135	136
25	4	0	1	0	1	0	31.5	31
19	1	0	0	0	1	0	20.2	21
21	0	0	0	0	0	0	21.0	21
25	1	0	0	0	0	0	26.0	26
90	6	0	1	0	2	0	99	99
462	35	2	4	1	6	1	513	511

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	1	0	0.2	1
0	0	0	0	0	1	0	0	1
3	0	0	0	0	1	0	3	4

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
3	0	0	0	0	0	0	3	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
3	0	0	0	0	0	0	3	3

	From D								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	4	0	1	0	0	0	0	**5.5**	**5**
06:15 - 06:30	2	0	1	0	0	0	0	**3.5**	**3**
06:30 - 06:45	4	0	1	1	0	0	0	**7.8**	**6**
06:45 - 07:00	4	0	0	0	0	0	0	**4.0**	**4**
Hourly Total	**14**	**0**	**3**	**1**	**0**	**0**	**0**	**21**	**18**
07:00 - 07:15	4	0	0	0	0	0	0	**4.0**	**4**
07:15 - 07:30	6	1	0	0	0	0	0	**7.0**	**7**
07:30 - 07:45	3	1	0	0	1	0	0	**6.0**	**5**
07:45 - 08:00	7	3	1	0	0	0	0	**11.5**	**11**
Hourly Total	**20**	**5**	**1**	**0**	**1**	**0**	**0**	**29**	**27**
08:00 - 08:15	9	2	1	0	0	0	0	**12.5**	**12**
08:15 - 08:30	9	0	0	0	0	0	0	**9.0**	**9**
08:30 - 08:45	10	1	0	1	1	0	0	**15.3**	**13**
08:45 - 09:00	3	2	0	0	0	0	0	**5.0**	**5**
Hourly Total	**31**	**5**	**1**	**1**	**1**	**0**	**0**	**42**	**39**
09:00 - 09:15	12	0	0	1	0	0	0	**14.3**	**13**
09:15 - 09:30	11	0	0	1	1	0	0	**15.3**	**13**
09:30 - 09:45	10	0	0	0	0	0	0	**10.0**	**10**
09:45 - 10:00	7	2	1	0	0	0	0	**10.5**	**10**
Hourly Total	**40**	**2**	**1**	**2**	**1**	**0**	**0**	**50**	**46**
Session Total	**105**	**12**	**6**	**4**	**3**	**0**	**0**	**141**	**130**
15:00 - 15:15	24	2	0	0	0	1	0	**26.2**	**27**
15:15 - 15:30	24	1	0	1	0	0	0	**27.3**	**26**
15:30 - 15:45	39	7	0	0	0	0	0	**46.0**	**46**
15:45 - 16:00	32	3	1	0	1	0	0	**38.5**	**37**
Hourly Total	**119**	**13**	**1**	**1**	**1**	**1**	**0**	**138**	**136**
16:00 - 16:15	36	1	1	0	0	0	0	**38.5**	**38**
16:15 - 16:30	32	4	0	1	0	0	0	**38.3**	**37**
16:30 - 16:45	33	4	0	1	0	1	0	**39.5**	**39**
16:45 - 17:00	27	1	0	0	0	1	0	**28.2**	**29**
Hourly Total	**128**	**10**	**1**	**2**	**0**	**2**	**0**	**145**	**143**
17:00 - 17:15	33	3	0	0	0	0	1	**36.4**	**37**
17:15 - 17:30	52	3	0	0	0	0	0	**55.0**	**55**
17:30 - 17:45	24	0	0	0	0	1	0	**24.2**	**25**
17:45 - 18:00	21	0	0	0	0	0	0	**21.0**	**21**
Hourly Total	**130**	**6**	**0**	**0**	**0**	**1**	**1**	**137**	**138**
18:00 - 18:15	25	4	0	1	0	1	0	**31.5**	**31**
18:15 - 18:30	19	1	0	0	0	1	0	**20.2**	**21**
18:30 - 18:45	21	0	0	0	0	0	0	**21.0**	**21**
18:45 - 19:00	26	1	0	0	0	1	0	**27.2**	**28**
Hourly Total	**91**	**6**	**0**	**1**	**0**	**3**	**0**	**100**	**101**
Session Total	**468**	**35**	**2**	**4**	**1**	**7**	**1**	**519**	**518**

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
5	0	0	0	0	0	0	5.0	5
4	0	0	0	0	1	0	4.2	5
7	1	1	0	0	0	0	9.5	9
14	1	1	0	0	0	0	16.5	16
30	2	2	0	0	1	0	35	35
5	0	0	0	0	0	0	5.0	5
11	1	0	0	0	2	0	12.4	14
13	3	0	0	0	0	1	16.4	17
23	2	0	0	0	0	0	25.0	25
52	6	0	0	0	2	1	59	61
27	1	0	0	0	0	0	28.0	28
23	0	0	0	1	0	0	25.0	24
27	1	1	0	0	0	0	29.5	29
22	3	1	0	0	1	0	26.7	27
99	5	2	0	1	1	0	109	108
18	2	0	1	0	0	0	22.3	21
9	2	0	1	0	0	0	13.3	12
14	3	0	1	0	0	0	19.3	18
11	2	0	0	1	0	0	15.0	14
52	9	0	3	1	0	0	70	65
233	22	4	3	2	4	1	273	269
18	1	0	0	0	1	0	19.2	20
9	3	1	0	0	0	0	13.5	13
11	1	0	0	0	0	0	12.0	12
15	1	0	0	1	0	0	18.0	17
53	6	1	0	1	1	0	63	62
8	1	0	0	1	0	0	11.0	10
8	2	0	1	0	0	0	12.3	11
16	1	0	0	0	1	0	17.2	18
10	0	1	0	0	0	0	11.5	11
42	4	1	1	1	1	0	52	50
12	4	0	0	0	0	0	16.0	16
17	0	0	0	0	0	0	17.0	17
14	0	0	0	0	0	0	14.0	14
17	0	0	0	0	1	0	17.2	18
60	4	0	0	0	1	0	64	65
15	1	0	0	0	0	0	16.0	16
11	0	0	0	0	0	0	11.0	11
10	0	0	0	0	0	0	10.0	10
15	0	0	0	0	0	0	15.0	15
51	1	0	0	0	0	0	52	52
206	15	2	1	2	3	0	231	229

Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Access Road / B - (East) Riverpark Road / C - (West) Riverpark Road**

Approach: **A - Access Road**

	A to B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	0	0	0	0	0	0	0	**0.0**	**0**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	0	0	0	0	0	0	0	**0.0**	**0**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	0	0	1	0	0	0	0	**1.5**	**1**
15:45 - 16:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**
16:00 - 16:15	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	1	0	0	0	2.3	1
0	0	0	0	0	0	0	0.0	0
0	0	0	2	0	0	0	5	2
0	0	0	2	0	0	0	5	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	2	1

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	0	0	0	0	0	0	0	**0.0**	**0**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	0	0	0	0	0	0	0	**0.0**	**0**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	0	0	0	1	0	0	0	**2.3**	**1**
09:30 - 09:45	0	0	0	1	0	0	0	**2.3**	**1**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**2**
Session Total	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**2**
15:00 - 15:15	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	0	0	1	0	0	0	0	**1.5**	**1**
15:45 - 16:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**
16:00 - 16:15	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	0	0	0	1	0	0	0	**2.3**	**1**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**2**

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	1	0	0	0	2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2	1
0	0	0	2	0	0	0	5	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.5	1
0	0	1	1	0	0	0	3.8	2
0	0	2	1	0	0	0	5	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	5	3

Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Access Road / B - (East) Riverpark Road / C - (West) Riverpark Road

Approach: B - (East) Riverpark Road

	B to C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	4	0	0	0	0	0	0	**4.0**	**4**
06:15 - 06:30	4	1	0	0	0	1	0	**5.2**	**6**
06:30 - 06:45	7	1	1	0	0	0	0	**9.5**	**9**
06:45 - 07:00	13	1	1	0	0	0	0	**15.5**	**15**
Hourly Total	**28**	**3**	**2**	**0**	**0**	**1**	**0**	**34**	**34**
07:00 - 07:15	5	0	0	0	0	0	0	**5.0**	**5**
07:15 - 07:30	11	1	0	0	0	3	0	**12.6**	**15**
07:30 - 07:45	13	4	0	0	0	0	1	**17.4**	**18**
07:45 - 08:00	26	2	0	0	0	0	0	**28.0**	**28**
Hourly Total	**55**	**7**	**0**	**0**	**0**	**3**	**1**	**63**	**66**
08:00 - 08:15	26	1	0	0	0	0	0	**27.0**	**27**
08:15 - 08:30	22	0	0	0	1	0	0	**24.0**	**23**
08:30 - 08:45	24	1	1	0	0	0	0	**26.5**	**26**
08:45 - 09:00	23	3	1	0	0	2	0	**27.9**	**29**
Hourly Total	**95**	**5**	**2**	**0**	**1**	**2**	**0**	**105**	**105**
09:00 - 09:15	17	2	0	1	0	0	0	**21.3**	**20**
09:15 - 09:30	9	2	0	0	0	0	0	**11.0**	**11**
09:30 - 09:45	15	3	0	0	0	0	0	**18.0**	**18**
09:45 - 10:00	10	2	0	0	1	0	0	**14.0**	**13**
Hourly Total	**51**	**9**	**0**	**1**	**1**	**0**	**0**	**64**	**62**
Session Total	**229**	**24**	**4**	**1**	**2**	**6**	**1**	**267**	**267**
15:00 - 15:15	15	1	0	0	0	1	0	**16.2**	**17**
15:15 - 15:30	10	3	1	0	0	0	0	**14.5**	**14**
15:30 - 15:45	13	1	0	0	0	0	0	**14.0**	**14**
15:45 - 16:00	13	1	0	0	1	0	0	**16.0**	**15**
Hourly Total	**51**	**6**	**1**	**0**	**1**	**1**	**0**	**61**	**60**
16:00 - 16:15	8	1	0	0	1	0	0	**11.0**	**10**
16:15 - 16:30	8	2	0	0	0	0	0	**10.0**	**10**
16:30 - 16:45	18	1	0	0	0	1	0	**19.2**	**20**
16:45 - 17:00	10	0	1	0	0	0	0	**11.5**	**11**
Hourly Total	**44**	**4**	**1**	**0**	**1**	**1**	**0**	**52**	**51**
17:00 - 17:15	14	4	0	0	0	0	0	**18.0**	**18**
17:15 - 17:30	17	0	0	0	0	0	0	**17.0**	**17**
17:30 - 17:45	16	0	0	0	0	0	0	**16.0**	**16**
17:45 - 18:00	18	0	0	0	0	1	0	**18.2**	**19**
Hourly Total	**65**	**4**	**0**	**0**	**0**	**1**	**0**	**69**	**70**
18:00 - 18:15	15	1	0	0	0	0	0	**16.0**	**16**
18:15 - 18:30	11	0	0	0	0	0	0	**11.0**	**11**
18:30 - 18:45	10	0	0	0	0	0	0	**10.0**	**10**
18:45 - 19:00	14	0	0	0	0	0	0	**14.0**	**14**
Hourly Total	**50**	**1**	**0**	**0**	**0**	**0**	**0**	**51**	**51**
Session Total	**210**	**15**	**2**	**0**	**2**	**3**	**0**	**233**	**232**

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	1	0	0	0	2	1
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	1	0	0	0	2	1
0	0	0	2	0	0	0	5	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	1	0	0	0	0	1.5	1
0	0	1	1	0	0	0	3.8	2
0	0	2	1	0	0	0	5	3
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	5	3

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

	From B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	4	0	0	0	0	0	0	**4.0**	**4**
06:15 - 06:30	4	1	0	0	0	1	0	**5.2**	**6**
06:30 - 06:45	7	1	1	0	0	0	0	**9.5**	**9**
06:45 - 07:00	13	1	1	0	0	0	0	**15.5**	**15**
Hourly Total	**28**	**3**	**2**	**0**	**0**	**1**	**0**	**34**	**34**
07:00 - 07:15	5	0	0	0	0	0	0	**5.0**	**5**
07:15 - 07:30	11	1	0	0	0	3	0	**12.6**	**15**
07:30 - 07:45	13	4	0	0	0	0	1	**17.4**	**18**
07:45 - 08:00	26	2	0	0	0	0	0	**28.0**	**28**
Hourly Total	**55**	**7**	**0**	**0**	**0**	**3**	**1**	**63**	**66**
08:00 - 08:15	26	1	0	0	0	0	0	**27.0**	**27**
08:15 - 08:30	22	0	0	0	1	0	0	**24.0**	**23**
08:30 - 08:45	24	1	1	0	0	0	0	**26.5**	**26**
08:45 - 09:00	23	3	1	1	0	2	0	**30.2**	**30**
Hourly Total	**95**	**5**	**2**	**1**	**1**	**2**	**0**	**108**	**106**
09:00 - 09:15	17	2	0	1	0	0	0	**21.3**	**20**
09:15 - 09:30	9	2	0	1	0	0	0	**13.3**	**12**
09:30 - 09:45	15	3	0	0	0	0	0	**18.0**	**18**
09:45 - 10:00	10	2	0	0	1	0	0	**14.0**	**13**
Hourly Total	**51**	**9**	**0**	**2**	**1**	**0**	**0**	**67**	**63**
Session Total	**229**	**24**	**4**	**3**	**2**	**6**	**1**	**272**	**269**
15:00 - 15:15	15	1	0	0	0	1	0	**16.2**	**17**
15:15 - 15:30	10	3	1	0	0	0	0	**14.5**	**14**
15:30 - 15:45	13	1	1	0	0	0	0	**15.5**	**15**
15:45 - 16:00	13	1	1	1	1	0	0	**19.8**	**17**
Hourly Total	**51**	**6**	**3**	**1**	**1**	**1**	**0**	**66**	**63**
16:00 - 16:15	9	1	0	0	1	0	0	**12.0**	**11**
16:15 - 16:30	8	2	0	0	0	0	0	**10.0**	**10**
16:30 - 16:45	18	1	0	0	0	1	0	**19.2**	**20**
16:45 - 17:00	10	0	1	0	0	0	0	**11.5**	**11**
Hourly Total	**45**	**4**	**1**	**0**	**1**	**1**	**0**	**53**	**52**
17:00 - 17:15	14	4	0	0	0	0	0	**18.0**	**18**
17:15 - 17:30	17	0	0	0	0	0	0	**17.0**	**17**
17:30 - 17:45	16	0	0	0	0	0	0	**16.0**	**16**
17:45 - 18:00	18	0	0	0	0	1	0	**18.2**	**19**
Hourly Total	**65**	**4**	**0**	**0**	**0**	**1**	**0**	**69**	**70**
18:00 - 18:15	15	1	0	0	0	0	0	**16.0**	**16**
18:15 - 18:30	11	0	0	0	0	0	0	**11.0**	**11**
18:30 - 18:45	10	0	0	0	0	0	0	**10.0**	**10**
18:45 - 19:00	14	0	0	0	0	0	0	**14.0**	**14**
Hourly Total	**50**	**1**	**0**	**0**	**0**	**0**	**0**	**51**	**51**
Session Total	**211**	**15**	**4**	**1**	**2**	**3**	**0**	**239**	**236**

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	0	0	0	0	0	4.0	4
2	0	2	0	0	0	0	5.0	4
3	0	1	1	0	0	0	6.8	5
3	0	0	0	0	0	0	3.0	3
12	0	3	1	0	0	0	19	16
3	0	0	0	0	0	0	3.0	3
6	1	0	0	0	0	0	7.0	7
3	1	0	0	1	0	0	6.0	5
7	3	1	0	0	0	0	11.5	11
19	5	1	0	1	0	0	28	26
9	2	1	0	0	0	0	12.5	12
9	0	0	0	0	0	0	9.0	9
8	1	0	1	1	0	0	13.3	11
4	2	0	0	0	0	0	6.0	6
30	5	1	1	1	0	0	41	38
11	0	0	1	0	0	0	13.3	12
11	0	0	1	1	0	0	15.3	13
10	0	0	0	0	0	0	10.0	10
7	2	1	0	0	0	0	10.5	10
39	2	1	2	1	0	0	49	45
100	12	6	4	3	0	0	136	125
26	1	0	0	0	1	0	27.2	28
24	2	0	1	0	0	0	28.3	27
39	6	1	0	0	0	0	46.5	46
31	4	1	0	1	0	0	38.5	37
120	13	2	1	1	1	0	141	138
38	2	1	0	0	0	0	41.5	41
34	3	0	1	0	0	0	39.3	38
33	5	0	1	0	3	0	40.9	42
28	1	0	0	0	1	0	29.2	30
133	11	1	2	0	4	0	151	151
34	3	0	0	0	0	1	37.4	38
52	3	0	0	0	0	0	55.0	55
25	0	0	0	0	3	0	25.6	28
22	0	0	0	0	1	0	22.2	23
133	6	0	0	0	4	1	140	144
26	4	0	1	0	2	0	32.7	33
19	1	0	0	0	1	0	20.2	21
21	0	0	0	0	0	0	21.0	21
25	1	0	0	0	0	0	26.0	26
91	6	0	1	0	3	0	100	101
477	36	3	4	1	12	1	532	534

Manchester - Manual Traffic Survey: Thursday, 27 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Access Road / B - (East) Riverpark Road / C - (West) Riverpark Road**

Approach: **C - (West) Riverpark Road**

	C to A								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	0	0	0	0	0	0	0	**0.0**	**0**
06:15 - 06:30	0	0	0	0	0	0	0	**0.0**	**0**
06:30 - 06:45	0	0	0	0	0	0	0	**0.0**	**0**
06:45 - 07:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	**0.0**	**0**
15:15 - 15:30	0	0	0	0	0	0	0	**0.0**	**0**
15:30 - 15:45	0	0	0	0	0	0	0	**0.0**	**0**
15:45 - 16:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0.0**	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0.0**	**0**
18:30 - 18:45	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

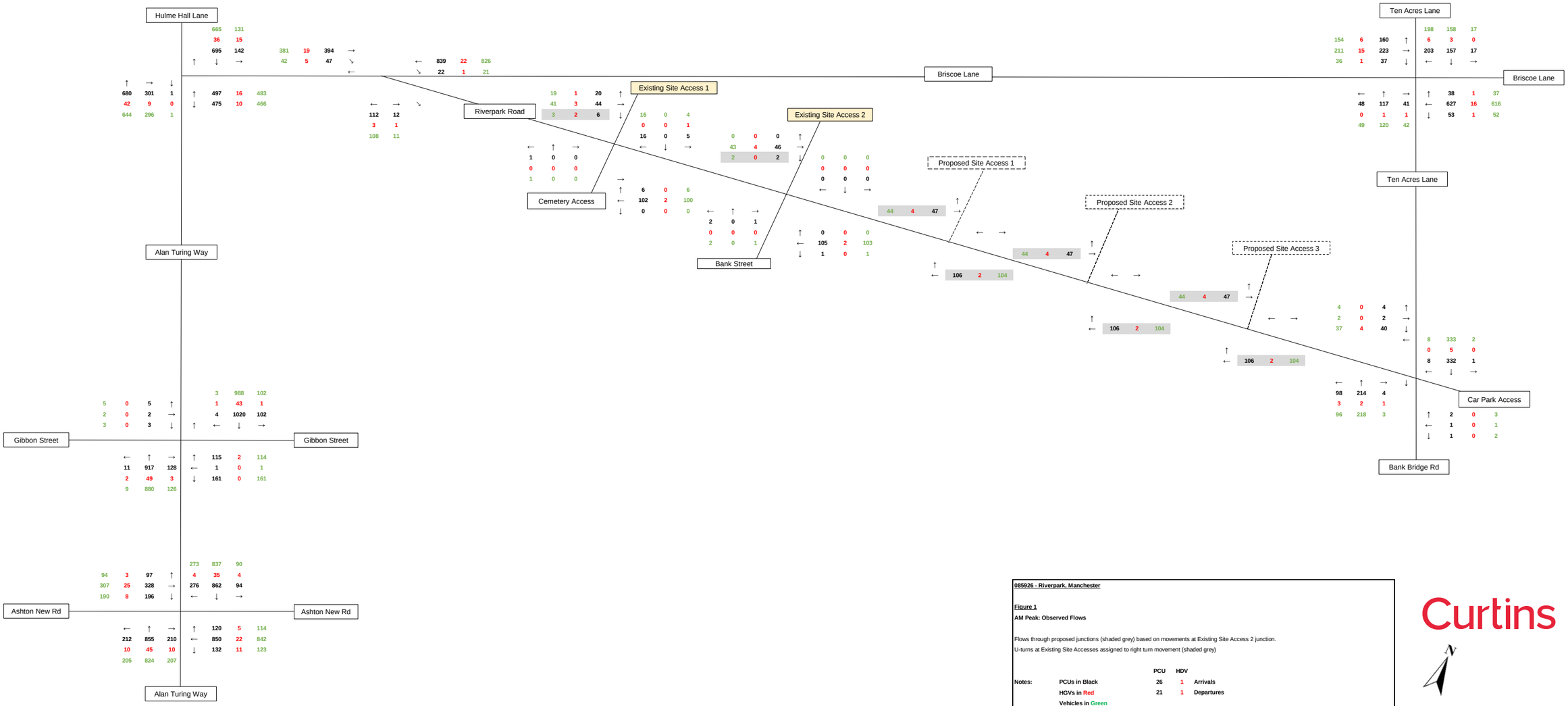
C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	0	0	0	0	0	4.0	4
2	0	2	0	0	0	0	5.0	4
3	0	1	1	0	0	0	6.8	5
3	0	0	0	0	0	0	3.0	3
12	0	3	1	0	0	0	19	16
3	0	0	0	0	0	0	3.0	3
6	1	0	0	0	0	0	7.0	7
3	1	0	0	1	0	0	6.0	5
7	3	1	0	0	0	0	11.5	11
19	5	1	0	1	0	0	28	26
9	2	1	0	0	0	0	12.5	12
9	0	0	0	0	0	0	9.0	9
8	1	0	1	1	0	0	13.3	11
4	2	0	0	0	0	0	6.0	6
30	5	1	1	1	0	0	41	38
11	0	0	1	0	0	0	13.3	12
11	0	0	1	1	0	0	15.3	13
10	0	0	0	0	0	0	10.0	10
7	2	1	0	0	0	0	10.5	10
39	2	1	2	1	0	0	49	45
100	12	6	4	3	0	0	136	125
26	1	0	0	0	1	0	27.2	28
24	2	0	1	0	0	0	28.3	27
39	6	0	0	0	0	0	45.0	45
31	4	1	0	1	0	0	38.5	37
120	13	1	1	1	1	0	139	137
37	2	1	0	0	0	0	40.5	40
34	3	0	1	0	0	0	39.3	38
33	5	0	1	0	3	0	40.9	42
28	1	0	0	0	1	0	29.2	30
132	11	1	2	0	4	0	150	150
34	3	0	0	0	0	1	37.4	38
52	3	0	0	0	0	0	55.0	55
25	0	0	0	0	3	0	25.6	28
22	0	0	0	0	1	0	22.2	23
133	6	0	0	0	4	1	140	144
26	4	0	1	0	2	0	32.7	33
19	1	0	0	0	1	0	20.2	21
21	0	0	0	0	0	0	21.0	21
25	1	0	0	0	0	0	26.0	26
91	6	0	1	0	3	0	100	101
476	36	2	4	1	12	1	529	532

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**P/CYCLE**	**M/CYCLE**	**PCU**	**TOTAL**
06:00 - 06:15	4	0	0	0	0	0	0	**4.0**	**4**
06:15 - 06:30	2	0	2	0	0	0	0	**5.0**	**4**
06:30 - 06:45	3	0	1	1	0	0	0	**6.8**	**5**
06:45 - 07:00	3	0	0	0	0	0	0	**3.0**	**3**
Hourly Total	**12**	**0**	**3**	**1**	**0**	**0**	**0**	**19**	**16**
07:00 - 07:15	3	0	0	0	0	0	0	**3.0**	**3**
07:15 - 07:30	6	1	0	0	0	0	0	**7.0**	**7**
07:30 - 07:45	3	1	0	0	1	0	0	**6.0**	**5**
07:45 - 08:00	7	3	1	0	0	0	0	**11.5**	**11**
Hourly Total	**19**	**5**	**1**	**0**	**1**	**0**	**0**	**28**	**26**
08:00 - 08:15	9	2	1	0	0	0	0	**12.5**	**12**
08:15 - 08:30	9	0	0	0	0	0	0	**9.0**	**9**
08:30 - 08:45	8	1	0	1	1	0	0	**13.3**	**11**
08:45 - 09:00	4	2	0	0	0	0	0	**6.0**	**6**
Hourly Total	**30**	**5**	**1**	**1**	**1**	**0**	**0**	**41**	**38**
09:00 - 09:15	11	0	0	1	0	0	0	**13.3**	**12**
09:15 - 09:30	11	0	0	1	1	0	0	**15.3**	**13**
09:30 - 09:45	10	0	0	0	0	0	0	**10.0**	**10**
09:45 - 10:00	7	2	1	0	0	0	0	**10.5**	**10**
Hourly Total	**39**	**2**	**1**	**2**	**1**	**0**	**0**	**49**	**45**
Session Total	**100**	**12**	**6**	**4**	**3**	**0**	**0**	**136**	**125**
15:00 - 15:15	26	1	0	0	0	1	0	**27.2**	**28**
15:15 - 15:30	24	2	0	1	0	0	0	**28.3**	**27**
15:30 - 15:45	39	6	0	0	0	0	0	**45.0**	**45**
15:45 - 16:00	31	4	1	0	1	0	0	**38.5**	**37**
Hourly Total	**120**	**13**	**1**	**1**	**1**	**1**	**0**	**139**	**137**
16:00 - 16:15	37	2	1	0	0	0	0	**40.5**	**40**
16:15 - 16:30	34	3	0	1	0	0	0	**39.3**	**38**
16:30 - 16:45	33	5	0	1	0	3	0	**40.9**	**42**
16:45 - 17:00	28	1	0	0	0	1	0	**29.2**	**30**
Hourly Total	**132**	**11**	**1**	**2**	**0**	**4**	**0**	**150**	**150**
17:00 - 17:15	34	3	0	0	0	0	1	**37.4**	**38**
17:15 - 17:30	52	3	0	0	0	0	0	**55.0**	**55**
17:30 - 17:45	25	0	0	0	0	3	0	**25.6**	**28**
17:45 - 18:00	22	0	0	0	0	1	0	**22.2**	**23**
Hourly Total	**133**	**6**	**0**	**0**	**0**	**4**	**1**	**140**	**144**
18:00 - 18:15	26	4	0	1	0	2	0	**32.7**	**33**
18:15 - 18:30	19	1	0	0	0	1	0	**20.2**	**21**
18:30 - 18:45	21	0	0	0	0	0	0	**21.0**	**21**
18:45 - 19:00	25	1	0	0	0	0	0	**26.0**	**26**
Hourly Total	**91**	**6**	**0**	**1**	**0**	**3**	**0**	**100**	**101**
Session Total	**476**	**36**	**2**	**4**	**1**	**12**	**1**	**529**	**532**

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
4	0	0	0	0	0	0	4.0	4
4	1	0	0	0	1	0	5.2	6
7	1	1	0	0	0	0	9.5	9
13	1	1	0	0	0	0	15.5	15
28	3	2	0	0	1	0	34	34
5	0	0	0	0	0	0	5.0	5
11	1	0	0	0	3	0	12.6	15
13	4	0	0	0	0	1	17.4	18
26	2	0	0	0	0	0	28.0	28
55	7	0	0	0	3	1	63	66
26	1	0	0	0	0	0	27.0	27
22	0	0	0	1	0	0	24.0	23
24	1	1	0	0	0	0	26.5	26
23	3	1	0	0	2	0	27.9	29
95	5	2	0	1	2	0	105	105
17	2	0	1	0	0	0	21.3	20
9	2	0	1	0	0	0	13.3	12
15	3	0	1	0	0	0	20.3	19
10	2	0	0	1	0	0	14.0	13
51	9	0	3	1	0	0	69	64
229	24	4	3	2	6	1	272	269
15	1	0	0	0	1	0	16.2	17
10	3	1	0	0	0	0	14.5	14
13	1	0	0	0	0	0	14.0	14
13	1	0	0	1	0	0	16.0	15
51	6	1	0	1	1	0	61	60
8	1	0	0	1	0	0	11.0	10
8	2	0	1	0	0	0	12.3	11
18	1	0	0	0	1	0	19.2	20
10	0	1	0	0	0	0	11.5	11
44	4	1	1	1	1	0	54	52
14	4	0	0	0	0	0	18.0	18
17	0	0	0	0	0	0	17.0	17
16	0	0	0	0	0	0	16.0	16
18	0	0	0	0	1	0	18.2	19
65	4	0	0	0	1	0	69	70
15	1	0	0	0	0	0	16.0	16
11	0	0	0	0	0	0	11.0	11
10	0	0	0	0	0	0	10.0	10
14	0	0	0	0	0	0	14.0	14
50	1	0	0	0	0	0	51	51
210	15	2	1	2	3	0	235	233

Appendix D – Traffic Figures



085926 - Riverpark, Manchester

Figure 1

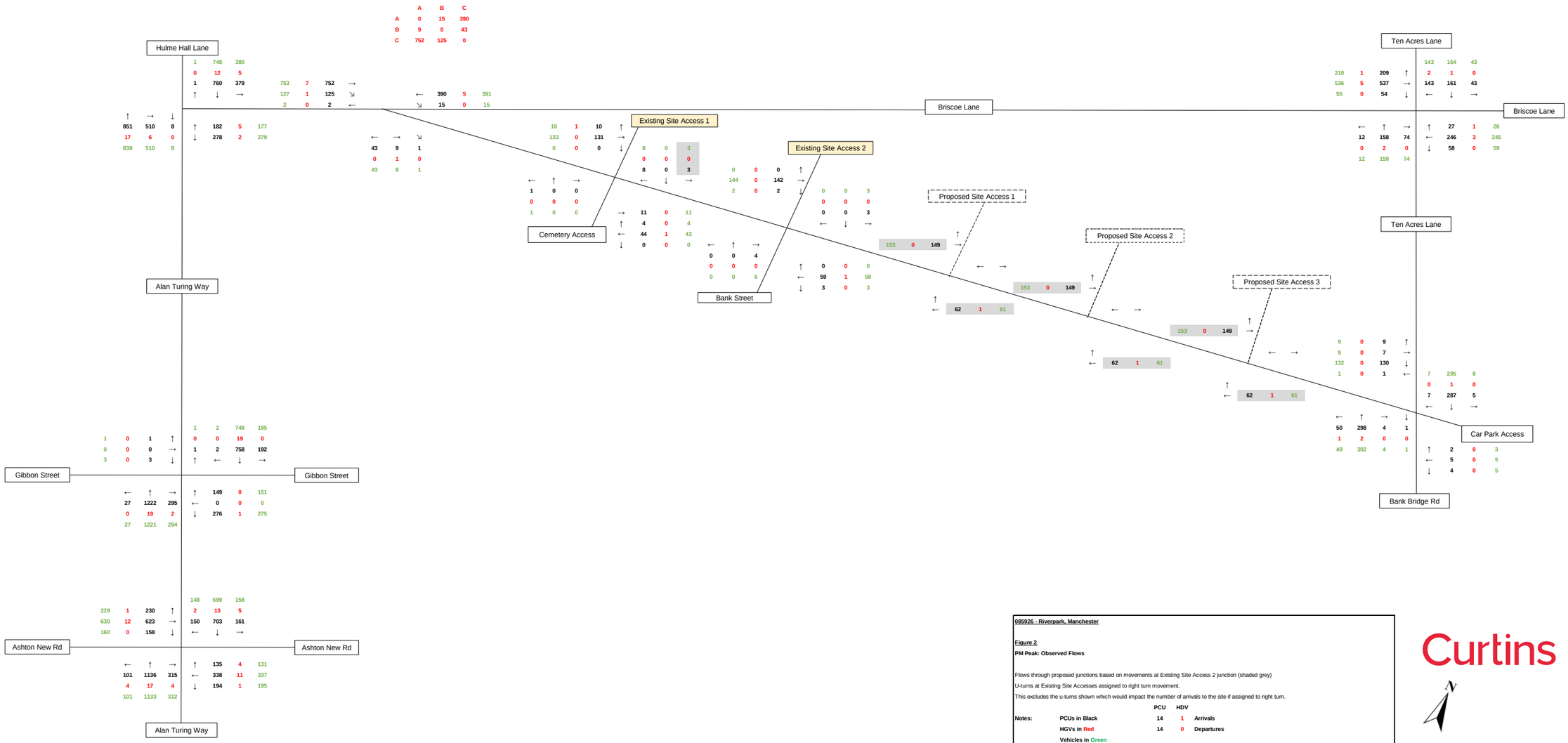
AM Peak: Observed Flows

Flows through proposed junctions (shaded grey) based on movements at Existing Site Access 2 junction.

U-turns at Existing Site Accesses assigned to right turn movement (shaded grey)

		PCU	HDV	
Notes:	**PCUs in Black**	**26**	**1**	**Arrivals**
	HGVs in Red	**21**	**1**	**Departures**
	Vehicles in Green			

Curtins



085926 - Riverpark, Manchester

Figure 2

PM Peak: Observed Flows

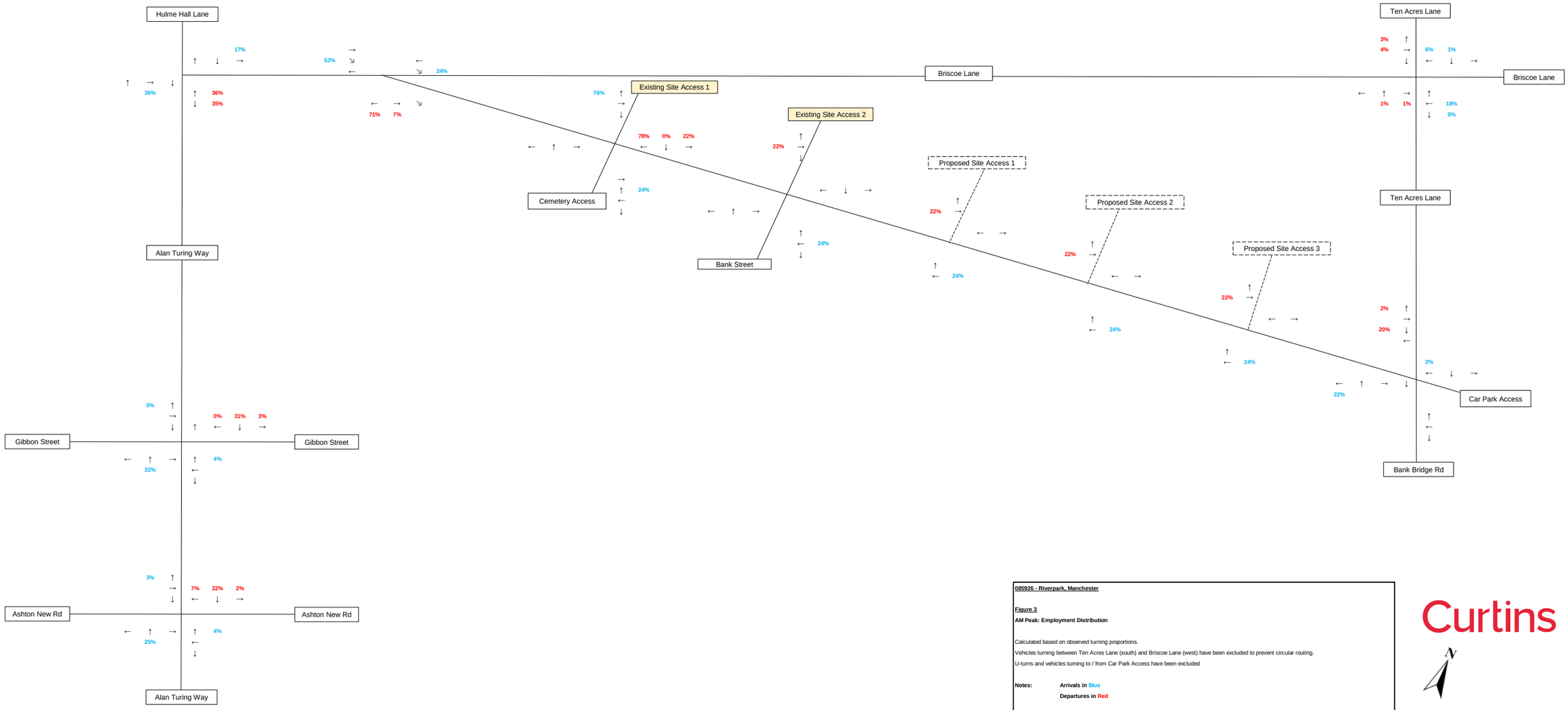
Flows through proposed junctions based on movements at Existing Site Access 2 junction (shaded grey)

U-turns at Existing Site Accesses assigned to right turn movement.

This excludes the u-turns shown which would impact the number of arrivals to the site if assigned to right turn.

		PCU	HDV	
Notes:	**PCUs in Black**	14	1	**Arrivals**
	HGVs in Red	14	0	**Departures**
	Vehicles in Green			

Curtins



085926 - Riverpark, Manchester

Figure 3

AM Peak: Employment Distribution

Calculated based on observed turning proportions.

Vehicles turning between Ten Acres Lane (south) and Briscoe Lane (west) have been excluded to prevent circular routing.

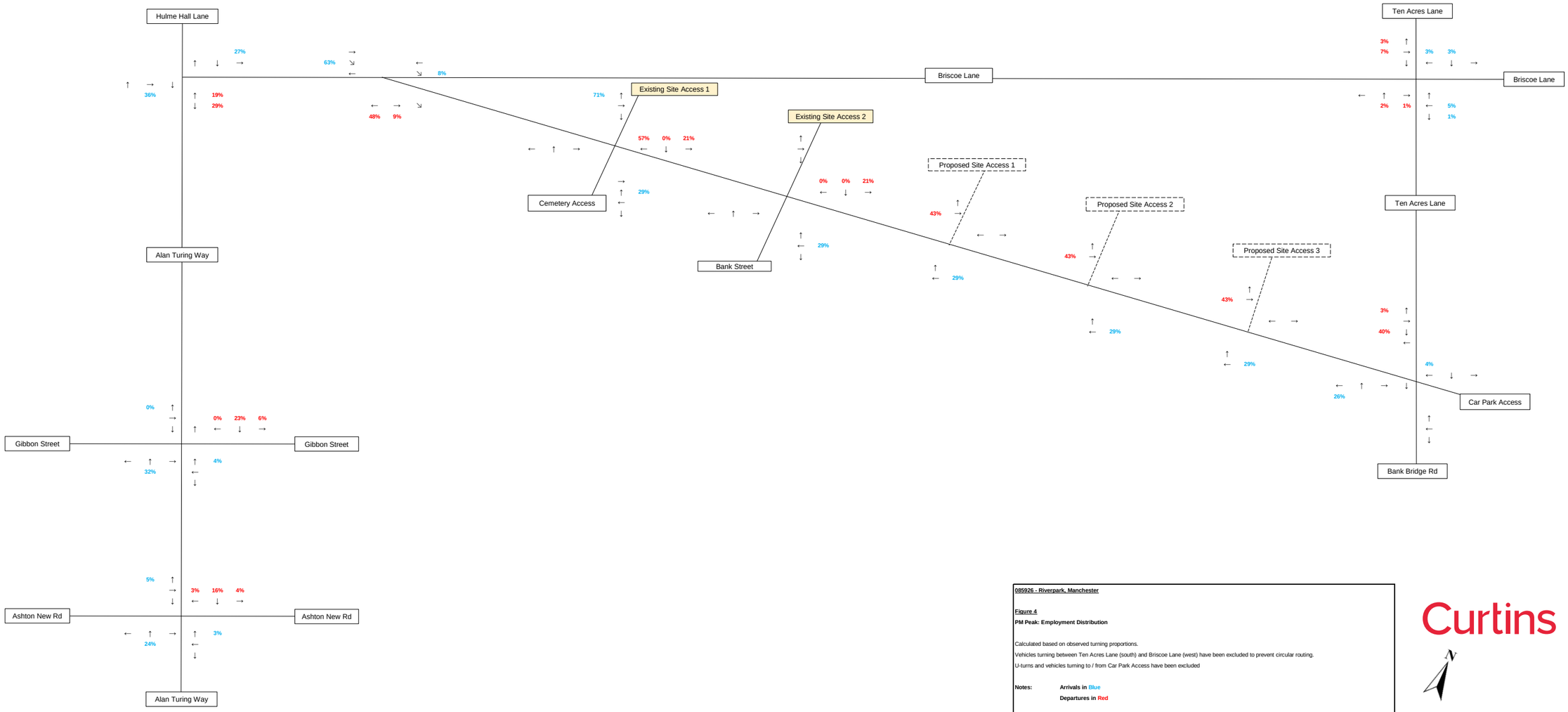
U-turns and vehicles turning to / from Car Park Access have been excluded

Notes: **Arrivals in Blue**

Departures in Red

Curtins

N



085926 - Riverpark, Manchester

Figure 4

PM Peak: Employment Distribution

Calculated based on observed turning proportions.

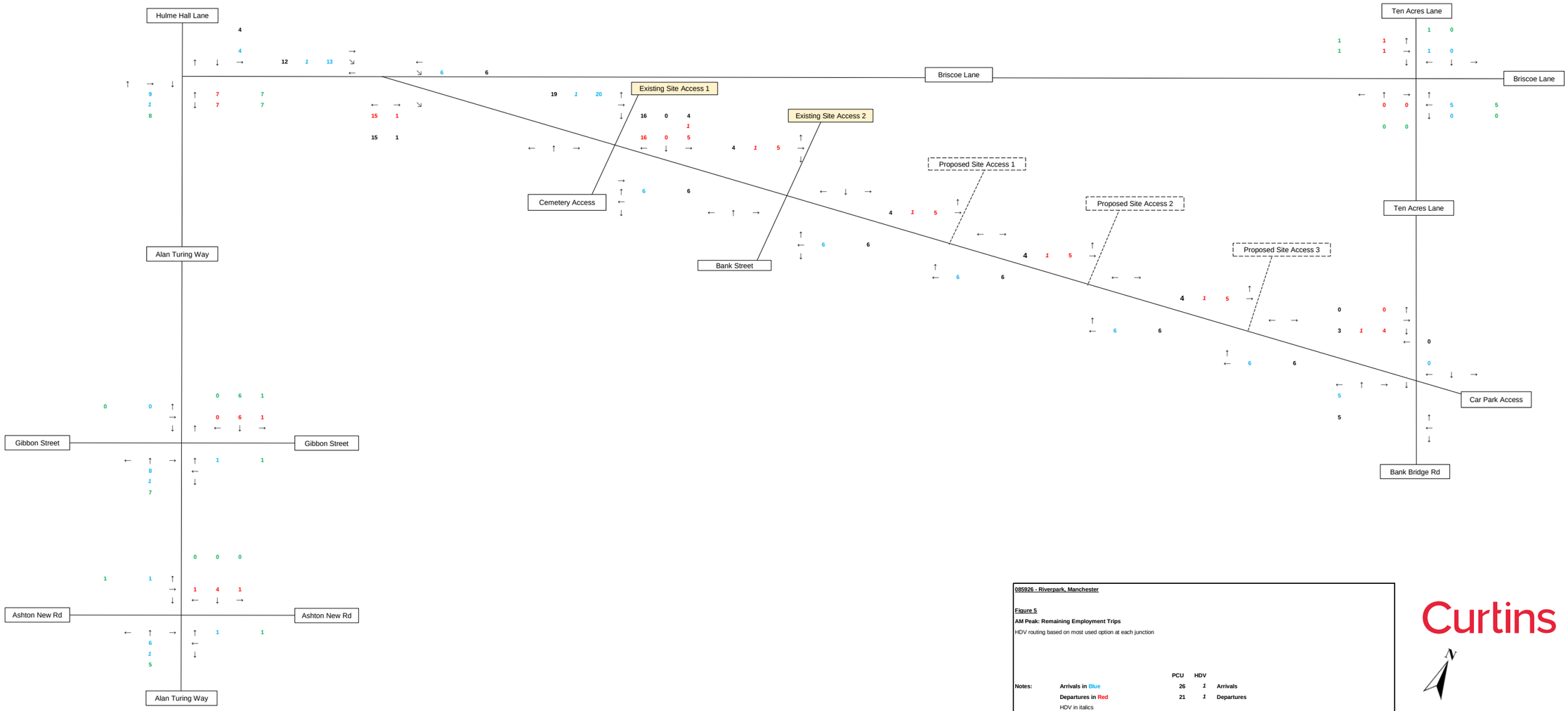
Vehicles turning between Ten Acres Lane (south) and Briscoe Lane (west) have been excluded to prevent circular routing.

U-turns and vehicles turning to / from Car Park Access have been excluded

Notes: **Arrivals in Blue**

Departures in Red

Curtins



085926 - Riverpark, Manchester

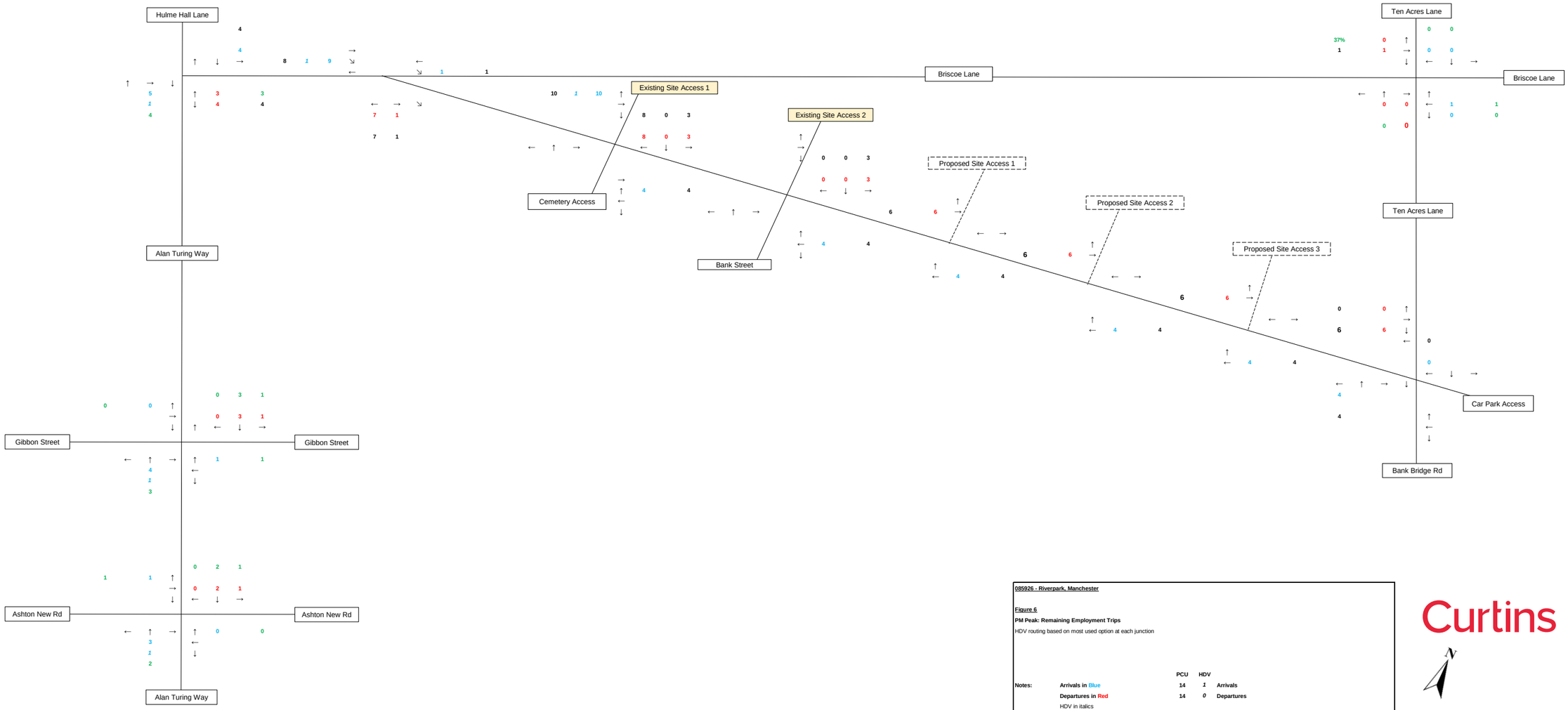
Figure 5

AM Peak: Remaining Employment Trips

HDV routing based on most used option at each junction

		PCU	HDV	
Notes:	**Arrivals in Blue**	**26**	***1***	**Arrivals**
	Departures in Red	**21**	***1***	**Departures**
	HDV in italics			

Curtins



085926 - Riverpark, Manchester

Figure 6

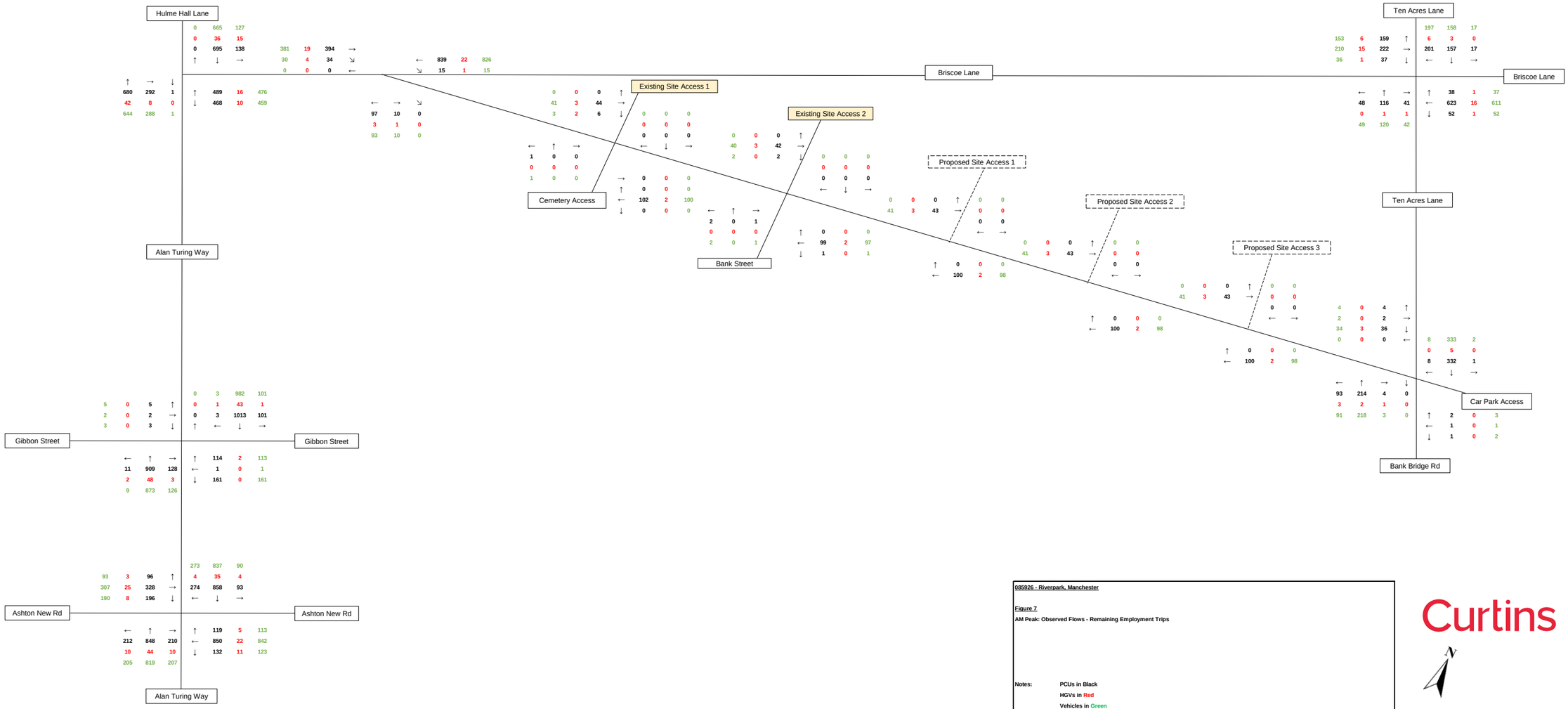
PM Peak: Remaining Employment Trips

HDV routing based on most used option at each junction

		PCU	HDV	
Notes:	**Arrivals in Blue**	**14**	***1***	**Arrivals**
	Departures in Red	**14**	***0***	**Departures**
	HDV in italics			

Curtins

N



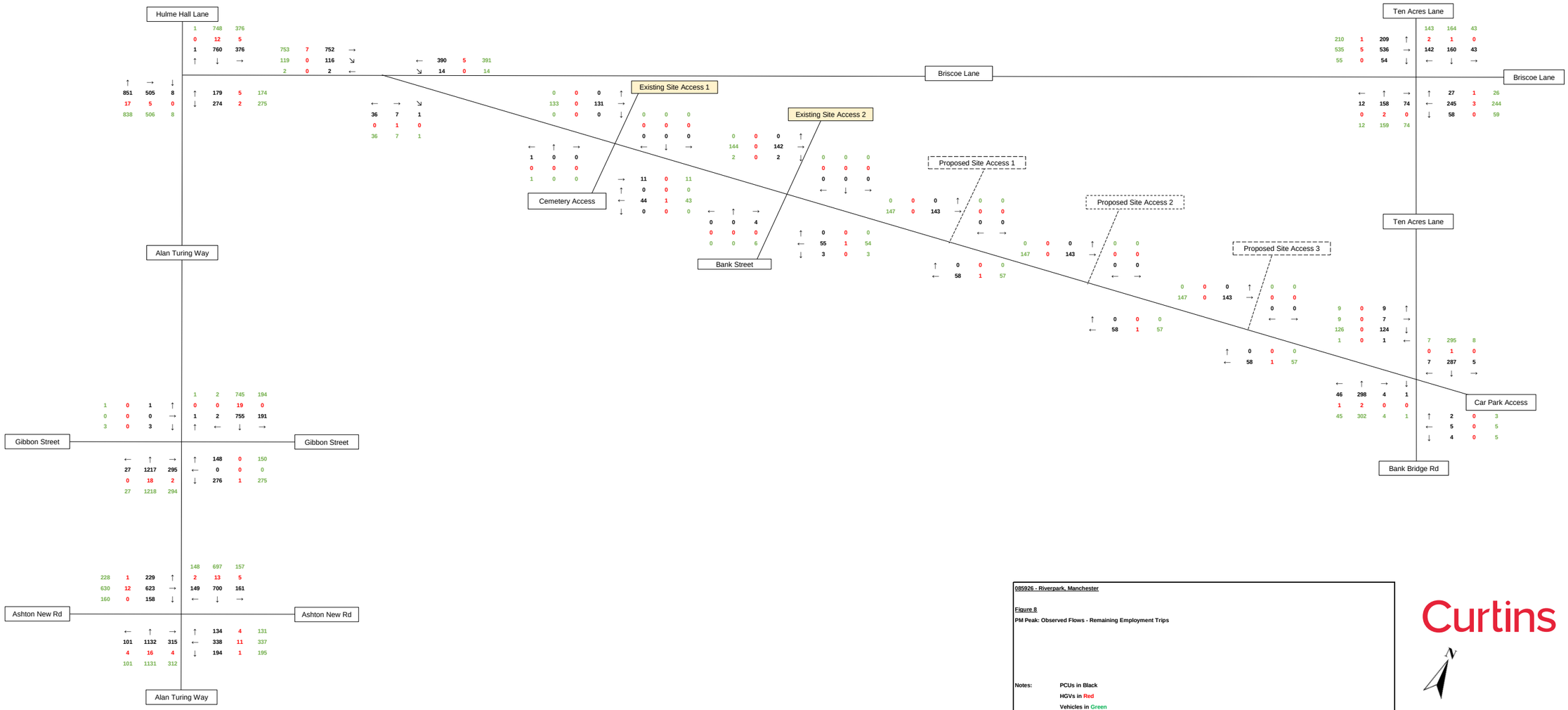
085926 - Riverpark, Manchester

Figure 7

AM Peak: Observed Flows - Remaining Employment Trips

Notes:
- PCUs in Black
- HGVs in Red
- Vehicles in Green

Curtins



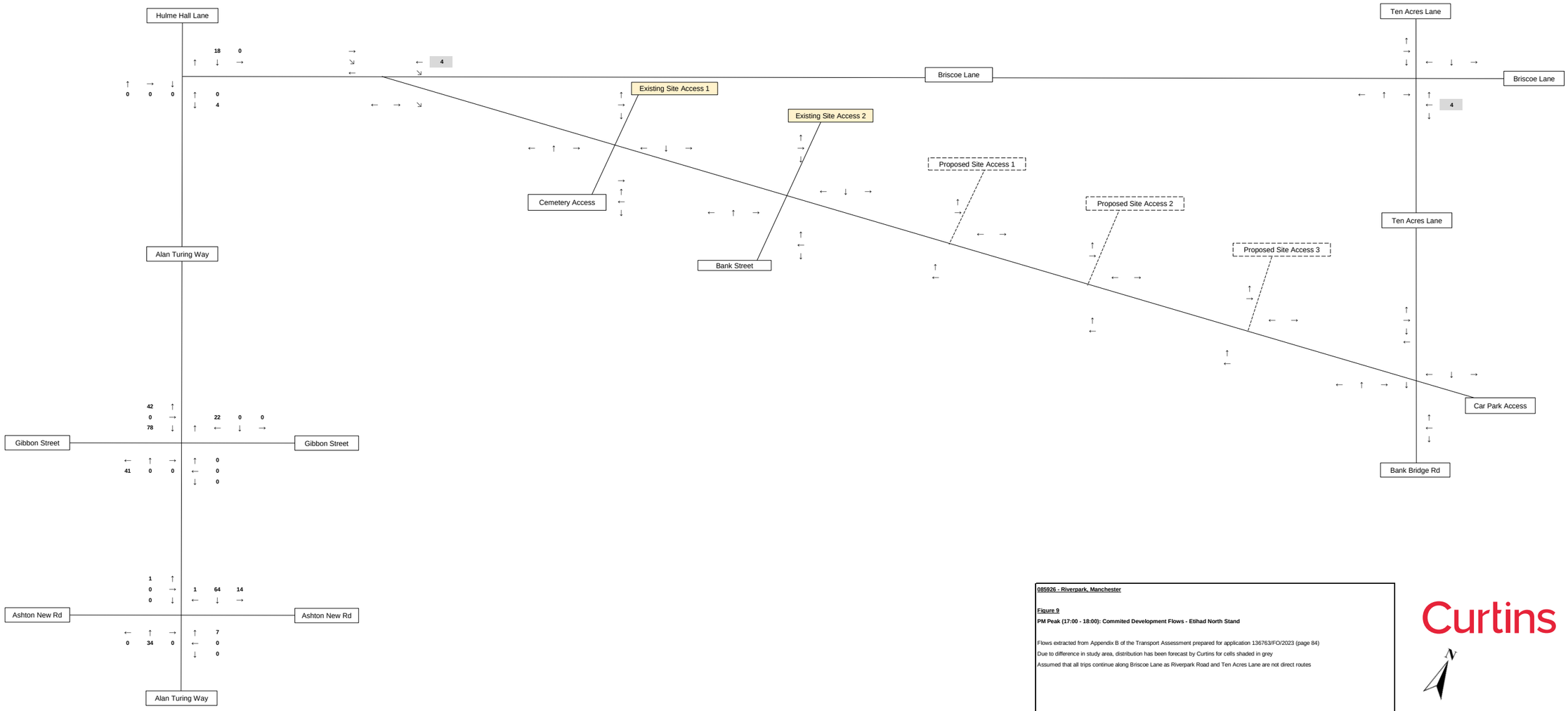
085926 - Riverpark, Manchester

Figure 8

PM Peak: Observed Flows - Remaining Employment Trips

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



085926 - Riverpark, Manchester

Figure 9

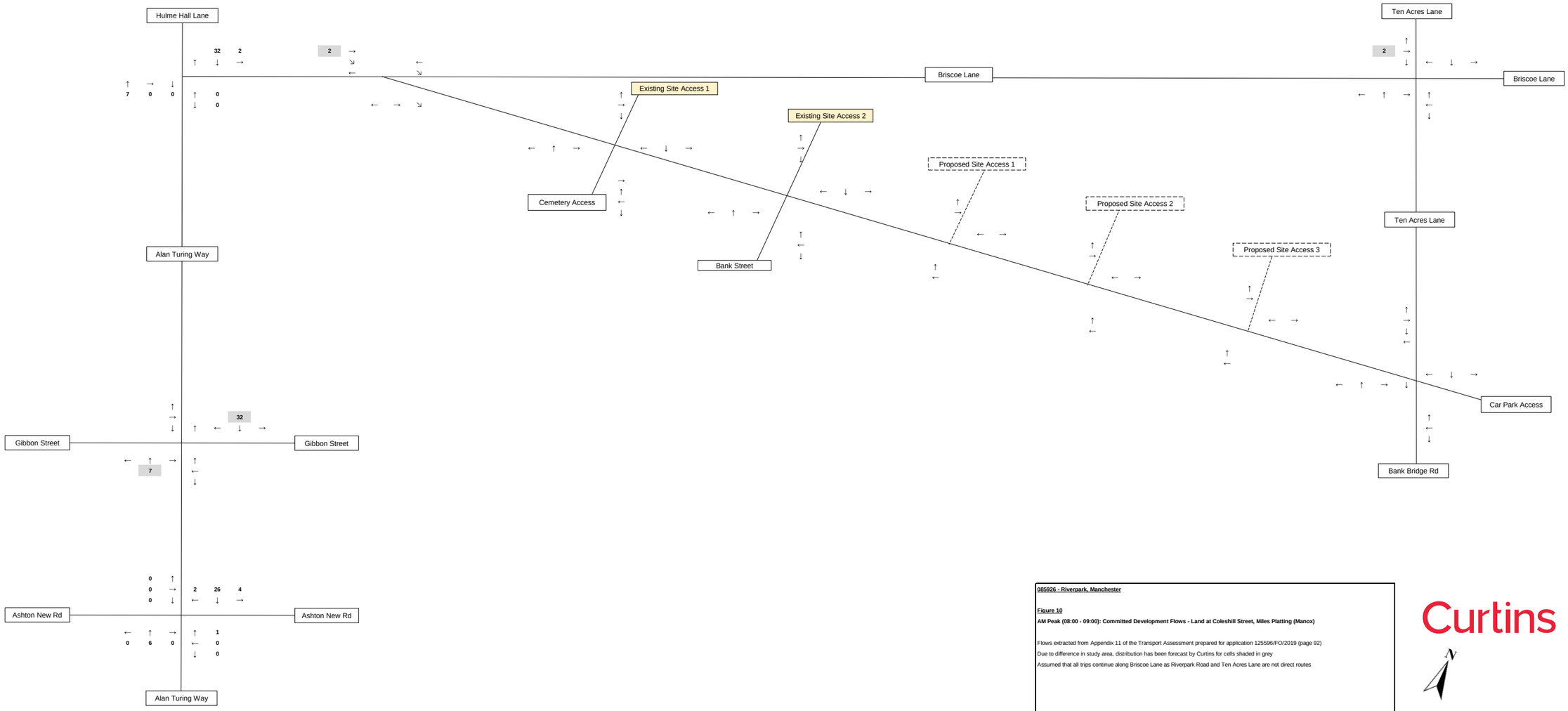
PM Peak (17:00 - 18:00): Commited Development Flows - Etihad North Stand

Flows extracted from Appendix B of the Transport Assessment prepared for application 136763/FO/2023 (page 84)

Due to difference in study area, distribution has been forecast by Curtins for cells shaded in grey

Assumed that all trips continue along Briscoe Lane as Riverpark Road and Ten Acres Lane are not direct routes

Curtins



085926 - Riverpark, Manchester

Figure 10

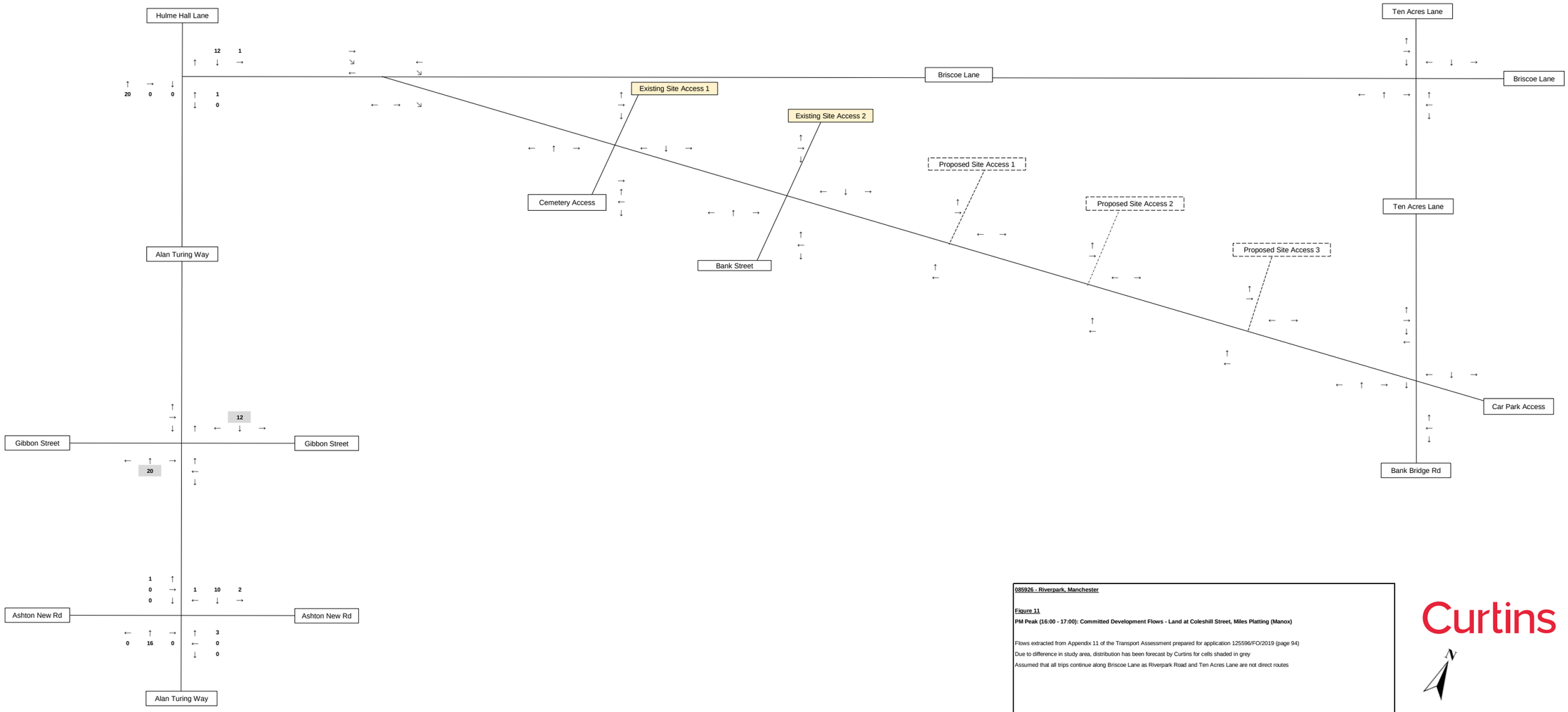
AM Peak (08:00 - 09:00): Committed Development Flows - Land at Coleshill Street, Miles Platting (Manox)

Flows extracted from Appendix 11 of the Transport Assessment prepared for application 125596/FO/2019 (page 92)

Due to difference in study area, distribution has been forecast by Curtins for cells shaded in grey

Assumed that all trips continue along Briscoe Lane as Riverpark Road and Ten Acres Lane are not direct routes

Curtins



085926 - Riverpark, Manchester

Figure 11

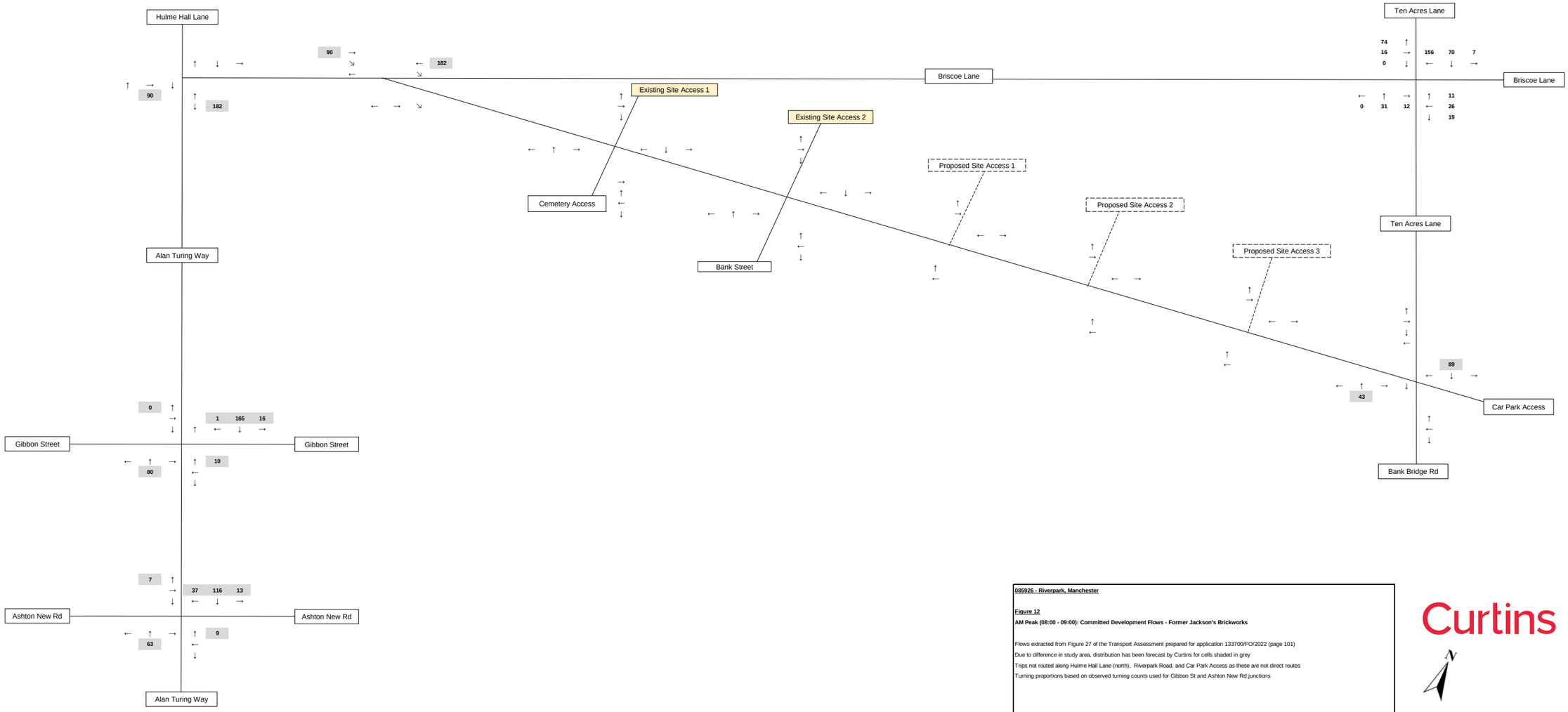
PM Peak (16:00 - 17:00): Committed Development Flows - Land at Coleshill Street, Miles Platting (Manox)

Flows extracted from Appendix 11 of the Transport Assessment prepared for application 125596/FO/2019 (page 94)

Due to difference in study area, distribution has been forecast by Curtins for cells shaded in grey

Assumed that all trips continue along Briscoe Lane as Riverpark Road and Ten Acres Lane are not direct routes

Curtins



085926 - Riverpark, Manchester

Figure 12

AM Peak (08:00 - 09:00): Committed Development Flows - Former Jackson's Brickworks

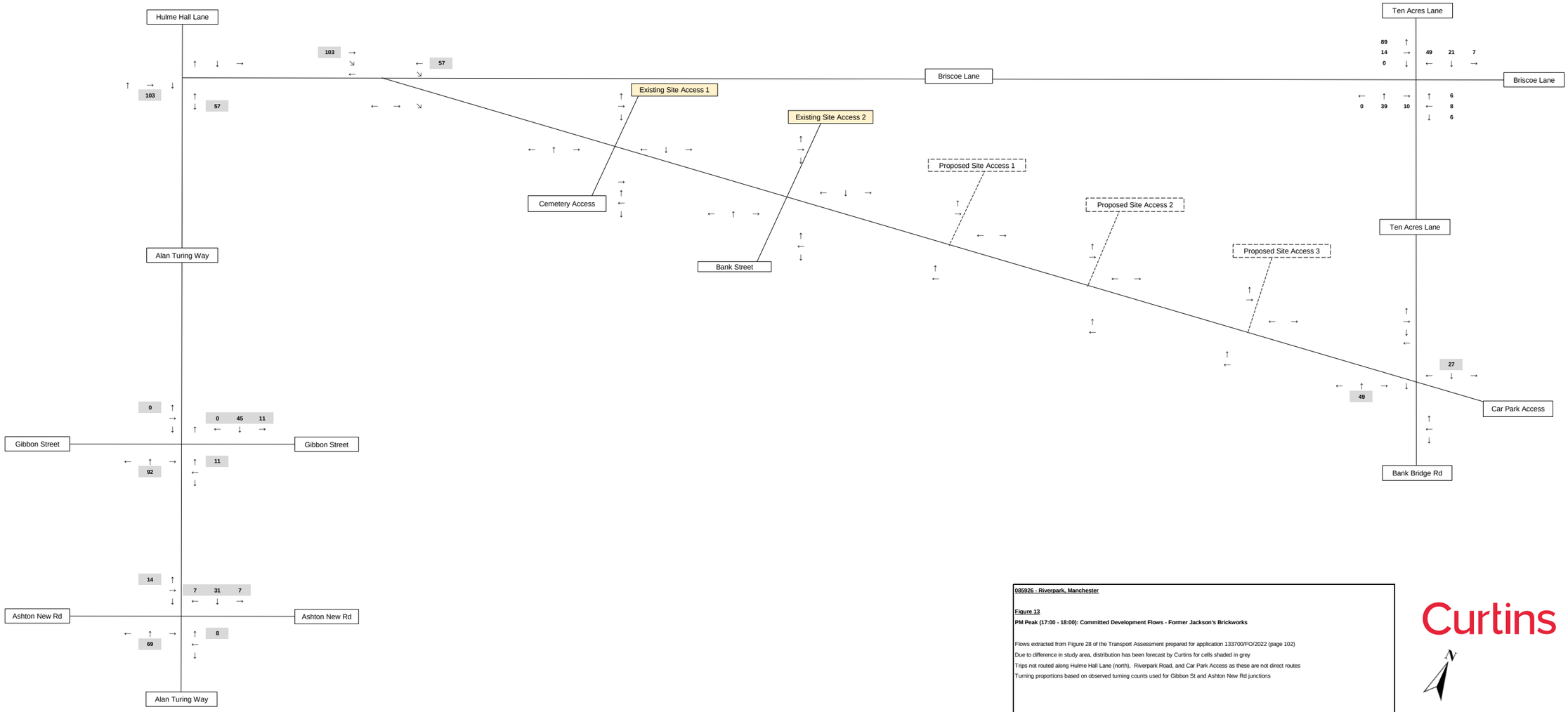
Flows extracted from Figure 27 of the Transport Assessment prepared for application 133700/FO/2022 (page 101)

Due to difference in study area, distribution has been forecast by Curtins for cells shaded in grey

Trips not routed along Hulme Hall Lane (north), Riverpark Road, and Car Park Access as these are not direct routes

Turning proportions based on observed turning counts used for Gibbon St and Ashton New Rd junctions

Curtins



085926 - Riverpark, Manchester

Figure 13

PM Peak (17:00 - 18:00): Committed Development Flows - Former Jackson's Brickworks

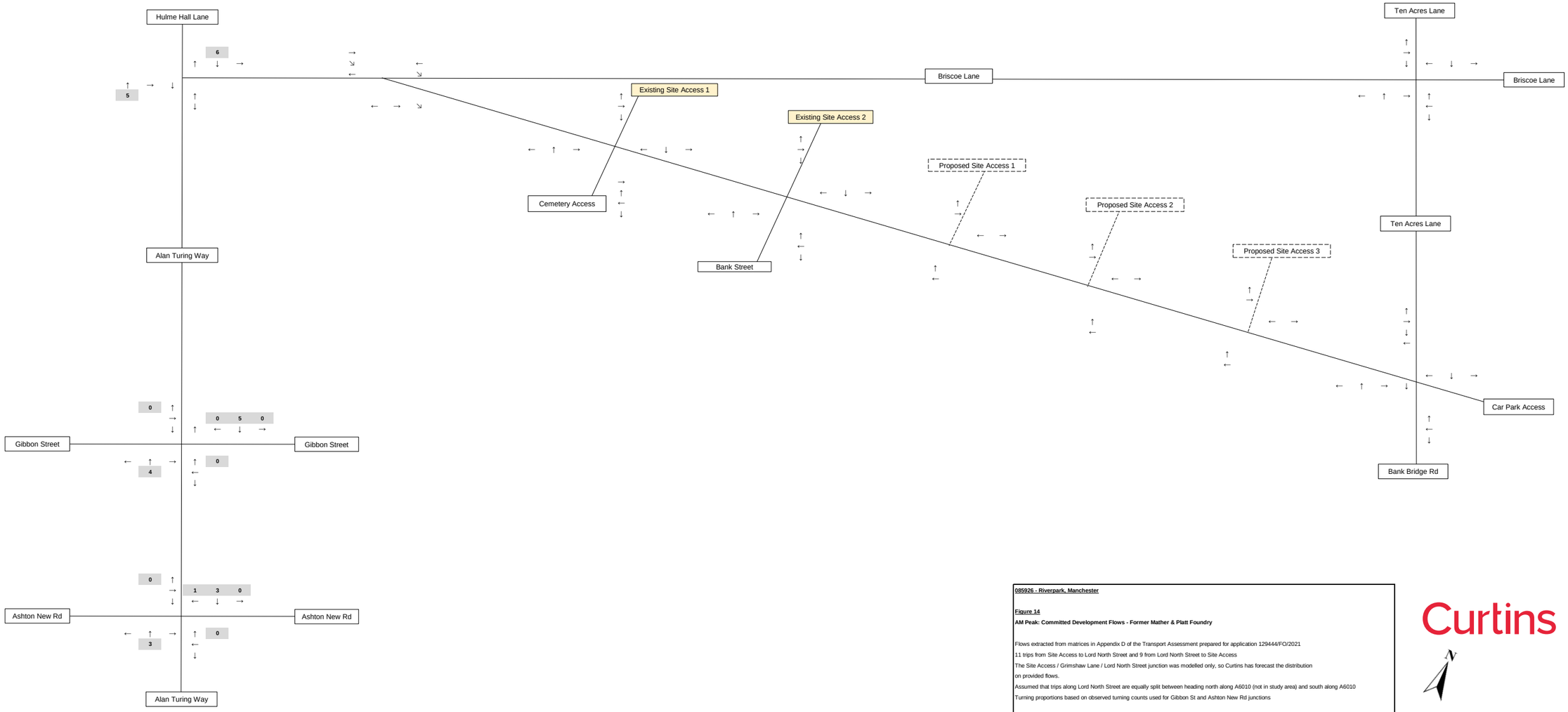
Flows extracted from Figure 28 of the Transport Assessment prepared for application 133700/FO/2022 (page 102)

Due to difference in study area, distribution has been forecast by Curtins for cells shaded in grey

Trips not routed along Hulme Hall Lane (north), Riverpark Road, and Car Park Access as these are not direct routes

Turning proportions based on observed turning counts used for Gibbon St and Ashton New Rd junctions

Curtins



085926 - Riverpark, Manchester

Figure 14

AM Peak: Committed Development Flows - Former Mather & Platt Foundry

Flows extracted from matrices in Appendix D of the Transport Assessment prepared for application 129444/FO/2021

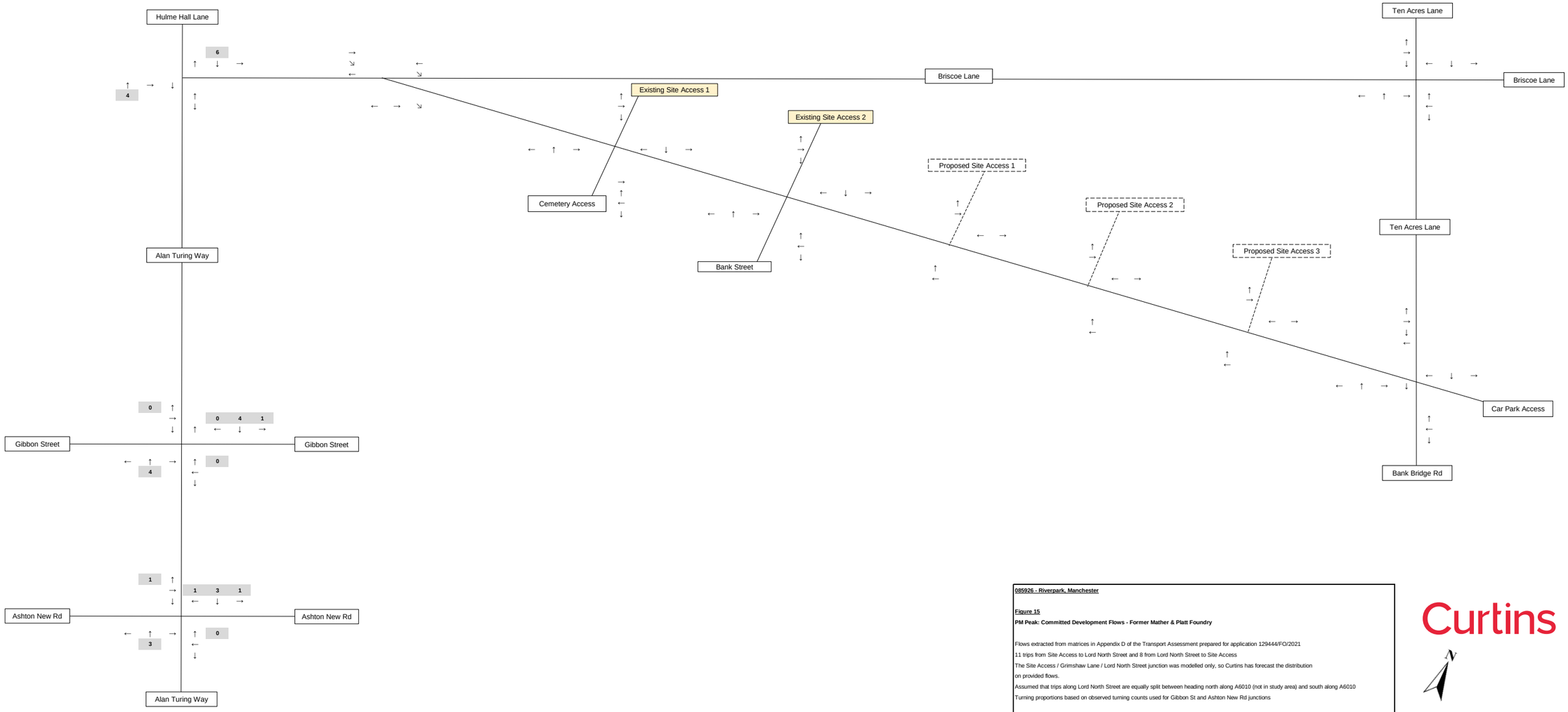
11 trips from Site Access to Lord North Street and 9 from Lord North Street to Site Access

The Site Access / Grimshaw Lane / Lord North Street junction was modelled only, so Curtins has forecast the distribution on provided flows.

Assumed that trips along Lord North Street are equally split between heading north along A6010 (not in study area) and south along A6010

Turning proportions based on observed turning counts used for Gibbon St and Ashton New Rd junctions

Curtins



085926 - Riverpark, Manchester

Figure 15

PM Peak: Committed Development Flows - Former Mather & Platt Foundry

Flows extracted from matrices in Appendix D of the Transport Assessment prepared for application 129444/FO/2021

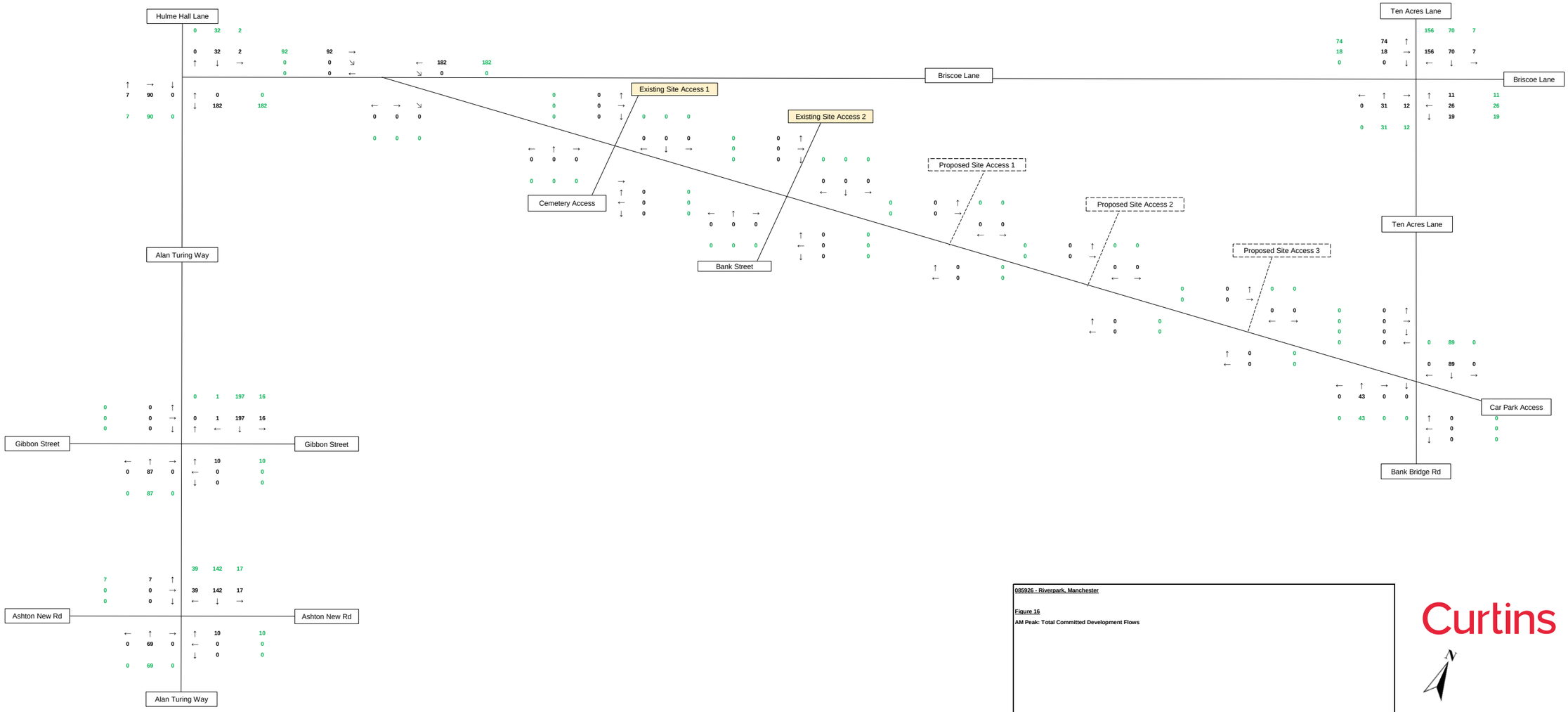
11 trips from Site Access to Lord North Street and 8 from Lord North Street to Site Access

The Site Access / Grimshaw Lane / Lord North Street junction was modelled only, so Curtins has forecast the distribution on provided flows.

Assumed that trips along Lord North Street are equally split between heading north along A6010 (not in study area) and south along A6010

Turning proportions based on observed turning counts used for Gibbon St and Ashton New Rd junctions

Curtins

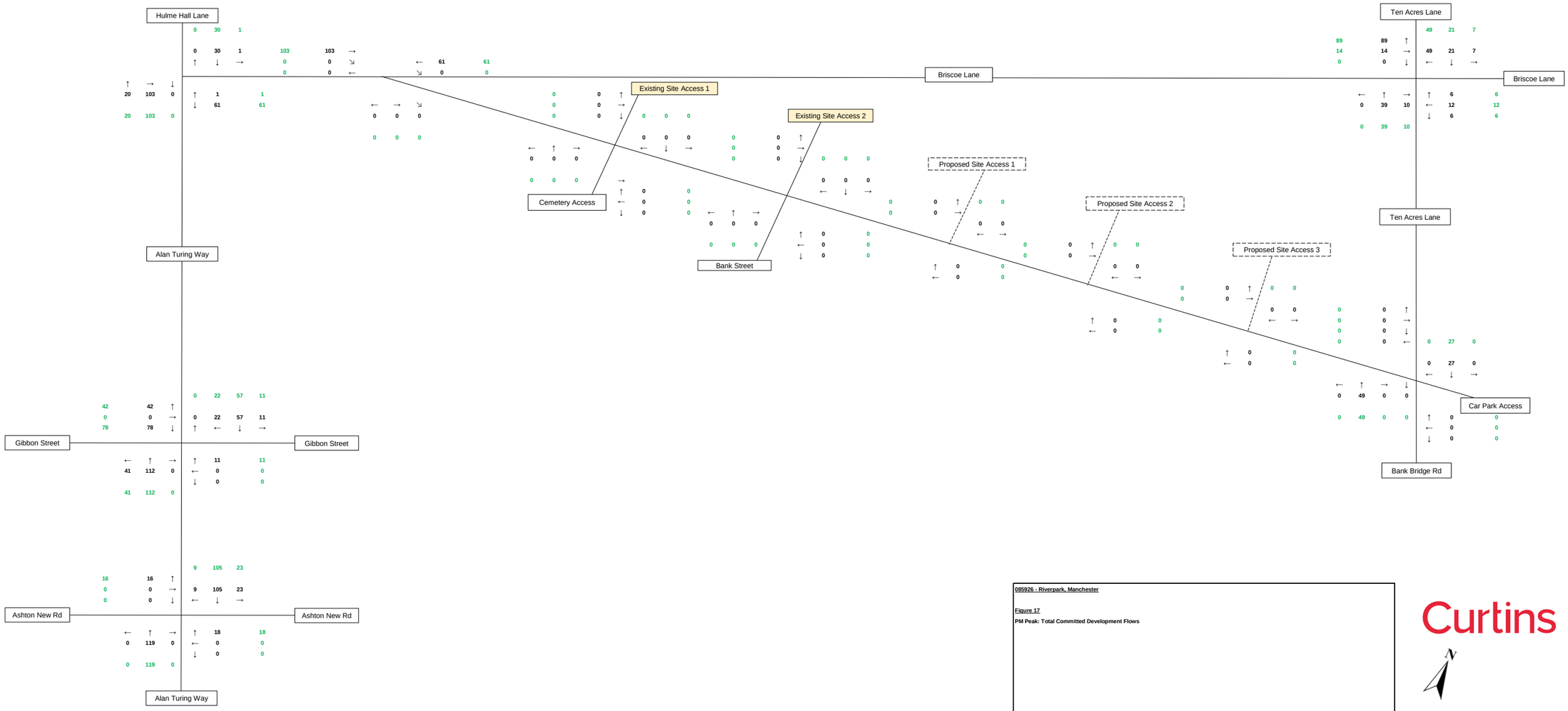


085926 - Riverpark, Manchester

Figure 16

AM Peak: Total Committed Development Flows

Curtins

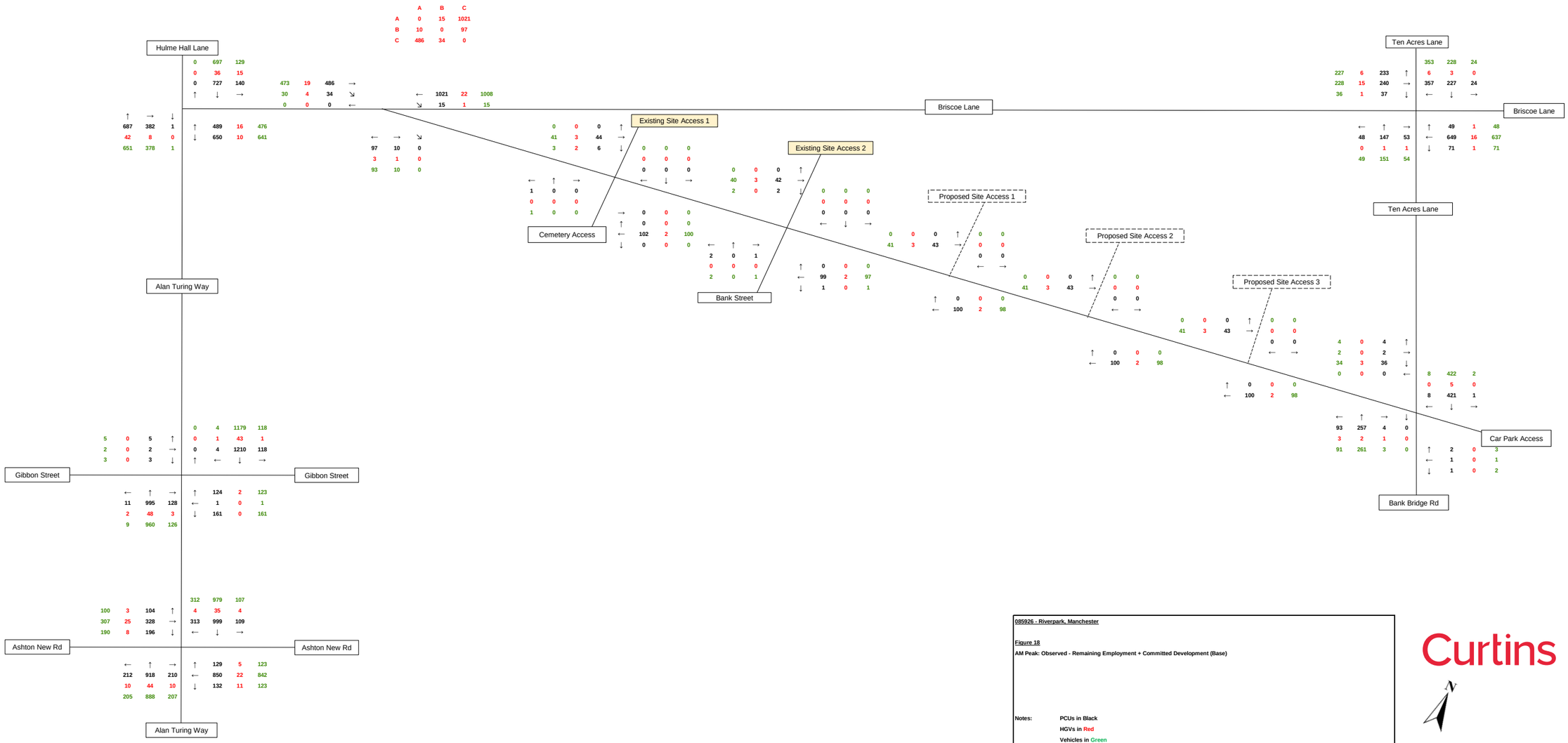


085926 - Riverpark, Manchester

Figure 17

PM Peak: Total Committed Development Flows

Curtins



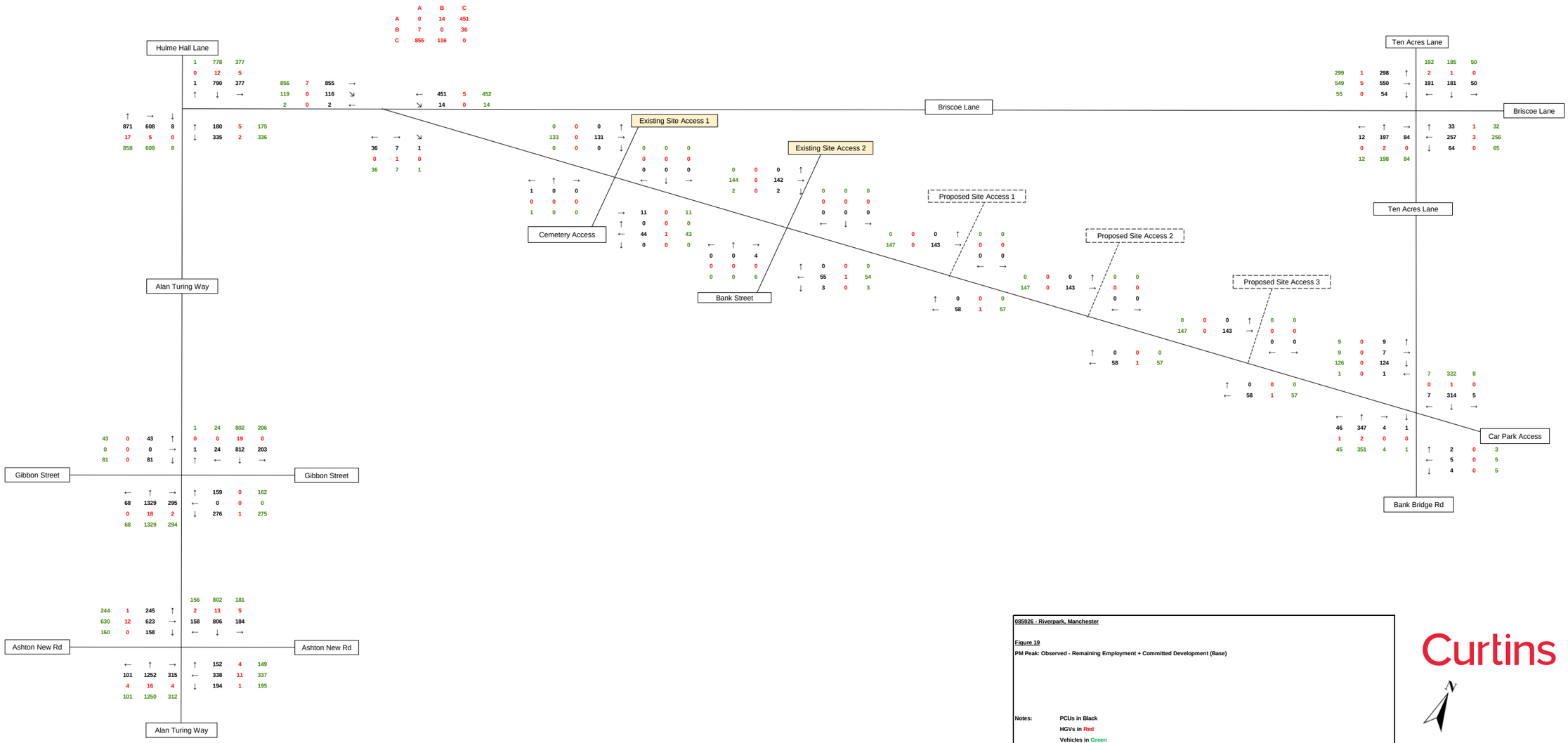
085926 - Riverpark, Manchester

Figure 18

AM Peak: Observed - Remaining Employment + Committed Development (Base)

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



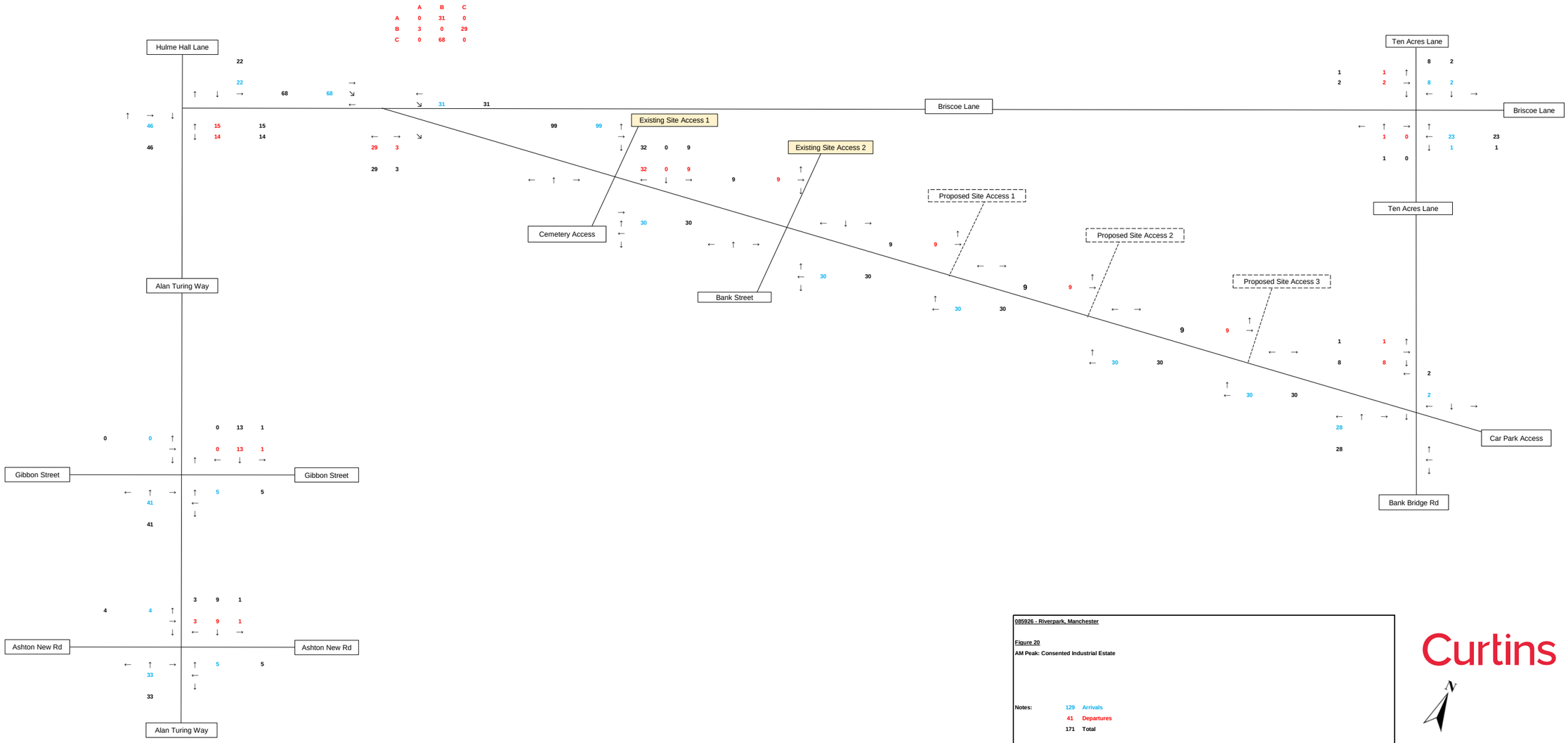
085926 - Riverpark, Manchester

Figure 19

PM Peak: Observed - Remaining Employment + Committed Development (Base)

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



085926 - Riverpark, Manchester

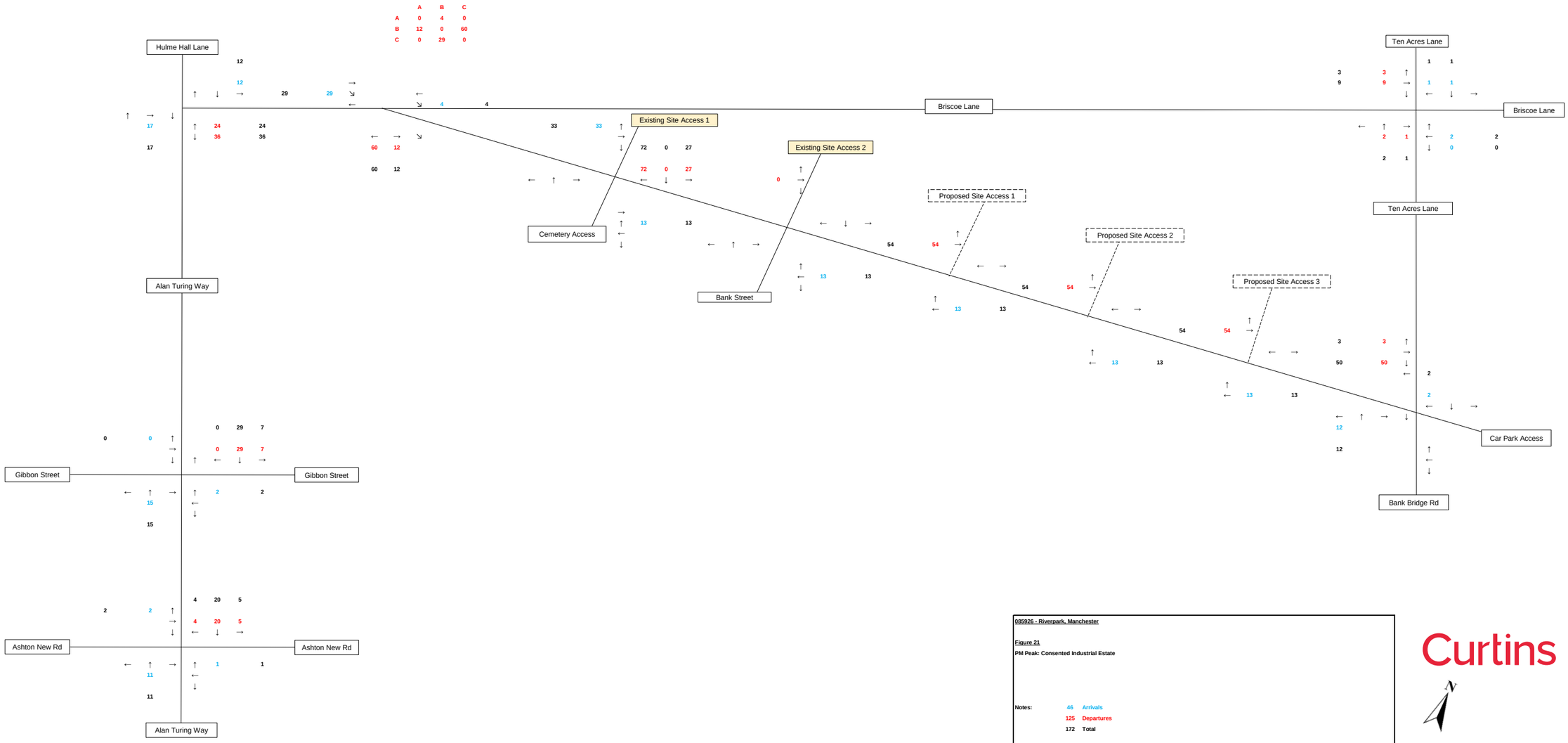
Figure 20

AM Peak: Consented Industrial Estate

Notes:

129	Arrivals
41	Departures
171	Total

Curtins



085926 - Riverpark, Manchester

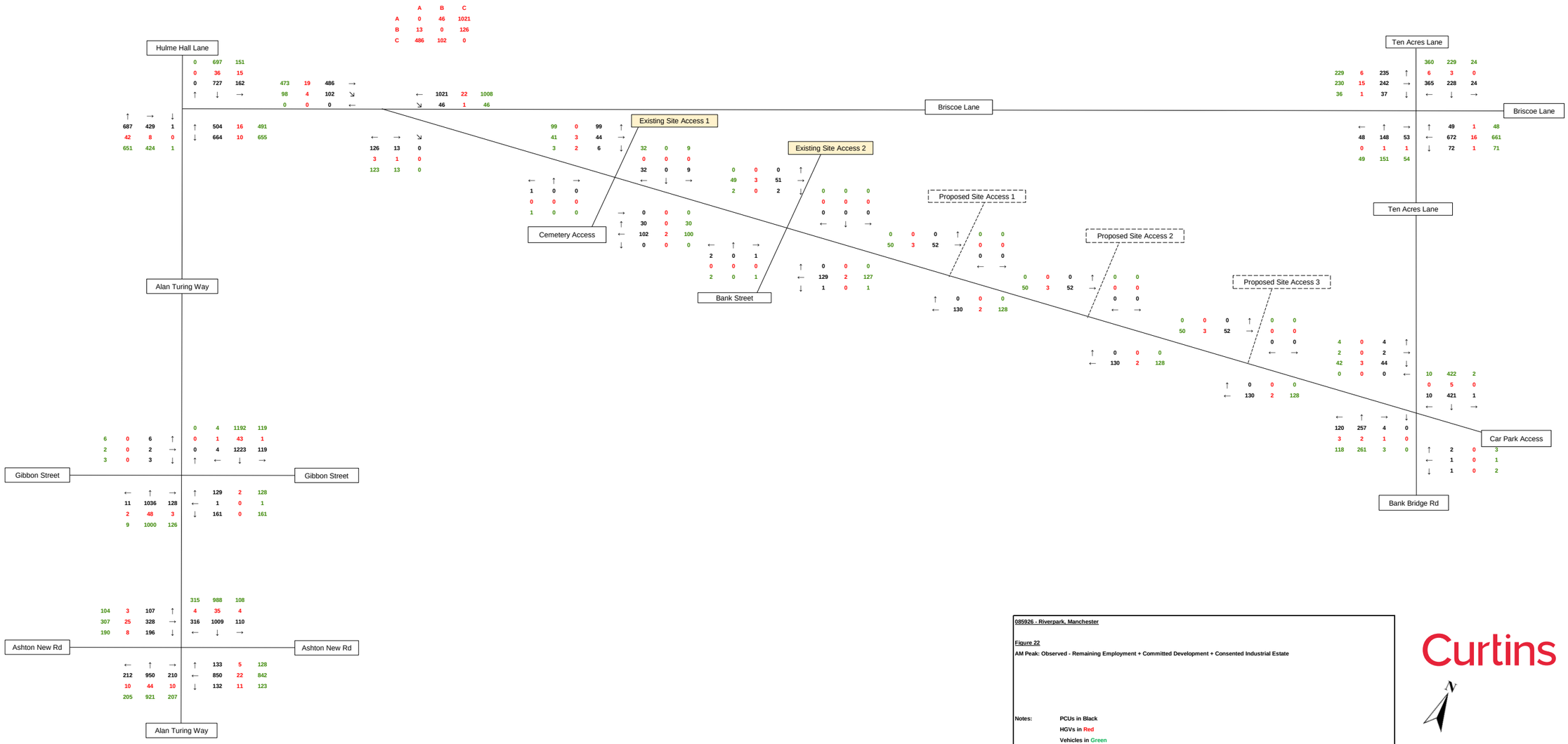
Figure 21

PM Peak: Consented Industrial Estate

Notes:

	46	Arrivals
	125	Departures
	172	Total

Curtins



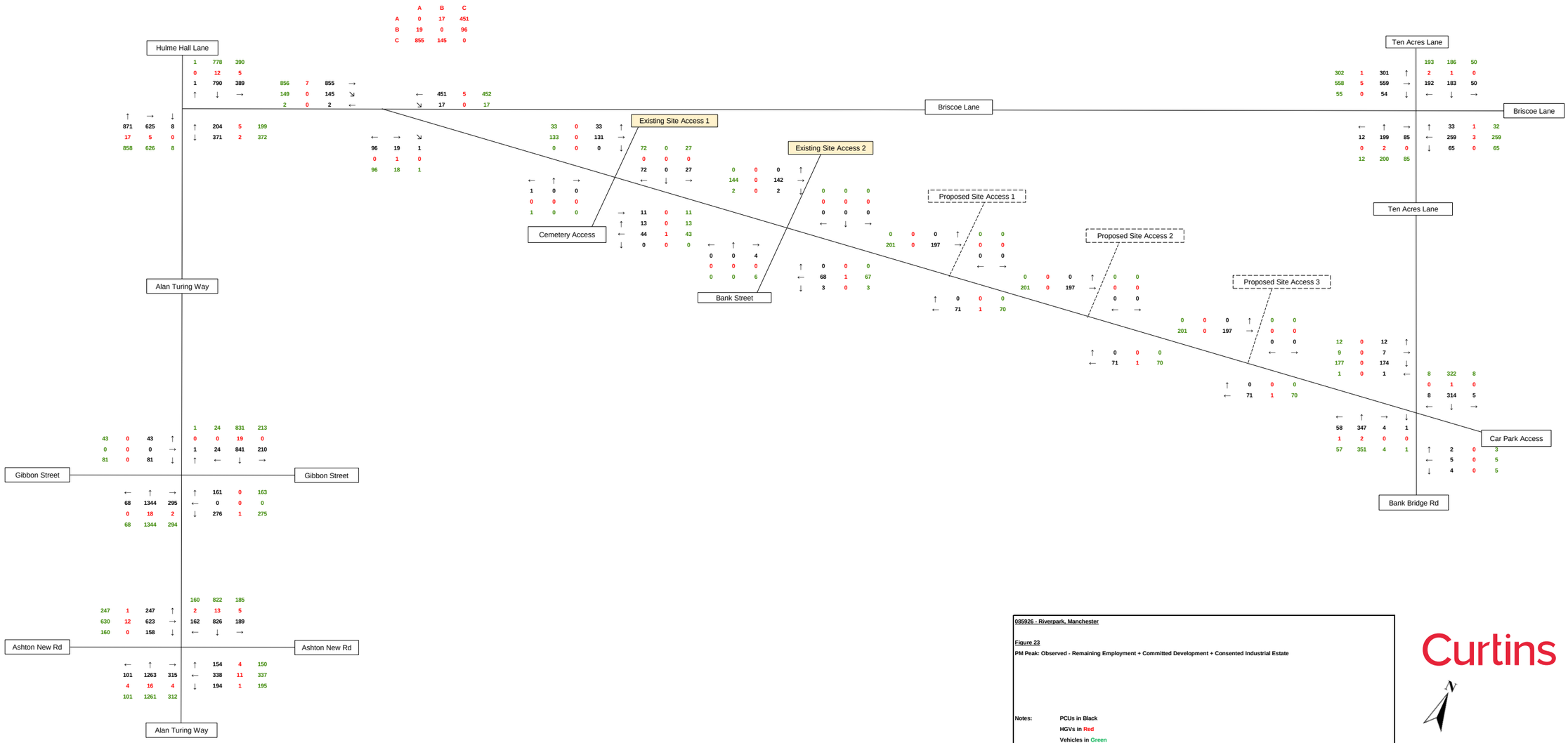
085926 - Riverpark, Manchester

Figure 22

AM Peak: Observed - Remaining Employment + Committed Development + Consented Industrial Estate

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



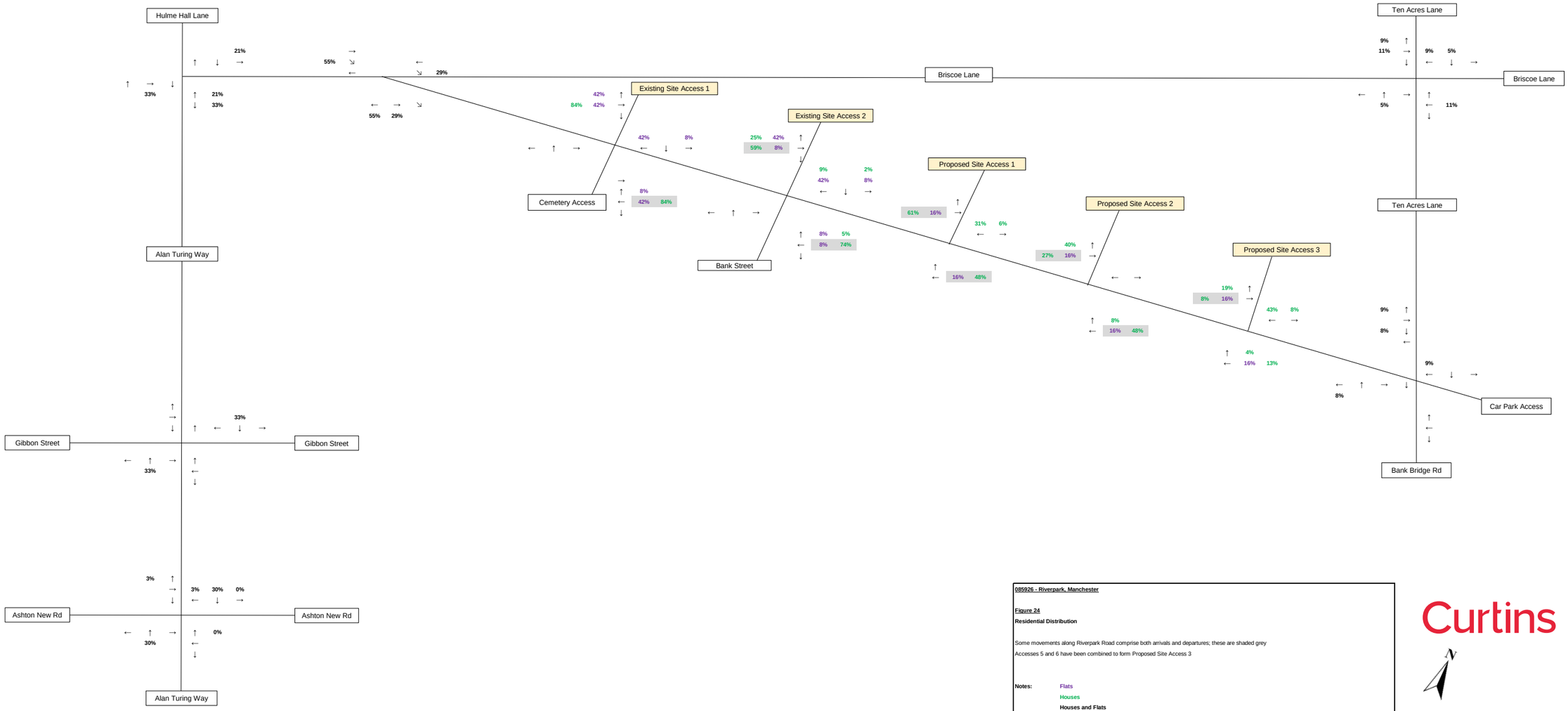
085926 - Riverpark, Manchester

Figure 23

PM Peak: Observed - Remaining Employment + Committed Development + Consented Industrial Estate

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



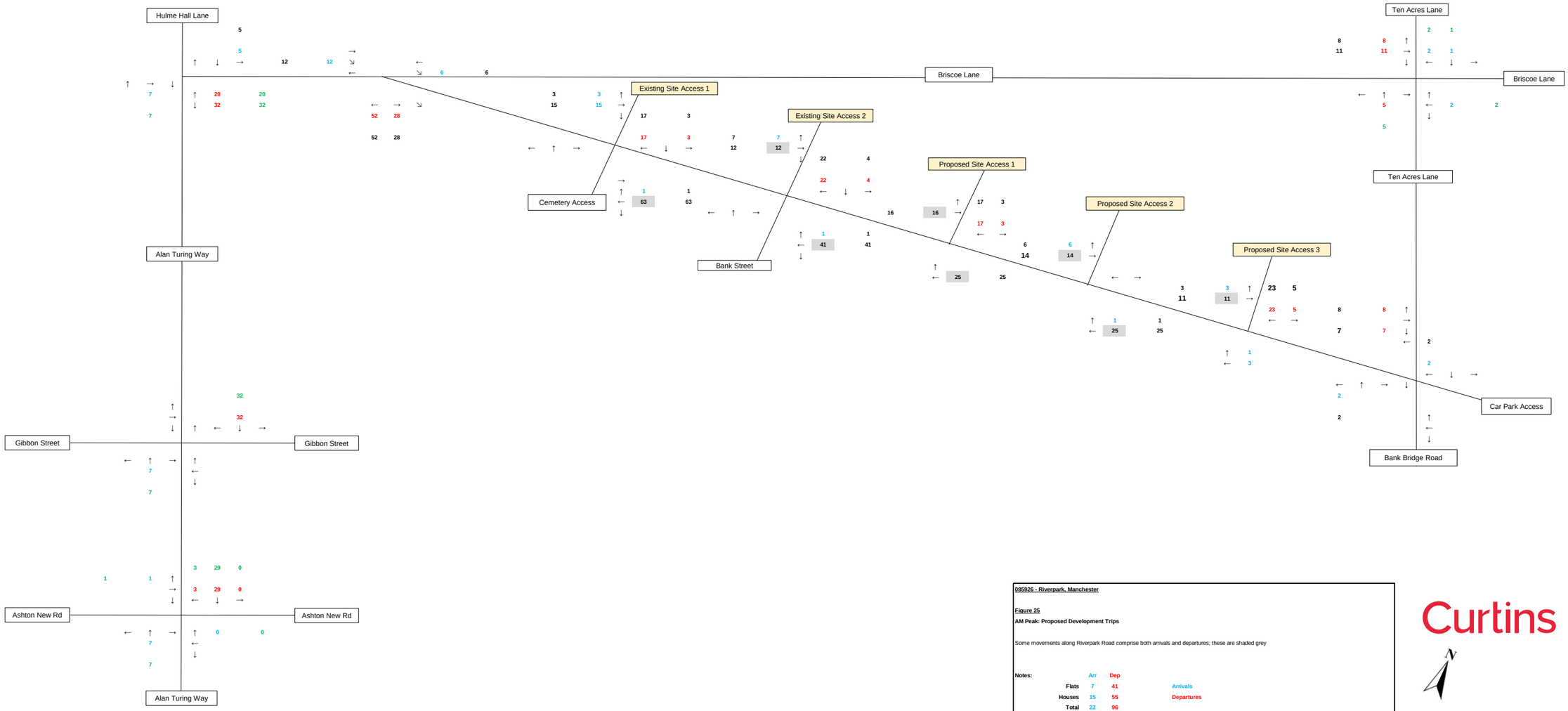
085926 - Riverpark, Manchester

Figure 24
Residential Distribution

Some movements along Riverpark Road comprise both arrivals and departures; these are shaded grey
Accesses 5 and 6 have been combined to form Proposed Site Access 3

Notes: Flats
Houses
Houses and Flats

Curtins



085926 - Riverpark, Manchester

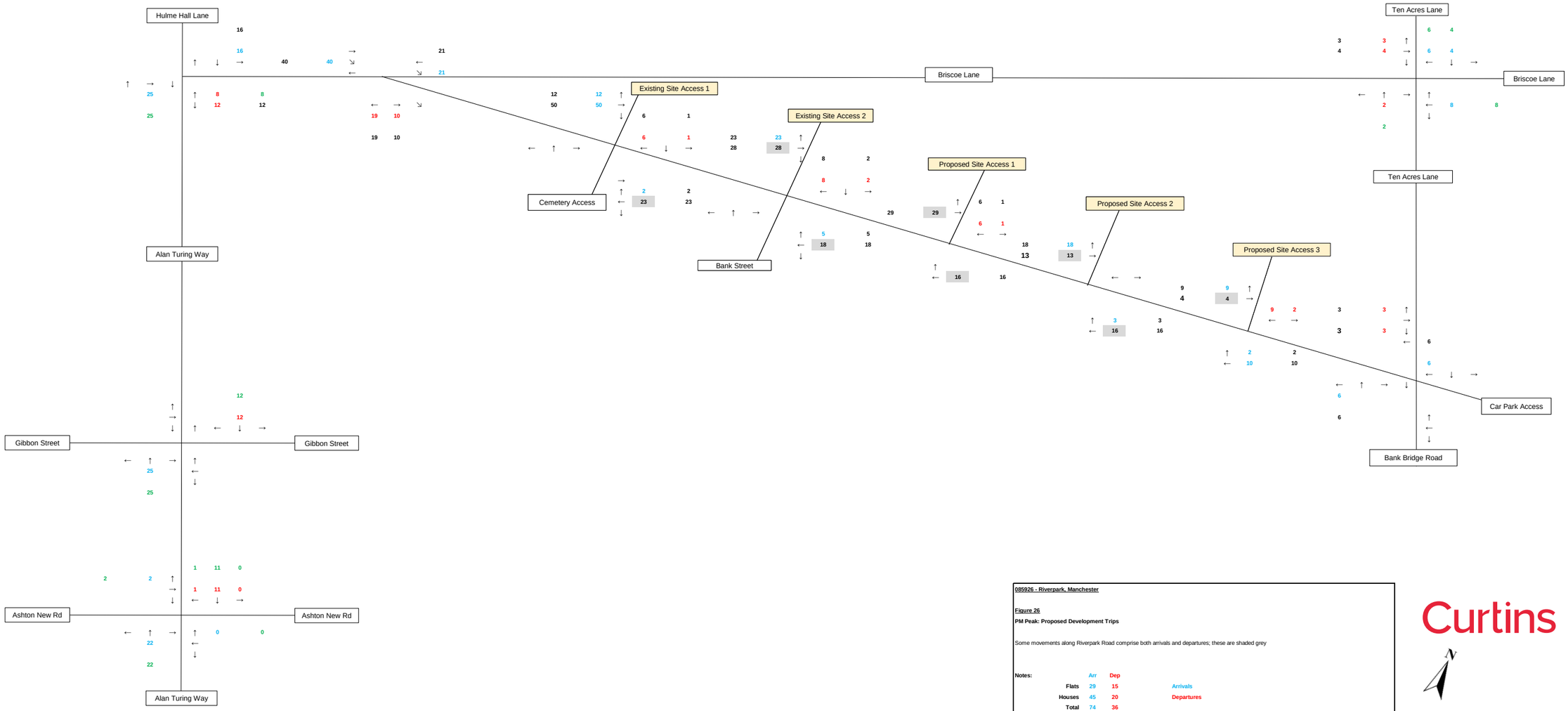
Figure 25

AM Peak: Proposed Development Trips

Some movements along Riverpark Road comprise both arrivals and departures; these are shaded grey

Notes:	Arr	Dep	
Flats	7	41	Arrivals
Houses	15	55	Departures
Total	22	96	

Curtins



085926 - Riverpark, Manchester

Figure 26

PM Peak: Proposed Development Trips

Some movements along Riverpark Road comprise both arrivals and departures; these are shaded grey

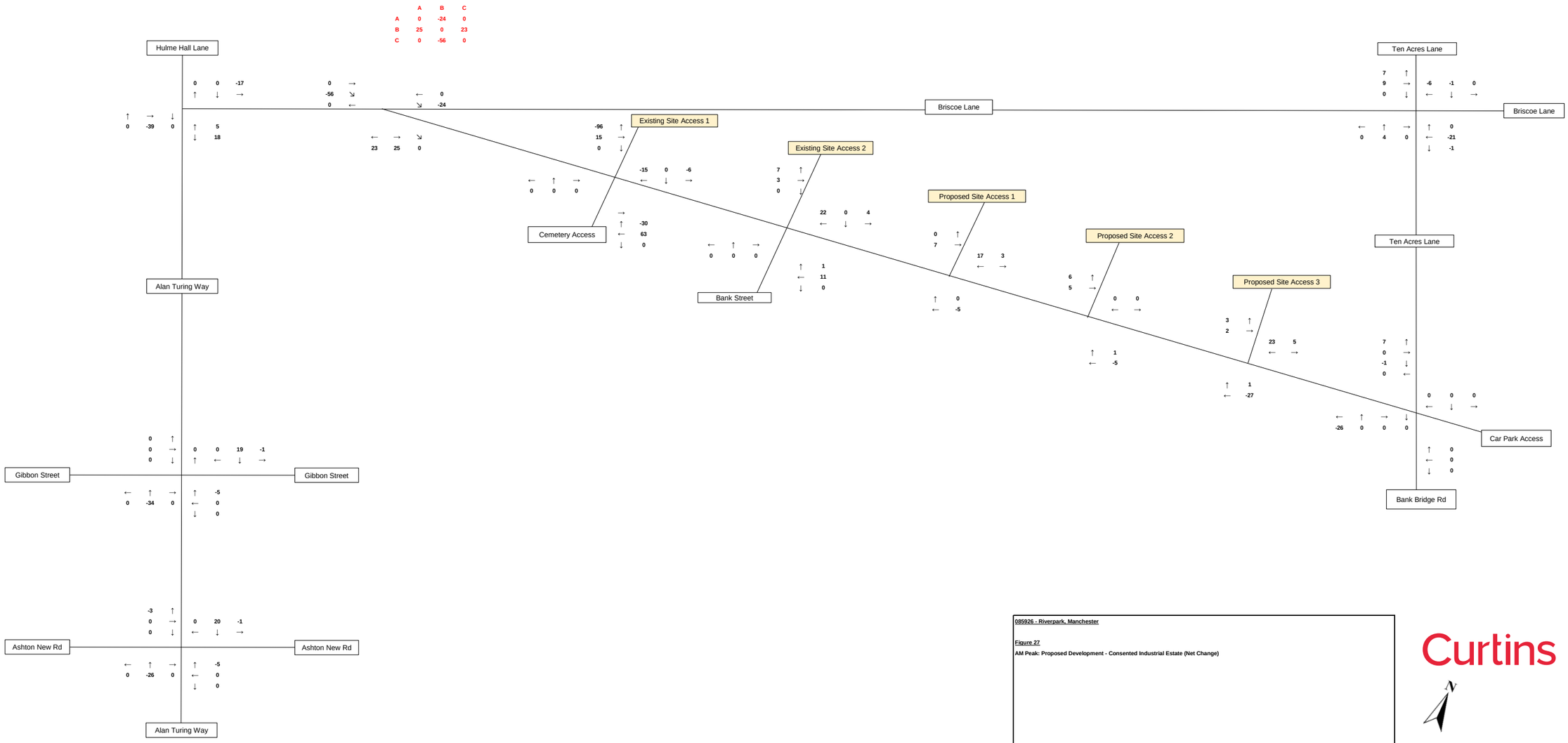
Notes:

	Arr	Dep
Flats	29	15
Houses	45	20
Total	74	36

Arrivals

Departures

Curtins

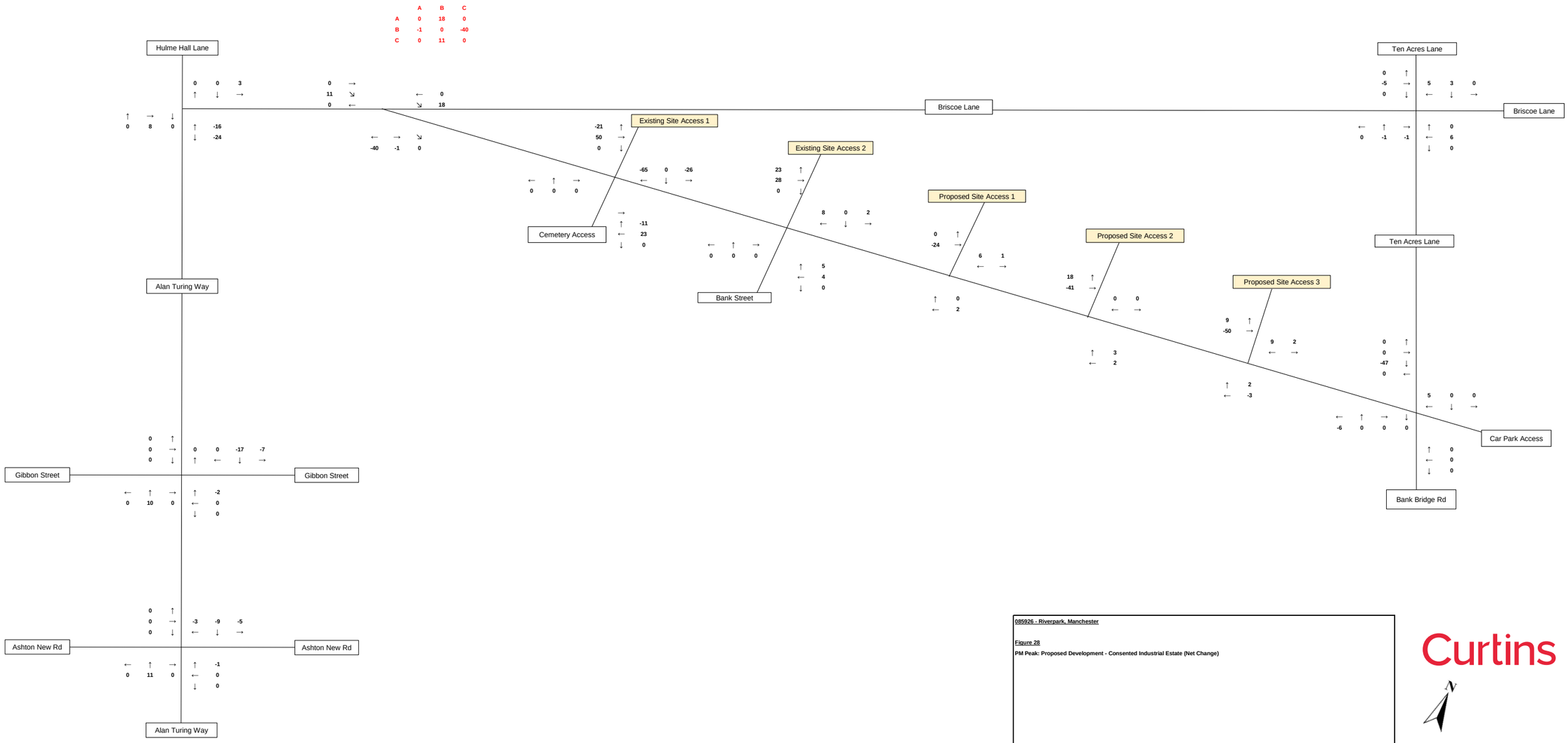


085926 - Riverpark, Manchester

Figure 27

AM Peak: Proposed Development - Consented Industrial Estate (Net Change)

Curtins

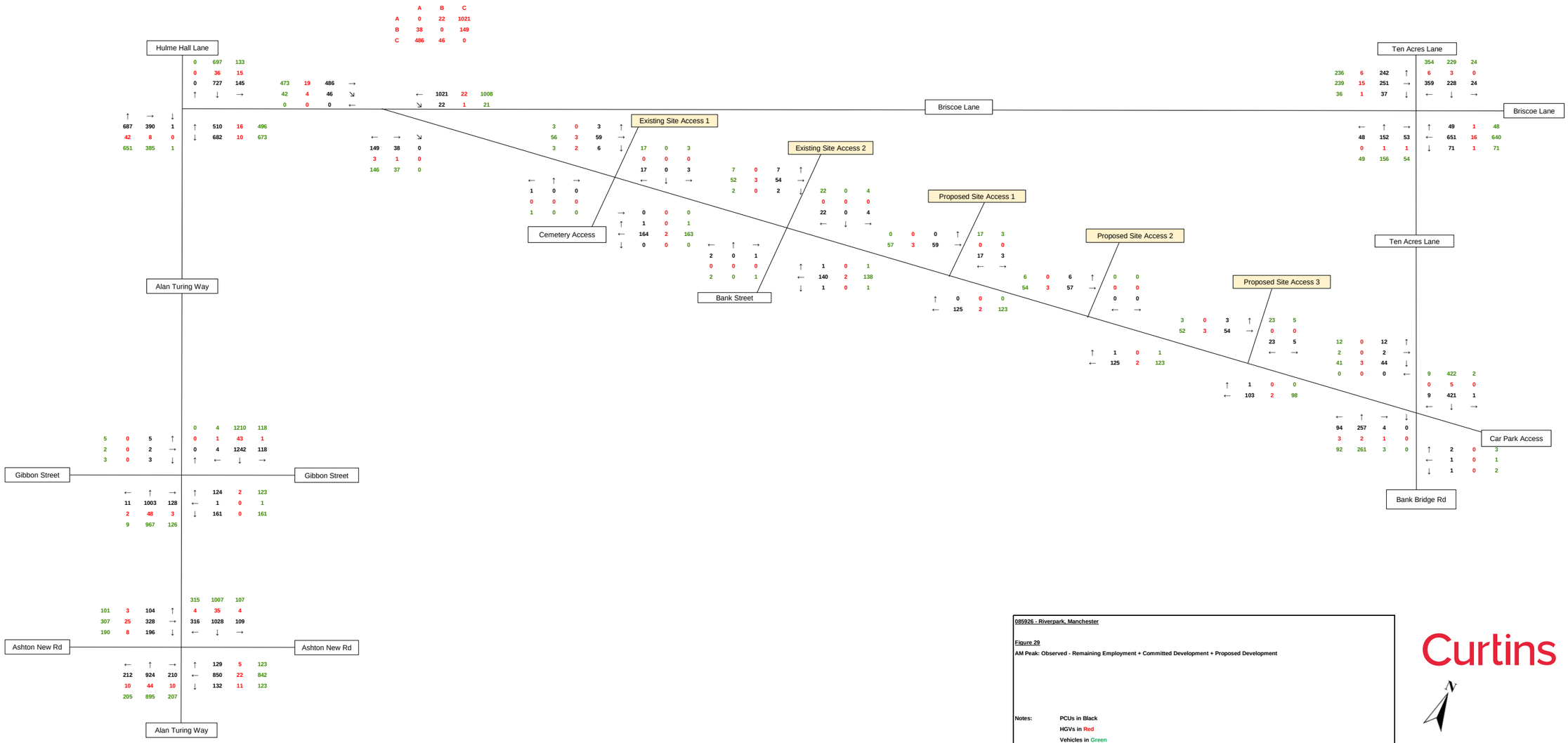


085926 - Riverpark, Manchester

Figure 28

PM Peak: Proposed Development - Consented Industrial Estate (Net Change)

Curtins



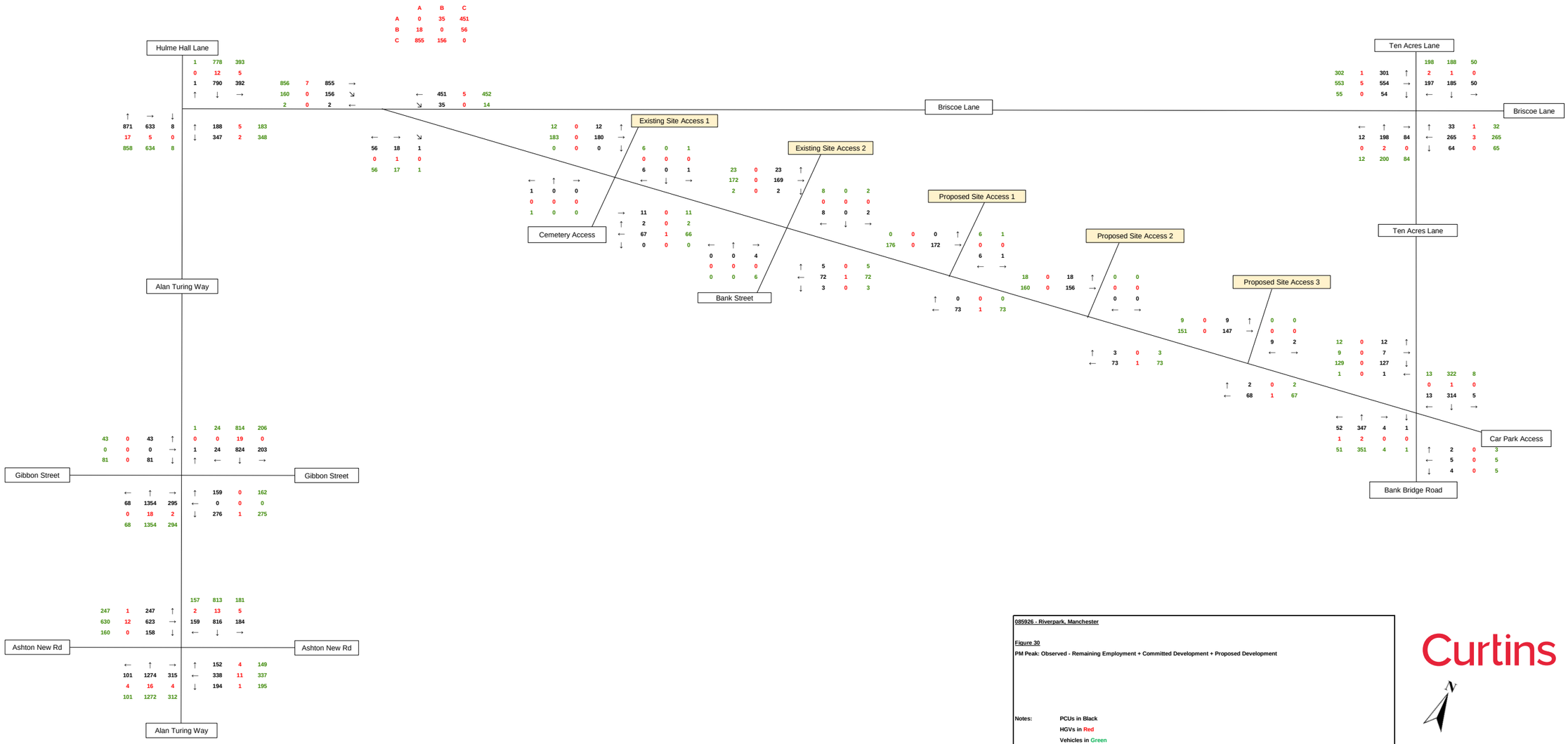
085926 - Riverpark, Manchester

Figure 29

AM Peak: Observed - Remaining Employment + Committed Development + Proposed Development

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

Curtins



085926 - Riverpark, Manchester

Figure 30

PM Peak: Observed - Remaining Employment + Committed Development + Proposed Development

Notes: PCUs in Black
HGVs in Red
Vehicles in Green

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Appendix E – TRICS Outputs

Curtins Consulting Ltd 10 Oxford Street Manchester Licence No: 148301

Calculation Reference: AUDIT-148301-241009-1001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BT	BRENT	1 days
	HD	HILLINGDON	1 days
02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
	EX	ESSEX	3 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	4 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	3 days
	AL	CALDERDALE	1 days
	DR	DONCASTER	1 days
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	3 days
10	WALES		
	SW	SWANSEA	2 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	AG	ANGUS	1 days
	HI	HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1138 to 135845 (units: sqm)
Range Selected by User:	552 to 135845 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 06/11/23

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:

Monday	6 days
Tuesday	8 days
Wednesday	9 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	32 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	25

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	14
Development Zone	2
Residential Zone	3
Built-Up Zone	1
Out of Town	2
No Sub Category	10

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	13 days - Selected
Servicing vehicles Excluded	21 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 32 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®.

Filter by Site Operations Breakdown:
All Surveys Included

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	7 days
10,001 to 15,000	10 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 100,000	2 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	3 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	16 days
250,001 to 500,000	3 days
500,001 or More	3 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	14 days
1.1 to 1.5	18 days

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

Travel Plan:

No	32 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	29 days
1b Very poor	2 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1 AG-02-D-02 INDUSTRIAL ESTATE ANGUS
A933 WESTWAY
ARBROATH
HOSPITALFIELD
Edge of Town
No Sub Category
Total Gross floor area: 78500 sqm
Survey date: TUESDAY 25/04/17 Survey Type: MANUAL

2 AK-02-D-01 INDUSTRIAL ESTATE WAKEFIELD
CARR WOOD ROAD
CASTLEFORD

Edge of Town
Development Zone
Total Gross floor area: 1776 sqm
Survey date: MONDAY 22/05/17 Survey Type: MANUAL

3 AK-02-D-02 INDUSTRIAL ESTATE (PART) WAKEFIELD
PIONEER WAY
CASTLEFORD

Edge of Town
Industrial Zone
Total Gross floor area: 4328 sqm
Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

4 AK-02-D-03 INDUSTRIAL ESTATE WAKEFIELD
THUNDERHEAD RIDGE RD
CASTLEFORD
GLASSHOUGHTON
Edge of Town
No Sub Category
Total Gross floor area: 3191 sqm
Survey date: MONDAY 15/05/17 Survey Type: MANUAL

5 AL-02-D-01 INDUSTRIAL ESTATE CALDERDALE
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
Survey date: WEDNESDAY 17/10/18 Survey Type: MANUAL

6 BE-02-D-01 INDUSTRIAL ESTATE BEXLEY
CRABTREE MANORWAY N.
ERITH

Edge of Town
Industrial Zone
Total Gross floor area: 3300 sqm
Survey date: WEDNESDAY 19/09/18 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7 BT-02-D-01 INDUSTRIAL ESTATE BRENT
NORTH CIRCULAR ROAD
NEASDEN
BRENT PARK
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 5565 sqm
Survey date: WEDNESDAY 14/11/18 Survey Type: MANUAL

8 BU-02-D-01 INDUSTRIAL ESTATE BUCKINGHAMSHIRE
BEECH ROAD
HIGH WYCOMBE

Edge of Town
Residential Zone
Total Gross floor area: 6460 sqm
Survey date: MONDAY 06/11/23 Survey Type: MANUAL

9 DR-02-D-03 INDUSTRIAL ESTATE DONCASTER
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6737 sqm
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

10 DV-02-D-07 INDUSTRIAL ESTATE DEVON
BITTERN ROAD
EXETER
SOWTON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3600 sqm
Survey date: MONDAY 03/07/17 Survey Type: MANUAL

11 DY-02-D-02 INDUSTRIAL ESTATE DERBY
SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 8400 sqm
Survey date: FRIDAY 06/10/23 Survey Type: MANUAL

12 EX-02-D-03 INDUSTRIAL ESTATE ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 4876 sqm
Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

13 EX-02-D-04 INDUSTRIAL ESTATE ESSEX
PASTURE ROAD
WITHAM

Edge of Town
Industrial Zone
Total Gross floor area: 37130 sqm
Survey date: THURSDAY 10/05/18 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

14 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

15 HD-02-D-03 INDUSTRIAL ESTATE HILLINGDON
BRADFIELD ROAD
RUISLIP
SOUTH RUISLIP
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 8310 sqm
Survey date: MONDAY *10/06/19* *Survey Type: MANUAL*

16 HI-02-D-04 INDUSTRIAL ESTATE HIGHLAND
FORRES ROAD
NAIRN

Edge of Town
No Sub Category
Total Gross floor area: 17000 sqm
Survey date: TUESDAY *18/04/23* *Survey Type: MANUAL*

17 NF-02-D-04 INDUSTRIAL ESTATE NORFOLK
DRAYTON HIGH ROAD
NORWICH

Edge of Town
No Sub Category
Total Gross floor area: 10673 sqm
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

18 NY-02-D-03 INDUSTRIAL ESTATE NORTH YORKSHIRE
RACECOURSE ROAD
RICHMOND

Edge of Town
Out of Town
Total Gross floor area: 35183 sqm
Survey date: THURSDAY *05/05/22* *Survey Type: MANUAL*

19 NY-02-D-04 INDUSTRIAL ESTATE NORTH YORKSHIRE
GRIMBALD CRAG CLOSE
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1660 sqm
Survey date: FRIDAY *30/06/23* *Survey Type: MANUAL*

20 SD-02-D-01 INDUSTRIAL ESTATE SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY *20/09/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

21 SW-02-D-01 INDUSTRIAL ESTATE SWANSEA
UPPER FOREST WAY
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 6822 sqm
Survey date: WEDNESDAY 09/10/19 *Survey Type: MANUAL*

22 SW-02-D-02 INDUSTRIAL ESTATE SWANSEA
CLARION COURT
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 5280 sqm
Survey date: THURSDAY 10/10/19 *Survey Type: MANUAL*

23 TW-02-D-08 INDUSTRIAL ESTATE TYNE & WEAR
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY 04/04/17 *Survey Type: MANUAL*

24 TW-02-D-09 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 6200 sqm
Survey date: WEDNESDAY 18/05/22 *Survey Type: MANUAL*

25 TW-02-D-10 INDUSTRIAL ESTATE TYNE & WEAR
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Total Gross floor area: 21500 sqm
Survey date: WEDNESDAY 18/05/22 *Survey Type: MANUAL*

26 VG-02-D-01 INDUSTRIAL ESTATE VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
No Sub Category
Total Gross floor area: 13091 sqm
Survey date: MONDAY 08/05/17 *Survey Type: MANUAL*

27 WK-02-D-01 INDUSTRIAL ESTATE WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 150564 sqm
Survey date: WEDNESDAY 27/06/18 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

28 WK-02-D-02 INDUSTRIAL ESTATE WARWICKSHIRE
OVERVIEW WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 90535 sqm
Survey date: WEDNESDAY 27/06/18 Survey Type: MANUAL

29 WK-02-D-03 INDUSTRIAL ESTATE WARWICKSHIRE
EASTBORO WAY
NUNEATON

Edge of Town
Industrial Zone
Total Gross floor area: 20860 sqm
Survey date: THURSDAY 26/09/19 Survey Type: MANUAL

30 WK-02-D-04 INDUSTRIAL ESTATE WARWICKSHIRE
ABELES WAY
ATHERSTONE

Edge of Town
No Sub Category
Total Gross floor area: 17500 sqm
Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

31 WM-02-D-03 INDUSTRIAL ESTATE WEST MIDLANDS
JUNCTION ROAD
STOURBRIDGE
AUDNAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1138 sqm
Survey date: TUESDAY 28/11/17 Survey Type: MANUAL

32 WO-02-D-03 INDUSTRIAL ESTATE WORCESTERSHIRE
MILLENNIUM WAY
EVESHAM

Edge of Town
Out of Town
Total Gross floor area: 84575 sqm
Survey date: TUESDAY 26/06/18 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.41

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	14	11429	0.037	14	11429	0.006	14	11429	0.043
05:30 - 06:00	14	11429	0.060	14	11429	0.011	14	11429	0.071
06:00 - 06:30	14	11429	0.048	14	11429	0.022	14	11429	0.070
06:30 - 07:00	14	11429	0.102	14	11429	0.034	14	11429	0.136
07:00 - 07:30	32	20140	0.116	32	20140	0.041	32	20140	0.157
07:30 - 08:00	32	20140	0.203	32	20140	0.059	32	20140	0.262
08:00 - 08:30	32	20140	0.237	32	20140	0.084	32	20140	0.321
08:30 - 09:00	32	20140	0.189	32	20140	0.088	32	20140	0.277
09:00 - 09:30	32	20140	0.173	32	20140	0.103	32	20140	0.276
09:30 - 10:00	32	20140	0.142	32	20140	0.108	32	20140	0.250
10:00 - 10:30	32	20140	0.131	32	20140	0.116	32	20140	0.247
10:30 - 11:00	32	20140	0.130	32	20140	0.105	32	20140	0.235
11:00 - 11:30	32	20140	0.119	32	20140	0.111	32	20140	0.230
11:30 - 12:00	32	20140	0.132	32	20140	0.129	32	20140	0.261
12:00 - 12:30	32	20140	0.120	32	20140	0.152	32	20140	0.272
12:30 - 13:00	32	20140	0.140	32	20140	0.143	32	20140	0.283
13:00 - 13:30	32	20140	0.143	32	20140	0.141	32	20140	0.284
13:30 - 14:00	32	20140	0.162	32	20140	0.138	32	20140	0.300
14:00 - 14:30	32	20140	0.122	32	20140	0.161	32	20140	0.283
14:30 - 15:00	32	20140	0.101	32	20140	0.132	32	20140	0.233
15:00 - 15:30	32	20140	0.096	32	20140	0.147	32	20140	0.243
15:30 - 16:00	32	20140	0.104	32	20140	0.133	32	20140	0.237
16:00 - 16:30	32	20140	0.108	32	20140	0.175	32	20140	0.283
16:30 - 17:00	32	20140	0.095	32	20140	0.180	32	20140	0.275
17:00 - 17:30	32	20140	0.072	32	20140	0.238	32	20140	0.310
17:30 - 18:00	32	20140	0.064	32	20140	0.148	32	20140	0.212
18:00 - 18:30	32	20140	0.043	32	20140	0.101	32	20140	0.144
18:30 - 19:00	32	20140	0.048	32	20140	0.069	32	20140	0.117
19:00 - 19:30	15	10887	0.057	15	10887	0.086	15	10887	0.143
19:30 - 20:00	15	10887	0.032	15	10887	0.062	15	10887	0.094
20:00 - 20:30	15	10887	0.016	15	10887	0.045	15	10887	0.061
20:30 - 21:00	15	10887	0.013	15	10887	0.026	15	10887	0.039
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.355			3.294			6.649

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:	1138 - 135845 (units: sqm)
Survey date date range:	01/01/16 - 06/11/23
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	14	11429	0.002	14	11429	0.000	14	11429	0.002
05:30 - 06:00	14	11429	0.001	14	11429	0.001	14	11429	0.002
06:00 - 06:30	14	11429	0.001	14	11429	0.000	14	11429	0.001
06:30 - 07:00	14	11429	0.002	14	11429	0.000	14	11429	0.002
07:00 - 07:30	32	20140	0.003	32	20140	0.001	32	20140	0.004
07:30 - 08:00	32	20140	0.004	32	20140	0.000	32	20140	0.004
08:00 - 08:30	32	20140	0.004	32	20140	0.001	32	20140	0.005
08:30 - 09:00	32	20140	0.003	32	20140	0.000	32	20140	0.003
09:00 - 09:30	32	20140	0.002	32	20140	0.001	32	20140	0.003
09:30 - 10:00	32	20140	0.000	32	20140	0.000	32	20140	0.000
10:00 - 10:30	32	20140	0.000	32	20140	0.001	32	20140	0.001
10:30 - 11:00	32	20140	0.000	32	20140	0.001	32	20140	0.001
11:00 - 11:30	32	20140	0.001	32	20140	0.001	32	20140	0.002
11:30 - 12:00	32	20140	0.001	32	20140	0.000	32	20140	0.001
12:00 - 12:30	32	20140	0.000	32	20140	0.000	32	20140	0.000
12:30 - 13:00	32	20140	0.001	32	20140	0.001	32	20140	0.002
13:00 - 13:30	32	20140	0.001	32	20140	0.001	32	20140	0.002
13:30 - 14:00	32	20140	0.002	32	20140	0.001	32	20140	0.003
14:00 - 14:30	32	20140	0.002	32	20140	0.002	32	20140	0.004
14:30 - 15:00	32	20140	0.001	32	20140	0.002	32	20140	0.003
15:00 - 15:30	32	20140	0.000	32	20140	0.005	32	20140	0.005
15:30 - 16:00	32	20140	0.001	32	20140	0.002	32	20140	0.003
16:00 - 16:30	32	20140	0.000	32	20140	0.003	32	20140	0.003
16:30 - 17:00	32	20140	0.001	32	20140	0.002	32	20140	0.003
17:00 - 17:30	32	20140	0.002	32	20140	0.006	32	20140	0.008
17:30 - 18:00	32	20140	0.002	32	20140	0.004	32	20140	0.006
18:00 - 18:30	32	20140	0.002	32	20140	0.001	32	20140	0.003
18:30 - 19:00	32	20140	0.001	32	20140	0.000	32	20140	0.001
19:00 - 19:30	15	10887	0.001	15	10887	0.001	15	10887	0.002
19:30 - 20:00	15	10887	0.000	15	10887	0.000	15	10887	0.000
20:00 - 20:30	15	10887	0.000	15	10887	0.000	15	10887	0.000
20:30 - 21:00	15	10887	0.000	15	10887	0.000	15	10887	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.041			0.038			0.079

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	14	11429	0.002	14	11429	0.000	14	11429	0.002
05:30 - 06:00	14	11429	0.002	14	11429	0.001	14	11429	0.003
06:00 - 06:30	14	11429	0.005	14	11429	0.000	14	11429	0.005
06:30 - 07:00	14	11429	0.012	14	11429	0.001	14	11429	0.013
07:00 - 07:30	32	20140	0.007	32	20140	0.003	32	20140	0.010
07:30 - 08:00	32	20140	0.010	32	20140	0.005	32	20140	0.015
08:00 - 08:30	32	20140	0.009	32	20140	0.006	32	20140	0.015
08:30 - 09:00	32	20140	0.012	32	20140	0.007	32	20140	0.019
09:00 - 09:30	32	20140	0.009	32	20140	0.004	32	20140	0.013
09:30 - 10:00	32	20140	0.006	32	20140	0.005	32	20140	0.011
10:00 - 10:30	32	20140	0.005	32	20140	0.004	32	20140	0.009
10:30 - 11:00	32	20140	0.004	32	20140	0.004	32	20140	0.008
11:00 - 11:30	32	20140	0.006	32	20140	0.006	32	20140	0.012
11:30 - 12:00	32	20140	0.006	32	20140	0.006	32	20140	0.012
12:00 - 12:30	32	20140	0.010	32	20140	0.013	32	20140	0.023
12:30 - 13:00	32	20140	0.013	32	20140	0.011	32	20140	0.024
13:00 - 13:30	32	20140	0.016	32	20140	0.015	32	20140	0.031
13:30 - 14:00	32	20140	0.014	32	20140	0.011	32	20140	0.025
14:00 - 14:30	32	20140	0.009	32	20140	0.012	32	20140	0.021
14:30 - 15:00	32	20140	0.009	32	20140	0.004	32	20140	0.013
15:00 - 15:30	32	20140	0.005	32	20140	0.007	32	20140	0.012
15:30 - 16:00	32	20140	0.005	32	20140	0.005	32	20140	0.010
16:00 - 16:30	32	20140	0.005	32	20140	0.010	32	20140	0.015
16:30 - 17:00	32	20140	0.006	32	20140	0.008	32	20140	0.014
17:00 - 17:30	32	20140	0.007	32	20140	0.016	32	20140	0.023
17:30 - 18:00	32	20140	0.005	32	20140	0.008	32	20140	0.013
18:00 - 18:30	32	20140	0.004	32	20140	0.007	32	20140	0.011
18:30 - 19:00	32	20140	0.002	32	20140	0.006	32	20140	0.008
19:00 - 19:30	15	10887	0.002	15	10887	0.011	15	10887	0.013
19:30 - 20:00	15	10887	0.002	15	10887	0.012	15	10887	0.014
20:00 - 20:30	15	10887	0.002	15	10887	0.003	15	10887	0.005
20:30 - 21:00	15	10887	0.001	15	10887	0.003	15	10887	0.004
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.212			0.214			0.426

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	14	11429	0.000	14	11429	0.000	14	11429	0.000
05:30 - 06:00	14	11429	0.002	14	11429	0.000	14	11429	0.002
06:00 - 06:30	14	11429	0.005	14	11429	0.000	14	11429	0.005
06:30 - 07:00	14	11429	0.007	14	11429	0.000	14	11429	0.007
07:00 - 07:30	32	20140	0.011	32	20140	0.003	32	20140	0.014
07:30 - 08:00	32	20140	0.012	32	20140	0.003	32	20140	0.015
08:00 - 08:30	32	20140	0.012	32	20140	0.001	32	20140	0.013
08:30 - 09:00	32	20140	0.010	32	20140	0.002	32	20140	0.012
09:00 - 09:30	32	20140	0.009	32	20140	0.001	32	20140	0.010
09:30 - 10:00	32	20140	0.007	32	20140	0.002	32	20140	0.009
10:00 - 10:30	32	20140	0.004	32	20140	0.002	32	20140	0.006
10:30 - 11:00	32	20140	0.003	32	20140	0.002	32	20140	0.005
11:00 - 11:30	32	20140	0.003	32	20140	0.003	32	20140	0.006
11:30 - 12:00	32	20140	0.003	32	20140	0.003	32	20140	0.006
12:00 - 12:30	32	20140	0.004	32	20140	0.007	32	20140	0.011
12:30 - 13:00	32	20140	0.007	32	20140	0.008	32	20140	0.015
13:00 - 13:30	32	20140	0.008	32	20140	0.006	32	20140	0.014
13:30 - 14:00	32	20140	0.014	32	20140	0.005	32	20140	0.019
14:00 - 14:30	32	20140	0.002	32	20140	0.011	32	20140	0.013
14:30 - 15:00	32	20140	0.004	32	20140	0.008	32	20140	0.012
15:00 - 15:30	32	20140	0.002	32	20140	0.017	32	20140	0.019
15:30 - 16:00	32	20140	0.002	32	20140	0.006	32	20140	0.008
16:00 - 16:30	32	20140	0.002	32	20140	0.005	32	20140	0.007
16:30 - 17:00	32	20140	0.003	32	20140	0.005	32	20140	0.008
17:00 - 17:30	32	20140	0.002	32	20140	0.012	32	20140	0.014
17:30 - 18:00	32	20140	0.002	32	20140	0.009	32	20140	0.011
18:00 - 18:30	32	20140	0.002	32	20140	0.007	32	20140	0.009
18:30 - 19:00	32	20140	0.002	32	20140	0.003	32	20140	0.005
19:00 - 19:30	15	10887	0.001	15	10887	0.007	15	10887	0.008
19:30 - 20:00	15	10887	0.000	15	10887	0.006	15	10887	0.006
20:00 - 20:30	15	10887	0.000	15	10887	0.004	15	10887	0.004
20:30 - 21:00	15	10887	0.000	15	10887	0.003	15	10887	0.003
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.145			0.151			0.296

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.41

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	14	11429	0.044	14	11429	0.006	14	11429	0.050
05:30 - 06:00	14	11429	0.073	14	11429	0.012	14	11429	0.085
06:00 - 06:30	14	11429	0.068	14	11429	0.023	14	11429	0.091
06:30 - 07:00	14	11429	0.141	14	11429	0.036	14	11429	0.177
07:00 - 07:30	32	20140	0.176	32	20140	0.053	32	20140	0.229
07:30 - 08:00	32	20140	0.287	32	20140	0.075	32	20140	0.362
08:00 - 08:30	32	20140	0.336	32	20140	0.105	32	20140	0.441
08:30 - 09:00	32	20140	0.273	32	20140	0.110	32	20140	0.383
09:00 - 09:30	32	20140	0.239	32	20140	0.126	32	20140	0.365
09:30 - 10:00	32	20140	0.202	32	20140	0.136	32	20140	0.338
10:00 - 10:30	32	20140	0.178	32	20140	0.146	32	20140	0.324
10:30 - 11:00	32	20140	0.172	32	20140	0.136	32	20140	0.308
11:00 - 11:30	32	20140	0.157	32	20140	0.146	32	20140	0.303
11:30 - 12:00	32	20140	0.174	32	20140	0.175	32	20140	0.349
12:00 - 12:30	32	20140	0.170	32	20140	0.209	32	20140	0.379
12:30 - 13:00	32	20140	0.197	32	20140	0.202	32	20140	0.399
13:00 - 13:30	32	20140	0.203	32	20140	0.200	32	20140	0.403
13:30 - 14:00	32	20140	0.235	32	20140	0.197	32	20140	0.432
14:00 - 14:30	32	20140	0.169	32	20140	0.243	32	20140	0.412
14:30 - 15:00	32	20140	0.144	32	20140	0.191	32	20140	0.335
15:00 - 15:30	32	20140	0.132	32	20140	0.231	32	20140	0.363
15:30 - 16:00	32	20140	0.143	32	20140	0.190	32	20140	0.333
16:00 - 16:30	32	20140	0.152	32	20140	0.250	32	20140	0.402
16:30 - 17:00	32	20140	0.138	32	20140	0.247	32	20140	0.385
17:00 - 17:30	32	20140	0.104	32	20140	0.354	32	20140	0.458
17:30 - 18:00	32	20140	0.094	32	20140	0.238	32	20140	0.332
18:00 - 18:30	32	20140	0.065	32	20140	0.161	32	20140	0.226
18:30 - 19:00	32	20140	0.069	32	20140	0.111	32	20140	0.180
19:00 - 19:30	15	10887	0.066	15	10887	0.121	15	10887	0.187
19:30 - 20:00	15	10887	0.036	15	10887	0.092	15	10887	0.128
20:00 - 20:30	15	10887	0.020	15	10887	0.058	15	10887	0.078
20:30 - 21:00	15	10887	0.016	15	10887	0.033	15	10887	0.049
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.673			4.613			9.286

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.

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Calculation Reference: AUDIT-148301-240823-0843

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	6 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	11 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	7 days
	SC	SURREY	2 days
	SP	SOUTHAMPTON	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	DC	DORSET	2 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	13 days
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	2 days
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 days
	HI	HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	24 to 375 (units:)
Range Selected by User:	20 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

Selected survey days:

Monday	11 days
Tuesday	21 days
Wednesday	16 days
Thursday	10 days
Friday	5 days

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

Selected survey types:

Manual count	63 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	53

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

Selected Location Sub Categories:

Residential Zone	58
Out of Town	2
No Sub Category	3

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	23 days - Selected
Servicing vehicles Excluded	55 days - Selected

Secondary Filtering selection:

Use Class:

C3	63 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	5 days
5,001 to 10,000	18 days
10,001 to 15,000	19 days
15,001 to 20,000	11 days
20,001 to 25,000	7 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	9 days
25,001 to 50,000	7 days
50,001 to 75,000	11 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	22 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	46 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	41 days
No	22 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	62 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 AS-03-A-02 MIXED HOUSES ABERDEENSHIRE
FARROCHIE ROAD
STONEHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 131
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

3 CT-03-A-03 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *27/06/23* *Survey Type: MANUAL*

4 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

5 DC-03-A-11 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 DY-03-A-01 MIXED HOUSES DERBY
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

9 EN-03-A-01 TERRACED & SEMI-DETACHED ENFIELD
BOLLINGBROKE PARK
COCKFOSTERS

Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: WEDNESDAY *24/11/21* *Survey Type: MANUAL*

10 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

11 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

12 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

13 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

14 ES-03-A-09 DETACHED & SEMI-DETACHED EAST SUSSEX
THE FAIRWAY
NEWHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *13/03/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 ES-03-A-10 MIXED HOUSES & FLATS EAST SUSSEX
WATERGATE
BEXHILL-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 139
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

16 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

17 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

18 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

19 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

20 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

21 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

22 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY *07/10/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 HC-03-A-33 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: TUESDAY *04/07/23* *Survey Type: MANUAL*

24 HC-03-A-34 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: TUESDAY *14/11/23* *Survey Type: MANUAL*

25 HC-03-A-35 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

26 HC-03-A-36 MIXED HOUSES & FLATS HAMPSHIRE
HAVANT ROAD
EMSWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date: TUESDAY *12/09/23* *Survey Type: MANUAL*

27 HC-03-A-37 MIXED HOUSES HAMPSHIRE
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: WEDNESDAY *27/03/24* *Survey Type: MANUAL*

28 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

29 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

31 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

32 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

33 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

34 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

35 KC-03-A-11 MIXED HOUSES & FLATS KENT
COLDHARBOUR ROAD
GRAVESEND

Edge of Town
No Sub Category
Total No of Dwellings: 375
Survey date: MONDAY *20/03/23* *Survey Type: MANUAL*

36 KC-03-A-12 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 186
Survey date: TUESDAY *19/09/23* *Survey Type: MANUAL*

37 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

38 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY 23/09/19 Survey Type: MANUAL

39 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

40 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY 23/09/21 Survey Type: MANUAL

41 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY 29/09/22 Survey Type: MANUAL

42 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY 27/09/22 Survey Type: MANUAL

43 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY 28/09/22 Survey Type: MANUAL

44 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY 29/09/22 Survey Type: MANUAL

45 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY 27/09/22 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

46 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

47 NF-03-A-46 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

48 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

49 NF-03-A-52 MIXED HOUSES NORFOLK
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

50 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

51 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

52 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

53 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

54 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

55 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

56 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

57 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

58 WB-03-A-03 MIXED HOUSES WEST BERKSHIRE
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

59 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

60 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

61 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

62 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY *01/03/23* *Survey Type: MANUAL*

63 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *15/05/23* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	Covid-19 restrictions
SF-03-A-10	Covid-19 restrictions
WS-03-A-12	Covid-19 restrictions
WS-03-A-13	Covid-19 restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.73

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	127	0.077	63	127	0.303	63	127	0.380
08:00 - 09:00	63	127	0.139	63	127	0.367	63	127	0.506
09:00 - 10:00	63	127	0.135	63	127	0.175	63	127	0.310
10:00 - 11:00	63	127	0.119	63	127	0.149	63	127	0.268
11:00 - 12:00	63	127	0.131	63	127	0.142	63	127	0.273
12:00 - 13:00	63	127	0.151	63	127	0.144	63	127	0.295
13:00 - 14:00	63	127	0.161	63	127	0.152	63	127	0.313
14:00 - 15:00	63	127	0.165	63	127	0.184	63	127	0.349
15:00 - 16:00	63	127	0.265	63	127	0.173	63	127	0.438
16:00 - 17:00	63	127	0.273	63	127	0.159	63	127	0.432
17:00 - 18:00	63	127	0.347	63	127	0.153	63	127	0.500
18:00 - 19:00	63	127	0.273	63	127	0.140	63	127	0.413
19:00 - 20:00	1	32	0.188	1	32	0.125	1	32	0.313
20:00 - 21:00	1	32	0.219	1	32	0.188	1	32	0.407
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.643			2.554			5.197

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:	24 - 375 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	63
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	4

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	127	0.004	63	127	0.009	63	127	0.013
08:00 - 09:00	63	127	0.005	63	127	0.016	63	127	0.021
09:00 - 10:00	63	127	0.002	63	127	0.004	63	127	0.006
10:00 - 11:00	63	127	0.003	63	127	0.003	63	127	0.006
11:00 - 12:00	63	127	0.002	63	127	0.003	63	127	0.005
12:00 - 13:00	63	127	0.003	63	127	0.002	63	127	0.005
13:00 - 14:00	63	127	0.003	63	127	0.002	63	127	0.005
14:00 - 15:00	63	127	0.004	63	127	0.004	63	127	0.008
15:00 - 16:00	63	127	0.011	63	127	0.007	63	127	0.018
16:00 - 17:00	63	127	0.011	63	127	0.006	63	127	0.017
17:00 - 18:00	63	127	0.009	63	127	0.006	63	127	0.015
18:00 - 19:00	63	127	0.006	63	127	0.004	63	127	0.010
19:00 - 20:00	1	32	0.000	1	32	0.000	1	32	0.000
20:00 - 21:00	1	32	0.000	1	32	0.000	1	32	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.066			0.129

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	127	0.017	63	127	0.040	63	127	0.057
08:00 - 09:00	63	127	0.040	63	127	0.104	63	127	0.144
09:00 - 10:00	63	127	0.037	63	127	0.035	63	127	0.072
10:00 - 11:00	63	127	0.020	63	127	0.029	63	127	0.049
11:00 - 12:00	63	127	0.030	63	127	0.030	63	127	0.060
12:00 - 13:00	63	127	0.031	63	127	0.027	63	127	0.058
13:00 - 14:00	63	127	0.025	63	127	0.027	63	127	0.052
14:00 - 15:00	63	127	0.033	63	127	0.035	63	127	0.068
15:00 - 16:00	63	127	0.089	63	127	0.050	63	127	0.139
16:00 - 17:00	63	127	0.064	63	127	0.039	63	127	0.103
17:00 - 18:00	63	127	0.049	63	127	0.037	63	127	0.086
18:00 - 19:00	63	127	0.044	63	127	0.036	63	127	0.080
19:00 - 20:00	1	32	0.094	1	32	0.000	1	32	0.094
20:00 - 21:00	1	32	0.000	1	32	0.000	1	32	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.573			0.489			1.062

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	127	0.001	63	127	0.029	63	127	0.030
08:00 - 09:00	63	127	0.004	63	127	0.038	63	127	0.042
09:00 - 10:00	63	127	0.003	63	127	0.013	63	127	0.016
10:00 - 11:00	63	127	0.005	63	127	0.007	63	127	0.012
11:00 - 12:00	63	127	0.006	63	127	0.006	63	127	0.012
12:00 - 13:00	63	127	0.006	63	127	0.006	63	127	0.012
13:00 - 14:00	63	127	0.005	63	127	0.005	63	127	0.010
14:00 - 15:00	63	127	0.006	63	127	0.006	63	127	0.012
15:00 - 16:00	63	127	0.025	63	127	0.006	63	127	0.031
16:00 - 17:00	63	127	0.022	63	127	0.004	63	127	0.026
17:00 - 18:00	63	127	0.021	63	127	0.003	63	127	0.024
18:00 - 19:00	63	127	0.018	63	127	0.003	63	127	0.021
19:00 - 20:00	1	32	0.000	1	32	0.000	1	32	0.000
20:00 - 21:00	1	32	0.000	1	32	0.000	1	32	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.126			0.248

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.73

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	63	127	0.111	63	127	0.508	63	127	0.619
08:00 - 09:00	63	127	0.218	63	127	0.773	63	127	0.991
09:00 - 10:00	63	127	0.210	63	127	0.296	63	127	0.506
10:00 - 11:00	63	127	0.180	63	127	0.245	63	127	0.425
11:00 - 12:00	63	127	0.208	63	127	0.235	63	127	0.443
12:00 - 13:00	63	127	0.243	63	127	0.230	63	127	0.473
13:00 - 14:00	63	127	0.251	63	127	0.239	63	127	0.490
14:00 - 15:00	63	127	0.263	63	127	0.289	63	127	0.552
15:00 - 16:00	63	127	0.575	63	127	0.304	63	127	0.879
16:00 - 17:00	63	127	0.533	63	127	0.273	63	127	0.806
17:00 - 18:00	63	127	0.595	63	127	0.262	63	127	0.857
18:00 - 19:00	63	127	0.465	63	127	0.246	63	127	0.711
19:00 - 20:00	1	32	0.313	1	32	0.188	1	32	0.500
20:00 - 21:00	1	32	0.313	1	32	0.250	1	32	0.562
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.476			4.338			8.814

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.*

Curtins Consulting Ltd 10 Oxford Street Manchester Licence No: 148301

Calculation Reference: AUDIT-148301-240823-0844

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BT	BRENT	3 days
	EN	ENFIELD	1 days
	HV	HAVERING	1 days
	RD	RICHMOND	1 days
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 22 to 493 (units:)
Range Selected by User: 20 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 16/11/23

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:

Monday	3 days
Tuesday	5 days
Wednesday	7 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	18 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	14
Edge of Town	4

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
Development Zone	3
Residential Zone	10
Built-Up Zone	1
No Sub Category	3

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	19 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	18 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

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	7 days
25,001 to 50,000	6 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:

75,001 to 100,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days
500,001 or More	8 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	13 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	7 days
No	11 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	11 days
1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	3 days
3 Moderate	1 days
5 Very Good	1 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

LIST OF SITES relevant to selection parameters

1 BE-03-C-02 BLOCKS OF FLATS BEXLEY
CLYDESDALE WAY
BELVEDERE

Edge of Town
Industrial Zone
Total No of Dwellings: 402
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BT-03-C-01 BLOCKS OF FLATS BRENT
LAKESIDE DRIVE
PARK ROYAL

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

3 BT-03-C-02 BLOCKS OF FLATS BRENT
ENGINEERS WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 472
Survey date: WEDNESDAY *30/11/16* *Survey Type: MANUAL*

4 BT-03-C-03 BLOCKS OF FLATS BRENT
MOUNT PLEASANT
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: THURSDAY *16/11/23* *Survey Type: MANUAL*

5 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

6 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

7 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: THURSDAY *08/06/23* *Survey Type: MANUAL*

9 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

10 HV-03-C-02 BLOCKS OF FLATS HAVERING
WATERLOO ROAD
ROMFORD

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 493
Survey date: TUESDAY *22/11/16* *Survey Type: MANUAL*

11 MS-03-C-02 BLOCKS OF FLATS MERSEYSIDE
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

12 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

13 NG-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

14 NG-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey date: WEDNESDAY *09/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 RD-03-C-07 BLOCKS OF FLATS RICHMOND
BESSANT DRIVE
KEW

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *14/06/23* *Survey Type: MANUAL*

16 SH-03-C-01 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

17 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

18 WF-03-C-06 BLOCKS OF FLATS WALTHAM FOREST
BELGRAVE ROAD
WANSTEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *25/05/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.93

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	145	0.034	18	145	0.105	18	145	0.139
08:00 - 09:00	18	145	0.034	18	145	0.119	18	145	0.153
09:00 - 10:00	18	145	0.053	18	145	0.062	18	145	0.115
10:00 - 11:00	18	145	0.042	18	145	0.052	18	145	0.094
11:00 - 12:00	18	145	0.041	18	145	0.055	18	145	0.096
12:00 - 13:00	18	145	0.049	18	145	0.052	18	145	0.101
13:00 - 14:00	18	145	0.055	18	145	0.062	18	145	0.117
14:00 - 15:00	18	145	0.050	18	145	0.052	18	145	0.102
15:00 - 16:00	18	145	0.075	18	145	0.052	18	145	0.127
16:00 - 17:00	18	145	0.082	18	145	0.058	18	145	0.140
17:00 - 18:00	18	145	0.108	18	145	0.062	18	145	0.170
18:00 - 19:00	18	145	0.102	18	145	0.057	18	145	0.159
19:00 - 20:00	7	202	0.081	7	202	0.040	7	202	0.121
20:00 - 21:00	7	202	0.071	7	202	0.036	7	202	0.107
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.877			0.864			1.741

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.

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Parameter summary

Trip rate parameter range selected:	22 - 493 (units:)
Survey date date range:	01/01/16 - 16/11/23
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	145	0.001	18	145	0.006	18	145	0.007
08:00 - 09:00	18	145	0.003	18	145	0.012	18	145	0.015
09:00 - 10:00	18	145	0.002	18	145	0.005	18	145	0.007
10:00 - 11:00	18	145	0.002	18	145	0.002	18	145	0.004
11:00 - 12:00	18	145	0.002	18	145	0.002	18	145	0.004
12:00 - 13:00	18	145	0.001	18	145	0.003	18	145	0.004
13:00 - 14:00	18	145	0.004	18	145	0.005	18	145	0.009
14:00 - 15:00	18	145	0.005	18	145	0.005	18	145	0.010
15:00 - 16:00	18	145	0.005	18	145	0.002	18	145	0.007
16:00 - 17:00	18	145	0.006	18	145	0.004	18	145	0.010
17:00 - 18:00	18	145	0.010	18	145	0.004	18	145	0.014
18:00 - 19:00	18	145	0.005	18	145	0.002	18	145	0.007
19:00 - 20:00	7	202	0.006	7	202	0.002	7	202	0.008
20:00 - 21:00	7	202	0.004	7	202	0.000	7	202	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.054			0.110

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	145	0.022	18	145	0.061	18	145	0.083
08:00 - 09:00	18	145	0.029	18	145	0.118	18	145	0.147
09:00 - 10:00	18	145	0.037	18	145	0.054	18	145	0.091
10:00 - 11:00	18	145	0.030	18	145	0.047	18	145	0.077
11:00 - 12:00	18	145	0.043	18	145	0.041	18	145	0.084
12:00 - 13:00	18	145	0.054	18	145	0.047	18	145	0.101
13:00 - 14:00	18	145	0.039	18	145	0.048	18	145	0.087
14:00 - 15:00	18	145	0.052	18	145	0.052	18	145	0.104
15:00 - 16:00	18	145	0.083	18	145	0.046	18	145	0.129
16:00 - 17:00	18	145	0.075	18	145	0.041	18	145	0.116
17:00 - 18:00	18	145	0.073	18	145	0.040	18	145	0.113
18:00 - 19:00	18	145	0.058	18	145	0.030	18	145	0.088
19:00 - 20:00	7	202	0.063	7	202	0.043	7	202	0.106
20:00 - 21:00	7	202	0.045	7	202	0.034	7	202	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.703			0.702			1.405

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	145	0.004	18	145	0.114	18	145	0.118
08:00 - 09:00	18	145	0.009	18	145	0.144	18	145	0.153
09:00 - 10:00	18	145	0.019	18	145	0.052	18	145	0.071
10:00 - 11:00	18	145	0.016	18	145	0.033	18	145	0.049
11:00 - 12:00	18	145	0.018	18	145	0.035	18	145	0.053
12:00 - 13:00	18	145	0.029	18	145	0.039	18	145	0.068
13:00 - 14:00	18	145	0.026	18	145	0.038	18	145	0.064
14:00 - 15:00	18	145	0.037	18	145	0.037	18	145	0.074
15:00 - 16:00	18	145	0.050	18	145	0.032	18	145	0.082
16:00 - 17:00	18	145	0.060	18	145	0.028	18	145	0.088
17:00 - 18:00	18	145	0.086	18	145	0.030	18	145	0.116
18:00 - 19:00	18	145	0.107	18	145	0.024	18	145	0.131
19:00 - 20:00	7	202	0.127	7	202	0.027	7	202	0.154
20:00 - 21:00	7	202	0.081	7	202	0.028	7	202	0.109
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.669			0.661			1.330

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.93

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	145	0.063	18	145	0.319	18	145	0.382
08:00 - 09:00	18	145	0.080	18	145	0.456	18	145	0.536
09:00 - 10:00	18	145	0.122	18	145	0.188	18	145	0.310
10:00 - 11:00	18	145	0.099	18	145	0.149	18	145	0.248
11:00 - 12:00	18	145	0.117	18	145	0.155	18	145	0.272
12:00 - 13:00	18	145	0.150	18	145	0.155	18	145	0.305
13:00 - 14:00	18	145	0.134	18	145	0.169	18	145	0.303
14:00 - 15:00	18	145	0.159	18	145	0.161	18	145	0.320
15:00 - 16:00	18	145	0.246	18	145	0.148	18	145	0.394
16:00 - 17:00	18	145	0.257	18	145	0.144	18	145	0.401
17:00 - 18:00	18	145	0.310	18	145	0.159	18	145	0.469
18:00 - 19:00	18	145	0.311	18	145	0.128	18	145	0.439
19:00 - 20:00	7	202	0.307	7	202	0.122	7	202	0.429
20:00 - 21:00	7	202	0.225	7	202	0.112	7	202	0.337
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.580			2.565			5.145

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

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

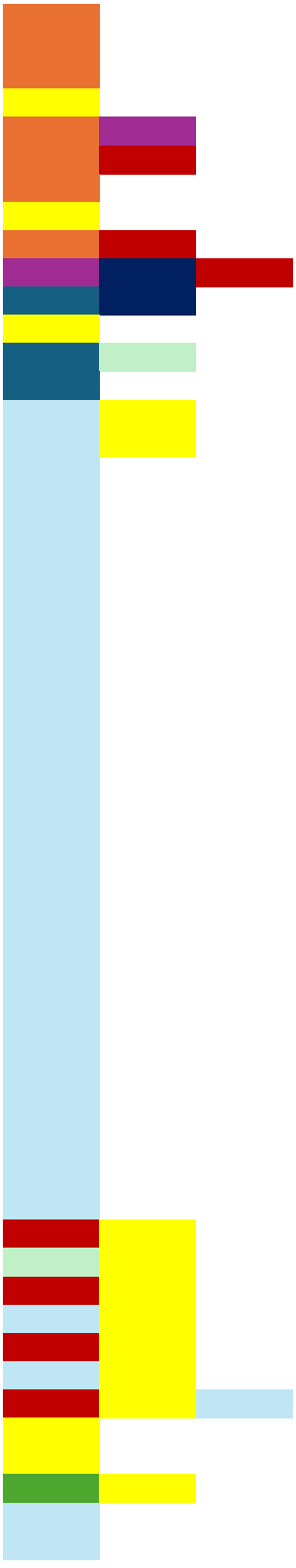
Appendix F – Journey to Work Census Data (Residential)

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

	usual residence		
place of work	**E02001055 : Manchester 011**	**Percent**	**Route**
E02001045 : Manchester 001	6	0%	
E02001046 : Manchester 002	6	0%	
E02001047 : Manchester 003	6	0%	
E02001048 : Manchester 004	1	0%	
E02001049 : Manchester 005	8	1%	
E02001050 : Manchester 006	38	3%	
E02001051 : Manchester 007	8	1%	
E02001052 : Manchester 008	12	1%	
E02001053 : Manchester 009	17	1%	
E02001055 : Manchester 011	116	8%	
E02001056 : Manchester 012	19	1%	
E02001057 : Manchester 013	18	1%	
E02001059 : Manchester 015	40	3%	
E02001061 : Manchester 017	12	1%	
E02001062 : Manchester 018	44	3%	
E02001063 : Manchester 019	20	1%	
E02001064 : Manchester 020	16	1%	
E02001066 : Manchester 022	27	2%	
E02001067 : Manchester 023	3	0%	
E02001068 : Manchester 024	4	0%	
E02001069 : Manchester 025	4	0%	
E02001070 : Manchester 026	6	0%	
E02001071 : Manchester 027	3	0%	
E02001072 : Manchester 028	3	0%	
E02001075 : Manchester 031	3	0%	
E02001077 : Manchester 033	2	0%	
E02001079 : Manchester 035	1	0%	
E02001080 : Manchester 036	4	0%	
E02001082 : Manchester 038	2	0%	
E02001083 : Manchester 039	4	0%	
E02001084 : Manchester 040	2	0%	
E02001085 : Manchester 041	2	0%	
E02001087 : Manchester 043	2	0%	
E02001088 : Manchester 044	1	0%	
E02001089 : Manchester 045	3	0%	
E02001090 : Manchester 046	5	0%	
E02001091 : Manchester 047	3	0%	
E02001092 : Manchester 048	3	0%	
E02001093 : Manchester 049	4	0%	
E02001094 : Manchester 050	3	0%	
E02001095 : Manchester 051	4	0%	
E02001096 : Manchester 052	6	0%	
E02001097 : Manchester 053	19	1%	
E02006902 : Manchester 054	78	6%	
E02006912 : Manchester 055	48	3%	
E02006913 : Manchester 056	13	1%	
E02006914 : Manchester 057	13	1%	
E02006915 : Manchester 058	12	1%	
E02006916 : Manchester 059	2	0%	
E02006917 : Manchester 060	25	2%	
Blackburn with Darwen	5	0%	
Bolton	14	1%	
Bury	26	2%	
Cheshire East	15	1%	
Cheshire West and Chester	5	0%	



Total	100.00%
Total, East	16%
Total, West	84%
Total, Alan	55%
Total, Rest	45%

Chorley	1	0%
Fylde	2	0%
Halton	1	0%
Hyndburn	2	0%
Knowsley	1	0%
Liverpool	2	0%
Oldham	176	13%
Pendle	2	0%
Preston	2	0%
Ribble Valley	3	0%
Rochdale	40	3%
Salford	92	7%
South Ribble	1	0%
St. Helens	2	0%
Stockport	69	5%
Tameside	66	5%
Trafford	88	6%
Warrington	10	1%
West Lancashire	2	0%
Wigan	8	1%
East	4	0%
East Midlands	9	1%
London	5	0%
Scotland	2	0%
South East	3	0%
South West	1	0%
Wales	2	0%
West Midlands	7	1%
Yorkshire and The Humber	11	1%
TOTAL	1,380	100.00%



Removed all with a value of 0

Route

East

Site -> Ten Acres Lane (S)

Site -> Ten Acres Lane (N) -> Ten Acres Lane (NW)

Site -> Ten Acres Lane (N) -> Briscoe Lane (NE)

Site -> Ten Acres Lane (N) -> Rosebank Road (i.e. disappear before junction)

West

Site -> Briscoe Lane (NE) -> Ten Acres Lane (NW)

Site -> Briscoe Lane (NE) -> Briscoe Lane (NE)

Site -> Briscoe Lane (NE) -> Grimshaw Lane (i.e. disappear before junction)

Site -> Briscoe Lane (SW) -> Alan Turing Way (N)

Site -> Briscoe Lane (SW) -> Alan Turing Way (S) -> Gibbon Street (W)

Site -> Briscoe Lane (SW) -> Alan Turing Way (S) -> Alan Turing Way (S) -> Ashton New Road (E)

Site -> Briscoe Lane (SW) -> Alan Turing Way (S) -> Alan Turing Way (S) -> Alan Turing Way (S)

Site -> Briscoe Lane (SW) -> Alan Turing Way (S) -> Alan Turing Way (S) -> Ashton New Road (W)

Appendix G – Junction Assessment Results

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: Briscoe Lane - Riverpark Rd.j9
Path: \\ma-fs-1\Projects\085001 - 086000\085926 - Riverpark, Manchester\Q3-Design\3A-Calculations\TP\Updated Capacity Assessments
Report generation date: 26/02/2025 11:24:12

»2024 Observed, AM
»2024 Observed, PM
»2024 Base (Without Existing Use), AM
»2024 Base (Without Existing Use), PM
»2024 Base + Consented Use, AM
»2024 Base + Consented Use, PM
»2024 Base + Proposed Development, AM
»2024 Base + Proposed Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2024 Observed					
Stream B-C	0.3	9.40	0.23	0.1	6.52	0.07
Stream B-A	0.1	17.01	0.05	0.0	14.99	0.04
Stream C-AB	0.4	5.91	0.15	1.9	6.43	0.45
	2024 Base (Without Existing Use)					
Stream B-C	0.3	10.13	0.21	0.1	6.58	0.06
Stream B-A	0.1	20.49	0.05	0.0	16.28	0.03
Stream C-AB	0.3	5.54	0.13	2.3	6.50	0.49
	2024 Base + Consented Use					
Stream B-C	0.4	11.24	0.28	0.2	7.53	0.17
Stream B-A	0.1	23.55	0.08	0.1	17.90	0.09
Stream C-AB	1.4	7.82	0.39	3.6	8.71	0.61
	2024 Base + Proposed Development					
Stream B-C	0.6	13.17	0.35	0.1	7.19	0.10
Stream B-A	0.3	23.98	0.20	0.1	17.64	0.09
Stream C-AB	0.5	5.75	0.17	4.6	10.50	0.68

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	07/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\thorley_m
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15
D3	2024 Base (Without Existing Use)	AM	ONE HOUR	07:45	09:15	15
D4	2024 Base (Without Existing Use)	PM	ONE HOUR	16:45	18:15	15
D5	2024 Base + Consented Use	AM	ONE HOUR	07:45	09:15	15
D6	2024 Base + Consented Use	PM	ONE HOUR	16:45	18:15	15
D7	2024 Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15
D8	2024 Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Briscoe Lane - Riverpark Rd	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Briscoe Lane (E)		Major
B	Riverpark Rd		Minor
C	Briscoe Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Briscoe Lane (W)	10.50			150.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Riverpark Rd	One lane plus flare	10.00	6.40	5.70	5.28	4.86	✓	3.00	120	54

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	468	0.069	0.173	0.109	0.248
B-C	779	0.096	0.243	-	-
C-B	661	0.206	0.206	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Briscoe Lane (E)		✓	861	100.000
B - Riverpark Rd		✓	124	100.000
C - Briscoe Lane (W)		✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	0	22	839
	B - Riverpark Rd	12	0	112
	C - Briscoe Lane (W)	394	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	10	10	10
	B - Riverpark Rd	10	10	10
	C - Briscoe Lane (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	9.40	0.3	A
B-A	0.05	17.01	0.1	C
C-AB	0.15	5.91	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	619	0.136	84	0.2	7.383	A
B-A	9	317	0.029	9	0.0	12.864	B
C-AB	59	737	0.080	59	0.2	5.836	A
C-A	273			273			
A-B	17			17			
A-C	632			632			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	588	0.171	100	0.2	8.119	A
B-A	11	287	0.038	11	0.0	14.333	B
C-AB	80	757	0.105	79	0.2	5.847	A
C-A	317			317			
A-B	20			20			
A-C	754			754			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	545	0.226	123	0.3	9.382	A
B-A	13	246	0.054	13	0.1	16.995	C
C-AB	116	788	0.147	115	0.4	5.899	A
C-A	370			370			
A-B	24			24			
A-C	924			924			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	545	0.226	123	0.3	9.400	A
B-A	13	246	0.054	13	0.1	17.010	C
C-AB	116	788	0.147	116	0.4	5.910	A
C-A	369			369			
A-B	24			24			
A-C	924			924			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	588	0.171	101	0.2	8.141	A
B-A	11	287	0.038	11	0.0	14.352	B
C-AB	80	758	0.106	81	0.3	5.864	A
C-A	316			316			
A-B	20			20			
A-C	754			754			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	619	0.136	85	0.2	7.409	A
B-A	9	316	0.029	9	0.0	12.884	B
C-AB	60	737	0.081	60	0.2	5.854	A
C-A	272			272			
A-B	17			17			
A-C	632			632			

2024 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Briscoe Lane - Riverpark Rd	T-Junction	Two-way		2.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Briscoe Lane (E)		✓	405	100.000
B - Riverpark Rd		✓	52	100.000
C - Briscoe Lane (W)		✓	877	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	0	15	390
	B - Riverpark Rd	9	0	43
	C - Briscoe Lane (W)	752	125	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	10	10	10
	B - Riverpark Rd	10	10	10
	C - Briscoe Lane (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.52	0.1	A
B-A	0.04	14.99	0.0	B
C-AB	0.45	6.43	1.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	690	0.047	32	0.1	6.017	A
B-A	7	340	0.020	7	0.0	11.885	B
C-AB	224	976	0.230	222	0.6	5.248	A
C-A	436			436			
A-B	11			11			
A-C	294			294			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	675	0.057	39	0.1	6.220	A
B-A	8	312	0.026	8	0.0	13.017	B
C-AB	322	1043	0.309	321	1.0	5.504	A
C-A	466			466			
A-B	13			13			
A-C	351			351			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	655	0.072	47	0.1	6.520	A
B-A	10	274	0.036	10	0.0	14.964	B
C-AB	513	1137	0.451	510	1.8	6.352	A
C-A	453			453			
A-B	17			17			
A-C	429			429			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	654	0.072	47	0.1	6.521	A
B-A	10	274	0.036	10	0.0	14.992	B
C-AB	516	1139	0.453	516	1.9	6.428	A
C-A	450			450			
A-B	17			17			
A-C	429			429			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	675	0.057	39	0.1	6.223	A
B-A	8	312	0.026	8	0.0	13.047	B
C-AB	325	1046	0.311	328	1.0	5.578	A
C-A	464			464			
A-B	13			13			
A-C	351			351			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	690	0.047	32	0.1	6.025	A
B-A	7	339	0.020	7	0.0	11.911	B
C-AB	226	978	0.231	228	0.6	5.308	A
C-A	434			434			
A-B	11			11			
A-C	294			294			

2024 Base (Without Existing Use), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Briscoe Lane - Riverpark Rd	T-Junction	Two-way		0.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Base (Without Existing Use)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Briscoe Lane (E)		✓	1036	100.000
B - Riverpark Rd		✓	107	100.000
C - Briscoe Lane (W)		✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	0	15	1021
	B - Riverpark Rd	10	0	97
	C - Briscoe Lane (W)	486	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	10	10	10
	B - Riverpark Rd	10	10	10
	C - Briscoe Lane (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	10.13	0.3	B
B-A	0.05	20.49	0.1	C
C-AB	0.13	5.54	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	587	0.124	72	0.2	7.679	A
B-A	8	288	0.026	7	0.0	14.115	B
C-AB	49	764	0.064	49	0.1	5.530	A
C-A	342			342			
A-B	11			11			
A-C	769			769			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	550	0.159	87	0.2	8.551	A
B-A	9	253	0.036	9	0.0	16.238	C
C-AB	68	792	0.086	68	0.2	5.471	A
C-A	399			399			
A-B	13			13			
A-C	918			918			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	498	0.215	106	0.3	10.114	B
B-A	11	204	0.054	11	0.1	20.468	C
C-AB	105	835	0.126	104	0.3	5.427	A
C-A	468			468			
A-B	17			17			
A-C	1124			1124			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	498	0.215	107	0.3	10.134	B
B-A	11	204	0.054	11	0.1	20.493	C
C-AB	105	835	0.126	105	0.3	5.437	A
C-A	467			467			
A-B	17			17			
A-C	1124			1124			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	550	0.159	88	0.2	8.575	A
B-A	9	253	0.036	9	0.0	16.261	C
C-AB	69	793	0.087	69	0.2	5.483	A
C-A	399			399			
A-B	13			13			
A-C	918			918			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	587	0.124	73	0.2	7.707	A
B-A	8	288	0.026	8	0.0	14.137	B
C-AB	49	765	0.065	50	0.1	5.544	A
C-A	342			342			
A-B	11			11			
A-C	769			769			

2024 Base (Without Existing Use), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Briscoe Lane - Riverpark Rd	T-Junction	Two-way		2.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2024 Base (Without Existing Use)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Briscoe Lane (E)		✓	465	100.000
B - Riverpark Rd		✓	43	100.000
C - Briscoe Lane (W)		✓	971	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	0	14	451
	B - Riverpark Rd	7	0	36
	C - Briscoe Lane (W)	855	116	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	10	10	10
	B - Riverpark Rd	10	10	10
	C - Briscoe Lane (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.58	0.1	A
B-A	0.03	16.28	0.0	C
C-AB	0.49	6.50	2.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	682	0.040	27	0.0	6.045	A
B-A	5	324	0.016	5	0.0	12.435	B
C-AB	236	1022	0.231	233	0.7	5.022	A
C-A	495			495			
A-B	11			11			
A-C	340			340			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	665	0.049	32	0.1	6.259	A
B-A	6	293	0.021	6	0.0	13.802	B
C-AB	350	1099	0.319	349	1.1	5.298	A
C-A	523			523			
A-B	13			13			
A-C	405			405			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	641	0.062	40	0.1	6.578	A
B-A	8	251	0.031	8	0.0	16.240	C
C-AB	588	1208	0.486	583	2.3	6.382	A
C-A	481			481			
A-B	15			15			
A-C	497			497			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	641	0.062	40	0.1	6.580	A
B-A	8	251	0.031	8	0.0	16.283	C
C-AB	592	1211	0.489	592	2.3	6.495	A
C-A	477			477			
A-B	15			15			
A-C	497			497			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	665	0.049	32	0.1	6.265	A
B-A	6	292	0.022	6	0.0	13.845	B
C-AB	354	1103	0.321	359	1.1	5.389	A
C-A	519			519			
A-B	13			13			
A-C	405			405			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	682	0.040	27	0.0	6.051	A
B-A	5	323	0.016	5	0.0	12.466	B
C-AB	239	1024	0.233	240	0.7	5.084	A
C-A	492			492			
A-B	11			11			
A-C	340			340			

2024 Base + Consented Use, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Briscoe Lane - Riverpark Rd	T-Junction	Two-way		2.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2024 Base + Consented Use	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Briscoe Lane (E)		✓	1067	100.000
B - Riverpark Rd		✓	139	100.000
C - Briscoe Lane (W)		✓	588	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	0	46	1021
	B - Riverpark Rd	13	0	126
	C - Briscoe Lane (W)	486	102	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	10	10	10
	B - Riverpark Rd	10	10	10
	C - Briscoe Lane (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.28	11.24	0.4	B
B-A	0.08	23.55	0.1	C
C-AB	0.39	7.82	1.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	584	0.162	94	0.2	8.071	A
B-A	10	274	0.036	10	0.0	14.995	B
C-AB	148	761	0.195	146	0.5	6.442	A
C-A	295			295			
A-B	35			35			
A-C	769			769			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	545	0.208	113	0.3	9.154	A
B-A	12	235	0.050	12	0.1	17.688	C
C-AB	207	788	0.263	206	0.7	6.817	A
C-A	321			321			
A-B	41			41			
A-C	918			918			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	139	491	0.282	138	0.4	11.196	B
B-A	14	183	0.078	14	0.1	23.460	C
C-AB	319	831	0.384	316	1.4	7.743	A
C-A	328			328			
A-B	51			51			
A-C	1124			1124			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	139	491	0.282	139	0.4	11.236	B
B-A	14	182	0.078	14	0.1	23.546	C
C-AB	320	832	0.385	320	1.4	7.819	A
C-A	327			327			
A-B	51			51			
A-C	1124			1124			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	545	0.208	114	0.3	9.194	A
B-A	12	235	0.050	12	0.1	17.761	C
C-AB	209	790	0.264	211	0.8	6.896	A
C-A	320			320			
A-B	41			41			
A-C	918			918			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	584	0.163	95	0.2	8.113	A
B-A	10	273	0.036	10	0.0	15.049	C
C-AB	149	762	0.196	150	0.5	6.507	A
C-A	293			293			
A-B	35			35			
A-C	769			769			

2024 Base + Consented Use, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Briscoe Lane - Riverpark Rd	T-Junction	Two-way		3.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2024 Base + Consented Use	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Briscoe Lane (E)		✓	468	100.000
B - Riverpark Rd		✓	115	100.000
C - Briscoe Lane (W)		✓	1000	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	0	17	451
	B - Riverpark Rd	19	0	96
	C - Briscoe Lane (W)	855	145	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	10	10	10
	B - Riverpark Rd	10	10	10
	C - Briscoe Lane (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	7.53	0.2	A
B-A	0.09	17.90	0.1	C
C-AB	0.61	8.71	3.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	676	0.107	72	0.1	6.545	A
B-A	14	318	0.045	14	0.1	13.016	B
C-AB	295	1022	0.289	292	0.9	5.424	A
C-A	458			458			
A-B	13			13			
A-C	340			340			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	658	0.131	86	0.2	6.925	A
B-A	17	287	0.060	17	0.1	14.690	B
C-AB	439	1099	0.399	436	1.5	6.005	A
C-A	460			460			
A-B	15			15			
A-C	405			405			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	632	0.167	105	0.2	7.521	A
B-A	21	243	0.086	21	0.1	17.801	C
C-AB	736	1209	0.609	728	3.5	8.349	A
C-A	365			365			
A-B	19			19			
A-C	497			497			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	631	0.167	106	0.2	7.531	A
B-A	21	242	0.086	21	0.1	17.905	C
C-AB	746	1213	0.615	745	3.6	8.709	A
C-A	355			355			
A-B	19			19			
A-C	497			497			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	657	0.131	87	0.2	6.940	A
B-A	17	285	0.060	17	0.1	14.788	B
C-AB	446	1105	0.403	454	1.6	6.212	A
C-A	453			453			
A-B	15			15			
A-C	405			405			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	676	0.107	72	0.1	6.565	A
B-A	14	317	0.045	14	0.1	13.075	B
C-AB	299	1025	0.292	302	0.9	5.522	A
C-A	454			454			
A-B	13			13			
A-C	340			340			

2024 Base + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Briscoe Lane - Riverpark Rd	T-Junction	Two-way		1.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2024 Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Briscoe Lane (E)		✓	1043	100.000
B - Riverpark Rd		✓	187	100.000
C - Briscoe Lane (W)		✓	532	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	0	22	1021
	B - Riverpark Rd	38	0	149
	C - Briscoe Lane (W)	486	46	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	10	10	10
	B - Riverpark Rd	10	10	10
	C - Briscoe Lane (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.35	13.17	0.6	B
B-A	0.20	23.98	0.3	C
C-AB	0.17	5.75	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	561	0.200	111	0.3	8.776	A
B-A	29	296	0.097	28	0.1	14.782	B
C-AB	66	764	0.087	66	0.2	5.673	A
C-A	334			334			
A-B	17			17			
A-C	769			769			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	134	521	0.257	134	0.4	10.198	B
B-A	34	259	0.132	34	0.2	17.613	C
C-AB	93	791	0.117	92	0.3	5.670	A
C-A	385			385			
A-B	20			20			
A-C	918			918			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	164	465	0.353	163	0.6	13.084	B
B-A	42	207	0.202	41	0.3	23.857	C
C-AB	143	834	0.171	142	0.5	5.734	A
C-A	443			443			
A-B	24			24			
A-C	1124			1124			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	164	465	0.353	164	0.6	13.172	B
B-A	42	207	0.202	42	0.3	23.984	C
C-AB	143	834	0.171	143	0.5	5.749	A
C-A	443			443			
A-B	24			24			
A-C	1124			1124			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	134	521	0.257	135	0.4	10.278	B
B-A	34	258	0.132	35	0.2	17.720	C
C-AB	93	792	0.118	94	0.3	5.694	A
C-A	385			385			
A-B	20			20			
A-C	918			918			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	112	561	0.200	113	0.3	8.848	A
B-A	29	296	0.097	29	0.1	14.857	B
C-AB	67	764	0.088	67	0.2	5.695	A
C-A	334			334			
A-B	17			17			
A-C	769			769			

2024 Base + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Briscoe Lane - Riverpark Rd	T-Junction	Two-way		4.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2024 Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Briscoe Lane (E)		✓	486	100.000
B - Riverpark Rd		✓	75	100.000
C - Briscoe Lane (W)		✓	1013	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	0	35	451
	B - Riverpark Rd	19	0	56
	C - Briscoe Lane (W)	855	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Briscoe Lane (E)	B - Riverpark Rd	C - Briscoe Lane (W)
From	A - Briscoe Lane (E)	10	10	10
	B - Riverpark Rd	10	10	10
	C - Briscoe Lane (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	7.19	0.1	A
B-A	0.09	17.64	0.1	C
C-AB	0.68	10.50	4.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	656	0.064	42	0.1	6.440	A
B-A	14	326	0.044	14	0.0	12.676	B
C-AB	323	1020	0.316	319	1.0	5.647	A
C-A	440			440			
A-B	26			26			
A-C	340			340			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	638	0.079	50	0.1	6.736	A
B-A	17	293	0.058	17	0.1	14.354	B
C-AB	480	1097	0.437	477	1.7	6.424	A
C-A	431			431			
A-B	31			31			
A-C	405			405			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	612	0.101	62	0.1	7.186	A
B-A	21	247	0.085	21	0.1	17.506	C
C-AB	808	1207	0.669	797	4.3	9.815	A
C-A	307			307			
A-B	39			39			
A-C	497			497			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	612	0.101	62	0.1	7.193	A
B-A	21	245	0.085	21	0.1	17.639	C
C-AB	821	1214	0.677	820	4.6	10.502	B
C-A	294			294			
A-B	39			39			
A-C	497			497			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	638	0.079	50	0.1	6.745	A
B-A	17	291	0.059	17	0.1	14.469	B
C-AB	490	1106	0.443	501	1.8	6.751	A
C-A	421			421			
A-B	31			31			
A-C	405			405			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	656	0.064	42	0.1	6.456	A
B-A	14	325	0.044	14	0.1	12.731	B
C-AB	327	1023	0.320	330	1.0	5.771	A
C-A	436			436			
A-B	26			26			
A-C	340			340			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: Ten Acres Lane - Riverpark Rd.j9
Path: \\ma-fs-1\Projects\085001 - 086000\085926 - Riverpark, Manchester\Q3-Design\3A-Calculations\TP\Updated Capacity Assessments
Report generation date: 26/02/2025 11:39:23

»2024 Observed, AM
»2024 Observed, PM
»2024 Base (Without Existing Use), AM
»2024 Base (Without Existing Use), PM
»2024 Base + Consented Use, AM
»2024 Base + Consented Use, PM
»2024 Base + Proposed Development, AM
»2024 Base + Proposed Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2024 Observed					
Stream B-CD	0.0	7.34	0.01	0.0	8.61	0.03
Stream B-AD	0.1	8.88	0.09	0.5	11.92	0.31
Stream A-BCD	0.0	5.64	0.01	0.0	5.45	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	9.86	0.03
Stream C-ABD	0.0	5.36	0.02	0.0	5.54	0.02
	2024 Base (Without Existing Use)					
Stream B-CD	0.0	7.56	0.01	0.0	8.87	0.03
Stream B-AD	0.1	9.38	0.09	0.5	12.38	0.30
Stream A-BCD	0.0	5.58	0.01	0.0	5.31	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	10.16	0.03
Stream C-ABD	0.0	5.09	0.02	0.0	5.49	0.02
	2024 Base + Consented Use					
Stream B-CD	0.0	7.65	0.01	0.0	9.25	0.04
Stream B-AD	0.1	9.67	0.11	0.8	15.02	0.42
Stream A-BCD	0.0	5.47	0.01	0.0	5.26	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	10.23	0.03
Stream C-ABD	0.0	5.13	0.03	0.0	5.51	0.02
	2024 Base + Proposed Development					
Stream B-CD	0.0	7.17	0.03	0.0	8.76	0.04
Stream B-AD	0.1	9.67	0.11	0.5	12.63	0.31
Stream A-BCD	0.0	5.58	0.01	0.0	5.29	0.01
Stream D-ABC	0.0	0.00	0.00	0.0	10.21	0.03
Stream C-ABD	0.0	5.10	0.02	0.0	5.55	0.03

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	07/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CURTINS\thorley_m
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15
D3	2024 Base (Without Existing Use)	AM	ONE HOUR	07:45	09:15	15
D4	2024 Base (Without Existing Use)	PM	ONE HOUR	16:45	18:15	15
D5	2024 Base + Consented Use	AM	ONE HOUR	07:45	09:15	15
D6	2024 Base + Consented Use	PM	ONE HOUR	16:45	18:15	15
D7	2024 Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15
D8	2024 Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ten Acres Lane - Riverpark Rd	Crossroads	Two-way		0.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Ten Acres Lane (S)		Major
B	Riverpark Rd		Minor
C	Ten Acres Lane (N)		Major
D	Clayton Vale Car Park		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Ten Acres Lane (S)	8.00			40.0	✓	0.00
C - Ten Acres Lane (N)	8.00			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Riverpark Rd	One lane plus flare		10.00	10.00	8.00	7.00	6.00	✓	3.00	40	70
D - Clayton Vale Car Park	One lane	2.20								40	70

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	597	-	-	-	-	-	-	0.211	0.302	0.211	-	-	-
B-A	630	0.105	0.265	0.265	-	-	-	0.167	0.378	-	0.265	0.265	0.132
B-C	681	0.095	0.241	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	536	0.089	0.225	0.225	-	-	-	0.142	0.322	0.142	-	-	-
B-D, offside lane	630	0.105	0.265	0.265	-	-	-	0.167	0.378	0.167	-	-	-
C-B	632	0.224	0.224	0.319	-	-	-	-	-	-	-	-	-
D-A	615	-	-	-	-	-	-	0.217	-	0.086	-	-	-
D-B, nearside lane	483	0.128	0.128	0.290	-	-	-	0.203	0.203	0.080	-	-	-
D-B, offside lane	483	0.128	0.128	0.290	-	-	-	0.203	0.203	0.080	-	-	-
D-C	483	-	0.128	0.290	0.102	0.203	0.203	0.203	0.203	0.080	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Observed	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ten Acres Lane (S)		✓	316	100.000
B - Riverpark Rd		✓	46	100.000
C - Ten Acres Lane (N)		✓	341	100.000
D - Clayton Vale Car Park		✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	0	98	214	4
	B - Riverpark Rd	40	0	4	2
	C - Ten Acres Lane (N)	332	8	0	1
	D - Clayton Vale Car Park	1	1	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	10	10	10	10
	B - Riverpark Rd	10	10	10	10
	C - Ten Acres Lane (N)	10	10	10	10
	D - Clayton Vale Car Park	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	7.34	0.0	A
B-AD	0.09	8.88	0.1	A
A-BCD	0.01	5.64	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.02	5.36	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	578	0.007	4	0.0	6.892	A
B-AD	31	535	0.058	31	0.1	7.845	A
A-BCD	5	706	0.006	4	0.0	5.640	A
A-B	73			73			
A-C	160			160			
D-ABC	0	432	0.000	0	0.0	0.000	A
C-ABD	9	749	0.012	9	0.0	5.354	A
C-D	0.74			0.74			
C-A	247			247			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	564	0.008	5	0.0	7.072	A
B-AD	37	517	0.071	37	0.1	8.251	A
A-BCD	6	729	0.008	6	0.0	5.472	A
A-B	87			87			
A-C	191			191			
D-ABC	0	417	0.000	0	0.0	0.000	A
C-ABD	12	773	0.015	12	0.0	5.202	A
C-D	0.89			0.89			
C-A	294			294			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	545	0.010	6	0.0	7.341	A
B-AD	45	491	0.092	45	0.1	8.874	A
A-BCD	8	762	0.011	8	0.0	5.252	A
A-B	107			107			
A-C	233			233			
D-ABC	0	396	0.000	0	0.0	0.000	A
C-ABD	16	808	0.020	16	0.0	5.003	A
C-D	1			1			
C-A	358			358			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	545	0.010	6	0.0	7.341	A
B-AD	45	491	0.092	45	0.1	8.878	A
A-BCD	8	762	0.011	8	0.0	5.254	A
A-B	107			107			
A-C	233			233			
D-ABC	0	396	0.000	0	0.0	0.000	A
C-ABD	16	808	0.020	16	0.0	5.005	A
C-D	1			1			
C-A	358			358			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	564	0.008	5	0.0	7.073	A
B-AD	37	517	0.071	37	0.1	8.256	A
A-BCD	6	729	0.008	6	0.0	5.473	A
A-B	87			87			
A-C	191			191			
D-ABC	0	417	0.000	0	0.0	0.000	A
C-ABD	12	773	0.015	12	0.0	5.204	A
C-D	0.89			0.89			
C-A	294			294			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	578	0.007	4	0.0	6.893	A
B-AD	31	535	0.058	31	0.1	7.855	A
A-BCD	5	706	0.006	5	0.0	5.643	A
A-B	73			73			
A-C	160			160			
D-ABC	0	432	0.000	0	0.0	0.000	A
C-ABD	9	749	0.012	9	0.0	5.356	A
C-D	0.74			0.74			
C-A	247			247			

2024 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ten Acres Lane - Riverpark Rd	Crossroads	Two-way		2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Observed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ten Acres Lane (S)		✓	352	100.000
B - Riverpark Rd		✓	146	100.000
C - Ten Acres Lane (N)		✓	299	100.000
D - Clayton Vale Car Park		✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	0	50	298	4
	B - Riverpark Rd	130	0	9	7
	C - Ten Acres Lane (N)	287	7	0	5
	D - Clayton Vale Car Park	4	5	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	10	10	10	10
	B - Riverpark Rd	10	10	10	10
	C - Ten Acres Lane (N)	10	10	10	10
	D - Clayton Vale Car Park	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.03	8.61	0.0	A
B-AD	0.31	11.92	0.5	B
A-BCD	0.01	5.45	0.0	A
A-B				
A-C				
D-ABC	0.03	9.86	0.0	A
C-ABD	0.02	5.54	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	529	0.019	10	0.0	7.634	A
B-AD	100	526	0.190	99	0.3	9.250	A
A-BCD	5	731	0.006	5	0.0	5.450	A
A-B	37			37			
A-C	223			223			
D-ABC	8	449	0.018	8	0.0	8.982	A
C-ABD	8	722	0.010	8	0.0	5.540	A
C-D	4			4			
C-A	214			214			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	507	0.024	12	0.0	8.006	A
B-AD	119	506	0.236	119	0.3	10.227	B
A-BCD	6	759	0.008	6	0.0	5.260	A
A-B	45			45			
A-C	266			266			
D-ABC	10	434	0.023	10	0.0	9.332	A
C-ABD	10	742	0.013	10	0.0	5.411	A
C-D	4			4			
C-A	255			255			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	475	0.031	15	0.0	8.605	A
B-AD	146	478	0.305	145	0.5	11.885	B
A-BCD	8	798	0.011	8	0.0	5.016	A
A-B	54			54			
A-C	325			325			
D-ABC	12	414	0.029	12	0.0	9.864	A
C-ABD	13	769	0.017	13	0.0	5.239	A
C-D	5			5			
C-A	311			311			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	475	0.031	15	0.0	8.609	A
B-AD	146	478	0.305	146	0.5	11.923	B
A-BCD	8	798	0.011	8	0.0	5.016	A
A-B	54			54			
A-C	325			325			
D-ABC	12	414	0.029	12	0.0	9.864	A
C-ABD	13	769	0.017	13	0.0	5.241	A
C-D	5			5			
C-A	311			311			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	506	0.024	12	0.0	8.015	A
B-AD	119	506	0.236	120	0.3	10.275	B
A-BCD	6	759	0.008	6	0.0	5.263	A
A-B	45			45			
A-C	266			266			
D-ABC	10	434	0.023	10	0.0	9.336	A
C-ABD	10	742	0.013	10	0.0	5.411	A
C-D	4			4			
C-A	255			255			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	528	0.019	10	0.0	7.645	A
B-AD	100	526	0.190	100	0.3	9.311	A
A-BCD	5	731	0.006	5	0.0	5.450	A
A-B	37			37			
A-C	223			223			
D-ABC	8	449	0.018	8	0.0	8.987	A
C-ABD	8	722	0.011	8	0.0	5.542	A
C-D	4			4			
C-A	214			214			

2024 Base (Without Existing Use), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ten Acres Lane - Riverpark Rd	Crossroads	Two-way		0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Base (Without Existing Use)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ten Acres Lane (S)		✓	354	100.000
B - Riverpark Rd		✓	42	100.000
C - Ten Acres Lane (N)		✓	430	100.000
D - Clayton Vale Car Park		✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	0	93	257	4
	B - Riverpark Rd	36	0	4	2
	C - Ten Acres Lane (N)	421	8	0	1
	D - Clayton Vale Car Park	1	1	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	10	10	10	10
	B - Riverpark Rd	10	10	10	10
	C - Ten Acres Lane (N)	10	10	10	10
	D - Clayton Vale Car Park	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	7.56	0.0	A
B-AD	0.09	9.38	0.1	A
A-BCD	0.01	5.58	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.02	5.09	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	568	0.007	4	0.0	7.014	A
B-AD	28	516	0.054	28	0.1	8.107	A
A-BCD	5	714	0.007	5	0.0	5.579	A
A-B	70			70			
A-C	192			192			
D-ABC	0	415	0.000	0	0.0	0.000	A
C-ABD	10	789	0.013	10	0.0	5.085	A
C-D	0.74			0.74			
C-A	313			313			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	552	0.008	5	0.0	7.229	A
B-AD	33	493	0.067	33	0.1	8.601	A
A-BCD	6	739	0.008	6	0.0	5.400	A
A-B	83			83			
A-C	229			229			
D-ABC	0	397	0.000	0	0.0	0.000	A
C-ABD	13	822	0.016	13	0.0	4.898	A
C-D	0.88			0.88			
C-A	372			372			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	530	0.011	6	0.0	7.556	A
B-AD	41	463	0.088	41	0.1	9.377	A
A-BCD	9	775	0.011	9	0.0	5.164	A
A-B	101			101			
A-C	280			280			
D-ABC	0	371	0.000	0	0.0	0.000	A
C-ABD	19	868	0.022	19	0.0	4.661	A
C-D	1			1			
C-A	453			453			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	530	0.011	6	0.0	7.557	A
B-AD	41	463	0.088	41	0.1	9.381	A
A-BCD	9	775	0.011	9	0.0	5.166	A
A-B	101			101			
A-C	280			280			
D-ABC	0	371	0.000	0	0.0	0.000	A
C-ABD	19	868	0.022	19	0.0	4.663	A
C-D	1			1			
C-A	453			453			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	552	0.008	5	0.0	7.230	A
B-AD	33	493	0.067	33	0.1	8.608	A
A-BCD	6	739	0.008	6	0.0	5.402	A
A-B	83			83			
A-C	229			229			
D-ABC	0	397	0.000	0	0.0	0.000	A
C-ABD	13	822	0.016	13	0.0	4.899	A
C-D	0.88			0.88			
C-A	372			372			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	568	0.007	4	0.0	7.018	A
B-AD	28	516	0.054	28	0.1	8.120	A
A-BCD	5	714	0.007	5	0.0	5.580	A
A-B	70			70			
A-C	192			192			
D-ABC	0	415	0.000	0	0.0	0.000	A
C-ABD	10	789	0.013	10	0.0	5.087	A
C-D	0.74			0.74			
C-A	313			313			

2024 Base (Without Existing Use), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ten Acres Lane - Riverpark Rd	Crossroads	Two-way		2.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2024 Base (Without Existing Use)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ten Acres Lane (S)		✓	397	100.000
B - Riverpark Rd		✓	140	100.000
C - Ten Acres Lane (N)		✓	326	100.000
D - Clayton Vale Car Park		✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	0	46	347	4
	B - Riverpark Rd	124	0	9	7
	C - Ten Acres Lane (N)	314	7	0	5
	D - Clayton Vale Car Park	4	5	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	10	10	10	10
	B - Riverpark Rd	10	10	10	10
	C - Ten Acres Lane (N)	10	10	10	10
	D - Clayton Vale Car Park	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.03	8.87	0.0	A
B-AD	0.30	12.38	0.5	B
A-BCD	0.01	5.31	0.0	A
A-B				
A-C				
D-ABC	0.03	10.16	0.0	B
C-ABD	0.02	5.49	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	520	0.019	10	0.0	7.764	A
B-AD	96	513	0.186	95	0.2	9.442	A
A-BCD	5	751	0.007	5	0.0	5.306	A
A-B	34			34			
A-C	260			260			
D-ABC	8	441	0.019	8	0.0	9.143	A
C-ABD	8	730	0.011	8	0.0	5.486	A
C-D	4			4			
C-A	234			234			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	496	0.024	12	0.0	8.182	A
B-AD	114	491	0.232	114	0.3	10.498	B
A-BCD	7	783	0.008	7	0.0	5.099	A
A-B	41			41			
A-C	309			309			
D-ABC	10	425	0.023	10	0.0	9.542	A
C-ABD	10	751	0.014	10	0.0	5.347	A
C-D	4			4			
C-A	278			278			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	462	0.032	15	0.0	8.862	A
B-AD	139	459	0.303	139	0.5	12.335	B
A-BCD	9	828	0.011	9	0.0	4.835	A
A-B	50			50			
A-C	378			378			
D-ABC	12	402	0.030	12	0.0	10.156	B
C-ABD	14	781	0.018	14	0.0	5.163	A
C-D	5			5			
C-A	339			339			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	461	0.032	15	0.0	8.867	A
B-AD	139	459	0.303	139	0.5	12.377	B
A-BCD	9	828	0.011	9	0.0	4.837	A
A-B	50			50			
A-C	378			378			
D-ABC	12	402	0.030	12	0.0	10.157	B
C-ABD	14	781	0.018	14	0.0	5.166	A
C-D	5			5			
C-A	339			339			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	496	0.024	12	0.0	8.190	A
B-AD	114	490	0.232	114	0.3	10.545	B
A-BCD	7	783	0.008	7	0.0	5.099	A
A-B	41			41			
A-C	309			309			
D-ABC	10	425	0.023	10	0.0	9.546	A
C-ABD	10	751	0.014	10	0.0	5.350	A
C-D	4			4			
C-A	278			278			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	519	0.019	10	0.0	7.776	A
B-AD	96	513	0.186	96	0.3	9.495	A
A-BCD	5	751	0.007	5	0.0	5.308	A
A-B	34			34			
A-C	259			259			
D-ABC	8	441	0.019	8	0.0	9.148	A
C-ABD	8	730	0.011	8	0.0	5.486	A
C-D	4			4			
C-A	234			234			

2024 Base + Consented Use, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ten Acres Lane - Riverpark Rd	Crossroads	Two-way		0.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2024 Base + Consented Use	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ten Acres Lane (S)		✓	381	100.000
B - Riverpark Rd		✓	50	100.000
C - Ten Acres Lane (N)		✓	432	100.000
D - Clayton Vale Car Park		✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	0	120	257	4
	B - Riverpark Rd	44	0	4	2
	C - Ten Acres Lane (N)	421	10	0	1
	D - Clayton Vale Car Park	1	1	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	10	10	10	10
	B - Riverpark Rd	10	10	10	10
	C - Ten Acres Lane (N)	10	10	10	10
	D - Clayton Vale Car Park	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.01	7.65	0.0	A
B-AD	0.11	9.67	0.1	A
A-BCD	0.01	5.47	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.03	5.13	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	564	0.007	4	0.0	7.067	A
B-AD	34	513	0.066	34	0.1	8.253	A
A-BCD	5	728	0.007	5	0.0	5.473	A
A-B	90			90			
A-C	192			192			
D-ABC	0	413	0.000	0	0.0	0.000	A
C-ABD	13	785	0.016	13	0.0	5.126	A
C-D	0.74			0.74			
C-A	312			312			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	547	0.008	5	0.0	7.298	A
B-AD	40	490	0.082	40	0.1	8.800	A
A-BCD	7	756	0.009	7	0.0	5.280	A
A-B	107			107			
A-C	229			229			
D-ABC	0	394	0.000	0	0.0	0.000	A
C-ABD	17	817	0.021	17	0.0	4.945	A
C-D	0.88			0.88			
C-A	371			371			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	523	0.011	6	0.0	7.653	A
B-AD	49	459	0.108	49	0.1	9.667	A
A-BCD	9	796	0.012	9	0.0	5.029	A
A-B	131			131			
A-C	280			280			
D-ABC	0	368	0.000	0	0.0	0.000	A
C-ABD	24	864	0.028	24	0.0	4.715	A
C-D	1			1			
C-A	451			451			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	6	523	0.011	6	0.0	7.654	A
B-AD	49	459	0.108	49	0.1	9.673	A
A-BCD	9	796	0.012	9	0.0	5.031	A
A-B	131			131			
A-C	280			280			
D-ABC	0	368	0.000	0	0.0	0.000	A
C-ABD	24	864	0.028	24	0.0	4.717	A
C-D	1			1			
C-A	451			451			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	5	547	0.008	5	0.0	7.303	A
B-AD	40	490	0.082	41	0.1	8.807	A
A-BCD	7	756	0.009	7	0.0	5.281	A
A-B	107			107			
A-C	229			229			
D-ABC	0	394	0.000	0	0.0	0.000	A
C-ABD	17	817	0.021	17	0.0	4.948	A
C-D	0.88			0.88			
C-A	371			371			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	4	564	0.007	4	0.0	7.072	A
B-AD	34	513	0.066	34	0.1	8.266	A
A-BCD	5	728	0.007	5	0.0	5.473	A
A-B	90			90			
A-C	192			192			
D-ABC	0	413	0.000	0	0.0	0.000	A
C-ABD	13	785	0.016	13	0.0	5.129	A
C-D	0.74			0.74			
C-A	312			312			

2024 Base + Consented Use, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ten Acres Lane - Riverpark Rd	Crossroads	Two-way		3.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2024 Base + Consented Use	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ten Acres Lane (S)		✓	409	100.000
B - Riverpark Rd		✓	193	100.000
C - Ten Acres Lane (N)		✓	327	100.000
D - Clayton Vale Car Park		✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	0	58	347	4
	B - Riverpark Rd	174	0	12	7
	C - Ten Acres Lane (N)	314	8	0	5
	D - Clayton Vale Car Park	4	5	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	10	10	10	10
	B - Riverpark Rd	10	10	10	10
	C - Ten Acres Lane (N)	10	10	10	10
	D - Clayton Vale Car Park	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.04	9.25	0.0	A
B-AD	0.42	15.02	0.8	C
A-BCD	0.01	5.26	0.0	A
A-B				
A-C				
D-ABC	0.03	10.23	0.0	B
C-ABD	0.02	5.51	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	517	0.024	12	0.0	7.844	A
B-AD	133	512	0.260	131	0.4	10.364	B
A-BCD	5	757	0.007	5	0.0	5.264	A
A-B	43			43			
A-C	260			260			
D-ABC	8	440	0.019	8	0.0	9.181	A
C-ABD	9	728	0.012	9	0.0	5.508	A
C-D	4			4			
C-A	233			233			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	489	0.031	15	0.0	8.348	A
B-AD	159	489	0.324	158	0.5	11.942	B
A-BCD	7	790	0.008	7	0.0	5.052	A
A-B	52			52			
A-C	309			309			
D-ABC	10	423	0.023	10	0.0	9.592	A
C-ABD	12	749	0.016	12	0.0	5.373	A
C-D	4			4			
C-A	278			278			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	447	0.042	19	0.0	9.235	A
B-AD	194	457	0.424	193	0.8	14.905	B
A-BCD	9	837	0.011	9	0.0	4.783	A
A-B	63			63			
A-C	378			378			
D-ABC	12	399	0.030	12	0.0	10.229	B
C-ABD	16	778	0.021	16	0.0	5.193	A
C-D	5			5			
C-A	339			339			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	447	0.042	19	0.0	9.250	A
B-AD	194	457	0.424	194	0.8	15.020	C
A-BCD	9	837	0.011	9	0.0	4.783	A
A-B	63			63			
A-C	378			378			
D-ABC	12	399	0.030	12	0.0	10.230	B
C-ABD	16	778	0.021	16	0.0	5.194	A
C-D	5			5			
C-A	339			339			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	489	0.031	15	0.0	8.364	A
B-AD	159	489	0.324	160	0.5	12.059	B
A-BCD	7	790	0.008	7	0.0	5.054	A
A-B	52			52			
A-C	309			309			
D-ABC	10	423	0.023	10	0.0	9.597	A
C-ABD	12	749	0.016	12	0.0	5.373	A
C-D	4			4			
C-A	278			278			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	516	0.024	12	0.0	7.862	A
B-AD	133	512	0.260	134	0.4	10.482	B
A-BCD	5	757	0.007	5	0.0	5.264	A
A-B	43			43			
A-C	259			259			
D-ABC	8	439	0.019	8	0.0	9.187	A
C-ABD	9	728	0.012	9	0.0	5.508	A
C-D	4			4			
C-A	233			233			

2024 Base + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ten Acres Lane - Riverpark Rd	Crossroads	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2024 Base + Proposed Development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ten Acres Lane (S)		✓	355	100.000
B - Riverpark Rd		✓	58	100.000
C - Ten Acres Lane (N)		✓	431	100.000
D - Clayton Vale Car Park		✓	4	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	0	94	257	4
	B - Riverpark Rd	44	0	12	2
	C - Ten Acres Lane (N)	421	9	0	1
	D - Clayton Vale Car Park	1	1	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	10	10	10	10
	B - Riverpark Rd	10	10	10	10
	C - Ten Acres Lane (N)	10	10	10	10
	D - Clayton Vale Car Park	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.03	7.17	0.0	A
B-AD	0.11	9.67	0.1	A
A-BCD	0.01	5.58	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.02	5.10	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	602	0.016	10	0.0	6.689	A
B-AD	34	512	0.066	34	0.1	8.279	A
A-BCD	5	715	0.007	5	0.0	5.577	A
A-B	70			70			
A-C	192			192			
D-ABC	0	415	0.000	0	0.0	0.000	A
C-ABD	11	789	0.014	11	0.0	5.094	A
C-D	0.74			0.74			
C-A	312			312			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	587	0.020	12	0.0	6.882	A
B-AD	40	489	0.083	40	0.1	8.818	A
A-BCD	6	740	0.008	6	0.0	5.397	A
A-B	84			84			
A-C	229			229			
D-ABC	0	396	0.000	0	0.0	0.000	A
C-ABD	15	822	0.018	15	0.0	4.910	A
C-D	0.88			0.88			
C-A	372			372			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	14	566	0.025	14	0.0	7.173	A
B-AD	49	459	0.108	49	0.1	9.667	A
A-BCD	9	776	0.011	9	0.0	5.161	A
A-B	102			102			
A-C	280			280			
D-ABC	0	369	0.000	0	0.0	0.000	A
C-ABD	21	868	0.025	21	0.0	4.675	A
C-D	1			1			
C-A	452			452			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	14	566	0.025	14	0.0	7.174	A
B-AD	49	459	0.108	49	0.1	9.673	A
A-BCD	9	776	0.011	9	0.0	5.161	A
A-B	102			102			
A-C	280			280			
D-ABC	0	369	0.000	0	0.0	0.000	A
C-ABD	21	868	0.025	21	0.0	4.675	A
C-D	1			1			
C-A	452			452			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	587	0.020	12	0.0	6.886	A
B-AD	40	489	0.083	41	0.1	8.826	A
A-BCD	6	740	0.009	6	0.0	5.397	A
A-B	84			84			
A-C	229			229			
D-ABC	0	396	0.000	0	0.0	0.000	A
C-ABD	15	822	0.018	15	0.0	4.910	A
C-D	0.88			0.88			
C-A	371			371			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	602	0.016	10	0.0	6.694	A
B-AD	34	512	0.066	34	0.1	8.294	A
A-BCD	5	715	0.007	5	0.0	5.577	A
A-B	70			70			
A-C	192			192			
D-ABC	0	414	0.000	0	0.0	0.000	A
C-ABD	11	789	0.014	11	0.0	5.096	A
C-D	0.74			0.74			
C-A	312			312			

2024 Base + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ten Acres Lane - Riverpark Rd	Crossroads	Two-way		2.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2024 Base + Proposed Development	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ten Acres Lane (S)		✓	403	100.000
B - Riverpark Rd		✓	146	100.000
C - Ten Acres Lane (N)		✓	332	100.000
D - Clayton Vale Car Park		✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	0	52	347	4
	B - Riverpark Rd	127	0	12	7
	C - Ten Acres Lane (N)	314	13	0	5
	D - Clayton Vale Car Park	4	5	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Ten Acres Lane (S)	B - Riverpark Rd	C - Ten Acres Lane (N)	D - Clayton Vale Car Park
From	A - Ten Acres Lane (S)	10	10	10	10
	B - Riverpark Rd	10	10	10	10
	C - Ten Acres Lane (N)	10	10	10	10
	D - Clayton Vale Car Park	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.04	8.76	0.0	A
B-AD	0.31	12.63	0.5	B
A-BCD	0.01	5.29	0.0	A
A-B				
A-C				
D-ABC	0.03	10.21	0.0	B
C-ABD	0.03	5.55	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	529	0.023	12	0.0	7.656	A
B-AD	98	511	0.191	97	0.3	9.533	A
A-BCD	5	753	0.007	5	0.0	5.292	A
A-B	39			39			
A-C	260			260			
D-ABC	8	440	0.019	8	0.0	9.169	A
C-ABD	15	729	0.020	14	0.0	5.544	A
C-D	4			4			
C-A	232			232			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	505	0.029	15	0.0	8.073	A
B-AD	117	488	0.239	116	0.3	10.645	B
A-BCD	7	785	0.008	7	0.0	5.083	A
A-B	46			46			
A-C	309			309			
D-ABC	10	423	0.023	10	0.0	9.576	A
C-ABD	19	750	0.025	19	0.0	5.419	A
C-D	4			4			
C-A	275			275			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	18	471	0.039	18	0.0	8.751	A
B-AD	142	456	0.313	142	0.5	12.582	B
A-BCD	9	831	0.011	9	0.0	4.817	A
A-B	57			57			
A-C	378			378			
D-ABC	12	400	0.030	12	0.0	10.206	B
C-ABD	26	780	0.034	26	0.0	5.254	A
C-D	5			5			
C-A	334			334			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	18	470	0.039	18	0.0	8.758	A
B-AD	142	456	0.313	142	0.5	12.633	B
A-BCD	9	831	0.011	9	0.0	4.819	A
A-B	57			57			
A-C	378			378			
D-ABC	12	400	0.030	12	0.0	10.206	B
C-ABD	26	780	0.034	26	0.0	5.257	A
C-D	5			5			
C-A	334			334			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	505	0.029	15	0.0	8.083	A
B-AD	117	488	0.239	117	0.4	10.701	B
A-BCD	7	785	0.008	7	0.0	5.084	A
A-B	46			46			
A-C	309			309			
D-ABC	10	423	0.023	10	0.0	9.581	A
C-ABD	19	750	0.025	19	0.0	5.422	A
C-D	4			4			
C-A	275			275			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	529	0.023	12	0.0	7.668	A
B-AD	98	511	0.191	98	0.3	9.600	A
A-BCD	5	753	0.007	5	0.0	5.295	A
A-B	39			39			
A-C	259			259			
D-ABC	8	440	0.019	8	0.0	9.173	A
C-ABD	15	729	0.020	15	0.0	5.545	A
C-D	4			4			
C-A	232			232			

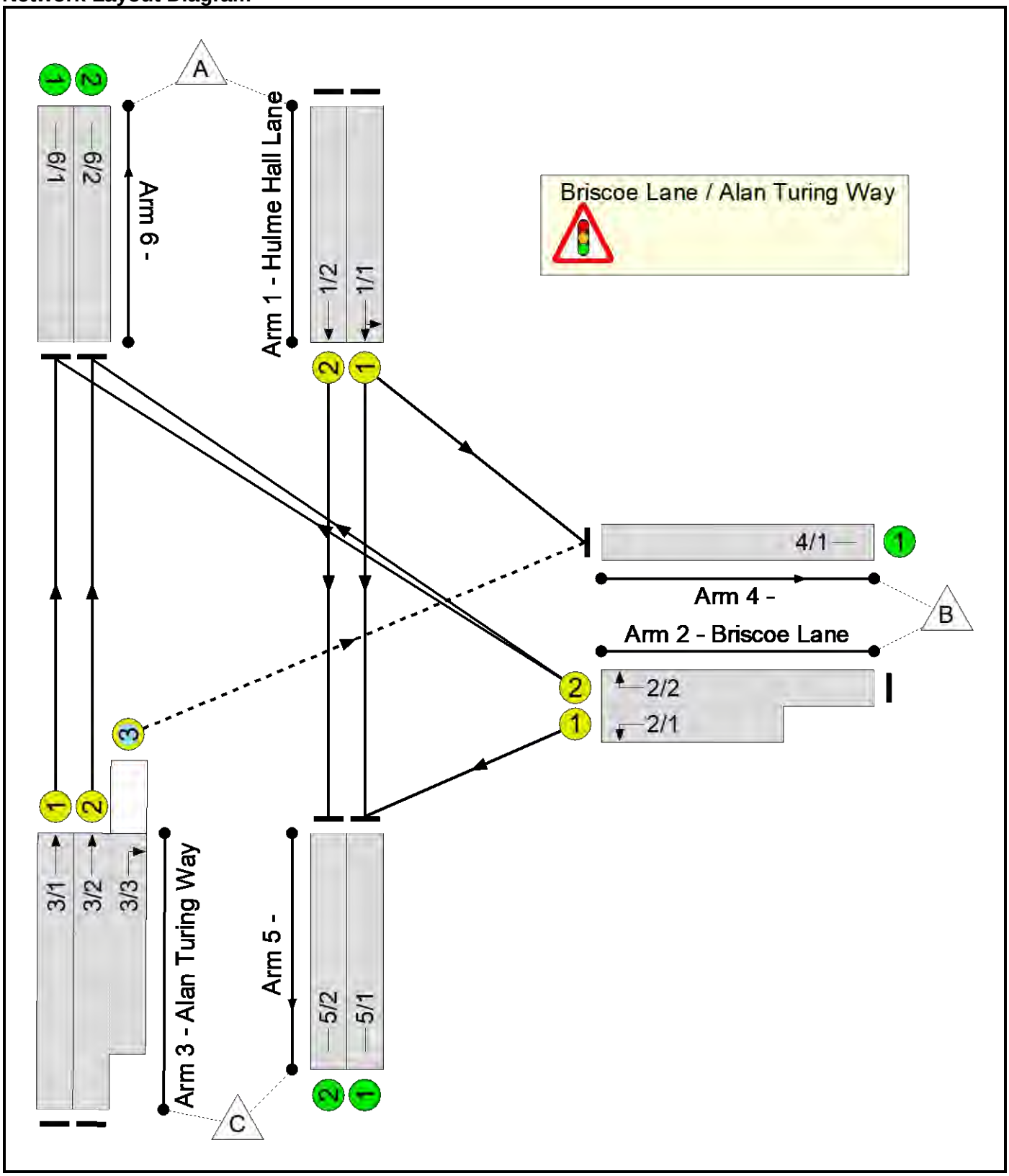
Basic Results Summary

User and Project Details

Project:	**Riverpark**
Title:	**Briscoe Lane / Alan Turing Way**
Location:	
Additional detail:	
File name:	
Author:	
Company:	
Address:	

Basic Results Summary

Network Layout Diagram



Basic Results Summary

Network Results

Scenario 1: 'AM Observed' (FG1: 'AM Observed', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**85.5%**	**54**	**200**	**47**	**28.3**	-	-
Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**85.5%**	**54**	**200**	**47**	**28.3**	-	-
1/1	Hulme Hall Lane Left Ahead	U	C		1	30	-	383	1838	548	69.9%	-	-	-	4.6	43.1	10.9
1/2	Hulme Hall Lane Ahead	U	C		1	30	-	454	2105	627	72.4%	-	-	-	5.4	42.9	13.0
2/2+2/1	Briscoe Lane Left Right	U	D E		1	48:61	-	972	1868:1800	581+556	85.5 : 85.5%	-	-	-	7.3	27.1	18.4
3/1	Alan Turing Way Ahead	U	B		1	45	-	680	1965	869	78.2%	-	-	-	6.4	34.1	18.4
3/2+3/3	Alan Turing Way Right Ahead	U+O	B	A	1	45	11	301	2105:1893	0+353	0.0 : 85.2%	54	200	47	4.6	54.9	8.3

C1 PRC for Signalled Lanes (%): 5.3 Total Delay for Signalled Lanes (pcuHr): 28.34 Cycle Time (s): 104

PRC Over All Lanes (%): 5.3 Total Delay Over All Lanes(pcuHr): 28.34

Basic Results Summary

Scenario 2: 'PM Observed' (FG2: 'PM Observed', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**75.8%**	**28**	**412**	**69**	**22.2**	-	-
Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**75.8%**	**28**	**412**	**69**	**22.2**	-	-
1/1	Hulme Hall Lane Left Ahead	U	C		1	41	-	503	1743	704	71.5%	-	-	-	4.9	34.8	13.4
1/2	Hulme Hall Lane Ahead	U	C		1	41	-	636	2105	850	74.8%	-	-	-	6.1	34.8	17.0
2/2+2/1	Briscoe Lane Left Right	U	D E		1	18:50	-	460	1868:1800	299+457	60.8 : 60.8%	-	-	-	4.0	30.9	5.6
3/1	Alan Turing Way Ahead	U	B		1	75	-	851	1965	1436	59.3%	-	-	-	2.3	9.7	12.3
3/2+3/3	Alan Turing Way Right Ahead	U+O	B	A	1	75	30	510	2105:1893	0+673	0.0 : 75.8%	28	412	69	5.0	35.1	10.7

C1 PRC for Signalled Lanes (%): 18.8 Total Delay for Signalled Lanes (pcuHr): 22.23 Cycle Time (s): 104

PRC Over All Lanes (%): 18.8 Total Delay Over All Lanes(pcuHr): 22.23

Basic Results Summary

Scenario 3: 'AM Base (without Existing)' (FG3: 'AM Base with Comm Dev (without Existing Site)', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**93.8%**	**24**	**289**	**69**	**39.2**	-	-
Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**93.8%**	**24**	**289**	**69**	**39.2**	-	-
1/1	Hulme Hall Lane Left Ahead	U	C		1	26	-	400	1843	478	83.6%	-	-	-	6.4	58.0	13.3
1/2	Hulme Hall Lane Ahead	U	C		1	26	-	467	2105	546	85.5%	-	-	-	7.5	57.8	15.5
2/2+2/1	Briscoe Lane Left Right	U	D E		1	47:65	-	1139	1868:1800	522+693	93.8 : 93.8%	-	-	-	11.5	36.2	25.6
3/1	Alan Turing Way Ahead	U	B		1	46	-	687	1965	888	77.4%	-	-	-	6.3	32.8	18.3
3/2+3/3	Alan Turing Way Right Ahead	U+O	B	A	1	46	16	382	2105:1893	0+413	0.0 : 92.4%	24	289	69	7.5	71.1	12.2

C1 PRC for Signalled Lanes (%): -4.2 Total Delay for Signalled Lanes (pcuHr): 39.21 Cycle Time (s): 104
PRC Over All Lanes (%): -4.2 Total Delay Over All Lanes(pcuHr): 39.21

Basic Results Summary

Scenario 4: 'PM Base (without Existing)' (FG4: 'PM Base with Comm Dev (without Existing Site)', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**84.1%**	**13**	**526**	**69**	**27.5**	-	-
Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**84.1%**	**13**	**526**	**69**	**27.5**	-	-
1/1	Hulme Hall Lane Left Ahead	U	C		1	37	-	520	1750	639	81.3%	-	-	-	6.4	44.4	15.5
1/2	Hulme Hall Lane Ahead	U	C		1	37	-	647	2105	769	84.1%	-	-	-	8.0	44.4	19.6
2/2+2/1	Briscoe Lane Left Right	U	D E		1	18:54	-	515	1868:1800	295+549	61.1 : 61.1%	-	-	-	4.0	28.1	6.4
3/1	Alan Turing Way Ahead	U	B		1	75	-	871	1965	1436	60.7%	-	-	-	2.4	9.9	12.9
3/2+3/3	Alan Turing Way Right Ahead	U+O	B	A	1	75	34	608	2105:1893	0+731	0.0 : 83.2%	13	526	69	6.7	39.4	15.1

C1 PRC for Signalled Lanes (%): 7.0 Total Delay for Signalled Lanes (pcuHr): 27.47 Cycle Time (s): 104
PRC Over All Lanes (%): 7.0 Total Delay Over All Lanes(pcuHr): 27.47

Basic Results Summary

Scenario 5: 'AM Base + Consented Use' (FG5: 'AM Base + Consented Use', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**97.8%**	**5**	**355**	**69**	**53.8**	-	-
Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**97.8%**	**5**	**355**	**69**	**53.8**	-	-
1/1	Hulme Hall Lane Left Ahead	U	C		1	24	-	409	1831	440	92.9%	-	-	-	9.4	82.4	16.5
1/2	Hulme Hall Lane Ahead	U	C		1	24	-	480	2105	506	94.9%	-	-	-	11.4	85.6	19.8
2/2+2/1	Briscoe Lane Left Right	U	D E		1	46:67	-	1168	1868:1800	515+679	97.8 : 97.8%	-	-	-	17.1	52.7	34.0
3/1	Alan Turing Way Ahead	U	B		1	47	-	687	1965	907	75.8%	-	-	-	6.0	31.3	18.0
3/2+3/3	Alan Turing Way Right Ahead	U+O	B	A	1	47	19	429	2105:1893	0+450	0.0 : 95.4%	5	355	69	10.0	83.7	15.6

C1 PRC for Signalled Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 53.83 Cycle Time (s): 104

PRC Over All Lanes (%): -8.7 Total Delay Over All Lanes(pcuHr): 53.83

Basic Results Summary

Scenario 6: 'PM Base + Consented Use' (FG6: 'PM Base + Consented Use', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**85.6%**	**12**	**544**	**69**	**29.4**	-	-
Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**85.6%**	**12**	**544**	**69**	**29.4**	-	-
1/1	Hulme Hall Lane Left Ahead	U	C		1	37	-	526	1746	638	82.5%	-	-	-	6.6	45.4	16.0
1/2	Hulme Hall Lane Ahead	U	C		1	37	-	653	2105	769	84.9%	-	-	-	8.2	45.2	19.9
2/2+2/1	Briscoe Lane Left Right	U	D E		1	18:54	-	575	1868:1800	295+537	69.1 : 69.1%	-	-	-	4.8	30.2	7.4
3/1	Alan Turing Way Ahead	U	B		1	75	-	871	1965	1436	60.7%	-	-	-	2.4	9.9	12.9
3/2+3/3	Alan Turing Way Right Ahead	U+O	B	A	1	75	34	625	2105:1893	0+730	0.0 : 85.6%	12	544	69	7.3	42.2	16.0

C1 PRC for Signalled Lanes (%): 5.1 Total Delay for Signalled Lanes (pcuHr): 29.38 Cycle Time (s): 104
PRC Over All Lanes (%): 5.1 Total Delay Over All Lanes(pcuHr): 29.38

Basic Results Summary

Scenario 7: 'AM Base + Proposed Development' (FG7: 'AM Base + Proposed Development', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**96.1%**	**5**	**316**	**69**	**51.5**	-	-
Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**96.1%**	**5**	**316**	**69**	**51.5**	-	-
1/1	Hulme Hall Lane Left Ahead	U	C		1	23	-	405	1841	425	95.3%	-	-	-	10.7	95.1	17.7
1/2	Hulme Hall Lane Ahead	U	C		1	23	-	467	2105	486	96.1%	-	-	-	12.2	94.2	20.3
2/2+2/1	Briscoe Lane Left Right	U	D E		1	49:68	-	1192	1868:1800	536+716	95.2 : 95.2%	-	-	-	12.8	38.7	29.0
3/1	Alan Turing Way Ahead	U	B		1	44	-	687	1965	850	80.8%	-	-	-	7.0	36.5	19.2
3/2+3/3	Alan Turing Way Right Ahead	U+O	B	A	1	44	17	390	2105:1893	0+413	0.0 : 94.4%	5	316	69	8.8	81.5	13.7

C1 PRC for Signalled Lanes (%): -6.8 Total Delay for Signalled Lanes (pcuHr): 51.50 Cycle Time (s): 104

PRC Over All Lanes (%): -6.8 Total Delay Over All Lanes(pcuHr): 51.50

Basic Results Summary

Scenario 8: 'PM Base + Proposed Development' (FG8: 'PM Base + Proposed Development', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**86.8%**	**12**	**552**	**69**	**29.3**	-	-
Briscoe Lane / Alan Turing Way	-	-	-		-	-	-	-	-	-	**86.8%**	**12**	**552**	**69**	**29.3**	-	-
1/1	Hulme Hall Lane Left Ahead	U	C		1	37	-	526	1745	638	82.5%	-	-	-	6.6	45.5	16.0
1/2	Hulme Hall Lane Ahead	U	C		1	37	-	656	2105	769	85.3%	-	-	-	8.3	45.6	20.1
2/2+2/1	Briscoe Lane Left Right	U	D E		1	18:54	-	535	1868:1800	295+545	63.7 : 63.7%	-	-	-	4.3	28.7	6.7
3/1	Alan Turing Way Ahead	U	B		1	75	-	871	1965	1436	60.7%	-	-	-	2.4	9.9	12.9
3/2+3/3	Alan Turing Way Right Ahead	U+O	B	A	1	75	34	633	2105:1893	0+730	0.0 : 86.8%	12	552	69	7.7	43.6	16.8

C1 PRC for Signalled Lanes (%): 3.7 Total Delay for Signalled Lanes (pcuHr): 29.30 Cycle Time (s): 104
PRC Over All Lanes (%): 3.7 Total Delay Over All Lanes(pcuHr): 29.30

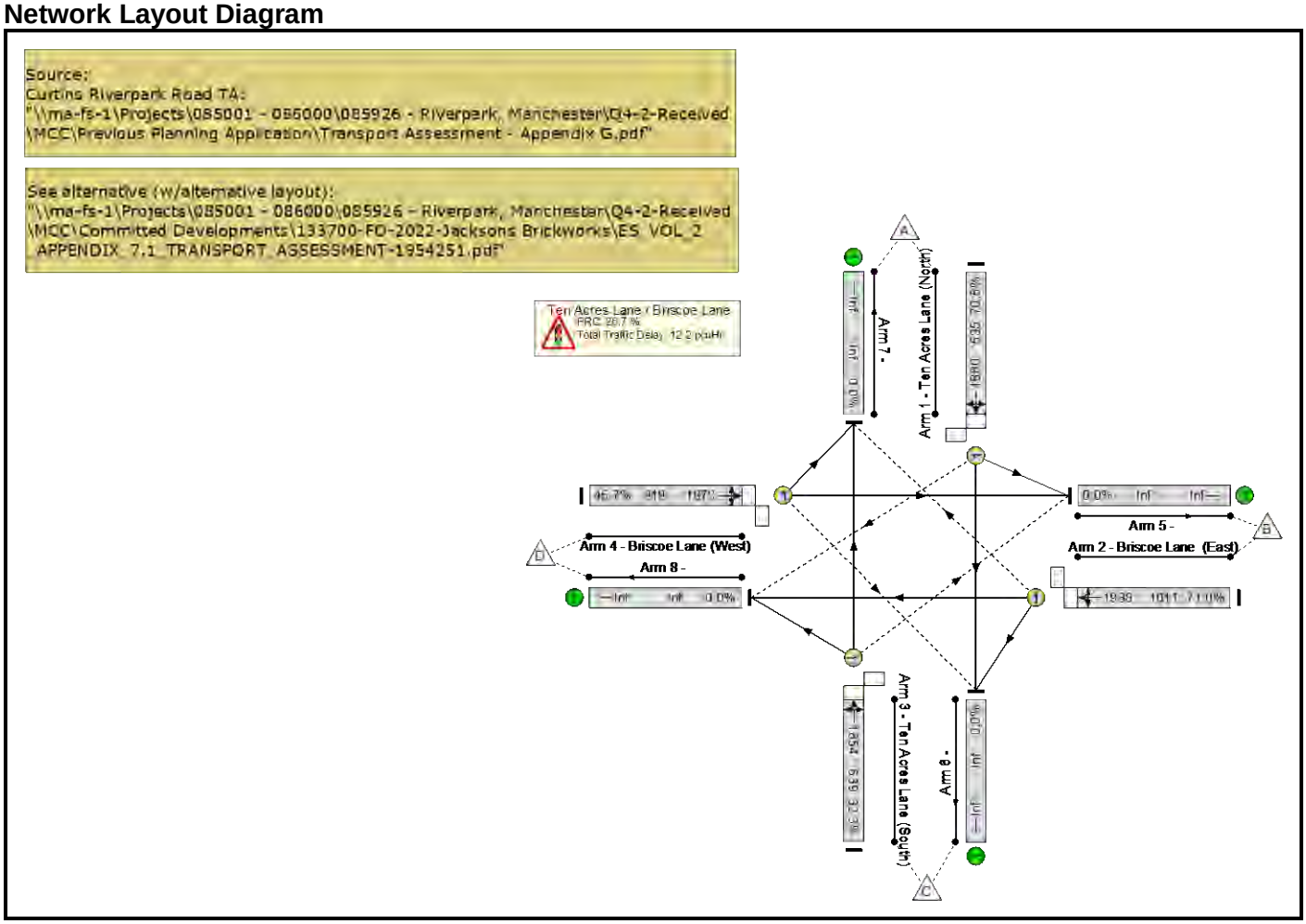
Basic Results Summary

User and Project Details

Project:	**Riverpark**
Title:	**Ten Acres Lane / Briscoe Lane**
Location:	
Additional detail:	
File name:	
Author:	
Company:	
Address:	

Scenario 1: 'AM Observed' (FG1: 'AM Observed ', Plan 1: 'TfGM Signal Spec')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.0%**	**315**	**0**	**4**	**12.2**	**-**	**-**
Ten Acres Lane / Briscoe Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.0%**	**315**	**0**	**4**	**12.2**	**-**	**-**
1/1	Ten Acres Lane (North) Left Ahead Right	O	C		1	30	-	377	1880	535	70.5%	201	0	2	4.1	39.4	9.6
2/1	Briscoe Lane (East) Left Right Ahead	O	B		1	46	-	718	1938	1011	71.0%	38	0	0	4.5	22.6	14.8
3/1	Ten Acres Lane (South) Right Ahead Left	O	D		1	30	-	206	1854	639	32.3%	41	0	0	1.5	25.9	4.0
4/1	Briscoe Lane (West) Ahead Right Left	O	A		1	46	-	420	1873	919	45.7%	37	0	0	2.1	17.7	6.8

C1 PRC for Signalled Lanes (%): 26.7 Total Delay for Signalled Lanes (pcuHr): 12.17 Cycle Time (s): 90
PRC Over All Lanes (%): 26.7 Total Delay Over All Lanes(pcuHr): 12.17

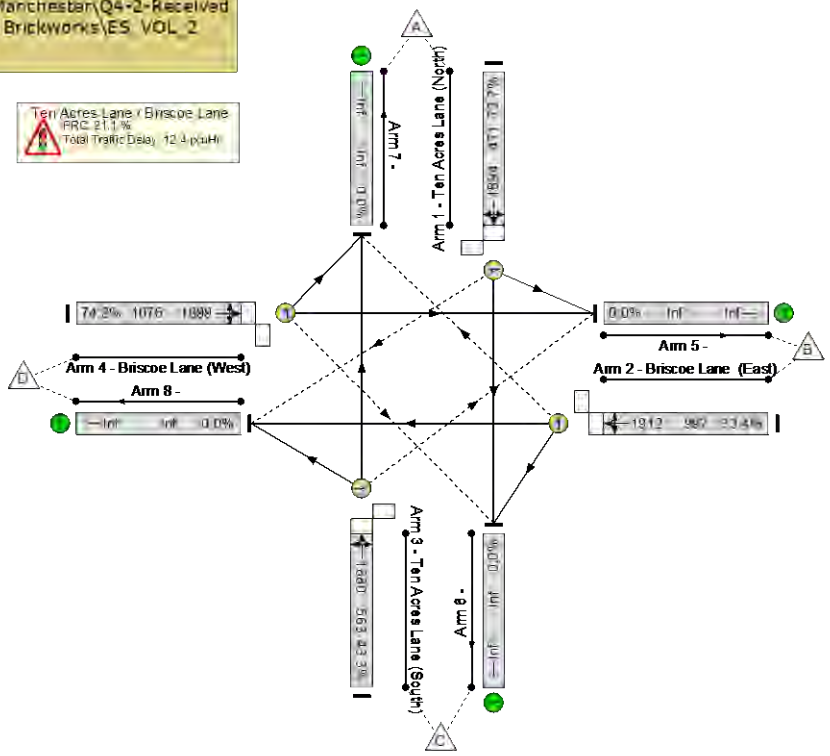
Basic Results Summary

Scenario 2: 'PM Observed' (FG2: 'PM Observed', Plan 1: 'TfGM Signal Spec')

Network Layout Diagram

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Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.3%**	**295**	**0**	**3**	**12.4**	**-**	**-**
Ten Acres Lane / Briscoe Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.3%**	**295**	**0**	**3**	**12.4**	**-**	**-**
1/1	Ten Acres Lane (North) Left Ahead Right	O	C		1	26	-	347	1894	471	73.7%	141	0	2	4.3	44.6	9.3
2/1	Briscoe Lane (East) Left Right Ahead	O	B		1	50	-	331	1912	992	33.4%	27	0	0	1.3	13.7	4.6
3/1	Ten Acres Lane (South) Right Ahead Left	O	D		1	26	-	244	1880	563	43.3%	73	0	1	2.1	31.3	5.3
4/1	Briscoe Lane (West) Ahead Right Left	O	A		1	50	-	800	1899	1076	74.3%	53	0	1	4.7	21.1	16.3

C1

PRC for Signalled Lanes (%): 21.1
PRC Over All Lanes (%): 21.1

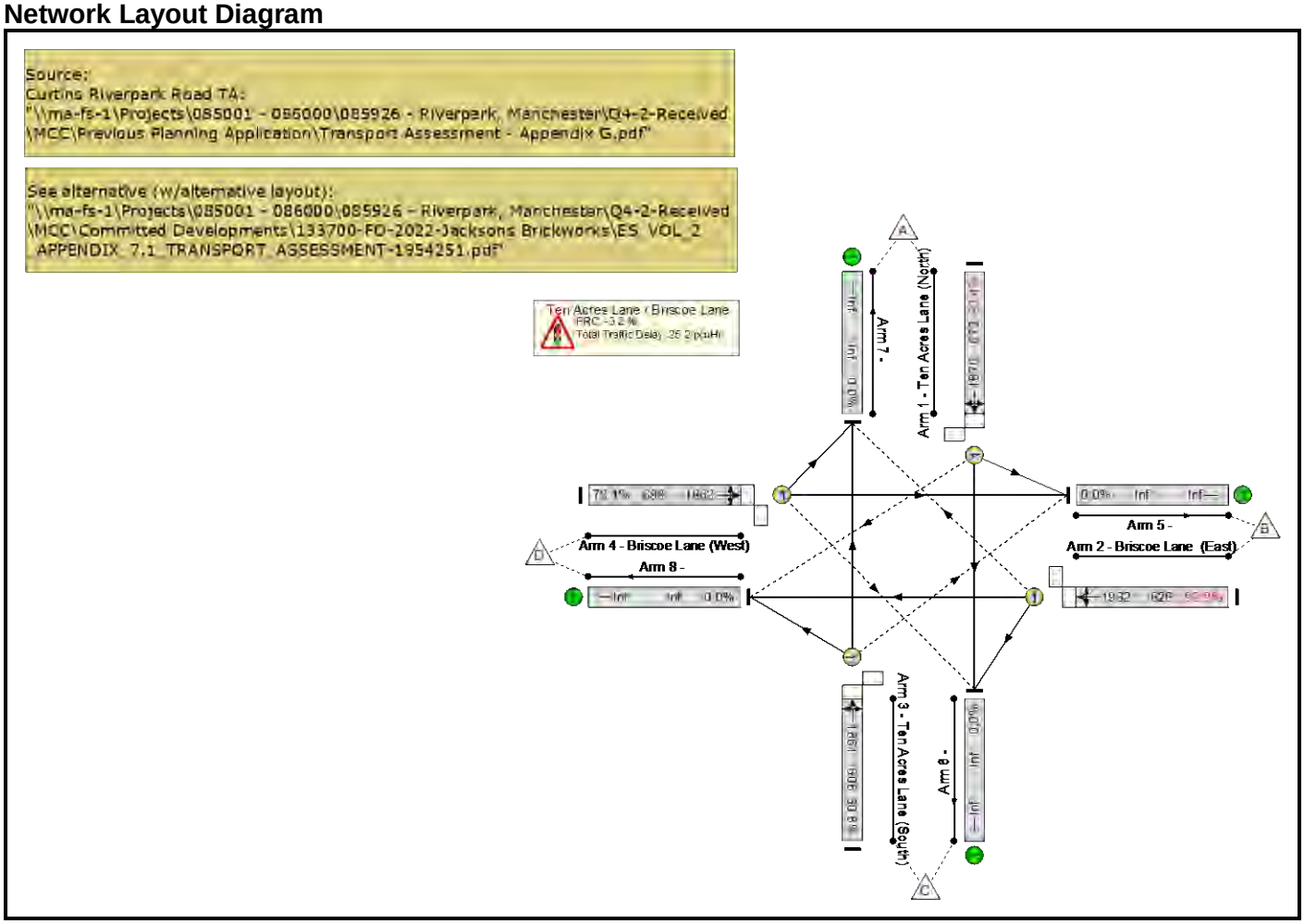
Total Delay for Signalled Lanes (pcuHr): 12.38
Total Delay Over All Lanes(pcuHr): 12.38

Cycle Time (s): 90

Basic Results Summary

Scenario 3: 'AM Base with Comm Dev (without Existing Site)' (FG3: 'AM Base with Comm Dev (without Existing Site)', Plan 1: 'TfGM Signal Spec')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**92.9%**	**477**	**0**	**19**	**25.2**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**92.9%**	**477**	**0**	**19**	**25.2**	-	-
1/1	Ten Acres Lane (North) Left Ahead Right	O	C		1	38	-	608	1870	673	90.4%	353	0	4	8.7	51.4	18.5
2/1	Briscoe Lane (East) Left Right Ahead	O	B		1	38	-	769	1932	828	92.9%	48	0	1	10.8	50.4	23.9
3/1	Ten Acres Lane (South) Right Ahead Left	O	D		1	38	-	248	1861	806	30.8%	52	0	1	1.4	19.9	4.2
4/1	Briscoe Lane (West) Ahead Right Left	O	A		1	38	-	510	1863	698	73.1%	24	0	13	4.4	30.7	11.3

C1

PRC for Signalled Lanes (%): -3.2
PRC Over All Lanes (%): -3.2

Total Delay for Signalled Lanes (pcuHr): 25.17
Total Delay Over All Lanes(pcuHr): 25.17

Cycle Time (s): 90

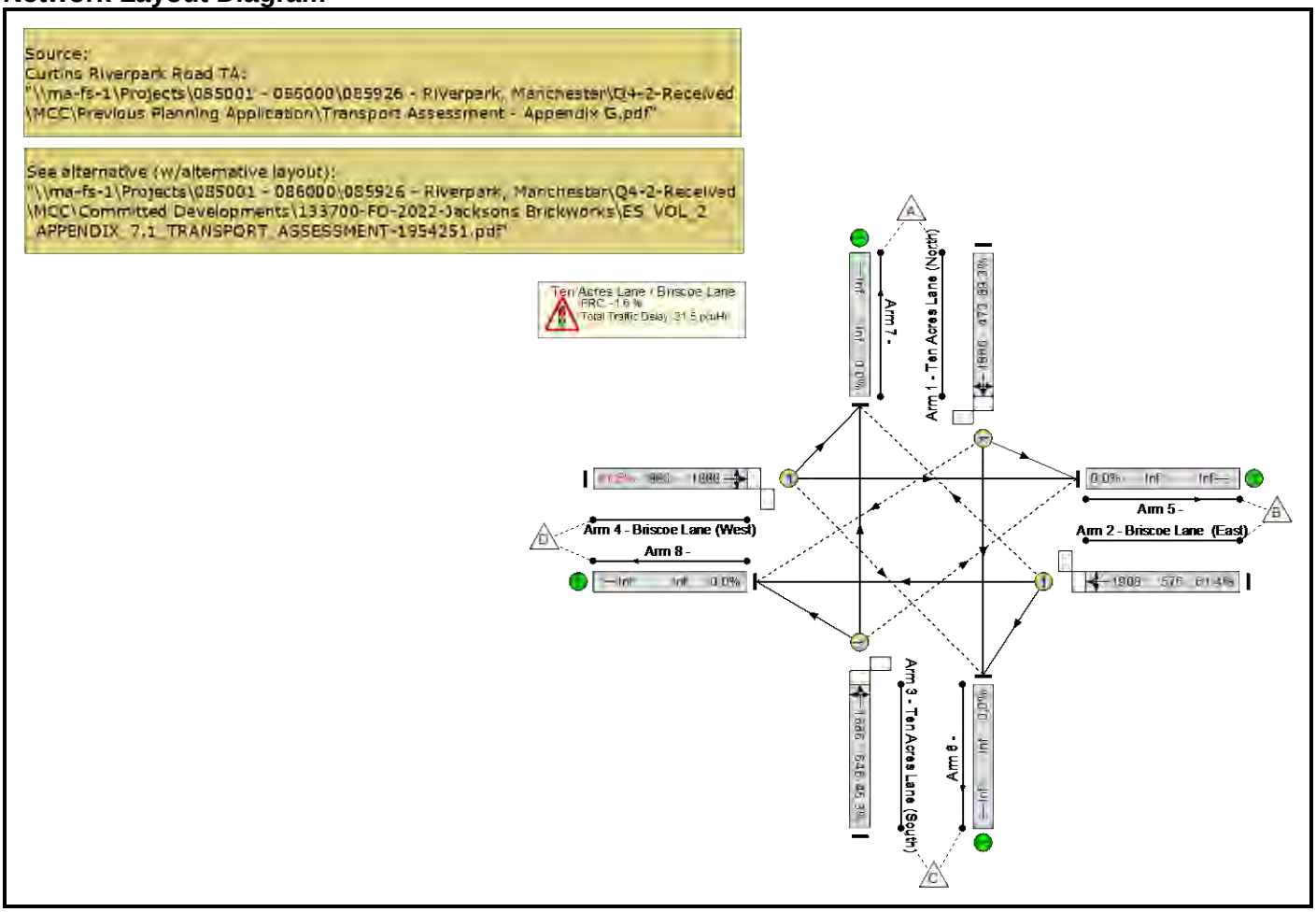
Basic Results Summary

Scenario 4: 'PM Base with Comm Dev (without Existing Site)' (FG4: 'PM Base with Comm Dev (without Existing Site)', Plan 1: 'TfGM Signal Spec')

Network Layout Diagram

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Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**91.5%**	**358**	**0**	**4**	**21.5**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**91.5%**	**358**	**0**	**4**	**21.5**	-	-
1/1	Ten Acres Lane (North) Left Ahead Right	O	C		1	30	-	422	1886	473	89.3%	189	0	2	7.3	61.9	13.7
2/1	Briscoe Lane (East) Left Right Ahead	O	B		1	46	-	354	1908	576	61.4%	33	0	0	2.2	22.4	5.9
3/1	Ten Acres Lane (South) Right Ahead Left	O	D		1	30	-	293	1886	646	45.3%	83	0	1	2.3	28.1	6.0
4/1	Briscoe Lane (West) Ahead Right Left	O	A		1	46	-	902	1888	986	91.5%	53	0	1	9.8	39.0	25.4

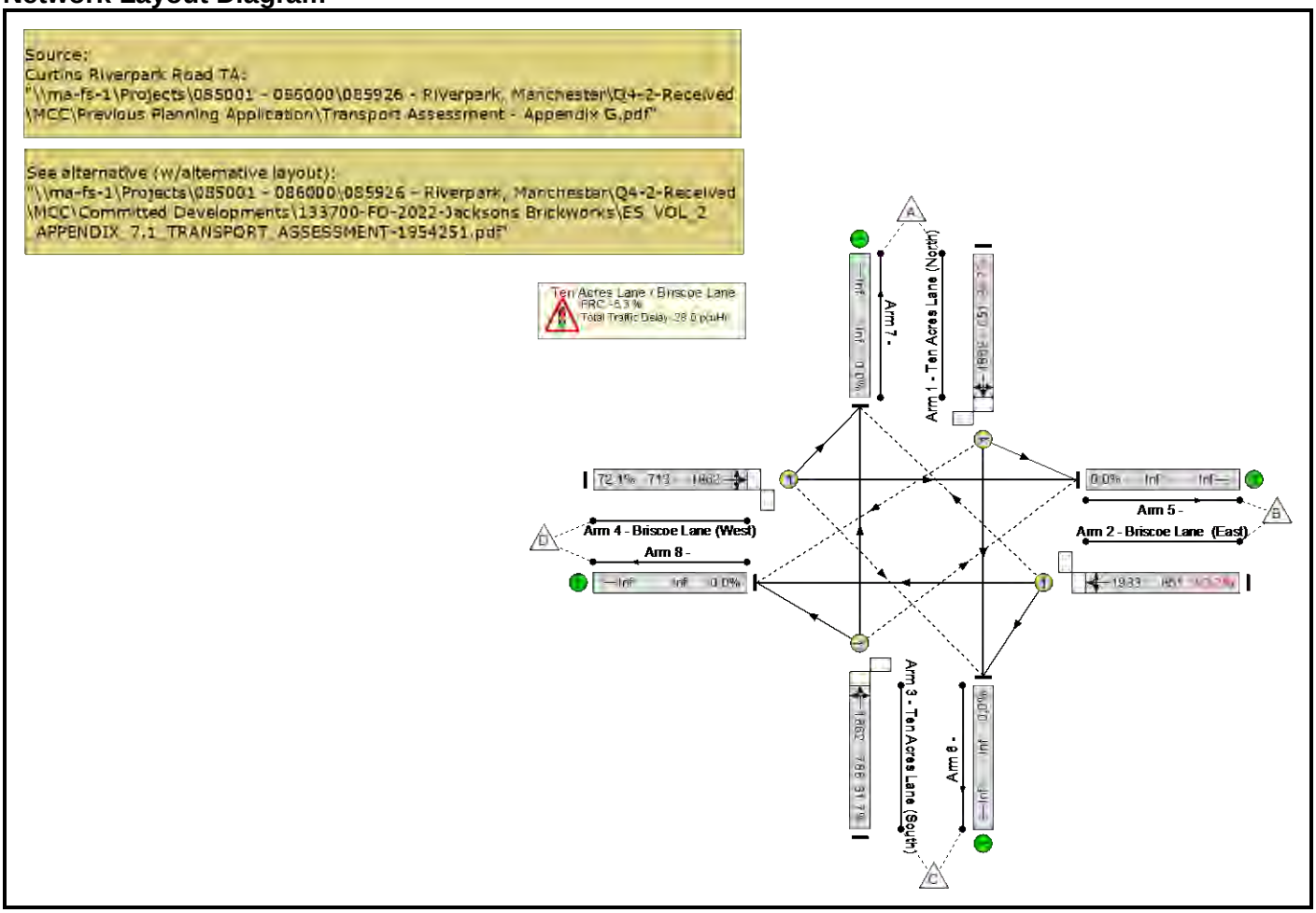
C1 PRC for Signalled Lanes (%): -1.6 Total Delay for Signalled Lanes (pcuHr): 21.51 Cycle Time (s): 90

PRC Over All Lanes (%): -1.6 Total Delay Over All Lanes(pcuHr): 21.51

Basic Results Summary

Scenario 5: 'AM Base + Consented Use' (FG5: 'AM Base + Consented Use', Plan 1: 'TfGM Signal Spec')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**94.7%**	**485**	**0**	**19**	**28.0**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**94.7%**	**485**	**0**	**19**	**28.0**	-	-
1/1	Ten Acres Lane (North) Left Ahead Right	O	C		1	37	-	617	1869	651	94.7%	361	0	4	11.3	66.1	21.4
2/1	Briscoe Lane (East) Left Right Ahead	O	B		1	39	-	793	1933	851	93.2%	48	0	1	11.0	50.1	24.7
3/1	Ten Acres Lane (South) Right Ahead Left	O	D		1	37	-	249	1862	786	31.7%	52	0	1	1.4	20.7	4.4
4/1	Briscoe Lane (West) Ahead Right Left	O	A		1	39	-	514	1863	713	72.1%	23	0	14	4.2	29.4	11.1

C1

PRC for Signalled Lanes (%): -5.3
PRC Over All Lanes (%): -5.3

Total Delay for Signalled Lanes (pcuHr): 28.00
Total Delay Over All Lanes(pcuHr): 28.00

Cycle Time (s): 90

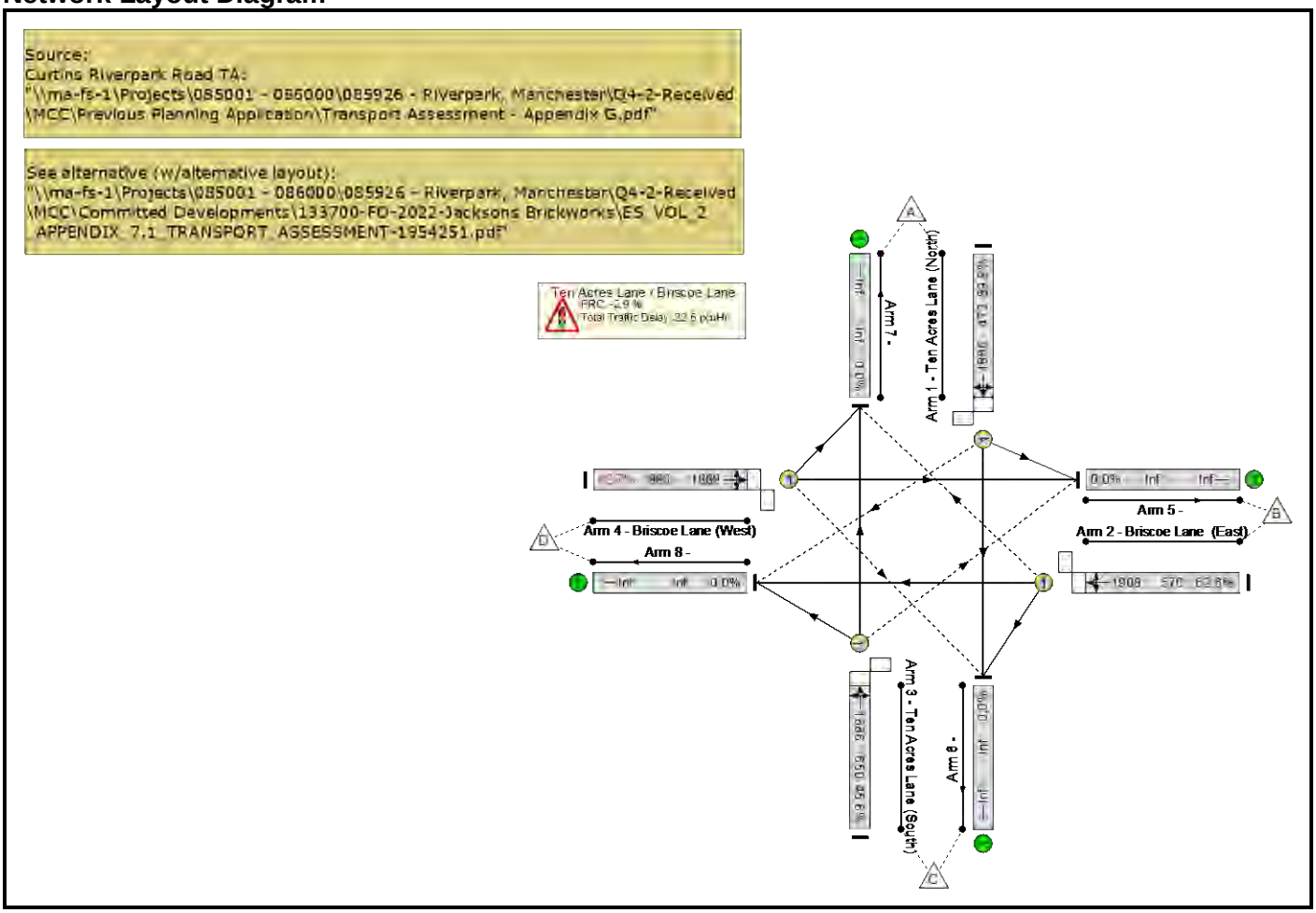
Basic Results Summary

Scenario 6: 'PM Base + Consented Use' (FG6: 'PM Base + Consented Use', Plan 1: 'TfGM Signal Spec')

Network Layout Diagram

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Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**92.7%**	**359**	**0**	**5**	**22.6**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**92.7%**	**359**	**0**	**5**	**22.6**	-	-
1/1	Ten Acres Lane (North) Left Ahead Right	O	C		1	30	-	425	1886	473	89.9%	190	0	2	7.5	63.3	14.1
2/1	Briscoe Lane (East) Left Right Ahead	O	B		1	46	-	357	1908	570	62.6%	31	0	2	2.3	22.8	6.0
3/1	Ten Acres Lane (South) Right Ahead Left	O	D		1	30	-	296	1886	650	45.6%	84	0	1	2.3	28.2	6.1
4/1	Briscoe Lane (West) Ahead Right Left	O	A		1	46	-	914	1889	986	92.7%	53	0	1	10.5	41.6	26.6

C1 PRC for Signalled Lanes (%): -2.9 Total Delay for Signalled Lanes (pcuHr): 22.60 Cycle Time (s): 90

PRC Over All Lanes (%): -2.9 Total Delay Over All Lanes(pcuHr): 22.60

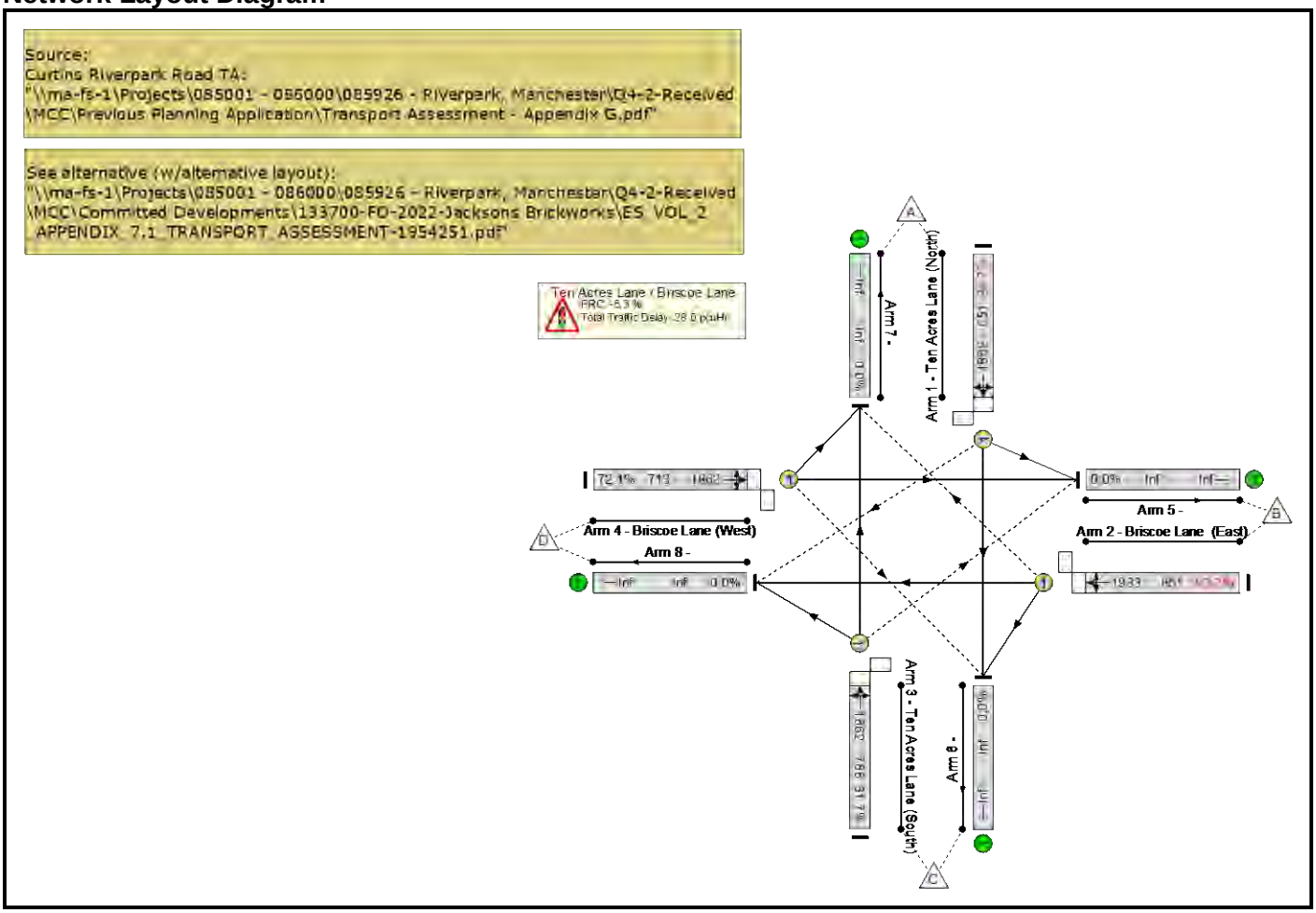
Basic Results Summary

Scenario 7: 'AM Base + Proposed Development' (FG5: 'AM Base + Consented Use', Plan 1: 'TfGM Signal Spec')

Network Layout Diagram

Source:
Curtins Riverpark Road TA:
"\\ma-fs-1\Projects\085001 - 086000\085926 - Riverpark, Manchester\Q4-2-Received\MCC\Previous Planning Application\Transport Assessment - Appendix G.pdf"

See alternative (w/alternative layout):
"\\ma-fs-1\Projects\085001 - 086000\085926 - Riverpark, Manchester\Q4-2-Received\MCC\Committed Developments\133700-FO-2022-Jacksons Brickworks\ES_VOL_2_APPENDIX_7.1_TRANSPORT_ASSESSMENT-1954251.pdf"



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**94.7%**	**485**	**0**	**19**	**28.0**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**94.7%**	**485**	**0**	**19**	**28.0**	-	-
1/1	Ten Acres Lane (North) Left Ahead Right	O	C		1	37	-	617	1869	651	94.7%	361	0	4	11.3	66.1	21.4
2/1	Briscoe Lane (East) Left Right Ahead	O	B		1	39	-	793	1933	851	93.2%	48	0	1	11.0	50.1	24.7
3/1	Ten Acres Lane (South) Right Ahead Left	O	D		1	37	-	249	1862	786	31.7%	52	0	1	1.4	20.7	4.4
4/1	Briscoe Lane (West) Ahead Right Left	O	A		1	39	-	514	1863	713	72.1%	23	0	14	4.2	29.4	11.1

C1

PRC for Signalled Lanes (%): -5.3
PRC Over All Lanes (%): -5.3

Total Delay for Signalled Lanes (pcuHr): 28.00
Total Delay Over All Lanes(pcuHr): 28.00

Cycle Time (s): 90

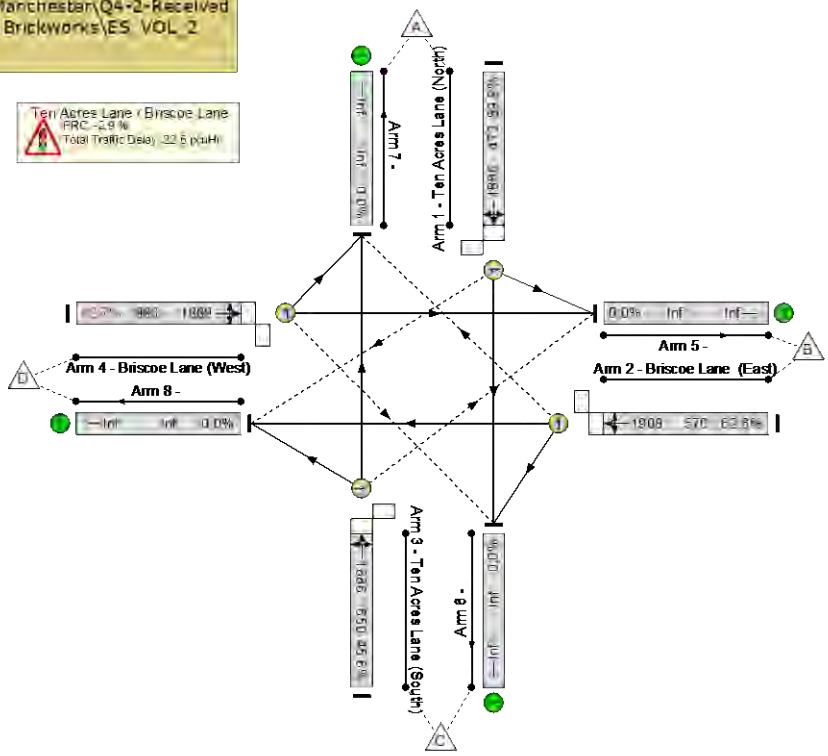
Basic Results Summary

Scenario 8: 'PM Base + Proposed Development' (FG6: 'PM Base + Consented Use', Plan 1: 'TfGM Signal Spec')

Network Layout Diagram

Source:
Curtins Riverpark Road TA:
"\\ma-fs-1\Projects\085001 - 086000\085926 - Riverpark, Manchester\Q4-2-Received\MCC\Previous Planning Application\Transport Assessment - Appendix G.pdf"

See alternative (w/alternative layout):
"\\ma-fs-1\Projects\085001 - 086000\085926 - Riverpark, Manchester\Q4-2-Received\MCC\Committed Developments\133700-FO-2022-Jacksons Brickworks\ES_VOL_2_APPENDIX_7.1_TRANSPORT_ASSESSMENT-1954251.pdf"



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**92.7%**	**359**	**0**	**5**	**22.6**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**92.7%**	**359**	**0**	**5**	**22.6**	-	-
1/1	Ten Acres Lane (North) Left Ahead Right	O	C		1	30	-	425	1886	473	89.9%	190	0	2	7.5	63.3	14.1
2/1	Briscoe Lane (East) Left Right Ahead	O	B		1	46	-	357	1908	570	62.6%	31	0	2	2.3	22.8	6.0
3/1	Ten Acres Lane (South) Right Ahead Left	O	D		1	30	-	296	1886	650	45.6%	84	0	1	2.3	28.2	6.1
4/1	Briscoe Lane (West) Ahead Right Left	O	A		1	46	-	914	1889	986	92.7%	53	0	1	10.5	41.6	26.6

C1 PRC for Signalled Lanes (%): -2.9 Total Delay for Signalled Lanes (pcuHr): 22.60 Cycle Time (s): 90

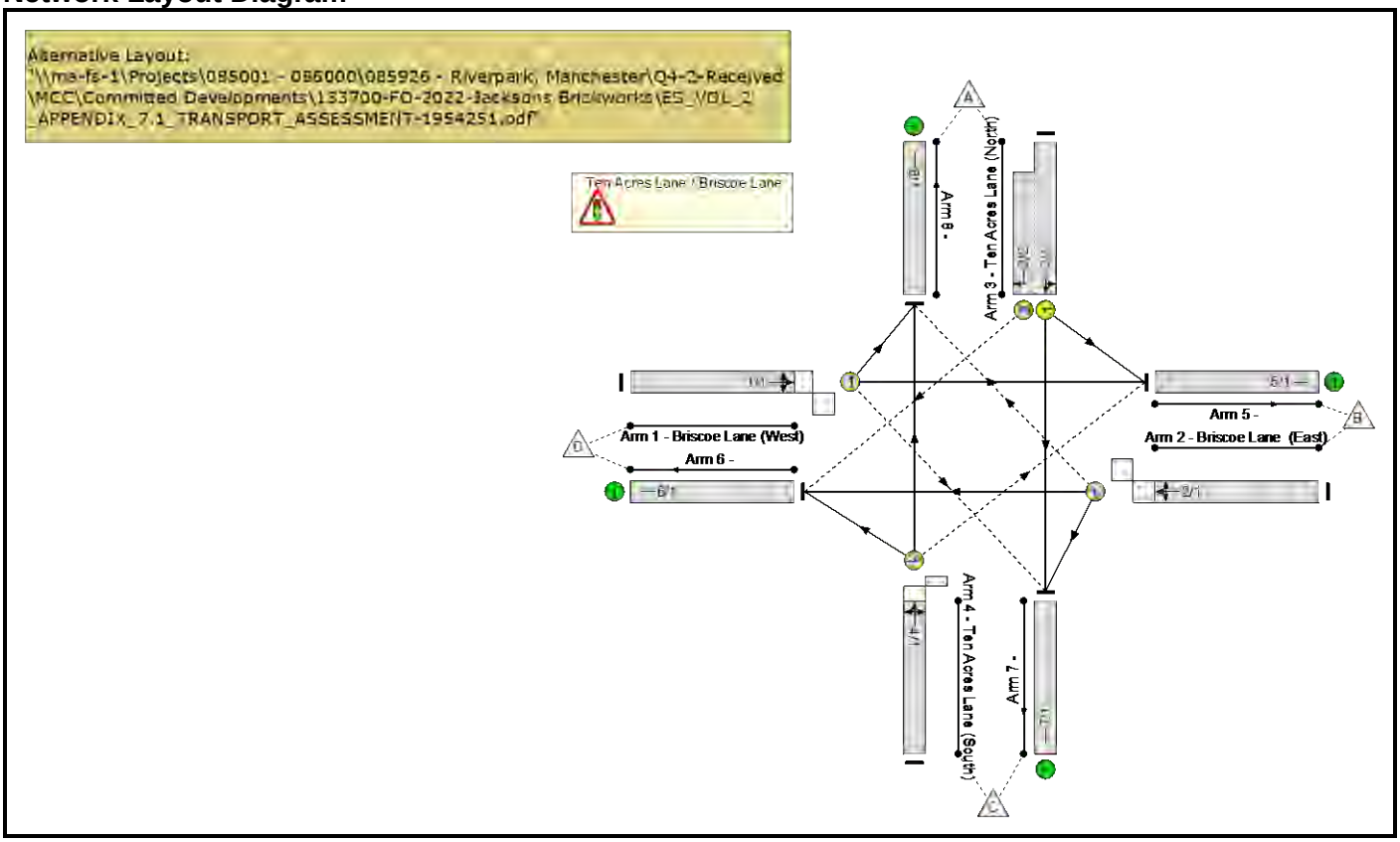
PRC Over All Lanes (%): -2.9 Total Delay Over All Lanes(pcuHr): 22.60

Basic Results Summary

User and Project Details

Project:	**Riverpark**
Title:	**Ten Acres Lane / Briscoe Lane**
Location:	
Additional detail:	
File name:	
Author:	
Company:	
Address:	

Network Layout Diagram



Basic Results Summary

Network Results

Scenario 1: 'AM Observed' (FG1: 'AM Observed', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**68.0%**	**271**	**46**	**1**	**11.1**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**68.0%**	**271**	**46**	**1**	**11.1**	-	-
1/1	Briscoe Lane (West) Ahead Right Left	O	A		1	48	-	420	1897	1019	41.2%	37	0	0	1.8	15.8	6.4
2/1	Briscoe Lane (East) Ahead Left Right	O	B		1	48	-	718	1938	1055	68.0%	38	0	0	4.0	20.2	14.0
3/1+3/2	Ten Acres Lane (North) Left Right Ahead	U+O	C		1	28	-	377	1996:2080	269+314	64.7 : 64.7%	157	46	0	3.6	34.0	5.4
4/1	Ten Acres Lane (South) Right Left Ahead	O	D		1	28	-	206	1854	567	36.3%	41	0	0	1.7	28.8	4.2

C1 PRC for Signalled Lanes (%): 32.3 Total Delay for Signalled Lanes (pcuHr): 11.09 Cycle Time (s): 90
PRC Over All Lanes (%): 32.3 Total Delay Over All Lanes(pcuHr): 11.09

Basic Results Summary

Scenario 2: 'PM Observed' (FG2: 'PM Observed', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**69.3%**	**250**	**46**	**2**	**11.0**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**69.3%**	**250**	**46**	**2**	**11.0**	-	-
1/1	Briscoe Lane (West) Ahead Right Left	O	A		1	53	-	800	1924	1154	69.3%	53	0	1	3.9	17.4	14.7
2/1	Briscoe Lane (East) Ahead Left Right	O	B		1	53	-	331	1912	1138	29.1%	27	0	0	1.1	11.6	4.2
3/1+3/2	Ten Acres Lane (North) Left Right Ahead	U+O	C		1	23	-	347	1973:2080	386+219	52.9 : 65.3%	97	46	0	3.3	34.4	4.8
4/1	Ten Acres Lane (South) Right Left Ahead	O	D		1	23	-	244	1880	410	59.6%	73	0	1	2.8	41.1	6.2

C1 PRC for Signalled Lanes (%): 29.9 Total Delay for Signalled Lanes (pcuHr): 11.05 Cycle Time (s): 90
PRC Over All Lanes (%): 29.9 Total Delay Over All Lanes(pcuHr): 11.05

Basic Results Summary

Scenario 3: 'AM Base with Comm Dev (without Existing Site)' (FG3: 'AM Base with Comm Dev (without Existing Site)', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**87.7%**	**448**	**46**	**2**	**20.4**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**87.7%**	**448**	**46**	**2**	**20.4**	-	-
1/1	Briscoe Lane (West) Ahead Right Left	O	A		1	40	-	510	1887	831	61.4%	37	0	0	3.6	25.1	10.3
2/1	Briscoe Lane (East) Ahead Left Right	O	B		1	40	-	769	1932	880	87.4%	48	0	1	8.1	37.7	20.6
3/1+3/2	Ten Acres Lane (North) Left Right Ahead	U+O	C		1	36	-	608	1996:2080	286+407	87.7 : 87.7%	311	46	0	7.2	42.5	11.6
4/1	Ten Acres Lane (South) Right Left Ahead	O	D		1	36	-	248	1861	694	35.7%	52	0	1	1.6	23.0	4.8

C1 PRC for Signalled Lanes (%): 2.6 Total Delay for Signalled Lanes (pcuHr): 20.39 Cycle Time (s): 90
PRC Over All Lanes (%): 2.6 Total Delay Over All Lanes(pcuHr): 20.39

Basic Results Summary

Scenario 4: 'PM Base with Comm Dev (without Existing Site)' (FG4: 'PM Base with Comm Dev (without Existing Site)', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**83.8%**	**314**	**46**	**2**	**16.7**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**83.8%**	**314**	**46**	**2**	**16.7**	-	-
1/1	Briscoe Lane (West) Ahead Right Left	O	A		1	50	-	902	1913	1084	83.2%	53	0	1	6.4	25.7	20.7
2/1	Briscoe Lane (East) Ahead Left Right	O	B		1	50	-	354	1908	972	36.4%	33	0	0	1.4	14.7	4.9
3/1+3/2	Ten Acres Lane (North) Left Right Ahead	U+O	C		1	26	-	422	1972:2080	276+228	83.8 : 83.8%	145	46	0	5.6	47.4	7.0
4/1	Ten Acres Lane (South) Right Left Ahead	O	D		1	26	-	293	1886	458	63.9%	83	0	1	3.2	39.9	7.4

C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 16.68 Cycle Time (s): 90
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 16.68

Basic Results Summary

Scenario 5: 'AM Base + Consented Use' (FG5: 'AM Base + Consented Use', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**90.1%**	**456**	**46**	**2**	**22.3**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**90.1%**	**456**	**46**	**2**	**22.3**	-	-
1/1	Briscoe Lane (West) Ahead Right Left	O	A		1	40	-	514	1887	830	61.9%	37	0	0	3.6	25.3	10.4
2/1	Briscoe Lane (East) Ahead Left Right	O	B		1	40	-	793	1933	881	90.1%	48	0	1	9.2	41.7	22.4
3/1+3/2	Ten Acres Lane (North) Left Right Ahead	U+O	C		1	36	-	617	1996:2080	280+406	89.9 : 89.9%	319	46	0	8.0	46.4	12.6
4/1	Ten Acres Lane (South) Right Left Ahead	O	D		1	36	-	249	1862	695	35.8%	52	0	1	1.6	23.0	4.8

C1 PRC for Signalled Lanes (%): -0.1 Total Delay for Signalled Lanes (pcuHr): 22.35 Cycle Time (s): 90
PRC Over All Lanes (%): -0.1 Total Delay Over All Lanes(pcuHr): 22.35

Basic Results Summary

Scenario 6: 'PM Base + Consented Use' (FG6: 'PM Base + Consented Use', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**85.1%**	**316**	**46**	**2**	**17.3**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**85.1%**	**316**	**46**	**2**	**17.3**	-	-
1/1	Briscoe Lane (West) Ahead Right Left	O	A		1	50	-	914	1913	1084	84.3%	53	0	1	6.7	26.5	21.4
2/1	Briscoe Lane (East) Ahead Left Right	O	B		1	50	-	357	1908	952	37.5%	33	0	0	1.5	14.9	5.0
3/1+3/2	Ten Acres Lane (North) Left Right Ahead	U+O	C		1	26	-	425	1973:2080	274+226	85.1 : 85.1%	146	46	0	5.8	49.1	7.3
4/1	Ten Acres Lane (South) Right Left Ahead	O	D		1	26	-	296	1886	458	64.6%	84	0	1	3.3	40.2	7.5

C1 PRC for Signalled Lanes (%): 5.8 Total Delay for Signalled Lanes (pcuHr): 17.31 Cycle Time (s): 90
PRC Over All Lanes (%): 5.8 Total Delay Over All Lanes(pcuHr): 17.31

Basic Results Summary

Scenario 7: 'AM Base + Proposed Development' (FG7: 'AM Base + Proposed Development', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**89.2%**	**450**	**46**	**2**	**21.2**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**89.2%**	**450**	**46**	**2**	**21.2**	-	-
1/1	Briscoe Lane (West) Ahead Right Left	O	A		1	40	-	530	1887	832	63.7%	37	0	0	3.8	25.7	10.9
2/1	Briscoe Lane (East) Ahead Left Right	O	B		1	40	-	771	1932	880	87.6%	48	0	1	8.2	38.1	20.7
3/1+3/2	Ten Acres Lane (North) Left Right Ahead	U+O	C		1	36	-	611	1996:2080	282+402	89.2 : 89.2%	313	46	0	7.7	45.3	12.2
4/1	Ten Acres Lane (South) Right Left Ahead	O	D		1	36	-	253	1863	697	36.3%	52	0	1	1.6	23.1	4.9

C1	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	21.24	Cycle Time (s):	90	
	PRC Over All Lanes (%):	0.9	Total Delay Over All Lanes(pcuHr):	21.24			

Basic Results Summary

Scenario 8: 'PM Base + Proposed Development' (FG8: 'PM Base + Proposed Development', Plan 1: 'TfGM Signal Spec')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**85.6%**	**320**	**46**	**2**	**17.0**	-	-
Ten Acres Lane / Briscoe Lane	-	-	-		-	-	-	-	-	-	**85.6%**	**320**	**46**	**2**	**17.0**	-	-
1/1	Briscoe Lane (West) Ahead Right Left	O	A		1	49	-	909	1912	1062	85.6%	53	0	1	7.2	28.3	22.0
2/1	Briscoe Lane (East) Ahead Left Right	O	B		1	49	-	362	1909	913	39.7%	33	0	0	1.6	15.8	5.3
3/1+3/2	Ten Acres Lane (North) Left Right Ahead	U+O	C		1	27	-	432	1973:2080	290+243	81.1 : 81.1%	151	46	0	5.2	43.0	6.7
4/1	Ten Acres Lane (South) Right Left Ahead	O	D		1	27	-	294	1886	480	61.3%	83	0	1	3.1	37.8	7.2

C1 PRC for Signalled Lanes (%): 5.2 Total Delay for Signalled Lanes (pcuHr): 17.00 Cycle Time (s): 90
PRC Over All Lanes (%): 5.2 Total Delay Over All Lanes(pcuHr): 17.00

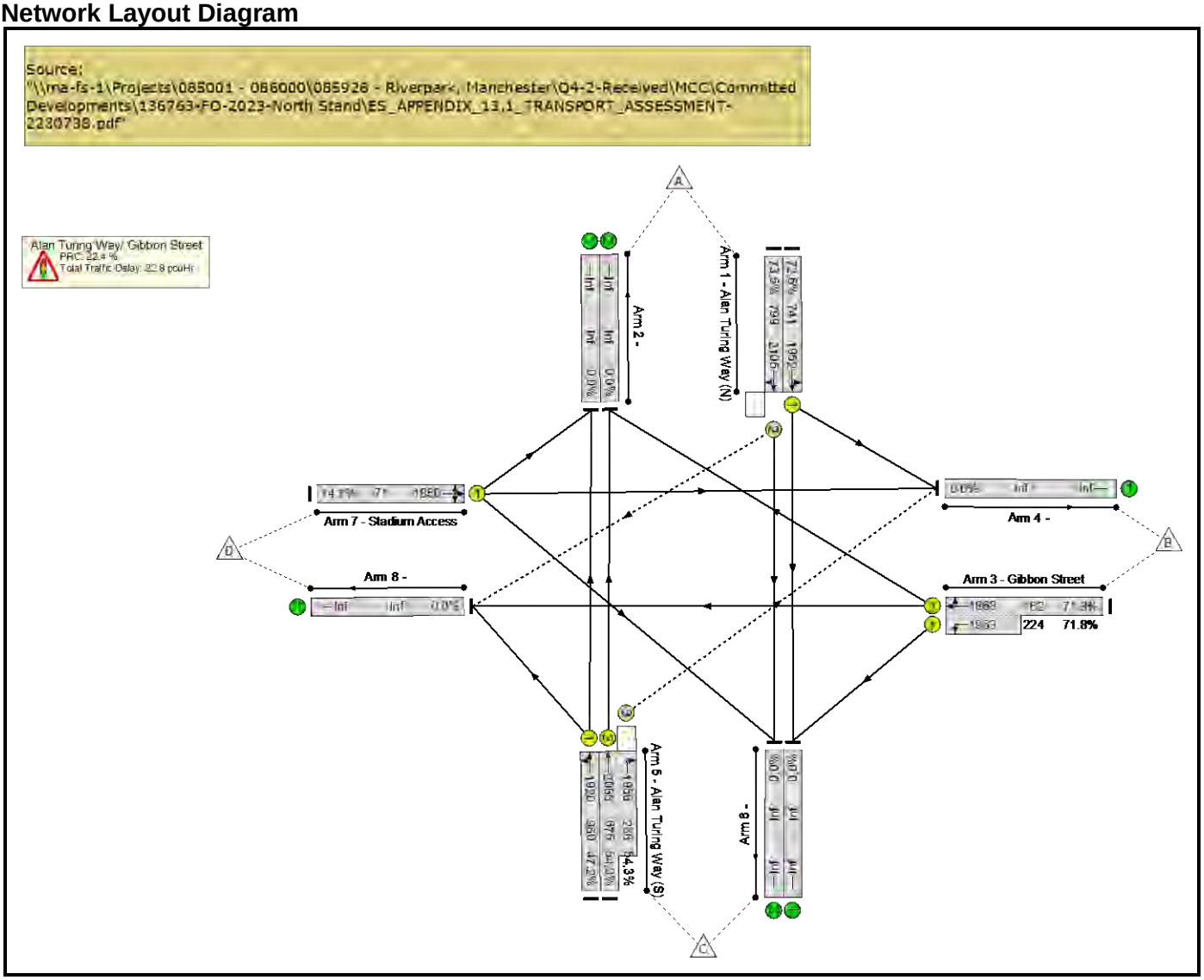
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Junction 3. Alan Turing Way_Gibbon Street.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'AM Observed' (FG1: 'AM Observed', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

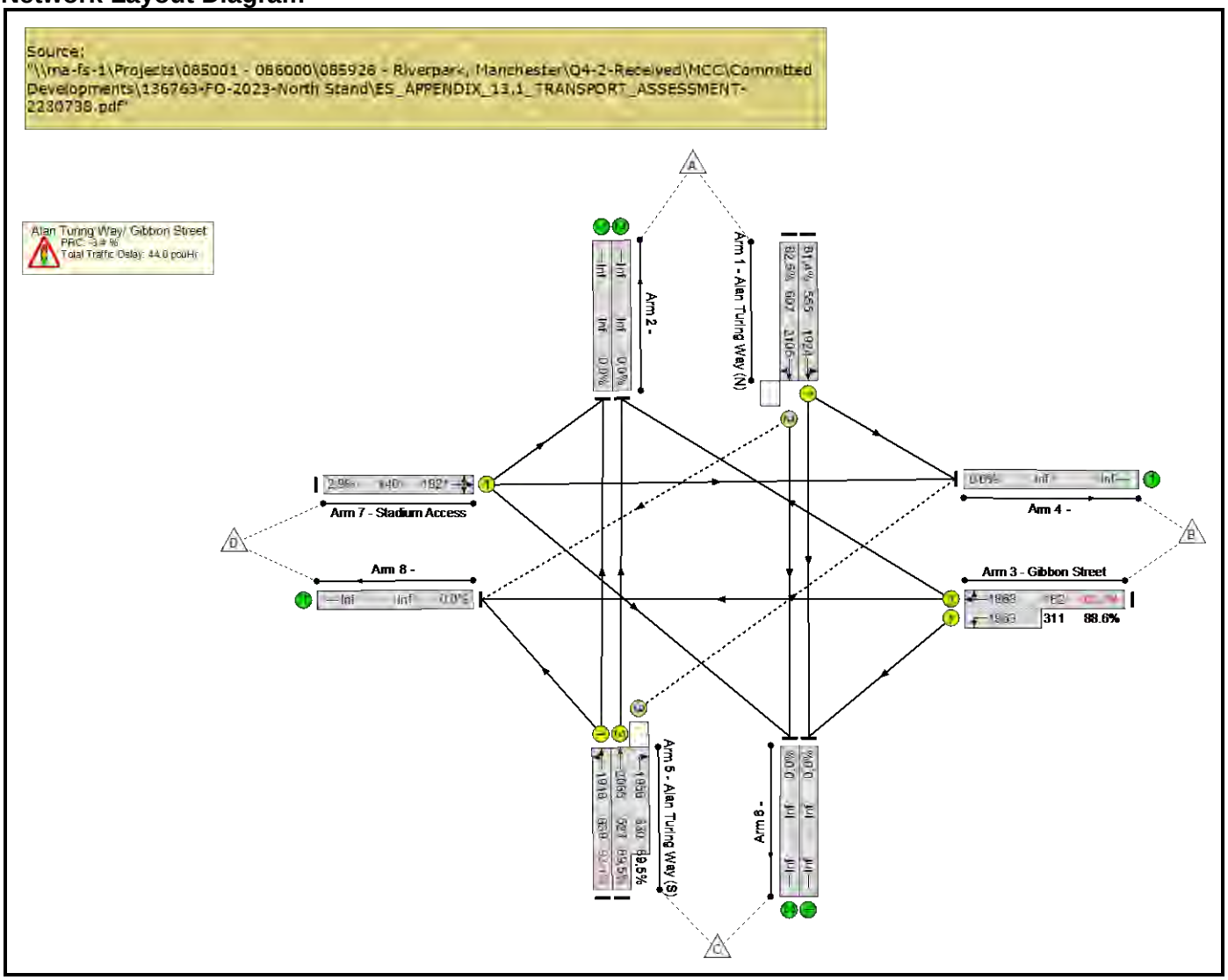
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**73.5%**	**33**	**96**	**2**	**22.8**	-	-
Alan Turing Way/ Gibbon Street	-	-	-		-	-	-	-	-	-	**73.5%**	**33**	**96**	**2**	**22.8**	-	-
1/1	Alan Turing Way (N) Left Ahead	U	A		2	77	-	538	1952	741	72.6%	-	-	-	5.4	36.4	15.1
1/2	Alan Turing Way (N) Ahead Right	O	A		2	77	-	588	2105	799	73.5%	4	0	0	5.9	36.3	16.6
3/2+3/1	Gibbon Street Right Left Ahead	U	D E		2:3	16:30	-	277	1868:1963	162+224	71.8 : 71.8%	-	-	-	4.2	54.8	5.4
5/1	Alan Turing Way (S) Ahead Left	U	B		2	102	-	453	1920	960	47.2%	-	-	-	2.6	20.6	9.1
5/2+5/3	Alan Turing Way (S) Ahead Right	U+O	B	G	2	102	13	603	2065:1956	875+236	54.3 : 54.3%	29	96	2	4.3	25.5	9.8
7/1	Stadium Access Left Ahead Right	U	C		1	7	-	10	1850	71	14.1%	-	-	-	0.4	126.1	0.6

C1 PRC for Signalled Lanes (%): 22.4 Total Delay for Signalled Lanes (pcuHr): 22.78 Cycle Time (s): 208
PRC Over All Lanes (%): 22.4 Total Delay Over All Lanes(pcuHr): 22.78

Basic Results Summary

Scenario 2: 'PM Observed' (FG2: 'PM Observed', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



Basic Results Summary

Network Results

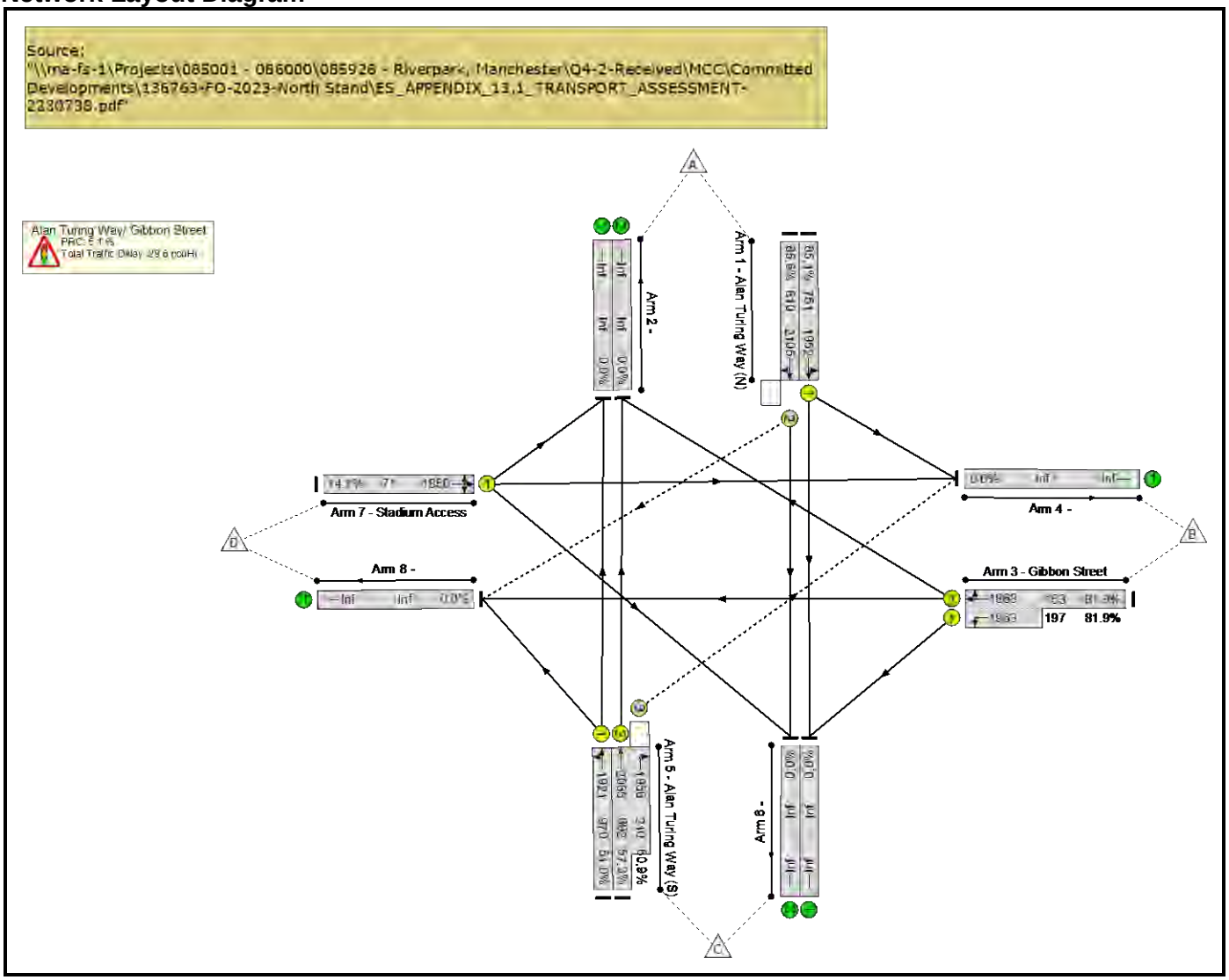
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**93.1%**	**27**	**235**	**36**	**44.0**	-	-
Alan Turing Way/ Gibbon Street	-	-	-		-	-	-	-	-	-	**93.1%**	**27**	**235**	**36**	**44.0**	-	-
1/1	Alan Turing Way (N) Left Ahead	U	A		2	58	-	452	1924	555	81.4%	-	-	-	6.5	51.5	15.3
1/2	Alan Turing Way (N) Ahead Right	O	A		2	58	-	501	2105	607	82.5%	2	0	1	7.1	51.3	17.0
3/2+3/1	Gibbon Street Right Left Ahead	U	D E		2:4	16:29	-	425	1868:1963	162+311	92.2 : 88.6%	-	-	-	8.2	69.7	10.8
5/1	Alan Turing Way (S) Ahead Left	U	B		2	89	-	781	1918	839	93.1%	-	-	-	11.7	54.0	29.3
5/2+5/3	Alan Turing Way (S) Ahead Right	U+O	B	G	2	89	19	763	2065:1956	523+330	89.5 : 89.5%	25	235	35	10.3	48.8	17.0
7/1	Stadium Access Left Ahead Right	U	C		2	14	-	4	1821	140	2.9%	-	-	-	0.1	58.2	0.1

C1 PRC for Signalled Lanes (%): -3.4 Total Delay for Signalled Lanes (pcuHr): 43.97 Cycle Time (s): 208
PRC Over All Lanes (%): -3.4 Total Delay Over All Lanes(pcuHr): 43.97

Basic Results Summary

Scenario 3: 'AM Base with Comm Dev (without Existing Site)' (FG3: 'AM Base with Comm Dev (without Existing Site)', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**85.6%**	**4**	**123**	**5**	**29.6**	-	-
Alan Turing Way/ Gibbon Street	-	-	-		-	-	-	-	-	-	**85.6%**	**4**	**123**	**5**	**29.6**	-	-
1/1	Alan Turing Way (N) Left Ahead	U	A		2	78	-	639	1952	751	85.1%	-	-	-	7.9	44.7	20.1
1/2	Alan Turing Way (N) Ahead Right	O	A		2	78	-	693	2105	810	85.6%	4	0	0	8.5	44.1	21.7
3/2+3/1	Gibbon Street Right Left Ahead	U	D E		2:3	15:29	-	286	1868:1963	153+197	81.9 : 81.9%	-	-	-	5.2	66.1	6.0
5/1	Alan Turing Way (S) Ahead Left	U	B		2	103	-	495	1921	970	51.0%	-	-	-	2.9	21.0	10.1
5/2+5/3	Alan Turing Way (S) Ahead Right	U+O	B	G	2	103	13	639	2065:1956	892+210	57.3 : 60.9%	0	123	5	4.7	26.3	11.0
7/1	Stadium Access Left Ahead Right	U	C		1	7	-	10	1850	71	14.1%	-	-	-	0.4	126.1	0.6

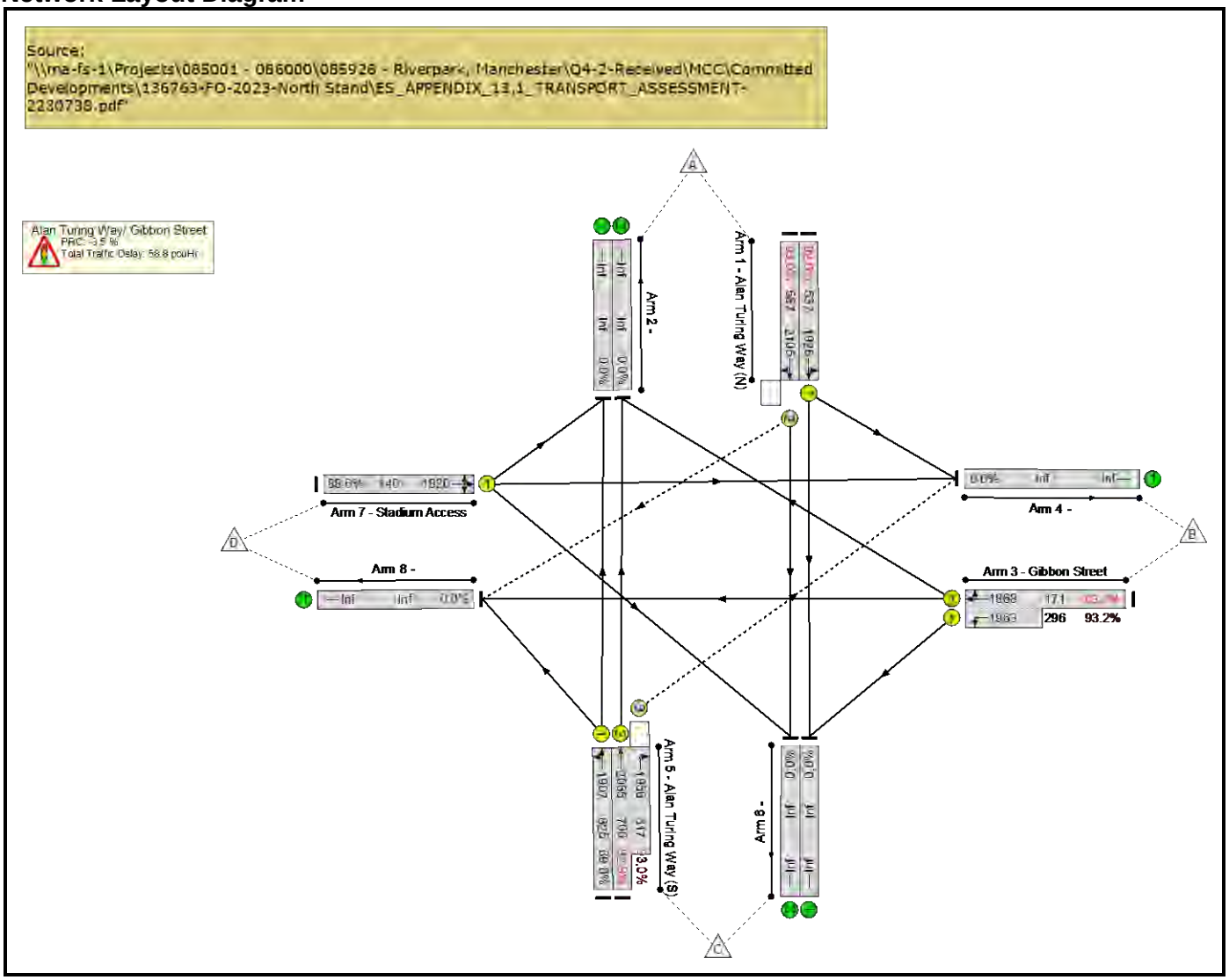
C1 PRC for Signalled Lanes (%): 5.1 Total Delay for Signalled Lanes (pcuHr): 29.58 Cycle Time (s): 208

PRC Over All Lanes (%): 5.1 Total Delay Over All Lanes(pcuHr): 29.58

Basic Results Summary

Scenario 4: 'PM Base with Comm Dev (without Existing Site)' (FG4: 'PM Base with Comm Dev (without Existing Site)', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



Basic Results Summary

Network Results

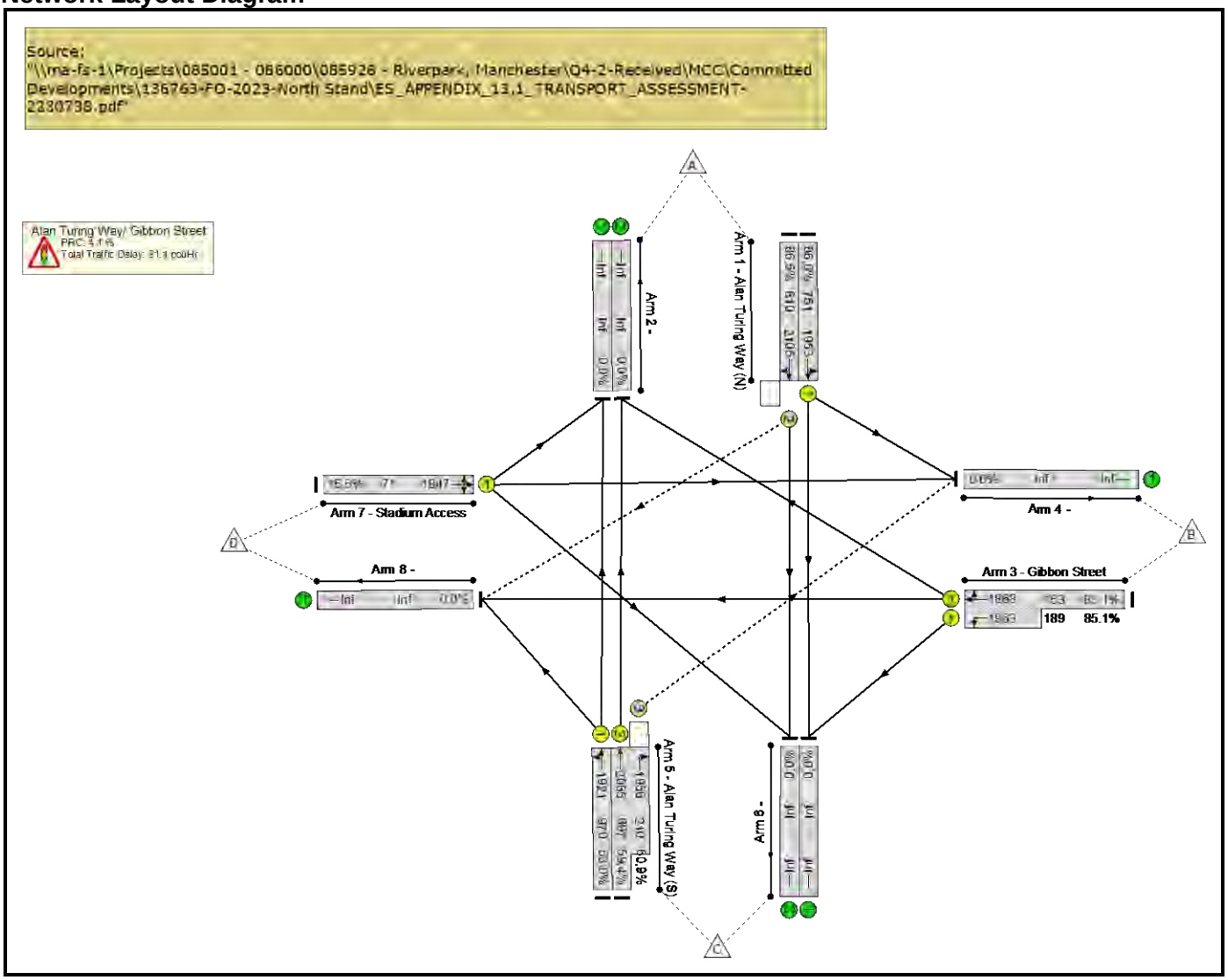
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**93.2%**	**7**	**244**	**69**	**58.8**	-	-
Alan Turing Way/ Gibbon Street	-	-	-		-	-	-	-	-	-	**93.2%**	**7**	**244**	**69**	**58.8**	-	-
1/1	Alan Turing Way (N) Left Ahead	U	A		2	56	-	494	1926	537	92.0%	-	-	-	9.7	70.9	19.5
1/2	Alan Turing Way (N) Ahead Right	O	A		2	56	-	546	2105	587	93.0%	0	0	25	11.1	73.1	21.8
3/2+3/1	Gibbon Street Right Left Ahead	U	D E		2:4	17:31	-	435	1868:1963	171+296	93.2 : 93.2%	-	-	-	9.6	79.5	12.5
5/1	Alan Turing Way (S) Ahead Left	U	B		2	88	-	741	1907	825	89.8%	-	-	-	9.7	47.2	25.8
5/2+5/3	Alan Turing Way (S) Ahead Right	U+O	B	G	2	88	20	951	2065:1956	706+317	92.9 : 93.0%	7	244	44	14.1	53.5	30.4
7/1	Stadium Access Left Ahead Right	U	C		2	14	-	124	1820	140	88.6%	-	-	-	4.5	131.0	6.7

C1 PRC for Signalled Lanes (%): -3.5 Total Delay for Signalled Lanes (pcuHr): 58.77 Cycle Time (s): 208
PRC Over All Lanes (%): -3.5 Total Delay Over All Lanes(pcuHr): 58.77

Basic Results Summary

Scenario 5: 'AM Base + Consented Use' (FG5: 'AM Base + Consented Use', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

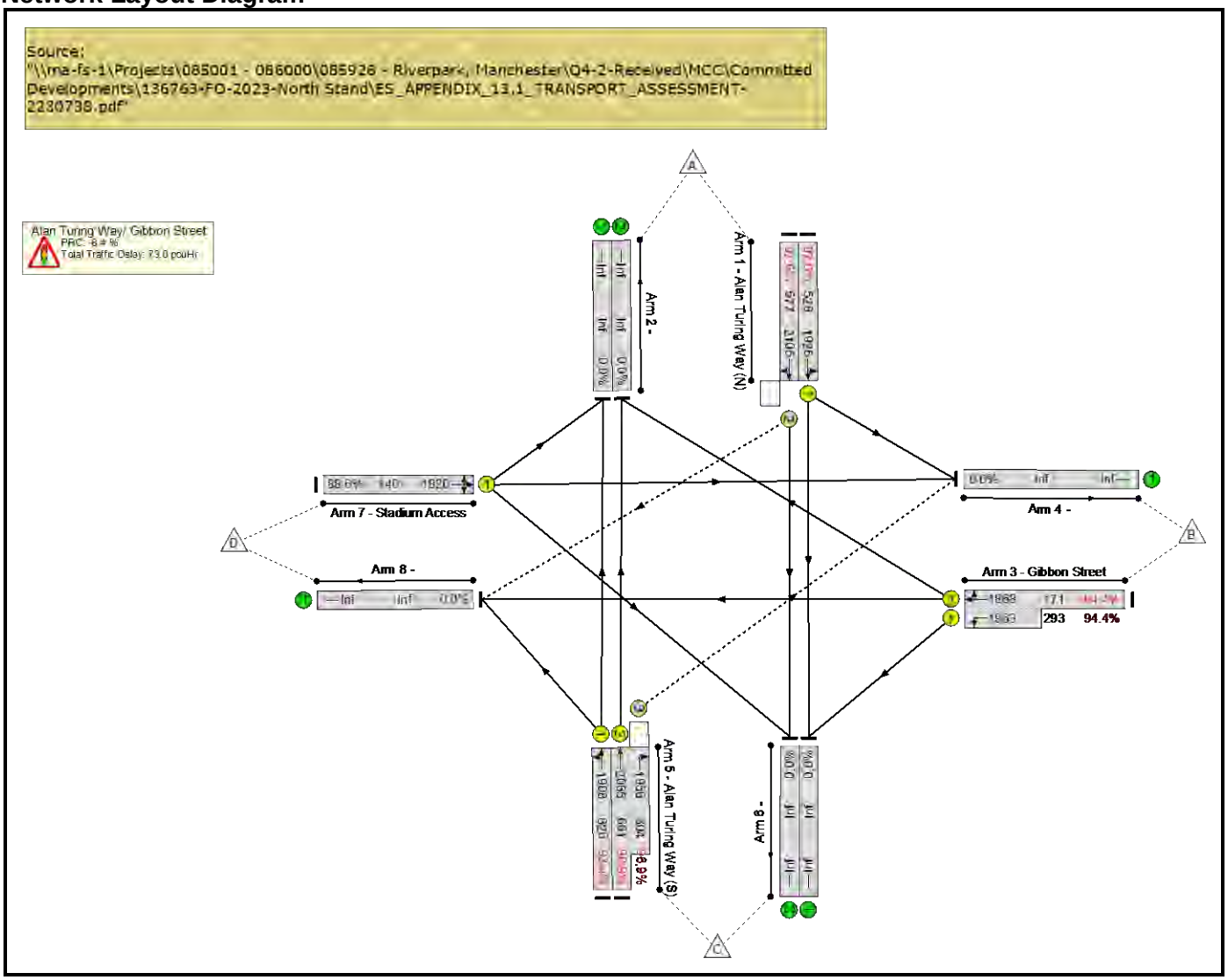
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**86.5%**	**4**	**123**	**5**	**31.1**	-	-
Alan Turing Way/ Gibbon Street	-	-	-		-	-	-	-	-	-	**86.5%**	**4**	**123**	**5**	**31.1**	-	-
1/1	Alan Turing Way (N) Left Ahead	U	A		2	78	-	646	1953	751	86.0%	-	-	-	8.2	45.7	20.5
1/2	Alan Turing Way (N) Ahead Right	O	A		2	78	-	700	2105	810	86.5%	4	0	0	8.8	45.1	22.1
3/2+3/1	Gibbon Street Right Left Ahead	U	D E		2:3	15:29	-	291	1868:1963	153+189	85.1 : 85.1%	-	-	-	5.8	71.8	6.6
5/1	Alan Turing Way (S) Ahead Left	U	B		2	103	-	514	1921	970	53.0%	-	-	-	3.0	21.4	10.6
5/2+5/3	Alan Turing Way (S) Ahead Right	U+O	B	G	2	103	13	661	2065:1956	897+210	59.4 : 60.9%	0	123	5	4.9	26.5	11.6
7/1	Stadium Access Left Ahead Right	U	C		1	7	-	11	1847	71	15.5%	-	-	-	0.4	126.7	0.7

C1 PRC for Signalled Lanes (%): 4.1 Total Delay for Signalled Lanes (pcuHr): 31.07 Cycle Time (s): 208
PRC Over All Lanes (%): 4.1 Total Delay Over All Lanes(pcuHr): 31.07

Basic Results Summary

Scenario 6: 'PM Base + Consented Use' (FG6: 'PM Base + Consented Use', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



Basic Results Summary

Network Results

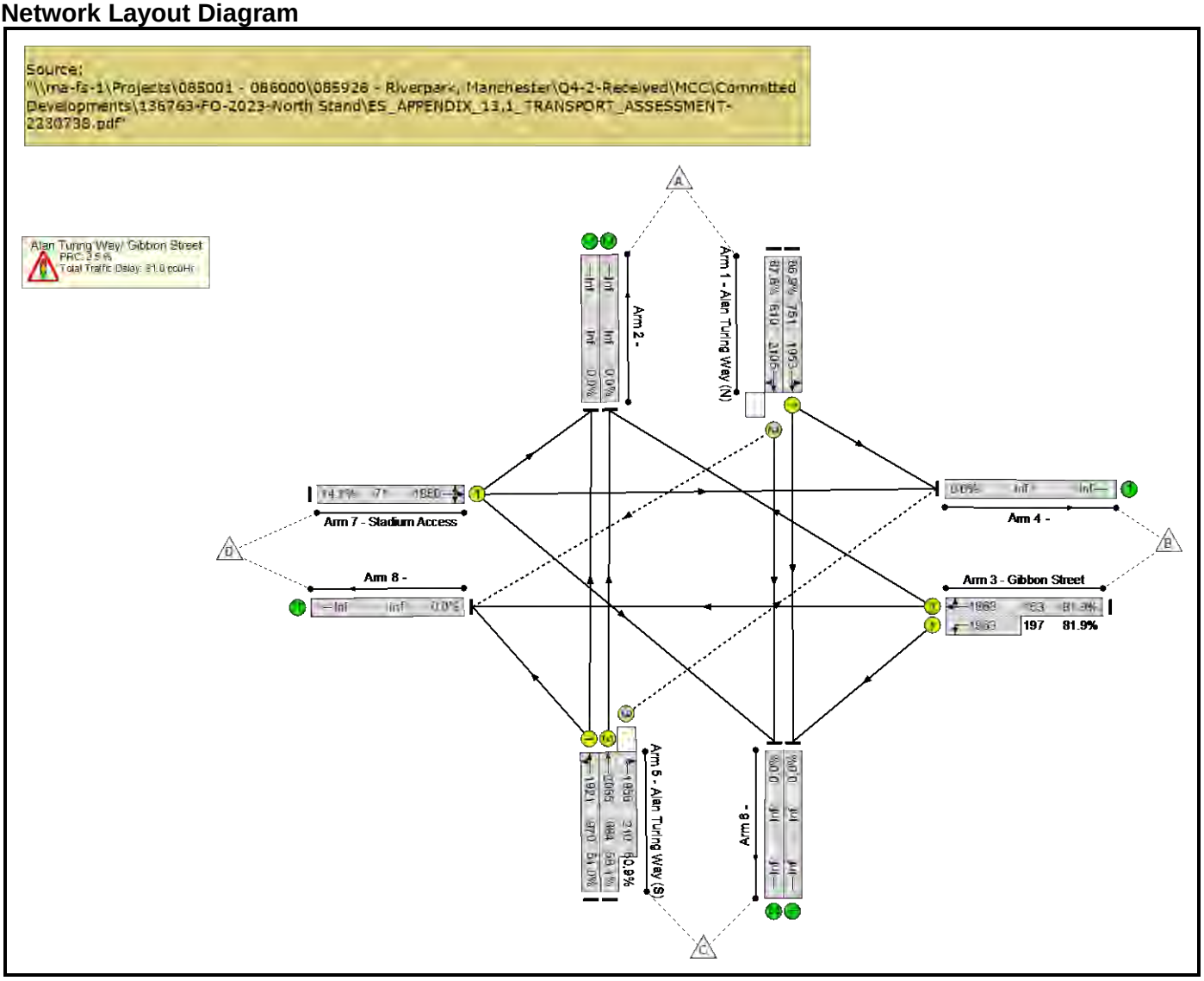
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**97.6%**	**2**	**251**	**66**	**73.0**	-	-
Alan Turing Way/ Gibbon Street	-	-	-		-	-	-	-	-	-	**97.6%**	**2**	**251**	**66**	**73.0**	-	-
1/1	Alan Turing Way (N) Left Ahead	U	A		2	55	-	512	1926	528	97.0%	-	-	-	13.4	94.4	23.7
1/2	Alan Turing Way (N) Ahead Right	O	A		2	55	-	563	2105	577	97.6%	0	0	24	15.1	96.5	26.1
3/2+3/1	Gibbon Street Right Left Ahead	U	D E		2:4	17:32	-	437	1868:1963	171+293	94.4 : 94.4%	-	-	-	10.2	83.8	12.8
5/1	Alan Turing Way (S) Ahead Left	U	B		2	88	-	771	1908	826	93.4%	-	-	-	11.9	55.6	29.2
5/2+5/3	Alan Turing Way (S) Ahead Right	U+O	B	G	2	88	21	936	2065:1956	661+304	96.9 : 96.9%	2	251	42	17.9	69.0	33.2
7/1	Stadium Access Left Ahead Right	U	C		2	14	-	124	1820	140	88.6%	-	-	-	4.5	130.9	6.7

C1 PRC for Signalled Lanes (%): -8.4 Total Delay for Signalled Lanes (pcuHr): 73.03 Cycle Time (s): 208
PRC Over All Lanes (%): -8.4 Total Delay Over All Lanes(pcuHr): 73.03

Basic Results Summary

Scenario 7: 'AM Base + Proposed Development' (FG7: 'AM Base + Proposed Development', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**87.8%**	**4**	**123**	**5**	**31.0**	-	-
Alan Turing Way/ Gibbon Street	-	-	-		-	-	-	-	-	-	**87.8%**	**4**	**123**	**5**	**31.0**	-	-
1/1	Alan Turing Way (N) Left Ahead	U	A		2	78	-	653	1953	751	86.9%	-	-	-	8.5	46.9	21.1
1/2	Alan Turing Way (N) Ahead Right	O	A		2	78	-	711	2105	810	87.8%	4	0	0	9.3	46.9	22.9
3/2+3/1	Gibbon Street Right Left Ahead	U	D E		2:3	15:29	-	286	1868:1963	153+197	81.9 : 81.9%	-	-	-	5.2	66.1	6.0
5/1	Alan Turing Way (S) Ahead Left	U	B		2	103	-	495	1921	970	51.0%	-	-	-	2.9	21.0	10.1
5/2+5/3	Alan Turing Way (S) Ahead Right	U+O	B	G	2	103	13	647	2065:1956	894+210	58.1 : 60.9%	0	123	5	4.7	26.4	11.2
7/1	Stadium Access Left Ahead Right	U	C		1	7	-	10	1850	71	14.1%	-	-	-	0.4	126.1	0.6

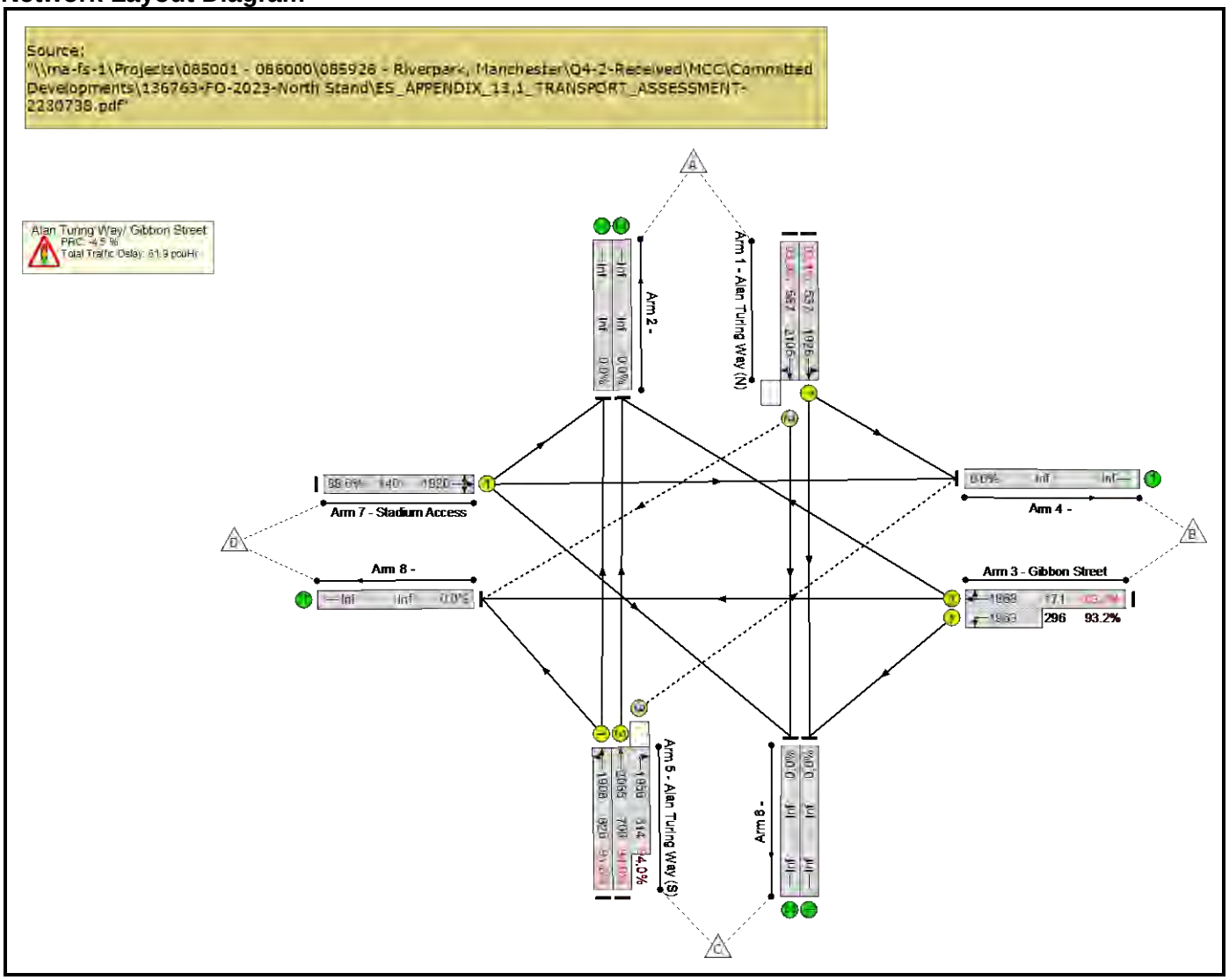
C1 PRC for Signalled Lanes (%): 2.5 Total Delay for Signalled Lanes (pcuHr): 30.98 Cycle Time (s): 208

PRC Over All Lanes (%): 2.5 Total Delay Over All Lanes(pcuHr): 30.98

Basic Results Summary

Scenario 8: 'PM Base + Proposed Development' (FG8: 'PM Base + Proposed Development', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**94.0%**	**6**	**244**	**68**	**61.9**	-	-
Alan Turing Way/ Gibbon Street	-	-	-		-	-	-	-	-	-	**94.0%**	**6**	**244**	**68**	**61.9**	-	-
1/1	Alan Turing Way (N) Left Ahead	U	A		2	56	-	500	1926	537	93.1%	-	-	-	10.4	74.7	20.5
1/2	Alan Turing Way (N) Ahead Right	O	A		2	56	-	551	2105	587	93.9%	0	0	24	11.7	76.2	22.8
3/2+3/1	Gibbon Street Right Left Ahead	U	D E		2:4	17:31	-	435	1868:1963	171+296	93.2 : 93.2%	-	-	-	9.6	79.6	12.6
5/1	Alan Turing Way (S) Ahead Left	U	B		2	88	-	756	1908	826	91.6%	-	-	-	10.7	50.8	27.2
5/2+5/3	Alan Turing Way (S) Ahead Right	U+O	B	G	2	88	20	961	2065:1956	708+314	94.0 : 94.0%	6	244	44	15.1	56.6	31.8
7/1	Stadium Access Left Ahead Right	U	C		2	14	-	124	1820	140	88.6%	-	-	-	4.5	131.0	6.7

C1 PRC for Signalled Lanes (%): -4.5 Total Delay for Signalled Lanes (pcuHr): 61.92 Cycle Time (s): 208
PRC Over All Lanes (%): -4.5 Total Delay Over All Lanes(pcuHr): 61.92

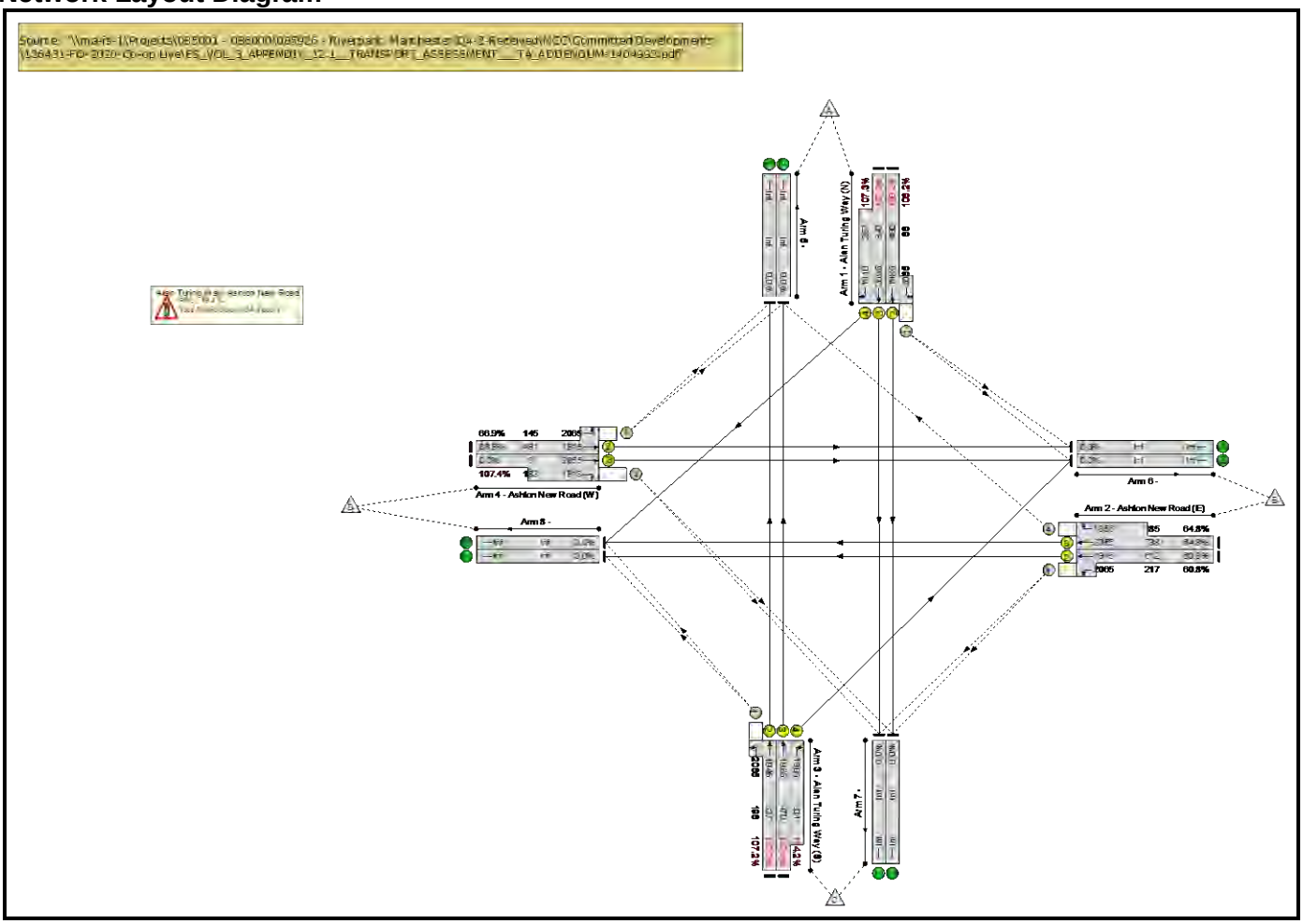
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Junction 4. Alan Turing Way_Ashton New Road.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Network Results

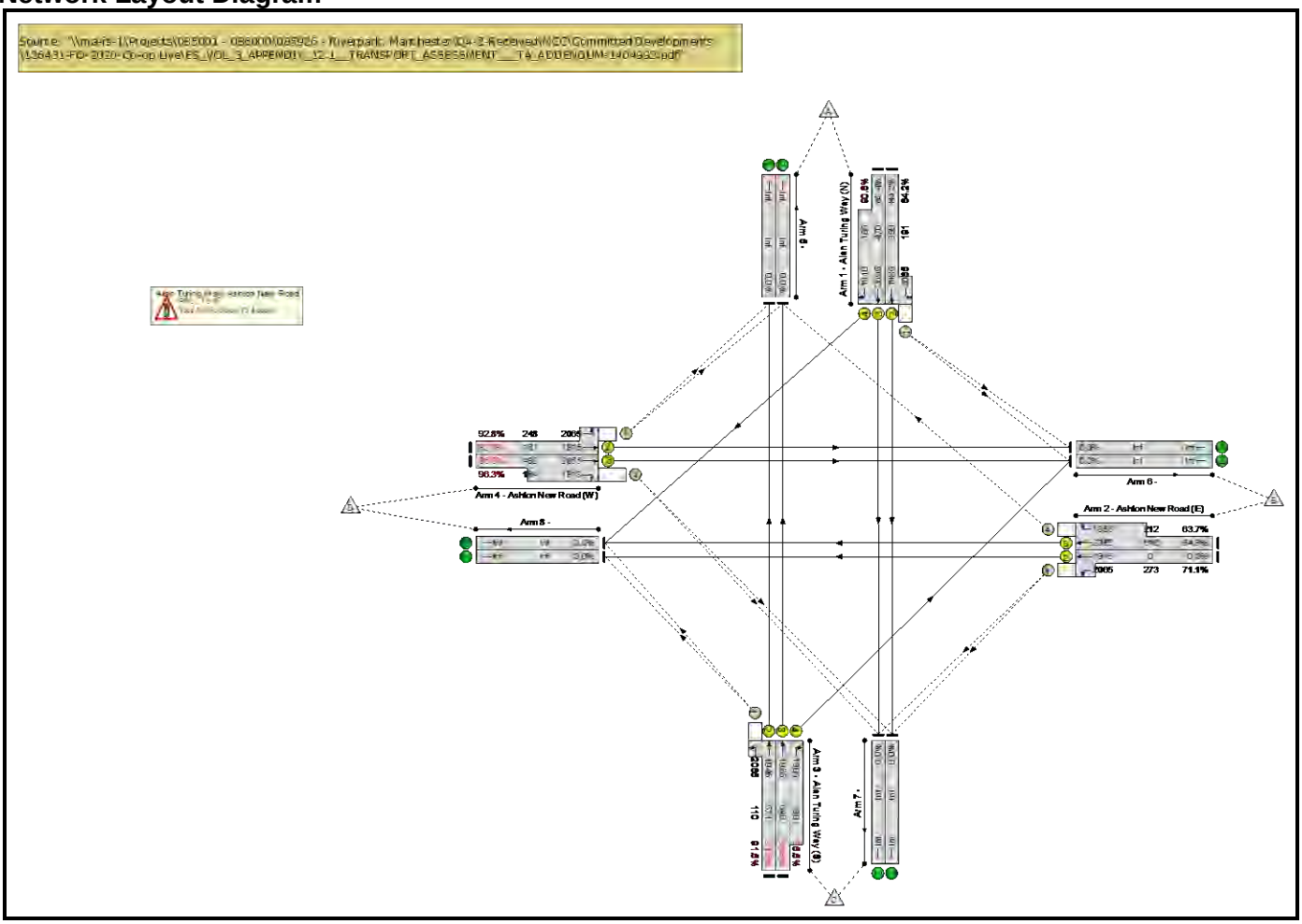
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**107.5%**	**344**	**359**	**115**	**164.4**	-	-
Alan Turing Way/ Ashton New Road	-	-	-		-	-	-	-	-	-	**107.5%**	**344**	**359**	**115**	**164.4**	-	-
1/2+1/1	Alan Turing Way (N) Left Ahead	U+O	C		1	26	-	583	1985:2065	460+88	106.2 : 106.2%	0	82	6	31.0	191.2	41.2
1/3+1/4	Alan Turing Way (N) Ahead Right	U	C D		1	26:13	-	649	2095:1910	347+257	107.3 : 107.3%	-	-	-	35.6	197.7	37.6
2/2+2/1	Ashton New Road (E) Left Ahead	U+O	E		1	42	-	504	1915:2065	612+217	60.8 : 60.8%	83	49	0	4.0	28.8	11.2
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	E	F	1	42	5	598	2055:1856	738+185	64.8 : 64.8%	50	70	0	4.8	28.9	12.2
3/2+3/1	Alan Turing Way (S) Ahead Left	U+O	A P		1	24	-	562	1945:2085	327+198	107.2 : 107.2%	0	158	40	32.2	206.1	41.0
3/3+3/4	Alan Turing Way (S) Ahead Right	U	A B		1	24:10	-	715	1955:1905	470+201	107.5 : 104.2%	-	-	-	38.1	191.6	43.7
4/2+4/1	Ashton New Road (W) Left Ahead	U+O	G		1	32	-	425	1915:2065	491+145	66.9 : 66.9%	97	0	0	4.6	38.6	10.9
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	G		1	32	-	196	2055:1918	0+183	0.0 : 107.4%	113	0	69	14.2	260.0	16.8

C1 PRC for Signalled Lanes (%): -19.4 Total Delay for Signalled Lanes (pcuHr): 164.37 Cycle Time (s): 104
PRC Over All Lanes (%): -19.4 Total Delay Over All Lanes(pcuHr): 164.37

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

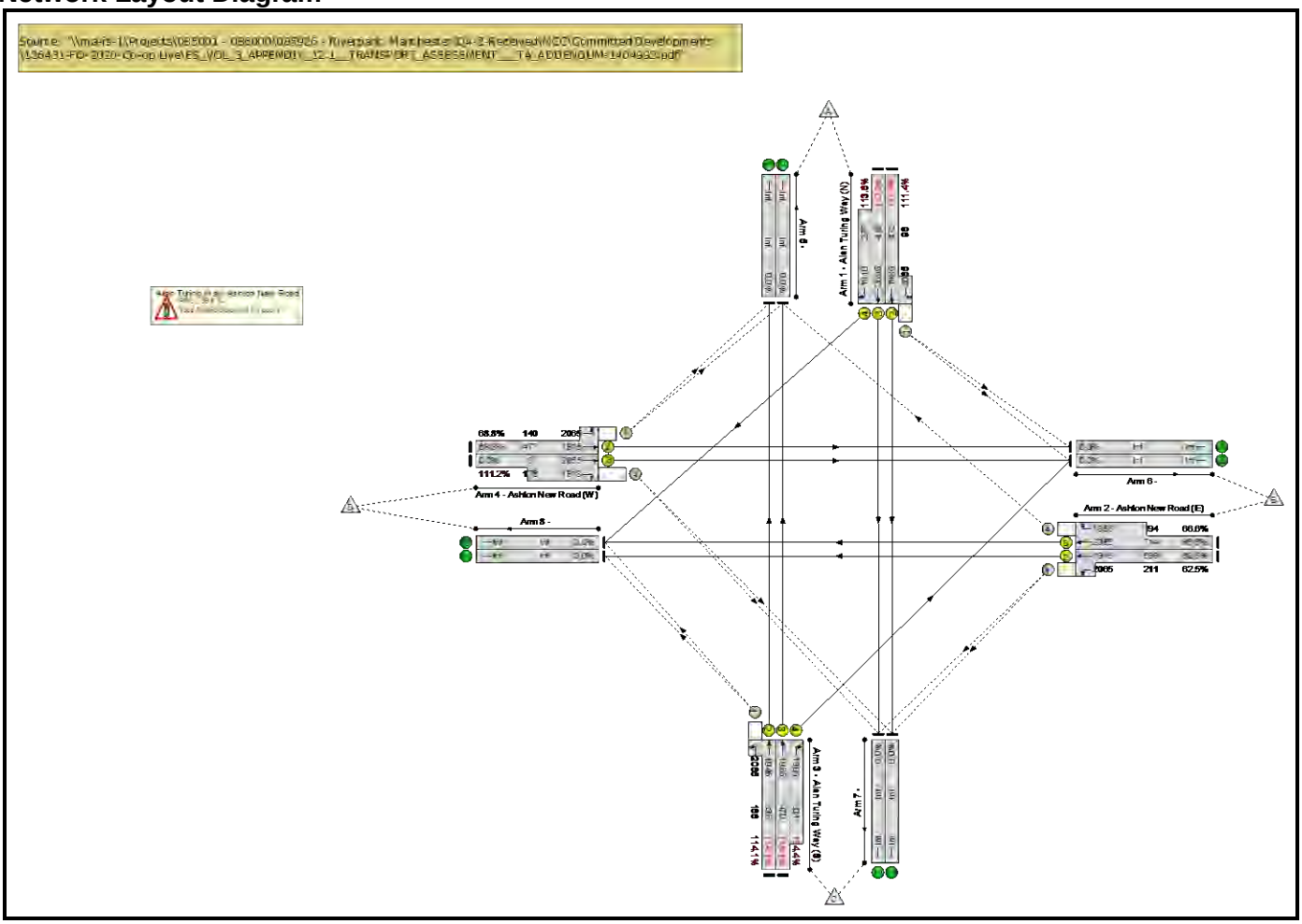
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**96.3%**	**500**	**408**	**71**	**73.4**	-	-
Alan Turing Way/ Ashton New Road	-	-	-		-	-	-	-	-	-	**96.3%**	**500**	**408**	**71**	**73.4**	-	-
1/2+1/1	Alan Turing Way (N) Left Ahead	U+O	C		1	24	-	463	1985:2065	359+191	84.2 : 84.2%	0	158	3	7.3	56.7	13.5
1/3+1/4	Alan Turing Way (N) Ahead Right	U	C D		1	24:8	-	551	2095:1910	470+165	85.4 : 90.8%	-	-	-	9.2	59.8	14.1
2/2+2/1	Ashton New Road (E) Left Ahead	U+O	E		1	37	-	194	1915:2065	0+273	0.0 : 71.1%	139	55	0	2.9	53.2	5.6
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	E	F	1	37	5	473	2055:1856	616+212	54.9 : 63.7%	13	96	26	4.0	30.7	8.0
3/2+3/1	Alan Turing Way (S) Ahead Left	U+O	A P		1	34	-	624	1945:2085	571+110	91.5 : 91.5%	0	99	2	10.3	59.5	21.5
3/3+3/4	Alan Turing Way (S) Ahead Right	U	A B		1	34:17	-	928	1955:1905	648+330	94.6 : 95.5%	-	-	-	16.7	64.6	24.3
4/2+4/1	Ashton New Road (W) Left Ahead	U+O	G		1	27	-	379	1915:2065	161+248	92.8 : 92.8%	192	0	38	8.8	83.3	12.8
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	G		1	27	-	632	2055:1918	492+164	96.3 : 96.3%	156	0	2	14.3	81.5	23.2

C1 PRC for Signalled Lanes (%): -7.0 Total Delay for Signalled Lanes (pcuHr): 73.39 Cycle Time (s): 104
PRC Over All Lanes (%): -7.0 Total Delay Over All Lanes(pcuHr): 73.39

Basic Results Summary

Scenario 3: 'AM Base with Comm Dev (without Existing Site)' (FG3: 'AM Base with Comm Dev (without Existing Site)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

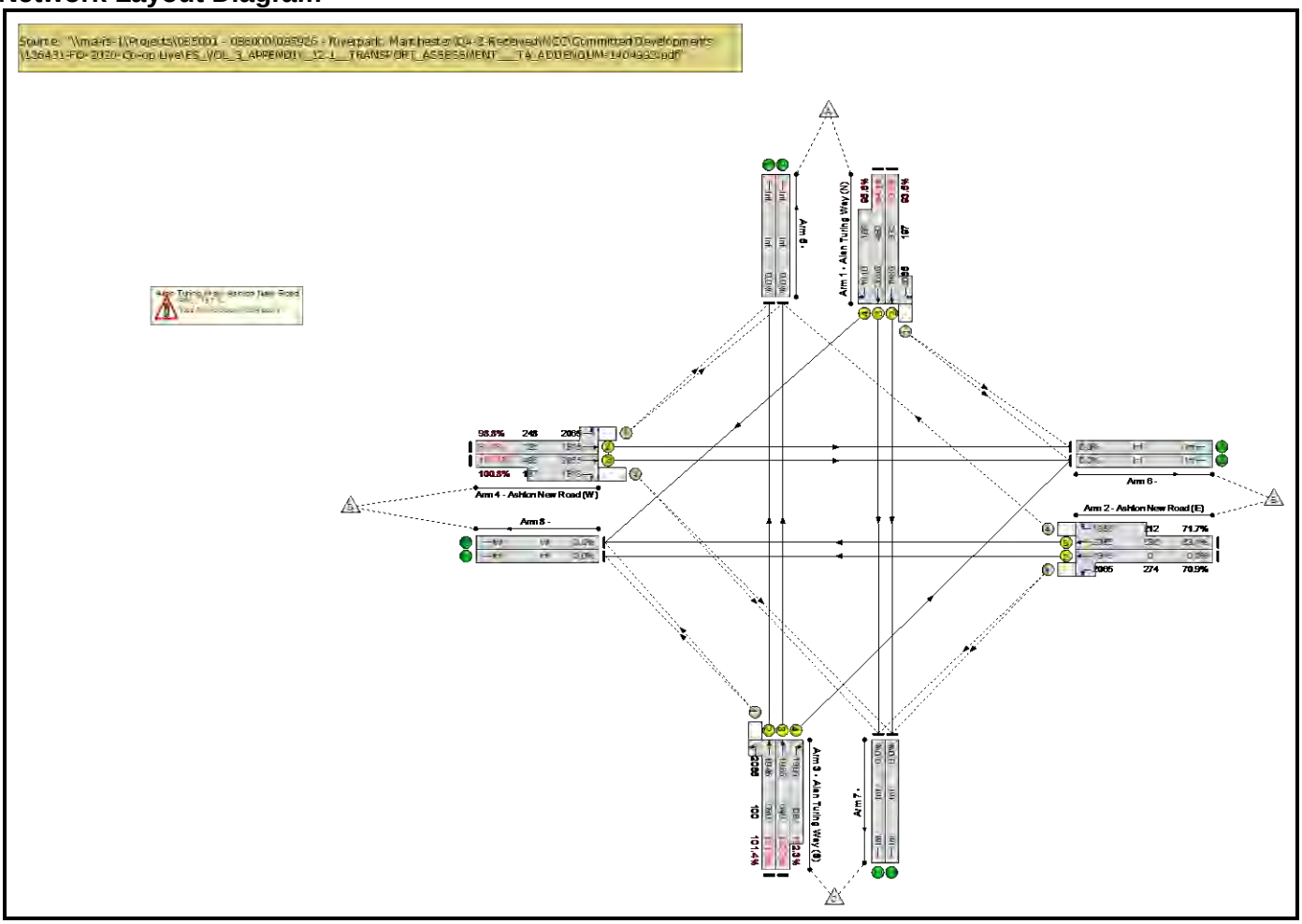
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**114.1%**	**340**	**373**	**104**	**241.1**	-	-
Alan Turing Way/ Ashton New Road	-	-	-		-	-	-	-	-	-	**114.1%**	**340**	**373**	**104**	**241.1**	-	-
1/2+1/1	Alan Turing Way (N) Left Ahead	U+O	C		1	27	-	635	1985:2065	472+98	111.4 : 111.4%	0	91	7	46.8	265.6	58.0
1/3+1/4	Alan Turing Way (N) Ahead Right	U	C D		1	27:14	-	786	2095:1910	418+275	113.3 : 113.6%	-	-	-	60.3	276.3	65.8
2/2+2/1	Ashton New Road (E) Left Ahead	U+O	E		1	41	-	506	1915:2065	599+211	62.5 : 62.5%	84	48	0	4.2	30.0	11.6
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	E	F	1	41	5	605	2055:1856	714+194	66.6 : 66.6%	53	76	0	5.1	30.1	12.5
3/2+3/1	Alan Turing Way (S) Ahead Left	U+O	A P		1	24	-	594	1945:2085	335+186	114.1 : 114.1%	0	158	28	49.7	301.1	58.9
3/3+3/4	Alan Turing Way (S) Ahead Right	U	A B		1	24:10	-	746	1955:1905	470+201	114.1 : 104.4%	-	-	-	53.3	257.3	61.5
4/2+4/1	Ashton New Road (W) Left Ahead	U+O	G		1	31	-	424	1915:2065	477+140	68.8 : 68.8%	96	0	0	4.7	40.2	11.1
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	G		1	31	-	196	2055:1918	0+176	0.0 : 111.2%	107	0	69	16.9	309.9	19.2

C1 PRC for Signalled Lanes (%): -26.8 Total Delay for Signalled Lanes (pcuHr): 241.05 Cycle Time (s): 104
PRC Over All Lanes (%): -26.8 Total Delay Over All Lanes(pcuHr): 241.05

Basic Results Summary

Scenario 4: 'PM Base with Comm Dev (without Existing Site)' (FG4: 'PM Base with Comm Dev (without Existing Site)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**102.3%**	**484**	**422**	**126**	**120.9**	-	-
Alan Turing Way/ Ashton New Road	-	-	-		-	-	-	-	-	-	**102.3%**	**484**	**422**	**126**	**120.9**	-	-
1/2+1/1	Alan Turing Way (N) Left Ahead	U+O	C		1	25	-	532	1985:2065	372+197	93.5 : 93.5%	0	165	19	11.1	75.3	18.8
1/3+1/4	Alan Turing Way (N) Ahead Right	U	C D		1	25:8	-	616	2095:1910	487+165	94.1 : 95.6%	-	-	-	13.2	77.0	20.0
2/2+2/1	Ashton New Road (E) Left Ahead	U+O	E		1	37	-	194	1915:2065	0+274	0.0 : 70.9%	139	55	0	2.9	53.0	5.6
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	E	F	1	37	5	490	2055:1856	536+212	63.1 : 71.7%	0	108	44	4.5	32.8	8.3
3/2+3/1	Alan Turing Way (S) Ahead Left	U+O	A P		1	34	-	689	1945:2085	580+100	101.4 : 101.4%	0	94	6	22.6	117.8	35.7
3/3+3/4	Alan Turing Way (S) Ahead Right	U	A B		1	34:16	-	979	1955:1905	649+308	102.3 : 102.3%	-	-	-	33.0	121.3	44.2
4/2+4/1	Ashton New Road (W) Left Ahead	U+O	G		1	27	-	369	1915:2065	126+248	98.8 : 98.8%	192	0	53	12.5	122.1	16.7
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	G		1	27	-	657	2055:1918	495+157	100.8 : 100.8%	152	0	5	21.3	116.6	30.9

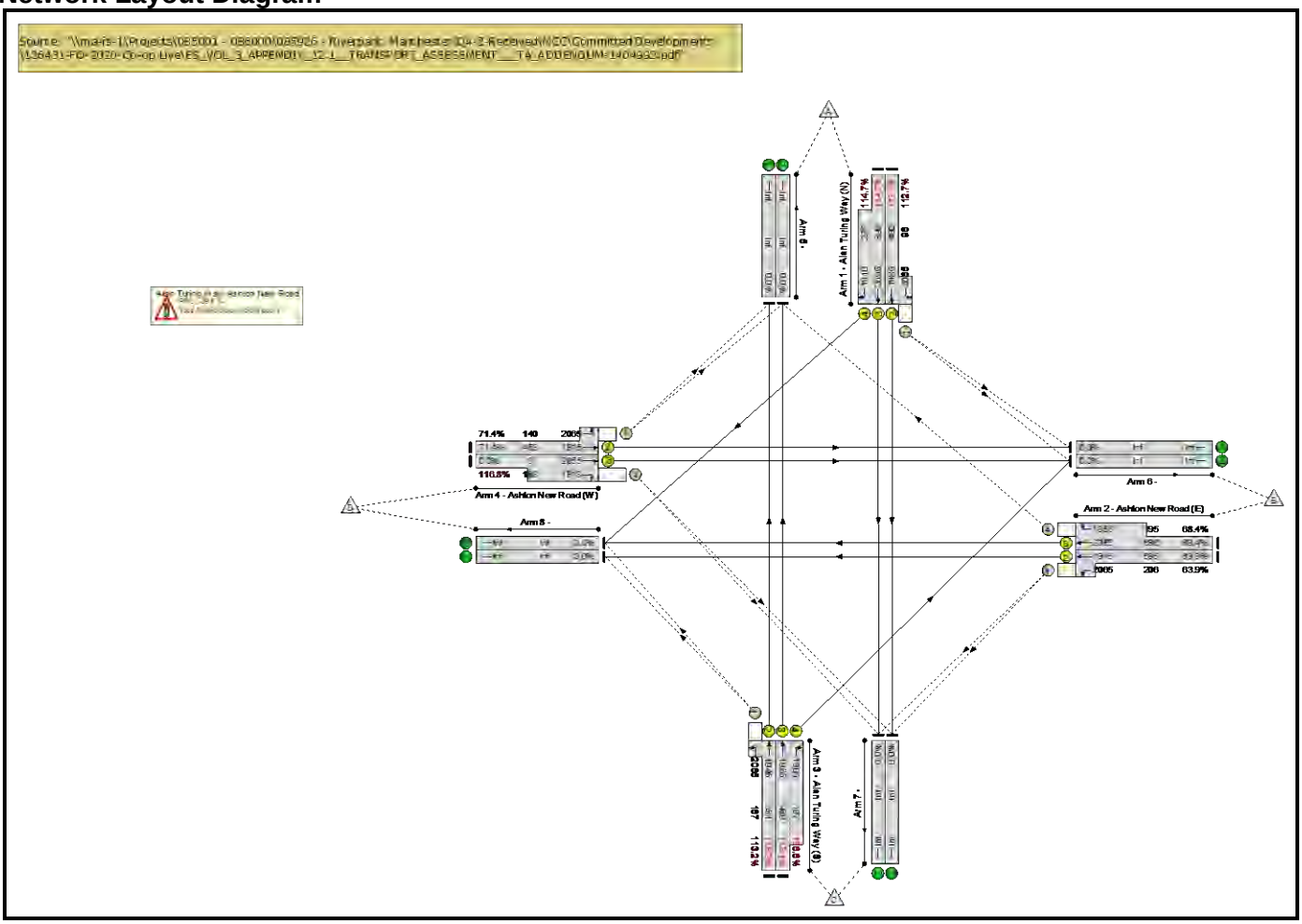
C1 PRC for Signalled Lanes (%): -13.7 Total Delay for Signalled Lanes (pcuHr): 120.94 Cycle Time (s): 104

PRC Over All Lanes (%): -13.7 Total Delay Over All Lanes(pcuHr): 120.94

Basic Results Summary

Scenario 5: 'AM Base + Consented Use' (FG5: 'AM Base + Consented Use', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**116.8%**	**337**	**383**	**98**	**253.8**	-	-
Alan Turing Way/ Ashton New Road	-	-	-		-	-	-	-	-	-	**116.8%**	**337**	**383**	**98**	**253.8**	-	-
1/2+1/1	Alan Turing Way (N) Left Ahead	U+O	C		1	28	-	663	1985:2065	490+98	112.7 : 112.7%	0	91	6	52.2	283.6	64.0
1/3+1/4	Alan Turing Way (N) Ahead Right	U	C D		1	28:14	-	772	2095:1910	398+275	114.7 : 114.7%	-	-	-	62.9	293.5	67.0
2/2+2/1	Ashton New Road (E) Left Ahead	U+O	E		1	40	-	506	1915:2065	585+206	63.9 : 63.9%	84	48	0	4.4	31.1	11.8
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	E	F	1	40	5	609	2055:1856	696+195	68.4 : 68.4%	55	78	0	5.3	31.4	12.9
3/2+3/1	Alan Turing Way (S) Ahead Left	U+O	A P		1	25	-	609	1945:2085	351+187	113.2 : 113.2%	0	165	22	48.6	287.0	58.2
3/3+3/4	Alan Turing Way (S) Ahead Right	U	A B		1	25:10	-	763	1955:1905	489+197	113.1 : 106.6%	-	-	-	54.6	257.6	63.2
4/2+4/1	Ashton New Road (W) Left Ahead	U+O	G		1	30	-	428	1915:2065	459+140	71.4 : 71.4%	100	0	0	5.0	42.3	11.5
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	G		1	30	-	196	2055:1918	0+168	0.0 : 116.8%	99	0	69	20.8	381.6	22.8

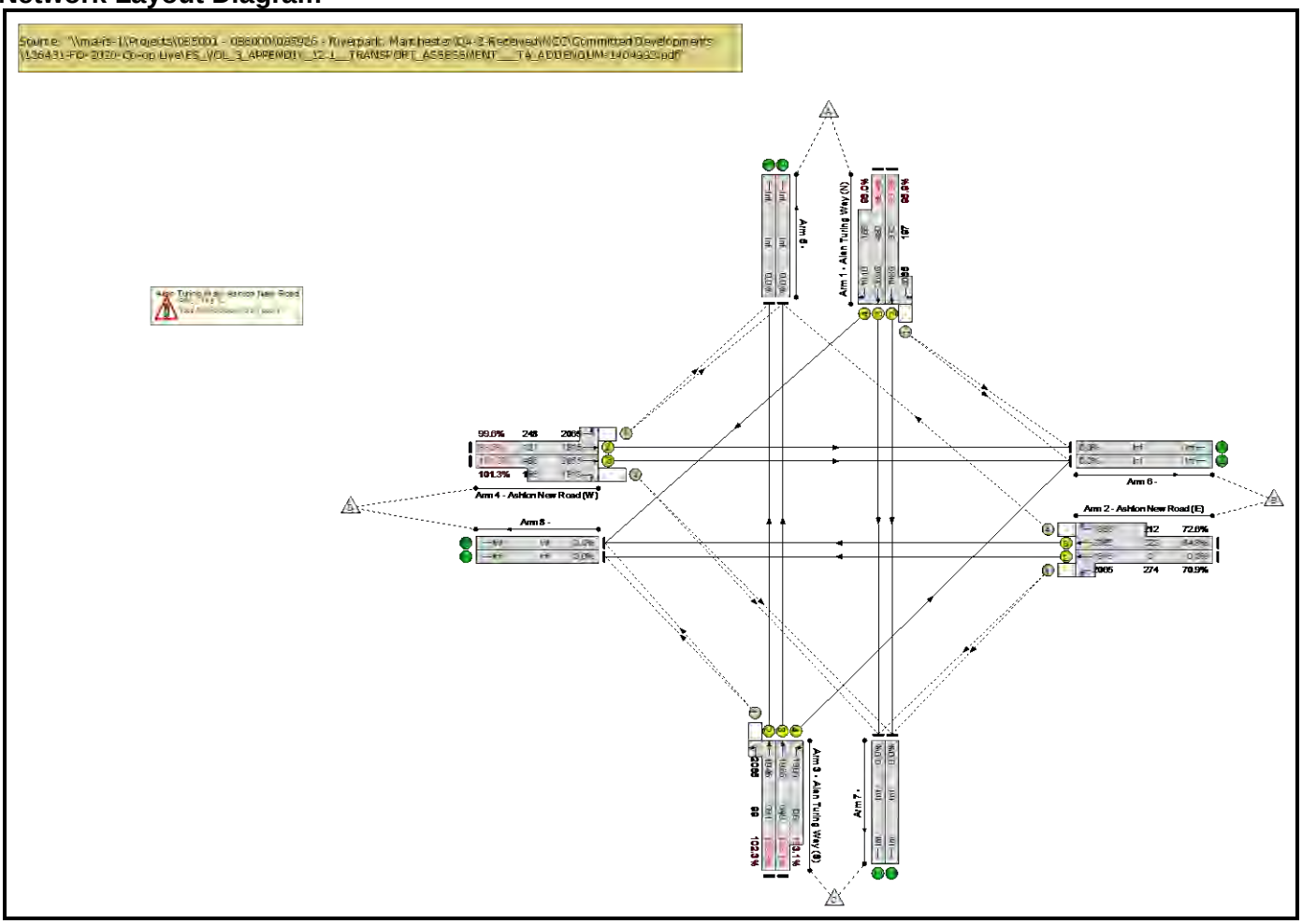
C1 PRC for Signalled Lanes (%): -29.8 Total Delay for Signalled Lanes (pcuHr): 253.80 Cycle Time (s): 104

PRC Over All Lanes (%): -29.8 Total Delay Over All Lanes(pcuHr): 253.80

Basic Results Summary

Scenario 6: 'PM Base + Consented Use' (FG6: 'PM Base + Consented Use', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

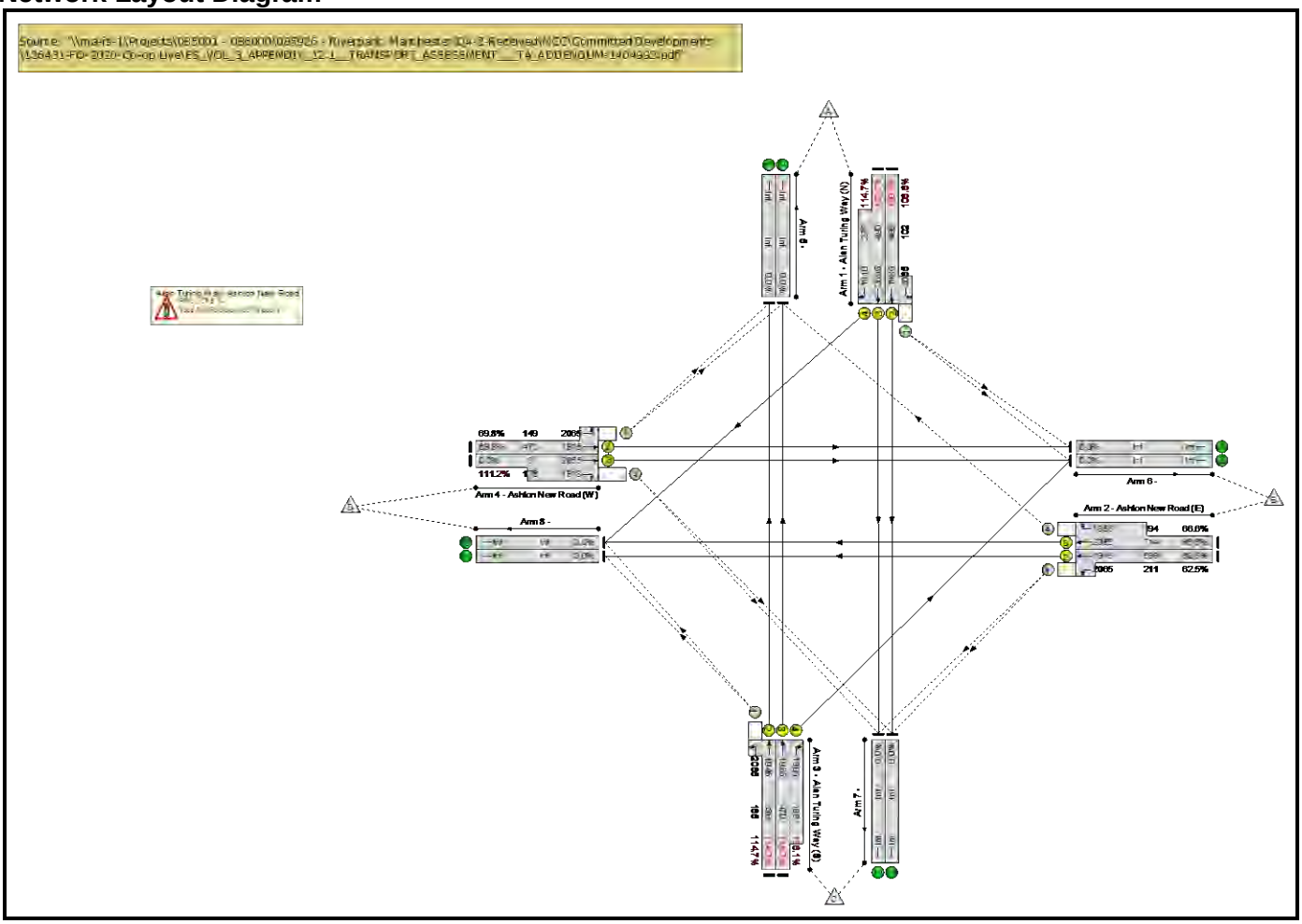
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**103.1%**	**483**	**423**	**133**	**132.1**	-	-
Alan Turing Way/ Ashton New Road	-	-	-		-	-	-	-	-	-	**103.1%**	**483**	**423**	**133**	**132.1**	-	-
1/2+1/1	Alan Turing Way (N) Left Ahead	U+O	C		1	25	-	546	1985:2065	372+197	95.9 : 95.9%	0	165	24	13.1	86.1	21.1
1/3+1/4	Alan Turing Way (N) Ahead Right	U	C D		1	25:8	-	631	2095:1910	487+165	96.4 : 98.0%	-	-	-	15.4	88.1	22.6
2/2+2/1	Ashton New Road (E) Left Ahead	U+O	E		1	37	-	194	1915:2065	0+274	0.0 : 70.9%	139	55	0	2.9	52.9	5.6
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	E	F	1	37	5	492	2055:1856	522+212	64.8 : 72.6%	0	110	44	4.5	33.2	8.3
3/2+3/1	Alan Turing Way (S) Ahead Left	U+O	A P		1	34	-	695	1945:2085	581+99	102.3 : 102.3%	0	93	5	24.8	128.4	38.1
3/3+3/4	Alan Turing Way (S) Ahead Right	U	A B		1	34:16	-	984	1955:1905	649+306	103.1 : 103.1%	-	-	-	35.7	130.7	47.5
4/2+4/1	Ashton New Road (W) Left Ahead	U+O	G		1	27	-	368	1915:2065	121+248	99.6 : 99.6%	192	0	55	13.2	129.2	17.4
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	G		1	27	-	660	2055:1918	495+156	101.3 : 101.3%	151	0	5	22.5	122.7	32.3

C1 PRC for Signalled Lanes (%): -14.5 Total Delay for Signalled Lanes (pcuHr): 132.11 Cycle Time (s): 104
PRC Over All Lanes (%): -14.5 Total Delay Over All Lanes(pcuHr): 132.11

Basic Results Summary

Scenario 7: 'AM Base + Proposed Development' (FG7: 'AM Base + Proposed Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

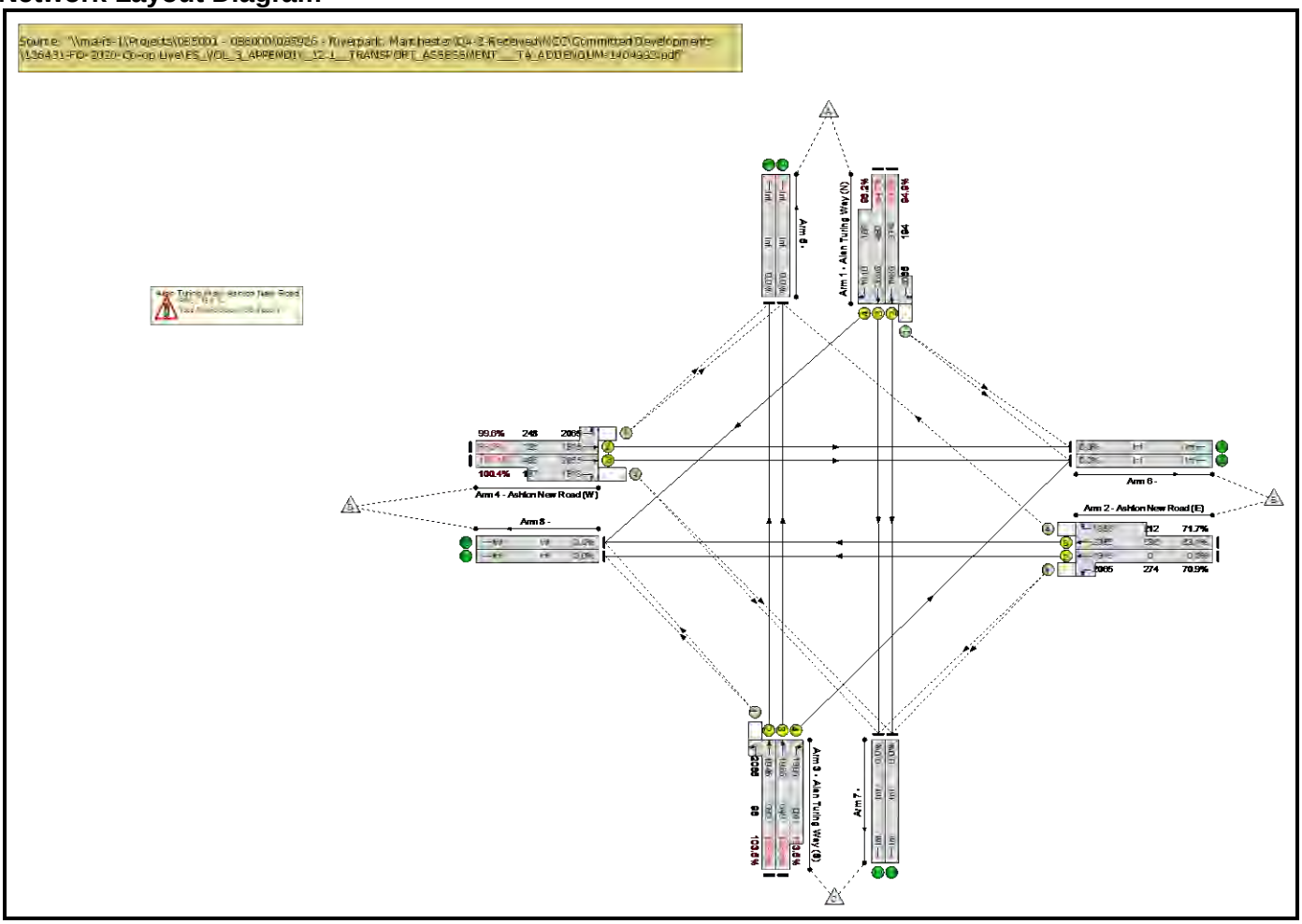
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**114.7%**	**348**	**378**	**103**	**227.8**	-	-
Alan Turing Way/ Ashton New Road	-	-	-		-	-	-	-	-	-	**114.7%**	**348**	**378**	**103**	**227.8**	-	-
1/2+1/1	Alan Turing Way (N) Left Ahead	U+O	C		1	27	-	609	1985:2065	469+102	106.6 : 106.6%	0	95	7	33.0	195.3	43.8
1/3+1/4	Alan Turing Way (N) Ahead Right	U	C D		1	27:14	-	844	2095:1910	490+275	107.7 : 114.7%	-	-	-	56.0	238.7	64.3
2/2+2/1	Ashton New Road (E) Left Ahead	U+O	E		1	41	-	506	1915:2065	599+211	62.5 : 62.5%	84	48	0	4.2	30.0	11.6
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	E	F	1	41	5	605	2055:1856	714+194	66.6 : 66.6%	53	76	0	5.1	30.1	12.5
3/2+3/1	Alan Turing Way (S) Ahead Left	U+O	A P		1	24	-	597	1945:2085	336+185	114.7 : 114.7%	0	158	27	51.4	309.8	60.6
3/3+3/4	Alan Turing Way (S) Ahead Right	U	A B		1	24:10	-	749	1955:1905	470+198	114.7 : 106.1%	-	-	-	56.4	271.0	64.7
4/2+4/1	Ashton New Road (W) Left Ahead	U+O	G		1	31	-	432	1915:2065	470+149	69.8 : 69.8%	104	0	0	4.9	40.6	11.4
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	G		1	31	-	196	2055:1918	0+176	0.0 : 111.2%	107	0	69	16.9	309.9	19.2

C1 PRC for Signalled Lanes (%): -27.5 Total Delay for Signalled Lanes (pcuHr): 227.77 Cycle Time (s): 104
PRC Over All Lanes (%): -27.5 Total Delay Over All Lanes(pcuHr): 227.77

Basic Results Summary

Scenario 8: 'PM Base + Proposed Development' (FG8: 'PM Base + Proposed Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**103.5%**	**484**	**420**	**127**	**132.4**	-	-
Alan Turing Way/ Ashton New Road	-	-	-		-	-	-	-	-	-	**103.5%**	**484**	**420**	**127**	**132.4**	-	-
1/2+1/1	Alan Turing Way (N) Left Ahead	U+O	C		1	25	-	539	1985:2065	374+194	94.9 : 94.9%	0	165	19	12.1	81.1	20.0
1/3+1/4	Alan Turing Way (N) Ahead Right	U	C D		1	25:8	-	620	2095:1910	487+165	94.7 : 96.2%	-	-	-	13.7	79.5	20.6
2/2+2/1	Ashton New Road (E) Left Ahead	U+O	E		1	37	-	194	1915:2065	0+274	0.0 : 70.9%	139	55	0	2.9	53.0	5.6
2/3+2/4	Ashton New Road (E) Right Ahead	U+O	E	F	1	37	5	490	2055:1856	536+212	63.1 : 71.7%	0	108	44	4.5	32.8	8.3
3/2+3/1	Alan Turing Way (S) Ahead Left	U+O	A P		1	34	-	703	1945:2085	582+98	103.5 : 103.5%	0	92	5	28.0	143.5	41.4
3/3+3/4	Alan Turing Way (S) Ahead Right	U	A B		1	34:16	-	987	1955:1905	649+304	103.5 : 103.5%	-	-	-	37.4	136.5	49.6
4/2+4/1	Ashton New Road (W) Left Ahead	U+O	G		1	27	-	373	1915:2065	126+248	99.6 : 99.6%	192	0	55	13.3	128.5	17.6
4/3+4/4	Ashton New Road (W) Ahead Right	U+O	G		1	27	-	655	2055:1918	495+157	100.4 : 100.4%	153	0	5	20.5	112.7	30.1

C1 PRC for Signalled Lanes (%): -15.0 Total Delay for Signalled Lanes (pcuHr): 132.41 Cycle Time (s): 104

PRC Over All Lanes (%): -15.0 Total Delay Over All Lanes(pcuHr): 132.41

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