Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis

**Subject:** Controller data and traffic signal timings information

**Doc:** UTC35_ORN123_JC.docx

**Author:** Jordan Christon

**Location:** Rochdale Rd / Swan St / Shude Hill / Miller St (x123)


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**This Site Operates under SCOOT Control**

**Staging**

| | |
|---|---|
| 1. | Swan Street Left Turn (Phase A)<br>Swan Street Ahead (Phase B)<br>Swan Street Right Turn (Phase C)<br>Pedestrians across Rochdale Road (Phase G)<br>Pedestrians across Shudehill (Phase H)<br>Pedestrians across Shudehill Inbound (Phase I) |
| 2. | Shudehill (Phase E)<br>Pedestrians across Rochdale Road (Phase G)<br>Pedestrians across Shudehill Inbound (Phase I)<br>Pedestrians across Swan Street Left Turn (Phase J)<br>Pedestrians across Swan Street (Phase K) |
| 3. | Rochdale Road (Phase D)<br>Pedestrians across Rochdale Road Outbound (Phase F)<br>Pedestrians across Swan Street Left Turn (Phase J)<br>Pedestrians across Swan Street (Phase K) |

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

**Controller phase minimum greens and intergreens**

| Minimum phase green | To / From | A | B | C | D | E | F | G | H | I | J | K |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | A | | - | - | 4 | - | - | - | - | - | 5 | - |
| 7 | B | - | | - | 5 | 6 | - | - | - | - | - | 5 |
| 7 | C | - | - | | 6 | 5 | 11 | - | - | - | - | 5 |
| 7 | D | 8 | 8 | 6 | | 8 | - | 5 | - | 8 | - | - |
| 7 | E | - | 5 | 5 | 5 | | 9 | - | 5 | - | - | - |
| 6 | F | - | - | 9 | - | 9 | | - | - | - | - | - |
| 6 | G | - | - | - | 10 | - | - | | - | - | - | - |
| 5 | H | - | - | - | - | 6 | - | - | | - | - | - |
| 5 | I | - | - | - | 7 | - | - | - | - | | - | - |
| 5 | J | 5 | - | - | - | - | - | - | - | - | | - |
| 8 | K | - | 6 | 6 | - | - | - | - | - | - | - | |

**Phase Delays**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Phase | A | runs on for an additional 4 | seconds on the change from stage | 1 | to | 3 |
| Phase | B | runs on for an additional 4 | seconds on the change from stage | 1 | to | 3 |
| Phase | C | runs on for an additional 4 | seconds on the change from stage | 1 | to | 3 |
| Phase | I | runs on for an additional 3 | seconds on the change from stage | 1 | to | 3 |
| Phase | E | runs on for an additional 1 | seconds on the change from stage | 2 | to | 1 |
| Phase | E | runs on for an additional 1 | seconds on the change from stage | 2 | to | 3 |
| Phase | I | runs on for an additional 3 | seconds on the change from stage | 2 | to | 3 |
| Phase | J | runs on for an additional 2 | seconds on the change from stage | 3 | to | 1 |
| Phase | D | runs on for an additional 1 | seconds on the change from stage | 3 | to | 2 |

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 96 seconds and the site will run up to this cycle time during the peak periods.

Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis
**Subject:** Controller data and traffic signal timings information
**Doc:** UTC35_ORN178_JC.docx
**Author:** Jordan Christon
**Location:** Cheetham Hill Rd / Trinity Way / New Bridge St (x178)


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**This Site Operates under SCOOT Control**

**Staging**

| | |
|---|---|
| 1. | Cheetham Hill Road Southbound Right Turn (Phase A)<br>Cheetham Hill Road Southbound Ahead (Phase B)<br>Trinity Way Left Turn (Phase E)<br>Pedestrians across Trinity Way Right Turn (Phase I)<br>Pedestrians across Cheetham Hill Road Left Turn (Phase K)<br>Pedestrians across Cheetham Hill Road Northbound Ahead (Phase L) |
| 2. | Cheetham Hill Road Southbound Ahead (Phase B)<br>Cheetham Hill Road Northbound Ahead (Phase C)<br>Cheetham Hill Road Northbound Left Turn (Phase D)<br>Pedestrians across Trinity Way Left Turn (Phase H)<br>Pedestrians across Trinity Way Right Turn (Phase I)<br>Pedestrians across Trinity Way Exit (Phase J) |
| 3.* | Cheetham Hill Road Northbound Ahead (Phase C)<br>Cheetham Hill Road Northbound Left Turn (Phase D)<br>Cheetham Hill Road Northbound Right Turn Arrow (Phase G)<br>Pedestrians across Trinity Way Left Turn (Phase H)<br>Pedestrians across Trinity Way Right Turn (Phase I)<br>Pedestrians across Trinity Way Exit (Phase J)<br>Pedestrians across Cheetham Hill Road South Exit (Phase M)* |
| 4. | Cheetham Hill Road Northbound Left Turn (Phase D) |

| | |
|---|---|
| | Trinity Way Left Turn (Phase E)<br>Trinity Way Right Turn (Phase F)<br>Pedestrians across Trinity Way Exit (Phase J)<br>Pedestrians across Cheetham Hill Road Northbound Ahead (Phase L)<br>Pedestrians across Cheetham Hill Road (Phase N)* |
| 5. | Trinity Way Left Turn (Phase E)<br>Trinity Way Right Turn (Phase F) |

*Phase M is a demand dependant phase within stage 3.
*Phase N is a demand dependant phase within stage 4.
*Stage 3 is a demand dependant stage that only appears when there is demand for phases G or M.

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

**Controller phase minimum greens and intergreens**

| Minimum phase green | To / From | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | A | | - | 7 | 8 | - | 5 | 7 | - | - | 11 | - | - | - | 5 |
| 7 | B | - | | - | - | - | 5 | 5 | - | - | - | - | - | 9 | 5 |
| 7 | C | 5 | - | | - | 7 | 6 | - | - | - | - | - | 5 | - | 8 |
| 7 | D | 4 | - | - | | - | - | - | - | - | - | 5 | - | - | - |
| 7 | E | - | - | 4 | - | | - | 4 | 5 | - | - | - | - | - | - |
| 7 | F | 6 | 6 | 5 | - | - | | 5 | - | 5 | - | - | - | 12 | - |
| 3 | G | 5 | 7 | - | - | 7 | 6 | | - | - | - | - | 5 | - | 8 |
| 5 | H | - | - | - | - | 6 | - | - | | - | - | - | - | - | - |
| 5 | I | - | - | - | - | - | 6 | - | - | | - | - | - | - | - |
| 6 | J | 8 | - | - | - | - | - | - | - | - | | - | - | - | - |
| 5 | K | - | - | - | 7 | - | - | - | - | - | - | | - | - | - |
| 5 | L | - | - | 5 | - | - | - | 5 | - | - | - | - | | - | - |
| 5 | M | - | 7 | - | - | - | 7 | - | - | - | - | - | - | | - |
| 16 | N | 6 | 6 | 7 | - | - | - | 7 | - | - | - | - | - | - | |

**Phase Delays**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Phase | E | runs on for an additional 3 | seconds on the change from stage | 1 | to | 2 |
| Phase | K | runs on for an additional 1 | seconds on the change from stage | 1 | to | 2 |
| Phase | L | runs on for an additional 2 | seconds on the change from stage | 1 | to | 2 |
| Phase | K | runs on for an additional 1 | seconds on the change from stage | 1 | to | 4 |
| Phase | A | runs on for an additional 1 | seconds on the change from stage | 1 | to | 5 |
| Phase | B | runs on for an additional 1 | seconds on the change from stage | 1 | to | 5 |
| Phase | K | runs on for an additional 6 | seconds on the change from stage | 1 | to | 5 |
| Phase | L | runs on for an additional 6 | seconds on the change from stage | 1 | to | 5 |
| Phase | H | runs on for an additional 1 | seconds on the change from stage | 2 | to | 1 |
| Phase | H | runs on for an additional 1 | seconds on the change from stage | 2 | to | 4 |
| Phase | B | runs on for an additional 1 | seconds on the change from stage | 2 | to | 5 |
| Phase | H | runs on for an additional 1 | seconds on the change from stage | 2 | to | 5 |
| Phase | J | runs on for an additional 7 | seconds on the change from stage | 2 | to | 5 |
| Phase | H | runs on for an additional 1 | seconds on the change from stage | 3 | to | 1 |
| Phase | H | runs on for an additional 1 | seconds on the change from stage | 3 | to | 4 |
| Phase | I | runs on for an additional 1 | seconds on the change from stage | 3 | to | 4 |
| Phase | H | runs on for an additional 1 | seconds on the change from stage | 3 | to | 5 |
| Phase | I | runs on for an additional 1 | seconds on the change from stage | 3 | to | 5 |
| Phase | J | runs on for an additional 7 | seconds on the change from stage | 3 | to | 5 |
| Phase | D | runs on for an additional 3 | seconds on the change from stage | 4 | to | 1 |
| Phase | L | runs on for an additional 2 | seconds on the change from stage | 4 | to | 2 |

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 96 seconds and the site will run up to this cycle time during the peak periods.

Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis

**Subject:** Controller data and traffic signal timings information

**Doc:** UTC35_ORN1019_JC.docx

**Author:** Jordan Christon

**Location:** Great Ancoats St / Lever St (x1019)


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**This Site Operates under SCOOT Control**

**Staging**

| | |
|---|---|
| 1. | Great Ancoats Street Northwest Bound (Phase A)<br>Great Ancoats Street Southeast Bound (Phase B)<br>Pedestrians across Lever Street (Phase F) |
| 2.* | Pedestrians across Great Ancoats Street S/E Side (Phase D)<br>Pedestrians across Great Ancoats Street N/W Side (Phase E)<br>Pedestrians across Lever Street (Phase F)<br>Pedestrians across George Leigh Street (Phase G) |
| 3. | Lever Street (Phase C) |

*Stage 2 is a demand dependant stage that only appears if there is demand for phases D, E, G, or H.

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

**Controller phase minimum greens and intergreens**

| Minimum phase green | To / From | A | B | C | D | E | F | G |
|---|---|---|---|---|---|---|---|---|
| 7 | A | | - | 6 | 5 | 9 | - | 10 |
| 7 | B | - | | 5 | 9 | 5 | - | 7 |
| 7 | C | 7 | 7 | | 10 | 9 | 6 | 9 |
| 12 | D | 8 | 8 | 7 | | - | - | - |
| 11 | E | 8 | 8 | 7 | - | | - | - |
| 6 | F | - | - | 9 | - | - | | - |
| 5 | G | 5 | 5 | 4 | - | - | - | |

**Phase Delays**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Phase | A | runs on for an additional 3 | seconds on the change from stage | 1 | to | 3 |
| Phase | B | runs on for an additional 4 | seconds on the change from stage | 1 | to | 3 |
| Phase | G | runs on for an additional 3 | seconds on the change from stage | 2 | to | 1 |
| Phase | D | runs on for an additional 2 | seconds on the change from stage | 2 | to | 3 |
| Phase | E | runs on for an additional 2 | seconds on the change from stage | 2 | to | 3 |
| Phase | G | runs on for an additional 5 | seconds on the change from stage | 2 | to | 3 |

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 88 seconds and the site will run up to this cycle time during the peak periods.

Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis

**Subject:** Controller data and traffic signal timings information

**Doc:** UTC35_ORN1020_JC.docx

**Author:** Jordan Christon

**Location:** Great Ancoats St / Newton St / Blossom St (x1020)


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**This Site Operates under SCOOT Control**

**Staging**

| | |
|---|---|
| 1. | Great Ancoats Street Northwest Bound (Phase A)<br>Great Ancoats Street Southeast Bound (Phase B)<br>Pedestrians across Blossom Street (Phase I) |
| 2. | Great Ancoats Street Southeast Bound (Phase B)<br>Great Ancoats Street Southeast Bound Right Turn Green Arrow (Phase C)<br>Newton Street (Phase D)<br>Pedestrians across Blossom Street (Phase I) |
| 3*. | Pedestrians across Great Ancoats St Southeast Side (Phase F)<br>Pedestrians across Great Ancoats St Northwest Side (Phase G)<br>Pedestrians across Newton Street (Phase H)<br>Pedestrians across Blossom Street (Phase I) |
| 4.* | Blossom Street (Phase E) |

*****Stage 3 would only appear if there is demand for phases F, G or H.
*Stage 4 would only appear if there is demand for phase E.

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

**Controller phase minimum greens and intergreens**

| Minimum phase green | To / From | A | B | C | D | E | F | G | H | I |
|---|---|---|---|---|---|---|---|---|---|---|
| 7 | A | | - | 5 | 6 | 6 | 5 | 8 | 7 | - |
| 7 | B | - | | - | - | 6 | 8 | 5 | 10 | - |
| 3 | C | 7 | - | | - | 6 | - | 5 | 10 | - |
| 7 | D | 7 | - | - | | 6 | - | 10 | 6 | - |
| 7 | E | 8 | 6 | 6 | 6 | | 9 | 10 | 9 | 6 |
| 11 | F | 7 | 7 | - | - | 6 | | - | - | - |
| 12 | G | 9 | 9 | 9 | - | 8 | - | | - | - |
| 7 | H | 10 | 10 | 10 | 10 | 9 | - | - | | - |
| 5 | I | - | - | - | - | 6 | - | - | - | |

**Phase Delays**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Phase | F | runs on for an additional 3 | seconds on the change from stage | 3 | to | 1 |
| Phase | G | runs on for an additional 1 | seconds on the change from stage | 3 | to | 1 |
| Phase | F | runs on for an additional 3 | seconds on the change from stage | 3 | to | 4 |
| Phase | G | runs on for an additional 1 | seconds on the change from stage | 3 | to | 4 |
| Phase | I | runs on for an additional 3 | seconds on the change from stage | 3 | to | 4 |

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 88 seconds and the site will run up to this cycle time during the peak periods.

Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis

**Subject:** Controller data and traffic signal timings information

**Doc:** UTC35_ORN1198_JC.docx

**Author:** Jordan Christon

**Location:** Great Ancoats St / Laystall St (x1198)


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**This Site Operates under SCOOT Control**

**Staging**

| | |
|---|---|
| 1. | Great Ancoats Street Northwest Bound (Phase A)<br>Great Ancoats Street Southeast Bound (Phase B) |
| 2.* | Great Ancoats Street Northwest Bound (Phase A)<br>Great Ancoats Street Northeast Bound Right Turn Green Arrow (Phase E) |
| 3. | Retail Park Exit (Phase C)<br>Laystall Street (Phase D) |

*Stage 2 is a demand dependent stage that would only appear if vehicles were detected along Great Ancoats Street northeast Bound waiting to turn right (Phase E). If there is no demand for stage 2 then the unused green time will be allocated to stage 1.

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

**Controller phase minimum greens and intergreens**

| Minimum phase green | To / From | A | B | C | D | E |
|---|---|---|---|---|---|---|
| 7 | A | | - | 7 | 7 | - |
| 7 | B | - | | 7 | 7 | 7 |
| 7 | C | 7 | 7 | | - | 7 |
| 7 | D | 7 | 7 | - | | 7 |
| 5 | E | - | 4 | 7 | 7 | |

**Phase Delays**

There are no phase delays.

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 88 seconds and the site will run up to this cycle time during the peak periods.

Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis

**Subject:** Controller data and traffic signal timings information

**Doc:** UTC35_ORN32_JC.docx

**Author:** Jordan Christon

**Location:** Corporation St / Miller St / Cheetham Hill Rd (x32)


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**This Site Operates under SCOOT Control**

**Staging**

| | |
|---|---|
| 1. | Cheetham Hill Road (Phase A)<br>Corporation Street Northbound Left Turn (Phase E)<br>Cheetham Hill Road Right Turn Green Arrow (Phase F)<br>Pedestrians across Cheetham Hill Road Exit (Phase L) |
| 2. | Cheetham Hill Road (Phase A)<br>Miller Street (Phase B)<br>Pedestrians across Corporation Street Northbound Ahead (Phase J)<br>Pedestrians across Corporation Street Northbound Left Turn (Phase K) |
| 3.* | Corporation Street Southbound (Phase C)<br>Pedestrians across Cheetham Hill Road (Phase G)<br>Pedestrians across Miller Street (Phase H)<br>Pedestrians across Corporation Street Northbound Ahead (Phase J)<br>Pedestrians across Corporation Street Northbound Left Turn (Phase K) |
| 4. | Corporation Street Northbound Ahead (Phase D)<br>Corporation Street Northbound Left Turn (Phase E)<br>Pedestrians across Cheetham Hill Road (Phase G)<br>Pedestrians across Miller Street (Phase H)<br>Pedestrians across Corporation Street Southbound Exit (Phase I)<br>Pedestrians across Cheetham Hill Road Exit (Phase L) |

*****Stage 3 is a demand dependant stage that would only appear if there is demand for Phase C.

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

**Controller phase minimum greens and intergreens**

| Minimum phase green | To / From | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | A | | - | 5 | 5 | - | - | 5 | - | 11 | - | - | - |
| 7 | B | - | | 6 | 6 | 8 | 5 | - | 5 | 8 | - | - | 9 |
| 7 | C | 5 | 5 | | 5 | 7 | 5 | - | - | 9 | - | - | 9 |
| 7 | D | 6 | 5 | 5 | | - | 6 | - | - | - | 5 | - | - |
| 7 | E | - | 5 | 5 | - | | - | - | - | - | - | 5 | - |
| 4 | F | - | 8 | 6 | 5 | - | | - | - | 11 | - | - | - |
| 5 | G | 8 | - | - | - | - | 8 | | - | - | - | - | - |
| 7 | H | - | 11 | - | - | - | - | - | | - | - | - | - |
| 5 | I | 5 | 5 | 5 | - | - | 5 | - | - | | - | - | - |
| 5 | J | - | - | - | 7 | - | - | - | - | - | | - | - |
| 5 | K | - | - | - | - | 5 | - | - | - | - | - | | - |
| 6 | L | - | 9 | 9 | - | - | - | - | - | - | - | - | |

**Phase Delays**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Phase | E | runs on for an additional 4 | seconds on the change from stage | 1 | to | 2 |
| Phase | F | runs on for an additional 1 | seconds on the change from stage | 1 | to | 2 |
| Phase | K | runs on for an additional 2 | seconds on the change from stage | 3 | to | 4 |
| Phase | D | runs on for an additional 2 | seconds on the change from stage | 4 | to | 1 |
| Phase | H | runs on for an additional 6 | seconds on the change from stage | 4 | to | 1 |
| Phase | I | runs on for an additional 3 | seconds on the change from stage | 4 | to | 1 |

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 96 seconds and the site will run up to this cycle time during the peak periods.

Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis

**Subject:** Controller data and traffic signal timings information

**Doc:** UTC35_ORN45_JC.docx

**Author:** Jordan Christon

**Location:** Great Ancoats St / Old Mill St / Store St (x45)


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**This Site Operates under SCOOT Control**

**Staging**
**Stream 0**

| | |
|---|---|
| 1. | Great Ancoats Street Northwest Bound (Phase A)<br>Great Ancoats Street Southeast Bound (Phase C)<br>Great Ancoats Street Southeast Bound Left Turn (Phase D)<br>Pedestrians across Old Mill Street (Phase L) |
| 2*. | Great Ancoats Street Southeast Bound (Phase C)<br>Great Ancoats Street Southeast Bound Left Turn (Phase D)<br>Great Ancoats Street Southeast Bound Right Turn Arrow (Phase E)<br>Pedestrians across Great Ancoats St Northwest bound south (Phase H)<br>Pedestrians across Old Mill Street (Phase L)<br>Pedestrians across Great Ancoats St Northwest bound north (Phase M) |
| 3. | Old Mill Street (Phase F)<br>Store Street (Phase G)<br>Pedestrians across Great Ancoats St Northwest bound south (Phase H)<br>Pedestrians across Great Ancoats St Southeast bound north (Phase J)<br>Pedestrians across Great Ancoats Street Southeast bound Left Turn (Phase K) |
| 4*. | Great Ancoats Street Northwest Bound (Phase A)<br>Great Ancoats Street Northwest Bound Right Turn (Phase B)<br>Pedestrians across Great Ancoats St Southeast bound south (Phase I)<br>Pedestrians across Great Ancoats St Southeast bound north (Phase J)<br>Pedestrians across Great Ancoats Street Southeast bound Left Turn (Phase K) |

*Stage 2 would only appear if there was a demand from pedestrians waiting to cross Great Ancoats Street northwest bound (Phase M) or if vehicles are detected on Great Ancoats Street Southeast Bound waiting to turn right (Phase E). If stage 2 does not occur the spare green time would be allocated to stage 1.
*Stage 4 would only appear if there was a demand from pedestrians waiting to cross Great Ancoats Street Southeast bound south (Phase I) or if vehicles are detected on Great Ancoats Street Northwest Bound (Phase B) waiting to turn right. If stage 4 does not occur the spare green time would be allocated to stage 3.

**Stream 1**

| | |
|---|---|
| 6. | Store Street Offset Crossing Northeast Bound (Phase N)<br>Store Street Offset Crossing Southwest Bound (Phase O) |
| 7.* | Pedestrians across Offset Crossing on Store Street (Phase P) |

*Stage 7 would only appear if there was a demand from pedestrians waiting to cross the offset crossing on Store Street (Phase P).

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

## Controller phase minimum greens and intergreens

| Minimum phase green | To / From | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | A | | - | - | - | 5 | 7 | 7 | 5 | - | - | - | - | 9 | - | - | - |
| 7 | B | - | | 7 | 8 | - | 8 | 8 | 5 | - | - | - | 9 | - | - | - | - |
| 7 | C | - | 5 | | - | - | 8 | 8 | - | 9 | 5 | - | - | - | - | - | - |
| 7 | D | - | 3 | - | | - | - | 3 | - | - | - | 5 | - | - | - | - | - |
| 3 | E | 5 | - | - | - | | 8 | 8 | - | - | 5 | - | - | - | - | - | - |
| 7 | F | 7 | 6 | 7 | - | 7 | | - | - | 9 | - | - | 6 | 12 | - | - | - |
| 7 | G | 7 | 8 | 7 | 9 | 7 | - | | - | 13 | - | - | 10 | 10 | - | - | - |
| 9 | H | 6 | 6 | - | - | - | - | - | | - | - | - | - | - | - | - | - |
| 2 | I | - | - | 6 | - | - | 5 | 5 | - | | - | - | - | - | - | - | - |
| 7 | J | - | - | 10 | - | 10 | - | - | - | - | | - | - | - | - | - | - |
| 5 | K | - | - | - | 5 | - | - | - | - | - | - | | - | - | - | - | - |
| 9 | L | - | 12 | - | - | - | 13 | 13 | - | - | - | - | | - | - | - | - |
| 2 | M | 6 | - | - | - | - | 6 | 6 | - | - | - | - | - | | - | - | - |
| 7 | N | - | - | - | - | - | - | - | - | - | - | - | - | - | | - | 5 |
| 7 | O | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | 5 |
| 5 | P | - | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 7 | |

**Phase Delays**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Phase | A | runs on for an additional 5 | seconds on the change from stage | 1 | to | 3 |
| Phase | C | runs on for an additional 5 | seconds on the change from stage | 1 | to | 3 |
| Phase | D | runs on for an additional 5 | seconds on the change from stage | 1 | to | 3 |
| Phase | C | runs on for an additional 5 | seconds on the change from stage | 2 | to | 3 |
| Phase | D | runs on for an additional 5 | seconds on the change from stage | 2 | to | 3 |
| Phase | E | runs on for an additional 5 | seconds on the change from stage | 2 | to | 3 |
| Phase | C | runs on for an additional 3 | seconds on the change from stage | 2 | to | 4 |
| Phase | D | runs on for an additional 3 | seconds on the change from stage | 2 | to | 4 |
| Phase | E | runs on for an additional 3 | seconds on the change from stage | 2 | to | 4 |
| Phase | H | runs on for an additional 3 | seconds on the change from stage | 2 | to | 4 |
| Phase | H | runs on for an additional 1 | seconds on the change from stage | 3 | to | 1 |
| Phase | K | runs on for an additional 4 | seconds on the change from stage | 3 | to | 1 |
| Phase | H | runs on for an additional 1 | seconds on the change from stage | 3 | to | 4 |
| Phase | B | runs on for an additional 1 | seconds on the change from stage | 4 | to | 1 |
| Phase | K | runs on for an additional 4 | seconds on the change from stage | 4 | to | 1 |
| Phase | M | runs on for an additional 7 | seconds on the change from stage | 2 | to | 3 |
| Phase | M | runs on for an additional 3 | seconds on the change from stage | 2 | to | 4 |
| Phase | I | runs on for an additional 4 | seconds on the change from stage | 4 | to | 1 |
| Phase | I | runs on for an additional 3 | seconds on the change from stage | 4 | to | 3 |

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 88 seconds and the site will run up to this cycle time during the peak periods.

Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis

**Subject:** Controller data and traffic signal timings information

**Doc:** UTC35_ORN46_JC.docx

**Author:** Jordan Christon

**Location:** Oldham Rd / Great Ancoats St / Oldham St (x46)


| **Contact:** | **E-Mail:** | **Tel:** |
|---|---|---|
| Jordan Christon | Jordan.Christon@TfGM.com | 0778 569 1913 |
| Richard Dolphin | Richard.Dolphin@TfGM.com | 0794 654 7167 |


**This Site Operates under SCOOT Control**

**Staging**

| | |
|---|---|
| 1. | Great Ancoats Street (Phase A)<br>Oldham Road Left Turn into Great Ancoats Street (Phase C)<br>Pedestrians across Oldham Road Right Turn Slip (Phase F) |
| 2.* | Pedestrians across Great Ancoats Street South East Side (Phase D)<br>Pedestrians across Great Ancoats Street North West Side (Phase E)<br>Pedestrians across Oldham Road Right Turn Slip (Phase F)<br>Pedestrians across Oldham Road South East Side (Phase G)<br>Pedestrians across Oldham Road North West Side (Phase H)<br>Pedestrians across Oldham Street (Phase I) |
| 3.* | Oldham Road Ahead and Right Turn (Phase B)<br>Oldham Road Left Turn into Great Ancoats Street (Phase C)<br>Pedestrians across Great Ancoats Street North West Side (Phase E)<br>Pedestrians across Oldham Road North West Side (Phase H) |

*Stage 2 is a demand dependent stage that only appears if there is demand for phases D, G, or I. If there is no demand for stage 2 then the unused green time will be allocated to stage 1.

***** Stage 3 is a demand dependent stage that only appears if there is demand for phases B, E, or H. If there is no demand for stage 3 then the unused green time will be allocated to stage 1.

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

**Controller phase minimum greens and intergreens**

| Minimum phase green | To / From | A | B | C | D | E | F | G | H | I |
|---|---|---|---|---|---|---|---|---|---|---|
| 7 | A | | 8 | - | 5 | 10 | - | - | 18 | 8 |
| 7 | B | 8 | | - | - | - | 8 | 5 | - | 14 |
| 7 | C | - | - | | 11 | - | - | 5 | - | - |
| 12 | D | 8 | - | 6 | | - | - | - | - | - |
| 5 | E | 5 | - | - | - | | - | - | - | - |
| 5 | F | - | 5 | - | - | - | | - | - | - |
| 10 | G | - | 6 | 6 | - | - | - | | - | - |
| 5 | H | 4 | - | - | - | - | - | - | | - |
| 5 | I | 6 | 4 | - | - | - | - | - | - | |

**Phase Delays**

Phase F runs on for an additional 3 seconds on the change from stage 1 to stage 3
Phase E runs on for an additional 3 seconds on the change from stage 2 to stage 1
Phase I runs on for an additional 2 seconds on the change from stage 2 to stage 1
Phase F runs on for an additional 1 seconds on the change from stage 2 to stage 3
Phase I runs on for an additional 2 seconds on the change from stage 2 to stage 3
Phase E runs on for an additional 3 seconds on the change from stage 3 to stage 1
Phase H runs on for an additional 4 seconds on the change from stage 3 to stage 1
Phase C runs on for an additional 3 Seconds on the change from stage 3 To stage 2

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 88 seconds and the site will run up to this cycle time during the peak periods.

Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis

**Subject:** Controller data and traffic signal timings information

**Doc:** UTC35_ORN77_JC.docx

**Author:** Jordan Christon

**Location:** Oldham Rd / Addington St (x77)


| **Contact:** | **E-Mail:** | **Tel:** |
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**This Site Operates under SCOOT Control**

**Staging**

**Stream 0**

| | |
|---|---|
| 1. | Oldham Road southwest Bound - Stream 0 (Phase A)<br>Oldham Road Northeast Bound - Stream 0 (Phase B)<br>Pedestrians across Addington Street (Phase E) |
| 2. | Addington Street (Phase C)<br>Pedestrians across Oldham Road South-West Bound - Stream 0 (Phase D) |

**Stream 1**

| | |
|---|---|
| 4. | Oldham Road Northeast Bound - Stream1 (Phase F) |
| *5. | Pedestrians across Oldham Road North-East Bound - Stream 1 (Phase G)* |

**Stream 2**

| | |
|---|---|
| 7. | Oldham Road southwest Bound - Stream 2 (Phase H) |

***Stage 5 is a demand dependent stage that would only appears if there is demand for phase G.

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

**Controller phase minimum greens and intergreens**

| Minimum phase green | To / From | A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|---|
| 7 | A | | - | 5 | 5 | - | - | - | - |
| 7 | B | - | | 5 | - | - | - | - | - |
| 7 | C | 6 | 6 | | - | 5 | - | - | - |
| 5 | D | 7 | - | - | | - | - | - | - |
| 6 | E | - | - | 8 | - | | - | - | - |
| 7 | F | - | - | - | - | - | | 5 | - |
| 5 | G | - | - | - | - | - | 7 | | - |
| 7 | H | - | - | - | - | - | - | - | |

**Phase Delays**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Phase | A | runs on for an additional 2 | seconds on the change from stage | 1 | to | 2 |
| Phase | B | runs on for an additional 2 | seconds on the change from stage | 1 | to | 2 |
| Phase | C | runs on for an additional 1 | second on the change from stage | 2 | to | 1 |
| Phase | I | runs on for an additional 10 | seconds on the change from stage | 8 | to | 7 |

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 88 seconds and the site will run up to this cycle time during the peak periods.

Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis
**Subject:** Controller data and traffic signal timings information
**Doc:** UTC35_ORN111_JC.docx
**Author:** Jordan Christon
**Location:** Rochdale Rd / Addington St / Angel St / Shudehill (x111)


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**This Site Operates under SCOOT Control**

**Staging**

| | |
|---|---|
| 1. | Angel Street (Phase D)<br>Pedestrians across Rochdale Road Inbound Ahead (Phase G)<br>Pedestrians across Rochdale Road Inbound Left Turn (Phase H) |
| 2. | Rochdale Road Outbound Ahead and Right Turn (Phase A)<br>Pedestrians across Angel Street (Phase E)<br>Pedestrians across Rochdale Road Inbound Ahead (Phase G)<br>Pedestrians across Rochdale Road Inbound Left Turn (Phase H) |
| 3. | Rochdale Road Inbound Ahead (Phase B)<br>Rochdale Road Inbound Left Turn (Phase C)<br>Pedestrians across Angel Street (Phase E)<br>Pedestrians across Rochdale Road Outbound (Phase F)<br>Pedestrians across Addington Street (Phase I) |

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

**Controller phase minimum greens and intergreens**

| Minimum phase green | To / From | A | B | C | D | E | F | G | H | I |
|---|---|---|---|---|---|---|---|---|---|---|
| 7 | A | | 7 | 8 | 6 | - | 8 | - | - | 10 |
| 7 | B | 5 | | - | 5 | - | - | 5 | - | - |
| 7 | C | 5 | - | | 5 | - | - | - | 5 | - |
| 7 | D | 7 | 7 | 8 | | 5 | 8 | - | - | 9 |
| 7 | E | - | - | - | 10 | | - | - | - | - |
| 5 | F | 6 | - | - | 6 | - | | - | - | - |
| 6 | G | - | 9 | - | - | - | - | | - | - |
| 5 | H | - | - | 5 | - | - | - | - | | - |
| 6 | I | 8 | - | - | 8 | - | - | - | - | |

**Phase Delays**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Phase | H | runs on for an additional 4 | seconds on the change from stage | 1 | to | 3 |
| Phase | A | runs on for an additional 4 | seconds on the change from stage | 2 | to | 1 |
| Phase | H | runs on for an additional 4 | seconds on the change from stage | 2 | to | 3 |
| Phase | B | runs on for an additional 5 | seconds on the change from stage | 3 | to | 1 |
| Phase | C | runs on for an additional 5 | seconds on the change from stage | 3 | to | 1 |
| Phase | B | runs on for an additional 3 | seconds on the change from stage | 3 | to | 2 |
| Phase | C | runs on for an additional 3 | seconds on the change from stage | 3 | to | 2 |
| Phase | F | runs on for an additional 4 | seconds on the change from stage | 3 | to | 1 |
| Phase | I | runs on for an additional 2 | seconds on the change from stage | 3 | to | 1 |
| Phase | F | runs on for an additional 2 | seconds on the change from stage | 3 | to | 2 |

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 96 seconds and the site will run up to this cycle time during the peak periods.

Transport for Greater Manchester

**Urban Traffic Control Unit**

**Client:** AtkinsRéalis
**Subject:** Controller data and traffic signal timings information
**Doc:** UTC35_ORN121_JC.docx
**Author:** Jordan Christon
**Location:** Great Ancoats St / Pollard St / Adair St (x121)


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**This Site Operates under SCOOT Control**

**Staging**

| | |
|---|---|
| 1. | Great Ancoats Street Southeast Bound NW Arm (Phase A)<br>Great Ancoats Street Northwest Bound NW Arm (Phase B)<br>Peds across Pollard Street Left Turn (Phase I)<br>Great Ancoats Street Southeast Bound SE Arm (Phase M)<br>Great Ancoats Street Northwest Bound SE Arm (Phase N) |
| 2*. | Great Ancoats Street Northwest Bound NW Arm (Phase B)<br>Pollard Street Left Turn (Phase C)<br>Great Ancoats Street Right Turn into Pollard Street (Phase E)<br>Great Ancoats Street Northwest Bound SE Arm (Phase N)<br>Great Ancoats Street Right Turn into Adair Street (Phase O)<br>Adair Street (Phase P) |
| 3. | Pollard Street Left Turn (Phase C)<br>Pollard Street Right Turn (Phase D)<br>Peds across Great Ancoats St Southeast Side (Phase J)<br>Great Ancoats Street Northwest Bound SE Arm (Phase N)<br>Great Ancoats Street Right Turn into Adair Street (Phase O)<br>Adair Street (Phase P) |
| 4*. | Cyclists across Great Ancoats Street Northbound (Phase F)<br>Cyclists across Great Ancoats Street Southbound (Phase G)<br>Cyclists across Pollard Street (Phase H) |

| | |
|---|---|
| | Peds across Pollard Street Left Turn (Phase I) |
| | Peds across Great Ancoats St Southeast Side (Phase J) |
| | Peds across Great Ancoats St Northwest Side (Phase K) |
| | Peds across Pollard Street Right Turn (Phase L) |

*Stage 2 would only appear if vehicles are detected on Great Ancoats Street waiting to right turn into Pollard Street (Phase E). If stage 2 does not occur the spare green time would be allocated to stage 1.
*Stage 4 would only appear if there is demand for phases F, G, H, I, K or L. If stage 4 does not occur the spare green time would be allocated to stage 3.

**Note:** The attached drawing shows a detailed staging diagram. Note that this layout is based on Ordnance Survey data and is not taken from a topographical survey. The geometry and lane markings are correct to the best of our knowledge, however, changes may have been implemented by the Highway Authority without the involvement of the UTC Unit. The UTC Unit cannot be held responsible for any omissions or errors on the drawing.

**Controller phase minimum greens and intergreens**

| Minimum phase green | To / From | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | A | | - | 7 | 6 | 5 | 5 | 6 | 6 | - | 8 | 6 | 9 | - | - | - | - |
| 7 | B | - | | - | 7 | - | 8 | 7 | 8 | - | 5 | 8 | 10 | - | - | - | - |
| 7 | C | 4 | - | | - | - | - | - | 5 | 5 | - | - | - | - | - | - | - |
| 7 | D | 6 | 6 | - | | 6 | 11 | 8 | 5 | - | - | 10 | 6 | - | - | - | - |
| 3 | E | 5 | - | - | 7 | | - | - | 8 | - | 5 | - | 10 | - | - | - | - |
| 7 | F | 9 | 6 | - | 4 | - | | - | - | - | - | - | - | - | - | - | - |
| 7 | G | 6 | 7 | - | 7 | - | - | | - | - | - | - | - | - | - | - | - |
| 7 | H | 6 | 6 | 5 | 6 | 6 | - | - | | - | - | - | - | - | - | - | - |
| 5 | I | - | - | 5 | - | - | - | - | - | | - | - | - | - | - | - | - |
| 11 | J | 8 | 8 | - | - | 8 | - | - | - | - | | - | - | - | - | - | - |
| 9 | K | 7 | 7 | - | 6 | - | - | - | - | - | - | | - | - | - | - | - |
| 5 | L | 7 | 7 | - | 7 | 7 | - | - | - | - | - | - | | - | - | - | - |
| 7 | M | - | - | - | - | - | - | - | - | - | - | - | - | | - | 5 | 6 |
| 7 | N | - | - | - | - | - | - | - | - | - | - | - | - | - | | - | - |
| 3 | O | - | - | - | - | - | - | - | - | - | - | - | - | 5 | - | | - |
| 7 | P | - | - | - | - | - | - | - | - | - | - | - | - | 5 | - | - | |

**Phase Delays**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Phase | I | runs on for an additional 2 | seconds on the change from stage | 1 | to | 2 |
| Phase | I | runs on for an additional 2 | seconds on the change from stage | 1 | to | 3 |
| Phase | C | runs on for an additional 3 | seconds on the change from stage | 2 | to | 4 |
| Phase | H | runs on for an additional 3 | seconds on the change from stage | 4 | to | 1 |
| Phase | G | runs on for an additional 2 | seconds on the change from stage | 4 | to | 1 |
| Phase | J | runs on for an additional 1 | seconds on the change from stage | 4 | to | 1 |
| Phase | L | runs on for an additional 2 | seconds on the change from stage | 4 | to | 1 |
| Phase | K | runs on for an additional 2 | seconds on the change from stage | 4 | to | 1 |

**Stage Lengths**

The site operates under SCOOT Control. The green times are variable throughout the day depending on traffic conditions on site. The SCOOT maximum cycle time for this region is 88 seconds and the site will run up to this cycle time during the peak periods.