

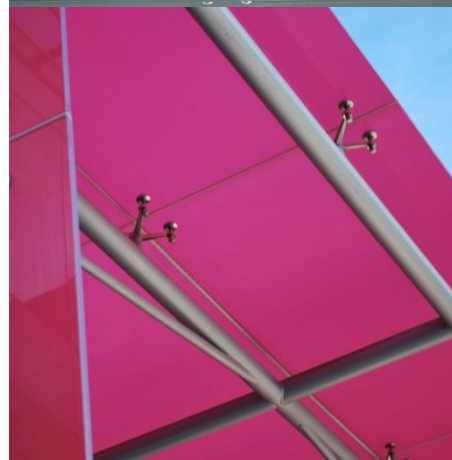
Land Junction of Parrs Wood Lane, Manchester

Further Highways Evidence

Curtins Ref: 082673-CUR-XX-XX-T-TP-00001
Revision: P02
Issue Date: 04 April 2023

Client Name: Dandara Living Developments Limited

Planning Inspectorate Ref. APP/B4215/W/23/3314646
Manchester City Council Application No. 133746/FO/2022



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Control Sheet

Rev	Description	Issued by	Checked	Date
P01	Draft	CP	CP	31 March 2023
P02	Final	CP	CP	04 April 2023

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1.0 Introduction

1.1 Background

- 1.1.1 A planning application was submitted on 5 May 2022 by Dandara Living Developments Limited ('Dandara Living') to Manchester City Council (MCC) for the following development proposal:

"Erection of a 6 storey residential building (Use Class C3) comprising 75 no. apartments together with ground floor residential amenity space, landscaping, cycle parking, car parking and associated works"

- 1.1.2 The site is located at Land Junction Of Parrs Wood Lane, Manchester, M20 5AA (MCC planning application no. 133746/FO/2022).
- 1.1.3 Curtins prepared a Transport Assessment (TA) (report ref. 076118-CUR-XX-XX-T-TP-00004-P04) and Interim Travel Plan (report ref. 076118-CUR-XX-XX-T-TP-00005-P04), both dated 5 May 2022, to accompany the planning application.
- 1.1.4 A post-application email from Robert Griffin, Principal Planner at MCC Planning, received on 8 July 2022, included comments from MCC Highways and Transport for Greater Manchester (TfGM). These comments were responded to via a Memo submitted by Deloitte to MCC Planning (subject ref. 133746/FO/2022 – Dandara, East Didsbury dated 19 July 2022). Curtins provided input to this letter.
- 1.1.5 The planning application was subsequently refused on 2 August 2022 with the following highways and transport related reasons for refusal (RfR):

"2) The proposals fail to provide an adequate level of on-site car parking to serve the proposed residential units contrary to policies DM1 and T2 of the adopted Manchester Core Strategy"

"3) The applicant has failed to demonstrate that the proposed development would not give rise to unacceptable impacts to congestion on the highway network contrary to policy T1 of the adopted Manchester Core Strategy"

- 1.1.6 An appeal subsequently has been lodged by Dandara Living pursuant to Section 78(2) of the Town and Country Planning Act 1990 (as amended) (Planning Inspectorate Reference APP/B4215/W/23/3314646). Thereafter dialogue with officers at MCC has continued.

1.2 Purpose and Structure of the Report

- 1.2.1 This report has been prepared to present further highways and transport related evidence to MCC Highways and TfGM in response to the RfR. Primarily this includes the presentation of a parking survey in relation to RfR2, and a new traffic survey and updated traffic modelling results in relation to RfR3.

- 1.2.2 The survey results, traffic figures, traffic model, and traffic model results summary were shared and discussed with MCC Highways and TfGM in February and March 2023. A meeting with officers at MCC and TfGM was held on 23 March 2023 where the evidence was discussed and agreed. This report documents the evidence and provides a summary to support the appeal process.
- 1.2.3 Following this introduction, **Section 2** presents the findings of the parking survey in relation to RfR2, while **Section 3** presents the findings of the new traffic survey and updated modelling results in relation to RfR3.
- 1.2.4 A summary and the conclusions arising from this report are provided in **Section 4**.

2.0 Parking Survey

2.1 Background

- 2.1.1 The original TA demonstrated that the proposed level of car parking provision will be sufficient to serve the proposed development based on the typical occupier profile of build to rent (BTR) schemes and the accessibility of the site, amongst a wide range of other factors.
- 2.1.2 On-street parking is not being provided as part of the proposed development; however, it is recognised that on-street parking is a contentious topic that was particularly raised by local councillors and within objection letters to the planning application, stating that the proposed parking ratio of the development would encourage future residents to park on surrounding residential roads.
- 2.1.3 The TA demonstrated that there are in fact limited on-street parking opportunities within 400m (or 5-minute walk) of the site. The TA also highlighted that off-site parking away from the development would be highly undesirable for residents from a convenience and security perspective, which would discourage its use. Due to these reasons, and noting that there will be sufficient car parking on-site to cater for demand, it is concluded that overspill onto the local highway network is very unlikely to occur to any significant degree.

2.2 On-Street Parking Survey

- 2.2.1 In order to respond directly to MCC Highways' concerns as to the adequacy of on-site car parking and therefore the potential for overspill onto adjacent roads, Curtins commissioned a parking survey on roads surrounding the site. This survey has only been undertaken to respond to the MCC's concerns and has not changed Curtins' conclusions that on-street parking is very unlikely to occur.
- 2.2.2 The parking survey took place on Friday 4th November 2022 and Saturday 5th November 2022 between the hours of 06:00 – 22:00 at hourly intervals. It is noted that no COVID-19 restrictions or roadworks on the adjacent highway network were in place at the time of the survey.
- 2.2.3 The surveyed roads are shown in orange in **Figure 2.1** below, whereas the full survey results are included in **Appendix A** to the rear of this report:



Figure 2.1 – Roads Surveyed for On-Street Parking

(Source: Google Maps, 2022)

- 2.2.4 The majority of the roads in this study area are subject to single yellow (no waiting between specified times) and double yellow parking restrictions (no waiting at any time) and are therefore not available for daily parking by residents. The parking restrictions and residual availability for parking is illustrated in **Figure 2.2** below:

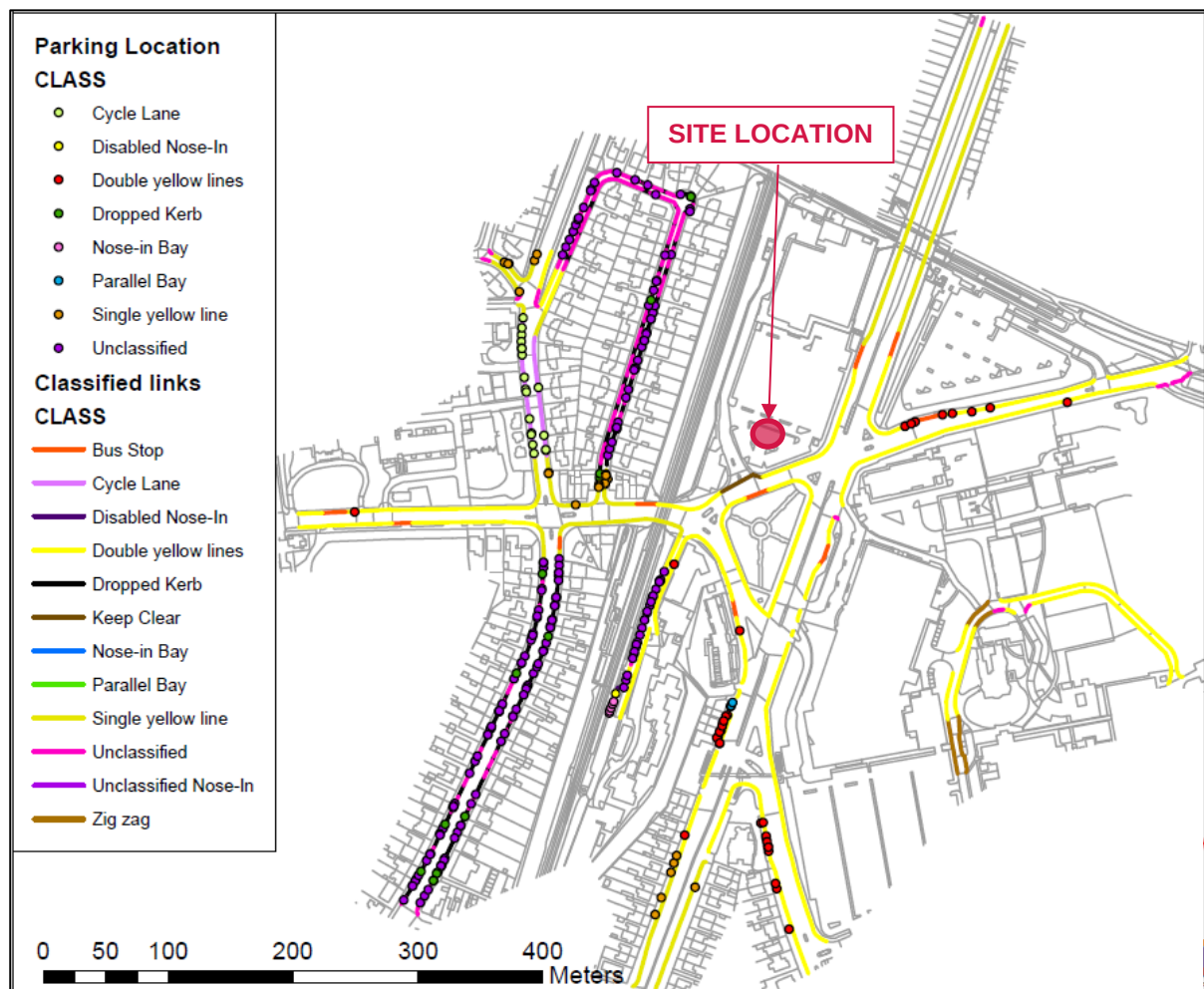


Figure 2.2 – On-Street Parking Availability

(Source: Streetwise)

2.2.5 The main roads where on-street parking could lawfully occur are Parrs Wood Avenue, Parrs Wood Road, and the unnamed road leading towards East Didsbury rail station. The analysis below accounts for parking restrictions, such as single yellow lines (no waiting between specified times), and adjusts the maximum capacity for the hourly time period accordingly.

2.2.6 **Figures 2.3 to 2.8** below show the daily profile of parking occupancy along Parrs Wood Avenue, Parrs Wood Road, and the unnamed road leading towards East Didsbury rail station respectively, on both the weekday and weekend surveyed:

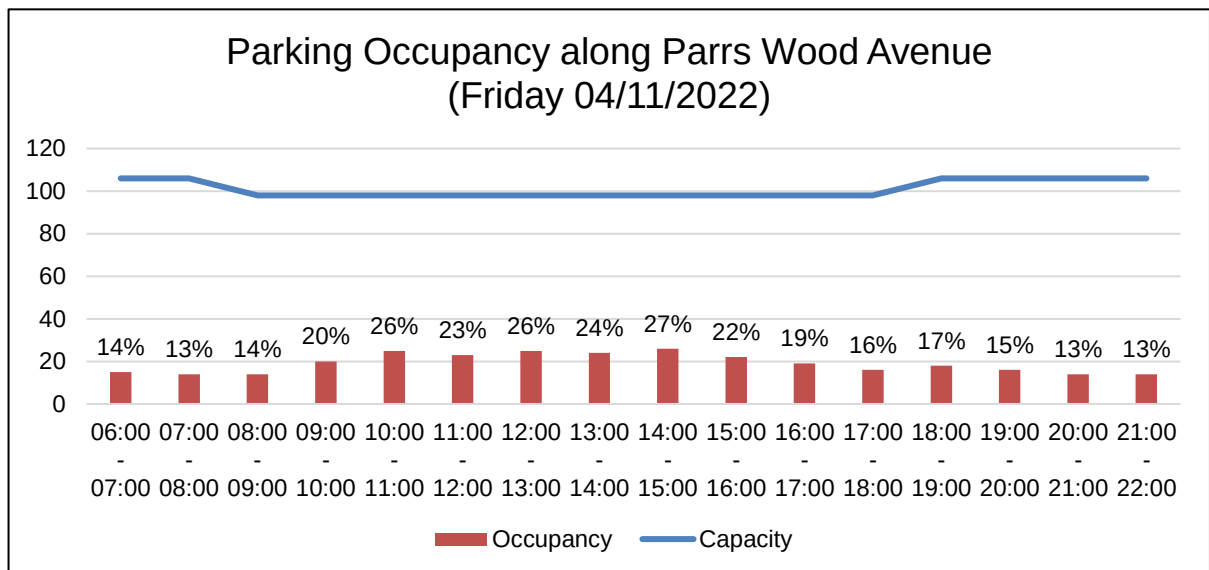


Figure 2.3 – Parking Occupancy along Parrs Wood Avenue (Friday 04/11/2022)

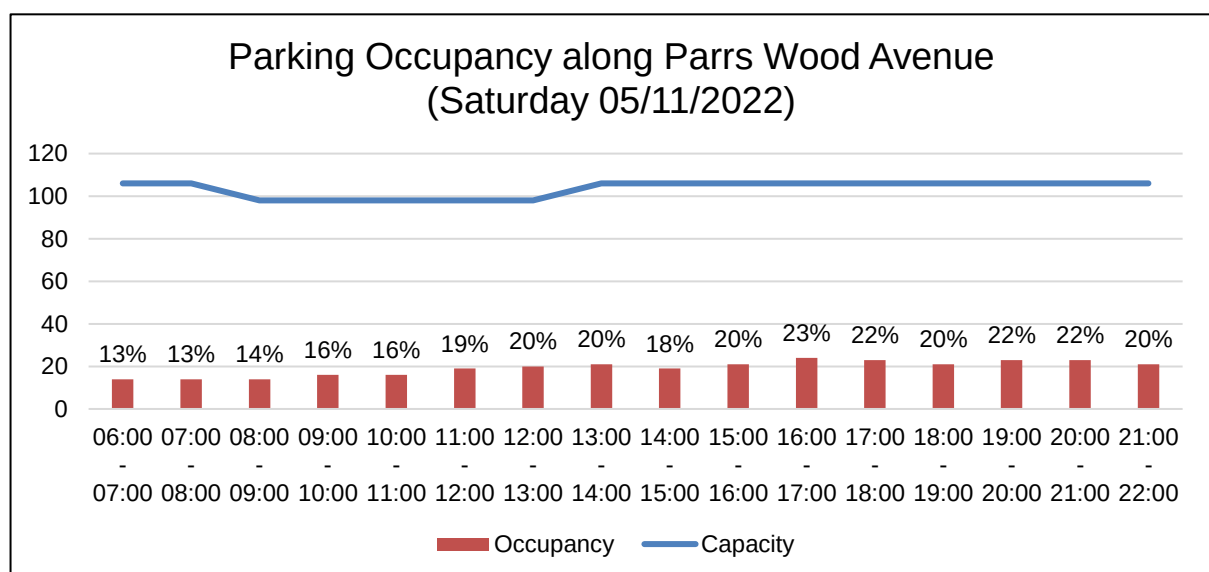


Figure 2.4 – Parking Occupancy along Parrs Wood Avenue (Saturday 05/11/2022)

2.2.7 Along Parrs Wood Avenue, there are single yellow parking restrictions (no waiting between 08:00 – 18:00 on Mondays to Fridays, and between 08:00 – 12:30 on Saturdays), therefore the maximum capacity varies between 106 spaces (off-peak period / outside the hours of parking restrictions) and 98 spaces (peak daytime period / during the hours of parking restrictions).

2.2.8 It is evident that on-street parking does not reach capacity nor exceed a maximum level of 27% on the weekday and 23% at the weekend.

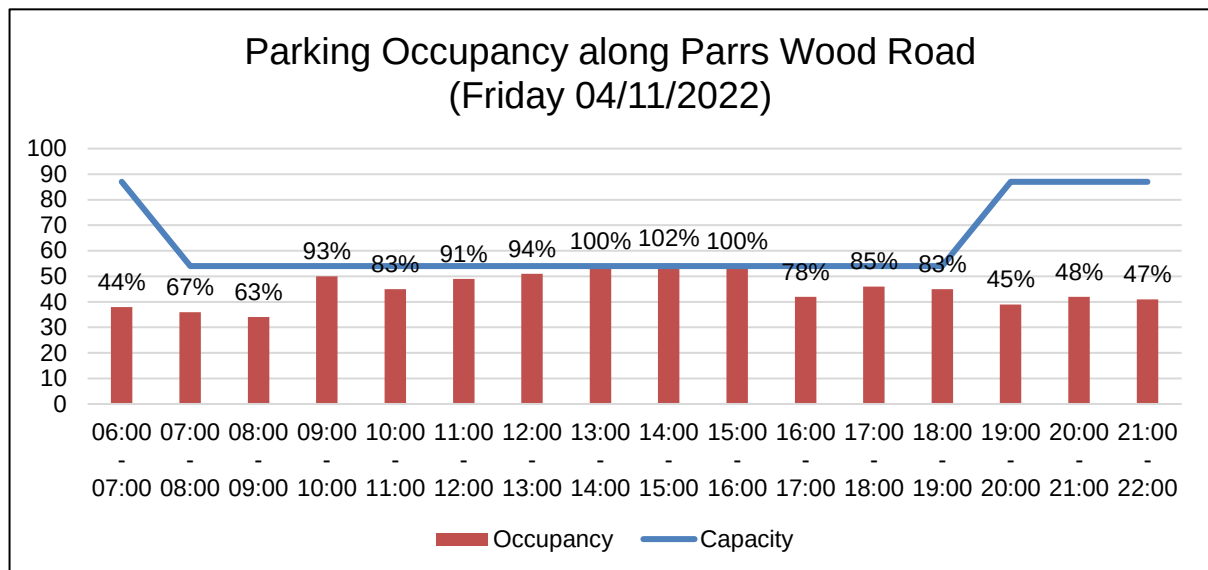


Figure 2.5 – Parking Occupancy along Parrs Wood Road (Friday 04/11/2022)

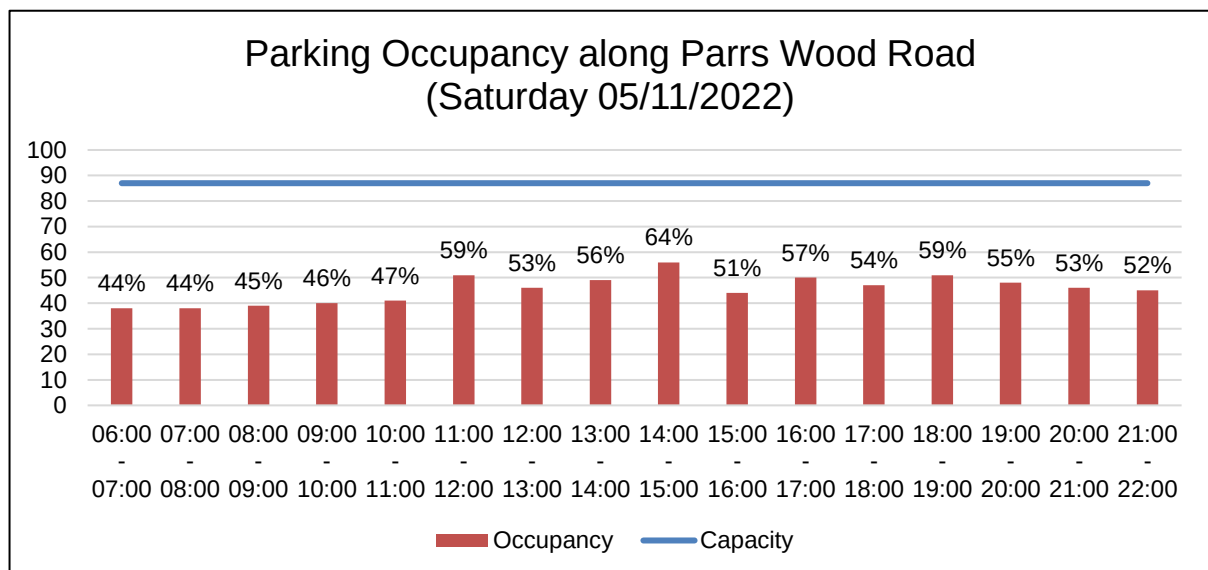


Figure 2.6 – Parking Occupancy along Parrs Wood Road (Saturday 05/11/2022)

2.2.9 Along Parrs Wood Road, there are single yellow parking restrictions (no waiting between 09:00 – 16:00 on Mondays to Fridays at the section near the Ruabon Road junction, and no waiting between 08:00 – 09:30 and 16:00 – 18:30 at the section near the Parrs Wood Lane junction), therefore the maximum capacity varies between 87 spaces (off-peak period / outside the hours of parking restrictions) and 54 spaces (peak daytime period / during the hours of parking restrictions).

2.2.10 On the Friday, it can be observed that Parrs Wood Road is generally well-utilised for on-street parking, exceeding capacity during 14:00 – 15:00 on the weekday; however, parking still does not reach nor exceed maximum capacity at the weekend, with a maximum occupancy of 64%.

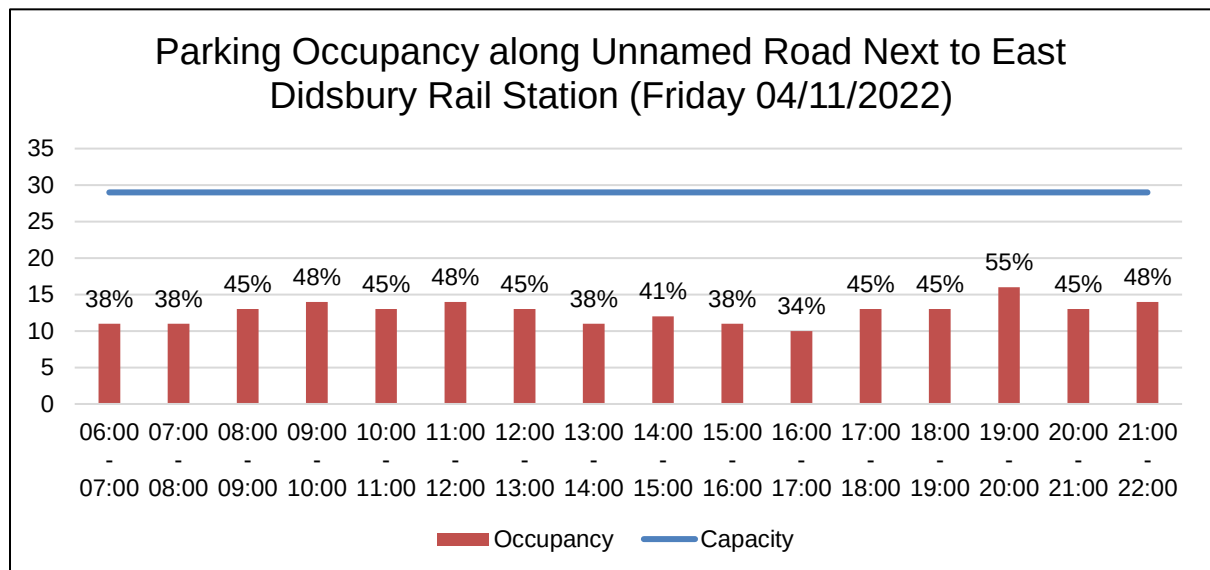


Figure 2.7 – Parking Occupancy along Unnamed Road (Friday 04/11/2022)

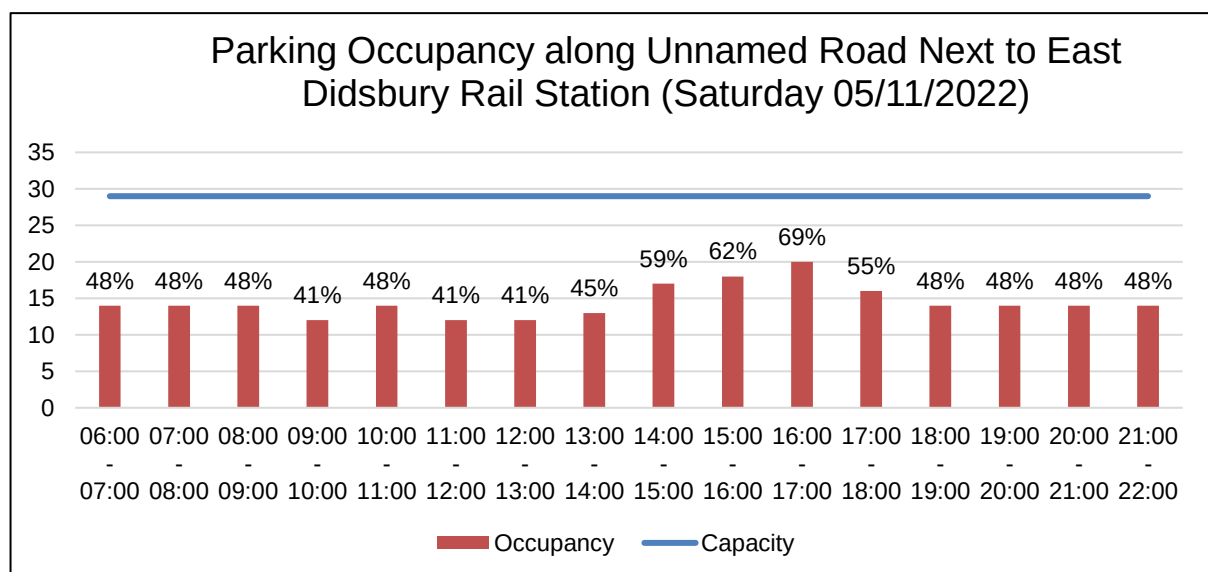


Figure 2.8 – Parking Occupancy along Unnamed Road (Saturday 05/11/2022)

2.2.11 Along the unnamed road leading towards East Didsbury rail station, there are no single yellow parking restrictions along the road, therefore the maximum capacity remains the same at 29 spaces throughout the day. It is evident that on-street parking does not reach capacity nor exceed a maximum level of 55% on the weekday and 69% at the weekend.

2.3 Summary and Conclusion

2.3.1 The original TA demonstrated that there will be sufficient car parking on-site to cater for demand by the proposed development, and also highlighted that off-site parking away from the development would be highly undesirable for residents from a convenience and security perspective. Curtins' view remains

that on-street parking associated with the proposed development will therefore be very unlikely to occur. Nonetheless, it demonstrated that if on-street parking were to occur, then there was spare capacity on nearby roads within walking distance of the site.

2.3.2 An on-street parking survey has been undertaken to respond to MCC's concerns relating to the adequacy of on-site car parking and therefore the potential for overspill onto surrounding roads. The results of the survey demonstrate that Parrs Wood Avenue and the unnamed road next to East Didsbury rail station have significant spare capacity for lawful, on-street car parking. Parrs Wood Road also has spare capacity at the weekend, with limited spare capacity on the surveyed weekday.

2.3.3 Paragraph 111 of the National Planning Policy Framework (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 would be severe."

2.3.4 Responding directly to concerns by MCC Highways that were some on-street parking to occur, there is demonstrable spare capacity on-street within walking distance of the site. It would be very unlikely that residents or visitors would park in the same location at the same time, therefore any impacts on residential amenity would be minimal, and certainly not significant or severe in the context of Paragraph 111 of the NPPF.

3.0 Traffic Survey

3.1 Background

- 3.1.1 The following comments were included in a post-application email from Robert Griffin, Principal Planner at MCC Planning, received on 8 July 2022, on behalf of MCC Highways and TfGM:

“...the submitted details give rise to significant concerns given the [traffic] data used and that road junctions in the locality of the site are already heavily congested.”

“MCC Highways have significant concerns regarding the use of this data given there were still covid restrictions in operation during the count period. The junctions in the locality of the site are already heavily congested and any additional traffic movements associated with the new development are expected to further saturate traffic levels at these junctions. It is also noted that the modelling assessments have been undertaken using the sites proposed 48% parking provision, as will be detailed later in this response, this level of parking is substantially below the 100% parking provision MCC Highways would expect in this location.”

“The applicant has therefore failed to demonstrate that the development will not significantly impact on the surrounding local highway network.”

- 3.1.2 As reported in the original TA, traffic surveys were undertaken on 17 September 2021. The TA also noted that the surveys were undertaken during school term time, with no COVID-19 restrictions or roadworks in place within the study area at the time of the survey.
- 3.1.3 The post-application Memo submitted by Deloitte to MCC Planning (subject ref. 133746/FO/2022 – Dandara, East Didsbury dated 19 July 2022) included statistics published by the Department for Transport (DfT) that confirmed on the day of the surveys, the total number of motor vehicles on the highway network overall was approximately 102% of the equivalent day in the first week of February 2020 (i.e. before the pandemic). This suggests that traffic surveys undertaken on 17 September 2021 resulted in a similar number of vehicles on the highway network than just before the pandemic. The Memo concluded that these surveys remain appropriate and valid for use.

3.2 New Traffic Survey

- 3.2.1 Notwithstanding the above points regarding the appropriateness of the September 2021 traffic surveys, new traffic surveys for junctions in the TA study area were undertaken on Thursday 3 November 2022 to respond directly to MCC Highways' concerns as to the adequacy of the 2021 traffic surveys in relation to COVID-19. This survey recorded traffic flows in 15-minute intervals during the peak periods of 07:00 – 10:00 and 15:00 – 19:00. The surveys were undertaken during school term time and there were no roadworks in the study area at the time of the survey.

- 3.2.2 The peak hours were observed as 07:45 – 08:45 in the AM peak (the same as the TA) and 17:00 – 18:00 in the PM peak (one hour earlier than the TA). The same process as the TA has then been followed, adding the queue demand, applying background traffic growth, and adding the proposed development traffic. This provides a very robust method of assessment.
- 3.2.3 A 7-day traffic survey was also undertaken on the A34 Kingsway between Thursday 3 November and Wednesday 9 November 2022 to monitor traffic flows over time. This survey recorded hourly traffic flows for each day across the survey period.
- 3.2.4 The results of this survey show that traffic flows on Thursday 3 November (the same day of the junction surveys used for the traffic impact assessment) were similar to other weekdays across the survey period. For the AM peak hour of 08:00 – 09:00 (which most closely matches the study area peak of 07:45 – 08:45) and the PM peak hour of 17:00 – 18:00, the Thursday flows were above the weekday average. When the AM and PM peak hours are combined, the total two-way flow on the Thursday were the highest of the surveyed weekdays. This confirms that the use of the Thursday traffic flows provides a suitably robust basis for assessment.
- 3.2.5 The traffic survey results are included in **Appendix B**, and the resulting Traffic Figures are provided in **Appendix C** to the rear of this report.
- 3.2.6 The traffic impact assessment in the TA was modelled using LinSig. The model has been updated to include the new traffic flows from November 2022. The model has also undergone further internal auditing, as well as an independent external audit by JCT – the software manufacturer for LinSig. Additional comments from TfGM have also been addressed as part of the updated model within this report.

3.3 Latest Junction Modelling

- 3.3.1 As per the TA, the operation of the local highway network has been assessed at the following locations:
- **Junction 1** – A5145 Parrs Wood Lane / Tesco access;
 - **Junction 2** – A34 Kingsway / A5145 Parrs Wood Lane signalised junction;
 - **Junction 3** – A34 Kingsway / A5145 / Parrs Wood Entertainment Centre signalised junction;
 - **Junction 4** – A5145 Parrs Wood Lane / East Didsbury Access Road signalised junction; and
 - **Junction 5** – A34 Kingsway / B5095 Wilmslow Road signalised junction.
- 3.3.2 The signal timings for the ‘Base’ scenarios for each junction have been optimised within LinSig and manually adjusted to refine the results. The same signal timings have been retained for the ‘Base’ and ‘Base + Development’ scenarios for a direct comparison of the proposed development traffic impact.
- 3.3.3 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.

- 3.3.4 The results of the updated junction modelling are summarised in the following sub-sections, while the junction capacity assessment results are provided in full in **Appendix D** to the rear of this report.

Junction 1 – A5145 Parrs Wood Lane / Tesco Access Priority Junction

- 3.3.5 **Tables 3.1** and **3.2** below present a summary of the latest modelling results during AM and PM weekday peak hours at this junction during the 2022 and 2027 Base and Base + Development scenarios respectively:

Link	Lane Description	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/1	Tesco Access Left	7.3%	0.0	14.5%	0.1	8.9%	0.0	15.6%	0.1
2/2	Tesco Access Left	10.7%	0.1	19.7%	0.1	11.1%	0.1	20.3%	0.1
3/1+3/2	Didsbury Road East Right Ahead	12.4 : 12.4%	0.1	12.5 : 12.5%	0.1	12.6 : 12.6%	0.1	13.0 : 13.0%	0.1
Cycle Time (s)		104		104		104		104	
PRC (%)		623.2		357.6		616.8		343.6	
Total Delay (pcu / hr)		0.2		0.3		0.2		0.3	

Table 3.1 – A5145 Parrs Wood Lane / Tesco Access Junction - 2022 Scenarios

Link	Lane Description	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/1	Tesco Access Left	7.7%	0.0	15.7%	0.1	9.2%	0.1	16.5%	0.1
2/2	Tesco Access Left	11.2%	0.1	21.2%	0.1	11.8%	0.1	21.6%	0.1
3/1+3/2	Didsbury Road East Right Ahead	12.9 : 12.9%	0.1	12.7 : 12.8%	0.1	12.9 : 12.9%	0.1	13.2 : 13.3%	0.1
Cycle Time (s)		104		104		104		104	
PRC (%)		601.2		324.1		598.5		315.7	
Total Delay (pcu / hr)		0.2		0.3		0.2		0.3	

Table 3.2 – A5145 Parrs Wood Lane / Tesco Access Junction - 2027 Scenarios

- 3.3.6 The results shown in **Tables 3.1** and **3.2** above show that the junction will operate well within practical capacity in the 2022 and 2027 Base scenarios. With the addition of the development traffic, the results show that the junction will continue to operate with plenty of spare capacity.
- 3.3.7 A comparison of the results for the Base and Base + Development scenarios indicates minimal increases in degrees of saturation, queues and delays at the junction. It is therefore concluded that the proposed development will have a minimal impact on the operation of this junction.

Junction 2 – A34 Kingsway / A5145 Parrs Wood Lane Signalised Junction

- 3.3.8 **Tables 3.3** and **3.4** below present a summary of the latest modelling results during AM and PM weekday peak hours at this junction during the 2022 and 2027 Base and Base + Development scenarios respectively:

Link	Lane Description	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
1/2+1/1	Kingsway north Left Ahead	98.8 : 98.8%	35.4	104.9 : 104.9%	53.9	98.9 : 98.9%	35.6	104.9 : 104.9%	54.1
1/3 + 1/4	Kingsway north Ahead	98.2 : 98.2%	35.6	104.6 : 104.6%	52.4	98.1 : 98.1%	35.5	104.4 : 104.4%	52.0
2/2+2/1	Kingsway south Ahead Left	80.4 : 80.4%	12.8	73.1 : 73.1%	12.8	80.4 : 80.4%	12.8	73.0 : 73.0%	12.8
2/3	Kingsway south Ahead	30.2%	1.0	24.0%	1.3	30.2%	1.0	24.1%	1.3
2/4	Kingsway south Right	88.8%	15.6	89.7%	16.5	88.8%	15.6	89.5%	16.5
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	96.2 : 96.2%	14.3	92.5 : 92.5%	13.9	96.2 : 96.2%	14.3	92.6 : 92.6%	14.0
4/1+4/2	A5145 Parrswood Lane west Left Ahead Right	77.8 : 77.8%	8.0	84.2 : 84.2%	11.2	80.6 : 80.6%	8.5	85.9 : 85.9%	11.7
Cycle Time (s)		104		104		104		104	
PRC (%)		-9.8		-16.6		-9.9		-16.6	
Total Delay (pcu / hr)		66.4		101.6		67.0		101.8	

Table 3.3 – A34 Kingsway / A5145 Parrs Wood Lane Signalised Junction - 2022 Scenarios

Link	Lane Description	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
1/2+1/1	Kingsway north Left Ahead	108.8 : 108.8%	75.0	119.2 : 119.2%	109.5	108.8 : 108.8%	75.0	119.3 : 119.3%	110.0
1/3 + 1/4	Kingsway north Ahead	108.6 : 108.6%	73.7	118.8 : 118.8%	104.3	108.6 : 108.6%	73.8	118.8 : 118.8%	104.7
2/2+2/1	Kingsway south Ahead Left	81.2 : 81.5%	15.5	76.0 : 76.0%	12.8	81.1 : 81.6%	15.5	74.3 : 74.3%	12.8

Link	Lane Description	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/3	Kingsway south Ahead	33.1%	1.8	28.1%	2.2	33.0%	1.8	29.8%	2.6
2/4	Kingsway south Right	86.8%	15.9	87.9%	16.8	86.8%	15.9	88.1%	16.9
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	102.0 : 102.0%	20.6	94.6 : 94.6%	15.9	101.6 : 101.6%	20.1	94.7 : 94.7%	16.0
4/1+4/2	A5145 Parrswood Lane west Left Ahead Right	81.8 : 81.8%	8.8	85.5 : 85.5%	12.0	85.6 : 85.6%	9.7	86.4 : 86.4%	12.3
Cycle Time (s)		104		104		104		104	
PRC (%)		-20.9		-32.4		-20.9		-32.5	
Total Delay (pcu / hr)		146.7		212.9		147.1		214.1	

Table 3.4 – A34 Kingsway / A5145 Parrs Wood Lane Signalised Junction - 2027 Scenarios

3.3.9 The results in **Tables 3.3** and **3.4** above show that the junction generally operates above theoretical capacity in the 2022 and 2027 Base scenarios. The results subsequently demonstrate that the junction will continue to operate above theoretical capacity with the addition of the proposed development traffic. A comparison of the results for the Base and Base + Development scenarios shows minimal increases in the degrees of saturation, queues and delay.

3.3.10 As noted in the TA, the junction operates on the Urban Traffic Control (UTC) Split Cycle and Offset Optimisation Technique (SCOOT) system. SCOOT is a UTC system which continually assesses the traffic flow data obtained from a series of carriageway loops to optimise the green splits, offsets and cycle time to increase throughput and minimise congestion and delay within a network. The results on the ground are therefore expected to be better than the model forecast.

3.3.11 It is concluded that the impact of the proposed development on this junction is minimal, and not significant or severe, and that no mitigation is required.

Junction 3 – A34 Kingsway / A5145 / Parrs Wood Entertainment Centre Signalised Junction

3.3.12 **Tables 3.5** and **3.6** below present a summary of the latest modelling results during AM and PM weekday peak hours at this junction during the 2022 and 2027 Base and Base + Development scenarios respectively:

Link	Lane Description	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	89.9 : 89.9%	12.0	81.1 : 81.1%	11.0	89.9 : 89.9%	12.0	81.5 : 81.5%	11.1

Link	Lane Description	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/3	A5145 Wilmslow Road Right	88.8%	12.3	80.0%	11.8	89.0%	12.4	80.0%	11.8
3/1	Kingsway north Left Ahead	52.5%	4.9	67.4%	3.9	52.5%	4.9	67.4%	4.0
3/2	Kingsway north Ahead	55.6%	5.9	52.5%	4.7	55.1%	5.8	53.1%	4.6
3/3	Kingsway north Ahead	57.4%	7.1	62.3%	3.8	58.1%	7.3	61.9%	3.8
6/1	Parrswood Centre Right Left	4.2%	0.4	2.3%	0.3	4.2%	0.4	2.3%	0.3
7/1	Kingsway Road south Left	46.8%	2.6	34.8%	0.1	46.9%	2.6	35.0%	0.1
7/2	Kingsway Road south Ahead	91.1%	5.6	84.8%	25.5	91.1%	5.6	84.7%	25.5
7/3	Kingsway Road south Ahead	64.8%	21.6	63.3%	19.3	64.8%	21.7	63.3%	19.3
Cycle Time (s)		104		104		104		104	
PRC (%)		-1.2		6.1		-1.2		6.2	
Total Delay (pcu / hr)		24.5		21.6		24.7		21.7	

Table 3.5 – A34 Kingsway / A5145 / Parrs Wood Entertainment Centre Signalised Junction - 2022 Scenarios

Link	Lane Description	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	94.8 : 94.8%	14.7	85.8 : 85.8%	12.6	95.1 : 95.1%	14.9	86.3 : 86.3%	12.7
2/3	A5145 Wilmslow Road Right	94.3%	15.0	85.0%	13.3	94.3%	15.0	84.6%	13.1
3/1	Kingsway north Left Ahead	51.5%	3.0	64.5%	4.2	51.5%	3.0	64.4%	4.2
3/2	Kingsway north Ahead	59.0%	4.4	51.2%	3.2	57.9%	4.0	48.9%	3.2
3/3	Kingsway north Ahead	52.6%	4.2	59.0%	5.6	54.1%	4.7	61.3%	5.8
6/1	Parrswood Centre Right Left	4.4%	0.4	2.5%	0.3	4.4%	0.4	2.5%	0.3
7/1	Kingsway Road south Left	48.1%	0.4	36.8%	0.2	48.2%	0.4	37.0%	0.2
7/2	Kingsway Road south Ahead	92.0%	30.7	86.9%	26.6	92.0%	30.7	84.9%	25.6
7/3	Kingsway Road south Ahead	69.8%	23.9	69.7%	21.7	69.8%	23.9	71.8%	22.6
Cycle Time (s)		104		104		104		104	
PRC (%)		-5.4		3.5		-5.7		4.3	
Total Delay (pcu / hr)		27.7		24.5		27.9		24.5	

Table 3.6 – A34 Kingsway / A5145 / Parrs Wood Entertainment Centre Signalised Junction - 2027 Scenarios

- 3.3.13 The results in **Tables 3.5** and **3.6** above show that the junction will operate within theoretical capacity during the AM peak hour for the 2022 and 2027 Base scenarios. When the development flows are included, the junction remains within theoretical capacity during the AM peak, and the increases in the degrees of saturation, queues and delay as a result of development traffic is minimal.
- 3.3.14 The results also show that the junction operates within practical capacity during the PM peak for the 2022 and 2027 Base scenarios. With the addition of the development traffic, the junction continues to operate within practical capacity, with minimal increases in degrees of saturation, queues and delay.
- 3.3.15 It is therefore concluded that the proposed development will have a minimal impact on the operation of this junction.

Junction 4 – A5145 Parrs Wood Lane / East Didsbury Access Road Signalised Junction

- 3.3.16 **Tables 3.7** and **3.8** below present a summary of the latest modelling results during AM and PM weekday peak hours at this junction during the 2022 and 2027 Base and Base + Development scenarios respectively:

Link	Lane Description	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/1	Station/Residential Access Right U-Turn Ahead	22.6%	0.9	12.4%	0.5	23.3%	0.9	12.4%	0.5
3/1	Wilmslow Road West Right Ahead	40.1%	7.2	51.4%	10.0	40.1%	7.2	51.4%	10.0
3/2	Wilmslow Road West Right U-Turn	39.7%	7.0	50.9%	9.6	39.7%	7.0	51.0%	9.6
5/2+5/1	Parrswood Lane Left Ahead Ahead2	61.8 : 61.8%	2.9	50.5 : 50.5%	4.2	62.1 : 62.1%	2.9	51.1 : 51.1%	4.2
8/1	Wilmslow Road East Left Left2	64.7%	14.6	49.2%	9.4	64.7%	14.6	49.2%	9.4
8/2	Wilmslow Road East Right	16.0%	0.7	30.4%	1.0	15.7%	0.7	31.6%	1.0
Cycle Time (s)		104		104		104		104	
PRC (%)		39.1		75.2		39.1		75.0	
Total Delay (pcu / hr)		10.1		11.0		10.1		11.1	

Table 3.7 – A5145 Parrs Wood Lane / East Didsbury Access Road Signalised Junction - 2022 Scenarios

Link	Lane Description	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/1	Station/Residential Access Right U-Turn Ahead	24.3%	1.0	12.4%	0.5	25.0%	1.0	12.4%	0.5
3/1	Wilmslow Road West Right Ahead	41.7%	7.5	54.4%	10.8	41.8%	7.5	54.4%	10.8
3/2	Wilmslow Road West Right U-Turn	41.3%	7.3	54.0%	10.5	41.3%	7.3	54.0%	10.5
5/2+5/1	Parrswood Lane Left Ahead Ahead2	66.9 : 66.7%	4.5	52.2 : 52.4%	3.7	67.4 : 67.3%	4.5	52.6 : 52.6%	3.8
8/1	Wilmslow Road East Left Left2	67.4%	15.5	52.1%	10.2	67.4%	15.5	52.1%	10.2
8/2	Wilmslow Road East Right	18.0%	0.7	35.5%	1.1	18.8%	0.7	38.0%	1.2
Cycle Time (s)		104		104		104		104	
PRC (%)		33.5		65.4		33.5		65.4	
Total Delay (pcu / hr)		10.8		11.8		10.9		11.9	

Table 3.8 – A5145 Parrs Wood Lane / East Didsbury Access Road Signalised Junction - 2027 Scenarios

3.3.17 The results in **Tables 3.7** and **3.8** above show that the junction will operate well within practical capacity during the AM and PM peak hours in the 2022 and 2027 Base scenarios. When the development flows are included, the junction remains well within practical capacity and the increases in the degrees of saturation, queues and delay are minimal.

3.3.18 It is therefore concluded that the proposed development will have a minimal impact on the operation of this junction.

Junction 5 – A34 Kingsway / B5095 Wilmslow Road Signalised Junction

3.3.19 **Tables 3.9** and **3.10** below present a summary of the latest modelling results during AM and PM weekday peak hours at this junction during the 2022 and 2027 Base and Base + Development scenarios respectively:

Link	Lane Description	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
1/1 + 1/2	Kingsway South Ahead	99.7 : 99.7%	44.9	80.8 : 80.8%	20.0	99.7 : 99.7%	44.9	80.8 : 80.8%	20.0
1/3+1/4	Kingsway South Right Ahead	100.5 : 100.5%	20.8	90.8 : 90.8%	11.9	100.5 : 100.5%	20.8	90.8 : 90.8%	11.9

Link	Lane Description	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
3/1	Kingsway Road north Left	41.4%	5.5	55.1%	6.6	41.4%	5.5	55.1%	6.7
3/2	Kingsway Road north Ahead	83.5%	18.9	73.5%	16.2	83.1%	18.5	74.0%	16.3
3/3	Kingsway Road north Ahead	85.9%	19.2	82.4%	12.8	86.7%	19.8	82.2%	12.9
5/1 + 5/2	B5095 Wilmslow Road Left	87.4 : 87.4%	14.4	80.0 : 80.0%	11.3	87.4 : 87.4%	14.4	79.7 : 79.7%	11.2
5/3	B5095 Wilmslow Road Right	85.0%	14.4	73.2%	10.4	85.2%	14.5	73.0%	10.4
Cycle Time (s)		104		104		104		104	
PRC (%)		-11.7		-0.8		-11.7		-0.8	
Total Delay (pcu / hr)		67.6		33.7		67.7		33.7	

Table 3.9 – A34 Kingsway / B5095 Wilmslow Road Signalised Junction - 2022 Scenarios

Link	Lane Description	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
1/1 + 1/2	Kingsway South Ahead	104.3 : 104.3%	82.0	82.5 : 82.5%	21.1	104.3 : 104.3%	82.1	80.4 : 80.4%	19.9
1/3+1/4	Kingsway South Right Ahead	106.4 : 106.4%	35.2	96.7 : 96.7%	17.7	106.4 : 106.4%	35.2	96.7 : 96.7%	18.4
3/1	Kingsway Road north Left	41.4%	4.5	54.2%	7.2	41.4%	4.5	54.2%	7.2
3/2	Kingsway Road north Ahead	87.4%	20.0	73.3%	11.4	86.9%	19.5	72.4%	12.4
3/3	Kingsway Road north Ahead	83.0%	18.0	80.6%	15.2	84.0%	18.7	81.5%	14.7
5/1 + 5/2	B5095 Wilmslow Road Left	92.1 : 92.1%	16.8	83.9 : 83.9%	12.4	92.1 : 92.1%	16.8	83.7 : 83.7%	12.3
5/3	B5095 Wilmslow Road Right	90.5%	16.8	77.9%	11.5	90.5%	16.8	78.6%	11.7
Cycle Time (s)		104		104		104		104	
PRC		-18.3		-7.5		-18.3		-7.5	
Total Delay (pcu / hr)		111.1		40.7		111.1		40.6	

Table 3.10 – A34 Kingsway / B5095 Wilmslow Road Signalised Junction - 2027 Scenarios

3.3.20 The results in **Tables 3.9** above show that the Kingsway south arm will operate slightly above theoretical capacity in the 2022 AM Base scenario and above practical capacity in the PM Base scenario. With the

addition of the development traffic, the Kingsway south arm will continue to operate with the same degree of saturation and queues. With the exception of this arm, all other arms of the junction operate within practical capacity in the Base and Base + Development scenarios.

- 3.3.21 The results in **Table 3.10** above show that the Kingsway south arm will operate above theoretical capacity and the B5095 Wilmslow Road will operate above practical capacity, but within theoretical capacity, during the 2027 AM Base scenario. In the PM Base scenario, the Kingsway south arm will operate above practical capacity, but within theoretical capacity. The addition of the development traffic results in minimal increases in the degrees of saturation and queues on all arms.
- 3.3.22 As noted earlier, the results on the ground are expected to be better than the model forecasts as the junction operates on SCOOT.
- 3.3.23 It is concluded that the impact of the proposed development on this junction is minimal, and not significant or severe, and that no mitigation is required.

Junction Summary

- 3.3.24 The results presented in this report are similar to those in the TA, with any differences due to using new traffic survey data and following updates to the model.
- 3.3.25 The increases in degrees of saturation, queues and delay are minimal as a result of the proposed development due to the low levels of development vehicular trips travelling through the junctions.
- 3.3.26 The benefits of SCOOT are not replicated in the above assessments and therefore, the modelling results present the worst-case scenario. The application of over 7% of background traffic growth to the 2027 future year, adds to the worst case nature of the assessment results. It is therefore likely that the junctions would operate more efficiently with fewer queues and delay than presented above.

Network Summary

- 3.3.27 Considering the study area network as a whole, **Table 3.11** below summarises the overall network delay (in PCU (Passenger Car Unit) hours) for all the scenarios assessed:

Scenario	Network Delay	Network Delay	Change in Delay
	Base	Base + Development	
2022 AM	168.77	169.60	0.83 (0.49%)
2022 PM	168.22	168.52	0.30 (0.18%)
2027 AM	296.35	297.11	0.76 (0.26%)
2027 PM	290.16	291.43	1.27 (0.44%)

Table 3.11 – Network Delay Summary (pcu / hr) – Updated Modelling

3.3.28 The results in **Table 5.11** above show that the overall network performance is similar between the Base and Base + Development scenarios, with the change in delay on the network less than 1% in all scenarios.

3.3.29 It is therefore concluded that the impact of the proposed development on the operation of the local highway network is minimal and no mitigation is required beyond the implementation of the Travel Plan.

3.4 Summary and Conclusion

3.4.1 The original TA utilised traffic survey data collected in September 2021. The results of the junction capacity assessments showed that the impact of the proposed development on the operation of the local highway network will be minimal and that mitigation beyond the implementation of the Travel Plan is not considered to be necessary.

3.4.2 The TA concluded that the proposed residential development will not result in a severe residual impact on the highway network and is therefore in accordance with paragraph 111 of the NPPF.

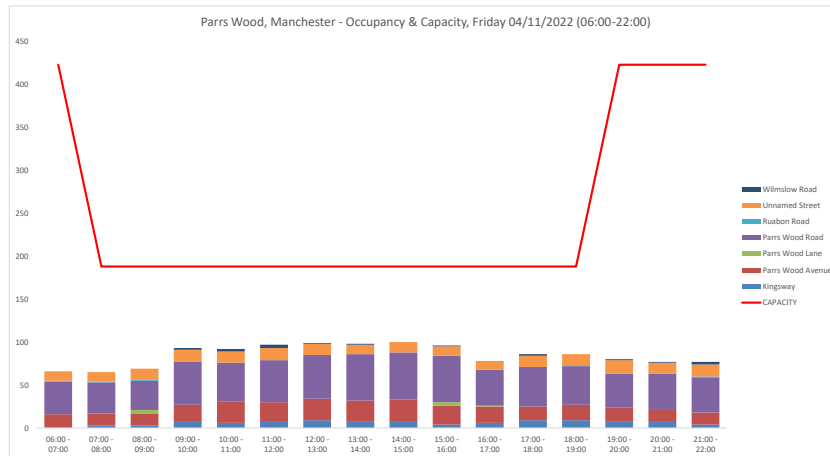
3.4.3 This report utilises traffic survey data collected in November 2022 and provides updated traffic modelling results. This report reaches exactly the same conclusions as the TA, that the impact of the proposed development on the operation of the local highway network will be minimal, and certainly not significant or severe in the context of paragraph 111 of the NPPF.

4.0 Summary and Conclusions

- 4.1.1 This report has been prepared to present further highways and transport related evidence to Manchester City Council Highways in response to the reasons for refusal to the development proposal for 75 apartments at Land Junction Of Parrs Wood Lane, Manchester. Primarily this includes the presentation of parking survey results, and traffic survey and modelling results, which have already been shared with officers at Manchester City Council and Transport for Greater Manchester.
- 4.1.2 With regards to parking, the original Transport Assessment demonstrated that there will be sufficient car parking on-site to cater for demand by the proposed development, and also highlighted that off-site parking away from the development would be highly undesirable for residents from a convenience and security perspective, which would discourage its use. Curtins' view remains that on-street parking associated with the proposed development will therefore be very unlikely to occur to any significant degree.
- 4.1.3 An on-street parking survey has been undertaken to respond to Manchester City Council's concerns relating to the adequacy of on-site car parking and therefore the potential for overspill onto surrounding roads. The results of the survey demonstrate that Parrs Wood Avenue and the unnamed road next to East Didsbury rail station have significant spare capacity for lawful, on-street car parking. Parrs Wood Road also has spare capacity at the weekend, with limited spare capacity on the surveyed weekday.
- 4.1.4 Responding directly to concerns by Manchester City Council Highways that if some on-street parking were to occur, there is demonstrable spare capacity on-street within walking distance of the site. It would be very unlikely that residents or visitors would park in the same location at the same time, therefore any impacts on residential amenity would be minimal, and certainly not significant or severe in the context of Paragraph 111 of the National Planning Policy Framework.
- 4.1.5 With regards to traffic impacts, the original Transport Assessment utilised traffic survey data collected in September 2021. The results of the junction capacity assessments showed that the impact of the proposed development on the operation of the local highway network will be minimal and that mitigation beyond the implementation of the Travel Plan is not considered to be necessary.
- 4.1.6 The Transport Assessment concluded that the proposed residential development will not result in a severe residual impact on the highway network and is therefore in accordance with paragraph 111 of the National Planning Policy Framework.
- 4.1.7 This report utilises traffic survey data collected in November 2022 and provides update traffic modelling results. This report reaches exactly the same conclusions as the Transport Assessment, that the impact of the proposed development on the operation of the local highway network will be minimal, and certainly not significant or severe in the context of paragraph 111 of the National Planning Policy Framework.

Appendix A – Parking Survey Results

Vehicle Occupancy by Link		TIME PERIOD															
LINK		06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00
Kingsway		1	3	3	7	6	7	9	8	7	4	6	9	9	8	7	4
Parrs Wood Avenue		15	14	14	20	25	23	25	24	26	22	19	16	18	16	14	14
Parrs Wood Lane		0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0
Parrs Wood Road		38	36	34	50	45	49	51	54	55	54	42	46	45	39	42	41
Ruabon Road		1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1
Unnamed Street		11	11	13	14	13	14	13	11	12	11	10	13	13	16	13	14
Wilmslow Road		0	0	0	2	3	4	1	1	0	1	0	2	0	1	1	3
OCCUPANCY		66	65	69	93	92	97	99	98	100	96	78	86	86	80	77	77
CAPACITY		423	188	188	188	188	188	188	188	188	188	188	188	188	423	423	423



Length of Classifications by Link (Metres)												
Link	Bus Stop	Cycle Lane	Disabled Nose-In	Double yellow lines	Dropped Kerb	Keep Clear	Nose-in Bay	Parallel Bay	Single yellow line	Unclassified	Zig zag	Grand Total
Kingsway	58.11	0.00	0.00	561.07	0.00	0.00	0.00	7.40	761.25	10.09	0.00	1397.92
Parrs Wood Avenue	0.00	0.00	0.00	72.62	207.38	0.00	0.00	0.00	47.14	551.68	0.00	878.82
Parrs Wood Lane	39.01	0.00	0.00	632.20	0.00	36.55	0.00	0.00	0.00	27.44	0.00	735.20
Parrs Wood Road	8.76	209.14	0.00	32.78	276.69	0.00	0.00	0.00	184.71	352.45	0.00	1064.54
Ruabon Road	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	72.64	10.13	0.00	82.77
Unnamed Street	0.00	0.00	10.07	677.14	0.00	0.00	12.78	0.00	0.00	108.45	139.04	947.48
Wilmslow Road	66.64	0.00	0.00	956.28	0.00	0.00	0.00	0.00	151.88	0.00	0.00	1174.80
Grand Total	172.52	209.14	10.07	2932.10	484.07	36.55	12.78	7.40	1217.61	1060.24	139.04	6281.53

Calculated Capacity by Link (Official - No. of Spaces)												
Link	Bus Stop	Cycle Lane	Disabled Nose-In	Double yellow lines	Dropped Kerb	Keep Clear	Nose-in Bay	Parallel Bay	Single yellow line	Unclassified	Zig zag	Grand Total
Kingsway	0	0	0	0	0	0	0	1	0	1	0	2
Parrs Wood Avenue	0	0	0	0	0	0	0	0	0	98	0	98
Parrs Wood Lane	0	0	0	0	0	0	0	0	0	4	0	4
Parrs Wood Road	0	0	0	0	0	0	0	0	0	54	0	54
Ruabon Road	0	0	0	0	0	0	0	0	0	1	0	1
Unnamed Street	0	0	4	0	0	0	5	0	0	20	0	29
Wilmslow Road	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	4	0	0	0	5	1	0	178	0	188

Calculated Capacity by Link (Off Peak)												
Link	Bus Stop	Cycle Lane	Disabled Nose-In	Double yellow lines	Dropped Kerb	Keep Clear	Nose-in Bay	Parallel Bay	Single yellow line	Unclassified	Zig zag	Grand Total
Kingsway	0	0	0	0	0	0	0	1	151	1	0	153
Parrs Wood Avenue	0	0	0	0	0	0	0	0	8	98	0	106
Parrs Wood Lane	0	0	0	0	0	0	0	0	0	4	0	4
Parrs Wood Road	0	0	0	0	0	0	0	0	33	54	0	87
Ruabon Road	0	0	0	0	0	0	0	0	14	1	0	15
Unnamed Street	0	0	4	0	0	0	5	0	0	20	0	29
Wilmslow Road	0	0	0	0	0	0	0	0	29	0	0	29
Grand Total	0	0	4	0	0	0	5	1	235	178	0	423

NUMBER OF VEHICLES PARKED (AT)																								
STREET NAME	06:00 - 07:00			07:00 - 08:00			08:00 - 09:00			09:00 - 10:00			10:00 - 11:00			11:00 - 12:00			12:00 - 13:00			13:00 - 14:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
Kingsway	153	1	0.7%	2	3	150.0%	2	3	150.0%	2	7	350.0%	2	6	300.0%	2	7	350.0%	2	9	450.0%	2	8	400.0%
Parrs Wood Avenue	106	15	14.2%	98	14	14.3%	98	14	14.3%	98	20	20.4%	98	25	25.5%	98	23	23.5%	98	25	25.5%	98	24	24.5%
Parrs Wood Lane	4	0	0.0%	4	0	0.0%	4	4	100.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%
Parrs Wood Road	87	38	43.7%	54	36	66.7%	54	34	63.0%	54	50	92.6%	54	45	83.3%	54	49	90.7%	54	51	94.4%	54	54	100.0%
Ruabon Road	15	1	6.7%	1	1	100.0%	1	1	100.0%	1	0	0.0%	1	0	0.0%	1	0	0.0%	1	0	0.0%	1	0	0.0%
Unnamed Street	29	11	37.9%	29	11	37.9%	29	13	44.8%	29	14	48.3%	29	13	44.8%	29	14	48.3%	29	13	44.8%	29	11	37.9%
Wilmslow Road	29	0	0.0%	0	0	N/A	0	0	N/A	0	2	N/A	0	3	N/A	0	4	N/A	0	1	N/A	0	1	N/A
TOTAL	423	66	15.6%	188	65	34.6%	188	69	36.7%	188	93	49.5%	188	92	48.9%	188	97	51.6%	188	99	52.7%	188	98	52.1%

NUMBER OF VEHICLES PARKED (AT)																								
STREET NAME	14:00 - 15:00			15:00 - 16:00			16:00 - 17:00			17:00 - 18:00			18:00 - 19:00			19:00 - 20:00			20:00 - 21:00			21:00 - 22:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
Kingsway	2	7	350.0%	2	4	200.0%	2	6	300.0%	2	9	450.0%	2	9	450.0%	153	8	5.2%	153	7	4.6%	153	4	2.6%
Parrs Wood Avenue	98	26	26.5%	98	22	22.4%	98	19	19.4%	98	16	16.3%	98	18	18.4%	106	16	15.1%	106	14	13.2%	106	14	13.2%
Parrs Wood Lane	4	0	0.0%	4	4	100.0%	4	1	25.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%
Parrs Wood Road	54	55	101.9%	54	54	100.0%	54	42	77.8%	54	46	85.2%	54	45	83.3%	87	39	44.8%	87	42	48.3%	87	41	47.1%
Ruabon Road	1	0	0.0%	1	0	0.0%	1	0	0.0%	1	0	0.0%	1	1	100.0%	15	0	0.0%	15	0	0.0%	15	1	6.7%
Unnamed Street	29	12	41.4%	29	11	37.9%	29	10	34.5%	29	13	44.8%	29	13	44.8%	29	16	55.2%	29	13	44.8%	29	14	48.3%
Wilmslow Road	0	0	N/A	0	1	N/A	0	0	N/A	0	2	N/A	0	0	N/A	29	1	3.4%	29	1	3.4%	29	3	10.3%
TOTAL	188	100	53.2%	188	96	51.1%	188	78	41.5%	188	86	45.7%	188	86	45.7%	423	80	18.9%	423	77	18.2%	423	77	18.2%

Parrs Wood, Manchester - Friday 4th November 2022 (06:00 - 22:00)

Occupancy & Capacity

Parking Location

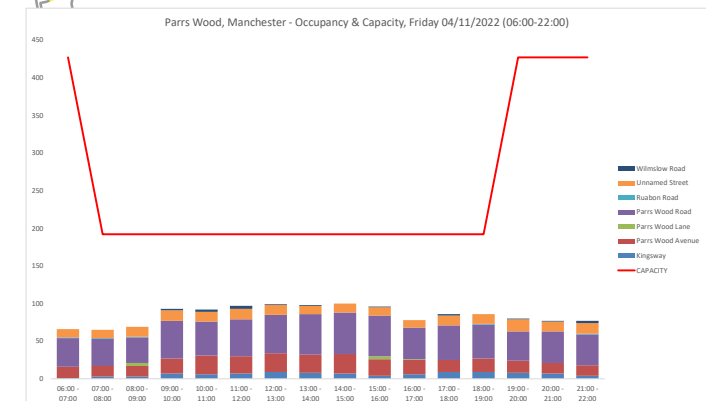
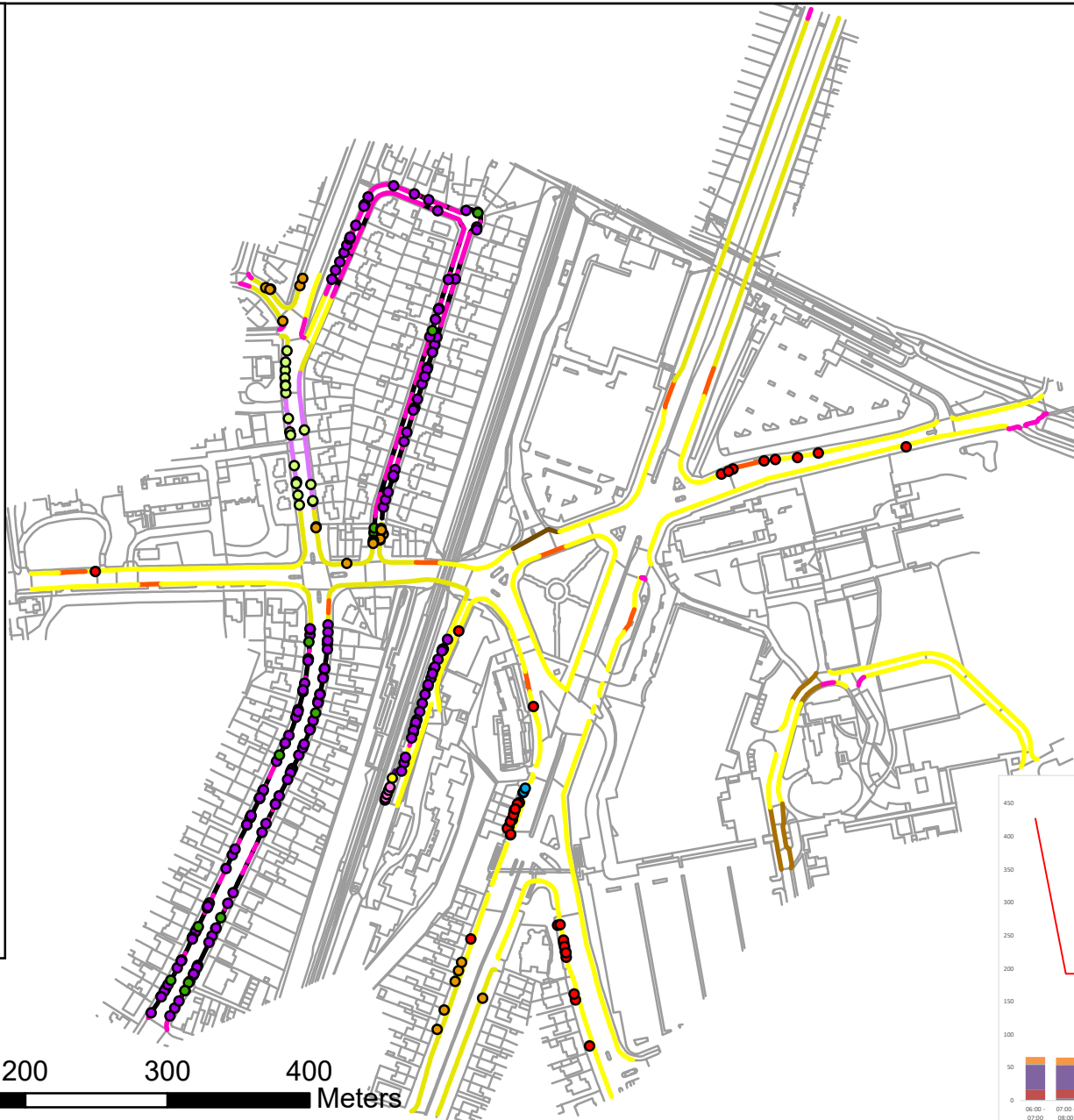
CLASS

- Cycle Lane
- Disabled Nose-In
- Double yellow lines
- Dropped Kerb
- Nose-in Bay
- Parallel Bay
- Single yellow line
- Unclassified

Classified links

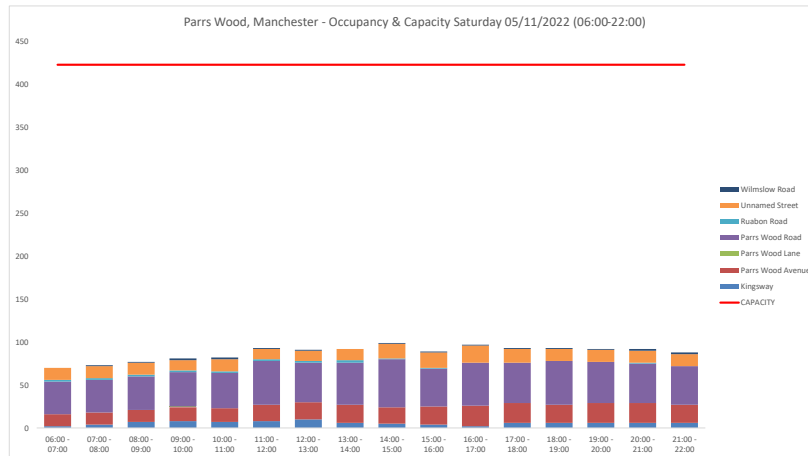
CLASS

- Bus Stop
- Cycle Lane
- Disabled Nose-In
- Double yellow lines
- Dropped Kerb
- Keep Clear
- Nose-in Bay
- Parallel Bay
- Single yellow line
- Unclassified
- Unclassified Nose-In
- Zig zag



Streetwise Services Ltd
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Vehicle Occupancy by Link		TIME PERIOD																
LINK		06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	21:00 - 22:00	
Kingsway		2	4	7	8	7	8	10	6	5	4	2	6	6	6	6	6	
Parrs Wood Avenue		14	14	14	16	16	19	20	21	19	21	24	23	21	23	23	21	
Parrs Wood Lane		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Parrs Wood Road		38	38	39	40	41	51	46	49	56	44	50	47	51	48	46	45	
Ruabon Road		2	2	2	2	2	2	2	3	1	1	0	0	0	0	1	0	
Unnamed Street		14	14	14	12	14	12	12	13	17	18	20	16	14	14	14	14	
Wilmslow Road		0	1	1	2	2	1	1	0	1	1	1	1	1	1	2	2	
OCCUPANCY		70	73	77	81	82	93	91	92	99	89	97	93	93	92	92	88	
CAPACITY		423	423	423	423	423	423	423	423	423	423	423	423	423	423	423	423	



Length of Classifications by Link (Metres)												
Link	Bus Stop	Cycle Lane	Disabled Nose-in	Double yellow lines	Dropped Kerb	Keep Clear	Nose-in Bay	Parallel Bay	Single yellow line	Unclassified	Zig zag	Grand Total
Kingsway	58.11	0.00	0.00	561.07	0.00	0.00	0.00	7.40	761.25	10.09	0.00	1397.92
Parrs Wood Avenue	0.00	0.00	0.00	72.62	207.38	0.00	0.00	0.00	47.14	551.68	0.00	878.82
Parrs Wood Lane	39.01	0.00	0.00	632.20	0.00	36.55	0.00	0.00	0.00	27.44	0.00	735.20
Parrs Wood Road	8.76	209.14	0.00	32.78	276.69	0.00	0.00	0.00	184.71	352.45	0.00	1064.54
Ruabon Road	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	72.64	10.13	0.00	82.77
Unnamed Street	0.00	0.00	10.07	677.14	0.00	0.00	12.78	0.00	0.00	108.45	139.04	947.48
Wilmslow Road	66.64	0.00	0.00	956.28	0.00	0.00	0.00	0.00	151.88	0.00	0.00	1174.80
Grand Total	172.52	209.14	10.07	2932.10	484.07	36.55	12.78	7.40	1217.61	1060.24	139.04	6281.53

Calculated Capacity by Link (Official - No. of Spaces)												
Link	Bus Stop	Cycle Lane	Disabled Nose-in	Double yellow lines	Dropped Kerb	Keep Clear	Nose-in Bay	Parallel Bay	Single yellow line	Unclassified	Zig zag	Grand Total
Kingsway	0	0	0	0	0	0	0	1	0	1	0	2
Parrs Wood Avenue	0	0	0	0	0	0	0	0	0	98	0	98
Parrs Wood Lane	0	0	0	0	0	0	0	0	0	4	0	4
Parrs Wood Road	0	0	0	0	0	0	0	0	0	54	0	54
Ruabon Road	0	0	0	0	0	0	0	0	0	1	0	1
Unnamed Street	0	0	4	0	0	0	5	0	0	20	0	29
Wilmslow Road	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	4	0	0	0	5	1	0	178	0	188

Calculated Capacity by Link (Off Peak)												
Link	Bus Stop	Cycle Lane	Disabled Nose-in	Double yellow lines	Dropped Kerb	Keep Clear	Nose-in Bay	Parallel Bay	Single yellow line	Unclassified	Zig zag	Grand Total
Kingsway	0	0	0	0	0	0	0	1	151	1	0	153
Parrs Wood Avenue	0	0	0	0	0	0	0	0	8	98	0	106
Parrs Wood Lane	0	0	0	0	0	0	0	0	0	4	0	4
Parrs Wood Road	0	0	0	0	0	0	0	0	33	54	0	87
Ruabon Road	0	0	0	0	0	0	0	0	14	1	0	15
Unnamed Street	0	0	4	0	0	0	5	0	0	20	0	29
Wilmslow Road	0	0	0	0	0	0	0	0	29	0	0	29
Grand Total	0	0	4	0	0	0	5	1	235	178	0	423

NUMBER OF VEHICLES PARKED (AT)																								
STREET NAME	06:00 - 07:00			07:00 - 08:00			08:00 - 09:00			09:00 - 10:00			10:00 - 11:00			11:00 - 12:00			12:00 - 13:00			13:00 - 14:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
Kingsway	153	2	1.3%	153	4	2.6%	153	7	4.6%	153	8	5.2%	153	7	4.6%	153	8	5.2%	153	10	6.5%	153	6	3.9%
Parrs Wood Avenue	106	14	13.2%	106	14	13.2%	106	14	13.2%	106	16	15.1%	106	16	15.1%	106	19	17.9%	106	20	18.9%	106	21	19.8%
Parrs Wood Lane	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	1	25.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%
Parrs Wood Road	87	38	43.7%	87	38	43.7%	87	39	44.8%	87	40	46.0%	87	41	47.1%	87	51	58.6%	87	46	52.9%	87	49	56.3%
Ruabon Road	15	2	13.3%	15	2	13.3%	15	2	13.3%	15	2	13.3%	15	2	13.3%	15	2	13.3%	15	2	13.3%	15	3	20.0%
Unnamed Street	29	14	48.3%	29	14	48.3%	29	14	48.3%	29	12	41.4%	29	14	48.3%	29	12	41.4%	29	12	41.4%	29	13	44.8%
Wilmslow Road	29	0	0.0%	29	1	3.4%	29	1	3.4%	29	2	6.9%	29	2	6.9%	29	1	3.4%	29	1	3.4%	29	0	0.0%
TOTAL	423	70	16.5%	423	73	17.3%	423	77	18.2%	423	81	19.1%	423	82	19.4%	423	93	22.0%	423	91	21.5%	423	92	21.7%

NUMBER OF VEHICLES PARKED (AT)																								
STREET NAME	14:00 - 15:00			15:00 - 16:00			16:00 - 17:00			17:00 - 18:00			18:00 - 19:00			19:00 - 20:00			20:00 - 21:00			21:00 - 22:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
Kingsway	153	5	3.3%	153	4	2.6%	153	2	1.3%	153	6	3.9%	153	6	3.9%	153	6	3.9%	153	6	3.9%	153	6	3.9%
Parrs Wood Avenue	106	19	17.9%	106	21	19.8%	106	24	22.6%	106	23	21.7%	106	21	19.8%	106	23	21.7%	106	23	21.7%	106	21	19.8%
Parrs Wood Lane	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%
Parrs Wood Road	87	56	64.4%	87	44	50.6%	87	50	57.5%	87	47	54.0%	87	51	58.6%	87	48	55.2%	87	46	52.9%	87	45	51.7%
Ruabon Road	15	1	6.7%	15	1	6.7%	15	0	0.0%	15	0	0.0%	15	0	0.0%	15	0	0.0%	15	1	6.7%	15	0	0.0%
Unnamed Street	29	17	58.6%	29	18	62.1%	29	20	69.0%	29	16	55.2%	29	14	48.3%	29	14	48.3%	29	14	48.3%	29	14	48.3%
Wilmslow Road	29	1	3.4%	29	1	3.4%	29	1	3.4%	29	1	3.4%	29	1	3.4%	29	1	3.4%	29	2	6.9%	29	2	6.9%
TOTAL	423	99	23.4%	423	89	21.0%	423	97	22.9%	423	93	22.0%	423	93	22.0%	423	92	21.7%	423	92	21.7%	423	88	20.8%

Parrs Wood, Manchester - Saturday 5th November 2022 (06:00 - 22:00)

Occupancy & Capacity

Parking Location

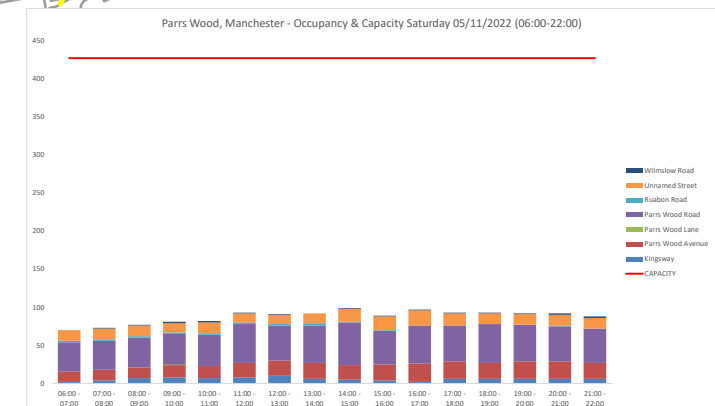
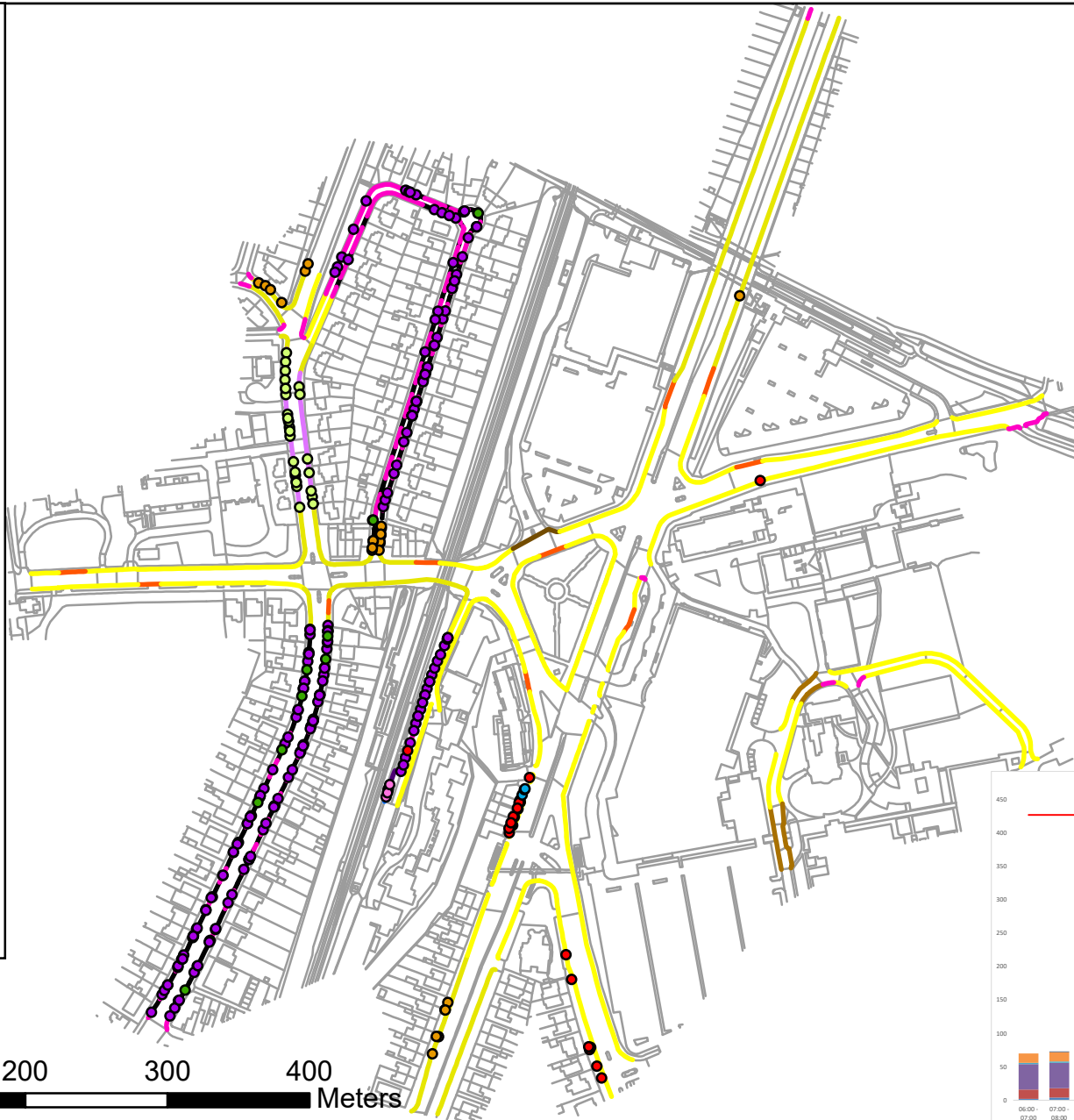
CLASS

- Cycle Lane
- Disabled Nose-In
- Double yellow lines
- Dropped Kerb
- Nose-in Bay
- Parallel Bay
- Single yellow line
- Unclassified

Classified links

CLASS

- Bus Stop
- Cycle Lane
- Disabled Nose-In
- Double yellow lines
- Dropped Kerb
- Keep Clear
- Nose-in Bay
- Parallel Bay
- Single yellow line
- Unclassified
- Unclassified Nose-In
- Zig zag



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Appendix B – Traffic Survey Results



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - Carpark Access / B - (East) A5145 / C - (West) A5145

Approach: A - Carpark Access

TIME	A to B								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	6	3	0	0	0	0	0	9.0	9
07:15 - 07:30	11	1	0	0	0	0	0	12.0	12
07:30 - 07:45	10	0	0	0	0	0	0	10.0	10
07:45 - 08:00	7	1	0	0	0	0	0	8.0	8
Hourly Total	34	5	0	0	0	0	0	39	39
08:00 - 08:15	13	0	0	0	0	1	0	13.2	14
08:15 - 08:30	14	0	0	0	0	0	0	14.0	14
08:30 - 08:45	11	1	0	0	0	0	0	12.0	12
08:45 - 09:00	12	2	0	0	0	0	0	14.0	14
Hourly Total	50	3	0	0	0	1	0	53	54
09:00 - 09:15	14	1	1	0	0	0	0	16.5	16
09:15 - 09:30	17	2	0	0	0	0	0	19.0	19
09:30 - 09:45	24	1	0	0	0	0	0	25.0	25
09:45 - 10:00	20	4	0	0	0	0	0	24.0	24
Hourly Total	75	8	1	0	0	0	0	85	84
Session Total	159	16	1	0	0	1	0	177	177
15:00 - 15:15	28	1	0	0	0	0	1	29.4	30
15:15 - 15:30	43	2	0	0	0	0	0	45.0	45
15:30 - 15:45	27	1	0	0	0	0	0	28.0	28
15:45 - 16:00	28	2	0	0	0	0	0	30.0	30
Hourly Total	126	6	0	0	0	0	1	132	133
16:00 - 16:15	17	2	0	0	0	0	0	19.0	19
16:15 - 16:30	19	1	0	0	0	0	0	20.0	20
16:30 - 16:45	29	1	0	0	0	0	0	30.0	30
16:45 - 17:00	25	0	0	0	0	0	0	25.0	25
Hourly Total	90	4	0	0	0	0	0	94	94
17:00 - 17:15	22	1	1	0	0	1	0	24.7	25
17:15 - 17:30	22	1	0	0	0	1	0	23.2	24
17:30 - 17:45	20	2	0	0	0	0	1	22.4	23
17:45 - 18:00	23	1	0	0	0	0	0	24.0	24
Hourly Total	87	5	1	0	0	2	1	94	96
18:00 - 18:15	25	1	0	0	0	0	0	26.0	26
18:15 - 18:30	23	2	0	0	0	0	0	25.0	25
18:30 - 18:45	28	0	0	0	0	0	0	28.0	28
18:45 - 19:00	19	1	1	0	0	0	0	21.5	21
Hourly Total	95	4	1	0	0	0	0	101	100
Session Total	398	19	2	0	0	2	2	421	423

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
8	1	0	0	0	0	0	9.0	9
11	1	0	0	0	0	0	12.0	12
4	0	0	0	0	0	0	4.0	4
12	0	0	0	0	0	0	12.0	12
35	2	0	0	0	0	0	37	37
10	1	0	0	0	1	0	11.2	12
15	0	0	0	0	0	0	15.0	15
11	2	0	0	0	0	0	13.0	13
13	1	0	0	0	0	0	14.0	14
49	4	0	0	0	1	0	53	54
16	1	0	0	0	0	0	17.0	17
13	4	1	0	0	0	0	18.5	18
13	1	0	0	0	0	0	14.0	14
24	0	0	0	0	0	0	24.0	24
66	6	1	0	0	0	0	74	73
150	12	1	0	0	1	0	164	164
23	1	0	0	0	0	0	24.0	24
30	1	0	0	0	0	0	31.0	31
30	0	0	0	0	0	0	30.0	30
23	1	0	0	0	0	1	24.4	25
106	3	0	0	0	0	1	109	110
22	1	0	0	0	1	0	23.2	24
23	1	0	0	0	1	0	24.2	25
32	1	0	0	0	0	0	33.0	33
29	0	0	0	0	0	1	29.4	30
106	3	0	0	0	2	1	110	112
15	2	0	0	0	0	0	17.0	17
24	0	0	0	0	1	0	24.2	25
25	0	0	0	0	0	0	25.0	25
23	2	0	0	0	0	0	25.0	25
87	4	0	0	0	1	0	91	92
29	0	0	0	0	0	0	29.0	29
30	0	0	0	0	0	0	30.0	30
38	0	0	0	0	0	0	38.0	38
28	0	0	0	0	0	0	28.0	28
125	0	0	0	0	0	0	125	125
424	10	0	0	0	3	2	435	439

[illegible]

From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	14	4	0	0	0	0	0	18.0	18
07:15 - 07:30	22	2	0	0	0	0	0	24.0	24
07:30 - 07:45	14	0	0	0	0	0	0	14.0	14
07:45 - 08:00	19	1	0	0	0	0	0	20.0	20
Hourly Total	69	7	0	0	0	0	0	76	76
08:00 - 08:15	23	1	0	0	0	2	0	24.4	26
08:15 - 08:30	29	0	0	0	0	0	0	29.0	29
08:30 - 08:45	22	3	0	0	0	0	0	25.0	25
08:45 - 09:00	25	3	0	0	0	0	0	28.0	28
Hourly Total	99	7	0	0	0	2	0	106	108
09:00 - 09:15	30	2	1	0	0	0	0	33.5	33
09:15 - 09:30	30	6	1	0	0	0	0	37.5	37
09:30 - 09:45	37	2	0	0	0	0	0	39.0	39
09:45 - 10:00	44	4	0	0	0	0	0	48.0	48
Hourly Total	141	14	2	0	0	0	0	158	157
Session Total	309	28	2	0	0	2	0	340	341
15:00 - 15:15	51	2	0	0	0	0	1	53.4	54
15:15 - 15:30	73	3	0	0	0	0	0	76.0	76
15:30 - 15:45	57	1	0	0	0	0	0	58.0	58
15:45 - 16:00	51	3	0	0	0	0	1	54.4	55
Hourly Total	232	9	0	0	0	0	2	242	243
16:00 - 16:15	39	3	0	0	0	1	0	42.2	43
16:15 - 16:30	42	2	0	0	0	1	0	44.2	45
16:30 - 16:45	61	2	0	0	0	0	0	63.0	63
16:45 - 17:00	54	0	0	0	0	0	1	54.4	55
Hourly Total	196	7	0	0	0	2	1	204	206
17:00 - 17:15	37	3	1	0	0	1	0	41.7	42
17:15 - 17:30	46	1	0	0	0	2	0	47.4	49
17:30 - 17:45	45	2	0	0	0	0	1	47.4	48
17:45 - 18:00	46	3	0	0	0	0	0	49.0	49
Hourly Total	174	9	1	0	0	3	1	186	188
18:00 - 18:15	54	1	0	0	0	0	0	55.0	55
18:15 - 18:30	53	2	0	0	0	0	0	55.0	55
18:30 - 18:45	66	0	0	0	0	0	0	66.0	66
18:45 - 19:00	47	1	1	0	0	0	0	49.5	49
Hourly Total	220	4	1	0	0	0	0	226	225
Session Total	822	29	2	0	0	5	4	857	862

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
18	4	0	0	0	0	0	22.0	22
14	1	0	0	0	1	0	15.2	16
22	1	0	0	0	0	0	23.0	23
22	4	0	0	0	2	0	26.4	28
76	10	0	0	0	3	0	87	89
30	0	0	0	0	1	0	30.2	31
28	1	0	0	0	0	0	29.0	29
23	2	1	0	0	0	0	26.5	26
46	5	1	0	0	0	0	52.5	52
127	8	2	0	0	1	0	138	138
27	6	1	0	0	0	0	34.5	34
51	3	0	0	0	0	0	54.0	54
40	3	0	0	0	1	0	43.2	44
44	5	0	0	0	1	0	49.2	50
162	17	1	0	0	2	0	181	182
365	35	3	0	0	6	0	406	409
46	3	0	0	0	1	0	49.2	50
53	3	0	0	0	0	1	56.4	57
44	1	0	0	0	1	0	45.2	46
53	2	0	0	0	1	0	55.2	56
196	9	0	0	0	3	1	206	209
52	3	0	0	0	0	0	55.0	55
33	0	0	0	0	1	0	33.2	34
54	3	0	0	0	0	1	57.4	58
47	1	0	0	0	2	0	48.4	50
186	7	0	0	0	3	1	194	197
51	1	1	0	0	2	0	53.9	55
44	4	0	0	0	0	1	48.4	49
42	2	0	0	0	2	0	44.4	46
44	1	1	0	0	0	0	46.5	46
181	8	2	0	0	4	1	193	196
49	2	0	0	0	0	0	51.0	51
57	0	0	0	0	0	0	57.0	57
51	1	0	0	0	0	0	52.0	52
42	2	0	0	0	0	0	44.0	44
199	5	0	0	0	0	0	204	204
762	29	2	0	0	10	3	797	806



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - Carpark Access / B - (East) A5145 / C - (West) A5145

Approach: B - (East) A5145

TIME	B to C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	31	1	0	0	3	2	0	38.4	37
07:15 - 07:30	48	6	1	0	4	0	0	63.5	59
07:30 - 07:45	35	5	0	0	3	1	0	46.2	44
07:45 - 08:00	16	5	0	0	3	1	0	27.2	25
Hourly Total	130	17	1	0	13	4	0	175	165
08:00 - 08:15	33	5	2	0	3	0	0	47.0	43
08:15 - 08:30	33	7	1	0	3	1	1	48.1	46
08:30 - 08:45	41	4	2	0	3	0	0	54.0	50
08:45 - 09:00	46	6	1	0	4	0	0	61.5	57
Hourly Total	153	22	6	0	13	1	1	211	196
09:00 - 09:15	39	6	2	0	4	0	0	56.0	51
09:15 - 09:30	34	2	0	1	3	0	0	44.3	40
09:30 - 09:45	52	6	0	0	3	0	0	64.0	61
09:45 - 10:00	35	4	0	0	4	0	0	47.0	43
Hourly Total	160	18	2	1	14	0	0	211	195
Session Total	443	57	9	1	40	5	1	597	556
15:00 - 15:15	39	3	0	0	3	0	0	48.0	45
15:15 - 15:30	33	9	0	0	4	0	0	50.0	46
15:30 - 15:45	32	6	0	0	3	0	0	44.0	41
15:45 - 16:00	51	6	0	0	3	1	1	63.6	62
Hourly Total	155	24	0	0	13	1	1	206	194
16:00 - 16:15	33	5	0	0	3	1	0	44.2	42
16:15 - 16:30	22	5	0	0	3	0	1	33.4	31
16:30 - 16:45	22	2	0	0	3	0	0	30.0	27
16:45 - 17:00	34	2	0	0	2	0	0	40.0	38
Hourly Total	111	14	0	0	11	1	1	148	138
17:00 - 17:15	30	0	0	0	4	0	0	38.0	34
17:15 - 17:30	27	2	0	0	1	2	0	31.4	32
17:30 - 17:45	32	1	0	0	2	0	0	37.0	35
17:45 - 18:00	33	0	0	0	4	0	1	41.4	38
Hourly Total	122	3	0	0	11	2	1	148	139
18:00 - 18:15	34	1	0	0	2	1	0	39.2	38
18:15 - 18:30	34	0	0	0	5	0	0	44.0	39
18:30 - 18:45	39	3	0	0	2	0	1	46.4	45
18:45 - 19:00	28	1	0	0	3	0	0	35.0	32
Hourly Total	135	5	0	0	12	1	1	165	154
Session Total	523	46	0	0	47	5	4	666	625

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
8	0	0	0	0	0	0	8.0	8
8	1	0	0	0	0	0	9.0	9
8	0	0	0	0	0	0	8.0	8
6	2	0	0	0	1	0	8.2	9
30	3	0	0	0	1	0	33	34
11	0	0	0	0	1	0	11.2	12
8	0	0	0	0	0	0	8.0	8
9	0	1	0	0	0	0	10.5	10
14	2	0	0	0	0	0	16.0	16
42	2	1	0	0	1	0	46	46
11	3	0	0	0	0	0	14.0	14
23	2	0	0	0	0	0	25.0	25
20	2	0	0	0	0	0	22.0	22
19	1	0	0	0	1	0	20.2	21
73	8	0	0	0	1	0	81	82
145	13	1	0	0	3	0	160	162
14	1	0	0	0	0	0	15.0	15
24	2	0	0	0	0	0	26.0	26
19	0	0	0	0	0	0	19.0	19
25	1	0	0	0	0	0	26.0	26
82	4	0	0	0	0	0	86	86
19	1	0	0	0	0	0	20.0	20
13	0	0	0	0	0	0	13.0	13
23	1	0	0	0	0	0	24.0	24
17	1	0	0	0	0	0	18.0	18
72	3	0	0	0	0	0	75	75
21	0	0	0	0	0	0	21.0	21
17	1	0	0	0	0	0	18.0	18
18	1	0	0	0	0	0	19.0	19
16	0	1	0	0	0	0	17.5	17
72	2	1	0	0	0	0	76	75
21	0	0	0	0	0	0	21.0	21
22	0	0	0	0	0	0	22.0	22
16	0	0	0	0	0	0	16.0	16
15	2	0	0	0	0	0	17.0	17
74	2	0	0	0	0	0	76	76
300	11	1	0	0	0	0	313	312

[illegible]

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	39	1	0	0	3	2	0	46.4	45
07:15 - 07:30	57	7	1	0	4	0	0	73.5	69
07:30 - 07:45	43	5	0	0	3	1	0	54.2	52
07:45 - 08:00	22	7	0	0	3	2	0	35.4	34
Hourly Total	161	20	1	0	13	5	0	210	200
08:00 - 08:15	44	5	2	0	3	1	0	58.2	55
08:15 - 08:30	41	7	1	0	3	1	1	56.1	54
08:30 - 08:45	50	4	3	0	3	0	0	64.5	60
08:45 - 09:00	60	8	1	0	4	0	0	77.5	73
Hourly Total	195	24	7	0	13	2	1	256	242
09:00 - 09:15	50	9	2	0	4	0	0	70.0	65
09:15 - 09:30	57	4	0	1	3	0	0	69.3	65
09:30 - 09:45	72	8	0	0	3	0	0	86.0	83
09:45 - 10:00	54	5	0	0	4	1	0	67.2	64
Hourly Total	233	26	2	1	14	1	0	293	277
Session Total	589	70	10	1	40	8	1	758	719
15:00 - 15:15	53	4	0	0	3	0	0	63.0	60
15:15 - 15:30	57	11	0	0	4	0	0	76.0	72
15:30 - 15:45	51	6	0	0	3	0	0	63.0	60
15:45 - 16:00	76	7	0	0	3	1	1	89.6	88
Hourly Total	237	28	0	0	13	1	1	292	280
16:00 - 16:15	52	6	0	0	3	1	0	64.2	62
16:15 - 16:30	35	5	0	0	3	0	1	46.4	44
16:30 - 16:45	45	3	0	0	3	0	0	54.0	51
16:45 - 17:00	51	3	0	0	2	0	0	58.0	56
Hourly Total	183	17	0	0	11	1	1	223	213
17:00 - 17:15	51	0	0	0	4	0	0	59.0	55
17:15 - 17:30	44	3	0	0	1	2	0	49.4	50
17:30 - 17:45	50	2	0	0	2	0	0	56.0	54
17:45 - 18:00	49	0	1	0	4	0	1	58.9	55
Hourly Total	194	5	1	0	11	2	1	223	214
18:00 - 18:15	55	1	0	0	2	1	0	60.2	59
18:15 - 18:30	56	0	0	0	5	0	0	66.0	61
18:30 - 18:45	55	3	0	0	2	0	1	62.4	61
18:45 - 19:00	43	3	0	0	3	0	0	52.0	49
Hourly Total	209	7	0	0	12	1	1	241	230
Session Total	823	57	1	0	47	5	4	978	937

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
32	5	1	0	6	1	0	50.7	45
43	4	1	0	6	0	0	60.5	54
45	2	1	0	7	2	0	62.9	57
37	2	1	0	6	1	0	52.7	47
157	13	4	0	25	4	0	227	203
52	2	0	0	4	3	0	62.6	61
57	3	0	1	4	3	1	71.3	69
51	4	1	1	4	1	0	67.0	62
55	6	2	0	4	0	0	72.0	67
215	15	3	2	16	7	1	273	259
47	6	3	0	4	0	0	65.5	60
48	8	1	0	7	0	0	71.5	64
50	5	0	0	4	0	0	63.0	59
49	9	1	0	4	1	0	67.7	64
194	28	5	0	19	1	0	268	247
566	56	12	2	60	12	1	767	709
91	7	3	0	1	1	1	105.1	104
93	10	2	0	8	0	0	122.0	113
76	3	2	0	6	0	0	94.0	87
79	8	0	0	3	1	0	93.2	91
339	28	7	0	18	2	1	414	395
74	10	1	0	3	1	0	91.7	89
66	4	0	0	5	0	0	80.0	75
72	9	1	0	3	1	0	88.7	86
62	6	0	0	4	0	0	76.0	72
274	29	2	0	15	2	0	336	322
69	5	1	0	5	2	0	85.9	82
62	4	0	0	2	1	0	70.2	69
68	4	0	0	7	0	1	86.4	80
73	3	0	0	5	0	1	86.4	82
272	16	1	0	19	3	2	329	313
68	4	0	0	3	0	0	78.0	75
75	2	0	0	3	0	1	83.4	81
75	3	0	0	3	3	0	84.6	84
53	3	1	0	4	0	0	65.5	61
271	12	1	0	13	3	1	312	301
1156	85	11	0	65	10	4	1391	1331



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - Carpark Access / B - (East) A5145 / C - (West) A5145

Approach: C - (West) A5145

TIME	C to A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	10	4	0	0	0	0	0	14.0	14
07:15 - 07:30	6	0	0	0	0	1	0	6.2	7
07:30 - 07:45	14	1	0	0	0	0	0	15.0	15
07:45 - 08:00	16	2	0	0	0	1	0	18.2	19
Hourly Total	46	7	0	0	0	2	0	53	55
08:00 - 08:15	19	0	0	0	0	0	0	19.0	19
08:15 - 08:30	20	1	0	0	0	0	0	21.0	21
08:30 - 08:45	14	2	0	0	0	0	0	16.0	16
08:45 - 09:00	32	3	1	0	0	0	0	36.5	36
Hourly Total	85	6	1	0	0	0	0	93	92
09:00 - 09:15	16	3	1	0	0	0	0	20.5	20
09:15 - 09:30	28	1	0	0	0	0	0	29.0	29
09:30 - 09:45	20	1	0	0	0	1	0	21.2	22
09:45 - 10:00	25	4	0	0	0	0	0	29.0	29
Hourly Total	89	9	1	0	0	1	0	100	100
Session Total	220	22	2	0	0	3	0	246	247
15:00 - 15:15	32	2	0	0	0	1	0	34.2	35
15:15 - 15:30	29	1	0	0	0	0	1	30.4	31
15:30 - 15:45	25	1	0	0	0	1	0	26.2	27
15:45 - 16:00	28	1	0	0	0	1	0	29.2	30
Hourly Total	114	0	0	0	0	3	1	120	118
16:00 - 16:15	33	2	0	0	0	0	0	35.0	35
16:15 - 16:30	20	0	0	0	0	1	0	20.2	21
16:30 - 16:45	31	2	0	0	0	0	1	33.4	34
16:45 - 17:00	30	0	0	0	0	2	0	30.4	32
Hourly Total	114	4	0	0	0	3	1	119	122
17:00 - 17:15	30	1	1	0	0	2	0	32.9	34
17:15 - 17:30	27	3	0	0	0	0	1	30.4	31
17:30 - 17:45	24	1	0	0	0	2	0	25.4	27
17:45 - 18:00	28	1	0	0	0	0	0	29.0	29
Hourly Total	109	6	1	0	0	4	1	118	121
18:00 - 18:15	28	2	0	0	0	0	0	30.0	30
18:15 - 18:30	35	0	0	0	0	0	0	35.0	35
18:30 - 18:45	35	1	0	0	0	0	0	36.0	36
18:45 - 19:00	27	0	0	0	0	0	0	27.0	27
Hourly Total	125	3	0	0	0	0	0	128	128
Session Total	462	13	1	0	0	10	3	485	489

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
26	2	1	0	6	1	0	41.7	36
31	3	1	0	6	0	0	47.5	41
35	2	1	0	7	2	0	52.9	47
30	1	1	0	6	1	0	44.7	39
122	8	4	0	25	4	0	187	163
39	2	0	0	4	2	0	49.4	47
43	3	0	1	4	3	1	57.3	55
40	3	1	1	4	1	0	55.0	50
43	4	2	0	4	0	0	58.0	53
165	12	3	2	16	6	1	220	205
33	5	2	0	4	0	0	49.0	44
31	6	1	0	7	0	0	52.5	45
26	4	0	0	4	0	0	38.0	34
29	5	1	0	4	1	0	43.7	40
119	20	4	0	19	1	0	183	163
406	40	11	2	60	11	1	590	531
63	6	3	0	1	1	0	75.7	74
50	8	2	0	8	0	0	77.0	68
49	2	2	0	6	0	0	66.0	59
51	6	0	0	3	1	0	63.2	61
213	22	7	0	18	2	0	282	262
57	8	1	0	3	1	0	72.7	70
47	3	0	0	5	0	0	60.0	55
43	8	1	0	3	1	0	58.7	56
37	6	0	0	4	0	0	51.0	47
184	25	2	0	15	2	0	242	228
47	4	0	0	5	1	0	61.2	57
40	3	0	0	2	0	0	47.0	45
48	2	0	0	7	0	0	64.0	57
50	2	0	0	5	0	1	62.4	58
185	11	0	0	19	1	1	235	217
43	3	0	0	3	0	0	52.0	49
52	0	0	0	3	0	1	58.4	56
47	3	0	0	3	3	0	56.6	56
34	2	0	0	4	0	0	44.0	40
176	8	0	0	13	3	1	211	201
758	66	9	0	65	8	2	970	908

[illegible]

From C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	36	6	1	0	6	1	0	55.7	50
07:15 - 07:30	37	3	1	0	6	1	0	53.7	48
07:30 - 07:45	49	3	1	0	7	2	0	67.9	62
07:45 - 08:00	46	3	1	0	6	2	0	62.9	58
Hourly Total	168	15	4	0	25	6	0	240	218
08:00 - 08:15	58	2	0	0	4	2	0	68.4	66
08:15 - 08:30	63	4	0	1	4	3	1	78.3	76
08:30 - 08:45	54	5	1	1	4	1	0	71.0	66
08:45 - 09:00	75	7	3	0	4	0	0	94.5	89
Hourly Total	250	18	4	2	16	6	1	312	297
09:00 - 09:15	49	8	3	0	4	0	0	69.5	64
09:15 - 09:30	60	7	1	0	7	0	0	82.5	75
09:30 - 09:45	46	5	0	0	4	1	0	59.2	56
09:45 - 10:00	54	9	1	0	4	1	0	72.7	69
Hourly Total	209	29	5	0	19	2	0	284	264
Session Total	627	62	13	2	60	14	1	836	779
15:00 - 15:15	95	8	3	0	1	2	0	109.9	109
15:15 - 15:30	79	9	2	0	8	0	1	107.4	99
15:30 - 15:45	74	3	2	0	6	1	0	92.2	86
15:45 - 16:00	79	7	0	0	3	2	0	92.4	91
Hourly Total	327	27	7	0	18	5	1	402	385
16:00 - 16:15	91	10	1	0	3	1	0	108.7	106
16:15 - 16:30	67	3	0	0	5	1	0	80.2	76
16:30 - 16:45	74	10	1	0	3	1	1	92.1	90
16:45 - 17:00	67	6	0	0	4	2	0	81.4	79
Hourly Total	299	29	2	0	15	5	1	362	351
17:00 - 17:15	77	5	1	0	5	3	0	94.1	91
17:15 - 17:30	67	6	0	0	2	0	1	77.4	76
17:30 - 17:45	72	3	0	0	7	2	0	89.4	84
17:45 - 18:00	78	3	0	0	5	0	1	91.4	87
Hourly Total	294	17	1	0	19	5	2	352	338
18:00 - 18:15	71	5	0	0	3	0	0	82.0	79
18:15 - 18:30	87	0	0	0	3	0	1	93.4	91
18:30 - 18:45	82	4	0	0	3	3	0	92.6	92
18:45 - 19:00	61	2	0	0	4	0	0	71.0	67
Hourly Total	301	11	0	0	13	3	1	339	329
Session Total	1221	84	10	0	65	18	5	1456	1403

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
39	2	0	0	3	2	0	47.4	46
59	7	1	0	4	0	0	75.5	71
39	5	0	0	3	1	0	50.2	48
28	5	0	0	3	1	0	39.2	37
165	19	1	0	13	4	0	212	202
43	6	2	0	3	1	0	58.2	55
48	7	1	0	3	1	1	63.1	61
52	6	2	0	3	0	0	67.0	63
59	7	1	0	4	0	0	75.5	71
202	26	6	0	13	2	1	264	250
55	7	2	0	4	0	0	73.0	68
48	6	1	1	3	0	0	63.8	59
65	7	0	0	3	0	0	78.0	75
59	4	0	0	4	0	0	71.0	67
227	24	3	1	14	0	0	286	269
594	69	10	1	40	6	1	762	721
62	4	0	0	3	0	0	72.0	69
63	10	0	0	4	0	0	81.0	77
62	6	0	0	3	0	0	74.0	71
74	7	0	0	3	1	2	88.0	87
261	27	0	0	13	1	2	315	304
56	6	0	0	3	2	0	68.4	67
45	6	0	0	3	1	1	57.6	56
54	3	0	0	3	0	0	63.0	60
63	2	0	0	2	0	1	69.4	68
218	17	0	0	11	3	2	258	251
45	2	0	0	4	0	0	55.0	51
51	2	0	0	1	3	0	55.6	57
57	1	0	0	2	0	0	62.0	60
56	2	0	0	4	0	1	66.4	63
209	7	0	0	11	3	1	239	231
63	1	0	0	2	1	0	68.2	67
64	0	0	0	5	0	0	74.0	69
77	3	0	0	2	0	1	84.4	83
56	1	0	0	3	0	0	63.0	60
260	5	0	0	12	1	1	290	279
948	56	0	0	47	8	6	1102	1065



Parrs Wood, Manchester: Queue Length Survey - Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - Carpark Access / B - (East) A5145 / C - (West) A5145

	A - Carpark Access		B - (East) A5145		C - (West) A5145
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
Survey Period	MAX	MAX	MAX	MAX	MAX
07:00 - 07:01	0	1	0	0	0
07:01 - 07:02	1	0	0	0	0
07:02 - 07:03	0	0	0	0	0
07:03 - 07:04	0	0	0	0	0
07:04 - 07:05	0	0	0	0	0
07:05 - 07:06	0	0	0	0	0
07:06 - 07:07	0	0	0	0	0
07:07 - 07:08	0	0	0	2	0
07:08 - 07:09	0	0	0	0	0
07:09 - 07:10	0	0	0	0	0
07:10 - 07:11	0	0	0	0	0
07:11 - 07:12	0	0	0	0	0
07:12 - 07:13	0	0	0	0	0
07:13 - 07:14	0	0	0	0	0
07:14 - 07:15	0	0	0	0	0
07:15 - 07:16	1	0	0	0	0
07:16 - 07:17	0	0	2	0	0
07:17 - 07:18	0	1	0	0	0
07:18 - 07:19	0	1	0	0	0
07:19 - 07:20	0	0	0	0	0
07:20 - 07:21	0	0	0	0	0
07:21 - 07:22	0	1	0	0	2
07:22 - 07:23	0	0	0	0	0
07:23 - 07:24	1	0	0	1	0
07:24 - 07:25	2	1	3	0	0
07:25 - 07:26	0	2	5	0	0
07:26 - 07:27	0	1	0	0	2
07:27 - 07:28	0	0	0	0	0
07:28 - 07:29	0	1	0	0	0
07:29 - 07:30	0	0	0	0	3
07:30 - 07:31	0	0	0	0	0
07:31 - 07:32	0	0	0	0	0
07:32 - 07:33	0	1	0	0	0
07:33 - 07:34	0	0	0	0	0
07:34 - 07:35	0	0	0	0	0
07:35 - 07:36	0	0	0	0	0

07:36 - 07:37	0	0	0	0	3
07:37 - 07:38	1	0	0	0	0
07:38 - 07:39	0	1	0	1	0
07:39 - 07:40	0	1	0	0	1
07:40 - 07:41	2	1	3	0	1
07:41 - 07:42	1	1	3	0	3
07:42 - 07:43	0	0	7	0	0
07:43 - 07:44	0	0	7	0	2
07:44 - 07:45	0	0	7	0	0
07:45 - 07:46	0	0	0	0	0
07:46 - 07:47	0	0	2	0	0
07:47 - 07:48	0	0	0	0	0
07:48 - 07:49	0	0	0	0	0
07:49 - 07:50	0	1	0	0	0
07:50 - 07:51	0	1	0	0	0
07:51 - 07:52	1	1	0	0	0
07:52 - 07:53	1	1	0	0	0
07:53 - 07:54	0	1	0	0	0
07:54 - 07:55	0	0	0	0	0
07:55 - 07:56	0	0	0	0	0
07:56 - 07:57	0	0	0	0	0
07:57 - 07:58	2	0	0	0	0
07:58 - 07:59	0	0	0	0	0
07:59 - 08:00	0	0	0	0	0
08:00 - 08:01	0	0	0	0	0
08:01 - 08:02	0	0	0	0	0
08:02 - 08:03	0	0	0	1	0
08:03 - 08:04	1	0	0	0	0
08:04 - 08:05	0	0	3	0	0
08:05 - 08:06	0	0	5	0	0
08:06 - 08:07	0	1	4	0	0
08:07 - 08:08	0	1	0	0	0
08:08 - 08:09	0	1	0	0	1
08:09 - 08:10	0	3	0	0	0
08:10 - 08:11	0	1	0	1	0
08:11 - 08:12	0	0	0	0	0
08:12 - 08:13	0	0	0	0	0
08:13 - 08:14	0	1	0	0	0
08:14 - 08:15	1	1	0	0	0
08:15 - 08:16	0	0	0	0	1
08:16 - 08:17	1	1	0	0	1
08:17 - 08:18	1	2	0	0	0
08:18 - 08:19	1	1	1	0	0
08:19 - 08:20	0	0	1	0	0
08:20 - 08:21	0	1	0	0	0
08:21 - 08:22	0	1	0	0	0
08:22 - 08:23	1	0	0	0	0

08:23 - 08:24	2	1	0	0	5
08:24 - 08:25	1	0	0	0	5
08:25 - 08:26	1	1	0	0	5
08:26 - 08:27	0	1	0	0	0
08:27 - 08:28	0	2	0	0	2
08:28 - 08:29	1	0	0	0	0
08:29 - 08:30	0	0	2	0	0
08:30 - 08:31	0	1	7	0	4
08:31 - 08:32	1	1	5	0	0
08:32 - 08:33	1	1	7	0	1
08:33 - 08:34	0	0	5	0	2
08:34 - 08:35	0	1	5	0	3
08:35 - 08:36	1	2	8	0	0
08:36 - 08:37	0	1	5	0	0
08:37 - 08:38	0	1	6	0	0
08:38 - 08:39	0	1	7	0	0
08:39 - 08:40	0	2	8	0	0
08:40 - 08:41	0	3	8	0	0
08:41 - 08:42	0	2	9	0	3
08:42 - 08:43	2	3	8	0	0
08:43 - 08:44	0	1	2	0	3
08:44 - 08:45	0	0	3	0	0
08:45 - 08:46	1	1	3	0	0
08:46 - 08:47	0	1	4	0	0
08:47 - 08:48	2	1	2	0	0
08:48 - 08:49	1	1	5	0	5
08:49 - 08:50	1	3	3	0	5
08:50 - 08:51	0	3	3	0	5
08:51 - 08:52	0	0	0	0	0
08:52 - 08:53	0	0	0	0	0
08:53 - 08:54	0	0	0	0	0
08:54 - 08:55	0	0	0	0	0
08:55 - 08:56	0	0	0	0	2
08:56 - 08:57	1	0	0	0	0
08:57 - 08:58	0	1	0	0	0
08:58 - 08:59	0	2	0	0	0
08:59 - 09:00	1	0	0	0	0
09:00 - 09:01	0	2	0	0	0
09:01 - 09:02	0	0	0	0	0
09:02 - 09:03	0	1	0	0	0
09:03 - 09:04	0	2	0	0	0
09:04 - 09:05	0	1	0	0	0
09:05 - 09:06	1	1	0	0	0
09:06 - 09:07	0	0	0	0	0
09:07 - 09:08	1	0	0	0	5
09:08 - 09:09	0	1	0	1	2
09:09 - 09:10	0	1	0	1	5

09:10 - 09:11	0	1	5	2	5
09:11 - 09:12	0	0	0	0	0
09:12 - 09:13	2	0	0	0	4
09:13 - 09:14	0	1	0	0	5
09:14 - 09:15	1	1	1	0	5
09:15 - 09:16	0	2	5	1	5
09:16 - 09:17	1	2	0	0	0
09:17 - 09:18	1	4	0	0	5
09:18 - 09:19	1	0	0	0	0
09:19 - 09:20	0	0	0	1	0
09:20 - 09:21	1	0	0	1	0
09:21 - 09:22	1	0	0	0	2
09:22 - 09:23	0	1	0	1	3
09:23 - 09:24	0	0	0	0	0
09:24 - 09:25	1	0	0	2	0
09:25 - 09:26	0	0	0	0	0
09:26 - 09:27	0	3	2	0	0
09:27 - 09:28	0	3	0	0	0
09:28 - 09:29	1	1	0	0	0
09:29 - 09:30	0	0	0	0	0
09:30 - 09:31	0	0	0	0	0
09:31 - 09:32	0	2	4	0	0
09:32 - 09:33	2	0	4	2	0
09:33 - 09:34	0	1	4	0	0
09:34 - 09:35	0	1	0	1	0
09:35 - 09:36	1	0	4	0	0
09:36 - 09:37	1	0	0	1	2
09:37 - 09:38	0	0	0	0	0
09:38 - 09:39	0	0	0	0	0
09:39 - 09:40	0	1	0	0	0
09:40 - 09:41	1	1	0	0	0
09:41 - 09:42	1	1	4	1	0
09:42 - 09:43	0	1	4	0	0
09:43 - 09:44	2	1	4	0	0
09:44 - 09:45	0	1	4	0	0
09:45 - 09:46	1	0	4	1	0
09:46 - 09:47	0	1	0	0	1
09:47 - 09:48	0	1	0	0	0
09:48 - 09:49	0	1	0	1	0
09:49 - 09:50	2	0	0	1	0
09:50 - 09:51	0	0	0	0	0
09:51 - 09:52	2	0	0	0	0
09:52 - 09:53	0	1	3	0	0
09:53 - 09:54	0	1	0	0	0
09:54 - 09:55	0	0	0	0	0
09:55 - 09:56	1	0	0	0	0
09:56 - 09:57	1	0	0	0	0

09:57 - 09:58	0	1	0	0	0
09:58 - 09:59	1	1	5	0	0
09:59 - 10:00	0	0	0	0	0
15:00 - 15:01	1	1	0	0	0
15:01 - 15:02	2	1	0	0	3
15:02 - 15:03	2	1	0	0	3
15:03 - 15:04	2	2	3	0	3
15:04 - 15:05	0	0	2	0	0
15:05 - 15:06	0	3	4	0	0
15:06 - 15:07	1	3	4	0	5
15:07 - 15:08	3	1	0	1	5
15:08 - 15:09	3	1	0	0	0
15:09 - 15:10	2	0	2	0	1
15:10 - 15:11	2	1	0	1	5
15:11 - 15:12	3	1	0	0	3
15:12 - 15:13	2	4	0	1	4
15:13 - 15:14	0	3	0	0	3
15:14 - 15:15	0	1	0	1	4
15:15 - 15:16	1	1	0	1	0
15:16 - 15:17	2	3	0	1	0
15:17 - 15:18	2	3	2	1	0
15:18 - 15:19	0	7	2	0	1
15:19 - 15:20	1	3	0	1	0
15:20 - 15:21	2	3	0	0	5
15:21 - 15:22	2	2	2	0	5
15:22 - 15:23	3	1	0	0	5
15:23 - 15:24	4	2	2	0	1
15:24 - 15:25	7	2	3	0	1
15:25 - 15:26	6	2	0	0	1
15:26 - 15:27	7	1	3	1	0
15:27 - 15:28	9	1	0	0	0
15:28 - 15:29	0	0	0	4	1
15:29 - 15:30	0	1	2	0	1
15:30 - 15:31	0	1	2	0	0
15:31 - 15:32	0	1	8	2	5
15:32 - 15:33	1	2	0	0	0
15:33 - 15:34	0	4	5	1	0
15:34 - 15:35	0	2	0	1	0
15:35 - 15:36	0	1	2	0	1
15:36 - 15:37	0	1	0	0	0
15:37 - 15:38	0	0	0	0	0
15:38 - 15:39	0	2	0	0	5
15:39 - 15:40	1	0	0	0	0
15:40 - 15:41	0	0	0	0	4
15:41 - 15:42	2	0	0	0	3
15:42 - 15:43	1	1	0	5	0
15:43 - 15:44	0	0	0	2	5

15:44 - 15:45	1	0	0	0	0
15:45 - 15:46	1	1	0	1	5
15:46 - 15:47	2	1	0	0	0
15:47 - 15:48	2	1	2	0	3
15:48 - 15:49	1	1	2	0	4
15:49 - 15:50	0	1	3	1	4
15:50 - 15:51	3	2	3	1	1
15:51 - 15:52	0	2	0	0	0
15:52 - 15:53	2	2	0	0	5
15:53 - 15:54	0	0	0	1	0
15:54 - 15:55	1	1	0	0	0
15:55 - 15:56	1	4	2	1	2
15:56 - 15:57	0	6	0	0	2
15:57 - 15:58	3	6	0	0	2
15:58 - 15:59	1	2	0	0	2
15:59 - 16:00	2	2	0	0	1
16:00 - 16:01	1	0	0	0	0
16:01 - 16:02	0	1	0	0	0
16:02 - 16:03	1	1	0	0	5
16:03 - 16:04	0	3	2	1	5
16:04 - 16:05	1	4	3	0	6
16:05 - 16:06	1	1	0	0	0
16:06 - 16:07	1	2	0	0	5
16:07 - 16:08	2	0	0	0	0
16:08 - 16:09	1	0	2	0	3
16:09 - 16:10	0	0	0	0	3
16:10 - 16:11	0	2	0	0	4
16:11 - 16:12	1	0	2	1	2
16:12 - 16:13	0	2	0	0	0
16:13 - 16:14	0	2	1	0	1
16:14 - 16:15	0	1	0	0	0
16:15 - 16:16	0	1	0	0	1
16:16 - 16:17	0	1	0	0	0
16:17 - 16:18	1	2	0	0	0
16:18 - 16:19	0	2	0	0	4
16:19 - 16:20	0	2	5	0	0
16:20 - 16:21	1	2	5	0	5
16:21 - 16:22	2	0	0	0	0
16:22 - 16:23	2	1	0	0	0
16:23 - 16:24	0	0	0	0	0
16:24 - 16:25	0	0	0	0	0
16:25 - 16:26	1	1	0	0	2
16:26 - 16:27	0	0	0	1	0
16:27 - 16:28	0	0	0	0	1
16:28 - 16:29	1	0	0	0	0
16:29 - 16:30	2	1	0	0	0
16:30 - 16:31	1	3	0	1	5

16:31 - 16:32	0	3	0	0	5
16:32 - 16:33	2	4	3	1	5
16:33 - 16:34	2	3	0	0	0
16:34 - 16:35	4	1	2	1	5
16:35 - 16:36	1	1	0	0	1
16:36 - 16:37	1	1	2	2	5
16:37 - 16:38	2	1	2	0	3
16:38 - 16:39	1	2	0	0	3
16:39 - 16:40	0	0	0	0	1
16:40 - 16:41	0	0	0	0	1
16:41 - 16:42	0	0	0	1	0
16:42 - 16:43	0	0	0	0	0
16:43 - 16:44	0	0	0	0	1
16:44 - 16:45	0	0	0	0	0
16:45 - 16:46	0	0	0	0	1
16:46 - 16:47	0	1	0	0	3
16:47 - 16:48	1	1	0	0	0
16:48 - 16:49	0	3	0	1	5
16:49 - 16:50	1	2	0	0	0
16:50 - 16:51	2	3	5	0	0
16:51 - 16:52	3	4	5	0	3
16:52 - 16:53	1	2	10	0	3
16:53 - 16:54	4	5	10	0	5
16:54 - 16:55	5	5	0	0	5
16:55 - 16:56	5	3	4	2	5
16:56 - 16:57	5	0	1	0	5
16:57 - 16:58	4	2	1	1	5
16:58 - 16:59	1	3	3	2	5
16:59 - 17:00	3	3	0	0	5
17:00 - 17:01	2	2	1	1	4
17:01 - 17:02	1	0	0	0	0
17:02 - 17:03	1	0	0	0	0
17:03 - 17:04	1	2	0	0	2
17:04 - 17:05	0	0	0	0	5
17:05 - 17:06	2	2	0	0	0
17:06 - 17:07	0	0	0	0	0
17:07 - 17:08	1	2	1	1	5
17:08 - 17:09	1	1	0	0	6
17:09 - 17:10	4	0	6	0	6
17:10 - 17:11	4	1	3	1	5
17:11 - 17:12	0	2	4	0	5
17:12 - 17:13	2	2	4	0	6
17:13 - 17:14	1	2	4	0	0
17:14 - 17:15	1	4	5	0	4
17:15 - 17:16	2	2	0	0	4
17:16 - 17:17	1	2	0	0	4
17:17 - 17:18	2	2	0	0	1

17:18 - 17:19	0	2	1	0	2
17:19 - 17:20	5	1	0	0	5
17:20 - 17:21	6	0	0	0	5
17:21 - 17:22	8	0	0	0	0
17:22 - 17:23	7	0	0	0	5
17:23 - 17:24	8	0	4	0	5
17:24 - 17:25	5	3	0	0	5
17:25 - 17:26	4	3	2	0	6
17:26 - 17:27	3	3	0	0	6
17:27 - 17:28	2	4	4	0	0
17:28 - 17:29	1	5	0	0	6
17:29 - 17:30	2	4	0	0	5
17:30 - 17:31	3	4	0	0	5
17:31 - 17:32	2	0	0	0	6
17:32 - 17:33	5	0	0	0	6
17:33 - 17:34	6	1	0	0	5
17:34 - 17:35	5	3	0	0	5
17:35 - 17:36	7	3	4	0	5
17:36 - 17:37	7	2	0	0	4
17:37 - 17:38	6	2	0	0	5
17:38 - 17:39	3	0	0	0	5
17:39 - 17:40	0	1	1	0	5
17:40 - 17:41	0	1	1	0	5
17:41 - 17:42	0	0	0	0	5
17:42 - 17:43	3	0	0	0	5
17:43 - 17:44	6	2	0	0	5
17:44 - 17:45	0	1	0	0	5
17:45 - 17:46	1	1	0	0	4
17:46 - 17:47	2	2	1	0	3
17:47 - 17:48	4	2	2	0	5
17:48 - 17:49	3	4	0	0	5
17:49 - 17:50	5	3	5	0	5
17:50 - 17:51	1	2	6	0	5
17:51 - 17:52	2	3	0	0	5
17:52 - 17:53	1	2	0	0	5
17:53 - 17:54	0	0	4	0	5
17:54 - 17:55	0	0	0	0	5
17:55 - 17:56	0	0	0	0	2
17:56 - 17:57	1	0	0	0	5
17:57 - 17:58	1	0	0	0	5
17:58 - 17:59	2	3	1	0	3
17:59 - 18:00	1	0	1	0	4
18:00 - 18:01	1	0	0	0	4
18:01 - 18:02	0	1	0	0	3
18:02 - 18:03	0	0	0	0	0
18:03 - 18:04	0	0	3	0	1
18:04 - 18:05	1	0	0	0	0

18:05 - 18:06	0	0	0	0	2
18:06 - 18:07	0	1	1	0	3
18:07 - 18:08	3	3	3	1	0
18:08 - 18:09	4	3	0	0	5
18:09 - 18:10	4	4	0	0	5
18:10 - 18:11	1	2	0	0	0
18:11 - 18:12	3	2	0	0	5
18:12 - 18:13	3	0	0	0	2
18:13 - 18:14	3	2	0	0	4
18:14 - 18:15	3	1	0	1	5
18:15 - 18:16	2	1	2	0	5
18:16 - 18:17	3	1	1	0	4
18:17 - 18:18	3	0	5	1	4
18:18 - 18:19	5	1	0	0	6
18:19 - 18:20	4	0	0	0	6
18:20 - 18:21	5	2	1	0	5
18:21 - 18:22	8	0	0	0	5
18:22 - 18:23	6	0	0	0	5
18:23 - 18:24	4	2	0	0	4
18:24 - 18:25	3	2	0	0	4
18:25 - 18:26	0	1	0	0	5
18:26 - 18:27	1	2	0	0	4
18:27 - 18:28	1	1	2	1	5
18:28 - 18:29	1	0	0	0	5
18:29 - 18:30	1	0	4	0	5
18:30 - 18:31	2	1	0	0	5
18:31 - 18:32	1	0	2	0	5
18:32 - 18:33	2	4	0	0	6
18:33 - 18:34	0	0	0	0	0
18:34 - 18:35	1	3	0	0	5
18:35 - 18:36	1	4	0	0	5
18:36 - 18:37	1	3	0	0	5
18:37 - 18:38	1	2	0	0	5
18:38 - 18:39	1	1	0	0	5
18:39 - 18:40	1	0	0	0	5
18:40 - 18:41	2	1	2	0	0
18:41 - 18:42	0	2	0	0	3
18:42 - 18:43	2	0	0	0	0
18:43 - 18:44	0	3	0	0	0
18:44 - 18:45	1	3	0	0	0
18:45 - 18:46	0	1	0	0	0
18:46 - 18:47	1	0	0	0	0
18:47 - 18:48	0	0	0	0	0
18:48 - 18:49	1	2	0	0	0
18:49 - 18:50	0	2	0	0	0
18:50 - 18:51	0	1	0	0	0
18:51 - 18:52	0	0	0	0	1

18:52 - 18:53	0	1	0	0	0
18:53 - 18:54	4	0	0	0	0
18:54 - 18:55	1	0	0	0	2
18:55 - 18:56	1	0	0	0	0
18:56 - 18:57	0	0	0	0	0
18:57 - 18:58	0	0	0	0	0
18:58 - 18:59	0	2	0	0	0
18:59 - 19:00	0	0	0	0	0



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - A5145 / B - (South East) A5145 Wilmslow Road / C - Access Road / D - (North West) A5145 Wilmslow Road

Approach: A - A5145

TIME	A to B								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	5	1	0	0	0	0	0	6.0	6
07:15 - 07:30	3	0	0	0	0	0	0	3.0	3
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	14	1	0	0	0	0	0	15	15
08:00 - 08:15	2	1	0	0	0	0	0	3.0	3
08:15 - 08:30	9	1	0	0	0	0	0	10.0	10
08:30 - 08:45	6	2	0	0	0	0	0	8.0	8
08:45 - 09:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	24	4	0	0	0	0	0	28	28
09:00 - 09:15	10	1	0	0	0	0	0	11.0	11
09:15 - 09:30	7	1	0	0	0	0	0	8.0	8
09:30 - 09:45	5	1	0	0	0	0	0	6.0	6
09:45 - 10:00	11	2	0	0	0	0	0	13.0	13
Hourly Total	33	5	0	0	0	0	0	38	38
Session Total	71	10	0	0	0	0	0	81	81
15:00 - 15:15	8	0	0	0	0	0	0	8.0	8
15:15 - 15:30	11	2	0	0	0	0	0	13.0	13
15:30 - 15:45	11	0	0	0	0	0	0	11.0	11
15:45 - 16:00	7	0	0	0	0	0	1	7.4	8
Hourly Total	37	2	0	0	0	0	1	39	40
16:00 - 16:15	7	2	0	0	0	0	0	9.0	9
16:15 - 16:30	11	0	0	0	0	0	0	11.0	11
16:30 - 16:45	12	1	0	0	0	0	0	13.0	13
16:45 - 17:00	8	0	0	0	0	0	0	8.0	8
Hourly Total	38	3	0	0	0	0	0	41	41
17:00 - 17:15	8	1	0	0	0	0	0	9.0	9
17:15 - 17:30	15	1	0	0	0	0	0	16.0	16
17:30 - 17:45	3	1	0	0	0	0	0	4.0	4
17:45 - 18:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	31	3	0	0	0	0	0	34	34
18:00 - 18:15	13	1	0	0	0	0	0	14.0	14
18:15 - 18:30	6	0	0	0	0	0	0	6.0	6
18:30 - 18:45	12	1	0	0	0	0	0	13.0	13
18:45 - 19:00	7	1	0	0	0	0	0	8.0	8
Hourly Total	38	3	0	0	0	0	0	41	41
Session Total	144	11	0	0	0	0	1	155	156

A 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
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
2	0	0	0	0	0	0	2.0	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
3	0	0	0	0	0	0	3	3
4	1	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
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
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2	2
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
1	0	0	0	0	0	0	1.0	1
8	0	0	0	0	0	0	8	8
4	0	0	0	0	0	0	4.0	4
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
5	0	0	0	0	0	0	5	5
16	0	0	0	0	0	0	16	16

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
32	0	0	0	2	1	0	36.2	35
55	7	1	0	5	1	1	74.1	70
31	4	0	0	3	0	0	41.0	38
30	6	0	0	3	2	0	42.4	41
148	17	1	0	13	4	1	194	184
38	5	2	0	3	1	0	52.2	49
40	6	1	0	3	1	0	53.7	51
40	4	2	0	3	0	0	53.0	49
56	7	1	0	4	0	0	72.5	68
174	22	6	0	13	2	0	231	217
44	6	2	0	3	0	0	59.0	55
41	5	1	1	4	0	0	57.8	52
55	6	0	0	4	0	0	69.0	65
50	2	0	0	3	0	0	58.0	55
190	19	3	1	14	0	0	244	227
512	58	10	1	40	6	1	669	628
48	2	0	0	3	0	0	56.0	53
55	10	0	0	3	0	0	71.0	68
51	6	0	0	4	0	0	65.0	61
61	4	0	0	2	0	1	69.4	68
215	22	0	0	12	0	1	261	250
55	6	0	0	4	3	0	69.6	68
35	7	0	0	3	1	1	48.6	47
41	2	0	0	3	0	0	49.0	46
55	2	0	0	2	0	1	61.4	60
186	17	0	0	12	4	2	229	221
28	1	0	0	3	0	0	35.0	32
45	1	0	0	2	3	0	50.6	51
53	1	0	0	2	0	0	58.0	56
40	1	0	0	4	0	1	49.4	46
166	4	0	0	11	3	1	193	185
51	0	0	0	2	1	0	55.2	54
62	0	0	0	5	0	0	72.0	67
54	2	0	0	2	0	1	60.4	59
59	0	0	0	3	0	0	65.0	62
226	2	0	0	12	1	1	253	242
793	45	0	0	47	8	5	936	898

[illegible]

From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	37	2	0	0	2	1	0	43.2	42
07:15 - 07:30	58	7	1	0	5	1	1	77.1	73
07:30 - 07:45	31	4	0	0	3	0	0	41.0	38
07:45 - 08:00	36	6	0	0	3	2	0	48.4	47
Hourly Total	162	19	1	0	13	4	1	210	200
08:00 - 08:15	40	6	2	0	3	1	0	55.2	52
08:15 - 08:30	49	7	1	0	3	1	0	63.7	61
08:30 - 08:45	46	6	2	0	3	0	0	61.0	57
08:45 - 09:00	64	7	1	0	4	0	0	80.5	76
Hourly Total	199	26	6	0	13	2	0	260	246
09:00 - 09:15	56	7	2	0	3	0	0	72.0	68
09:15 - 09:30	48	6	1	1	4	0	0	65.8	60
09:30 - 09:45	61	7	0	0	4	0	0	76.0	72
09:45 - 10:00	61	4	0	0	3	0	0	71.0	68
Hourly Total	226	24	3	1	14	0	0	285	268
Session Total	587	69	10	1	40	6	1	755	714
15:00 - 15:15	57	2	0	0	3	0	0	65.0	62
15:15 - 15:30	66	12	0	0	3	0	0	84.0	81
15:30 - 15:45	62	6	0	0	4	0	0	76.0	72
15:45 - 16:00	68	4	0	0	2	0	2	76.8	76
Hourly Total	253	24	0	0	12	0	2	302	291
16:00 - 16:15	62	8	0	0	4	3	0	78.6	77
16:15 - 16:30	46	7	0	0	3	1	1	59.6	58
16:30 - 16:45	54	3	0	0	3	0	0	63.0	60
16:45 - 17:00	64	2	0	0	2	0	1	70.4	69
Hourly Total	226	20	0	0	12	4	2	272	264
17:00 - 17:15	37	2	0	0	3	0	0	45.0	42
17:15 - 17:30	63	2	0	0	2	3	0	69.6	70
17:30 - 17:45	59	2	0	0	2	0	0	65.0	63
17:45 - 18:00	46	1	0	0	4	0	1	55.4	52
Hourly Total	205	7	0	0	11	3	1	235	227
18:00 - 18:15	68	1	0	0	2	1	0	73.2	72
18:15 - 18:30	68	0	0	0	5	0	0	78.0	73
18:30 - 18:45	67	3	0	0	2	0	1	74.4	73
18:45 - 19:00	66	1	0	0	3	0	0	73.0	70
Hourly Total	269	5	0	0	12	1	1	299	288
Session Total	953	56	0	0	47	8	6	1107	1070

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
36	6	1	0	6	1	0	55.7	50
37	3	1	0	6	1	0	53.7	48
49	3	1	0	7	2	0	67.9	62
43	3	1	0	6	2	0	59.9	55
165	15	4	0	25	6	0	237	215
60	2	0	0	4	2	0	70.4	68
62	4	0	1	4	3	1	77.3	75
55	5	1	1	4	1	0	72.0	67
74	7	3	0	4	0	0	93.5	88
251	18	4	2	16	6	1	313	298
51	8	2	0	4	0	0	70.0	65
57	7	1	0	7	0	0	79.5	72
46	5	1	0	4	1	0	60.7	57
51	9	1	0	4	1	0	69.7	66
205	29	5	0	19	2	0	280	260
621	62	13	2	60	14	1	830	773
96	8	2	0	2	2	0	111.4	110
77	9	3	0	7	0	1	104.9	97
75	3	2	0	6	1	0	93.2	87
77	7	0	0	3	2	0	90.4	89
325	27	7	0	18	5	1	400	383
91	10	1	0	3	1	0	108.7	106
67	3	0	0	5	1	0	80.2	76
75	10	1	0	3	3	1	93.5	93
59	6	0	0	4	0	0	73.0	69
292	29	2	0	15	5	1	355	344
78	4	1	0	5	3	0	94.1	91
68	6	0	0	3	0	1	80.4	78
72	4	0	0	6	2	0	88.4	84
85	3	0	0	5	0	1	98.4	94
303	17	1	0	19	5	2	361	347
74	5	0	0	3	0	0	85.0	82
85	0	0	0	3	0	1	91.4	89
79	4	0	0	3	2	0	89.4	88
60	2	0	0	4	1	0	70.2	67
298	11	0	0	13	3	1	336	326
1218	84	10	0	65	18	5	1453	1400

	B to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
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	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
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	3	0	0	0	0	0	0	3.0	3
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	5	0	0	0	0	0	0	5	5
09:00 - 09:15	0	0	1	0	0	0	0	1.5	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	1	0	0	0	0	0	0	1.0	1
Hourly Total	1	0	1	0	0	0	0	3	2
Session Total	8	0	1	0	0	0	0	10	9
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	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	5	1	0	0	0	0	0	6.0	6
Hourly Total	8	1	0	0	0	0	0	9	9
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	4	0	0	0	0	0	0	4.0	4
17:30 - 17:45	5	0	0	0	0	0	0	5.0	5
17:45 - 18:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	13	0	0	0	0	0	0	13	13
18:00 - 18:15	1	1	0	0	0	0	0	2.0	2
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	2	1	0	0	0	0	0	3.0	3
Hourly Total	4	2	0	0	0	0	0	6	6
Session Total	26	3	0	0	0	0	0	29	29

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
61	4	2	0	0	5	0	69.0	72
104	8	3	1	1	11	0	123.0	128
122	9	4	1	2	14	1	146.5	153
147	20	3	0	0	8	0	173.1	178
434	41	12	2	3	38	1	512	531
142	12	1	0	2	5	0	160.5	162
162	13	2	0	1	6	0	181.2	184
158	9	0	0	2	12	0	173.4	181
136	10	3	1	1	5	1	156.2	157
598	44	6	1	6	28	1	671	684
115	16	1	0	1	2	0	134.9	135
112	7	1	0	1	4	0	123.3	125
90	13	3	0	0	2	0	107.9	108
87	2	2	1	2	2	0	98.7	96
404	38	7	1	4	10	0	465	464
1436	123	25	4	13	76	2	1648	1679
93	8	0	0	0	0	0	101.0	101
101	6	0	0	0	4	1	108.2	112
95	4	1	0	1	2	0	102.9	103
79	4	0	0	2	1	2	88.0	88
368	22	1	0	3	7	3	400	404
89	9	3	0	1	2	1	105.3	105
87	6	0	0	1	1	0	95.2	95
86	5	0	0	0	3	0	91.6	94
100	7	0	0	0	6	0	108.2	113
362	27	3	0	2	12	1	400	407
100	6	0	0	3	4	1	113.2	114
99	2	0	0	0	3	0	101.6	104
116	4	0	0	0	4	0	120.8	124
122	6	0	0	2	0	0	132.0	130
437	18	0	0	5	11	1	468	472
123	5	1	0	1	3	1	132.5	134
91	2	0	0	0	2	1	93.8	96
102	3	1	0	0	5	0	107.5	111
122	3	0	0	3	2	0	131.4	130
438	13	2	0	4	12	2	465	471
1605	80	6	0	14	42	7	1733	1754

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
7	3	1	0	3	0	0	17.5	14
4	1	0	0	2	1	0	9.2	8
9	0	0	0	3	0	0	15.0	12
7	1	1	0	1	0	0	11.5	10
27	5	2	0	9	1	0	53	44
12	1	0	0	0	0	0	13.0	13
7	1	0	0	0	0	0	8.0	8
7	1	0	0	2	0	0	12.0	10
10	2	1	0	1	0	0	15.5	14
36	5	1	0	3	0	0	49	45
6	2	0	0	0	0	0	8.0	8
9	1	0	0	2	0	0	14.0	12
10	1	0	0	0	0	0	11.0	11
3	1	0	0	1	0	0	6.0	5
28	5	0	0	3	0	0	39	36
91	15	3	0	15	1	0	141	125
13	2	0	0	1	0	0	17.0	16
13	1	2	0	1	0	1	19.4	18
14	0	0	0	1	0	0	16.0	15
9	1	0	0	1	0	0	12.0	11
49	4	2	0	4	0	1	64	60
15	1	0	0	0	0	0	16.0	16
6	0	0	0	1	0	0	8.0	7
13	1	0	0	1	1	0	16.2	16
11	0	0	0	1	0	0	13.0	12
45	2	0	0	3	1	0	53	51
14	0	1	0	1	1	0	17.7	17
14	1	0	0	0	0	0	15.0	15
3	1	0	0	1	1	0	6.2	6
15	0	0	0	1	0	0	17.0	16
46	2	1	0	3	2	0	56	54
9	2	0	0	0	0	0	11.0	11
16	0	0	0	1	0	0	18.0	17
19	1	0	0	0	0	0	20.0	20
10	0	0	0	0	0	0	10.0	10
54	3	0	0	1	0	0	59	58
194	11	3	0	11	3	1	233	223

[illegible]

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	68	7	3	0	3	5	0	86.5	86
07:15 - 07:30	108	9	3	1	3	12	0	132.2	136
07:30 - 07:45	133	9	4	1	5	14	1	163.5	167
07:45 - 08:00	154	21	4	0	1	8	0	184.6	188
Hourly Total	463	46	14	2	12	39	1	567	577
08:00 - 08:15	154	13	1	0	2	5	0	173.5	175
08:15 - 08:30	172	14	2	0	1	6	0	192.2	195
08:30 - 08:45	167	10	0	0	4	12	0	187.4	193
08:45 - 09:00	146	12	4	1	2	5	1	171.7	171
Hourly Total	639	49	7	1	9	28	1	725	734
09:00 - 09:15	121	18	2	0	1	2	0	144.4	144
09:15 - 09:30	121	8	1	0	3	4	0	137.3	137
09:30 - 09:45	100	14	3	0	0	2	0	118.9	119
09:45 - 10:00	91	3	2	1	3	2	0	105.7	102
Hourly Total	433	43	8	1	7	10	0	506	502
Session Total	1535	138	29	4	28	77	2	1798	1813
15:00 - 15:15	106	10	0	0	1	0	0	118.0	117
15:15 - 15:30	114	7	2	0	1	4	2	127.6	130
15:30 - 15:45	109	4	1	0	2	2	0	118.9	118
15:45 - 16:00	89	5	0	0	3	1	2	101.0	100
Hourly Total	418	26	3	0	7	7	4	466	465
16:00 - 16:15	105	10	3	0	1	2	1	122.3	122
16:15 - 16:30	94	6	0	0	2	1	0	104.2	103
16:30 - 16:45	100	7	0	0	1	4	0	109.8	112
16:45 - 17:00	116	8	0	0	1	6	0	127.2	131
Hourly Total	415	31	3	0	5	13	1	464	468
17:00 - 17:15	114	6	1	0	4	5	1	130.9	131
17:15 - 17:30	118	3	0	0	0	3	0	121.6	124
17:30 - 17:45	125	6	0	0	1	5	0	134.0	137
17:45 - 18:00	141	6	0	0	3	0	0	153.0	150
Hourly Total	498	21	1	0	8	13	1	540	542
18:00 - 18:15	133	8	1	0	1	3	1	145.5	147
18:15 - 18:30	108	2	0	0	1	2	1	112.8	114
18:30 - 18:45	121	4	1	0	0	5	0	127.5	131
18:45 - 19:00	134	4	0	0	3	2	0	144.4	143
Hourly Total	496	18	2	0	5	12	2	530	535
Session Total	1827	96	9	0	25	45	8	1999	2010

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
51	2	0	0	0	3	0	53.6	56
100	11	3	0	0	7	0	116.9	121
101	4	1	0	2	3	0	111.1	111
146	12	0	0	1	4	0	160.8	163
398	29	4	0	3	17	0	442	451
139	10	1	0	0	4	0	151.3	154
160	6	1	0	0	3	0	168.1	170
143	14	3	0	1	5	1	164.9	167
145	9	0	0	1	5	0	157.0	160
587	39	5	0	2	17	1	641	651
126	7	1	0	1	3	0	137.1	138
82	3	0	0	0	3	0	85.6	88
76	11	1	0	0	2	0	88.9	90
92	8	2	0	1	4	0	105.8	107
376	29	4	0	2	12	0	417	423
1361	97	13	0	7	46	1	1501	1525
122	10	0	0	2	2	0	136.4	136
122	14	1	0	0	3	0	138.1	140
133	11	0	0	0	4	1	145.2	149
147	15	0	0	0	1	1	162.6	164
524	50	1	0	2	10	2	582	589
153	17	0	0	0	1	0	170.2	171
153	13	1	1	3	5	0	176.8	176
179	14	0	0	0	7	1	194.8	201
160	11	0	0	0	3	1	172.0	175
645	55	1	1	3	16	2	714	723
173	8	0	0	1	11	0	185.2	193
190	2	0	0	0	6	0	193.2	198
157	6	0	0	2	12	2	170.2	179
157	12	2	0	0	12	0	174.4	183
677	28	2	0	3	41	2	723	753
148	7	0	0	0	5	0	156.0	160
126	2	0	0	0	6	0	129.2	134
138	6	0	0	0	4	0	144.8	148
129	4	0	0	0	2	0	133.4	135
541	19	0	0	0	17	0	563	577
2387	152	4	1	8	84	6	2583	2642



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - A5145 / B - (South East) A5145 Wilmslow Road / C - Access Road / D - (North West) A5145 Wilmslow Road

Approach: C - Access Road

TIME	C to D								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	2	0	0	0	0	0	0	2.0	2
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	1	0	0	0	0	1	0	1.2	2
Hourly Total	6	0	0	0	0	1	0	6	7
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	3	0	0	0	0	0	0	3.0	3
08:30 - 08:45	4	0	0	0	0	0	0	4.0	4
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	8	0	0	0	0	0	0	8	8
09:00 - 09:15	3	0	1	0	0	0	0	4.5	4
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	4	0	1	0	0	0	0	6	5
Session Total	18	0	1	0	0	1	0	20	20
15:00 - 15:15	1	0	0	0	0	0	0	1.0	1
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	1	0	0	0	0	1	0	1.2	2
Hourly Total	4	0	0	0	0	1	0	4	5
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	2	1	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	2	0	0	0	0	0	0	2.0	2
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	6	1	0	0	0	0	0	7	7
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	2	0	0	0	0	0	0	2.0	2
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	4	0	0	0	0	0	0	4	4
Session Total	17	1	0	0	0	1	0	18	19

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	1	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	0	0	0	0	0	0	1.0	1
4	1	0	0	0	0	0	5	5
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
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
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
9	1	0	0	0	0	0	10	10
0	0	0	0	0	0	0	0.0	0
0	2	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	3	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
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
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
1	0	0	0	0	0	0	1.0	1
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
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
9	3	0	0	0	0	0	12	12

C 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	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
6	1	0	0	0	0	0	7.0	7
8	1	0	0	0	0	0	9	9
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	1	3.4	4
2	0	0	0	0	0	0	2.0	2
9	0	0	0	0	0	1	9	10
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
18	1	0	0	0	0	1	19	20
1	0	0	0	0	0	0	1.0	1
1	0	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
5	0	0	0	0	0	0	5	5
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	2.0	2
4	0	0	0	0	0	0	4	4
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
1	0	0	0	0	0	0	1.0	1
5	0	0	0	0	0	0	5	5
2	1	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
3	0	0	0	0	0	0	3.0	3
7	1	0	0	0	0	0	8	8
21	1	0	0	0	0	0	22	22

[illegible]

From C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	4	1	0	0	0	0	0	5.0	5
07:15 - 07:30	2	0	0	0	0	0	0	2.0	2
07:30 - 07:45	4	0	0	0	0	0	0	4.0	4
07:45 - 08:00	8	1	0	0	0	1	0	9.2	10
Hourly Total	18	2	0	0	0	1	0	20	21
08:00 - 08:15	3	0	0	0	0	0	0	3.0	3
08:15 - 08:30	7	0	0	0	0	0	0	7.0	7
08:30 - 08:45	8	0	0	0	0	0	1	8.4	9
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	21	0	0	0	0	0	1	21	22
09:00 - 09:15	3	0	1	0	0	0	0	4.5	4
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	3	0	0	0	0	0	0	3.0	3
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	6	0	1	0	0	0	0	8	7
Session Total	45	2	1	0	0	1	1	49	50
15:00 - 15:15	2	0	0	0	0	0	0	2.0	2
15:15 - 15:30	2	2	0	0	0	0	0	4.0	4
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	3	1	0	0	0	1	0	4.2	5
Hourly Total	9	3	0	0	0	1	0	12	13
16:00 - 16:15	4	0	0	0	0	0	0	4.0	4
16:15 - 16:30	3	0	0	0	0	0	0	3.0	3
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	10	0	0	0	0	0	0	10	10
17:00 - 17:15	3	1	0	0	0	0	0	4.0	4
17:15 - 17:30	3	0	0	0	0	0	0	3.0	3
17:30 - 17:45	5	0	0	0	0	0	0	5.0	5
17:45 - 18:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	14	1	0	0	0	0	0	15	15
18:00 - 18:15	4	1	0	0	0	0	0	5.0	5
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2
18:30 - 18:45	4	0	0	0	0	0	0	4.0	4
18:45 - 19:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	14	1	0	0	0	0	0	15	15
Session Total	47	5	0	0	0	1	0	52	53

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
1	1	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
2	0	0	0	0	0	0	2.0	2
7	1	0	0	0	0	0	8	8
1	0	0	0	0	0	0	1.0	1
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
9	0	0	0	0	0	0	9	9
4	0	1	0	0	0	0	5.5	5
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
7	0	1	0	0	0	0	9	8
23	1	1	0	0	0	0	26	25
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
1	0	0	0	0	0	0	1.0	1
8	0	0	0	0	0	0	8	8
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
7	1	0	0	0	0	0	8.0	8
12	1	0	0	0	0	0	13	13
1	0	0	0	0	0	0	1.0	1
7	0	0	0	0	0	0	7.0	7
11	0	0	0	0	0	0	11.0	11
5	0	0	0	0	0	0	5.0	5
24	0	0	0	0	0	0	24	24
6	1	0	0	0	0	0	7.0	7
3	0	0	0	0	0	0	3.0	3
2	0	0	0	0	0	0	2.0	2
4	1	0	0	0	0	0	5.0	5
15	2	0	0	0	0	0	17	17
59	3	0	0	0	0	0	62	62



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - A5145 / B - (South East) A5145 Wilmslow Road / C - Access Road / D - (North West) A5145 Wilmslow Road

Approach: D - (North West) A5145 Wilmslow Road

TIME	D to A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	28	2	0	0	3	1	0	36.2	34
07:15 - 07:30	32	2	1	0	4	0	0	43.5	39
07:30 - 07:45	39	3	1	0	4	2	0	51.9	49
07:45 - 08:00	35	2	0	0	5	2	0	47.4	44
Hourly Total	134	9	2	0	16	5	0	179	166
08:00 - 08:15	47	1	0	0	4	2	0	56.4	54
08:15 - 08:30	54	3	0	1	4	3	1	68.3	66
08:30 - 08:45	47	4	1	1	2	1	0	59.0	56
08:45 - 09:00	63	5	2	0	3	0	0	77.0	73
Hourly Total	211	13	3	2	13	6	1	261	249
09:00 - 09:15	45	6	2	0	4	0	0	62.0	57
09:15 - 09:30	48	6	1	0	5	0	0	65.5	60
09:30 - 09:45	35	4	1	0	4	1	0	48.7	45
09:45 - 10:00	48	8	1	0	3	1	0	63.7	61
Hourly Total	176	24	5	0	16	2	0	240	223
Session Total	521	46	10	2	45	13	1	680	638
15:00 - 15:15	83	6	2	0	1	2	0	94.4	94
15:15 - 15:30	64	6	1	0	6	0	0	83.5	77
15:30 - 15:45	61	3	2	0	5	1	0	77.2	72
15:45 - 16:00	68	5	0	0	2	2	0	77.4	77
Hourly Total	276	20	5	0	14	5	0	333	320
16:00 - 16:15	75	9	1	0	3	1	0	91.7	89
16:15 - 16:30	59	3	0	0	4	1	0	70.2	67
16:30 - 16:45	62	9	1	0	2	2	1	77.3	77
16:45 - 17:00	48	6	0	0	3	0	0	60.0	57
Hourly Total	244	27	2	0	12	4	1	299	290
17:00 - 17:15	64	4	0	0	4	2	0	76.4	74
17:15 - 17:30	52	5	0	0	3	0	1	63.4	61
17:30 - 17:45	69	3	0	0	5	1	0	82.2	78
17:45 - 18:00	69	3	0	0	4	0	1	80.4	77
Hourly Total	254	15	0	0	16	3	2	302	290
18:00 - 18:15	64	3	0	0	3	0	0	73.0	70
18:15 - 18:30	67	0	0	0	2	0	1	71.4	70
18:30 - 18:45	60	3	0	0	3	2	0	69.4	68
18:45 - 19:00	50	2	0	0	4	1	0	60.2	57
Hourly Total	241	8	0	0	12	3	1	274	265
Session Total	1015	70	7	0	54	15	4	1208	1165

D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
45	1	0	0	0	3	0	46.6	49
97	11	3	0	0	7	0	113.9	118
100	4	1	0	2	3	0	110.1	110
134	11	0	0	1	4	0	147.8	150
376	27	4	0	3	17	0	418	427
136	9	1	0	0	4	0	147.3	150
148	5	1	0	0	3	0	155.1	157
134	12	3	0	1	5	0	153.5	155
136	9	0	0	1	5	0	148.0	151
554	35	5	0	2	17	0	604	613
116	6	1	0	1	3	0	126.1	127
75	2	0	0	0	3	0	77.6	80
70	10	1	0	0	2	0	81.9	83
81	6	2	0	1	4	0	92.8	94
342	24	4	0	2	12	0	378	384
1272	86	13	0	7	46	0	1401	1424
113	10	0	0	2	2	0	127.4	127
110	12	1	0	0	3	0	124.1	126
121	11	0	0	0	4	1	133.2	137
138	15	0	0	0	1	0	153.2	154
482	48	1	0	2	10	1	538	544
144	15	0	0	0	1	0	159.2	160
142	13	1	1	3	5	0	165.8	165
167	12	0	0	0	7	1	180.8	187
150	11	0	0	0	3	1	162.0	165
603	51	1	1	3	16	2	668	677
164	7	0	0	1	11	0	175.2	183
174	1	0	0	0	6	0	176.2	181
150	4	0	0	2	12	2	161.2	170
151	12	2	0	0	12	0	168.4	177
639	24	2	0	3	41	2	681	711
133	5	0	0	0	5	0	139.0	143
120	2	0	0	0	6	0	123.2	128
124	5	0	0	0	4	0	129.8	133
119	3	0	0	0	2	0	122.4	124
496	15	0	0	0	17	0	514	528
2220	138	4	1	8	84	5	2401	2460

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
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
2	0	0	0	0	0	0	2.0	2
5	0	0	0	0	0	0	5	5
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
1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3	3
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
0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3	3
11	0	0	0	0	0	0	11	11
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
0	0	0	0	0	0	0	0.0	0
6	0	0	0	0	0	0	6	6
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
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
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
2	0	0	0	0	0	0	2.0	2
6	0	0	0	0	0	0	6	6
17	0	0	0	0	0	0	17	17

[illegible]

From D									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	74	3	0	0	3	4	0	83.8	84
07:15 - 07:30	131	13	4	0	4	7	0	159.4	159
07:30 - 07:45	139	7	2	0	6	5	0	162.0	159
07:45 - 08:00	171	13	0	0	6	6	0	197.2	196
Hourly Total	515	36	6	0	19	22	0	602	598
08:00 - 08:15	184	10	1	0	4	6	0	204.7	205
08:15 - 08:30	203	8	1	1	4	6	1	224.4	224
08:30 - 08:45	181	16	4	1	3	6	0	212.5	211
08:45 - 09:00	200	14	2	0	4	5	0	226.0	225
Hourly Total	768	48	8	2	15	23	1	868	865
09:00 - 09:15	163	12	3	0	5	3	0	190.1	186
09:15 - 09:30	124	8	1	0	5	3	0	144.1	141
09:30 - 09:45	105	14	2	0	4	3	0	130.6	128
09:45 - 10:00	129	14	3	0	4	5	0	156.5	155
Hourly Total	521	48	9	0	18	14	0	621	610
Session Total	1804	132	23	2	52	59	1	2091	2073
15:00 - 15:15	197	16	2	0	3	4	0	222.8	222
15:15 - 15:30	178	18	2	0	6	3	0	211.6	207
15:30 - 15:45	184	14	2	0	5	5	1	212.4	211
15:45 - 16:00	206	20	0	0	2	3	0	230.6	231
Hourly Total	765	68	6	0	16	15	1	877	871
16:00 - 16:15	220	24	1	0	3	2	0	251.9	250
16:15 - 16:30	201	16	1	1	7	6	0	236.0	232
16:30 - 16:45	229	21	1	0	2	9	2	258.1	264
16:45 - 17:00	199	17	0	0	3	3	1	223.0	223
Hourly Total	849	78	3	1	15	20	3	969	969
17:00 - 17:15	228	11	0	0	5	13	0	251.6	257
17:15 - 17:30	226	6	0	0	3	6	1	239.6	242
17:30 - 17:45	222	7	0	0	7	13	2	246.4	251
17:45 - 18:00	220	15	2	0	4	12	1	248.8	254
Hourly Total	896	39	2	0	19	44	4	986	1004
18:00 - 18:15	198	8	0	0	3	5	0	213.0	214
18:15 - 18:30	189	2	0	0	2	6	1	196.6	200
18:30 - 18:45	185	8	0	0	3	6	0	200.2	202
18:45 - 19:00	171	5	0	0	4	3	0	184.6	183
Hourly Total	743	23	0	0	12	20	1	794	799
Session Total	3253	208	11	1	62	99	9	3627	3643

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
95	4	2	0	2	6	0	107.2	109
160	15	4	1	6	12	1	198.1	199
155	13	4	1	5	14	1	189.5	193
178	26	3	0	3	11	0	216.7	221
588	58	13	2	16	43	2	712	722
181	17	3	0	5	6	0	213.7	212
205	19	3	0	4	7	0	237.9	238
202	13	2	0	5	12	0	230.4	234
192	17	4	1	5	5	1	228.7	225
780	66	12	1	19	30	1	911	909
162	22	4	0	4	2	0	198.4	194
153	12	2	1	5	4	0	181.1	177
146	19	3	0	4	2	0	177.9	174
137	4	2	1	5	2	0	156.7	151
598	57	11	2	18	10	0	714	696
1966	181	36	5	53	83	3	2336	2327
142	10	0	0	3	0	0	158.0	155
157	16	0	0	3	4	1	180.2	181
148	10	1	0	5	2	0	169.9	166
141	8	0	0	4	2	3	158.6	158
588	44	1	0	15	8	4	667	660
145	15	3	0	5	5	1	175.9	174
123	13	0	0	4	2	1	144.8	143
127	7	0	0	3	3	0	140.6	140
156	9	0	0	2	6	1	170.6	174
551	44	3	0	14	16	3	632	631
130	8	0	0	6	4	1	151.2	149
145	3	0	0	2	6	0	153.2	156
171	5	0	0	2	4	0	180.8	182
163	7	0	0	6	0	1	182.4	177
609	23	0	0	16	14	2	668	664
175	5	1	0	3	4	1	188.7	189
153	2	0	0	5	2	1	165.8	163
158	5	1	0	2	5	1	169.9	172
182	3	0	0	6	2	0	197.4	193
668	15	2	0	16	13	3	722	717
2416	126	6	0	61	51	12	2688	2672



Parrs Wood, Manchester: Queue Length Survey - Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - A5145 / B - (South East) A5145 Wilmslow Road / C - Access Road / D - (North West) A5145 Wilmslow Road

Signal Change HH:MM:SS	A - A5145		B - (South East) A5145 Wilmslow Road			C - Access Road		D - (North West) A5145 Wilmslow Road		
	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Signal Change HH:MM:SS	Lane 1	Lane 2
	MAX	MAX		MAX	MAX		MAX		MAX	MAX
07:00:15	0	4	07:00:47	3	2	07:00:31	3	07:00:47	3	1
07:01:42	0	3	07:02:05	5	3	07:03:01	1	07:02:05	1	0
07:02:57	0	1	07:03:24	1	3	07:05:37	1	07:03:24	3	0
07:04:08	1	3	07:04:43	7	3	07:08:01	0	07:04:43	5	0
07:05:31	0	3	07:05:54	3	1	07:09:10	1	07:05:54	1	0
07:06:43	2	2	07:07:07	0	1	07:18:26	1	07:07:07	1	3
07:07:46	0	4	07:08:18	2	2	07:24:31	1	07:08:18	2	0
07:08:54	0	3	07:09:27	3	1	07:31:08	1	07:09:27	2	5
07:10:09	0	4	07:10:37	10	1	07:37:12	0	07:10:37	1	1
07:11:17	1	1	07:11:45	1	0	07:38:04	0	07:11:45	5	3
07:12:35	0	1	07:12:59	0	1	07:41:44	1	07:12:59	6	0
07:13:51	0	1	07:14:15	0	2	07:43:21	1	07:14:15	1	0
07:15:20	0	1	07:15:50	4	3	07:45:13	2	07:15:50	3	3
07:16:49	1	1	07:17:19	2	1	07:50:27	0	07:17:19	2	2
07:18:15	0	3	07:18:43	0	0	07:52:16	1	07:18:43	0	1
07:19:46	0	4	07:20:17	2	2	07:54:05	1	07:20:17	8	2
07:21:02	0	0	07:21:26	1	1	07:55:51	2	07:21:26	0	1
07:21:50	0	2	07:22:14	13	1	07:57:40	1	07:22:14	1	0
07:22:42	0	0	07:23:05	12	1	07:59:28	0	07:23:05	5	3
07:24:21	0	4	07:24:48	4	1	08:01:16	1	07:24:48	0	1
07:26:10	0	4	07:26:40	1	1	08:04:52	1	07:26:40	2	4
07:27:50	0	5	07:28:28	1	2	08:08:25	0	07:28:28	7	1
07:29:46	0	2	07:30:12	1	1	08:13:44	1	07:30:12	1	0
07:31:03	0	0	07:31:25	0	2	08:18:49	1	07:31:25	2	3
07:31:54	0	1	07:32:19	3	1	08:20:33	1	07:32:19	4	1
07:32:47	0	0	07:33:10	4	2	08:22:13	1	07:33:10	1	2
07:33:39	0	1	07:34:02	4	0	08:24:01	2	07:34:02	4	1
07:34:31	0	0	07:34:55	3	3	08:31:00	1	07:34:55	1	2
07:35:22	0	1	07:35:46	2	2	08:32:45	3	07:35:46	3	3
07:36:14	0	0	07:36:39	6	3	08:34:34	0	07:36:39	2	4
07:37:07	0	4	07:37:30	10	3	08:36:19	2	07:37:30	1	0
07:37:58	0	1	07:38:21	11	2	08:38:04	1	07:38:21	2	1
07:39:45	0	4	07:40:10	10	3	08:39:52	2	07:40:10	11	0
07:41:34	0	4	07:42:01	8	3	08:43:21	1	07:42:01	2	4
07:43:16	0	4	07:43:38	9	2	08:45:09	1	07:43:38	5	1
07:44:57	0	4	07:45:30	9	3	08:48:47	1	07:45:30	7	3
07:46:44	0	4	07:47:20	10	7	08:53:52	1	07:47:20	6	3
07:48:30	0	1	07:49:01	5	3	09:04:18	1	07:49:01	8	7
07:50:22	0	4	07:50:45	10	3	09:09:31	0	07:50:45	8	2
07:52:11	1	3	07:52:34	7	4	09:12:50	1	07:52:34	5	9
07:54:00	0	4	07:54:22	2	0	09:14:57	3	07:54:22	3	1
07:55:45	2	2	07:56:09	2	1	09:21:10	1	07:56:09	5	2
07:57:35	0	4	07:57:57	4	1	09:31:15	0	07:57:57	1	0
07:59:23	0	3	07:59:46	0	1	09:32:54	0	07:59:46	3	2
08:01:11	0	1	08:01:33	2	1	09:37:32	1	08:01:33	0	1
08:02:55	0	4	08:03:22	8	3	09:44:01	1	08:03:22	5	2
08:04:47	0	1	08:05:10	6	0	09:57:43	0	08:05:10	3	2
08:06:27	0	4	08:06:59	0	0	15:01:18	1	08:06:59	0	1
08:08:20	0	2	08:08:43	0	2	15:11:44	0	08:08:43	0	0
08:10:03	0	4	08:10:32	1	1	15:13:31	1	08:10:32	7	4
08:11:46	0	2	08:12:12	1	1	15:15:20	1	08:12:12	3	0
08:13:34	0	1	08:14:01	5	1	15:17:12	1	08:14:01	2	1
08:15:16	0	4	08:15:40	5	0	15:22:14	2	08:15:40	1	0
08:16:59	1	1	08:17:24	7	2	15:29:00	1	08:17:24	3	2
08:18:43	1	3	08:19:06	0	3	15:32:21	1	08:19:06	0	0
08:20:27	0	4	08:20:51	3	0	15:40:46	0	08:20:51	1	2
08:22:07	0	4	08:22:30	2	0	15:47:41	1	08:22:30	3	0
08:23:51	0	4	08:24:18	1	2	15:49:29	1	08:24:18	5	2
08:25:35	0	4	08:26:03	1	1	15:54:39	1	08:26:03	4	3
08:27:21	1	3	08:27:47	3	2	15:56:22	1	08:27:47	2	3
08:29:08	0	4	08:29:31	9	0	16:01:45	1	08:29:31	4	2
08:30:54	0	4	08:31:18	5	1	16:03:32	1	08:31:18	1	1
08:32:36	0	4	08:33:02	2	0	16:06:56	1	08:33:02	5	2

08:34:19	1	4	08:34:52	1	1	16:10:24	1	08:34:52	5	4
08:36:03	0	4	08:36:36	2	0	16:12:08	0	08:36:36	4	2
08:37:49	0	4	08:38:22	0	0	16:19:07	2	08:38:22	1	2
08:39:37	0	4	08:40:09	2	0	16:27:55	1	08:40:09	1	5
08:41:20	0	4	08:41:54	2	0	16:36:39	0	08:41:54	0	0
08:43:13	0	4	08:43:39	1	1	16:45:23	0	08:43:39	0	1
08:44:49	0	4	08:45:27	4	1	16:48:51	3	08:45:27	3	8
08:46:36	1	4	08:47:17	2	0	16:50:39	0	08:47:17	3	5
08:48:22	0	4	08:49:04	10	0	16:52:27	1	08:49:04	10	5
08:50:10	0	4	08:50:55	10	3	16:57:49	0	08:50:55	4	3
08:52:00	1	1	08:52:32	12	1	17:06:21	1	08:52:32	6	3
08:53:38	0	1	08:54:10	2	0	17:08:03	2	08:54:10	1	1
08:55:26	0	0	08:55:57	0	1	17:13:15	2	08:55:57	4	8
08:57:10	0	0	08:57:50	4	0	17:16:47	1	08:57:50	10	6
08:58:58	0	3	08:59:27	8	0	17:18:31	1	08:59:27	10	6
09:00:39	3	1	09:01:09	4	1	17:20:15	0	09:01:09	9	5
09:02:25	1	4	09:02:49	2	1	17:25:31	1	09:02:49	3	2
09:04:09	1	3	09:04:36	2	1	17:27:19	0	09:04:36	4	5
09:05:49	0	4	09:06:27	2	2	17:34:11	1	09:06:27	14	3
09:07:40	2	2	09:08:08	4	1	17:37:39	2	09:08:08	13	1
09:09:23	0	2	09:09:49	3	2	17:39:19	2	09:09:49	8	8
09:11:06	0	3	09:11:36	8	2	17:44:31	0	09:11:36	11	4
09:12:43	0	1	09:13:08	6	0	17:46:19	1	09:13:08	4	3
09:14:23	0	4	09:14:55	5	0	17:48:07	1	09:14:55	4	3
09:16:07	0	4	09:16:44	4	3	18:01:55	1	09:16:44	10	6
09:17:50	1	3	09:18:25	3	3	18:05:24	0	09:18:25	7	0
09:19:33	0	1	09:19:58	1	0	18:07:04	1	09:19:58	1	1
09:21:05	0	0	09:21:28	2	0	18:08:48	2	09:21:28	2	1
09:21:57	0	4	09:22:20	14	3	18:10:36	0	09:22:20	8	7
09:22:52	0	2	09:23:17	6	2	18:21:08	0	09:23:17	6	3
09:23:45	0	4	09:24:09	7	0	18:22:52	1	09:24:09	6	2
09:24:38	0	0	09:25:05	0	3	18:28:04	1	09:25:05	4	2
09:25:33	0	0	09:25:57	6	1	18:34:49	1	09:25:57	2	1
09:26:28	0	3	09:26:53	2	0	18:36:26	2	09:26:53	3	3
09:27:21	0	4	09:27:44	8	2	18:43:21	1	09:27:44	7	5
09:28:16	0	0	09:28:41	2	0	18:46:06	1	09:28:41	2	0
09:29:09	0	1	09:29:33	6	2	18:52:06	2	09:29:33	4	0
09:30:05	0	0	09:30:29	2	0	18:52:54	0	09:30:29	1	1
09:31:01	0	1	09:31:33	6	0	18:53:46	1	09:31:33	2	1
09:32:29	0	4	09:33:11	4	3			09:33:11	6	6
09:34:09	0	4	09:34:48	9	3			09:34:48	3	1
09:35:47	0	4	09:36:20	4	0			09:36:20	5	3
09:37:21	0	4	09:37:50	4	0			09:37:50	3	1
09:38:50	0	4	09:39:25	11	4			09:39:25	5	1
09:40:32	1	4	09:41:04	9	1			09:41:04	6	1
09:42:02	0	3	09:42:36	13	1			09:42:36	5	3
09:43:44	0	4	09:44:20	8	1			09:44:20	1	3
09:45:21	1	4	09:45:52	11	1			09:45:52	4	3
09:46:54	0	4	09:47:20	4	3			09:47:20	3	3
09:48:28	1	4	09:49:00	7	1			09:49:00	5	1
09:50:01	1	4	09:50:32	1	2			09:50:32	3	4
09:51:34	1	3	09:51:58	2	0			09:51:58	4	0
09:53:07	3	0	09:53:33	4	2			09:53:33	7	0
09:54:39	0	2	09:55:04	4	0			09:55:04	2	1
09:56:13	2	3	09:56:38	0	2			09:56:38	6	0
09:57:37	0	4	09:58:01	0	0			09:58:01	9	3
09:59:02	0	4	09:59:30	2	1			09:59:30	5	3
15:00:16	0	1	15:00:40	4	0			15:00:40	14	9
15:01:08	0	0	15:01:36	5	5			15:01:36	14	6
15:02:59	1	4	15:03:28	2	1			15:03:28	6	4
15:04:49	0	4	15:05:12	2	1			15:05:12	5	4
15:06:26	0	4	15:06:59	7	1			15:06:59	6	4
15:08:09	1	4	15:08:39	0	1			15:08:39	9	2
15:09:47	0	4	15:10:13	4	3			15:10:13	7	6
15:11:39	1	4	15:12:02	5	4			15:12:02	5	8
15:13:26	0	4	15:13:50	7	3			15:13:50	4	4
15:15:08	0	4	15:15:37	7	2			15:15:37	5	3
15:17:00	0	5	15:17:30	3	2			15:17:30	4	2
15:18:44	1	4	15:19:12	5	4			15:19:12	2	1
15:20:24	2	4	15:20:49	5	3			15:20:49	0	0
15:21:58	0	4	15:22:32	10	3			15:22:32	0	2
15:23:41	0	4	15:24:05	12	3			15:24:05	0	3
15:25:21	0	4	15:25:53	11	2			15:25:53	6	1
15:27:05	1	4	15:27:34	5	4			15:27:34	4	6

15:28:51	0	4	15:29:18	3	2			15:29:18	4	6
15:30:22	0	4	15:30:56	12	3			15:30:56	11	4
15:32:10	0	4	15:32:39	4	2			15:32:39	4	4
15:33:47	0	4	15:34:20	4	2			15:34:20	6	6
15:35:31	0	5	15:35:57	3	3			15:35:57	4	4
15:37:12	0	3	15:37:36	5	0			15:37:36	6	5
15:38:57	1	4	15:39:20	1	1			15:39:20	6	3
15:40:41	0	1	15:41:03	9	0			15:41:03	9	4
15:42:25	0	2	15:42:49	1	0			15:42:49	3	0
15:44:03	0	4	15:44:30	2	2			15:44:30	2	2
15:45:48	0	2	15:46:11	0	0			15:46:11	6	4
15:47:36	1	4	15:47:58	1	0			15:47:58	3	4
15:49:20	0	4	15:49:47	4	1			15:49:47	2	2
15:51:03	0	4	15:51:35	3	0			15:51:35	8	4
15:52:57	1	2	15:53:24	1	1			15:53:24	1	7
15:54:30	0	3	15:54:56	1	0			15:54:56	0	0
15:56:13	0	5	15:56:39	2	0			15:56:39	1	5
15:58:01	0	5	15:58:31	3	0			15:58:31	4	8
15:59:56	0	5	16:00:19	4	0			16:00:19	3	2
16:01:36	0	3	16:02:03	0	0			16:02:03	0	0
16:03:27	3	0	16:03:51	6	1			16:03:51	1	2
16:05:01	0	5	16:05:31	3	2			16:05:31	4	1
16:06:53	0	4	16:07:14	1	0			16:07:14	13	6
16:08:39	0	4	16:09:04	4	1			16:09:04	0	0
16:10:19	1	2	16:10:42	2	0			16:10:42	4	4
16:12:03	0	4	16:12:26	2	1			16:12:26	5	0
16:13:42	0	4	16:14:09	0	0			16:14:09	3	4
16:15:34	2	2	16:15:57	4	0			16:15:57	3	2
16:17:18	1	5	16:17:42	0	0			16:17:42	0	0
16:19:02	1	5	16:19:24	0	0			16:19:24	1	0
16:20:46	2	5	16:21:14	0	1			16:21:14	2	1
16:22:38	0	2	16:23:01	0	0			16:23:01	1	1
16:24:22	0	2	16:24:45	0	0			16:24:45	0	0
16:26:06	1	2	16:26:29	0	0			16:26:29	1	1
16:27:50	0	1	16:28:13	2	0			16:28:13	1	0
16:29:33	0	4	16:29:57	0	1			16:29:57	0	0
16:31:21	0	4	16:31:46	0	0			16:31:46	3	5
16:33:06	0	4	16:33:29	0	0			16:33:29	1	4
16:34:50	0	4	16:35:13	0	0			16:35:13	3	2
16:36:34	0	4	16:36:56	0	0			16:36:56	2	6
16:38:18	0	4	16:38:49	0	1			16:38:49	4	3
16:40:11	2	0	16:40:35	2	0			16:40:35	3	2
16:41:58	1	3	16:42:22	2	0			16:42:22	1	2
16:43:38	0	0	16:44:01	0	1			16:44:01	1	2
16:45:17	1	0	16:45:41	0	0			16:45:41	2	4
16:47:06	0	3	16:47:29	8	1			16:47:29	5	4
16:48:45	3	1	16:49:09	0	0			16:49:09	0	8
16:50:34	1	4	16:50:57	0	0			16:50:57	8	11
16:52:18	0	4	16:52:44	0	0			16:52:45	7	14
16:54:04	0	4	16:54:37	5	1			16:54:38	9	14
16:55:47	0	5	16:56:23	4	0			16:56:23	14	14
16:57:35	0	4	16:58:06	13	0			16:58:06	14	15
16:59:18	0	4	16:59:51	5	1			16:59:51	10	14
17:01:09	1	4	17:01:33	6	1			17:01:33	6	11
17:02:57	0	2	17:03:23	4	2			17:03:23	6	13
17:04:39	0	4	17:05:03	7	1			17:05:03	2	6
17:06:16	1	3	17:06:39	0	0			17:06:39	4	2
17:07:58	1	3	17:08:22	0	1			17:08:22	13	10
17:09:37	1	4	17:10:01	0	0			17:10:01	14	14
17:11:22	0	6	17:11:46	1	0			17:11:46	14	14
17:13:08	0	4	17:13:33	3	1			17:13:33	15	14
17:14:53	0	4	17:15:17	1	0			17:15:17	14	14
17:16:40	1	4	17:17:05	2	0			17:17:05	14	14
17:18:26	0	4	17:18:49	3	1			17:18:49	15	14
17:20:07	0	4	17:20:33	1	0			17:20:33	10	8
17:21:48	0	4	17:22:16	8	0			17:22:16	14	14
17:23:37	0	5	17:24:03	0	3			17:24:03	14	14
17:25:26	1	5	17:25:51	0	0			17:25:51	14	14
17:27:14	0	4	17:27:37	3	1			17:27:37	14	14
17:29:04	0	4	17:29:26	3	0			17:29:26	10	7
17:30:46	0	2	17:31:10	2	1			17:31:10	14	4
17:32:23	0	3	17:32:50	0	1			17:32:50	9	14
17:34:06	0	4	17:34:29	6	0			17:34:29	14	8
17:35:54	0	4	17:36:19	8	0			17:36:19	14	1

17:37:34	0	4	17:37:57	3	0			17:37:57	10	5
17:39:14	0	4	17:39:37	1	1			17:39:37	14	2
17:40:53	0	4	17:41:18	3	4			17:41:18	12	12
17:42:40	0	0	17:43:06	6	3			17:43:06	14	12
17:44:23	0	4	17:44:50	1	1			17:44:50	12	11
17:46:12	0	4	17:46:37	4	2			17:46:37	11	3
17:47:59	0	4	17:48:26	0	2			17:48:26	14	7
17:49:42	0	4	17:50:06	3	2			17:50:06	14	4
17:51:23	0	4	17:51:49	0	2			17:51:49	15	3
17:53:10	0	4	17:53:34	0	1			17:53:34	14	3
17:54:50	0	0	17:55:15	3	2			17:55:15	14	9
17:56:36	1	1	17:57:02	3	3			17:57:02	8	8
17:58:23	1	4	17:58:47	3	2			17:58:47	12	8
18:00:10	1	4	18:00:30	2	1			18:00:30	7	6
18:01:49	0	4	18:02:13	0	0			18:02:13	3	3
18:03:38	0	4	18:04:06	2	0			18:04:06	8	4
18:05:21	0	1	18:05:42	4	0			18:05:42	3	4
18:06:58	1	4	18:07:23	0	2			18:07:23	2	3
18:08:39	1	4	18:09:06	2	2			18:09:06	9	4
18:10:26	1	4	18:10:54	0	1			18:10:54	12	5
18:12:12	1	4	18:12:34	0	1			18:12:34	11	9
18:13:52	2	4	18:14:19	2	1			18:14:19	11	6
18:15:35	0	4	18:16:01	1	1			18:16:01	12	8
18:17:26	0	4	18:17:50	2	3			18:17:50	7	0
18:19:10	0	4	18:19:42	1	4			18:19:42	6	2
18:21:02	0	1	18:21:26	0	3			18:21:26	5	4
18:22:48	0	4	18:23:09	2	0			18:23:09	12	2
18:24:31	0	4	18:24:54	0	1			18:24:54	7	2
18:26:14	0	4	18:26:39	2	1			18:26:39	14	3
18:27:58	0	4	18:28:23	2	1			18:28:23	2	3
18:29:39	2	4	18:30:08	12	0			18:30:08	4	3
18:31:20	2	4	18:31:43	1	1			18:31:43	5	7
18:32:57	0	4	18:33:24	5	1			18:33:24	2	3
18:34:35	0	4	18:35:07	0	0			18:35:07	8	6
18:36:21	0	4	18:36:44	0	0			18:36:44	9	4
18:38:04	2	4	18:38:26	2	0			18:38:26	7	2
18:39:43	0	1	18:40:05	4	1			18:40:05	2	2
18:41:30	0	4	18:41:58	1	1			18:41:58	3	1
18:43:13	0	4	18:43:40	0	2			18:43:40	3	2
18:45:01	0	4	18:45:35	3	1			18:45:35	4	3
18:46:02	0	0	18:46:24	6	3			18:46:24	3	0
18:46:54	1	4	18:47:17	1	2			18:47:17	1	0
18:47:46	0	2	18:48:05	5	0			18:48:05	4	6
18:48:34	0	2	18:48:56	1	1			18:48:56	2	1
18:49:26	0	1	18:49:50	7	1			18:49:50	4	3
18:50:17	0	2	18:50:41	0	1			18:50:41	2	3
18:51:10	1	0	18:51:35	6	2			18:51:35	2	3
18:52:02	0	1	18:52:24	7	2			18:52:24	2	3
18:52:50	0	1	18:53:12	5	0			18:53:12	9	7
18:53:39	0	1	18:54:05	14	0			18:54:05	1	4
18:54:34	0	1	18:54:56	12	2			18:54:56	6	7
18:55:26	0	1	18:55:51	14	0			18:55:51	2	3
18:57:05	1	1	18:57:30	1	0			18:57:30	2	5
18:58:50	0	4	18:59:13	0	0			18:59:13	0	1

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
8	0	0	0	0	0	0	8.0	8
8	0	0	0	0	0	0	8.0	8
8	1	0	0	0	0	0	9.0	9
29	0	0	0	0	0	0	29.0	29
53	1	0	0	0	0	0	54	54
32	0	0	0	0	0	0	32.0	32
30	0	0	0	0	0	0	30.0	30
36	0	0	0	0	1	0	36.2	37
21	1	0	0	0	0	0	22.0	22
119	1	0	0	0	1	0	120	121
21	0	0	0	0	0	0	21.0	21
25	0	0	0	0	0	0	25.0	25
16	0	0	0	0	0	0	16.0	16
18	0	0	0	0	0	0	18.0	18
80	0	0	0	0	0	0	80	80
252	2	0	0	0	1	0	254	255
29	1	0	0	0	0	0	30.0	30
27	0	0	0	0	0	0	27.0	27
15	0	0	0	0	0	0	15.0	15
19	0	0	0	0	0	0	19.0	19
90	1	0	0	0	0	0	91	91
15	0	0	0	0	0	0	15.0	15
7	0	0	0	0	0	0	7.0	7
14	0	0	0	0	0	0	14.0	14
11	1	0	0	0	0	0	12.0	12
47	1	0	0	0	0	0	48	48
27	1	0	0	0	0	0	28.0	28
33	0	0	0	0	1	0	33.2	34
21	2	0	0	0	0	0	23.0	23
27	0	0	0	0	0	0	27.0	27
108	3	0	0	0	1	0	111	112
25	1	0	0	0	0	0	26.0	26
35	0	0	0	0	0	0	35.0	35
43	1	0	0	0	0	0	44.0	44
31	2	0	0	0	0	0	33.0	33
134	4	0	0	0	0	0	138	138
379	9	0	0	0	1	0	388	389

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
229	38	7	1	2	4	1	285.0	282
288	46	2	0	4	2	0	345.4	342
332	45	5	3	3	1	0	397.6	389
399	38	8	1	0	0	0	451.3	446
1248	167	22	5	9	7	1	1479	1459
395	42	7	0	4	1	0	455.7	449
365	39	3	1	0	0	1	411.2	409
367	28	6	3	4	1	1	419.5	410
383	47	8	1	6	4	1	457.5	450
1510	156	24	5	14	6	3	1744	1718
359	32	4	0	3	1	1	403.6	400
306	32	3	2	2	0	0	351.1	345
234	32	7	5	2	1	0	292.2	281
210	36	5	2	4	1	3	267.5	261
1109	132	19	9	11	3	4	1314	1287
3867	455	65	19	34	16	8	4538	4464
259	22	2	1	2	0	0	290.3	286
298	48	4	1	5	1	1	364.9	358
316	29	3	1	5	0	2	362.6	356
390	57	3	1	1	3	0	456.4	455
1263	156	12	4	13	4	3	1474	1455
381	54	1	3	5	3	2	454.8	449
374	38	3	4	4	1	1	434.3	425
464	50	3	1	4	0	1	529.2	523
453	37	1	2	0	1	1	496.7	495
1672	179	8	10	13	5	5	1915	1892
445	20	4	0	2	1	2	476.0	474
441	28	2	0	3	2	0	478.4	476
402	34	2	1	5	0	1	451.7	445
426	14	3	1	4	2	2	456.0	452
1714	96	11	2	14	5	5	1862	1847
408	18	0	2	1	0	1	433.0	430
369	20	1	0	2	1	3	395.9	396
356	14	1	0	0	2	0	371.9	373
355	16	1	1	3	2	0	381.2	378
1488	68	3	3	6	5	4	1582	1577
6137	499	34	19	46	19	17	6833	6771

[illegible]

[illegible]

From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	237	38	7	1	2	4	1	293.0	290
07:15 - 07:30	296	46	2	0	4	2	0	353.4	350
07:30 - 07:45	340	46	5	3	3	1	0	406.6	398
07:45 - 08:00	428	38	8	1	0	0	0	480.3	475
Hourly Total	1301	168	22	5	9	7	1	1533	1513
08:00 - 08:15	427	42	7	0	4	1	0	487.7	481
08:15 - 08:30	395	39	3	1	0	0	1	441.2	439
08:30 - 08:45	403	28	6	3	4	2	1	455.7	447
08:45 - 09:00	404	48	8	1	6	4	1	479.5	472
Hourly Total	1629	157	24	5	14	7	3	1864	1839
09:00 - 09:15	380	32	4	0	3	1	1	424.6	421
09:15 - 09:30	331	32	3	2	2	0	0	376.1	370
09:30 - 09:45	250	32	7	5	2	1	0	308.2	297
09:45 - 10:00	228	36	5	2	4	1	3	285.5	279
Hourly Total	1189	132	19	9	11	3	4	1394	1367
Session Total	4119	457	65	19	34	17	8	4792	4719
15:00 - 15:15	288	23	2	1	2	0	0	320.3	316
15:15 - 15:30	325	48	4	1	5	1	1	391.9	385
15:30 - 15:45	331	29	3	1	5	0	2	377.6	371
15:45 - 16:00	409	57	3	1	1	3	0	475.4	474
Hourly Total	1353	157	12	4	13	4	3	1565	1546
16:00 - 16:15	396	54	1	3	5	3	2	469.8	464
16:15 - 16:30	381	38	3	4	4	1	1	441.3	432
16:30 - 16:45	478	50	3	1	4	0	1	543.2	537
16:45 - 17:00	464	38	1	2	0	1	1	508.7	507
Hourly Total	1719	180	8	10	13	5	5	1963	1940
17:00 - 17:15	472	21	4	0	2	1	2	504.0	502
17:15 - 17:30	474	28	2	0	3	3	0	511.6	510
17:30 - 17:45	423	36	2	1	5	0	1	474.7	468
17:45 - 18:00	453	14	3	1	4	2	2	483.0	479
Hourly Total	1822	99	11	2	14	6	5	1973	1959
18:00 - 18:15	433	19	0	2	1	0	1	459.0	456
18:15 - 18:30	404	20	1	0	2	1	3	430.9	431
18:30 - 18:45	399	15	1	0	0	2	0	415.9	417
18:45 - 19:00	386	18	1	1	3	2	0	414.2	411
Hourly Total	1622	72	3	3	6	5	4	1720	1715
Session Total	6516	508	34	19	46	20	17	7222	7160

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
312	39	4	0	2	0	2	361.8	359
385	37	6	2	8	1	0	451.8	439
395	42	6	1	8	0	2	465.1	454
463	32	4	0	9	2	1	519.8	511
1555	150	20	3	27	3	5	1799	1763
464	28	3	3	11	0	1	525.8	510
421	37	2	1	5	0	2	474.1	468
413	28	5	6	3	1	4	470.1	460
374	39	8	3	3	0	1	438.3	428
1672	132	18	13	22	1	8	1908	1866
317	41	5	5	7	2	0	391.4	377
296	41	5	0	3	0	2	351.3	347
277	36	3	2	6	0	0	334.1	324
276	35	7	2	1	0	1	328.5	322
1166	153	20	9	17	2	3	1405	1370
4393	435	58	25	66	6	16	5112	4999
293	24	8	1	7	1	0	345.5	334
368	27	4	4	6	1	1	422.8	411
347	24	5	3	2	0	1	389.8	382
291	24	6	1	5	1	0	336.5	328
1299	99	23	9	20	3	2	1495	1455
305	28	2	4	2	0	0	349.2	341
314	28	3	0	5	0	0	356.5	350
335	39	4	0	5	1	3	391.4	387
351	46	2	0	2	0	1	404.4	402
1305	141	11	4	14	1	4	1502	1480
354	29	1	1	5	1	1	397.4	392
397	39	0	1	2	1	0	442.5	440
409	22	3	0	4	2	1	444.3	441
407	25	1	0	4	0	1	441.9	438
1567	115	5	2	15	4	3	1726	1711
394	23	1	0	2	0	3	423.7	423
372	25	2	0	3	0	0	406.0	402
416	14	0	0	1	1	1	432.6	433
353	12	0	0	4	0	0	373.0	369
1535	74	3	0	10	1	4	1635	1627
5706	429	42	15	59	9	13	6358	6273

[illegible]

[illegible]

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	2	0	0	4.0	2
0	0	0	0	5	0	0	10.0	5
0	0	0	0	4	0	0	8.0	4
0	0	0	0	7	0	0	14.0	7
0	0	0	0	18	0	0	36	18
0	0	0	0	4	0	0	8.0	4
0	0	0	0	2	0	0	4.0	2
1	0	0	0	3	0	0	7.0	4
0	0	0	0	2	0	0	4.0	2
1	0	0	0	11	0	0	23	12
0	0	0	0	4	0	0	8.0	4
0	0	0	0	2	0	0	4.0	2
0	0	0	0	3	0	0	6.0	3
0	0	0	0	1	0	0	2.0	1
0	0	0	0	10	0	0	20	10
1	0	0	0	39	0	0	79	40
0	0	0	0	1	0	0	2.0	1
0	0	0	0	4	0	0	8.0	4
0	0	0	0	2	0	0	4.0	2
0	0	0	0	3	0	0	6.0	3
0	0	0	0	10	0	0	20	10
0	0	1	0	2	0	0	5.5	3
0	0	0	0	4	0	0	8.0	4
0	0	0	0	2	0	0	4.0	2
0	0	0	0	2	0	0	4.0	2
0	0	1	0	10	0	0	22	11
0	0	0	0	4	0	0	8.0	4
0	0	0	0	1	0	0	2.0	1
0	0	0	0	2	0	0	4.0	2
0	0	0	0	3	0	0	6.0	3
0	0	0	0	10	0	0	20	10
0	0	0	0	2	0	0	4.0	2
0	0	0	0	2	0	0	4.0	2
0	0	0	0	1	0	0	2.0	1
0	0	0	0	2	0	0	4.0	2
0	0	0	0	7	0	0	14	7
0	0	1	0	37	0	0	76	38

[illegible]

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	2	0	0	4.0	2
07:15 - 07:30	0	0	0	0	5	0	0	10.0	5
07:30 - 07:45	0	0	0	0	4	0	0	8.0	4
07:45 - 08:00	0	0	0	0	7	0	0	14.0	7
Hourly Total	0	0	0	0	18	0	0	36	18
08:00 - 08:15	0	0	0	0	4	0	0	8.0	4
08:15 - 08:30	0	0	0	0	2	0	0	4.0	2
08:30 - 08:45	1	0	0	0	3	0	0	7.0	4
08:45 - 09:00	0	0	0	0	2	0	0	4.0	2
Hourly Total	1	0	0	0	11	0	0	23	12
09:00 - 09:15	0	0	0	0	4	0	0	8.0	4
09:15 - 09:30	0	0	0	0	2	0	0	4.0	2
09:30 - 09:45	0	0	0	0	3	0	0	6.0	3
09:45 - 10:00	0	0	0	0	1	0	0	2.0	1
Hourly Total	0	0	0	0	10	0	0	20	10
Session Total	1	0	0	0	39	0	0	79	40
15:00 - 15:15	0	0	0	0	1	0	0	2.0	1
15:15 - 15:30	0	0	0	0	4	0	0	8.0	4
15:30 - 15:45	0	0	0	0	2	0	0	4.0	2
15:45 - 16:00	0	0	0	0	3	0	0	6.0	3
Hourly Total	0	0	0	0	10	0	0	20	10
16:00 - 16:15	0	0	1	0	2	0	0	5.5	3
16:15 - 16:30	0	0	0	0	4	0	0	8.0	4
16:30 - 16:45	0	0	0	0	2	0	0	4.0	2
16:45 - 17:00	0	0	0	0	2	0	0	4.0	2
Hourly Total	0	0	1	0	10	0	0	22	11
17:00 - 17:15	0	0	0	0	4	0	0	8.0	4
17:15 - 17:30	0	0	0	0	1	0	0	2.0	1
17:30 - 17:45	0	0	0	0	2	0	0	4.0	2
17:45 - 18:00	0	0	0	0	3	0	0	6.0	3
Hourly Total	0	0	0	0	10	0	0	20	10
18:00 - 18:15	0	0	0	0	2	0	0	4.0	2
18:15 - 18:30	0	0	0	0	2	0	0	4.0	2
18:30 - 18:45	0	0	0	0	1	0	0	2.0	1
18:45 - 19:00	0	0	0	0	2	0	0	4.0	2
Hourly Total	0	0	0	0	7	0	0	14	7
Session Total	0	0	1	0	37	0	0	76	38

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To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
13	0	0	0	0	1	0	13.2	14
19	2	0	0	0	0	0	21.0	21
17	1	0	0	0	0	0	18.0	18
41	0	0	0	0	0	0	41.0	41
90	3	0	0	0	1	0	93	94
51	1	0	0	0	2	0	52.4	54
42	0	0	0	0	2	0	42.4	44
57	0	0	0	0	3	0	57.6	60
34	1	0	0	0	1	0	35.2	36
184	2	0	0	0	8	0	188	194
33	2	0	0	0	1	0	35.2	36
41	0	0	0	0	1	0	41.2	42
29	0	0	0	0	0	0	29.0	29
36	2	0	0	0	1	0	38.2	39
139	4	0	0	0	3	0	144	146
413	9	0	0	0	12	0	424	434
45	1	0	0	0	0	0	46.0	46
39	1	0	0	0	0	0	40.0	40
27	0	0	0	0	1	0	27.2	28
30	0	0	0	0	1	0	30.2	31
141	2	0	0	0	2	0	143	145
20	0	0	0	0	0	0	20.0	20
21	0	0	0	0	0	0	21.0	21
23	0	0	0	0	0	0	23.0	23
27	1	0	0	0	1	0	28.2	29
91	1	0	0	0	1	0	92	93
39	1	0	0	0	2	0	40.4	42
59	0	0	0	0	1	0	59.2	60
42	4	0	0	0	1	0	46.2	47
45	1	0	0	0	0	0	46.0	46
185	6	0	0	0	4	0	192	195
47	1	0	0	0	0	0	48.0	48
49	0	0	0	0	0	0	49.0	49
63	1	0	0	0	0	1	64.4	65
46	2	0	0	0	0	1	48.4	49
205	4	0	0	0	0	2	210	211
622	13	0	0	0	7	2	637	644



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - Access Road / C - Carpark Access / D - (South) A34 Kingsway / E - A5145 Wilmslow Road

Approach: D - (South) A34 Kingsway

TIME	D to E								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	69	7	3	0	3	5	0	87.5	87
07:15 - 07:30	110	9	3	1	3	12	0	134.2	138
07:30 - 07:45	139	10	4	1	5	15	1	170.7	175
07:45 - 08:00	147	20	4	0	1	8	0	176.6	180
Hourly Total	465	46	14	2	12	40	1	569	580
08:00 - 08:15	157	13	1	0	2	5	0	176.5	178
08:15 - 08:30	172	14	2	0	1	6	0	192.2	195
08:30 - 08:45	164	10	0	0	4	12	0	184.4	190
08:45 - 09:00	151	12	4	1	2	5	1	176.7	176
Hourly Total	644	49	7	1	9	28	1	730	739
09:00 - 09:15	121	16	3	0	2	2	0	145.9	144
09:15 - 09:30	113	10	0	0	2	4	0	127.8	129
09:30 - 09:45	103	14	3	0	0	2	0	121.9	122
09:45 - 10:00	87	5	2	1	3	2	0	103.7	100
Hourly Total	424	45	8	1	7	10	0	499	495
Session Total	1533	140	29	4	28	78	2	1798	1814
15:00 - 15:15	99	10	0	0	1	0	0	111.0	110
15:15 - 15:30	115	7	2	0	1	4	2	128.6	131
15:30 - 15:45	109	4	1	0	2	2	0	118.9	118
15:45 - 16:00	92	5	0	0	3	1	2	104.0	103
Hourly Total	415	26	3	0	7	7	4	463	462
16:00 - 16:15	104	10	3	0	1	2	1	121.3	121
16:15 - 16:30	100	6	0	0	2	1	0	110.2	109
16:30 - 16:45	98	7	0	0	1	3	0	107.6	109
16:45 - 17:00	120	8	0	0	1	7	0	131.4	136
Hourly Total	422	31	3	0	5	13	1	471	475
17:00 - 17:15	111	6	1	0	4	5	1	127.9	128
17:15 - 17:30	119	5	0	0	0	3	0	124.6	127
17:30 - 17:45	131	6	0	0	1	2	0	139.4	140
17:45 - 18:00	138	4	0	0	3	3	0	148.6	148
Hourly Total	499	21	1	0	8	13	1	541	543
18:00 - 18:15	139	7	1	0	1	3	1	150.5	152
18:15 - 18:30	116	3	0	0	1	2	1	121.8	123
18:30 - 18:45	114	4	1	0	0	5	0	120.5	124
18:45 - 19:00	140	4	0	0	3	2	0	150.4	149
Hourly Total	509	18	2	0	5	12	2	543	548
Session Total	1845	96	9	0	25	45	8	2017	2028

D to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
312	39	4	0	0	0	2	357.8	357
385	37	6	2	3	1	0	441.8	434
395	42	6	1	4	0	2	457.1	450
463	32	4	0	2	2	1	505.8	504
1555	150	20	3	9	3	5	1763	1745
463	28	3	3	7	0	1	516.8	505
421	37	2	1	3	0	2	470.1	466
411	28	5	6	0	1	4	462.1	455
374	39	8	3	1	0	1	434.3	426
1669	132	18	13	11	1	8	1883	1852
317	41	5	5	3	2	0	383.4	373
296	41	5	0	1	0	2	347.3	345
277	36	3	2	3	0	0	328.1	321
276	35	7	2	0	0	1	326.5	321
1166	153	20	9	7	2	3	1385	1360
4390	435	58	25	27	6	16	5031	4957
293	24	8	1	6	1	0	343.5	333
367	27	4	4	2	1	1	413.8	406
347	24	5	3	0	0	1	385.8	380
291	24	6	1	2	1	0	330.5	325
1298	99	23	9	10	3	2	1474	1444
305	28	1	4	0	0	0	343.7	338
314	28	3	0	1	0	0	348.5	346
335	39	4	0	3	1	3	387.4	385
351	46	2	0	0	0	1	400.4	400
1305	141	10	4	4	1	4	1480	1469
354	29	1	1	1	1	1	389.4	388
396	39	0	1	1	1	0	439.5	438
409	22	3	0	2	2	1	440.3	439
407	25	1	0	1	0	1	435.9	435
1566	115	5	2	5	4	3	1705	1700
394	23	1	0	0	0	3	419.7	421
372	25	2	0	1	0	0	402.0	400
416	14	0	0	0	1	0	430.2	431
353	12	0	0	2	0	0	369.0	367
1535	74	3	0	3	1	3	1621	1619
5704	429	41	15	22	9	12	6280	6232

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From D									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	381	46	7	0	3	5	2	445.3	444
07:15 - 07:30	495	46	9	3	6	13	0	576.0	572
07:30 - 07:45	534	52	10	2	9	15	3	627.8	625
07:45 - 08:00	610	52	8	0	3	10	1	682.4	684
Hourly Total	2020	196	34	5	21	43	6	2332	2325
08:00 - 08:15	620	41	4	3	9	5	1	693.3	683
08:15 - 08:30	593	51	4	1	4	6	2	662.3	661
08:30 - 08:45	575	38	5	6	4	13	4	646.5	645
08:45 - 09:00	525	51	12	4	3	5	2	611.0	602
Hourly Total	2313	181	25	14	20	29	9	2613	2591
09:00 - 09:15	438	57	8	5	5	4	0	529.3	517
09:15 - 09:30	409	51	5	0	3	4	2	475.1	474
09:30 - 09:45	380	50	6	2	3	2	0	450.0	443
09:45 - 10:00	363	40	9	3	3	2	1	430.2	421
Hourly Total	1590	198	28	10	14	12	3	1885	1855
Session Total	5923	575	87	29	55	84	18	6829	6771
15:00 - 15:15	392	34	8	1	7	1	0	454.5	443
15:15 - 15:30	482	34	6	4	3	5	3	542.4	537
15:30 - 15:45	456	28	6	3	2	2	1	504.7	498
15:45 - 16:00	384	29	6	1	5	2	2	435.5	429
Hourly Total	1714	125	26	9	17	10	6	1937	1907
16:00 - 16:15	409	38	4	4	1	2	1	465.0	459
16:15 - 16:30	414	34	3	0	3	1	0	458.7	455
16:30 - 16:45	433	46	4	0	4	4	3	495.0	494
16:45 - 17:00	471	54	2	0	1	7	1	531.8	536
Hourly Total	1727	172	13	4	9	14	5	1951	1944
17:00 - 17:15	465	35	2	1	5	6	2	517.3	516
17:15 - 17:30	515	44	0	1	1	4	0	564.1	565
17:30 - 17:45	540	28	3	0	3	4	1	579.7	579
17:45 - 18:00	545	29	1	0	4	3	1	584.5	583
Hourly Total	2065	136	6	2	13	17	4	2246	2243
18:00 - 18:15	533	30	2	0	1	3	4	570.2	573
18:15 - 18:30	489	28	2	0	2	2	1	524.8	524
18:30 - 18:45	530	18	1	0	0	6	1	551.1	556
18:45 - 19:00	493	16	0	0	5	2	0	519.4	516
Hourly Total	2045	92	5	0	8	13	6	2166	2169
Session Total	7551	525	50	15	47	54	21	8299	8263

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
271	40	7	1	2	7	1	329.6	329
378	55	4	0	4	9	0	448.8	450
422	49	7	3	5	4	0	499.2	490
538	49	8	1	1	4	0	604.1	601
1609	193	26	5	12	24	1	1882	1870
504	52	8	0	4	3	0	576.6	571
516	45	4	1	0	1	1	569.9	568
489	42	9	3	4	5	2	561.2	554
509	55	8	1	8	7	1	596.1	589
2018	194	29	5	16	16	4	2304	2282
488	38	5	0	4	4	1	542.7	540
371	35	3	2	2	1	0	419.3	414
300	43	8	5	2	3	0	371.1	361
278	42	7	2	5	3	3	346.9	340
1437	158	23	9	13	11	4	1680	1655
5064	545	78	19	41	51	9	5866	5807
371	34	2	1	4	2	0	418.7	414
402	60	5	1	5	4	1	483.0	478
435	39	3	1	5	1	3	492.2	487
526	72	3	1	1	5	1	608.2	609
1734	205	13	4	15	12	5	2002	1988
511	71	1	3	5	4	2	602.0	597
533	52	4	5	7	6	1	618.1	608
612	62	3	1	4	5	1	690.2	688
608	50	1	2	0	5	3	666.3	669
2264	235	9	11	16	20	7	2577	2562
611	28	4	0	3	9	2	653.6	657
610	31	2	0	3	9	0	651.8	655
551	38	2	1	7	11	2	611.3	612
560	21	5	1	4	14	2	602.4	607
2332	118	13	2	17	43	6	2519	2531
530	27	0	2	1	5	1	565.0	566
489	22	1	0	2	7	3	519.1	524
471	19	1	0	0	6	0	492.7	497
467	19	1	1	3	4	0	496.6	495
1957	87	3	3	6	22	4	2073	2082
8287	645	38	20	54	97	22	9171	9163



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - Access Road / C - Carpark Access / D - (South) A34 Kingsway / E - A5145 Wilmslow Road

Approach: E - A5145 Wilmslow Road

TIME	E to A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
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	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	1	0	0	0	0	0	0	1.0	1
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	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	1	0	0	0	0	0	0	1.0	1
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	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	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	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	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	2	0	0	0	0	0	0	2	2

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E to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
5	0	0	0	0	1	0	5.2	6
11	2	0	0	0	0	0	13.0	13
9	0	0	0	0	0	0	9.0	9
12	0	0	0	0	0	0	12.0	12
37	2	0	0	0	1	0	39	40
19	1	0	0	0	2	0	20.4	22
12	0	0	0	0	2	0	12.4	14
21	0	0	0	0	2	0	21.4	23
13	0	0	0	0	1	0	13.2	14
65	1	0	0	0	7	0	67	73
12	2	0	0	0	1	0	14.2	15
16	0	0	0	0	1	0	16.2	17
13	0	0	0	0	0	0	13.0	13
18	2	0	0	0	1	0	20.2	21
59	4	0	0	0	3	0	64	66
161	7	0	0	0	11	0	170	179
16	0	0	0	0	0	0	16.0	16
12	1	0	0	0	0	0	13.0	13
12	0	0	0	0	1	0	12.2	13
10	0	0	0	0	1	0	10.2	11
50	1	0	0	0	2	0	51	53
5	0	0	0	0	0	0	5.0	5
14	0	0	0	0	0	0	14.0	14
9	0	0	0	0	0	0	9.0	9
16	0	0	0	0	1	0	16.2	17
44	0	0	0	0	1	0	44	45
12	0	0	0	0	2	0	12.4	14
26	0	0	0	0	0	0	26.0	26
21	2	0	0	0	1	0	23.2	24
18	1	0	0	0	0	0	19.0	19
77	3	0	0	0	3	0	81	83
22	0	0	0	0	0	0	22.0	22
13	0	0	0	0	0	0	13.0	13
20	0	0	0	0	0	0	20.0	20
15	0	0	0	0	0	1	15.4	16
70	0	0	0	0	0	1	70	71
241	4	0	0	0	6	1	247	252

E to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
42	2	0	0	0	3	0	44.6	47
90	9	2	0	0	7	0	103.4	108
90	4	2	0	2	3	0	101.6	101
139	11	0	0	1	4	0	152.8	155
361	26	4	0	3	17	0	402	411
109	10	1	0	0	2	0	120.9	122
151	6	1	0	0	1	0	158.7	159
122	14	3	0	0	4	1	141.7	144
126	8	0	0	2	3	0	138.6	139
508	38	5	0	2	10	1	560	564
129	6	1	0	1	3	0	139.1	140
65	3	0	0	0	1	0	68.2	69
66	11	1	0	0	2	0	78.9	80
68	6	2	0	1	2	0	79.4	79
328	26	4	0	2	8	0	366	368
1197	90	13	0	7	35	1	1328	1343
112	12	0	0	2	2	0	128.4	128
104	12	1	0	0	3	0	118.1	120
119	10	0	0	0	1	1	129.6	131
136	15	0	0	0	2	1	151.8	154
471	49	1	0	2	8	2	528	533
130	17	0	0	0	1	0	147.2	148
159	14	1	1	3	5	0	183.8	183
148	12	0	0	0	5	0	161.0	165
155	13	0	0	0	4	2	169.6	174
592	56	1	1	3	15	2	662	670
166	8	0	0	1	8	0	177.6	183
169	3	0	0	0	7	0	173.4	179
149	4	0	0	2	11	1	159.6	167
134	7	2	0	0	12	0	146.4	155
618	22	2	0	3	38	1	657	684
122	9	0	0	0	5	0	132.0	136
120	2	0	0	0	6	0	123.2	128
115	5	0	0	0	4	0	120.8	124
112	3	0	0	0	2	0	115.4	117
469	19	0	0	0	17	0	491	505
2150	146	4	1	8	78	5	2338	2392

[illegible]

From E									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	47	2	0	0	0	4	0	49.8	53
07:15 - 07:30	101	11	2	0	0	7	0	116.4	121
07:30 - 07:45	99	4	2	0	2	3	0	110.6	110
07:45 - 08:00	151	11	0	0	1	4	0	164.8	167
Hourly Total	398	28	4	0	3	18	0	442	451
08:00 - 08:15	129	11	1	0	0	4	0	142.3	145
08:15 - 08:30	163	6	1	0	0	3	0	171.1	173
08:30 - 08:45	144	14	3	0	0	6	1	164.1	168
08:45 - 09:00	139	8	0	0	2	4	0	151.8	153
Hourly Total	575	39	5	0	2	17	1	629	639
09:00 - 09:15	141	8	1	0	1	4	0	153.3	155
09:15 - 09:30	81	3	0	0	0	2	0	84.4	86
09:30 - 09:45	79	11	1	0	0	2	0	91.9	93
09:45 - 10:00	86	8	2	0	1	3	0	99.6	100
Hourly Total	387	30	4	0	2	11	0	429	434
Session Total	1360	97	13	0	7	46	1	1500	1524
15:00 - 15:15	128	12	0	0	2	2	0	144.4	144
15:15 - 15:30	117	13	1	0	0	3	0	132.1	134
15:30 - 15:45	131	10	0	0	0	2	1	141.8	144
15:45 - 16:00	146	15	0	0	0	3	1	162.0	165
Hourly Total	522	50	1	0	2	10	2	580	587
16:00 - 16:15	135	17	0	0	0	1	0	152.2	153
16:15 - 16:30	173	14	1	1	3	5	0	197.8	197
16:30 - 16:45	157	12	0	0	0	5	0	170.0	174
16:45 - 17:00	171	13	0	0	0	5	2	185.8	191
Hourly Total	636	56	1	1	3	16	2	706	715
17:00 - 17:15	178	8	0	0	1	10	0	190.0	197
17:15 - 17:30	196	3	0	0	0	7	0	200.4	206
17:30 - 17:45	170	6	0	0	2	12	1	182.8	191
17:45 - 18:00	152	8	2	0	0	12	0	165.4	174
Hourly Total	696	25	2	0	3	41	1	739	768
18:00 - 18:15	144	9	0	0	0	5	0	154.0	158
18:15 - 18:30	133	2	0	0	0	6	0	136.2	141
18:30 - 18:45	135	5	0	0	0	4	0	140.8	144
18:45 - 19:00	127	3	0	0	0	2	1	130.8	133
Hourly Total	539	19	0	0	0	17	1	562	576
Session Total	2393	150	4	1	8	84	6	2587	2646

To E								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
69	7	3	0	3	5	0	87.5	87
110	9	3	1	3	12	0	134.2	138
139	10	4	1	5	15	1	170.7	175
147	20	4	0	1	8	0	176.6	180
465	46	14	2	12	40	1	569	580
157	13	1	0	2	5	0	176.5	178
172	14	2	0	1	6	0	192.2	195
164	10	0	0	4	12	0	184.4	190
151	12	4	1	2	5	1	176.7	176
644	49	7	1	9	28	1	730	739
121	16	3	0	2	2	0	145.9	144
113	10	0	0	2	4	0	127.8	129
103	14	3	0	0	2	0	121.9	122
87	5	2	1	3	2	0	103.7	100
424	45	8	1	7	10	0	499	495
1533	140	29	4	28	78	2	1798	1814
99	10	0	0	1	0	0	111.0	110
115	7	2	0	1	4	2	128.6	131
109	4	1	0	2	2	0	118.9	118
92	5	0	0	3	1	2	104.0	103
415	26	3	0	7	7	4	463	462
104	10	3	0	1	2	1	121.3	121
100	6	0	0	2	1	0	110.2	109
98	7	0	0	1	3	0	107.6	109
120	8	0	0	1	7	0	131.4	136
422	31	3	0	5	13	1	471	475
111	6	1	0	4	5	1	127.9	128
119	5	0	0	0	3	0	124.6	127
131	6	0	0	1	2	0	139.4	140
138	4	0	0	3	3	0	148.6	148
499	21	1	0	8	13	1	541	543
139	7	1	0	1	3	1	150.5	152
116	3	0	0	1	2	1	121.8	123
114	4	1	0	0	5	0	120.5	124
140	4	0	0	3	2	0	150.4	149
509	18	2	0	5	12	2	543	548
1845	96	9	0	25	45	8	2017	2028



Parrs Wood, Manchester: Queue Length Survey - Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - Access Road / C - Carpark Access / D - (South) A34 Kingsway / E - A5145 Wilmslow I

	A - (North) A34 Kingsway			B - Access Road		D - (South) A34 Kingsway	
	Lane 1	Lane 2	Lane 3		Lane 1		Lane 1
Signal Change HH:MM:SS	MAX	MAX	MAX	Signal Change HH:MM:SS	MAX	Signal Change HH:MM:SS	MAX
7:01:04	2	2	1	7:00:43	2	8:02:17	3
7:02:28	2	2	2	7:13:33	2	8:16:29	0
7:03:43	3	3	2	7:21:03	2	8:23:29	0
7:05:03	1	5	0	7:28:10	2	8:27:01	2
7:06:18	2	3	2	7:34:59	2	8:34:09	0
7:07:34	0	4	2	7:36:40	2	8:41:21	0
7:08:51	4	4	1	7:41:59	2	8:43:09	1
7:10:04	1	5	3	7:45:47	2	8:53:33	0
7:11:23	2	7	3	7:52:34	2	9:04:05	0
7:12:39	2	6	1	7:55:59	2	9:12:49	0
7:14:01	4	5	3	7:57:50	2	9:52:25	0
7:15:23	0	4	3	7:59:33	2	15:10:17	0
7:16:56	4	5	2	8:13:19	2	15:13:49	0
7:18:32	4	1	3	8:18:31	2	15:26:01	0
7:20:10	2	7	3	8:25:35	2	15:33:13	0
7:21:47	4	3	2	8:34:19	3	15:52:45	0
7:23:31	4	4	3	8:39:47	1	16:36:57	1
7:25:16	1	5	5	8:46:35	2	16:38:41	1
7:27:00	2	4	4	8:50:04	2	17:00:05	1
7:28:44	5	4	3	9:00:30	2	17:14:25	1
7:30:19	5	5	4	9:12:34	2	17:21:37	0
7:32:06	4	7	4	9:24:40	2	18:03:40	2
7:33:48	2	4	5	9:26:16	2	18:08:53	0
7:35:33	4	6	4	9:34:53	2	18:19:25	2
7:37:18	2	4	3	9:44:34	2	18:28:09	7
7:39:06	5	6	5	9:58:49	2	18:56:09	1
7:40:58	4	6	4	15:19:20	2		
7:42:47	4	11	8	15:24:31	2		
7:44:32	3	12	10	15:28:04	2		
7:46:20	4	12	7	15:49:02	2		
7:48:00	2	10	11	15:54:29	3		
7:49:40	4	13	11	15:57:56	2		
7:51:20	5	12	7	16:01:26	2		
7:53:09	4	11	8	16:04:49	2		
7:54:48	4	10	5	16:17:08	2		
7:56:35	7	3	5	16:22:23	2		
7:58:19	2	6	4	16:27:42	2		
8:00:04	3	6	3	16:29:30	2		
8:01:52	2	8	1	16:34:40	2		
8:03:37	8	4	4	16:53:53	2		
8:05:18	3	6	4	16:55:38	2		
8:07:02	6	6	2	17:04:11	2		

8:08:39	2	6	5	17:14:37	2		
8:10:28	5	8	5	17:25:03	2		
8:12:07	2	6	3	17:44:16	2		
8:13:52	4	3	2	17:45:56	2		
8:15:37	3	4	5	17:49:32	2		
8:17:18	2	7	6	17:52:59	2		
8:19:03	6	7	4	18:04:59	2		
8:20:48	6	7	5	18:10:13	2		
8:22:36	4	4	3	18:18:48	2		
8:24:21	5	5	3	18:22:27	2		
8:26:05	6	6	2	18:46:33	2		
8:27:53	5	4	1				
8:29:38	5	4	4				
8:31:19	6	7	1				
8:33:07	3	5	3				
8:34:52	2	5	3				
8:36:37	5	2	0				
8:38:23	4	1	1				
8:40:08	4	5	1				
8:41:56	3	5	0				
8:43:41	2	2	0				
8:45:22	6	2	2				
8:47:07	2	6	7				
8:48:52	1	6	6				
8:50:37	9	5	0				
8:52:22	5	8	1				
8:54:03	4	6	5				
8:55:48	4	4	3				
8:57:33	6	3	4				
8:59:10	5	3	4				
9:00:53	4	5	3				
9:02:40	6	4	1				
9:04:20	3	4	1				
9:06:05	2	4	3				
9:07:50	6	7	2				
9:09:31	5	5	0				
9:11:12	4	4	0				
9:12:57	6	4	3				
9:14:42	4	3	2				
9:16:27	5	2	3				
9:18:08	6	3	1				
9:19:56	2	8	5				
9:21:41	8	4	3				
9:23:28	5	5	1				
9:25:11	8	3	3				
9:26:49	5	6	3				
9:28:41	8	3	4				
9:30:22	6	3	2				
9:32:04	5	2	0				
9:33:48	5	3	3				
9:35:29	5	5	1				
9:36:58	5	7	5				
9:38:34	2	5	2				

9:40:10	3	6	2				
9:41:50	6	3	0				
9:43:31	3	5	2				
9:45:08	4	8	2				
9:46:49	4	3	2				
9:48:26	0	3	2				
9:50:03	0	5	2				
9:51:31	7	5	2				
9:53:12	5	4	4				
9:54:53	5	3	2				
9:56:23	3	3	1				
9:57:53	2	3	1				
9:59:14	5	3	3				
15:00:40	6	4	3				
15:02:21	3	4	3				
15:04:09	6	3	1				
15:05:47	5	5	3				
15:07:42	5	5	1				
15:09:27	4	5	2				
15:11:19	6	5	3				
15:13:04	2	6	1				
15:14:47	10	7	3				
15:16:31	4	6	3				
15:18:15	6	5	3				
15:20:03	7	4	3				
15:21:48	8	4	3				
15:23:33	3	5	4				
15:25:10	7	8	3				
15:26:54	3	7	6				
15:28:46	11	4	0				
15:30:32	5	7	3				
15:32:08	6	6	2				
15:33:51	6	6	4				
15:35:38	4	6	4				
15:37:18	5	5	1				
15:39:09	3	9	5				
15:40:55	4	8	4				
15:42:31	3	6	3				
15:44:22	4	5	5				
15:46:08	3	2	3				
15:47:48	5	6	3				
15:49:40	9	4	4				
15:51:29	4	5	3				
15:53:13	3	8	3				
15:55:01	5	5	3				
15:56:43	2	5	3				
15:58:27	7	6	6				
16:00:11	6	8	2				
16:01:59	6	7	3				
16:03:41	3	6	3				
16:05:25	4	8	5				
16:07:10	8	9	3				
16:08:54	6	7	7				

16:10:39	3	12	8				
16:12:24	9	8	8				
16:14:13	8	11	9				
16:15:55	8	13	9				
16:17:43	7	12	8				
16:19:31	10	10	6				
16:21:10	3	12	11				
16:22:58	7	13	9				
16:24:43	7	8	7				
16:26:28	8	7	4				
16:28:13	7	5	3				
16:30:02	6	5	2				
16:31:46	5	8	5				
16:33:26	3	7	5				
16:35:09	9	9	5				
16:36:54	4	6	4				
16:38:37	3	9	5				
16:40:21	7	4	1				
16:42:09	7	10	4				
16:43:50	5	6	2				
16:45:38	4	7	4				
16:47:19	3	7	4				
16:49:04	5	8	6				
16:50:45	4	9	4				
16:52:29	4	8	7				
16:54:18	4	6	2				
16:55:58	5	4	3				
16:57:39	4	4	3				
16:59:21	10	7	3				
17:01:10	1	8	3				
17:02:55	3	4	3				
17:04:40	5	4	2				
17:06:25	4	5	4				
17:08:05	5	5	4				
17:09:53	6	3	3				
17:11:39	7	4	3				
17:13:15	5	2	0				
17:15:04	7	8	1				
17:16:48	5	5	4				
17:18:33	6	10	2				
17:20:19	5	6	5				
17:22:03	8	6	5				
17:23:49	5	5	2				
17:25:33	3	6	4				
17:27:22	4	4	4				
17:29:08	6	5	8				
17:30:52	4	8	5				
17:32:41	5	5	5				
17:34:22	5	5	3				
17:36:03	6	4	3				
17:37:48	9	6	4				
17:39:37	4	7	5				
17:41:15	4	5	1				

17:42:55	4	6	4				
17:44:42	6	4	2				
17:46:24	3	4	3				
17:48:11	5	5	1				
17:49:56	3	4	2				
17:51:40	7	4	1				
17:53:29	6	2	5				
17:55:10	6	2	4				
17:56:55	7	6	5				
17:58:40	4	5	1				
18:00:21	4	5	2				
18:02:02	5	5	3				
18:03:43	6	6	1				
18:05:28	5	5	3				
18:07:17	4	3	2				
18:09:02	7	6	1				
18:10:39	5	4	3				
18:12:23	4	4	2				
18:14:08	3	3	3				
18:15:57	7	2	4				
18:17:38	5	3	2				
18:19:19	5	4	2				
18:21:09	7	2	1				
18:22:58	5	5	0				
18:24:43	8	2	3				
18:26:24	9	2	1				
18:28:05	4	4	1				
18:29:50	7	4	1				
18:31:22	3	3	4				
18:33:09	7	5	2				
18:34:55	4	2	2				
18:36:36	5	1	0				
18:38:21	6	6	6				
18:40:10	10	0	0				
18:41:53	7	5	1				
18:43:44	5	4	1				
18:45:25	3	4	1				
18:47:06	3	5	2				
18:48:51	5	4	3				
18:50:43	10	5	4				
18:52:24	5	4	4				
18:54:05	12	5	6				
18:55:54	7	14	8				
18:57:38	7	6	3				
18:59:19	2	12	6				

Road

D - (South) A34 Kingsway			E - A5145 Wilmslow Road			
	Lane 2	Lane 3		Lane 1	Lane 2	Lane 3
Signal Change HH:MM:SS	MAX	MAX	Signal Change HH:MM:SS	MAX	MAX	MAX
7:01:04	0	1	7:00:38	0	0	0
7:02:28	0	1	7:01:58	1	1	1
7:03:43	0	1	7:03:14	0	0	0
7:05:03	1	3	7:04:31	1	2	1
7:06:18	0	1	7:05:51	1	1	1
7:07:34	1	0	7:07:08	0	2	0
7:08:51	0	1	7:08:24	0	1	0
7:10:04	0	0	7:09:37	0	0	0
7:11:23	2	0	7:10:53	1	0	1
7:12:39	0	0	7:12:10	0	1	2
7:14:01	2	2	7:13:28	0	2	0
7:15:23	1	3	7:14:53	0	3	2
7:16:56	0	4	7:16:24	2	1	2
7:18:32	0	3	7:18:00	1	8	7
7:20:10	4	7	7:19:31	0	6	2
7:21:47	1	5	7:21:07	0	6	4
7:23:31	2	9	7:22:52	1	2	2
7:25:16	3	8	7:24:33	0	4	4
7:27:00	5	12	7:26:17	3	3	5
7:28:44	4	10	7:28:05	1	6	3
7:30:19	3	2	7:29:45	1	7	2
7:32:06	4	5	7:31:30	2	3	2
7:33:48	2	11	7:33:10	0	5	1
7:35:33	2	6	7:34:54	3	5	2
7:37:18	3	7	7:36:34	0	4	2
7:39:06	5	10	7:38:21	0	2	0
7:40:58	7	10	7:40:08	0	4	5
7:42:47	5	12	7:41:55	0	1	3
7:44:32	6	11	7:43:42	0	3	2
7:46:20	5	7	7:45:37	1	4	4
7:48:00	4	11	7:47:18	1	7	2
7:49:40	2	11	7:48:59	0	5	1
7:51:20	0	6	7:50:43	0	3	5
7:53:09	4	12	7:52:28	0	5	4
7:54:48	3	2	7:54:12	1	4	7
7:56:35	4	5	7:55:56	4	3	4
7:58:19	3	5	7:57:44	0	10	9
8:00:04	1	5	7:59:29	1	10	2
8:01:52	3	10	8:01:14	0	7	3
8:03:37	2	8	8:02:59	0	7	4
8:05:18	2	6	8:04:40	2	12	10
8:07:02	1	11	8:06:25	5	4	7

8:08:39	1	4	8:08:06	0	7	7
8:10:28	4	10	8:09:51	7	7	7
8:12:07	3	4	8:11:32	3	8	8
8:13:52	1	5	8:13:13	2	11	7
8:15:37	4	2	8:15:01	1	7	7
8:17:18	3	4	8:16:43	0	5	3
8:19:03	1	7	8:18:27	0	7	4
8:20:48	4	7	8:20:12	1	5	8
8:22:36	3	1	8:22:01	2	12	6
8:24:21	2	5	8:23:46	0	10	10
8:26:05	1	7	8:25:31	1	9	6
8:27:53	3	6	8:27:16	2	12	12
8:29:38	1	3	8:29:01	0	8	13
8:31:19	2	3	8:30:42	1	10	7
8:33:07	1	3	8:32:30	1	10	13
8:34:52	2	4	8:34:15	1	9	9
8:36:37	1	3	8:36:01	2	10	10
8:38:23	1	6	8:37:45	3	8	4
8:40:08	2	6	8:39:30	3	9	2
8:41:56	2	10	8:41:19	4	8	5
8:43:41	1	6	8:43:04	4	8	6
8:45:22	4	4	8:44:45	0	12	13
8:47:07	0	7	8:46:30	0	8	11
8:48:52	2	7	8:48:15	1	11	10
8:50:37	4	6	8:50:00	3	7	6
8:52:22	0	9	8:51:45	3	6	3
8:54:03	2	3	8:53:26	2	8	3
8:55:48	3	11	8:55:11	1	7	6
8:57:33	5	4	8:56:56	1	12	6
8:59:10	1	0	8:58:41	0	10	10
9:00:53	0	0	9:00:26	5	6	8
9:02:40	1	2	9:02:11	0	11	5
9:04:20	2	7	9:03:52	2	8	7
9:06:05	1	11	9:05:37	1	9	10
9:07:50	0	4	9:07:22	0	12	4
9:09:31	1	4	9:09:03	0	12	13
9:11:12	1	2	9:10:44	0	9	13
9:12:57	0	1	9:12:29	0	10	9
9:14:42	0	3	9:14:10	0	7	9
9:16:27	2	1	9:15:51	0	3	3
9:18:08	0	1	9:17:35	1	8	4
9:19:56	2	4	9:19:19	1	2	1
9:21:41	0	1	9:21:09	1	1	3
9:23:28	1	3	9:22:59	2	4	6
9:25:11	3	3	9:24:36	0	8	3
9:26:49	1	6	9:26:12	3	2	2
9:28:41	1	3	9:28:07	3	8	5
9:30:22	3	1	9:29:48	1	1	0
9:32:04	1	3	9:31:36	2	2	2
9:33:48	2	4	9:33:13	0	4	0
9:35:29	3	7	9:34:49	0	4	2
9:36:58	3	3	9:36:24	2	1	3
9:38:34	1	3	9:38:00	0	2	1

9:40:10	0	2	9:39:40	1	2	1
9:41:50	0	4	9:41:17	1	5	0
9:43:31	1	5	9:42:58	0	5	1
9:45:08	0	3	9:44:31	1	3	3
9:46:49	3	4	9:46:15	1	1	0
9:48:26	4	3	9:47:48	2	1	2
9:50:03	1	5	9:49:28	2	3	2
9:51:31	2	1	9:51:02	0	5	3
9:53:12	4	7	9:52:31	1	2	0
9:54:53	1	4	9:54:17	0	5	3
9:56:23	0	3	9:55:50	1	5	3
9:57:53	0	4	9:57:22	3	3	1
9:59:14	0	1	9:58:45	2	4	2
15:00:40	1	7	15:01:40	1	3	5
15:02:21	5	9	15:03:24	3	5	3
15:04:09	8	3	15:05:12	1	5	2
15:05:47	1	5	15:06:57	1	4	1
15:07:42	7	9	15:08:41	0	2	0
15:09:27	4	6	15:10:36	0	8	9
15:11:19	5	7	15:12:13	0	4	0
15:13:04	9	11	15:13:56	0	0	0
15:14:47	9	10	15:15:43	0	0	0
15:16:31	8	10	15:17:31	1	4	1
15:18:15	4	12	15:19:16	0	1	2
15:20:03	8	11	15:20:57	1	2	4
15:21:48	10	11	15:22:45	0	3	1
15:23:33	1	8	15:24:26	1	4	2
15:25:10	4	8	15:26:10	2	4	1
15:26:54	2	8	15:28:00	1	6	4
15:28:46	6	7	15:29:45	0	4	6
15:30:32	5	9	15:31:30	1	8	7
15:32:08	2	5	15:33:15	2	9	2
15:33:51	1	4	15:34:56	1	8	6
15:35:38	8	7	15:36:44	1	4	8
15:37:18	1	3	15:38:29	0	7	4
15:39:09	3	13	15:40:14	0	10	8
15:40:55	1	12	15:41:55	1	9	7
15:42:31	5	7	15:43:44	1	6	5
15:44:22	2	6	15:45:28	1	6	4
15:46:08	2	10	15:47:13	0	12	6
15:47:48	2	2	15:48:58	0	11	7
15:49:40	5	6	15:50:50	1	8	8
15:51:29	2	9	15:52:35	3	8	9
15:53:13	0	2	15:54:24	1	11	9
15:55:01	2	5	15:56:09	1	9	2
15:56:43	2	2	15:57:54	1	9	8
15:58:27	1	3	15:59:35	2	12	12
16:00:11	0	4	16:01:23	0	3	3
16:01:59	3	5	16:03:08	1	7	7
16:03:41	1	3	16:04:45	0	6	11
16:05:25	2	2	16:06:28	0	10	10
16:07:10	1	4	16:08:11	0	10	10
16:08:54	4	9	16:10:02	0	8	5

16:10:39	4	1	16:11:47	1	9	12
16:12:24	3	2	16:13:36	0	6	6
16:14:13	0	8	16:15:13	2	11	9
16:15:55	1	4	16:17:04	1	9	8
16:17:43	3	5	16:18:53	0	15	13
16:19:31	3	11	16:20:34	1	10	12
16:21:10	1	10	16:22:19	0	12	9
16:22:58	2	3	16:24:04	0	9	9
16:24:43	5	3	16:25:49	0	8	6
16:26:28	3	7	16:27:37	1	9	10
16:28:13	2	6	16:29:26	1	8	9
16:30:02	5	7	16:31:11	0	12	9
16:31:45	4	3	16:32:52	0	14	8
16:33:25	2	2	16:34:36	1	12	13
16:35:09	1	3	16:36:21	2	11	7
16:36:54	3	2	16:38:06	1	12	10
16:38:37	1	2	16:39:51	0	14	12
16:40:21	0	3	16:41:36	0	12	9
16:42:09	2	10	16:43:20	0	7	5
16:43:50	2	10	16:45:04	0	12	14
16:45:38	1	11	16:46:48	0	14	9
16:47:19	3	13	16:48:33	1	12	9
16:49:04	1	6	16:50:18	1	15	13
16:50:45	0	4	16:51:59	0	14	13
16:52:29	1	3	16:53:48	3	11	12
16:54:18	0	1	16:55:28	1	15	14
16:55:58	1	2	16:57:09	2	10	14
16:57:39	1	1	16:58:50	2	9	12
16:59:21	1	4	17:00:39	1	16	12
17:01:10	1	3	17:02:24	0	13	13
17:02:55	1	4	17:04:06	1	15	13
17:04:40	2	2	17:05:50	1	12	10
17:06:25	2	9	17:07:38	0	15	12
17:08:05	0	0	17:09:23	0	14	14
17:09:53	1	1	17:11:08	1	15	13
17:11:39	1	1	17:12:49	2	16	14
17:13:15	3	10	17:14:33	3	15	15
17:15:04	1	9	17:16:15	5	16	15
17:16:48	4	2	17:17:59	5	14	14
17:18:33	3	7	17:19:47	1	15	14
17:20:19	2	4	17:21:28	1	16	15
17:22:03	1	4	17:23:12	7	15	3
17:23:49	10	11	17:25:00	1	16	10
17:25:33	5	5	17:26:50	3	15	13
17:27:22	7	5	17:28:30	2	11	11
17:29:08	1	1	17:30:18	5	5	10
17:30:52	4	7	17:32:08	2	10	5
17:32:41	5	6	17:33:48	1	13	6
17:34:22	1	4	17:35:30	2	11	8
17:36:03	1	4	17:37:14	1	14	6
17:37:48	2	4	17:38:59	1	7	5
17:39:37	4	6	17:40:43	1	14	11
17:41:15	0	3	17:42:25	3	12	11

17:42:55	2	1	17:44:09	1	13	10
17:44:42	3	2	17:45:50	0	17	7
17:46:24	4	9	17:47:42	2	15	3
17:48:11	2	11	17:49:27	1	15	11
17:49:56	1	6	17:51:04	7	8	10
17:51:40	5	9	17:52:57	6	8	6
17:53:29	1	10	17:54:37	1	10	5
17:55:10	1	3	17:56:18	2	12	10
17:56:55	1	6	17:58:03	1	15	9
17:58:40	2	5	17:59:47	0	14	8
18:00:21	1	4	18:01:28	2	6	10
18:02:02	3	5	18:03:09	3	6	5
18:03:43	5	4	18:04:55	0	11	6
18:05:28	1	8	18:06:43	0	12	11
18:07:17	1	4	18:08:28	0	10	3
18:09:02	1	6	18:10:09	3	6	8
18:10:39	1	1	18:11:50	5	3	3
18:12:23	3	1	18:13:35	3	10	11
18:14:08	1	4	18:15:20	2	7	8
18:15:57	2	8	18:17:04	3	9	8
18:17:38	3	3	18:18:45	2	5	2
18:19:19	5	11	18:20:34	2	10	8
18:21:09	4	11	18:22:23	0	9	6
18:22:58	3	12	18:24:00	1	9	5
18:24:43	7	11	18:25:43	1	7	7
18:26:24	7	7	18:27:27	0	9	2
18:28:05	2	6	18:29:12	1	5	5
18:29:50	1	7	18:30:53	3	3	6
18:31:22	2	1	18:32:38	2	12	8
18:33:09	3	11	18:34:23	1	6	7
18:34:55	4	12	18:36:04	1	10	10
18:36:36	6	13	18:37:41	0	15	5
18:38:21	8	8	18:39:28	0	6	3
18:40:10	4	8	18:41:19	4	7	6
18:41:53	0	6	18:43:07	6	6	4
18:43:44	3	5	18:44:48	4	7	3
18:45:25	7	4	18:46:29	3	5	2
18:47:06	5	4	18:48:17	3	12	2
18:48:51	3	4	18:50:03	1	7	5
18:50:43	0	3	18:51:43	0	8	5
18:52:24	1	10	18:53:23	0	6	8
18:54:05	0	3	18:55:07	2	5	3
18:55:54	6	6	15:56:58	1	6	9
18:57:38	4	6	18:58:35	2	7	6
18:59:19	1	8				



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - A5145

Approach: A - (North) A34 Kingsway

TIME	A to B								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	6	3	0	0	0	0	0	9.0	9
07:15 - 07:30	10	0	0	0	0	0	0	10.0	10
07:30 - 07:45	6	1	1	0	0	0	0	8.5	8
07:45 - 08:00	7	1	0	0	0	0	0	8.0	8
Hourly Total	29	5	1	0	0	0	0	36	35
08:00 - 08:15	31	2	1	0	0	0	0	34.5	34
08:15 - 08:30	44	3	0	0	0	0	0	47.0	47
08:30 - 08:45	49	2	1	0	0	0	0	52.5	52
08:45 - 09:00	10	2	1	0	0	0	0	13.5	13
Hourly Total	134	9	3	0	0	0	0	148	146
09:00 - 09:15	11	1	0	0	0	0	0	12.0	12
09:15 - 09:30	11	1	0	0	1	0	0	14.0	13
09:30 - 09:45	11	0	0	0	1	0	0	13.0	12
09:45 - 10:00	10	2	1	1	0	0	0	15.8	14
Hourly Total	43	4	1	1	2	0	0	55	51
Session Total	206	18	5	1	2	0	0	238	232
15:00 - 15:15	17	4	0	0	0	0	0	21.0	21
15:15 - 15:30	19	2	0	1	0	0	0	23.3	22
15:30 - 15:45	6	3	0	0	0	0	1	9.4	10
15:45 - 16:00	16	1	0	0	0	0	0	17.0	17
Hourly Total	58	10	0	1	0	0	1	71	70
16:00 - 16:15	5	0	1	0	0	0	0	6.5	6
16:15 - 16:30	6	0	0	0	0	0	0	6.0	6
16:30 - 16:45	4	0	0	0	0	1	0	4.2	5
16:45 - 17:00	11	1	0	0	0	0	0	12.0	12
Hourly Total	26	1	1	0	0	1	0	29	29
17:00 - 17:15	12	1	0	0	0	0	0	13.0	13
17:15 - 17:30	6	0	0	0	0	0	0	6.0	6
17:30 - 17:45	9	1	0	0	0	0	0	10.0	10
17:45 - 18:00	9	0	0	0	0	0	0	9.0	9
Hourly Total	36	2	0	0	0	0	0	38	38
18:00 - 18:15	13	1	0	0	0	0	0	14.0	14
18:15 - 18:30	11	1	0	0	0	0	0	12.0	12
18:30 - 18:45	11	0	0	0	0	0	0	11.0	11
18:45 - 19:00	19	1	0	0	0	0	0	20.0	20
Hourly Total	54	3	0	0	0	0	0	57	57
Session Total	174	16	1	1	0	1	1	194	194

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
181	28	3	1	2	2	0	220.2	217
227	33	1	0	3	1	0	267.7	265
274	38	5	3	5	0	0	336.4	325
354	31	4	1	2	2	0	397.7	394
1036	130	13	5	12	5	0	1222	1201
364	37	3	0	3	0	0	411.5	407
327	31	2	1	1	0	1	365.7	363
360	22	5	3	6	0	1	408.8	397
339	40	4	1	4	2	1	396.1	391
1390	130	14	5	14	2	3	1582	1558
306	25	2	0	3	1	0	340.2	337
240	24	3	2	2	0	0	277.1	271
189	21	6	4	2	1	0	232.4	223
159	32	3	2	4	1	2	209.1	203
894	102	14	8	11	3	2	1059	1034
3320	362	41	18	37	10	5	3863	3793
210	18	2	0	3	0	0	237.0	233
243	40	5	1	3	1	1	299.4	294
254	22	3	1	4	0	2	291.6	286
341	42	3	1	2	3	0	394.4	392
1048	122	13	3	12	4	3	1222	1205
320	27	2	2	4	2	0	363.0	357
282	33	2	4	4	1	1	335.8	327
419	43	3	1	4	0	1	477.2	471
398	33	1	2	1	1	1	439.7	437
1419	136	8	9	13	4	3	1616	1592
382	18	2	0	2	0	2	407.8	406
406	28	1	0	2	4	0	440.3	441
340	26	2	1	4	0	1	379.7	374
380	7	0	1	3	2	2	396.5	395
1508	79	5	2	11	6	5	1624	1616
383	14	0	0	2	0	1	401.4	400
321	18	0	0	2	1	2	344.0	344
311	14	1	0	1	2	0	328.9	329
324	14	0	1	2	1	1	344.9	343
1339	60	1	1	7	4	4	1419	1416
5314	397	27	15	43	18	15	5882	5829

A to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
3	0	0	0	0	0	0	3.0	3
8	0	0	0	0	0	0	8.0	8
5	0	0	0	0	0	0	5.0	5
8	1	0	0	0	0	0	9.0	9
24	1	0	0	0	0	0	25	25
15	1	0	0	0	0	0	16.0	16
23	1	0	0	0	0	0	24.0	24
26	1	3	0	0	0	0	31.5	30
25	3	0	0	0	0	0	28.0	28
89	6	3	0	0	0	0	100	98
16	3	0	0	0	0	0	19.0	19
15	2	0	0	0	0	0	17.0	17
17	2	0	0	0	0	0	19.0	19
7	0	0	0	0	0	0	7.0	7
55	7	0	0	0	0	0	62	62
168	14	3	0	0	0	0	187	185
26	1	0	0	0	0	0	27.0	27
25	4	0	0	0	0	0	29.0	29
13	1	0	0	0	0	0	14.0	14
19	1	0	0	0	0	0	20.0	20
83	7	0	0	0	0	0	90	90
11	1	0	0	0	0	0	12.0	12
8	1	0	0	0	0	0	9.0	9
13	1	0	0	0	0	0	14.0	14
19	1	0	0	0	0	0	20.0	20
51	4	0	0	0	0	0	55	55
16	0	0	0	0	0	0	16.0	16
9	0	0	0	0	0	0	9.0	9
15	0	0	0	0	0	0	15.0	15
22	0	0	0	0	0	0	22.0	22
62	0	0	0	0	0	0	62	62
13	0	0	0	0	0	0	13.0	13
21	0	0	0	0	0	0	21.0	21
23	0	0	0	0	0	0	23.0	23
21	2	0	0	0	0	0	23.0	23
78	2	0	0	0	0	0	80	80
274	13	0	0	0	0	0	287	287

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
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
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
3	0	0	0	0	0	0	3	3

From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	190	31	3	1	2	2	0	232.2	229
07:15 - 07:30	245	33	1	0	3	1	0	285.7	283
07:30 - 07:45	285	39	6	3	5	0	0	349.9	338
07:45 - 08:00	369	33	4	1	2	2	0	414.7	411
Hourly Total	1089	136	14	5	12	5	0	1283	1261
08:00 - 08:15	410	40	4	0	3	0	0	462.0	457
08:15 - 08:30	394	35	2	1	1	0	1	436.7	434
08:30 - 08:45	435	25	9	3	6	0	1	492.8	479
08:45 - 09:00	374	45	5	1	4	2	1	437.6	432
Hourly Total	1613	145	20	5	14	2	3	1829	1802
09:00 - 09:15	333	29	2	0	3	1	0	371.2	368
09:15 - 09:30	266	27	3	2	3	0	0	308.1	301
09:30 - 09:45	217	23	6	4	3	1	0	264.4	254
09:45 - 10:00	176	34	4	3	4	1	2	231.9	224
Hourly Total	992	113	15	9	13	3	2	1176	1147
Session Total	3694	394	49	19	39	10	5	4287	4210
15:00 - 15:15	254	23	2	0	3	0	0	286.0	282
15:15 - 15:30	288	46	5	2	3	1	1	352.7	346
15:30 - 15:45	273	26	3	1	4	0	3	315.0	310
15:45 - 16:00	376	44	3	1	2	3	0	431.4	429
Hourly Total	1191	139	13	4	12	4	4	1385	1367
16:00 - 16:15	336	28	3	2	4	2	0	381.5	375
16:15 - 16:30	296	34	2	4	4	1	1	350.8	342
16:30 - 16:45	436	44	3	1	4	1	1	495.4	490
16:45 - 17:00	429	35	1	2	1	1	1	472.7	470
Hourly Total	1497	141	9	9	13	5	3	1700	1677
17:00 - 17:15	410	19	2	0	2	0	2	436.8	435
17:15 - 17:30	421	28	1	0	2	4	0	455.3	456
17:30 - 17:45	364	27	2	1	4	0	1	404.7	399
17:45 - 18:00	411	7	0	1	3	2	2	427.5	426
Hourly Total	1606	81	5	2	11	6	5	1724	1716
18:00 - 18:15	409	15	0	0	2	0	1	428.4	427
18:15 - 18:30	353	19	0	0	2	1	2	377.0	377
18:30 - 18:45	345	14	1	0	1	2	0	362.9	363
18:45 - 19:00	364	17	0	1	2	1	1	387.9	386
Hourly Total	1471	65	1	1	7	4	4	1556	1553
Session Total	5765	426	28	16	43	19	16	6366	6313

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
253	31	4	0	2	0	2	294.8	292
316	31	4	1	6	0	0	367.3	358
343	32	4	1	6	0	2	396.1	388
372	25	3	0	5	2	0	411.9	407
1284	119	15	2	19	2	4	1470	1445
357	18	2	2	10	0	1	403.0	390
348	30	2	2	5	0	3	396.8	390
330	23	4	6	2	1	4	378.6	370
296	29	6	3	2	0	1	345.3	337
1331	100	14	13	19	1	9	1524	1487
234	32	4	3	4	1	0	287.1	278
245	31	2	0	3	0	2	285.8	283
226	30	2	2	5	1	0	273.8	266
216	30	5	2	0	0	1	258.5	254
921	123	13	7	12	2	3	1105	1081
3536	342	42	22	50	5	16	4099	4013
249	22	6	1	6	1	1	294.9	286
325	18	3	4	5	1	1	367.3	357
283	24	2	2	1	0	0	316.6	312
227	16	6	3	3	0	2	265.7	257
1084	80	17	10	15	2	4	1245	1212
247	27	1	4	1	0	0	286.7	280
227	23	2	0	3	0	0	259.0	255
254	29	1	0	4	2	2	293.7	292
247	40	1	0	1	0	1	290.9	290
975	119	5	4	9	2	3	1130	1117
277	16	2	1	2	1	1	302.9	300
300	31	0	0	2	1	0	335.2	334
309	18	2	0	3	1	1	336.6	334
305	20	1	0	3	0	1	332.9	330
1191	85	5	1	10	3	3	1308	1298
294	13	1	0	1	0	2	311.3	311
281	18	1	0	2	0	1	304.9	303
307	9	0	0	1	0	0	318.0	317
265	15	0	0	3	0	0	286.0	283
1147	55	2	0	7	0	3	1220	1214
4397	339	29	15	41	7	13	4903	4841



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - A5145

Approach: B - A5145 Parrs Wood Lane

TIME	B to C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	57	13	4	0	0	1	1	76.6	76
07:15 - 07:30	76	13	0	0	0	1	0	89.2	90
07:30 - 07:45	70	10	0	0	0	0	0	80.0	80
07:45 - 08:00	59	9	3	0	0	0	0	72.5	71
Hourly Total	262	45	7	0	0	2	1	318	317
08:00 - 08:15	53	3	4	0	0	1	0	62.2	61
08:15 - 08:30	70	5	1	0	0	1	0	76.7	77
08:30 - 08:45	29	4	1	0	0	0	0	34.5	34
08:45 - 09:00	54	5	4	0	0	2	0	65.4	65
Hourly Total	206	17	10	0	0	4	0	239	237
09:00 - 09:15	71	3	1	0	0	0	1	75.9	76
09:15 - 09:30	81	9	0	0	0	0	0	90.0	90
09:30 - 09:45	66	10	1	1	0	0	0	79.8	78
09:45 - 10:00	54	2	2	0	0	0	1	59.4	59
Hourly Total	272	24	4	1	0	0	2	305	303
Session Total	740	86	21	1	0	6	3	862	857
15:00 - 15:15	72	6	1	1	0	0	0	81.8	80
15:15 - 15:30	71	8	0	0	1	0	0	81.0	80
15:30 - 15:45	66	9	0	0	0	0	0	75.0	75
15:45 - 16:00	66	12	0	0	0	0	0	78.0	78
Hourly Total	275	35	1	1	1	0	0	316	313
16:00 - 16:15	80	14	0	0	0	1	2	95.0	97
16:15 - 16:30	82	6	1	0	0	0	0	89.5	89
16:30 - 16:45	60	9	0	0	0	0	0	69.0	69
16:45 - 17:00	70	4	0	0	0	0	0	74.0	74
Hourly Total	292	33	1	0	0	1	2	328	329
17:00 - 17:15	68	4	1	0	0	0	0	73.5	73
17:15 - 17:30	66	1	0	0	1	0	0	69.0	68
17:30 - 17:45	67	7	0	0	0	0	0	74.0	74
17:45 - 18:00	68	3	2	0	0	0	0	74.0	73
Hourly Total	269	15	3	0	1	0	0	291	288
18:00 - 18:15	50	3	0	2	0	0	0	57.6	55
18:15 - 18:30	70	3	0	0	0	0	0	73.0	73
18:30 - 18:45	75	3	0	0	0	1	0	78.2	79
18:45 - 19:00	72	2	0	1	0	0	0	76.3	75
Hourly Total	267	11	0	3	0	1	0	285	282
Session Total	1103	94	5	4	2	2	2	1219	1212

B to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
30	1	0	0	3	0	0	37.0	34
44	7	1	0	2	1	1	57.1	56
36	5	0	0	2	2	0	45.4	45
12	5	0	0	0	1	0	17.2	18
122	18	1	0	7	4	1	157	153
23	4	2	0	2	1	0	34.2	32
15	5	1	0	3	1	0	27.7	25
16	4	0	0	1	0	0	22.0	21
29	3	0	0	3	0	0	38.0	35
83	16	3	0	9	2	0	122	113
26	6	2	0	2	0	0	39.0	36
34	1	0	1	2	0	0	41.3	38
45	5	0	0	2	0	0	54.0	52
42	3	0	0	3	1	0	51.2	49
147	15	2	1	9	1	0	186	175
352	49	6	1	25	7	1	464	441
23	3	0	0	3	0	0	32.0	29
33	6	0	0	1	0	0	41.0	40
27	6	0	0	2	0	0	37.0	35
46	4	0	0	1	1	1	52.6	53
129	19	0	0	7	1	1	163	157
34	2	0	0	2	1	0	40.2	39
18	5	0	0	1	0	1	25.4	25
23	2	0	0	2	0	0	29.0	27
24	1	0	0	1	0	0	27.0	26
99	10	0	0	6	1	1	122	117
27	0	0	0	2	0	0	31.0	29
25	3	0	0	1	2	0	30.4	31
24	1	0	0	1	0	0	27.0	26
22	0	1	0	2	0	1	27.9	26
98	4	1	0	6	2	1	116	112
36	1	0	0	2	1	0	41.2	40
33	0	0	0	3	0	0	39.0	36
25	3	0	0	2	0	1	32.4	31
19	1	0	0	2	0	0	24.0	22
113	5	0	0	9	1	1	137	129
439	38	1	0	28	5	4	537	515

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
4	1	0	0	0	0	0	5.0	5
1	0	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	1.0	1
5	2	0	0	0	0	0	7	7
4	0	0	0	0	0	0	4.0	4
6	1	0	0	0	0	1	7.4	8
5	0	0	0	0	0	0	5.0	5
2	0	0	0	0	0	0	2.0	2
17	1	0	0	0	0	1	18	19
3	0	0	0	0	0	0	3.0	3
4	1	0	0	0	0	0	5.0	5
14	2	0	0	0	0	0	16.0	16
6	3	0	0	0	0	0	9.0	9
27	6	0	0	0	0	0	33	33
49	9	0	0	0	0	1	58	59
9	3	0	0	0	0	0	12.0	12
11	0	0	0	0	0	0	11.0	11
7	3	0	0	0	0	0	10.0	10
9	1	0	0	0	0	1	10.4	11
36	7	0	0	0	0	1	43	44
8	2	0	0	0	0	0	10.0	10
4	1	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
15	3	0	0	0	0	0	18	18
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
4	0	0	0	0	0	0	4.0	4
7	0	0	0	0	0	0	7	7
1	0	0	0	0	0	0	1.0	1
5	1	0	0	0	0	0	6.0	6
4	0	0	0	0	0	0	4.0	4
7	2	0	0	0	0	0	9.0	9
17	3	0	0	0	0	0	20	20
75	13	0	0	0	0	1	88	89

[illegible]

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	87	14	4	0	3	1	1	113.6	110
07:15 - 07:30	124	21	1	0	2	2	1	151.3	151
07:30 - 07:45	107	15	0	0	2	2	0	126.4	126
07:45 - 08:00	71	15	3	0	0	1	0	90.7	90
Hourly Total	389	65	8	0	7	6	2	482	477
08:00 - 08:15	80	7	6	0	2	2	0	100.4	97
08:15 - 08:30	91	11	2	0	3	2	1	111.8	110
08:30 - 08:45	50	8	1	0	1	0	0	61.5	60
08:45 - 09:00	85	8	4	0	3	2	0	105.4	102
Hourly Total	306	34	13	0	9	6	1	379	369
09:00 - 09:15	100	9	3	0	2	0	1	117.9	115
09:15 - 09:30	119	11	0	1	2	0	0	136.3	133
09:30 - 09:45	125	17	1	1	2	0	0	149.8	146
09:45 - 10:00	102	8	2	0	3	1	1	119.6	117
Hourly Total	446	45	6	2	9	1	2	524	511
Session Total	1141	144	27	2	25	13	5	1385	1357
15:00 - 15:15	104	12	1	1	3	0	0	125.8	121
15:15 - 15:30	115	14	0	0	2	0	0	133.0	131
15:30 - 15:45	100	18	0	0	2	0	0	122.0	120
15:45 - 16:00	121	17	0	0	1	1	2	141.0	142
Hourly Total	440	61	1	1	8	1	2	522	514
16:00 - 16:15	122	18	0	0	2	2	2	145.2	146
16:15 - 16:30	104	12	1	0	1	0	1	119.9	119
16:30 - 16:45	85	11	0	0	2	0	0	100.0	98
16:45 - 17:00	95	5	0	0	1	0	0	102.0	101
Hourly Total	406	46	1	0	6	2	3	467	464
17:00 - 17:15	97	4	1	0	2	0	0	106.5	104
17:15 - 17:30	92	4	0	0	2	2	0	100.4	100
17:30 - 17:45	91	8	0	0	1	0	0	101.0	100
17:45 - 18:00	94	3	3	0	2	0	1	105.9	103
Hourly Total	374	19	4	0	7	2	1	414	407
18:00 - 18:15	87	4	0	2	2	1	0	99.8	96
18:15 - 18:30	108	4	0	0	3	0	0	118.0	115
18:30 - 18:45	104	6	0	0	2	1	1	114.6	114
18:45 - 19:00	98	5	0	1	2	0	0	109.3	106
Hourly Total	397	19	0	3	9	2	1	442	431
Session Total	1617	145	6	4	30	7	7	1844	1816

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
76	14	0	0	2	1	0	94.2	93
105	11	1	1	1	0	0	121.8	119
109	12	3	0	4	2	0	133.9	130
130	9	3	0	2	1	1	148.1	146
420	46	7	1	9	4	1	498	488
156	12	2	0	1	3	0	173.6	174
183	14	1	0	3	2	1	205.3	204
161	8	3	2	1	0	0	180.1	175
137	18	3	0	1	1	0	161.7	160
637	52	9	2	6	6	1	721	713
138	14	4	2	3	0	0	168.6	161
98	16	4	0	3	0	0	126.0	121
115	9	1	0	3	0	0	131.5	128
107	18	4	1	2	1	0	137.5	133
458	57	13	3	11	1	0	564	543
1515	155	29	6	26	11	2	1782	1744
154	19	5	0	0	0	0	180.5	178
140	15	2	1	2	0	0	164.3	160
150	14	5	0	2	0	1	175.9	172
146	14	0	0	1	0	0	162.0	161
590	62	12	1	5	0	1	683	671
136	12	3	0	2	2	0	156.9	155
161	9	1	0	1	0	0	173.5	172
138	15	4	0	2	3	0	163.6	162
158	15	0	0	1	0	1	175.4	175
593	51	8	0	6	5	1	669	664
143	14	0	0	2	2	0	161.4	161
152	9	0	0	2	1	0	165.2	164
170	9	1	0	2	1	1	185.1	184
169	6	0	0	2	0	1	179.4	178
634	38	1	0	8	4	2	691	687
176	11	0	0	2	0	0	191.0	189
178	9	1	0	1	0	1	190.9	190
175	5	0	0	2	3	1	185.0	186
161	6	0	0	3	1	0	173.2	171
690	31	1	0	8	4	2	740	736
2507	182	22	1	27	13	6	2783	2758



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - A5145

Approach: C - (South) A34 Kingsway

TIME	C to D								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	4	0	0	0	0	0	0	4.0	4
07:15 - 07:30	4	0	0	0	2	0	0	8.0	6
07:30 - 07:45	3	0	0	0	1	0	0	5.0	4
07:45 - 08:00	1	1	0	0	3	0	0	8.0	5
Hourly Total	12	1	0	0	6	0	0	25	19
08:00 - 08:15	5	0	0	0	1	0	0	7.0	6
08:15 - 08:30	4	0	0	0	1	0	0	6.0	5
08:30 - 08:45	7	0	0	0	1	0	0	9.0	8
08:45 - 09:00	4	1	1	0	1	0	0	8.5	7
Hourly Total	20	1	1	0	4	0	0	31	26
09:00 - 09:15	7	1	0	0	2	0	0	12.0	10
09:15 - 09:30	7	1	0	0	1	1	0	10.2	10
09:30 - 09:45	11	1	0	0	1	0	0	14.0	13
09:45 - 10:00	6	2	0	0	1	0	0	10.0	9
Hourly Total	31	5	0	0	5	1	0	46	42
Session Total	63	7	1	0	15	1	0	102	87
15:00 - 15:15	6	0	0	0	1	0	0	8.0	7
15:15 - 15:30	4	1	0	0	2	0	0	9.0	7
15:30 - 15:45	6	0	0	0	1	0	0	8.0	7
15:45 - 16:00	11	1	0	0	2	0	0	16.0	14
Hourly Total	27	2	0	0	6	0	0	41	35
16:00 - 16:15	9	2	0	0	1	0	0	13.0	12
16:15 - 16:30	9	0	0	0	2	0	0	13.0	11
16:30 - 16:45	7	0	0	0	1	0	0	9.0	8
16:45 - 17:00	11	1	0	0	1	0	0	14.0	13
Hourly Total	36	3	0	0	5	0	0	49	44
17:00 - 17:15	10	0	0	0	2	0	0	14.0	12
17:15 - 17:30	10	0	0	0	0	0	0	10.0	10
17:30 - 17:45	9	1	0	0	2	0	0	14.0	12
17:45 - 18:00	5	0	0	0	1	0	0	7.0	6
Hourly Total	34	1	0	0	5	0	0	45	40
18:00 - 18:15	9	0	0	0	1	0	0	11.0	10
18:15 - 18:30	4	0	0	0	1	0	0	6.0	5
18:30 - 18:45	9	0	0	0	0	0	0	9.0	9
18:45 - 19:00	4	0	0	0	1	0	0	6.0	5
Hourly Total	26	0	0	0	3	0	0	32	29
Session Total	123	6	0	0	19	0	0	167	148

C to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
248	30	4	0	2	0	2	288.8	286
301	29	3	1	6	0	0	348.8	340
329	32	4	1	6	0	2	382.1	374
366	24	3	0	5	2	0	404.9	400
1244	115	14	2	19	2	4	1425	1400
348	18	2	2	10	0	1	394.0	381
323	28	2	2	5	0	2	369.4	362
306	23	4	6	2	1	4	354.6	346
282	29	6	3	2	0	1	331.3	323
1259	98	14	13	19	1	8	1449	1412
222	32	2	3	4	1	0	272.1	264
226	30	2	0	2	0	2	263.8	262
197	26	2	2	5	1	0	240.8	233
194	26	5	2	0	0	1	232.5	228
839	114	11	7	11	2	3	1009	987
3342	327	39	22	49	5	15	3883	3799
223	18	6	1	6	0	0	264.3	254
286	14	3	4	4	1	1	322.3	313
255	19	2	2	1	0	0	283.6	279
197	14	6	3	3	0	1	233.3	224
961	65	17	10	14	1	2	1104	1070
225	25	1	4	1	0	0	262.7	256
211	21	2	0	3	0	0	241.0	237
246	28	1	0	4	2	2	284.7	283
230	40	1	0	1	0	1	273.9	273
912	114	5	4	9	2	3	1062	1049
260	16	2	1	2	1	1	285.9	283
287	29	0	0	2	1	0	320.2	319
299	18	2	0	2	1	1	324.6	323
295	19	1	0	3	0	1	321.9	319
1141	82	5	1	9	3	3	1253	1244
274	13	1	0	1	0	2	291.3	291
261	16	1	0	2	0	1	282.9	281
285	9	0	0	1	0	0	296.0	295
251	13	0	0	3	0	0	270.0	267
1071	51	2	0	7	0	3	1140	1134
4085	312	29	15	39	6	11	4559	4497

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
44	7	0	0	0	0	0	51.0	51
64	9	1	1	0	0	0	76.8	75
77	9	2	0	1	0	0	91.0	89
94	6	3	0	0	0	1	104.9	104
279	31	6	1	1	0	1	324	319
92	9	1	0	0	0	0	102.5	102
102	10	0	0	0	0	0	112.0	112
86	3	1	0	0	0	0	90.5	90
92	12	1	0	0	0	0	105.5	105
372	34	3	0	0	0	0	411	409
94	9	3	2	1	0	0	114.1	109
57	6	3	0	0	0	0	67.5	66
78	8	1	0	0	0	0	87.5	87
68	9	2	0	0	0	0	80.0	79
297	32	9	2	1	0	0	349	341
948	97	18	3	2	0	1	1083	1069
72	9	2	0	0	0	0	84.0	83
64	8	1	0	0	0	0	73.5	73
99	9	3	0	0	0	0	112.5	111
72	8	0	0	0	0	0	80.0	80
307	34	6	0	0	0	0	350	347
78	5	1	0	0	1	0	84.7	85
102	6	1	0	0	0	0	109.5	109
86	8	3	0	0	0	0	98.5	97
108	8	0	0	0	0	1	116.4	117
374	27	5	0	0	1	1	409	408
86	8	0	0	0	0	0	94.0	94
105	7	0	0	1	0	0	114.0	113
108	5	1	0	0	1	0	114.7	115
100	4	0	0	0	0	0	104.0	104
399	24	1	0	1	1	0	427	426
120	6	0	0	0	0	0	126.0	126
116	7	1	0	0	0	0	124.5	124
109	3	0	0	0	0	1	112.4	113
103	2	0	0	0	1	0	105.2	106
448	18	1	0	0	1	1	468	469
1528	103	13	0	1	3	2	1654	1650

[illegible]

From C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	296	37	4	0	2	0	2	343.8	341
07:15 - 07:30	369	38	4	2	8	0	0	433.6	421
07:30 - 07:45	409	41	6	1	8	0	2	478.1	467
07:45 - 08:00	461	31	6	0	8	2	1	517.8	509
Hourly Total	1535	147	20	3	26	2	5	1773	1738
08:00 - 08:15	445	27	3	2	11	0	1	503.5	489
08:15 - 08:30	429	38	2	2	6	0	2	487.4	479
08:30 - 08:45	400	26	5	6	3	1	4	455.1	445
08:45 - 09:00	379	42	8	3	3	0	1	446.3	436
Hourly Total	1653	133	18	13	23	1	8	1892	1849
09:00 - 09:15	323	42	5	5	7	1	0	398.2	383
09:15 - 09:30	290	37	5	0	3	1	2	341.5	338
09:30 - 09:45	286	35	3	2	6	1	0	342.3	333
09:45 - 10:00	268	37	7	2	1	0	1	322.5	316
Hourly Total	1167	151	20	9	17	3	3	1405	1370
Session Total	4355	431	58	25	66	6	16	5070	4957
15:00 - 15:15	301	27	8	1	7	0	0	356.3	344
15:15 - 15:30	354	23	4	4	6	1	1	404.8	393
15:30 - 15:45	360	28	5	2	2	0	0	404.1	397
15:45 - 16:00	280	23	6	3	5	0	1	329.3	318
Hourly Total	1295	101	23	10	20	1	2	1495	1452
16:00 - 16:15	312	32	2	4	2	1	0	360.4	353
16:15 - 16:30	322	27	3	0	5	0	0	363.5	357
16:30 - 16:45	339	36	4	0	5	2	2	392.2	388
16:45 - 17:00	349	49	1	0	2	0	2	404.3	403
Hourly Total	1322	144	10	4	14	3	4	1520	1501
17:00 - 17:15	356	24	2	1	4	1	1	393.9	389
17:15 - 17:30	402	36	0	0	3	1	0	444.2	442
17:30 - 17:45	416	24	3	0	4	2	1	453.3	450
17:45 - 18:00	400	23	1	0	4	0	1	432.9	429
Hourly Total	1574	107	6	1	15	4	3	1724	1710
18:00 - 18:15	403	19	1	0	2	0	2	428.3	427
18:15 - 18:30	381	23	2	0	3	0	1	413.4	410
18:30 - 18:45	403	12	0	0	1	0	1	417.4	417
18:45 - 19:00	358	15	0	0	4	1	0	381.2	378
Hourly Total	1545	69	3	0	10	1	4	1640	1632
Session Total	5736	421	42	15	59	9	13	6380	6295

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
240	41	7	1	5	3	1	304.8	298
304	47	2	0	8	2	0	370.4	363
347	48	5	3	10	0	0	429.4	413
416	40	8	1	6	2	0	482.7	473
1307	176	22	5	29	7	1	1587	1547
426	41	7	0	5	1	0	487.7	480
402	37	3	1	3	2	1	452.6	449
397	27	6	3	9	0	1	458.3	443
400	47	8	1	7	4	1	476.5	468
1625	152	24	5	24	7	3	1875	1840
381	29	4	0	5	1	1	426.6	421
327	33	3	2	6	0	0	381.1	371
262	32	7	5	4	1	0	324.2	311
216	36	5	2	6	1	3	277.5	269
1186	130	19	9	21	3	4	1409	1372
4118	458	65	19	74	17	8	4872	4759
291	24	3	1	5	0	0	331.8	324
322	48	6	1	9	1	1	399.9	388
331	31	3	1	8	0	2	385.6	376
410	56	3	1	4	3	0	481.4	477
1354	159	15	4	26	4	3	1599	1565
404	44	2	2	5	3	2	467.0	462
370	39	3	4	8	1	1	439.3	426
490	53	3	1	5	0	1	560.2	553
479	37	1	2	4	1	1	530.7	525
1743	173	9	9	22	5	5	1997	1966
459	22	4	0	5	0	2	497.8	492
478	29	1	0	4	4	0	517.3	516
413	34	2	1	7	0	1	466.7	458
457	10	2	1	7	2	2	487.5	481
1807	95	9	2	23	6	5	1969	1947
437	17	0	2	3	0	1	465.0	460
396	21	0	0	4	1	2	426.0	424
394	18	1	0	2	3	0	418.1	418
402	16	1	2	3	1	1	430.7	426
1629	72	2	4	12	5	4	1740	1728
6533	499	35	19	83	20	17	7305	7206



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - A5145

Approach: D - A5145

TIME	D to A								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	5	1	0	0	0	0	0	6.0	6
07:15 - 07:30	11	1	1	0	0	0	0	13.5	13
07:30 - 07:45	13	0	0	0	0	0	0	13.0	13
07:45 - 08:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	35	2	1	0	0	0	0	39	38
08:00 - 08:15	5	0	0	0	0	0	0	5.0	5
08:15 - 08:30	19	1	0	0	0	0	0	20.0	20
08:30 - 08:45	19	0	0	0	0	0	0	19.0	19
08:45 - 09:00	12	0	0	0	0	0	0	12.0	12
Hourly Total	55	1	0	0	0	0	0	56	56
09:00 - 09:15	9	0	2	0	0	0	0	12.0	11
09:15 - 09:30	15	0	0	0	1	0	0	17.0	16
09:30 - 09:45	15	2	0	0	0	0	0	17.0	17
09:45 - 10:00	16	1	0	0	0	0	0	17.0	17
Hourly Total	55	3	2	0	1	0	0	63	61
Session Total	145	6	3	0	1	0	0	158	155
15:00 - 15:15	16	1	0	0	0	1	1	17.6	19
15:15 - 15:30	27	4	0	0	1	0	0	33.0	32
15:30 - 15:45	21	2	0	0	0	0	0	23.0	23
15:45 - 16:00	21	1	0	0	0	0	0	22.0	22
Hourly Total	85	8	0	0	1	1	1	96	96
16:00 - 16:15	14	0	0	0	0	0	0	14.0	14
16:15 - 16:30	12	1	0	0	0	0	0	13.0	13
16:30 - 16:45	6	1	0	0	0	0	0	7.0	7
16:45 - 17:00	15	0	0	0	0	0	0	15.0	15
Hourly Total	47	2	0	0	0	0	0	49	49
17:00 - 17:15	15	0	0	0	0	0	0	15.0	15
17:15 - 17:30	12	2	0	0	0	0	0	14.0	14
17:30 - 17:45	10	0	0	0	1	0	0	12.0	11
17:45 - 18:00	6	1	0	0	0	0	0	7.0	7
Hourly Total	43	3	0	0	1	0	0	48	47
18:00 - 18:15	19	0	0	0	0	0	0	19.0	19
18:15 - 18:30	15	1	0	0	0	0	0	16.0	16
18:30 - 18:45	18	0	0	0	0	0	0	18.0	18
18:45 - 19:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	59	1	0	0	0	0	0	60	60
Session Total	234	14	0	0	2	1	1	253	252

D to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
26	4	0	0	2	1	0	34.2	33
31	2	0	0	1	0	0	35.0	34
26	2	0	0	3	2	0	34.4	33
29	2	0	0	2	1	0	35.2	34
112	10	0	0	8	4	0	139	134
33	1	0	0	1	3	0	36.6	38
37	1	1	0	3	2	1	46.3	45
26	3	1	2	1	0	0	37.1	33
35	4	1	0	1	1	0	42.7	42
131	9	3	2	6	6	1	163	158
33	4	1	0	2	0	0	42.5	40
30	9	1	0	2	0	0	44.5	42
26	1	0	0	2	0	0	31.0	29
29	7	1	0	2	1	0	41.7	40
118	21	3	0	8	1	0	160	151
361	40	6	2	22	11	1	461	443
65	6	3	0	0	0	0	75.5	74
57	5	1	0	2	0	0	67.5	65
45	2	2	0	2	0	0	54.0	51
58	5	0	0	1	0	0	65.0	64
225	18	6	0	5	0	0	262	254
53	7	1	0	2	1	0	65.7	64
53	3	0	0	1	0	0	58.0	57
48	7	1	0	2	2	0	60.9	60
39	6	0	0	1	0	0	47.0	46
193	23	2	0	6	3	0	232	227
45	5	0	0	2	2	0	54.4	54
41	2	0	0	1	1	0	45.2	45
53	3	0	0	2	0	1	60.4	59
60	2	0	0	2	0	1	66.4	65
199	12	0	0	7	3	2	226	223
43	4	0	0	2	0	0	51.0	49
51	1	0	0	1	0	1	54.4	54
55	2	0	0	2	3	0	61.6	62
39	3	0	0	3	0	0	48.0	45
188	10	0	0	8	3	1	215	210
805	63	8	0	26	9	3	935	914

D to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
2	0	0	0	3	0	0	8.0	5
1	1	1	0	5	0	0	13.5	8
3	0	0	0	5	0	0	13.0	8
3	0	1	0	4	0	0	12.5	8
9	1	2	0	17	0	0	47	29
9	1	0	0	2	0	0	14.0	12
5	1	0	0	2	1	0	10.2	9
7	1	0	0	3	0	0	14.0	11
6	2	0	0	3	0	0	14.0	11
27	5	0	0	10	1	0	52	43
4	1	1	0	2	0	0	10.5	8
6	0	0	0	4	0	0	14.0	10
7	1	0	0	2	0	0	12.0	10
3	2	0	0	2	0	0	9.0	7
20	4	1	0	10	0	0	46	35
56	10	3	0	37	1	0	145	107
9	0	0	0	2	0	0	13.0	11
8	0	1	0	5	0	0	19.5	14
11	0	0	0	4	0	0	19.0	15
3	2	0	0	2	0	0	9.0	7
31	2	1	0	13	0	0	61	47
4	3	0	0	1	0	0	9.0	8
6	0	0	0	4	0	0	14.0	10
11	1	0	0	1	0	0	14.0	13
11	0	0	0	3	0	0	17.0	14
32	4	0	0	9	0	0	54	45
9	0	1	0	3	0	0	16.5	13
6	0	0	0	1	0	0	8.0	7
6	1	0	0	3	0	0	13.0	10
9	0	0	0	4	0	0	17.0	13
30	1	1	0	11	0	0	55	43
4	0	0	0	1	0	0	6.0	5
5	0	0	0	2	0	0	9.0	7
8	1	0	0	1	0	0	11.0	10
6	0	1	0	1	0	0	9.5	8
23	1	1	0	5	0	0	36	30
116	8	3	0	38	0	0	205	165

[illegible]

From D									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	33	5	0	0	5	1	0	48.2	44
07:15 - 07:30	43	4	2	0	6	0	0	62.0	55
07:30 - 07:45	42	2	0	0	8	2	0	60.4	54
07:45 - 08:00	38	2	1	0	6	1	0	53.7	48
Hourly Total	156	13	3	0	25	4	0	224	201
08:00 - 08:15	47	2	0	0	3	3	0	55.6	55
08:15 - 08:30	61	3	1	0	5	3	1	76.5	74
08:30 - 08:45	52	4	1	2	4	0	0	70.1	63
08:45 - 09:00	53	6	1	0	4	1	0	68.7	65
Hourly Total	213	15	3	2	16	7	1	271	257
09:00 - 09:15	46	5	4	0	4	0	0	65.0	59
09:15 - 09:30	51	9	1	0	7	0	0	75.5	68
09:30 - 09:45	48	4	0	0	4	0	0	60.0	56
09:45 - 10:00	48	10	1	0	4	1	0	67.7	64
Hourly Total	193	28	6	0	19	1	0	268	247
Session Total	562	56	12	2	60	12	1	763	705
15:00 - 15:15	90	7	3	0	2	1	1	106.1	104
15:15 - 15:30	92	9	2	0	8	0	0	120.0	111
15:30 - 15:45	77	4	2	0	6	0	0	96.0	89
15:45 - 16:00	82	8	0	0	3	0	0	96.0	93
Hourly Total	341	28	7	0	19	1	1	418	397
16:00 - 16:15	71	10	1	0	3	1	0	88.7	86
16:15 - 16:30	71	4	0	0	5	0	0	85.0	80
16:30 - 16:45	65	9	1	0	3	2	0	81.9	80
16:45 - 17:00	65	6	0	0	4	0	0	79.0	75
Hourly Total	272	29	2	0	15	3	0	335	321
17:00 - 17:15	69	5	1	0	5	2	0	85.9	82
17:15 - 17:30	59	4	0	0	2	1	0	67.2	66
17:30 - 17:45	69	4	0	0	6	0	1	85.4	80
17:45 - 18:00	75	3	0	0	6	0	1	90.4	85
Hourly Total	272	16	1	0	19	3	2	329	313
18:00 - 18:15	66	4	0	0	3	0	0	76.0	73
18:15 - 18:30	71	2	0	0	3	0	1	79.4	77
18:30 - 18:45	81	3	0	0	3	3	0	90.6	90
18:45 - 19:00	52	3	1	0	4	0	0	64.5	60
Hourly Total	270	12	1	0	13	3	1	311	300
Session Total	1155	85	11	0	66	10	4	1392	1331

To D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
37	1	0	0	3	0	0	44.0	41
56	7	1	0	4	1	1	73.1	70
44	5	0	0	3	2	0	55.4	54
21	7	0	0	3	1	0	34.2	32
158	20	1	0	13	4	1	207	197
43	5	2	0	3	1	0	57.2	54
42	6	1	0	4	1	0	57.7	54
49	5	3	0	2	0	0	62.5	59
58	7	1	0	4	0	0	74.5	70
192	23	7	0	13	2	0	252	237
49	10	2	0	4	0	0	70.0	65
56	4	0	1	3	1	0	68.5	65
73	8	0	0	3	0	0	87.0	84
55	5	0	0	4	1	0	68.2	65
233	27	2	1	14	2	0	294	279
583	70	10	1	40	8	1	752	713
55	4	0	0	4	0	0	67.0	63
62	11	0	0	3	0	0	79.0	76
46	7	0	0	3	0	0	59.0	56
76	6	0	0	3	1	1	88.6	87
239	28	0	0	13	1	1	294	282
54	5	0	0	3	1	0	65.2	63
35	6	0	0	3	0	1	47.4	45
43	3	0	0	3	0	0	52.0	49
54	3	0	0	2	0	0	61.0	59
186	17	0	0	11	1	1	226	216
53	0	0	0	4	0	0	61.0	57
44	3	0	0	1	2	0	49.4	50
48	2	0	0	3	0	0	56.0	53
49	0	1	0	3	0	1	56.9	54
194	5	1	0	11	2	1	223	214
58	1	0	0	3	1	0	65.2	63
58	0	0	0	4	0	0	66.0	62
57	3	0	0	2	0	1	64.4	63
44	3	0	0	3	0	0	53.0	50
217	7	0	0	12	1	1	249	238
836	57	1	0	47	5	4	991	950



Parrs Wood, Manchester: Queue Length Survey - Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - A5145

	A - (North) A34 Kingsway				B - A5145 Parrs Wood Lane		
	Lane 1	Lane 2	Lane 3	Lane 4		Lane 1	Lane 2
Signal Change HH:MM:SS	MAX	MAX	MAX	MAX	Signal Change HH:MM:SS	MAX	MAX
7:00:00	0	2	2	0	7:00:30	2	1
7:01:13	2	4	4	0	7:01:50	4	1
7:02:34	1	5	2	1	7:03:06	6	3
7:03:53	2	5	4	0	7:04:23	2	3
7:05:08	0	4	1	0	7:05:43	6	0
7:06:27	0	5	2	0	7:07:00	4	5
7:07:43	0	1	1	0	7:08:16	7	5
7:09:02	1	5	8	0	7:09:29	3	4
7:10:12	2	2	5	0	7:10:45	13	1
7:11:34	4	4	3	0	7:12:03	14	0
7:12:49	3	4	3	0	7:13:21	15	0
7:14:09	1	3	3	1	7:14:46	5	9
7:15:36	1	4	4	2	7:16:16	11	4
7:17:04	1	1	2	0	7:17:52	5	5
7:18:45	0	3	2	0	7:19:23	7	7
7:20:17	0	2	1	0	7:20:59	6	5
7:21:53	0	4	1	0	7:22:44	6	6
7:23:43	4	2	2	0	7:24:25	9	5
7:25:20	0	3	3	0	7:26:09	6	10
7:27:16	0	3	3	0	7:27:57	10	5
7:28:48	0	4	4	0	7:29:37	12	2
7:30:35	1	2	1	0	7:31:22	12	2
7:32:13	6	7	2	0	7:33:02	12	3
7:33:55	1	1	2	0	7:34:46	18	2
7:35:39	2	3	1	0	7:36:26	19	7
7:37:22	6	13	14	0	7:38:13	30	8
7:39:11	1	10	8	0	7:40:00	34	6
7:41:03	5	12	16	0	7:41:47	31	9
7:42:52	3	9	11	0	7:43:34	34	6
7:44:43	12	10	8	2	7:45:29	32	4
7:46:30	8	15	13	0	7:47:10	29	0
7:48:14	12	14	12	0	7:48:51	27	3
7:49:51	7	11	12	3	7:50:36	32	1
7:51:38	9	15	8	1	7:52:20	29	2
7:53:23	14	8	12	1	7:54:04	34	2
7:55:03	10	9	10	0	7:55:48	28	4
7:56:41	9	12	16	0	7:57:36	31	1
7:58:38	7	5	7	1	7:59:21	31	0
8:00:12	5	11	8	2	8:01:06	34	1
8:01:59	9	12	11	0	8:02:51	33	3
8:03:51	9	11	13	1	8:04:32	29	8
8:05:27	10	13	8	1	8:06:17	30	4

8:07:18	9	10	13	0	8:07:58	29	5
8:08:58	13	12	11	0	8:09:43	30	6
8:10:31	14	9	10	1	8:11:24	31	3
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8:13:58	10	12	14	2	8:14:53	32	4
8:15:53	5	11	9	2	8:16:34	28	4
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8:22:53	14	8	16	4	8:23:38	30	2
8:24:32	15	7	12	4	8:25:23	31	5
8:26:19	14	13	12	2	8:27:08	31	3
8:28:04	18	11	11	3	8:28:53	32	7
8:29:50	19	9	12	6	8:30:34	32	4
8:31:28	13	11	13	4	8:32:22	28	8
8:33:23	11	13	14	5	8:34:07	27	13
8:35:04	14	10	12	5	8:35:52	24	11
8:36:49	13	7	9	8	8:37:37	25	12
8:38:30	9	16	13	9	8:39:22	29	6
8:40:15	13	10	14	4	8:41:11	28	12
8:42:09	5	8	13	7	8:42:56	24	6
8:43:54	19	10	11	3	8:44:37	22	5
8:45:27	14	11	14	4	8:46:22	32	12
8:47:19	11	16	14	3	8:48:07	30	8
8:48:57	13	11	12	1	8:49:52	32	7
8:50:53	4	12	10	1	8:51:37	28	4
8:52:39	8	9	9	2	8:53:18	34	1
8:54:10	3	14	9	3	8:55:03	28	6
8:56:03	7	12	10	3	8:56:48	31	4
8:57:49	7	9	8	4	8:58:33	32	6
8:59:31	9	9	8	2	9:00:18	33	0
9:01:13	5	10	12	1	9:02:03	29	11
9:02:56	5	12	9	0	9:03:44	31	11
9:04:36	7	3	4	2	9:05:29	28	8
9:06:21	8	10	11	0	9:07:14	31	2
9:08:06	7	6	6	1	9:08:55	32	4
9:09:47	4	7	6	2	9:10:36	30	6
9:11:28	10	11	12	0	9:12:21	32	4
9:13:13	4	9	8	0	9:14:02	30	4
9:14:52	7	7	2	0	9:15:43	31	8
9:16:35	3	8	6	2	9:17:27	31	4
9:18:19	4	7	9	1	9:19:11	33	6
9:20:04	5	9	10	0	9:21:01	34	5
9:21:57	9	8	8	1	9:22:50	32	6
9:23:44	4	10	4	2	9:24:28	34	1
9:25:24	7	5	7	1	9:26:04	33	8
9:27:02	3	5	4	0	9:27:59	20	1
9:28:58	2	5	4	0	9:29:40	11	6
9:30:43	5	8	3	0	9:31:28	6	5
9:32:19	3	4	5	1	9:33:05	16	6
9:34:04	2	9	4	1	9:34:41	21	6
9:35:42	3	11	5	3	9:36:16	23	4
9:37:13	7	8	9	0	9:37:52	15	9

9:38:48	3	4	6	1	9:39:32	7	5
9:40:24	5	6	9	1	9:41:09	7	6
9:42:06	5	6	2	2	9:42:50	8	4
9:43:48	3	3	5	1	9:44:23	12	4
9:45:14	2	4	2	0	9:46:07	5	10
9:47:05	3	2	2	0	9:47:40	3	8
9:48:32	2	8	7	1	9:49:20	8	7
9:50:16	2	4	7	1	9:50:53	14	1
9:51:48	8	1	5	0	9:52:22	8	6
9:53:19	8	4	6	0	9:54:09	9	0
9:55:06	5	6	0	0	9:55:42	3	6
9:56:32	5	10	6	0	9:57:14	4	7
9:58:09	2	12	8	1	9:58:37	12	6
9:59:29	2	7	5	0	9:59:54	8	5
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15:02:30	11	9	12	1	15:03:16	2	4
15:04:26	6	15	11	9	15:05:04	3	5
15:06:00	1	8	8	8	15:06:49	9	2
15:07:47	10	9	8	7	15:08:33	5	4
15:09:41	13	10	8	8	15:10:28	3	2
15:11:35	7	6	5	3	15:12:05	5	3
15:13:20	10	9	10	3	15:13:48	9	3
15:15:00	8	14	13	1	15:15:35	2	3
15:16:42	3	12	13	3	15:17:23	5	3
15:18:31	8	11	12	5	15:19:08	2	5
15:20:19	8	11	12	5	15:20:49	4	6
15:22:04	9	14	13	4	15:22:37	4	3
15:23:44	11	9	10	5	15:24:18	15	3
15:25:18	12	11	9	4	15:26:03	9	4
15:27:05	10	8	8	2	15:27:52	17	6
15:28:58	4	5	1	1	15:29:37	14	3
15:30:48	4	5	2	0	15:31:22	6	10
15:32:28	10	8	2	0	15:33:07	15	4
15:34:13	3	5	7	1	15:34:48	14	4
15:35:54	9	3	6	0	15:36:36	8	4
15:37:34	2	6	9	3	15:38:21	12	4
15:39:28	5	7	8	0	15:40:06	10	5
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15:44:40	5	15	13	2	15:45:20	1	4
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15:48:05	10	17	16	1	15:48:50	11	5
15:49:56	10	9	14	1	15:50:42	9	5
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15:55:13	7	9	10	0	15:56:01	6	6
15:57:00	7	10	8	0	15:57:46	6	5
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16:02:11	9	3	3	0	16:03:00	14	11
16:03:57	7	6	5	1	16:04:37	17	4
16:05:41	11	7	10	1	16:06:20	18	4
16:07:25	9	12	14	0	16:08:03	12	6

16:09:10	9	8	16	1	16:09:54	18	3
16:10:56	11	10	12	4	16:11:39	9	5
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16:14:21	6	10	13	1	16:15:05	10	4
16:16:14	5	8	11	0	16:16:56	33	1
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16:19:47	5	17	17	0	16:20:26	32	4
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16:30:17	7	21	21	0	16:31:04	30	0
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17:57:11	9	7	11	2	17:57:55	32	5
17:58:53	6	11	7	2	17:59:39	30	1
18:00:36	7	11	8	2	18:01:31	32	5
18:02:18	9	8	10	1	18:03:12	30	5
18:03:59	11	7	14	0	18:04:57	29	1
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18:07:32	9	9	9	0	18:08:31	30	3
18:09:18	13	8	12	1	18:10:11	31	9
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18:12:39	16	9	9	2	18:13:37	27	9
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18:16:13	7	8	6	2	18:17:07	28	5
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18:19:35	6	3	3	0	18:20:37	31	3
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18:24:58	8	4	11	3	18:25:46	32	2
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18:35:11	3	5	5	1	18:35:56	29	1
18:36:52	3	2	6	0	18:37:33	33	1
18:38:37	5	8	10	2	18:39:20	33	2
18:40:26	8	4	7	0	18:41:11	32	4
18:42:15	4	7	6	1	18:42:59	33	7
18:44:00	5	4	6	0	18:44:40	29	4
18:45:41	4	2	9	2	18:46:21	28	4
18:47:22	5	2	4	4	18:48:09	32	3
18:49:11	4	4	11	3	18:49:55	33	3
18:50:58	5	10	13	0	18:51:35	31	10
18:52:29	12	10	14	0	18:53:15	30	7
18:54:10	7	6	12	2	18:54:59	34	5
18:56:11	8	12	23	1	18:56:50	33	10
18:57:50	7	7	18	2	18:58:27	14	2
18:59:23	10	7	13	2			

C - (South) A34 Kingsway				D - A5145		
	Lane 1	Lane 2	Lane 3		Lane 1	Lane 2
Signal Change HH:MM:SS	MAX	MAX	MAX	Signal Change HH:MM:SS	MAX	MAX
7:00:53	2	4	4	7:00:41	1	1
7:02:13	0	1	5	7:02:01	2	0
7:03:32	3	2	3	7:03:17	4	2
7:04:48	2	3	1	7:04:34	4	0
7:06:07	6	7	5	7:05:54	6	2
7:07:23	3	2	3	7:07:11	3	0
7:08:40	3	4	6	7:08:27	2	0
7:09:52	5	6	2	7:09:40	1	1
7:11:12	4	5	7	7:10:56	2	2
7:12:28	7	9	7	7:12:14	1	0
7:13:47	6	10	8	7:13:32	0	0
7:15:12	9	6	7	7:14:57	0	2
7:16:45	4	1	2	7:16:27	2	1
7:18:15	5	5	11	7:18:03	2	0
7:19:51	4	7	8	7:19:34	2	0
7:21:30	7	6	7	7:21:10	6	0
7:23:07	5	8	10	7:22:54	4	0
7:24:49	6	4	11	7:24:35	5	0
7:26:40	5	7	12	7:26:19	5	7
7:28:20	11	12	5	7:28:07	4	4
7:30:04	9	11	11	7:29:48	5	1
7:31:45	8	9	9	7:31:33	2	0
7:33:26	6	2	10	7:33:13	4	4
7:35:09	8	10	10	7:34:57	2	2
7:36:52	7	10	7	7:36:37	5	0
7:38:39	6	5	8	7:38:24	4	0
7:40:26	8	9	10	7:40:11	6	0
7:42:18	10	6	12	7:41:58	6	2
7:44:07	9	8	12	7:43:45	6	2
7:45:55	10	11	12	7:45:40	3	1
7:47:38	9	8	12	7:47:21	5	0
7:49:18	10	8	10	7:49:02	5	3
7:50:59	7	7	13	7:50:47	3	3
7:52:43	8	9	12	7:52:31	5	2
7:54:27	7	8	12	7:54:15	2	2
7:56:11	6	5	9	7:55:59	2	0
7:57:59	9	7	12	7:57:47	6	0
7:59:44	7	6	10	7:59:31	3	2
8:01:29	7	3	10	8:01:16	6	1
8:03:14	9	8	12	8:03:01	5	2
8:04:56	6	4	12	8:04:43	5	1
8:06:40	7	4	12	8:06:28	3	0

8:08:21	8	9	14	8:08:09	6	4
8:10:06	8	7	7	8:09:54	3	3
8:11:47	4	3	13	8:11:35	4	1
8:13:28	9	7	9	8:13:16	3	1
8:15:16	8	5	13	8:15:04	6	2
8:16:58	9	6	10	8:16:45	6	0
8:18:42	7	6	12	8:18:30	6	0
8:20:27	7	7	13	8:20:15	3	1
8:22:16	7	8	13	8:22:04	6	1
8:24:01	7	6	10	8:23:48	6	0
8:25:46	8	6	12	8:25:33	6	1
8:27:31	7	6	11	8:27:18	6	3
8:29:17	7	5	13	8:29:03	5	1
8:30:57	6	3	10	8:30:44	5	0
8:32:45	7	9	12	8:32:32	5	2
8:34:30	7	9	12	8:34:17	6	3
8:36:16	7	5	12	8:36:03	6	0
8:38:00	4	5	10	8:37:47	3	0
8:39:45	12	6	9	8:39:32	5	1
8:41:34	5	11	12	8:41:22	6	0
8:43:19	5	10	12	8:43:07	6	5
8:45:00	10	10	7	8:44:48	3	0
8:46:45	2	1	9	8:46:33	5	1
8:48:30	5	5	9	8:48:18	7	0
8:50:17	2	4	12	8:50:03	7	3
8:52:01	3	2	8	8:51:48	6	2
8:53:41	3	1	10	8:53:29	6	6
8:55:26	7	7	11	8:55:14	5	4
8:57:11	4	5	12	8:56:59	5	2
8:58:56	6	3	13	8:58:44	4	0
9:00:42	3	3	13	9:00:28	3	2
9:02:26	4	2	12	9:02:14	2	1
9:04:07	4	4	14	9:03:55	4	0
9:05:52	3	2	14	9:05:39	4	1
9:07:37	6	7	12	9:07:25	5	5
9:09:19	8	3	12	9:09:06	5	2
9:10:59	5	6	12	9:10:46	6	0
9:12:44	2	1	13	9:12:31	6	1
9:14:25	4	4	9	9:14:12	6	0
9:16:06	3	2	9	9:15:53	5	0
9:17:54	2	2	7	9:17:38	7	2
9:19:43	7	5	13	9:19:22	6	3
9:21:29	2	4	10	9:21:12	6	3
9:23:17	4	2	8	9:23:01	6	2
9:24:57	1	1	8	9:24:39	1	0
9:26:38	2	3	8	9:26:15	0	0
9:28:27	3	4	11	9:28:10	1	2
9:30:11	1	4	10	9:29:51	4	0
9:31:51	0	0	8	9:31:39	3	0
9:33:33	2	2	12	9:33:16	5	0
9:35:14	3	2	9	9:34:52	4	0
9:36:47	9	10	9	9:36:27	6	2
9:38:23	3	1	7	9:38:03	2	3

9:39:59	3	2	6	9:39:43	3	0
9:41:35	4	2	12	9:41:20	3	0
9:43:16	3	2	10	9:43:00	2	1
9:44:48	5	3	9	9:44:33	3	4
9:46:34	7	3	11	9:46:17	4	1
9:48:04	5	4	4	9:47:50	4	1
9:49:47	5	4	9	9:49:30	3	2
9:51:20	2	2	9	9:51:03	4	2
9:52:56	1	1	4	9:52:33	4	0
9:54:37	4	5	10	9:54:20	5	0
9:56:11	0	1	6	9:55:53	3	0
9:57:37	5	5	10	9:57:25	5	0
9:59:01	2	4	9	9:58:48	5	0
15:00:20	3	2	11	15:00:02	2	0
15:02:08	0	0	8	15:01:43	6	0
15:03:53	9	5	13	15:03:26	7	0
15:05:34	2	3	8	15:05:14	1	0
15:07:26	5	5	6	15:06:59	5	0
15:09:15	3	1	8	15:08:43	6	1
15:11:03	5	1	11	15:10:38	6	1
15:12:48	7	7	14	15:12:16	9	3
15:14:29	10	10	9	15:13:59	7	0
15:16:17	9	11	7	15:15:46	4	1
15:18:02	11	13	9	15:17:34	7	4
15:19:47	9	8	11	15:19:19	6	1
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15:23:17	9	8	9	15:22:48	3	6
15:24:58	11	7	6	15:24:29	4	1
15:26:35	3	4	11	15:26:14	6	0
15:28:30	0	0	8	15:28:03	6	0
15:30:11	5	5	12	15:29:48	7	1
15:31:55	7	7	14	15:31:32	4	1
15:33:35	1	2	11	15:33:18	4	1
15:35:19	2	3	12	15:34:58	6	2
15:37:02	3	3	9	15:36:46	6	0
15:38:53	2	5	11	15:38:31	5	2
15:40:34	5	5	12	15:40:16	6	0
15:42:18	5	7	15	15:41:58	7	5
15:44:06	7	2	11	15:43:46	7	4
15:45:51	2	2	6	15:45:30	6	0
15:47:36	0	0	10	15:47:15	6	0
15:49:24	6	3	10	15:49:01	6	0
15:51:13	2	5	12	15:50:53	5	0
15:52:58	3	4	13	15:52:38	7	2
15:54:44	2	1	10	15:54:27	3	0
15:56:32	8	3	13	15:56:12	6	0
15:58:16	0	3	8	15:57:57	6	2
15:59:58	4	4	10	15:59:38	7	1
16:01:42	3	2	10	16:01:26	3	0
16:03:29	5	2	9	16:03:11	6	0
16:05:13	2	2	11	16:04:48	6	0
16:06:58	7	2	8	16:06:31	6	2
16:08:43	6	6	13	16:08:13	6	0

16:10:27	5	6	12	16:10:05	5	0
16:12:12	0	2	9	16:11:49	6	1
16:14:01	1	2	4	16:13:38	6	0
16:15:41	2	3	12	16:15:15	6	0
16:17:24	4	5	12	16:17:06	5	0
16:19:18	0	1	12	16:18:55	5	2
16:20:56	6	5	13	16:20:36	6	0
16:22:36	1	0	13	16:22:21	6	2
16:24:23	3	1	11	16:24:06	4	2
16:26:11	5	4	13	16:25:52	6	5
16:27:55	5	8	12	16:27:40	6	0
16:29:43	2	2	12	16:29:29	6	0
16:31:27	4	4	12	16:31:14	5	2
16:33:07	3	3	8	16:32:55	6	1
16:34:55	3	3	11	16:34:39	5	2
16:36:40	1	2	10	16:36:24	6	1
16:38:25	4	2	8	16:38:09	6	2
16:40:10	1	2	11	16:39:54	6	2
16:41:51	0	3	12	16:41:39	6	1
16:43:35	5	8	14	16:43:23	5	1
16:45:19	0	1	12	16:45:07	6	0
16:47:03	5	4	12	16:46:51	6	2
16:48:48	1	3	14	16:48:36	6	1
16:50:33	5	5	13	16:50:21	5	3
16:52:14	6	7	13	16:52:02	6	2
16:54:03	2	2	12	16:53:50	6	2
16:55:43	4	2	13	16:55:30	6	0
16:57:24	3	3	13	16:57:11	7	0
16:59:05	2	3	12	16:58:52	6	3
17:00:54	1	3	9	17:00:41	6	0
17:02:39	2	2	13	17:02:27	6	3
17:04:21	5	6	13	17:04:09	6	1
17:06:05	6	6	11	17:05:53	6	0
17:07:53	2	2	12	17:07:41	6	2
17:09:38	1	3	12	17:09:26	6	2
17:11:23	3	6	12	17:11:11	6	0
17:13:04	6	3	12	17:12:52	3	7
17:14:48	2	6	12	17:14:36	6	5
17:16:30	3	3	15	17:16:18	6	1
17:18:14	7	9	13	17:18:02	7	3
17:20:02	5	5	13	17:19:50	6	0
17:21:43	6	3	12	17:23:15	6	0
17:23:27	5	4	12	17:25:03	6	1
17:25:15	2	3	10	17:26:51	6	0
17:27:04	4	3	8	17:28:33	6	3
17:28:45	4	6	12	17:30:20	6	1
17:30:33	5	7	13	17:32:09	6	4
17:32:22	7	6	12	17:33:50	6	0
17:34:03	7	7	13	17:35:31	6	0
17:35:44	6	5	13	17:37:16	6	1
17:37:29	3	2	10	17:39:02	6	1
17:39:14	7	6	12	17:40:46	6	4
17:40:58	5	7	13	17:42:27	6	2

17:42:39	4	7	12	17:44:12	6	2
17:44:24	3	4	11	17:45:53	6	4
17:46:05	0	3	13	17:47:45	7	1
17:47:57	8	4	14	17:49:30	5	0
17:49:42	8	6	12	17:51:07	6	4
17:51:19	5	5	13	17:52:59	6	4
17:53:11	6	4	13	17:54:40	6	5
17:54:52	4	5	10	17:56:20	6	4
17:56:37	4	1	14	17:58:06	6	0
17:58:18	4	4	12	17:59:50	5	1
18:00:02	4	2	12	18:01:31	6	0
18:01:43	3	6	14	18:03:12	5	0
18:03:24	2	3	13	18:04:57	4	0
18:05:09	2	3	13	18:06:46	5	0
18:06:58	1	2	13	18:08:31	5	2
18:08:43	5	4	15	18:10:11	6	2
18:10:24	4	5	11	18:11:52	5	0
18:12:05	0	1	14	18:13:37	5	3
18:13:50	3	4	14	18:15:23	6	0
18:15:35	5	7	11	18:17:07	6	0
18:17:19	5	10	12	18:18:48	6	3
18:19:00	3	2	13	18:20:37	6	2
18:20:49	4	4	13	18:22:26	6	1
18:22:38	4	6	11	18:24:03	6	1
18:24:18	5	5	15	18:25:46	5	3
18:25:58	8	6	15	18:27:30	6	2
18:27:42	7	8	13	18:29:15	6	2
18:29:27	4	6	11	18:30:56	6	1
18:31:08	5	4	13	18:32:41	6	1
18:32:53	4	5	12	18:34:26	6	0
18:34:38	7	1	14	18:36:06	5	2
18:36:19	4	6	15	18:37:44	6	0
18:38:04	8	9	12	18:39:31	6	0
18:39:53	6	3	12	18:41:22	6	0
18:41:38	5	4	15	18:43:10	5	0
18:43:26	3	5	11	18:44:51	6	0
18:45:07	6	2	12	18:46:31	6	1
18:46:44	6	2	13	18:48:19	5	2
18:48:32	1	3	12	18:50:06	6	0
18:50:24	2	1	12	18:51:46	5	1
18:52:01	3	0	6	18:53:26	4	1
18:53:38	7	6	7	18:55:10	5	0
18:55:32	4	2	13	18:57:01	4	0
18:57:17	7	5	12	18:58:38	5	0
18:58:50	4	6	9			



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - B5095 Wilmslow Road / C - (South) A34 Kingsway

Approach: A - (North) A34 Kingsway

TIME	A to B								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	51	4	3	1	0	7	0	63.2	66
07:15 - 07:30	80	10	0	0	1	8	0	93.6	99
07:30 - 07:45	94	11	2	0	1	4	0	110.8	112
07:45 - 08:00	135	11	4	0	1	4	0	154.8	155
Hourly Total	360	36	9	1	3	23	0	422	432
08:00 - 08:15	119	11	1	0	2	3	0	136.1	136
08:15 - 08:30	136	5	0	0	0	0	0	141.0	141
08:30 - 08:45	136	14	0	0	0	4	0	150.8	154
08:45 - 09:00	147	10	2	0	4	8	0	169.6	171
Hourly Total	538	40	3	0	6	15	0	598	602
09:00 - 09:15	124	8	1	0	0	4	1	134.7	138
09:15 - 09:30	106	12	1	0	0	1	0	119.7	120
09:30 - 09:45	91	9	1	0	1	3	0	104.1	105
09:45 - 10:00	81	14	0	0	0	3	0	95.6	98
Hourly Total	402	43	3	0	1	11	1	454	461
Session Total	1300	119	15	1	10	49	1	1474	1495
15:00 - 15:15	104	8	1	0	1	2	0	115.9	116
15:15 - 15:30	129	11	2	0	1	3	1	146.0	147
15:30 - 15:45	118	14	1	0	1	1	1	136.1	136
15:45 - 16:00	145	22	1	0	1	4	1	171.7	174
Hourly Total	496	55	5	0	4	10	3	570	573
16:00 - 16:15	152	8	0	0	0	1	2	161.0	163
16:15 - 16:30	153	19	1	1	1	8	0	179.4	183
16:30 - 16:45	200	18	1	1	0	5	1	223.2	226
16:45 - 17:00	183	18	2	0	0	5	3	206.2	211
Hourly Total	688	63	4	2	1	19	6	770	783
17:00 - 17:15	181	7	1	0	1	9	0	193.3	199
17:15 - 17:30	194	8	1	0	0	9	0	205.3	212
17:30 - 17:45	162	11	1	0	3	12	0	182.9	189
17:45 - 18:00	208	5	2	0	1	12	1	220.8	229
Hourly Total	745	31	5	0	5	42	1	802	829
18:00 - 18:15	166	9	0	0	0	5	0	176.0	180
18:15 - 18:30	157	10	0	0	1	8	3	171.8	179
18:30 - 18:45	145	4	0	0	0	5	0	150.0	154
18:45 - 19:00	155	7	0	0	1	4	0	164.8	167
Hourly Total	623	30	0	0	2	22	3	663	680
Session Total	2552	179	14	2	12	93	13	2804	2865

A to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
229	38	4	0	2	0	1	277.4	274
295	47	4	0	3	0	0	354.0	349
314	37	5	3	4	1	0	373.6	364
420	40	4	1	0	0	0	468.3	465
1258	162	17	4	9	1	1	1473	1452
386	44	7	0	2	0	0	444.5	439
375	37	4	1	0	1	1	420.9	419
368	26	9	3	4	0	2	423.2	412
364	39	6	1	4	0	1	422.7	415
1493	146	26	5	10	1	4	1711	1685
367	32	4	0	2	0	0	409.0	405
278	25	2	2	4	0	0	318.6	311
219	33	7	5	1	0	0	276.0	265
202	23	7	2	5	0	3	251.3	242
1066	113	20	9	12	0	3	1255	1223
3817	421	63	18	31	2	8	4440	4360
256	25	1	1	3	0	0	290.8	286
284	51	3	1	4	1	0	350.0	344
304	25	2	1	3	0	1	340.7	336
392	53	2	1	1	1	1	452.9	451
1236	154	8	4	11	2	2	1434	1417
354	50	1	3	5	1	0	422.6	414
399	37	3	3	5	0	1	457.8	448
421	46	1	1	5	0	0	480.8	474
425	32	0	2	0	0	0	461.6	459
1599	165	5	9	15	1	1	1823	1795
431	24	3	0	2	0	2	464.3	462
409	21	1	0	2	0	0	435.5	433
394	25	1	1	5	0	2	433.6	428
367	15	3	1	3	0	0	394.8	389
1601	85	8	2	12	0	4	1728	1712
356	16	0	2	1	1	1	379.2	377
348	14	1	0	1	0	1	365.9	365
328	15	1	0	0	1	0	344.7	345
306	12	1	1	2	0	0	325.8	322
1338	57	3	3	4	2	2	1416	1409
5774	461	24	18	42	5	9	6401	6333

[illegible]

From A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	280	42	7	1	2	7	1	340.6	340
07:15 - 07:30	375	57	4	0	4	8	0	447.6	448
07:30 - 07:45	408	48	7	3	5	5	0	484.4	476
07:45 - 08:00	555	51	8	1	1	4	0	623.1	620
Hourly Total	1618	198	26	5	12	24	1	1896	1884
08:00 - 08:15	505	55	8	0	4	3	0	580.6	575
08:15 - 08:30	512	42	4	1	0	1	1	562.9	561
08:30 - 08:45	505	40	9	3	4	4	2	575.0	567
08:45 - 09:00	511	49	8	1	8	8	1	592.3	586
Hourly Total	2033	186	29	5	16	16	4	2311	2289
09:00 - 09:15	491	40	5	0	2	4	1	543.7	543
09:15 - 09:30	384	37	3	2	4	1	0	438.3	431
09:30 - 09:45	310	42	8	5	2	3	0	380.1	370
09:45 - 10:00	283	37	7	2	5	3	3	346.9	340
Hourly Total	1468	156	23	9	13	11	4	1709	1684
Session Total	5119	540	78	19	41	51	9	5916	5857
15:00 - 15:15	360	33	2	1	4	2	0	406.7	402
15:15 - 15:30	413	62	5	1	5	4	1	496.0	491
15:30 - 15:45	422	39	3	1	4	1	2	476.8	472
15:45 - 16:00	537	75	3	1	2	5	2	624.6	625
Hourly Total	1732	209	13	4	15	12	5	2004	1990
16:00 - 16:15	506	58	1	3	5	2	2	583.6	577
16:15 - 16:30	552	56	4	4	6	8	1	637.2	631
16:30 - 16:45	621	64	2	2	5	5	1	704.0	700
16:45 - 17:00	608	50	2	2	0	5	3	667.8	670
Hourly Total	2287	228	9	11	16	20	7	2593	2578
17:00 - 17:15	612	31	4	0	3	9	2	657.6	661
17:15 - 17:30	603	29	2	0	2	9	0	640.8	645
17:30 - 17:45	556	36	2	1	8	12	2	616.5	617
17:45 - 18:00	575	20	5	1	4	12	1	615.6	618
Hourly Total	2346	116	13	2	17	42	5	2531	2541
18:00 - 18:15	522	25	0	2	1	6	1	555.2	557
18:15 - 18:30	505	24	1	0	2	8	4	537.7	544
18:30 - 18:45	473	19	1	0	0	6	0	494.7	499
18:45 - 19:00	461	19	1	1	3	4	0	490.6	489
Hourly Total	1961	87	3	3	6	24	5	2078	2089
Session Total	8326	640	38	20	54	98	22	9205	9198

To A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
375	46	7	0	3	5	2	439.3	438
497	46	9	3	6	13	0	578.0	574
537	51	10	2	9	15	3	629.8	627
613	52	8	0	3	10	1	685.4	687
2022	195	34	5	21	43	6	2333	2326
615	41	4	3	9	5	1	688.3	678
587	51	4	1	4	6	2	656.3	655
567	38	5	6	4	13	4	638.5	637
526	51	12	4	3	5	2	612.0	603
2295	181	25	14	20	29	9	2595	2573
439	57	8	5	5	5	0	530.5	519
407	51	5	0	3	3	2	472.9	471
367	50	6	2	3	2	0	437.0	430
353	40	9	3	3	2	1	420.2	411
1566	198	28	10	14	12	3	1861	1831
5883	574	87	29	55	84	18	6788	6730
391	34	8	1	7	1	0	453.5	442
474	34	6	4	3	5	2	534.0	528
453	29	5	3	2	3	2	501.8	497
379	28	7	1	5	1	2	430.8	423
1697	125	26	9	17	10	6	1920	1890
412	38	4	4	1	2	1	468.0	462
420	34	3	0	3	1	0	464.7	461
432	46	4	0	4	4	2	493.6	492
458	53	2	0	1	7	2	518.2	523
1722	171	13	4	9	14	5	1945	1938
474	35	2	1	5	6	2	526.3	525
507	43	0	1	1	4	0	555.1	556
516	30	3	0	3	4	1	557.7	557
571	27	1	0	4	3	1	608.5	607
2068	135	6	2	13	17	4	2248	2245
525	29	3	0	1	3	4	562.7	565
485	28	1	0	2	2	1	519.3	519
511	18	1	0	0	6	1	532.1	537
482	16	0	0	5	2	0	508.4	505
2003	91	5	0	8	13	6	2123	2126
7490	522	50	15	47	54	21	8235	8199



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - B5095 Wilmslow Road / C - (South) A34 Kingsway

Approach: B - B5095 Wilmslow Road

TIME	B to C								TOTAL
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	
07:00 - 07:15	6	2	1	0	0	0	0	9.5	9
07:15 - 07:30	11	3	2	0	0	0	0	17.0	16
07:30 - 07:45	18	1	2	0	0	0	0	22.0	21
07:45 - 08:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	46	6	5	0	0	0	0	60	57
08:00 - 08:15	17	0	1	0	0	0	0	18.5	18
08:15 - 08:30	22	0	0	0	0	0	0	22.0	22
08:30 - 08:45	27	1	0	0	0	0	0	28.0	28
08:45 - 09:00	24	1	1	0	0	0	0	26.5	26
Hourly Total	90	2	2	0	0	0	0	95	94
09:00 - 09:15	14	2	1	0	0	0	0	17.5	17
09:15 - 09:30	9	1	1	0	0	0	0	11.5	11
09:30 - 09:45	16	3	1	0	0	0	0	20.5	20
09:45 - 10:00	18	0	0	0	0	0	0	18.0	18
Hourly Total	57	6	3	0	0	0	0	68	66
Session Total	193	14	10	0	0	0	0	222	217
15:00 - 15:15	43	0	0	0	0	0	0	43.0	43
15:15 - 15:30	43	2	0	0	0	0	0	45.0	45
15:30 - 15:45	23	0	0	0	0	0	1	23.4	24
15:45 - 16:00	25	2	0	0	0	0	0	27.0	27
Hourly Total	134	4	0	0	0	0	1	138	139
16:00 - 16:15	29	1	0	0	0	0	0	30.0	30
16:15 - 16:30	26	4	0	0	0	0	1	30.4	31
16:30 - 16:45	31	3	0	0	0	0	0	34.0	34
16:45 - 17:00	26	2	0	1	0	0	0	30.3	29
Hourly Total	112	10	0	1	0	0	1	125	124
17:00 - 17:15	38	1	0	0	0	0	0	39.0	39
17:15 - 17:30	30	0	0	0	0	0	0	30.0	30
17:30 - 17:45	25	1	0	0	0	0	0	26.0	26
17:45 - 18:00	24	0	1	0	0	0	0	25.5	25
Hourly Total	117	2	1	0	0	0	0	121	120
18:00 - 18:15	37	1	0	0	0	0	0	38.0	38
18:15 - 18:30	18	1	0	0	0	0	0	19.0	19
18:30 - 18:45	22	2	0	0	0	0	0	24.0	24
18:45 - 19:00	41	0	0	0	0	0	1	41.4	42
Hourly Total	118	4	0	0	0	0	1	122	123
Session Total	481	20	1	1	0	0	3	506	506

B to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
88	4	2	0	0	4	1	96.2	99
161	14	2	1	2	12	0	186.7	192
217	10	4	1	1	15	1	240.7	249
193	10	2	0	0	8	1	208.0	214
659	38	10	2	3	39	3	732	754
190	11	0	0	1	5	0	204.0	207
184	10	2	0	1	5	0	200.0	202
175	12	0	0	0	12	0	189.4	199
192	13	2	0	1	4	1	211.2	213
741	46	4	0	3	26	1	805	821
113	12	1	0	2	5	0	131.5	133
110	15	1	0	0	3	0	127.1	129
98	10	1	1	0	2	0	112.2	112
107	6	1	0	2	2	0	118.9	118
428	43	4	1	4	12	0	490	492
1828	127	18	3	10	77	4	2026	2067
175	9	0	0	1	0	0	186.0	185
193	6	1	0	0	5	0	201.5	205
135	6	0	0	1	3	1	144.0	146
106	3	0	0	1	0	1	111.4	111
609	24	1	0	3	8	2	643	647
130	9	0	0	0	0	1	139.4	140
129	10	0	0	0	1	0	139.2	140
131	14	0	0	1	2	1	147.8	149
136	5	0	0	0	4	1	142.2	146
526	38	0	0	1	7	3	569	575
129	6	0	0	2	1	1	139.6	139
158	6	0	0	0	0	0	164.0	164
156	6	0	0	1	2	0	164.4	165
179	6	0	0	1	3	1	188.0	190
622	24	0	0	4	6	2	656	658
167	4	0	0	1	0	2	173.8	174
162	1	0	0	0	0	0	163.0	163
129	3	0	0	0	4	1	133.2	137
171	3	0	0	2	0	0	178.0	176
629	11	0	0	3	4	3	648	650
2386	97	1	0	11	25	10	2516	2530

[illegible]

From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	94	6	3	0	0	4	1	105.7	108
07:15 - 07:30	172	17	4	1	2	12	0	203.7	208
07:30 - 07:45	235	11	6	1	1	15	1	262.7	270
07:45 - 08:00	204	10	2	0	0	8	1	219.0	225
Hourly Total	705	44	15	2	3	39	3	791	811
08:00 - 08:15	207	11	1	0	1	5	0	222.5	225
08:15 - 08:30	206	10	2	0	1	5	0	222.0	224
08:30 - 08:45	202	13	0	0	0	12	0	217.4	227
08:45 - 09:00	216	14	3	0	1	4	1	237.7	239
Hourly Total	831	48	6	0	3	26	1	900	915
09:00 - 09:15	127	14	2	0	2	5	0	149.0	150
09:15 - 09:30	119	16	2	0	0	3	0	138.6	140
09:30 - 09:45	114	13	2	1	0	2	0	132.7	132
09:45 - 10:00	125	6	1	0	2	2	0	136.9	136
Hourly Total	485	49	7	1	4	12	0	557	558
Session Total	2021	141	28	3	10	77	4	2248	2284
15:00 - 15:15	218	9	0	0	1	0	0	229.0	228
15:15 - 15:30	236	8	1	0	0	5	0	246.5	250
15:30 - 15:45	158	6	0	0	1	3	2	167.4	170
15:45 - 16:00	131	5	0	0	1	0	1	138.4	138
Hourly Total	743	28	1	0	3	8	3	781	786
16:00 - 16:15	159	10	0	0	0	0	1	169.4	170
16:15 - 16:30	155	14	0	0	0	1	1	169.6	171
16:30 - 16:45	162	17	0	0	1	2	1	181.8	183
16:45 - 17:00	162	7	0	1	0	4	1	172.5	175
Hourly Total	638	48	0	1	1	7	4	693	699
17:00 - 17:15	167	7	0	0	2	1	1	178.6	178
17:15 - 17:30	188	6	0	0	0	0	0	194.0	194
17:30 - 17:45	181	7	0	0	1	2	0	190.4	191
17:45 - 18:00	203	6	1	0	1	3	1	213.5	215
Hourly Total	739	26	1	0	4	6	2	777	778
18:00 - 18:15	204	5	0	0	1	0	2	211.8	212
18:15 - 18:30	180	2	0	0	0	0	0	182.0	182
18:30 - 18:45	151	5	0	0	0	4	1	157.2	161
18:45 - 19:00	212	3	0	0	2	0	1	219.4	218
Hourly Total	747	15	0	0	3	4	4	770	773
Session Total	2867	117	2	1	11	25	13	3022	3036

To B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
66	9	3	1	0	7	0	83.2	86
97	10	0	0	1	8	0	110.6	116
111	13	2	0	1	4	0	129.8	131
161	11	5	0	1	4	0	182.3	182
435	43	10	1	3	23	0	506	515
175	13	1	0	2	3	0	194.1	194
176	8	1	1	0	0	0	187.8	186
175	16	1	0	0	4	0	193.3	196
184	12	3	0	4	8	0	210.1	211
710	49	6	1	6	15	0	785	787
151	9	1	0	0	4	1	162.7	166
146	12	1	0	0	1	0	159.7	160
125	9	1	0	1	3	0	138.1	139
111	14	0	0	0	3	0	125.6	128
533	44	3	0	1	11	1	586	593
1678	136	19	2	10	49	1	1877	1895
149	9	1	0	1	2	0	161.9	162
153	13	2	0	1	3	1	172.0	173
148	17	1	0	1	1	1	169.1	169
170	25	1	0	1	4	1	199.7	202
620	64	5	0	4	10	3	703	706
178	9	0	0	0	1	2	188.0	190
177	25	1	2	1	8	0	211.7	214
228	21	1	1	0	5	1	254.2	257
213	20	2	0	0	5	3	238.2	243
796	75	4	3	1	19	6	892	904
208	8	1	0	1	9	0	221.3	227
237	9	1	0	0	9	0	249.3	256
199	14	1	0	3	12	0	222.9	229
249	5	2	0	1	12	1	261.8	270
893	36	5	0	5	42	1	955	982
217	13	0	0	0	5	0	231.0	235
196	13	0	0	1	8	3	213.8	221
198	6	0	0	0	5	0	205.0	209
200	8	0	0	1	4	0	210.8	213
811	40	0	0	2	22	3	861	878
3120	215	14	3	12	93	13	3411	3470



Parrs Wood, Manchester - Manual Traffic Survey: Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - B5095 Wilmslow Road / C - (South) A34 Kingsway

Approach: C - (South) A34 Kingsway

C to A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	287	42	5	0	3	1	1	343.1	339
07:15 - 07:30	336	32	7	2	4	1	0	391.3	382
07:30 - 07:45	320	41	6	1	8	0	2	389.1	378
07:45 - 08:00	420	42	6	0	3	2	0	477.4	473
Hourly Total	1363	157	24	3	18	4	3	1601	1572
08:00 - 08:15	425	30	4	3	8	0	1	484.3	471
08:15 - 08:30	402	41	2	1	3	1	2	455.3	452
08:30 - 08:45	391	26	5	6	4	1	4	448.1	437
08:45 - 09:00	334	38	10	4	2	1	1	400.8	390
Hourly Total	1552	135	21	14	17	3	8	1789	1750
09:00 - 09:15	326	45	7	5	3	0	0	399.0	386
09:15 - 09:30	297	36	4	0	3	0	2	345.8	342
09:30 - 09:45	269	40	5	1	3	0	0	324.8	318
09:45 - 10:00	246	34	8	3	1	0	1	301.3	293
Hourly Total	1138	155	24	9	10	0	3	1371	1339
Session Total	4053	447	69	26	45	7	14	4760	4661
15:00 - 15:15	216	25	8	1	6	1	0	267.5	257
15:15 - 15:30	281	28	5	4	3	0	2	332.5	323
15:30 - 15:45	318	23	5	3	1	0	1	357.8	351
15:45 - 16:00	273	25	7	1	4	1	1	319.4	312
Hourly Total	1088	101	25	9	14	2	4	1277	1243
16:00 - 16:15	282	29	4	4	1	2	0	328.6	322
16:15 - 16:30	291	24	3	0	3	0	0	325.5	321
16:30 - 16:45	301	32	4	0	3	2	1	345.8	343
16:45 - 17:00	322	48	2	0	1	3	1	376.0	377
Hourly Total	1196	133	13	4	8	7	2	1376	1363
17:00 - 17:15	345	29	2	1	3	5	1	386.7	386
17:15 - 17:30	349	37	0	1	1	4	0	391.1	392
17:30 - 17:45	360	24	3	0	2	2	1	393.3	392
17:45 - 18:00	392	21	1	0	3	0	0	420.5	417
Hourly Total	1446	111	6	2	9	11	2	1592	1587
18:00 - 18:15	358	25	3	0	0	3	2	388.9	391
18:15 - 18:30	323	27	1	0	2	2	1	356.3	356
18:30 - 18:45	382	15	1	0	0	2	0	398.9	400
18:45 - 19:00	311	13	0	0	3	2	0	330.4	329
Hourly Total	1374	80	5	0	5	9	3	1475	1476
Session Total	5104	425	49	15	36	29	11	5719	5669

C to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
15	5	0	0	0	0	0	20.0	20
17	0	0	0	0	0	0	17.0	17
17	2	0	0	0	0	0	19.0	19
26	0	1	0	0	0	0	27.5	27
75	7	1	0	0	0	0	84	83
56	2	0	0	0	0	0	58.0	58
40	3	1	1	0	0	0	46.8	45
39	2	1	0	0	0	0	42.5	42
37	2	1	0	0	0	0	40.5	40
172	9	3	1	0	0	0	188	185
27	1	0	0	0	0	0	28.0	28
40	0	0	0	0	0	0	40.0	40
34	0	0	0	0	0	0	34.0	34
30	0	0	0	0	0	0	30.0	30
131	1	0	0	0	0	0	132	132
378	17	4	1	0	0	0	403	400
45	1	0	0	0	0	0	46.0	46
24	2	0	0	0	0	0	26.0	26
30	3	0	0	0	0	0	33.0	33
25	3	0	0	0	0	0	28.0	28
124	9	0	0	0	0	0	133	133
26	1	0	0	0	0	0	27.0	27
24	6	0	1	0	0	0	32.3	31
28	3	0	0	0	0	0	31.0	31
30	2	0	0	0	0	0	32.0	32
108	12	0	1	0	0	0	122	121
27	1	0	0	0	0	0	28.0	28
43	1	0	0	0	0	0	44.0	44
37	3	0	0	0	0	0	40.0	40
41	0	0	0	0	0	0	41.0	41
148	5	0	0	0	0	0	153	153
51	4	0	0	0	0	0	55.0	55
39	3	0	0	0	0	0	42.0	42
53	2	0	0	0	0	0	55.0	55
45	1	0	0	0	0	0	46.0	46
188	10	0	0	0	0	0	198	198
568	36	0	1	0	0	0	606	605

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
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
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
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3	3
7	0	0	0	0	0	0	7	7
2	1	0	0	0	0	0	3.0	3
2	1	0	0	0	0	0	3.0	3
3	0	0	0	0	0	0	3.0	3
3	0	0	0	0	0	0	3.0	3
10	2	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
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
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
12	2	0	0	0	0	0	14	14

From C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	302	47	5	0	3	1	1	363.1	359
07:15 - 07:30	355	32	7	2	4	1	0	410.3	401
07:30 - 07:45	337	43	6	1	8	0	2	408.1	397
07:45 - 08:00	446	42	7	0	3	2	0	504.9	500
Hourly Total	1440	164	25	3	18	4	3	1686	1657
08:00 - 08:15	482	32	4	3	8	0	1	543.3	530
08:15 - 08:30	442	44	3	2	3	1	2	502.1	497
08:30 - 08:45	431	28	6	6	4	1	4	491.6	480
08:45 - 09:00	371	40	11	4	2	1	1	441.3	430
Hourly Total	1726	144	24	15	17	3	8	1978	1937
09:00 - 09:15	353	46	7	5	3	0	0	427.0	414
09:15 - 09:30	338	36	4	0	3	0	2	386.8	383
09:30 - 09:45	304	40	5	1	3	0	0	359.8	353
09:45 - 10:00	277	34	8	3	1	0	1	332.3	324
Hourly Total	1272	156	24	9	10	0	3	1506	1474
Session Total	4438	464	73	27	45	7	14	5171	5068
15:00 - 15:15	263	27	8	1	6	1	0	316.5	306
15:15 - 15:30	307	31	5	4	3	0	2	361.5	352
15:30 - 15:45	351	26	5	3	1	0	1	393.8	387
15:45 - 16:00	301	28	7	1	4	1	1	350.4	343
Hourly Total	1222	112	25	9	14	2	4	1422	1388
16:00 - 16:15	308	30	4	4	1	2	0	355.6	349
16:15 - 16:30	316	30	3	1	3	0	0	358.8	353
16:30 - 16:45	329	35	4	0	3	2	1	376.8	374
16:45 - 17:00	352	50	2	0	1	3	1	408.0	409
Hourly Total	1305	145	13	5	8	7	2	1499	1485
17:00 - 17:15	372	30	2	1	3	5	1	414.7	414
17:15 - 17:30	392	38	0	1	1	4	0	435.1	436
17:30 - 17:45	397	27	3	0	2	2	1	433.3	432
17:45 - 18:00	433	21	1	0	3	0	0	461.5	458
Hourly Total	1594	116	6	2	9	11	2	1745	1740
18:00 - 18:15	409	29	3	0	0	3	2	443.9	446
18:15 - 18:30	362	30	1	0	2	2	1	398.3	398
18:30 - 18:45	435	17	1	0	0	2	0	453.9	455
18:45 - 19:00	357	14	0	0	3	2	0	377.4	376
Hourly Total	1563	90	5	0	5	9	3	1674	1675
Session Total	5684	463	49	16	36	29	11	6340	6288

To C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
235	40	5	0	2	0	1	286.9	283
308	50	6	0	3	0	0	373.0	367
332	38	7	3	4	1	0	395.6	385
431	40	4	1	0	0	0	479.3	476
1306	168	22	4	9	1	1	1535	1511
404	44	8	0	2	0	0	464.0	458
397	37	4	1	0	1	1	442.9	441
396	27	9	3	4	0	2	452.2	441
388	40	7	1	4	0	1	449.2	441
1585	148	28	5	10	1	4	1808	1781
381	34	5	0	2	0	0	426.5	422
288	26	3	2	4	0	0	331.1	323
236	36	8	5	1	0	0	297.5	286
221	23	7	2	5	0	3	270.3	261
1126	119	23	9	12	0	3	1325	1292
4017	435	73	18	31	2	8	4669	4584
301	26	1	1	3	0	0	336.8	332
329	54	3	1	4	1	0	398.0	392
330	25	2	1	3	0	2	367.1	363
420	55	2	1	1	1	1	482.9	481
1380	160	8	4	11	2	3	1585	1568
383	51	1	3	5	1	0	452.6	444
426	41	3	3	5	0	2	489.2	480
452	49	1	1	5	0	0	514.8	508
451	34	0	3	0	0	0	491.9	488
1712	175	5	10	15	1	2	1949	1920
469	25	3	0	2	0	2	503.3	501
439	21	1	0	2	0	0	465.5	463
419	26	1	1	5	0	2	459.6	454
391	15	4	1	3	0	0	420.3	414
1718	87	9	2	12	0	4	1849	1832
393	17	0	2	1	1	1	417.2	415
366	15	1	0	1	0	1	384.9	384
350	17	1	0	0	1	0	368.7	369
348	12	1	1	2	0	1	368.2	365
1457	61	3	3	4	2	3	1539	1533
6267	483	25	19	42	5	12	6921	6853



Parrs Wood, Manchester: Queue Length Survey - Thursday, 03 November 2022

Produced by Streetwise Services Ltd.

Junction: **A - (North) A34 Kingsway / B - B5095 Wilmslow Road / C - (South) A34 Kingsway**

	A - (North) A34 Kingsway		A - (North) A34 Kingsway			B - B5095 Wilmslow Road			
	Lane 1			Lane 2	Lane 3		Lane 1	Lane 2	Lane 3
Signal Change HH:MM:SS	MAX	Signal Change HH:MM:SS	MAX	MAX	Signal Change HH:MM:SS	MAX	MAX	MAX	
7:00:11	0	7:00:09	3	0	7:00:45	0	4	3	
7:02:47	0	7:01:08	0	0	7:02:05	0	5	3	
7:04:02	1	7:02:45	3	0	7:03:21	0	1	1	
7:05:22	0	7:04:00	0	1	7:04:38	2	1	4	
7:06:37	0	7:05:20	2	1	7:05:58	1	1	1	
7:07:53	0	7:06:35	0	1	7:07:15	0	0	3	
7:12:59	1	7:07:51	3	2	7:08:31	1	2	1	
7:14:20	0	7:08:54	2	0	7:09:44	2	8	3	
7:15:42	0	7:10:07	2	2	7:11:00	0	6	6	
7:17:19	1	7:11:26	1	0	7:12:18	1	3	5	
7:18:55	4	7:12:57	2	4	7:13:36	0	2	3	
7:20:28	0	7:14:18	2	0	7:15:01	2	6	3	
7:22:05	2	7:15:41	2	2	7:16:31	0	3	3	
7:23:53	1	7:17:17	2	2	7:18:07	1	11	12	
7:25:34	0	7:18:53	3	8	7:19:39	3	13	9	
7:27:22	2	7:20:26	3	1	7:21:14	0	2	5	
7:30:47	3	7:22:03	3	4	7:22:59	3	10	8	
7:32:25	0	7:23:51	5	4	7:24:40	0	11	11	
7:34:11	0	7:25:33	2	5	7:26:24	1	12	7	
7:35:56	0	7:27:20	2	5	7:28:12	4	10	6	
7:39:25	2	7:28:47	5	3	7:29:52	4	3	4	
7:41:17	0	7:30:45	5	9	7:31:37	0	9	3	
7:43:06	0	7:32:23	4	4	7:33:17	1	9	13	
7:44:51	0	7:34:09	4	4	7:35:01	0	10	9	
7:46:39	0	7:35:54	4	8	7:36:41	1	17	10	
7:48:23	2	7:37:21	5	4	7:38:28	2	23	16	
7:49:59	1	7:39:23	8	1	7:40:15	1	22	23	
7:51:47	0	7:41:15	8	8	7:42:02	0	25	17	
7:53:33	6	7:43:04	4	6	7:43:49	0	20	18	
7:55:10	1	7:44:49	3	4	7:45:44	1	17	19	
7:57:00	0	7:46:36	5	9	7:47:25	1	21	20	
7:58:46	5	7:48:21	5	6	7:49:06	0	17	22	
8:00:26	3	7:49:57	5	7	7:50:51	0	20	23	
8:02:14	2	7:51:45	5	7	7:52:35	0	24	21	
8:03:59	2	7:53:30	10	18	7:54:19	0	25	21	
8:05:36	3	7:55:08	13	14	7:56:03	1	23	22	
8:07:24	0	7:56:59	7	8	7:57:51	0	23	19	
8:09:05	2	7:58:44	11	14	7:59:36	0	24	16	
8:10:46	1	8:00:25	3	3	8:01:21	0	24	22	
8:12:30	3	8:02:12	4	6	8:03:06	0	24	22	
8:14:15	1	8:03:57	11	13	8:04:47	4	18	17	
8:16:00	0	8:05:34	8	9	8:06:32	3	23	15	
8:17:41	0	8:07:22	4	6	8:08:13	0	24	21	
8:19:26	3	8:09:03	11	10	8:09:58	1	24	21	
8:21:07	0	8:10:44	3	6	8:11:39	0	23	21	
8:22:59	3	8:12:28	5	10	8:13:20	0	23	21	
8:24:40	4	8:14:13	5	6	8:15:08	0	22	23	
8:26:24	2	8:15:58	5	11	8:16:49	0	25	20	
8:28:12	4	8:17:39	6	6	8:18:34	1	22	21	
8:29:57	0	8:19:24	7	8	8:20:19	1	23	22	
8:31:38	1	8:21:05	4	7	8:22:08	3	25	21	
8:33:26	1	8:22:57	7	6	8:23:53	3	22	22	
8:35:11	2	8:24:38	6	8	8:25:38	3	23	20	
8:36:56	2	8:26:22	5	5	8:27:23	0	23	11	
8:38:41	0	8:28:10	5	9	8:29:08	3	25	6	

8:40:26	0	8:29:55	7	6	8:30:49	7	18	14
8:42:15	0	8:31:36	6	7	8:32:37	5	22	22
8:44:00	2	8:33:25	10	8	8:34:23	0	22	21
8:45:41	7	8:35:09	6	8	8:36:07	2	23	17
8:47:26	1	8:36:54	6	6	8:37:52	0	23	19
8:49:11	3	8:38:39	3	5	8:39:37	1	23	16
8:50:56	0	8:40:24	1	3	8:41:26	6	22	21
8:52:41	0	8:42:13	4	6	8:43:11	1	21	20
8:54:22	1	8:43:58	7	3	8:44:52	1	24	21
8:56:07	1	8:45:39	6	6	8:46:37	1	23	22
8:57:52	3	8:47:24	7	9	8:48:22	3	23	24
8:59:32	7	8:49:10	0	14	8:50:07	0	24	23
9:01:15	2	8:50:54	3	5	8:51:52	3	25	21
9:02:59	3	8:52:39	4	4	8:53:33	1	23	19
9:04:43	2	8:54:20	3	5	8:55:18	0	24	21
9:06:28	3	8:56:05	4	4	8:57:03	6	19	18
9:08:13	3	8:57:51	4	7	8:58:48	0	14	16
9:09:54	3	8:59:30	7	11	9:00:33	1	9	10
9:11:35	2	9:01:13	6	7	9:02:19	3	11	6
9:13:16	4	9:02:57	4	3	9:04:00	2	4	2
9:15:00	3	9:04:41	4	6	9:05:44	1	12	9
9:16:45	1	9:06:26	5	6	9:07:29	0	20	15
9:18:30	2	9:08:11	4	6	9:09:11	3	16	11
9:20:19	0	9:09:52	7	7	9:10:51	1	13	11
9:22:04	0	9:11:33	6	9	9:12:37	1	7	4
9:23:53	0	9:13:14	7	13	9:14:21	2	7	8
9:25:34	2	9:14:59	4	7	9:15:59	1	12	13
9:27:15	1	9:16:43	0	3	9:17:42	1	10	5
9:29:04	5	9:18:28	3	6	9:19:26	2	9	5
9:30:49	2	9:20:17	2	2	9:21:17	0	6	5
9:32:30	0	9:22:02	3	3	9:23:05	0	5	6
9:34:11	2	9:23:51	4	6	9:24:43	4	5	3
9:35:52	2	9:25:32	2	2	9:26:20	1	2	6
9:37:25	2	9:27:13	2	5	9:28:14	0	7	6
9:39:02	0	9:29:02	5	5	9:29:55	2	5	1
9:40:31	1	9:30:47	2	3	9:31:43	1	3	3
9:42:14	2	9:32:28	2	2	9:33:20	5	9	6
9:43:55	3	9:34:09	7	8	9:34:56	0	7	9
9:45:32	1	9:35:51	4	6	9:36:31	0	6	3
9:48:50	0	9:37:23	4	10	9:38:08	0	4	2
9:50:27	0	9:39:00	3	2	9:39:47	0	6	2
9:52:00	7	9:40:29	3	3	9:41:24	2	11	6
9:53:30	0	9:42:12	2	2	9:43:05	2	2	5
9:55:16	1	9:43:51	7	2	9:44:38	1	6	3
9:58:16	1	9:45:28	4	4	9:46:22	2	6	3
9:59:36	2	9:46:52	3	2	9:47:55	1	9	6
15:01:00	0	9:48:48	4	5	9:49:36	2	2	6
15:02:44	1	9:50:25	2	4	9:51:09	2	3	1
15:04:32	2	9:51:58	6	6	9:52:38	1	8	6
15:06:13	5	9:53:28	2	3	9:54:24	0	5	3
15:08:00	0	9:55:14	4	7	9:55:57	0	6	2
15:09:52	4	9:56:25	6	3	9:57:29	0	8	2
15:11:41	2	9:58:13	2	1	9:58:52	3	11	1
15:13:22	1	9:59:35	0	2	15:00:06	5	1	5
15:15:06	1	15:00:58	6	2	15:01:47	1	9	5
15:16:50	2	15:02:42	6	8	15:03:31	5	11	2
15:18:34	0	15:04:30	6	8	15:05:19	2	5	5
15:20:22	0	15:06:12	6	4	15:07:04	1	9	8
15:22:07	1	15:07:58	3	4	15:08:48	8	9	6
15:23:52	0	15:09:50	8	2	15:10:43	3	8	8
15:25:30	0	15:11:39	10	11	15:12:20	1	19	21
15:27:13	0	15:13:20	5	6	15:14:03	7	17	15
15:29:05	1	15:15:04	4	3	15:15:50	0	20	18
15:30:50	0	15:16:48	3	3	15:17:38	7	12	15
15:32:35	5	15:18:32	4	7	15:19:23	4	13	14
15:34:20	6	15:20:20	5	2	15:21:04	5	13	5
15:36:05	2	15:22:05	6	5	15:22:52	3	9	7

15:39:34	3	15:23:50	3	6	15:24:33	4	7	3
15:41:19	0	15:25:27	7	8	15:26:19	4	3	3
15:43:04	6	15:27:11	5	4	15:28:07	3	2	4
15:44:49	2	15:29:03	6	4	15:29:52	2	8	4
15:46:26	0	15:30:43	4	8	15:31:37	1	2	2
15:48:09	5	15:32:33	6	7	15:33:23	3	2	1
15:49:58	3	15:34:18	5	6	15:35:03	2	5	5
15:51:47	1	15:36:04	11	12	15:36:52	0	5	4
15:53:31	0	15:37:21	5	6	15:38:36	1	5	6
15:55:19	2	15:39:32	3	7	15:40:21	1	5	3
15:57:02	0	15:41:18	10	9	15:42:02	1	3	3
15:58:46	1	15:43:03	6	10	15:43:50	2	1	5
16:00:30	4	15:44:47	7	10	15:45:36	2	6	5
16:02:18	0	15:46:24	2	2	15:47:20	3	4	2
16:04:03	1	15:48:07	5	9	15:49:05	2	10	6
16:05:48	0	15:49:56	7	8	15:50:57	2	7	7
16:07:29	0	15:51:45	6	6	15:52:42	3	2	3
16:11:02	1	15:53:29	6	8	15:54:31	2	8	7
16:12:47	5	15:55:17	6	8	15:56:16	4	4	2
16:14:36	0	15:57:00	1	3	15:58:01	0	4	2
16:16:22	7	15:58:44	7	10	15:59:42	2	6	4
16:18:02	2	16:00:28	4	6	16:01:30	2	12	5
16:19:54	6	16:02:16	2	6	16:03:16	0	9	3
16:21:35	7	16:04:01	6	6	16:04:52	2	5	2
16:23:20	8	16:05:46	11	14	16:06:36	0	7	3
16:25:01	4	16:07:28	8	11	16:08:19	3	5	12
16:26:47	0	16:08:57	9	6	16:10:10	4	9	10
16:28:32	2	16:11:00	4	6	16:11:54	4	4	3
16:30:20	4	16:12:45	8	13	16:13:43	5	6	4
16:32:04	7	16:14:35	4	5	16:15:20	2	9	5
16:33:44	10	16:16:20	10	11	16:17:12	0	4	6
16:35:28	6	16:18:00	9	9	16:19:00	0	14	8
16:37:12	9	16:19:52	8	11	16:20:41	2	11	8
16:38:56	4	16:21:35	16	17	16:22:27	2	6	6
16:40:40	6	16:23:19	4	6	16:24:12	1	6	4
16:42:28	5	16:25:00	6	12	16:25:56	1	4	3
16:44:09	5	16:26:46	7	10	16:27:45	5	7	8
16:45:57	5	16:28:30	2	10	16:29:34	1	12	7
16:47:38	11	16:30:19	5	3	16:31:18	0	10	9
16:49:23	4	16:32:02	6	8	16:32:59	3	7	9
16:51:04	6	16:33:43	7	6	16:34:44	1	5	6
16:52:48	7	16:35:26	5	10	16:36:29	1	6	7
16:54:37	3	16:37:10	2	6	16:38:14	3	5	6
16:56:17	6	16:38:54	5	6	16:39:59	2	10	10
16:57:58	4	16:40:38	8	7	16:41:44	1	11	16
16:59:39	4	16:42:26	7	6	16:43:28	4	11	11
17:01:28	3	16:44:08	6	4	16:45:13	4	15	13
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17:04:58	5	16:47:37	4	13	16:48:41	0	11	13
17:06:43	5	16:49:21	19	17	16:50:26	2	15	11
17:08:24	3	16:51:02	6	7	16:52:06	3	18	5
17:10:12	1	16:52:46	1	7	16:53:55	2	15	8
17:11:57	7	16:54:36	7	3	16:55:36	0	17	10
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17:15:22	4	16:57:58	5	13	16:58:59	4	15	15
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17:25:52	12	17:08:22	6	8	17:09:31	4	15	15
17:27:41	7	17:10:11	7	9	17:11:16	2	16	14
17:29:26	4	17:11:55	4	8	17:12:57	0	12	17
17:31:11	0	17:13:32	4	6	17:14:41	4	10	16
17:33:00	3	17:15:21	3	11	17:16:23	0	22	22
17:34:41	6	17:17:06	3	9	17:18:07	2	22	20
17:36:22	3	17:18:50	5	9	17:19:56	2	18	14

17:38:07	9	17:20:36	3	6	17:21:37	0	17	16
17:39:56	0	17:22:21	4	6	17:23:23	2	21	20
17:41:33	10	17:24:06	3	7	17:25:08	4	22	20
17:43:13	4	17:25:51	3	5	17:26:58	1	17	16
17:45:01	7	17:27:39	4	8	17:28:39	4	17	15
17:46:42	9	17:29:24	4	9	17:30:26	4	14	11
17:48:34	9	17:31:09	5	9	17:32:16	4	17	10
17:50:15	6	17:32:58	8	3	17:33:56	4	18	15
17:51:59	4	17:34:40	3	4	17:35:36	2	22	19
17:53:48	5	17:36:20	4	8	17:37:22	0	24	21
17:55:29	7	17:38:06	4	12	17:39:06	1	23	18
17:57:14	8	17:39:56	2	4	17:40:50	1	16	12
17:58:59	4	17:41:31	3	7	17:42:31	2	12	11
18:00:40	8	17:43:11	6	13	17:44:18	1	14	16
18:02:21	1	17:44:59	3	10	17:45:59	0	16	14
18:04:02	0	17:46:40	4	5	17:47:52	1	18	15
18:05:47	4	17:48:33	3	2	17:49:35	3	15	17
18:07:36	7	17:50:13	4	4	17:51:12	3	22	21
18:09:21	3	17:51:57	4	8	17:53:05	1	23	18
18:10:58	3	17:53:36	3	5	17:54:45	2	22	18
18:12:42	0	17:55:28	2	5	17:56:26	0	17	15
18:14:27	2	17:57:12	3	12	17:58:12	3	18	13
18:16:16	0	17:58:57	5	8	17:59:56	2	21	17
18:17:57	3	18:00:38	7	4	18:01:37	2	20	16
18:19:39	0	18:02:20	5	7	18:03:18	3	15	16
18:21:27	6	18:04:01	2	5	18:05:02	4	11	13
18:23:16	2	18:05:46	3	4	18:06:53	5	16	13
18:25:01	1	18:07:35	1	9	18:08:37	3	16	12
18:26:42	0	18:09:21	3	5	18:10:17	1	21	19
18:28:23	4	18:10:57	3	9	18:11:58	3	21	14
18:30:08	1	18:12:40	4	3	18:13:44	2	16	14
18:31:45	2	18:14:26	8	12	18:15:29	2	20	16
18:33:33	12	18:16:15	8	11	18:17:12	2	22	20
18:35:18	14	18:17:55	3	10	18:18:54	2	17	23
18:36:59	4	18:19:36	3	4	18:20:42	2	23	20
18:38:44	5	18:21:26	3	8	18:22:32	0	25	22
18:40:34	1	18:23:14	3	4	18:24:08	0	23	19
18:42:22	3	18:25:00	3	5	18:25:51	2	25	18
18:44:08	2	18:26:41	3	7	18:27:36	0	22	24
18:45:48	1	18:28:21	3	3	18:29:30	0	18	16
18:47:29	0	18:30:07	3	2	18:31:01	2	15	11
18:49:18	9	18:31:43	2	9	18:32:47	2	17	13
18:51:07	1	18:33:31	4	6	18:34:32	1	16	14
18:52:48	0	18:35:16	5	6	18:36:13	2	17	13
18:54:29	2	18:36:57	5	8	18:37:49	1	14	10
18:56:13	0	18:38:42	7	6	18:39:36	1	14	9
18:58:01	1	18:40:32	4	4	18:41:28	3	9	7
18:59:38	0	18:42:21	10	7	18:43:16	0	6	3
		18:44:06	3	2	18:44:57	3	5	2
		18:45:46	1	2	18:46:37	1	5	0
		18:47:27	2	7	18:48:26	4	7	3
		18:49:17	6	4	18:50:12	3	12	9
		18:51:06	1	7	18:51:52	3	14	11
		18:52:47	6	6	18:53:32	4	10	7
		18:54:28	6	10	18:55:16	3	4	5
		18:56:12	2	4	18:57:07	0	4	5
		18:58:00	7	5	18:58:43	4	6	2
		18:59:37	4	8				

C - (South) A34 Kingsway				C - (South) A34 Kingsway	
	Lane 1	Lane 2	Lane 3		Lane 4
Signal Change HH:MM:SS	MAX	MAX	MAX	Signal Change HH:MM:SS	MAX
7:00:05	3	4	9	7:00:05	2
7:01:18	1	6	7	7:02:40	2
7:02:40	1	4	4	7:03:55	3
7:03:55	1	3	3	7:05:15	2
7:05:15	0	6	3	7:06:31	3
7:06:31	0	4	3	7:07:48	1
7:07:48	2	3	3	7:12:51	3
7:09:04	3	1	3	7:14:13	1
7:10:17	2	8	11	7:15:35	1
7:11:36	2	5	7	7:17:08	4
7:12:51	3	3	17	7:18:44	2
7:14:13	1	5	7	7:20:21	3
7:15:35	2	5	6	7:21:58	2
7:17:08	2	2	9	7:23:42	1
7:18:44	3	13	13	7:25:27	3
7:20:21	3	17	16	7:27:11	1
7:21:58	6	11	16	7:30:31	3
7:23:42	1	7	4	7:32:18	1
7:25:27	3	10	12	7:34:00	4
7:27:11	2	19	18	7:35:45	3
7:28:57	2	15	19	7:39:18	1
7:30:31	2	13	19	7:41:10	4
7:32:18	1	14	16	7:42:59	0
7:34:00	4	15	17	7:44:44	2
7:35:45	0	11	11	7:46:32	0
7:37:31	11	13	18	7:48:12	3
7:39:18	4	9	19	7:49:52	2
7:41:10	3	11	11	7:51:32	5
7:42:59	4	19	19	7:53:21	4
7:44:44	7	19	20	7:55:00	4
7:46:32	7	18	19	7:56:47	7
7:48:12	3	18	19	7:58:31	2
7:49:52	5	19	21	8:00:15	6
7:51:32	9	17	19	8:02:02	11
7:53:21	5	19	19	8:03:48	9
7:55:00	10	15	18	8:05:29	8
7:56:47	9	19	19	8:07:13	9
7:58:31	7	18	19	8:08:51	10
8:00:15	7	14	17	8:10:39	7
8:02:03	10	17	18	8:12:19	7
8:03:48	3	17	21	8:14:04	6
8:05:30	5	15	15	8:15:49	5
8:07:13	5	18	17	8:17:30	9
8:08:51	5	16	12	8:19:15	9
8:10:39	3	5	6	8:21:00	6
8:12:19	7	13	14	8:22:48	7
8:14:04	8	16	18	8:24:33	3
8:15:49	0	14	17	8:26:17	5
8:17:30	8	13	15	8:28:05	3
8:19:15	3	13	11	8:29:50	6
8:21:00	2	11	16	8:31:31	10
8:22:48	1	15	17	8:33:19	8
8:24:33	5	9	6	8:35:04	13
8:26:17	13	11	15	8:36:49	14
8:28:05	7	10	19	8:38:34	13

8:29:50	8	13	18	8:40:19	12
8:31:31	5	13	19	8:42:08	11
8:33:19	3	17	19	8:43:53	12
8:35:04	8	18	17	8:45:34	10
8:36:49	7	12	13	8:47:19	6
8:38:34	7	15	15	8:49:04	5
8:40:19	9	19	20	8:50:49	6
8:42:08	14	11	19	8:52:34	4
8:43:53	6	2	6	8:54:15	3
8:45:34	7	9	9	8:56:00	2
8:47:19	2	15	14	8:57:45	4
8:49:04	7	12	11	8:59:22	3
8:50:49	4	2	6	9:01:06	2
8:52:34	2	4	4	9:02:52	5
8:54:15	6	13	16	9:04:32	5
8:56:00	2	6	5	9:06:17	3
8:57:45	2	6	5	9:08:02	2
8:59:22	4	3	6	9:09:43	6
9:01:06	3	3	2	9:11:24	1
9:02:52	1	13	18	9:13:09	1
9:04:32	1	11	14	9:14:53	1
9:06:18	1	8	6	9:16:38	5
9:08:02	0	13	15	9:18:19	10
9:09:43	3	2	2	9:20:08	7
9:11:24	1	2	3	9:21:53	5
9:13:09	2	1	0	9:23:40	10
9:14:53	2	8	3	9:25:23	1
9:16:38	1	2	5	9:27:01	2
9:18:19	1	14	6	9:28:53	8
9:20:08	4	5	5	9:30:34	7
9:21:53	8	12	15	9:32:16	2
9:23:41	1	7	3	9:34:00	1
9:25:23	1	5	5	9:35:41	1
9:27:01	1	3	9	9:37:10	4
9:28:53	0	3	3	9:38:46	7
9:30:34	3	10	9	9:40:22	4
9:32:16	1	5	13	9:42:02	2
9:34:00	5	7	5	9:43:43	4
9:35:42	1	16	18	9:45:20	2
9:37:10	0	5	5	9:48:38	4
9:38:46	5	7	10	9:50:15	5
9:40:22	0	5	5	9:51:43	2
9:42:02	1	7	5	9:53:23	1
9:43:43	3	5	4	9:55:04	4
9:45:20	1	1	1	9:58:04	9
9:47:02	5	12	2	9:59:25	2
9:48:38	3	6	4	15:00:52	2
9:50:15	1	1	2	15:02:33	6
9:51:43	3	7	2	15:04:21	6
9:53:23	4	7	4	15:05:58	8
9:55:04	0	3	1	15:07:53	4
9:56:35	2	9	6	15:09:38	9
9:58:05	2	4	5	15:11:30	5
9:59:25	2	6	8	15:13:15	2
15:00:52	4	6	2	15:14:59	1
15:02:33	1	12	16	15:16:43	3
15:04:21	2	6	9	15:18:27	0
15:05:58	3	13	11	15:20:15	4
15:07:53	0	1	1	15:22:00	5
15:09:38	4	11	7	15:23:45	5
15:11:30	2	4	12	15:25:22	2
15:13:15	3	4	10	15:27:06	5
15:14:59	3	7	11	15:28:58	2
15:16:43	3	15	11	15:30:43	5
15:18:27	7	17	19	15:32:19	10
15:20:15	1	11	13	15:34:03	7
15:22:00	5	14	15	15:35:50	1

15:23:45	2	15	8	15:39:21	5
15:25:22	4	9	7	15:41:06	1
15:27:06	3	6	6	15:42:43	3
15:28:58	2	10	7	15:44:34	6
15:30:43	3	15	20	15:46:19	5
15:32:19	0	13	8	15:47:59	2
15:34:03	2	4	4	15:49:51	5
15:35:50	5	9	10	15:51:40	4
15:37:31	1	18	19	15:53:24	2
15:39:22	2	7	10	15:55:12	3
15:41:06	2	8	9	15:56:55	5
15:42:43	5	10	13	15:58:39	2
15:44:34	0	4	2	16:00:23	1
15:46:19	6	4	6	16:02:11	6
15:47:59	3	10	11	16:03:52	5
15:49:51	2	8	7	16:05:37	1
15:51:40	5	6	7	16:07:22	1
15:53:24	4	4	4	16:10:50	4
15:55:12	1	9	10	16:12:36	2
15:56:55	3	4	5	16:14:25	7
15:58:39	2	3	6	16:16:07	4
16:00:23	1	3	2	16:17:55	2
16:02:11	2	13	6	16:19:43	1
16:03:52	3	7	5	16:21:22	1
16:05:37	2	5	4	16:23:09	7
16:07:22	1	12	13	16:24:54	2
16:09:07	3	11	11	16:26:40	6
16:10:51	1	5	3	16:28:25	4
16:12:36	5	3	5	16:30:13	4
16:14:25	2	7	7	16:31:57	3
16:16:07	1	6	4	16:33:37	2
16:17:55	1	10	7	16:35:21	3
16:19:43	2	3	7	16:37:05	1
16:21:22	2	2	3	16:38:49	3
16:23:09	1	5	13	16:40:33	4
16:24:54	2	15	15	16:42:21	8
16:26:41	4	9	11	16:44:02	7
16:28:25	7	6	11	16:45:50	8
16:30:13	2	2	4	16:47:31	6
16:31:57	1	4	4	16:49:16	3
16:33:37	3	8	7	16:50:58	3
16:35:21	3	8	5	16:52:41	1
16:37:05	2	10	6	16:54:30	4
16:38:49	1	7	6	16:56:10	2
16:40:33	1	8	6	16:57:51	2
16:42:21	1	3	9	16:59:32	9
16:44:02	5	9	10	17:01:21	7
16:45:50	4	6	12	17:03:06	5
16:47:31	3	7	5	17:04:51	5
16:49:16	8	14	12	17:06:36	2
16:50:58	5	6	7	17:08:18	2
16:52:41	3	6	4	17:10:05	2
16:54:30	1	4	3	17:11:50	3
16:56:10	1	4	4	17:13:29	1
16:57:51	3	6	7	17:15:15	4
16:59:32	1	3	6	17:17:00	4
17:01:21	3	13	11	17:18:45	8
17:03:06	0	5	3	17:20:30	13
17:04:51	4	11	6	17:22:15	12
17:06:36	3	9	8	17:24:00	14
17:08:18	1	9	6	17:25:45	12
17:10:05	2	4	13	17:27:34	14
17:11:50	4	5	8	17:29:19	9
17:13:29	3	7	9	17:31:04	8
17:15:15	3	4	9	17:32:53	6
17:17:00	4	14	11	17:34:34	3
17:18:45	4	11	13	17:36:15	7

17:20:30	1	8	4	17:38:00	4
17:22:15	7	15	13	17:39:49	10
17:24:00	1	9	5	17:41:26	10
17:25:45	1	5	4	17:43:06	13
17:27:34	0	1	3	17:44:54	9
17:29:19	2	15	17	17:46:35	13
17:31:04	3	15	14	17:48:23	12
17:32:53	1	12	13	17:50:08	8
17:34:34	4	15	9	17:51:52	9
17:36:15	1	4	5	17:53:41	6
17:38:00	3	12	12	17:55:22	5
17:39:49	3	10	5	17:57:07	3
17:41:26	2	17	15	17:58:52	5
17:43:06	6	7	5	18:00:33	12
17:44:54	1	7	6	18:02:14	11
17:46:35	1	4	6	18:03:55	12
17:48:23	3	9	15	18:05:40	12
17:50:08	5	10	13	18:07:29	10
17:51:52	3	11	11	18:09:14	13
17:53:41	2	7	5	18:10:51	13
17:55:22	7	3	9	18:12:35	13
17:57:07	4	6	3	18:14:20	12
17:58:52	5	9	13	18:16:09	11
18:00:33	4	10	13	18:17:50	11
18:02:14	3	8	7	18:19:31	12
18:03:55	4	7	9	18:21:20	13
18:05:40	2	9	10	18:23:09	12
18:07:29	8	9	2	18:24:54	13
18:09:14	1	10	13	18:26:35	14
18:10:51	3	11	10	18:28:16	13
18:12:35	1	9	3	18:30:01	13
18:14:21	2	9	7	18:31:34	12
18:16:09	5	15	13	18:33:21	7
18:17:51	6	12	9	18:35:07	4
18:19:32	0	7	8	18:36:48	8
18:21:21	0	9	15	18:38:33	13
18:23:09	2	10	9	18:40:22	13
18:24:55	2	5	7	18:42:05	10
18:26:35	2	15	13	18:43:56	2
18:28:16	1	14	16	18:45:37	7
18:30:01	5	14	12	18:47:18	10
18:31:34	2	15	10	18:49:03	10
18:33:21	2	16	17	18:50:55	10
18:35:09	2	15	15	18:52:36	10
18:36:48	1	13	14	18:54:17	6
18:38:33	5	7	5	18:56:06	3
18:40:22	6	5	9	18:57:50	6
18:42:05	3	3	3	18:59:31	1
18:43:56	3	3	4		
18:45:37	6	7	9		
18:47:18	4	5	8		
18:49:04	4	13	10		
18:50:55	1	6	3		
18:52:36	4	11	13		
18:54:17	1	2	2		
18:56:06	4	7	12		
18:57:50	5	7	9		
18:59:31	2	2	3		

Parrs Wood, Manchester ATC 01, A34

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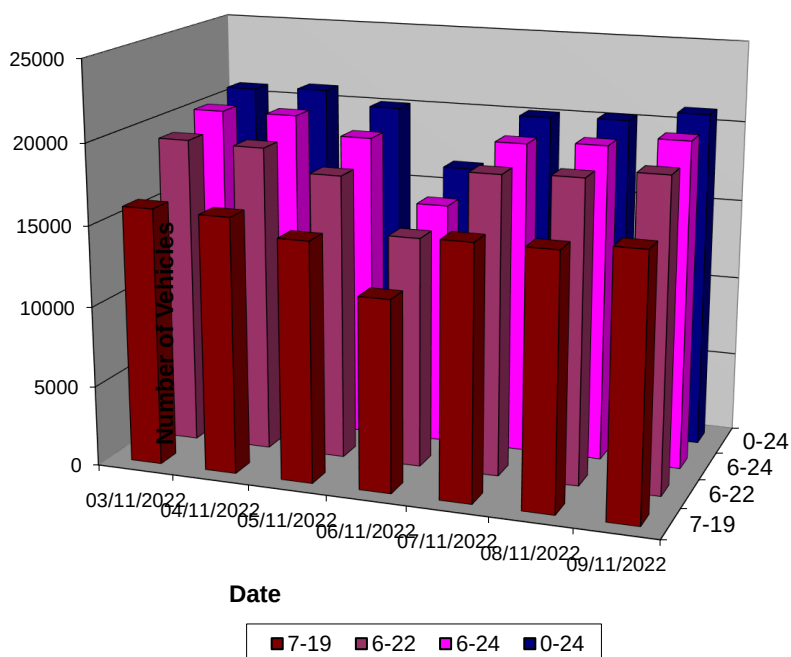
Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	03/11/2022 Thursday	04/11/2022 Friday	05/11/2022 Saturday	06/11/2022 Sunday	07/11/2022 Monday	08/11/2022 Tuesday	09/11/2022 Wednesday	5 Day Ave	7 Day Ave
1	162	221	303	406	214	162	213	194	240
2	75	116	191	279	103	88	99	96	136
3	54	72	128	152	57	56	57	59	82
4	52	79	99	159	57	58	54	60	80
5	95	110	130	130	100	83	88	95	105
6	172	182	168	182	192	181	176	181	179
7	568	487	211	175	551	592	556	551	449
8	1490	1417	442	284	1416	1437	1474	1447	1137
9	1732	1600	859	453	1727	1779	1667	1701	1402
10	1366	1217	1171	821	1300	1537	1384	1361	1257
11	1052	1087	1281	1001	1009	1087	1091	1065	1087
12	1057	1083	1347	1141	1042	980	1056	1044	1101
13	1154	1260	1537	1211	1080	1116	1156	1153	1216
14	1075	1168	1848	1279	1069	1103	1082	1099	1232
15	1232	1308	1439	1191	1222	1186	1151	1220	1247
16	1309	1330	1225	1114	1241	1280	1329	1298	1261
17	1365	1480	1245	1202	1448	1285	1463	1408	1355
18	1621	1580	1283	1190	1641	1454	1670	1593	1491
19	1539	1359	1201	966	1463	1416	1601	1476	1364
20	1115	1143	912	817	982	1054	1134	1086	1022
21	881	913	929	749	748	789	788	824	828
22	639	627	777	700	592	607	640	621	655
23	553	591	739	532	514	534	586	556	578
24	387	510	620	355	353	391	421	412	434
7-19	15992	15889	14878	11853	15658	15660	16124	15865	15151
6-22	19195	19059	17707	14294	18531	18702	19242	18946	18104
6-24	20135	20160	19066	15181	19398	19627	20249	19914	19117
0-24	20745	20940	20085	16489	20121	20255	20936	20599	19939

Vehicle Flow (Channel 1)



Parrs Wood, Manchester ATC 01, A34

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	03/11/2022 Thursday	04/11/2022 Friday	05/11/2022 Saturday	06/11/2022 Sunday	07/11/2022 Monday	08/11/2022 Tuesday	09/11/2022 Wednesday
1	35.3	35.0	35.9	35.9	36.6	35.9	35.5
2	35.3	35.8	35.7	34.8	36.2	35.7	35.8
3	35.4	34.4	34.9	34.7	34.9	34.1	36.3
4	36.4	35.4	35.9	35.0	34.8	34.5	35.5
5	35.1	34.8	35.9	34.2	35.7	35.6	34.9
6	36.3	35.9	35.0	35.4	36.5	36.0	36.5
7	36.4	36.6	36.2	35.2	35.5	36.1	36.2
8	28.7	30.1	35.5	35.4	25.3	24.0	26.9
9	23.0	28.6	33.8	36.3	19.8	20.7	20.0
10	32.2	33.2	33.0	34.3	31.6	31.0	31.1
11	33.4	33.9	31.5	33.7	33.4	33.5	33.5
12	34.4	33.1	30.1	33.2	33.9	33.9	34.6
13	33.8	32.5	23.5	32.5	33.4	31.2	33.5
14	33.7	33.2	23.2	31.7	33.0	33.5	33.7
15	32.7	32.3	30.0	31.8	33.0	33.4	32.6
16	30.8	30.9	32.0	31.1	31.0	30.7	30.9
17	31.5	30.1	31.8	30.9	29.8	30.8	30.4
18	28.4	28.2	31.1	30.7	27.3	28.5	22.6
19	25.4	30.5	31.8	32.1	29.0	19.9	16.6
20	32.1	32.0	33.2	33.0	33.3	32.7	32.2
21	33.5	33.2	33.1	33.8	34.1	34.0	34.0
22	34.3	34.9	34.1	34.0	35.0	35.0	35.0
23	34.9	34.7	33.9	34.7	35.2	34.4	35.3
24	35.6	34.5	34.9	35.5	35.7	35.1	34.7

10-12	33.9	33.5	30.8	33.4	33.7	33.7	34.0
14-16	31.7	31.6	30.9	31.4	32.0	32.0	31.7
0-24	31.1	31.9	30.9	32.9	30.6	30.0	29.5

7 Day Ave 31.0

85th Percentile

Hr Ending	03/11/2022 Thursday	04/11/2022 Friday	05/11/2022 Saturday	06/11/2022 Sunday	07/11/2022 Monday	08/11/2022 Tuesday	09/11/2022 Wednesday
1	43.7	38.6	44.0	43.7	43.9	43.7	43.2
2	43.5	43.3	38.4	38.9	43.7	38.9	43.5
3	38.6	38.3	43.3	38.8	43.5	43.5	43.3
4	38.3	38.8	38.2	38.0	38.4	38.1	38.3
5	38.3	38.8	43.2	38.5	43.1	38.8	38.0
6	43.8	43.6	38.6	38.9	43.8	43.4	43.5
7	43.0	44.0	43.4	38.4	38.5	38.5	43.2
8	38.8	38.9	38.4	38.7	33.8	33.5	33.9
9	28.8	33.2	38.7	43.5	28.6	28.2	28.6
10	38.7	38.7	38.3	38.5	38.8	38.3	38.8
11	38.0	39.0	38.6	38.5	38.0	38.1	38.9
12	38.4	38.2	33.2	38.4	38.2	38.6	38.3
13	38.9	38.5	33.2	38.4	38.1	38.2	38.5
14	38.8	38.1	33.6	38.3	38.1	38.9	38.1
15	38.4	39.0	38.1	38.1	38.3	38.1	38.6
16	39.0	38.7	38.5	38.2	38.1	33.4	38.4
17	38.9	33.0	38.9	34.0	33.0	38.3	34.0
18	33.1	33.6	38.3	33.1	33.5	33.9	33.1
19	33.9	38.1	38.8	38.4	38.7	33.8	23.9
20	38.4	38.1	38.4	38.4	38.5	38.3	38.6
21	38.5	38.8	38.3	38.5	38.8	38.7	38.3
22	38.8	38.3	38.9	38.2	38.1	38.3	38.1
23	43.1	38.0	38.6	38.5	38.2	38.1	38.5
24	43.6	38.3	38.6	38.3	43.7	38.0	38.2

10-12	38.5	38.4	38.4	38.6	38.5	38.3	39.0
14-16	38.3	38.3	38.1	38.5	38.4	38.8	38.1
0-24	38.6	38.9	38.6	38.2	38.1	38.3	38.0

7 Day Ave 38.4

Parrs Wood, Manchester ATC 01, A34

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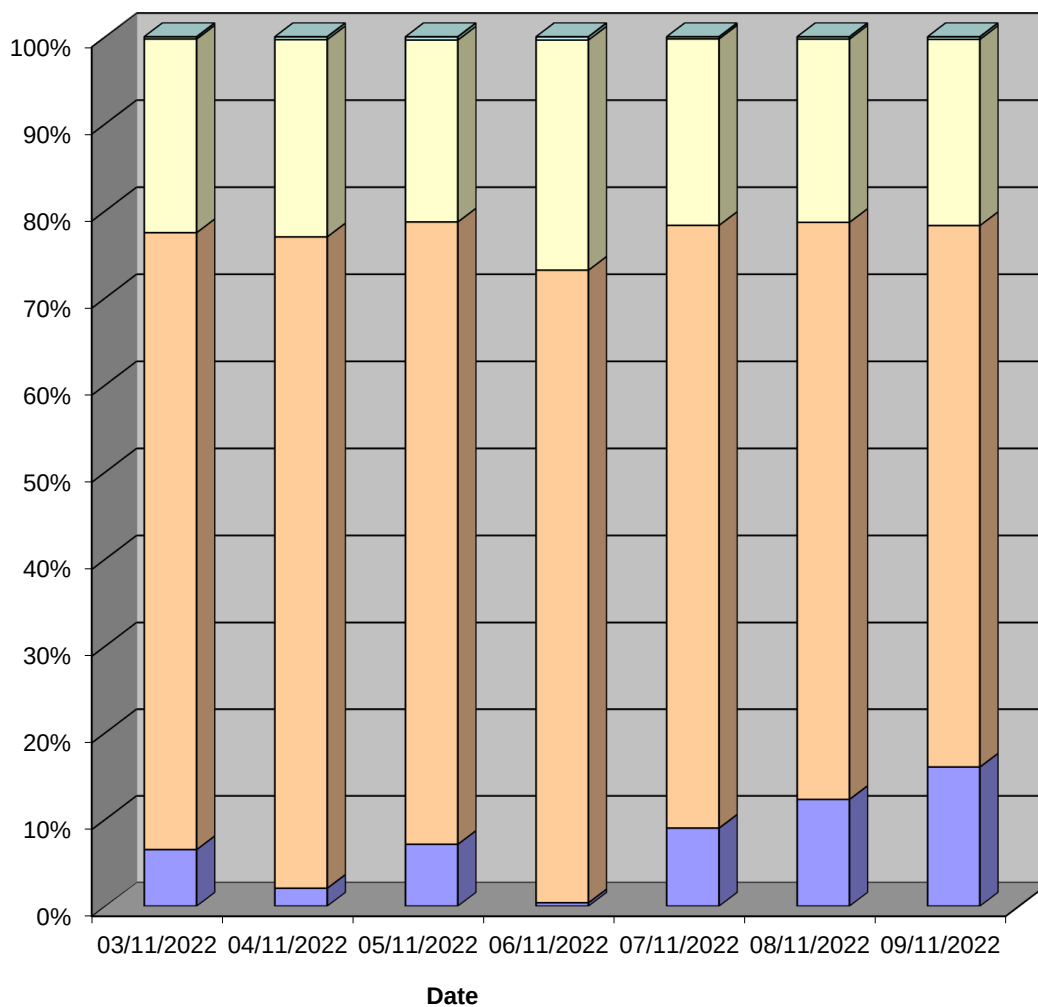
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	03/11/2022 Thursday	04/11/2022 Friday	05/11/2022 Saturday	06/11/2022 Sunday	07/11/2022 Monday	08/11/2022 Tuesday	09/11/2022 Wednesday
0-20	1354	433	1434	65	1813	2496	3362
21-35	14725	15696	14380	12005	13951	13443	13036
36-50	4613	4744	4197	4358	4308	4263	4476
51-100	53	67	74	61	49	53	62
TOTAL	20745	20940	20085	16489	20121	20255	20936

Speed Summary (MPH)



■ 0-20
 ■ 21-35
 ■ 36-50
 ■ 51-100

Parrs Wood, Manchester ATC 01, A34

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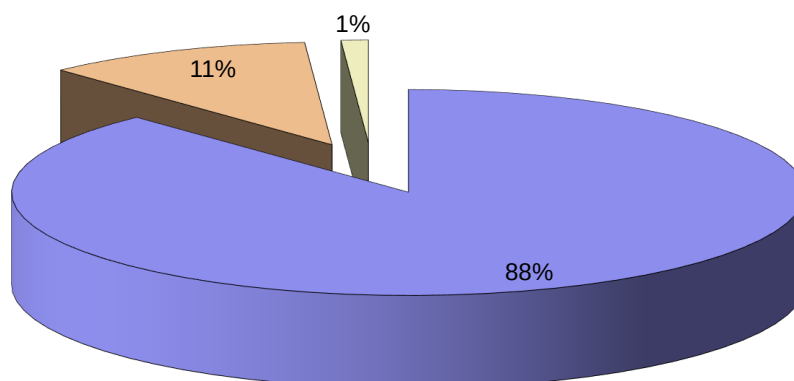
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
03/11/2022				
7-19	13761	2054	177	15992
6-22	16653	2335	207	19195
6-24	17507	2412	216	20135
0-24	17996	2525	224	20745
04/11/2022				
7-19	13675	2000	214	15889
6-22	16560	2267	232	19059
6-24	17589	2336	235	20160
0-24	18248	2449	243	20940
05/11/2022				
7-19	13487	1236	155	14878
6-22	16045	1491	171	17707
6-24	17293	1598	175	19066
0-24	18194	1709	182	20085
06/11/2022				
7-19	10683	1068	102	11853
6-22	12912	1264	118	14294
6-24	13728	1330	123	15181
0-24	14894	1465	130	16489
07/11/2022				
7-19	13541	1904	213	15658
6-22	16122	2171	238	18531
6-24	16911	2243	244	19398
0-24	17520	2349	252	20121
08/11/2022				
7-19	13477	1950	233	15660
6-22	16272	2177	253	18702
6-24	17131	2237	259	19627
0-24	17656	2333	266	20255
09/11/2022				
7-19	13947	1957	220	16124
6-22	16791	2212	239	19242
6-24	17714	2293	242	20249
0-24	18286	2399	251	20936
Average				
7-19	13224	1738	188	15151
6-22	15908	1988	208	18104
6-24	16839	2064	213	19117
0-24	17542	2176	221	19939

Total Vehicle Class Distribution



Parrs Wood, Manchester ATC 01, A34

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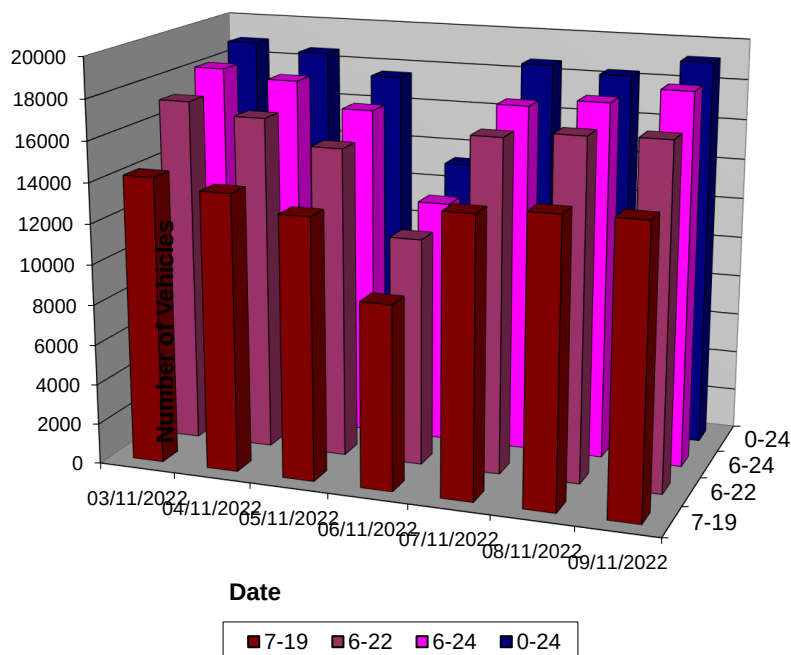
Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	03/11/2022 Thursday	04/11/2022 Friday	05/11/2022 Saturday	06/11/2022 Sunday	07/11/2022 Monday	08/11/2022 Tuesday	09/11/2022 Wednesday	5 Day Ave	7 Day Ave
1	161	187	275	333	249	121	189	181	216
2	83	117	211	226	148	65	77	98	132
3	80	71	139	185	174	73	58	91	111
4	86	95	115	133	203	79	62	105	110
5	101	114	132	130	353	111	124	161	152
6	226	211	146	139	230	196	225	218	196
7	522	493	269	224	533	548	525	524	445
8	1165	1090	440	317	1207	1253	1164	1176	948
9	1461	1188	620	386	1375	1428	1410	1372	1124
10	1175	996	836	568	1009	1031	1084	1059	957
11	907	994	1035	908	899	876	872	910	927
12	919	995	1119	1029	870	910	929	925	967
13	962	1045	1352	1033	933	985	968	979	1040
14	992	1098	1254	1049	985	967	988	1006	1048
15	1086	1192	1248	1043	1050	1069	1048	1089	1105
16	1301	1411	1136	487	1282	1271	1364	1326	1179
17	1517	1419	1243	722	1477	1472	1502	1477	1336
18	1460	1310	1282	908	1397	1485	1513	1433	1336
19	1268	1011	1398	683	1263	1307	1272	1224	1172
20	1010	959	892	726	902	908	924	941	903
21	756	725	626	677	701	732	733	729	707
22	665	673	640	508	593	572	614	623	609
23	620	653	654	477	474	495	949	638	617
24	379	519	492	385	305	353	585	428	431
7-19	14213	13749	12963	9133	13747	14054	14114	13975	13139
6-22	17166	16599	15390	11268	16476	16814	16910	16793	15803
6-24	18165	17771	16536	12130	17255	17662	18444	17859	16852
0-24	18902	18566	17554	13276	18612	18307	19179	18713	17771

Vehicle Flow (Channel 2)



Parrs Wood, Manchester ATC 01, A34

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	03/11/2022 Thursday	04/11/2022 Friday	05/11/2022 Saturday	06/11/2022 Sunday	07/11/2022 Monday	08/11/2022 Tuesday	09/11/2022 Wednesday
1	38.2	39.4	37.4	37.2	36.6	37.1	36.8
2	37.1	37.8	38.2	38.3	37.9	37.2	37.8
3	37.8	38.7	37.2	38.1	36.4	37.6	37.4
4	38.0	37.9	37.8	39.0	35.8	36.1	36.8
5	38.1	38.4	38.9	38.4	36.2	37.6	38.5
6	37.8	38.7	37.9	37.6	37.8	38.4	38.0
7	36.9	37.3	37.1	38.5	36.7	37.8	36.9
8	33.5	34.4	37.3	38.0	32.3	32.8	32.1
9	29.8	32.7	36.6	37.3	30.2	31.3	30.4
10	33.4	33.3	34.3	36.7	32.3	33.6	32.0
11	34.3	35.0	32.0	34.6	33.8	33.7	35.0
12	35.6	34.0	31.0	32.4	33.9	34.1	34.8
13	34.2	33.0	30.3	31.7	34.0	33.2	34.2
14	34.0	33.2	32.4	31.4	33.7	33.4	34.3
15	33.4	32.3	31.2	30.1	32.9	33.6	34.2
16	30.9	29.4	31.1	14.9	30.8	30.0	30.5
17	28.9	29.1	30.3	22.0	28.7	28.9	29.5
18	30.0	29.0	30.2	23.5	29.7	29.2	29.5
19	31.0	31.8	29.5	28.8	31.7	30.6	31.2
20	32.2	32.7	34.0	34.5	33.1	32.1	32.8
21	34.6	35.1	36.0	35.6	34.3	34.5	34.6
22	36.2	34.8	36.2	36.9	35.6	36.0	36.0
23	36.5	35.6	36.0	34.2	36.6	35.9	34.9
24	37.1	35.9	36.4	36.3	36.5	36.2	35.4

10-12	35.0	34.5	31.5	33.4	33.8	33.9	34.9
14-16	32.1	30.7	31.2	25.3	31.7	31.6	32.1
0-24	32.9	32.9	32.8	31.9	32.7	32.6	32.8

7 Day Ave 32.7

85th Percentile

Hr Ending	03/11/2022 Thursday	04/11/2022 Friday	05/11/2022 Saturday	06/11/2022 Sunday	07/11/2022 Monday	08/11/2022 Tuesday	09/11/2022 Wednesday
1	43.3	43.3	43.7	43.6	43.2	43.6	43.8
2	43.5	43.3	43.5	43.3	43.2	43.8	43.3
3	43.9	43.2	43.6	43.1	43.3	43.5	43.7
4	43.5	43.5	43.2	43.2	43.8	38.2	43.4
5	43.4	43.2	43.5	43.1	38.1	43.9	43.8
6	43.8	43.6	43.7	43.4	43.5	43.4	43.7
7	43.8	43.4	43.8	44.0	43.8	43.3	43.4
8	38.7	38.9	43.4	43.5	38.8	38.8	38.1
9	38.7	38.5	43.9	43.5	38.3	38.2	38.4
10	39.0	38.2	38.7	44.0	39.0	38.4	38.3
11	38.3	38.7	38.1	38.2	38.8	38.2	38.7
12	38.5	38.7	38.6	38.4	38.7	38.9	38.3
13	38.4	38.6	38.7	38.4	38.9	38.6	38.8
14	38.7	38.8	38.0	38.3	38.9	38.4	38.2
15	38.2	38.2	38.4	38.5	38.4	38.4	38.6
16	38.4	38.8	38.4	28.1	38.1	38.9	39.0
17	33.5	33.2	38.3	33.5	34.0	33.6	33.2
18	38.8	34.0	39.0	34.0	33.8	33.9	33.9
19	38.5	38.1	33.8	38.6	38.7	38.5	38.1
20	38.4	38.1	38.7	38.9	38.4	38.3	39.0
21	38.5	38.8	38.4	38.7	38.0	38.9	38.6
22	43.2	38.4	38.7	43.4	38.2	38.3	38.6
23	43.6	38.5	38.3	38.7	43.2	43.3	38.9
24	43.5	43.1	43.4	43.1	43.5	43.2	38.6

10-12	38.7	38.1	38.4	38.8	38.4	38.3	38.2
14-16	38.9	38.2	38.9	33.7	38.1	38.0	38.9
0-24	38.4	38.0	38.1	38.5	38.3	38.7	38.1

7 Day Ave 38.3

Parrs Wood, Manchester ATC 01, A34

Produced by Streetwise Services Ltd.



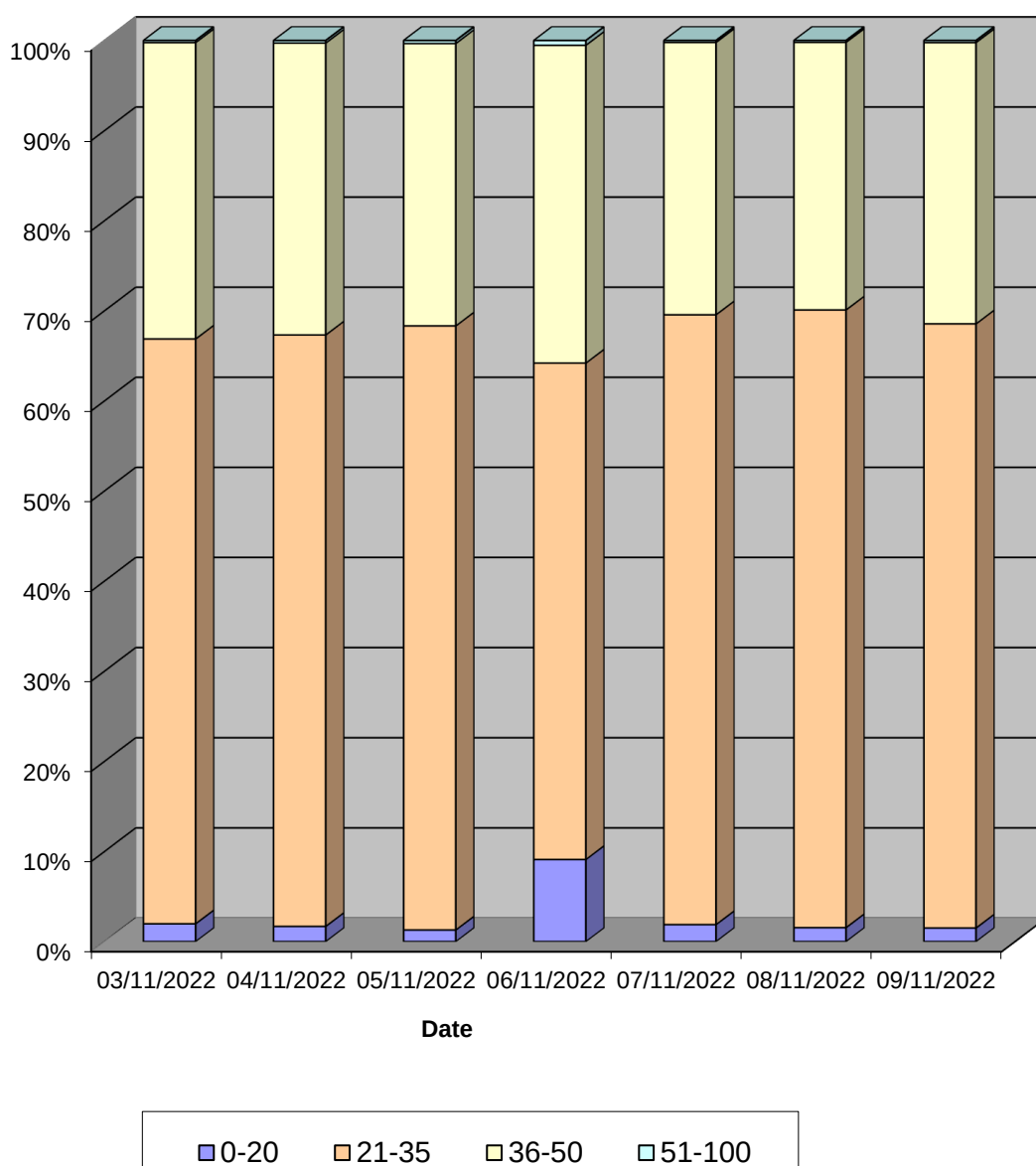
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	03/11/2022 Thursday	04/11/2022 Friday	05/11/2022 Saturday	06/11/2022 Sunday	07/11/2022 Monday	08/11/2022 Tuesday	09/11/2022 Wednesday
0-20	374	314	227	1210	351	284	290
21-35	12266	12184	11766	7313	12595	12548	12857
36-50	6218	6015	5503	4683	5626	5437	5988
51-100	44	53	58	70	40	38	44
TOTAL	18902	18566	17554	13276	18612	18307	19179

Speed Summary (MPH)



Parrs Wood, Manchester ATC 01, A34

Produced by Streetwise Services Ltd.



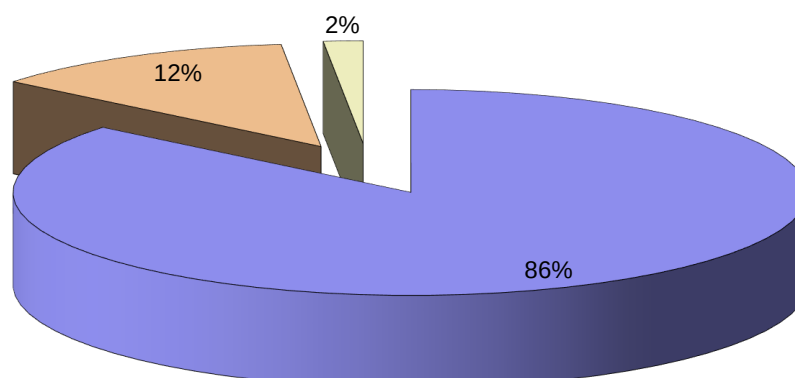
Channel 2 - Southbound

Vehicle Class

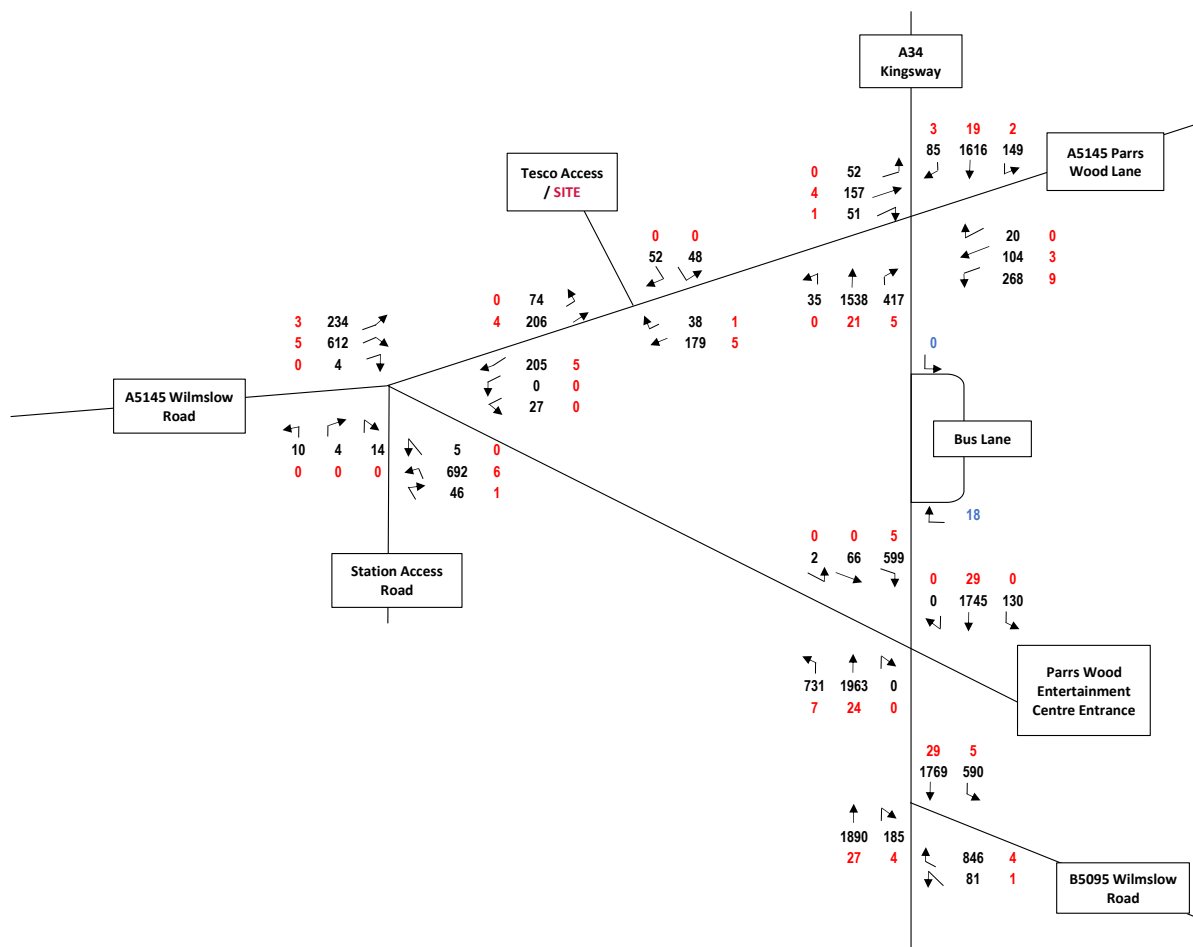
Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
03/11/2022				
7-19	12101	1853	259	14213
6-22	14701	2163	302	17166
6-24	15578	2278	309	18165
0-24	16188	2404	310	18902
04/11/2022				
7-19	11781	1718	250	13749
6-22	14299	2019	281	16599
6-24	15334	2148	289	17771
0-24	15998	2273	295	18566
05/11/2022				
7-19	11459	1241	263	12963
6-22	13611	1495	284	15390
6-24	14631	1612	293	16536
0-24	15495	1764	295	17554
06/11/2022				
7-19	8233	792	108	9133
6-22	10116	1027	125	11268
6-24	10845	1154	131	12130
0-24	11840	1298	138	13276
07/11/2022				
7-19	11499	1977	271	13747
6-22	13837	2331	308	16476
6-24	14507	2438	310	17255
0-24	15609	2686	317	18612
08/11/2022				
7-19	11875	1923	256	14054
6-22	14307	2218	289	16814
6-24	15060	2312	290	17662
0-24	15599	2414	294	18307
09/11/2022				
7-19	11782	2051	281	14114
6-22	14180	2406	324	16910
6-24	15485	2613	346	18444
0-24	16108	2719	352	19179
Average				
7-19	11247	1651	241	13139
6-22	13579	1951	273	15803
6-24	14491	2079	281	16852
0-24	15262	2223	286	17771

Total Vehicle Class Distribution



Appendix C – Traffic Figures

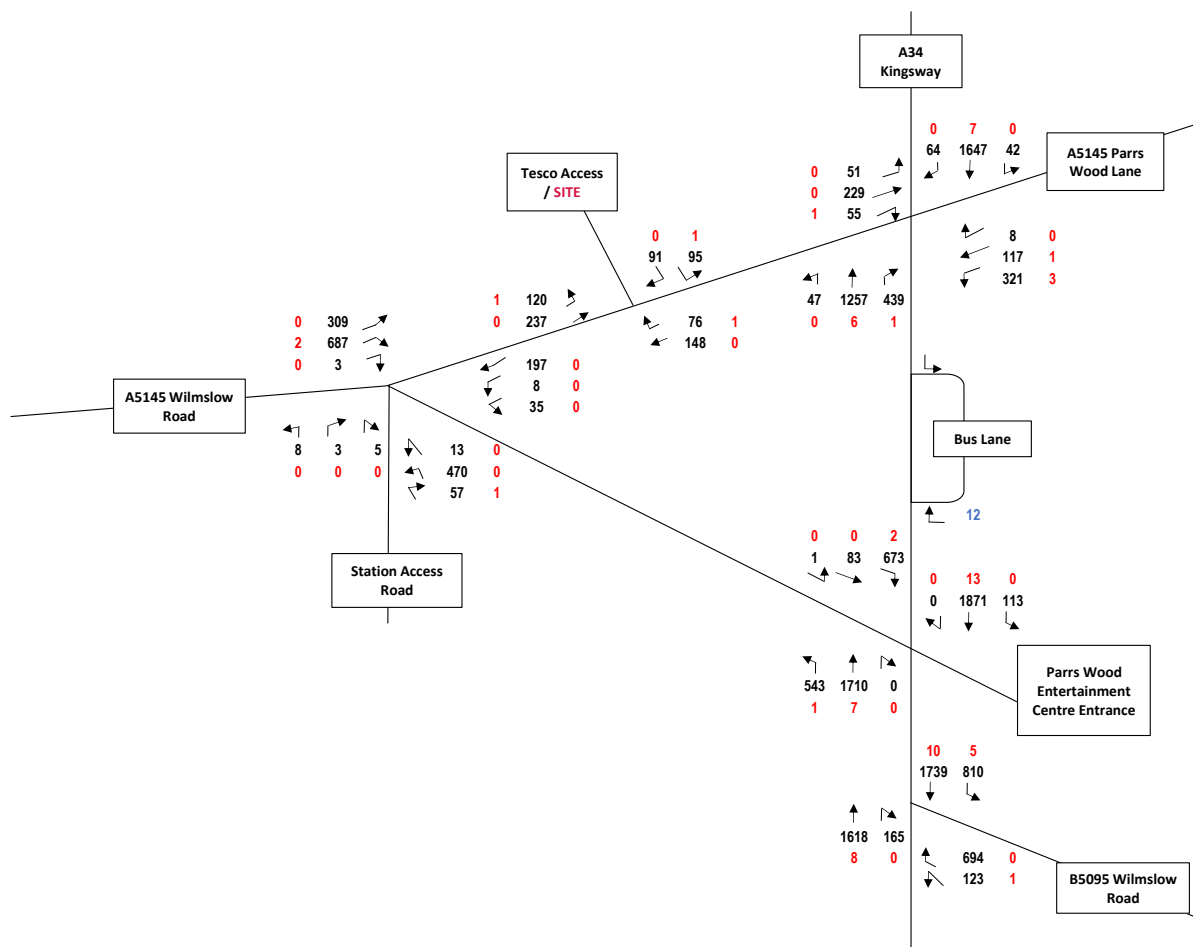


82673 - Tesco Parrs Wood Appeal

Figure 1 - 2022 Observed Flows (with Queue Demand at the End of the Peak Hour)
Weekday AM Peak: 07:45 - 08:45

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)





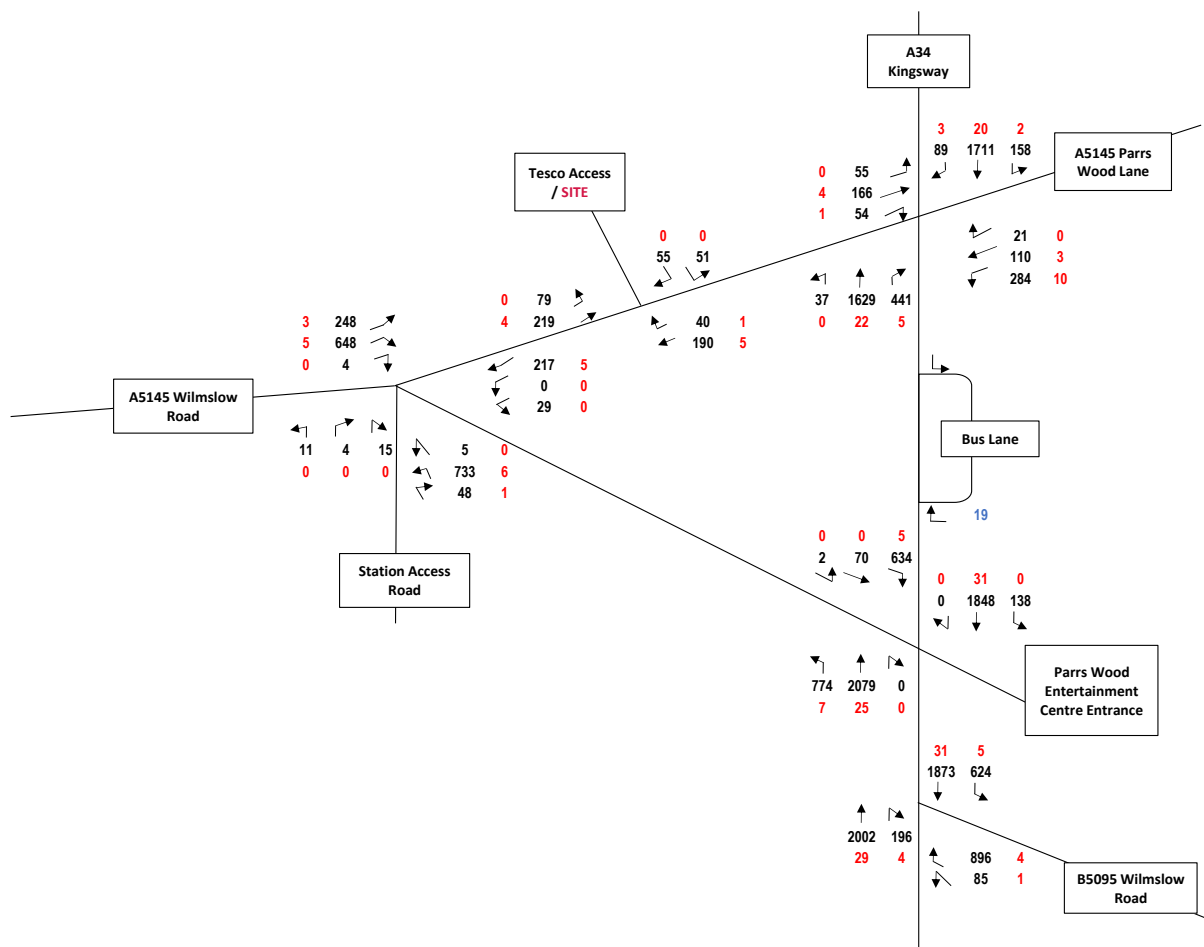
82673 - Tesco Parrs Wood Appeal

Figure 2 - 2022 Observed Flows (with Queue Demand at the End of the Peak Hour)

Weekday PM Peak: 17:00 - 18:00

- Notes:
- PCUs in Black
 - HGVs in Red
 - Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)





82673 - Tesco Parrs Wood Appeal

Figure 3 - 2027 Base Flows

Weekday AM Peak: 07:45 - 08:45

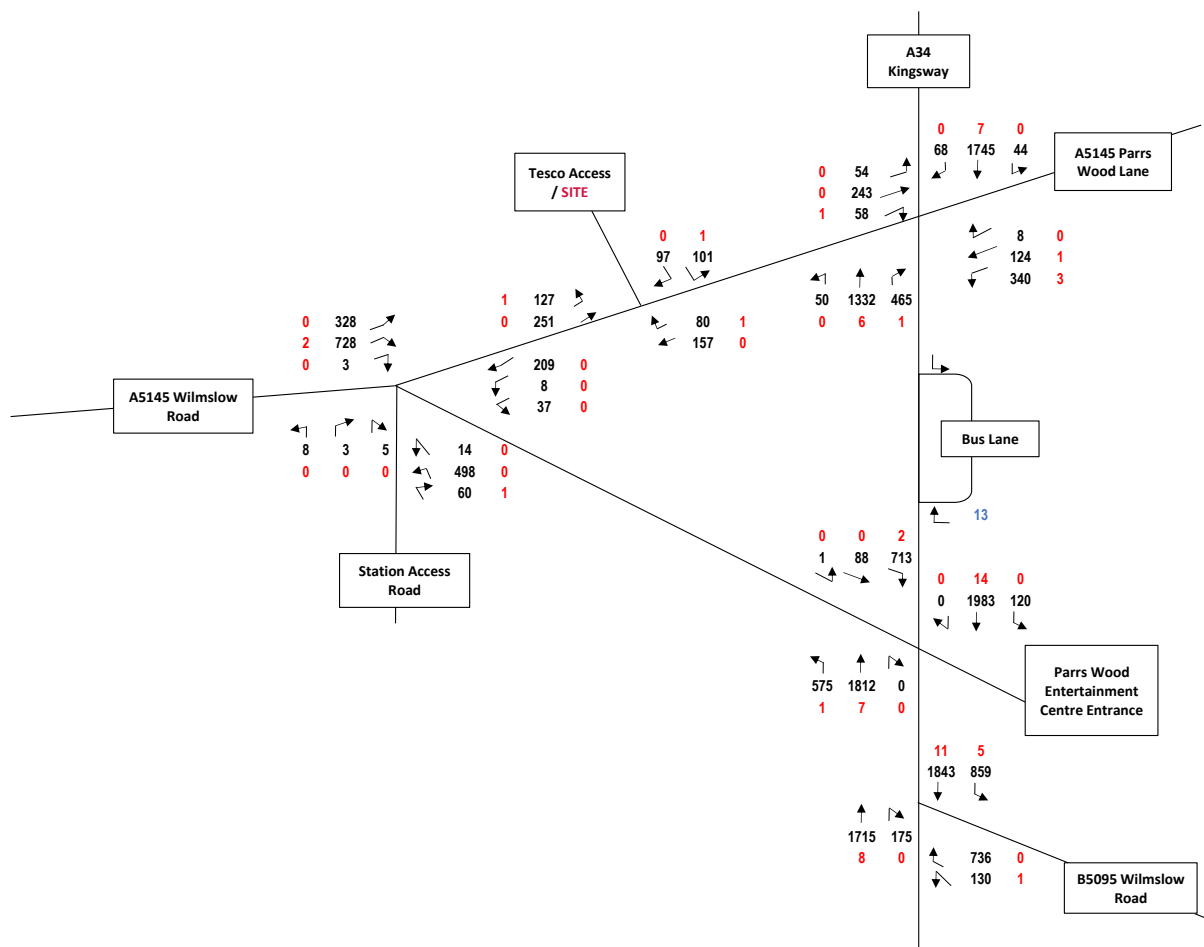
TEMPPro Growth Factor: 1.0590

Notes: PCUs in Black

HGVs in Red

Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)





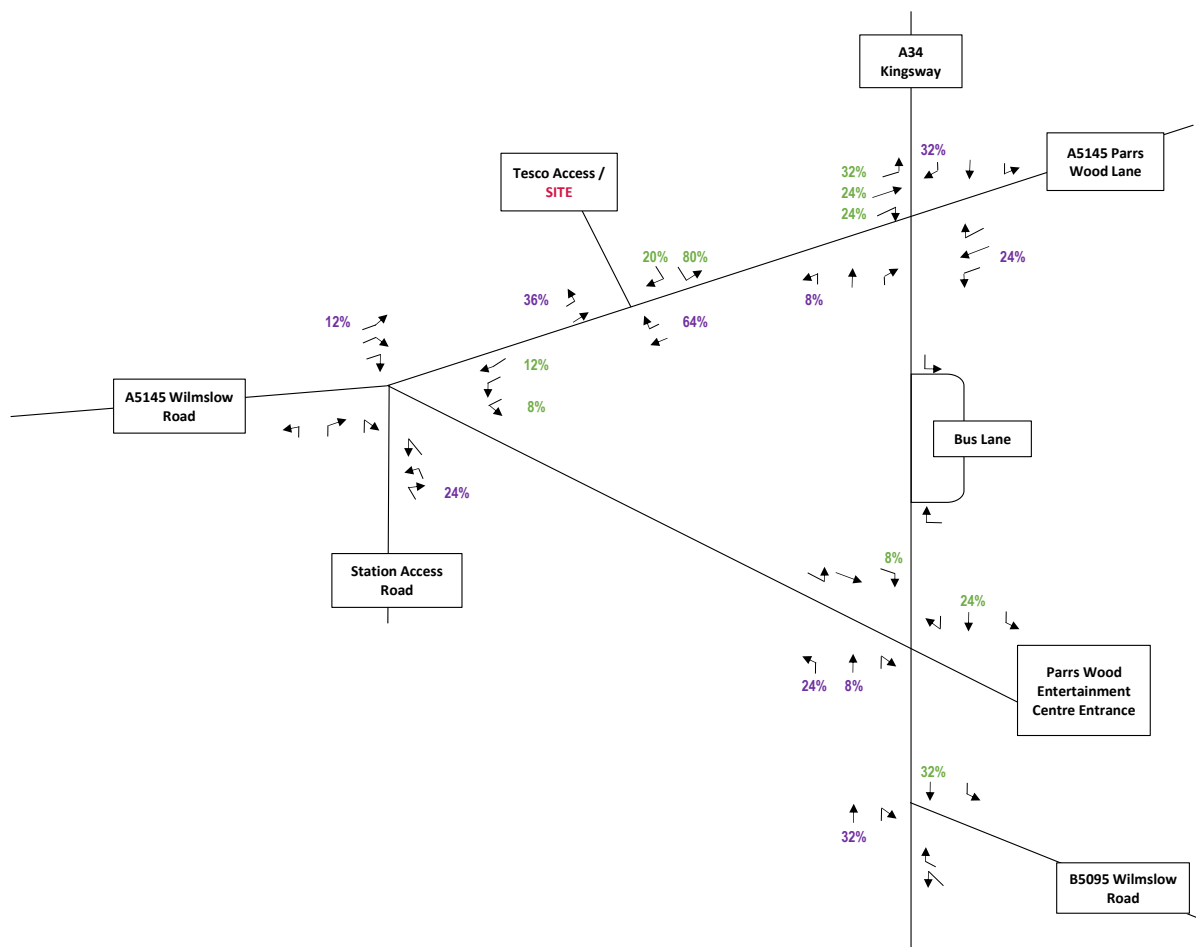
82673 - Tesco Parrs Wood Appeal

Figure 4 - 2027 Base Flows

Weekday PM Peak: 17:00 - 18:00
TEMPPro Growth Factor: 1.0598

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)



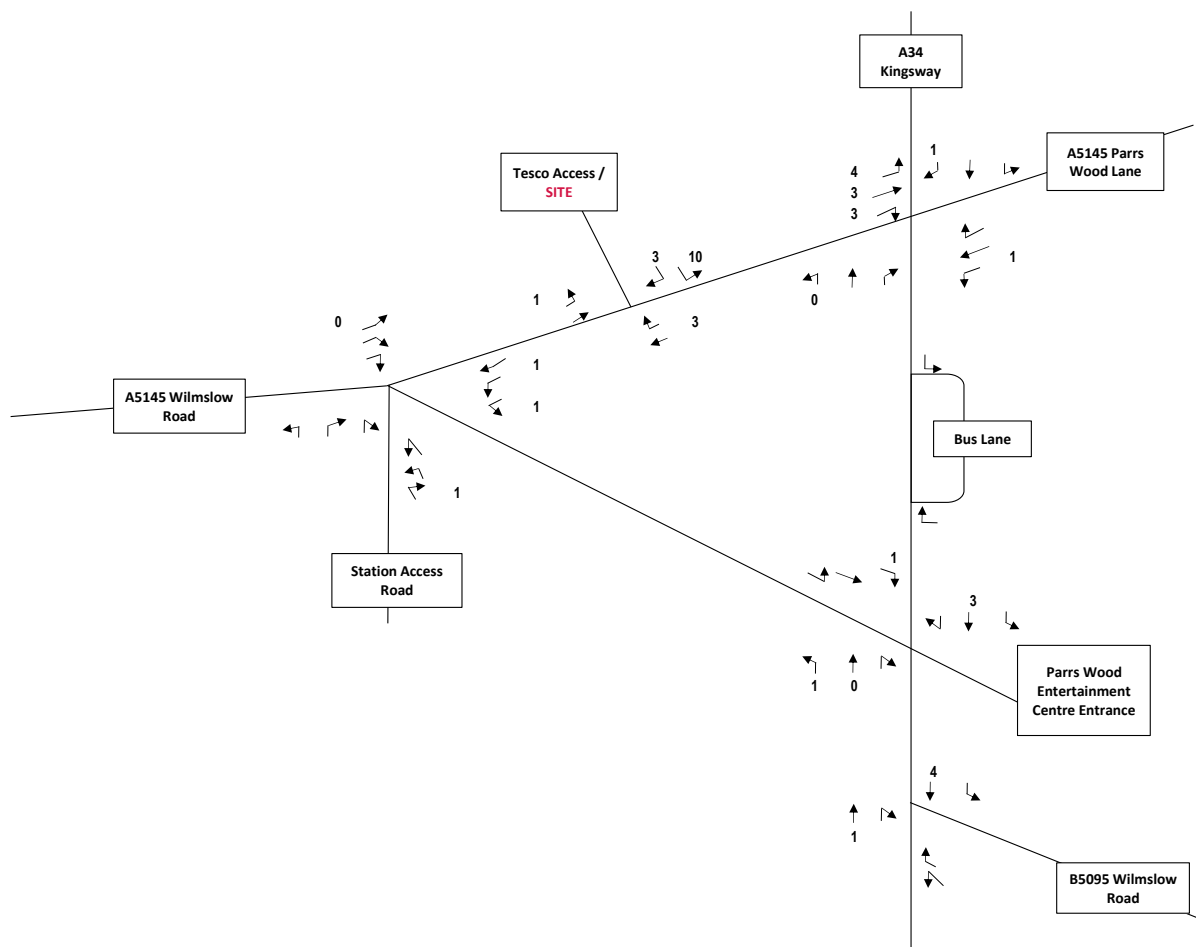


82673 - Tesco Parrs Wood Appeal

Figure 5 - Traffic Distribution based on Journey to Work Data

Notes: Arrivals in Purple
Departures in Green



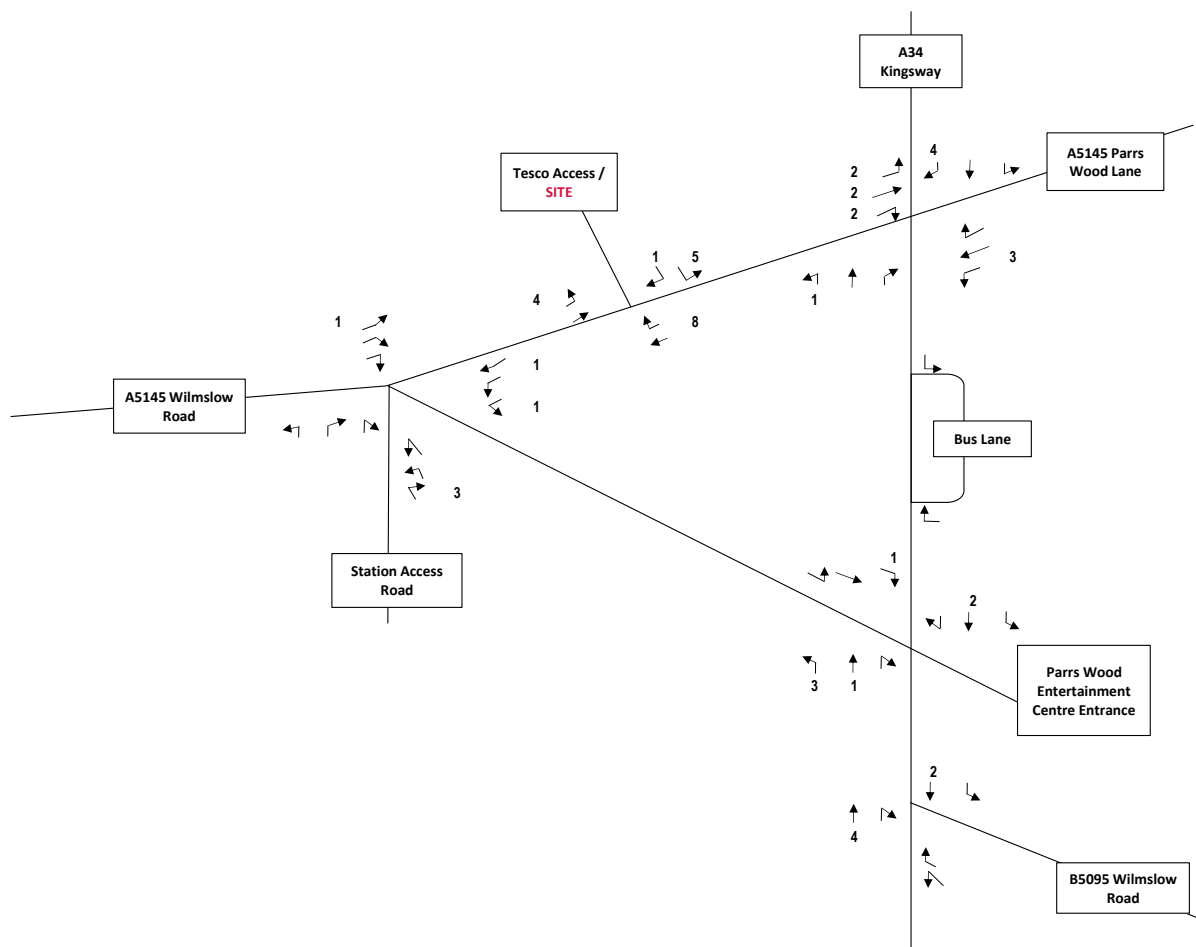


82673 - Tesco Parrs Wood Appeal

Figure 6 - Trips Generated by Development
AM Peak

Notes: PCUs in Black
4 Arrivals
13 Departures



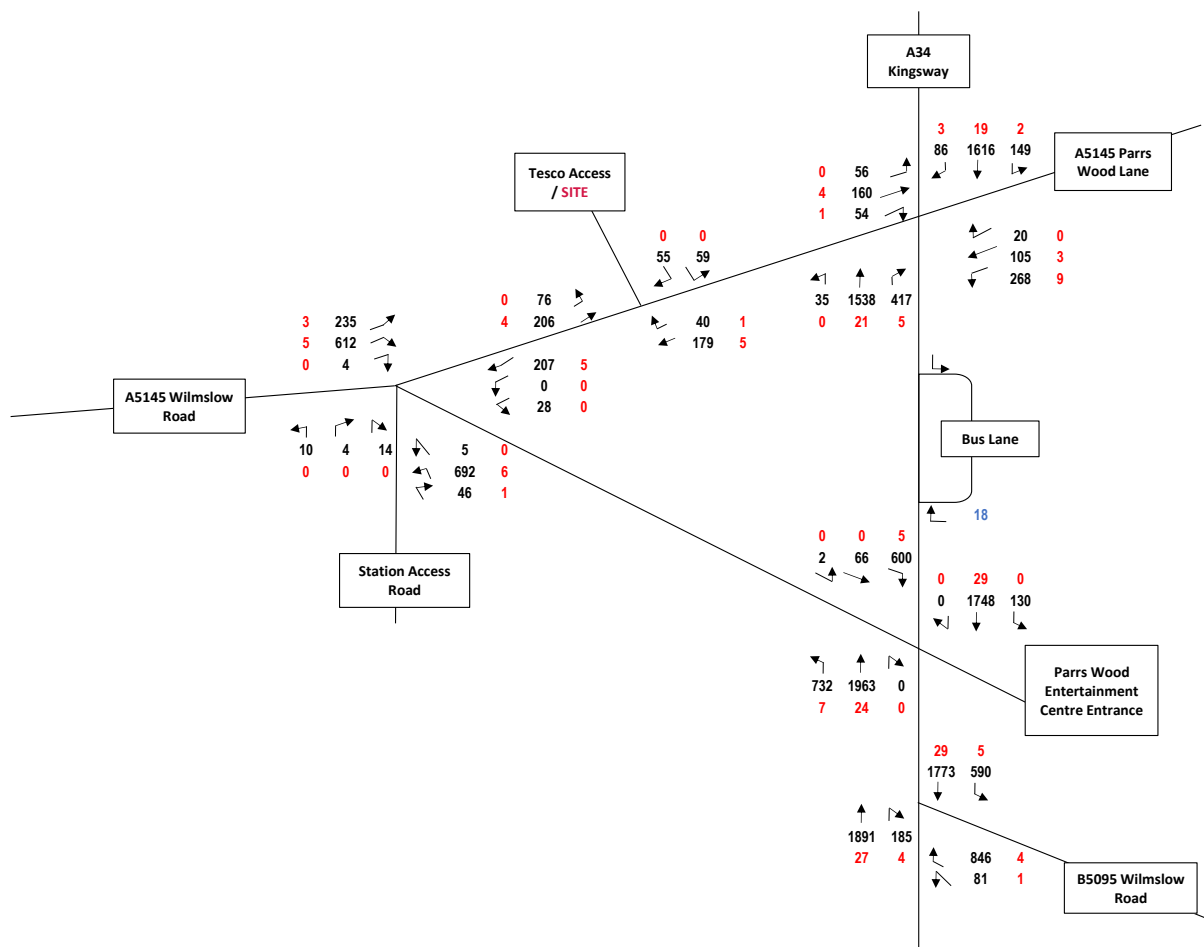


82673 - Tesco Parrs Wood Appeal

Figure 7 - Trips Generated by Development
PM Peak

Notes: PCUs in Black
12 Arrivals
7 Departures





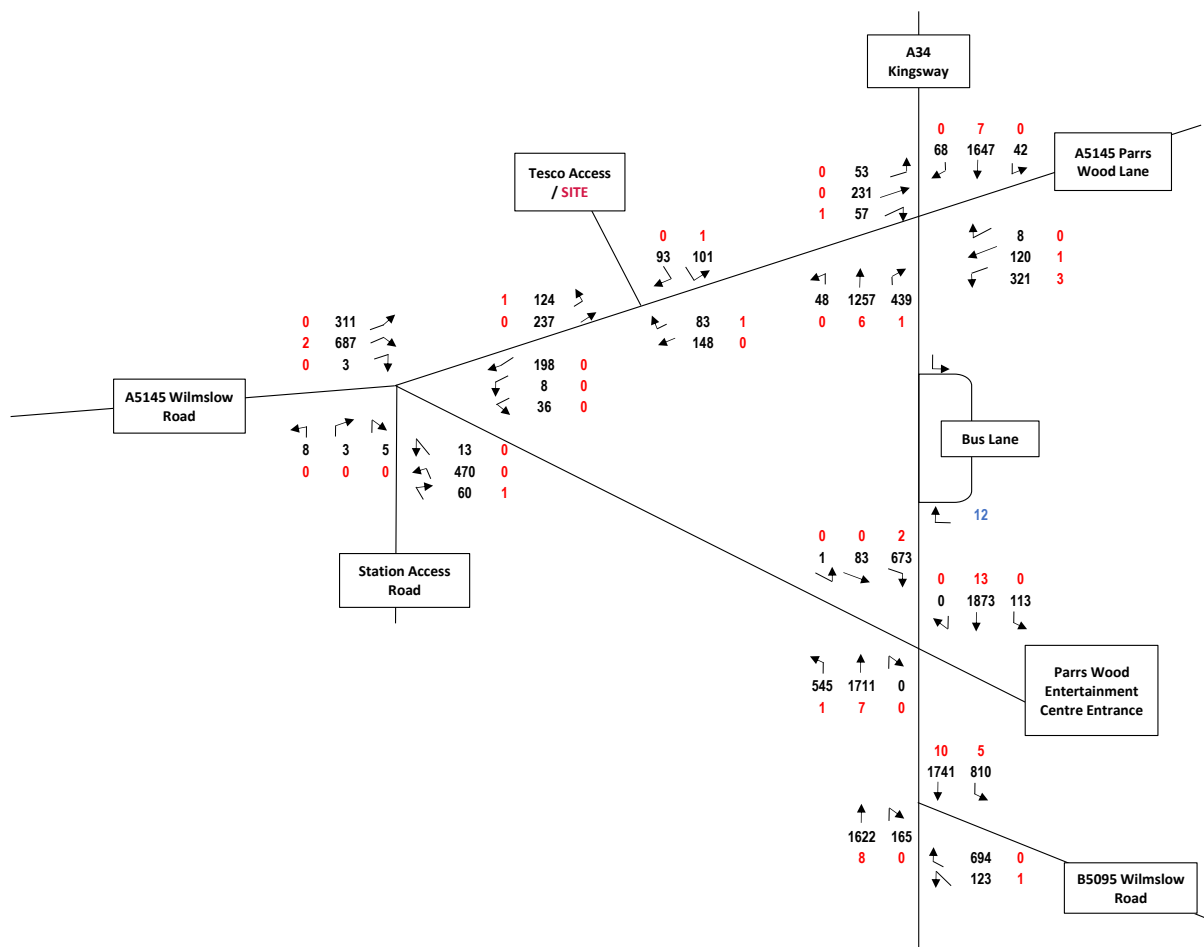
82673 - Tesco Parrs Wood Appeal

Figure 8 - 2022 Base plus Development Flows

Weekday AM Peak: 07:45 - 08:45

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)





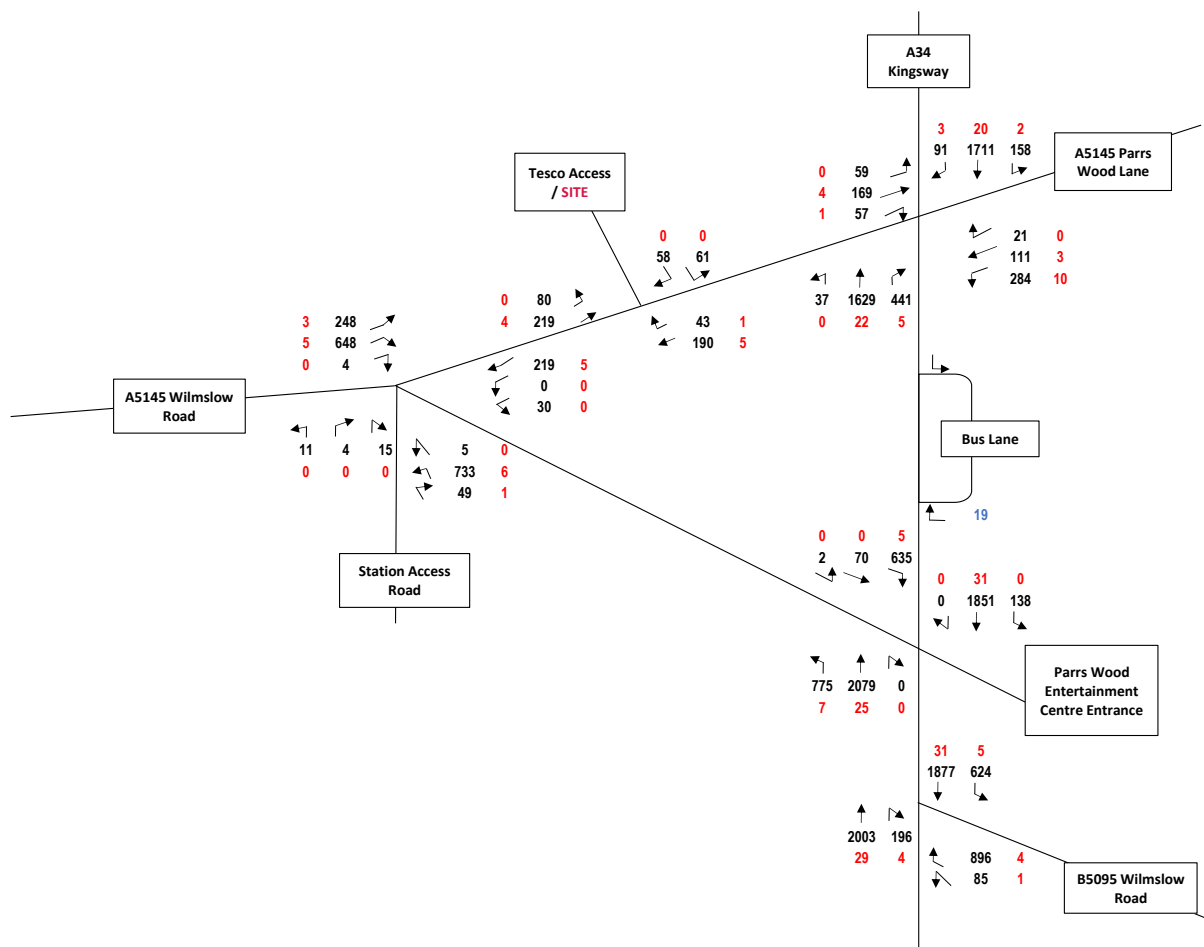
82673 - Tesco Parrs Wood Appeal

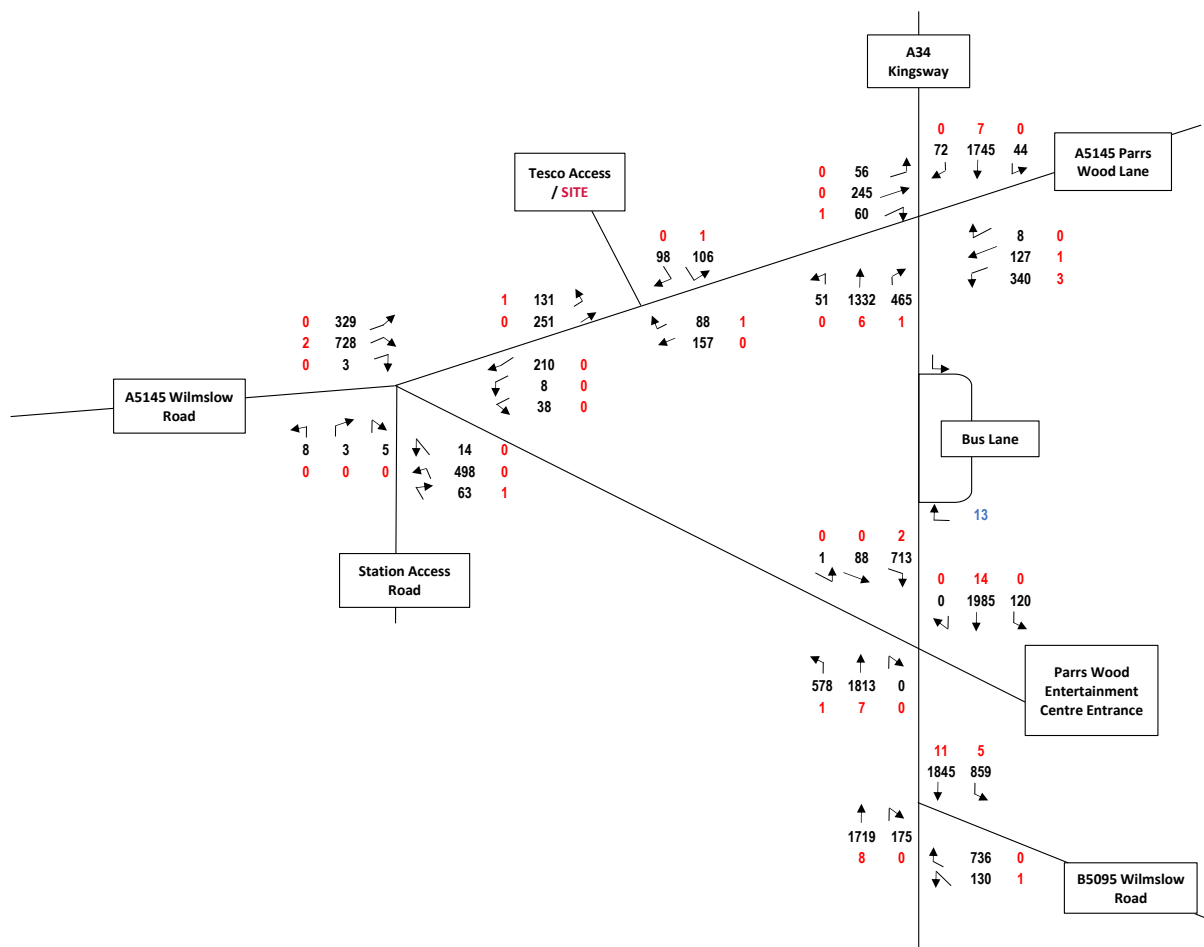
Figure 9 - 2022 Base plus Development Flows

Weekday PM Peak: 17:00 - 18:00

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)







82673 - Tesco Parrs Wood Appeal

Figure 11 - 2027 Base plus Development Flows

Weekday PM Peak: 17:00 - 18:00

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)



Appendix D – Junction Capacity Assessment Results

User and Project Details

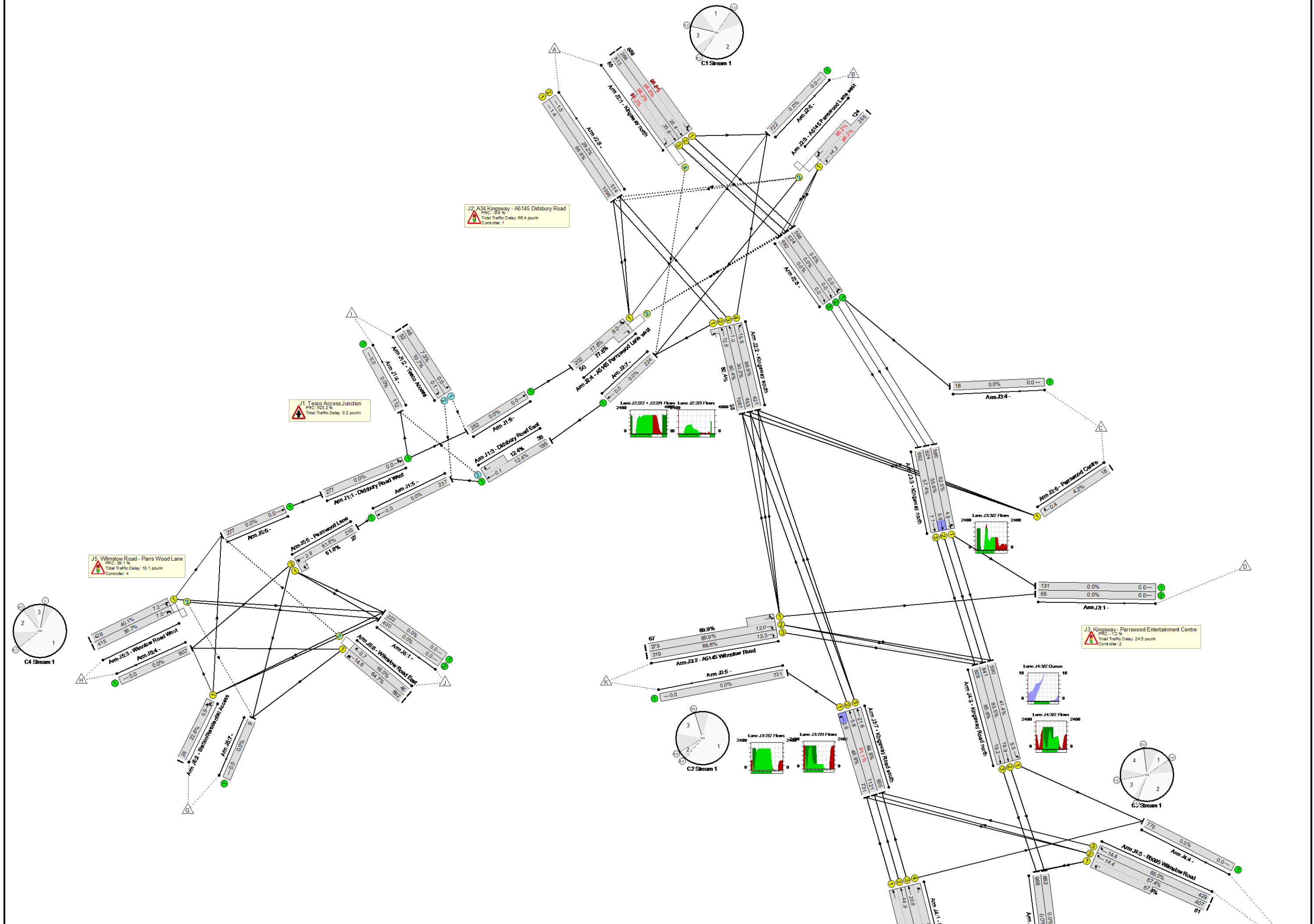
Project:	
Title:	
Location:	Parrs Wood, East Didsbury,South Manchester
Checked By:	
Checked By Date:	
Additional detail:	
File name:	Tesco Parrs Wood - LinSig Model V13.lsg3x
Author:	
Company:	
Address:	

Basic Results Summary

Scenario 1: '22 AM Base' (FG1: '2022 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Basic Results Summary



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Item	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	100.5%	168.8	-	-	-	Network	100.5%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	12.4%	0.2	-	-	-	J1: Tesco Access Junction	12.4%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	654	7.3%	0.0	-	0.0	0.00	2/1	7.3%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	488	10.7%	0.1	-	0.1	0.00	2/2	10.7%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1487+313	12.4 : 12.4%	0.1	-	0.1	0.00	3/1+3/2	12.4 : 12.4%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	98.8%	66.4	-	-	-	J2: A34 Kingsway - A5145 Didsbury Road	98.8%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1884	1915	269+677	98.8 : 98.8%	19.7	11.2	35.4	0.00	1/2+1/1	98.8 : 98.8%	-
1/3+1/4	Kingsway north Right Ahead	U+O	1:1	2055:1824	2055	828+87	98.2 : 98.2%	19.2	13.3	35.6	0.00	1/3+1/4	98.2 : 98.2%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1352+44	80.4 : 80.4%	2.2	8.4	12.8	0.00	2/2+2/1	80.4 : 80.4%	Yes
2/3	Kingsway south Ahead	U	1:1	2055	2055	1502	30.2%	0.1	0.9	1.0	0.00	2/3	30.2%	Yes
2/4	Kingsway south Right	U	1:1	2055	2055	474	88.8%	8.1	11.3	15.6	0.00	2/4	88.8%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1910	1791	276+129	96.2 : 96.2%	11.4	6.3	14.3	0.00	3/1+3/2	96.2 : 96.2%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1890:1833	1890	260+64	77.8 : 77.8%	4.3	5.4	8.0	0.00	4/1+4/2	77.8 : 77.8%	-
5/1		U	1:2	1915	1915	1639	66.9%	1.0	0.4	1.4	0.00	5/1	66.9%	-
5/2		U	1:2	2055	2055	1759	29.2%	0.3	1.0	1.5	0.00	5/2	29.2%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	91.1%	24.5	-	-	-	J3: Kingsway - Parrswood Entertainment Centre	91.1%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1894	1833	306+75	89.9 : 89.9%	7.6	6.6	12.0	0.00	2/2+2/1	89.9 : 89.9%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	359	88.8%	7.1	7.4	12.3	0.00	2/3	88.8%	-
3/1	Kingsway north Left Ahead	U	2:1	1883	1883	1104	52.5%	1.6	4.9	4.9	0.00	3/1	52.5%	Yes
3/2	Kingsway north Ahead	U	2:1	1915	1915	1123	55.6%	1.9	5.9	5.9	0.00	3/2	55.6%	Yes
3/3	Kingsway north Ahead	U	2:1	2055	2055	1205	57.4%	2.3	7.1	7.1	0.00	3/3	57.4%	Yes
6/1	Parrswood Centre Right	U	2:1	1800	1800	433	4.2%	0.2	0.4	0.4	0.00	6/1	4.2%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	46.8%	0.1	0.9	2.6	0.00	7/1	46.8%	Yes
7/2	Kingsway Road south Ahead	U	2:1	1940	1940	1231	91.1%	0.7	4.3	5.6	0.00	7/2	91.1%	Yes
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1320	64.8%	3.1	9.9	21.6	0.00	7/3	64.8%	Yes
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	100.5%	67.6	-	-	-	J4: Kingsway - Wilmslow Road	100.5%	-
1/2+1/1	Kingsway South Ahead	U	3:1	1925:1925	1925	939+510	99.7 : 99.7%	27.1	13.0	44.9	0.00	1/2+1/1	99.7 : 99.7%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	424+185	100.5 : 100.5%	17.6	5.9	20.8	0.00	1/3+1/4	100.5 : 100.5%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	41.4%	0.7	4.1	5.5	0.00	3/1	41.4%	Yes
3/2	Kingsway Road north Ahead	U	3:1	1940	1940	1007	83.5%	3.4	9.1	18.9	0.00	3/2	83.5%	Yes
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1080	85.9%	3.8	9.9	19.2	0.00	3/3	85.9%	Yes
5/2+5/1	B5095 Wilmslow Road Left Right	U	3:1	1945:1809	1945	466+93	87.4 : 87.4%	7.9	8.7	14.4	0.00	5/2+5/1	87.4 : 87.4%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	505	85.0%	7.1	9.2	14.4	0.00	5/3	85.0%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	64.7%	10.1	-	-	-	J5: Wilmslow Road - Parrs Wood Lane	64.7%	-

Basic Results Summary

2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1608	1608	124	22.6%	0.5	0.7	0.9	0.00	2/1	22.6%	-																																																																																																									
3/1	Wimslow Road West Right Ahead	U	4:1	1882	1882	1068	40.1%	1.8	5.1	7.2	0.00	3/1	40.1%	-																																																																																																									
3/2	Wimslow Road West Right U-Turn	O	4:1	1843	1843	1046	39.7%	1.8	5.0	7.0	0.00	3/2	39.7%	-																																																																																																									
5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1830	1940	340+44	61.8 : 61.8%	1.8	1.9	2.9	0.00	5/2+5/1	61.8 : 61.8%	-																																																																																																									
8/1	Wilmslow Road East Left Left2	U	4:1	1885	1885	1069	64.7%	3.9	8.3	14.6	0.00	8/1	64.7%	-																																																																																																									
8/2	Wilmslow Road East Right	O	4:1	1711	1711	281	16.0%	0.3	0.5	0.7	0.00	8/2	16.0%	-																																																																																																									
<table border="0"> <tr> <td>C1</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>-9.8</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>65.03</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td>C1</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%)</td><td>34.6</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>1.34</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td>C2</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>-1.2</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>24.44</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td>C2</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%)</td><td>92.3</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>0.11</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td>C3</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>-11.7</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>67.60</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td>C4</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>39.1</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>10.08</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td></td><td></td><td>PRC Over All Lanes (%)</td><td>-11.7</td><td colspan="2">Total Delay Over All Lanes(pcuHr):</td><td>168.77</td><td colspan="8"></td></tr> </table>															C1	Stream: 1	PRC for Signalled Lanes (%)	-9.8	Total Delay for Signalled Lanes (pcuHr):		65.03	Cycle Time (s):		104						C1	Stream: 2	PRC for Signalled Lanes (%)	34.6	Total Delay for Signalled Lanes (pcuHr):		1.34	Cycle Time (s):		104						C2	Stream: 1	PRC for Signalled Lanes (%)	-1.2	Total Delay for Signalled Lanes (pcuHr):		24.44	Cycle Time (s):		104						C2	Stream: 2	PRC for Signalled Lanes (%)	92.3	Total Delay for Signalled Lanes (pcuHr):		0.11	Cycle Time (s):		104						C3	Stream: 1	PRC for Signalled Lanes (%)	-11.7	Total Delay for Signalled Lanes (pcuHr):		67.60	Cycle Time (s):		104						C4	Stream: 1	PRC for Signalled Lanes (%)	39.1	Total Delay for Signalled Lanes (pcuHr):		10.08	Cycle Time (s):		104								PRC Over All Lanes (%)	-11.7	Total Delay Over All Lanes(pcuHr):		168.77								
C1	Stream: 1	PRC for Signalled Lanes (%)	-9.8	Total Delay for Signalled Lanes (pcuHr):		65.03	Cycle Time (s):		104																																																																																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	34.6	Total Delay for Signalled Lanes (pcuHr):		1.34	Cycle Time (s):		104																																																																																																														
C2	Stream: 1	PRC for Signalled Lanes (%)	-1.2	Total Delay for Signalled Lanes (pcuHr):		24.44	Cycle Time (s):		104																																																																																																														
C2	Stream: 2	PRC for Signalled Lanes (%)	92.3	Total Delay for Signalled Lanes (pcuHr):		0.11	Cycle Time (s):		104																																																																																																														
C3	Stream: 1	PRC for Signalled Lanes (%)	-11.7	Total Delay for Signalled Lanes (pcuHr):		67.60	Cycle Time (s):		104																																																																																																														
C4	Stream: 1	PRC for Signalled Lanes (%)	39.1	Total Delay for Signalled Lanes (pcuHr):		10.08	Cycle Time (s):		104																																																																																																														
		PRC Over All Lanes (%)	-11.7	Total Delay Over All Lanes(pcuHr):		168.77																																																																																																																	

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-9.78	65.03
C1	2	34.57	1.34
C2	1	-1.17	24.44
C2	2	92.31	0.11
C3	1	-11.65	67.60
C4	1	39.08	10.08
Total Network Delay: 168.77 pcuHr			
Worst PRC: -11.65 % (On Lane J4:1/3 in Stream 1)			

Basic Results Summary

Scenario 2: '22 AM with Dev' (FG3: '2022 AM Base+Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Item	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	100.5%	169.6	-	-	-	Network	100.5%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	12.6%	0.2	-	-	-	J1: Tesco Access Junction	12.6%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	654	8.9%	0.0	-	0.0	0.00	2/1	8.9%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	487	11.1%	0.1	-	0.1	0.00	2/2	11.1%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1465+335	12.6 : 12.6%	0.1	-	0.1	0.00	3/1+3/2	12.6 : 12.6%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	98.9%	67.0	-	-	-	J2: A34 Kingsway - A5145 Didsbury Road	98.9%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1884	1915	271+676	98.9 : 98.9%	20.0	11.3	35.6	0.00	1/2+1/1	98.9 : 98.9%	-
1/3+1/4	Kingsway north Right Ahead	U+O	1:1	2055:1824	2055	828+88	98.1 : 98.1%	19.1	13.3	35.5	0.00	1/3+1/4	98.1 : 98.1%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1352+44	80.4 : 80.4%	2.2	8.3	12.8	0.00	2/2+2/1	80.4 : 80.4%	Yes
2/3	Kingsway south Ahead	U	1:1	2055	2055	1502	30.2%	0.1	0.9	1.0	0.00	2/3	30.2%	Yes
2/4	Kingsway south Right	U	1:1	2055	2055	474	88.8%	8.1	11.3	15.6	0.00	2/4	88.8%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1910	1791	276+130	96.2 : 96.2%	11.4	6.3	14.3	0.00	3/1+3/2	96.2 : 96.2%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1888:1833	1888	259+65	80.6 : 80.6%	4.7	5.7	8.5	0.00	4/1+4/2	80.6 : 80.6%	-
5/1		U	1:2	1915	1915	1639	66.9%	1.1	0.4	1.5	0.00	5/1	66.9%	-
5/2		U	1:2	2055	2055	1759	29.4%	0.3	1.0	1.5	0.00	5/2	29.4%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	91.1%	24.7	-	-	-	J3: Kingsway - Parrswood Entertainment Centre	91.1%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1894	1833	306+75	89.9 : 89.9%	7.6	6.6	12.0	0.00	2/2+2/1	89.9 : 89.9%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	359	89.0%	7.1	7.4	12.4	0.00	2/3	89.0%	-
3/1	Kingsway north Left Ahead	U	2:1	1883	1883	1104	52.5%	1.6	4.9	4.9	0.00	3/1	52.5%	Yes
3/2	Kingsway north Ahead	U	2:1	1915	1915	1123	55.1%	1.8	5.7	5.8	0.00	3/2	55.1%	Yes
3/3	Kingsway north Ahead	U	2:1	2055	2055	1205	58.1%	2.4	7.3	7.3	0.00	3/3	58.1%	Yes
6/1	Parrswood Centre Right	U	2:1	1800	1800	433	4.2%	0.2	0.4	0.4	0.00	6/1	4.2%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	46.9%	0.1	0.9	2.6	0.00	7/1	46.9%	Yes
7/2	Kingsway Road south Ahead	U	2:1	1940	1940	1231	91.1%	0.7	4.3	5.6	0.00	7/2	91.1%	Yes
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1320	64.8%	3.1	9.9	21.7	0.00	7/3	64.8%	Yes
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	100.5%	67.7	-	-	-	J4: Kingsway - Wilmslow Road	100.5%	-
1/2+1/1	Kingsway South Ahead	U	3:1	1925:1925	1925	939+511	99.7 : 99.7%	27.1	13.0	44.9	0.00	1/2+1/1	99.7 : 99.7%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	423+185	100.5 : 100.5%	17.5	5.9	20.8	0.00	1/3+1/4	100.5 : 100.5%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	41.4%	0.7	4.1	5.5	0.00	3/1	41.4%	Yes
3/2	Kingsway Road north Ahead	U	3:1	1940	1940	1007	83.1%	3.4	9.1	18.5	0.00	3/2	83.1%	Yes
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1080	86.7%	3.8	9.9	19.8	0.00	3/3	86.7%	Yes
5/2+5/1	B5095 Wilmslow Road Left Right	U	3:1	1945:1809	1945	466+93	87.4 : 87.4%	7.9	8.7	14.4	0.00	5/2+5/1	87.4 : 87.4%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	505	85.2%	7.2	9.2	14.5	0.00	5/3	85.2%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	64.7%	10.1	-	-	-	J5: Wilmslow Road - Parrs Wood Lane	64.7%	-

Basic Results Summary

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Network Summary

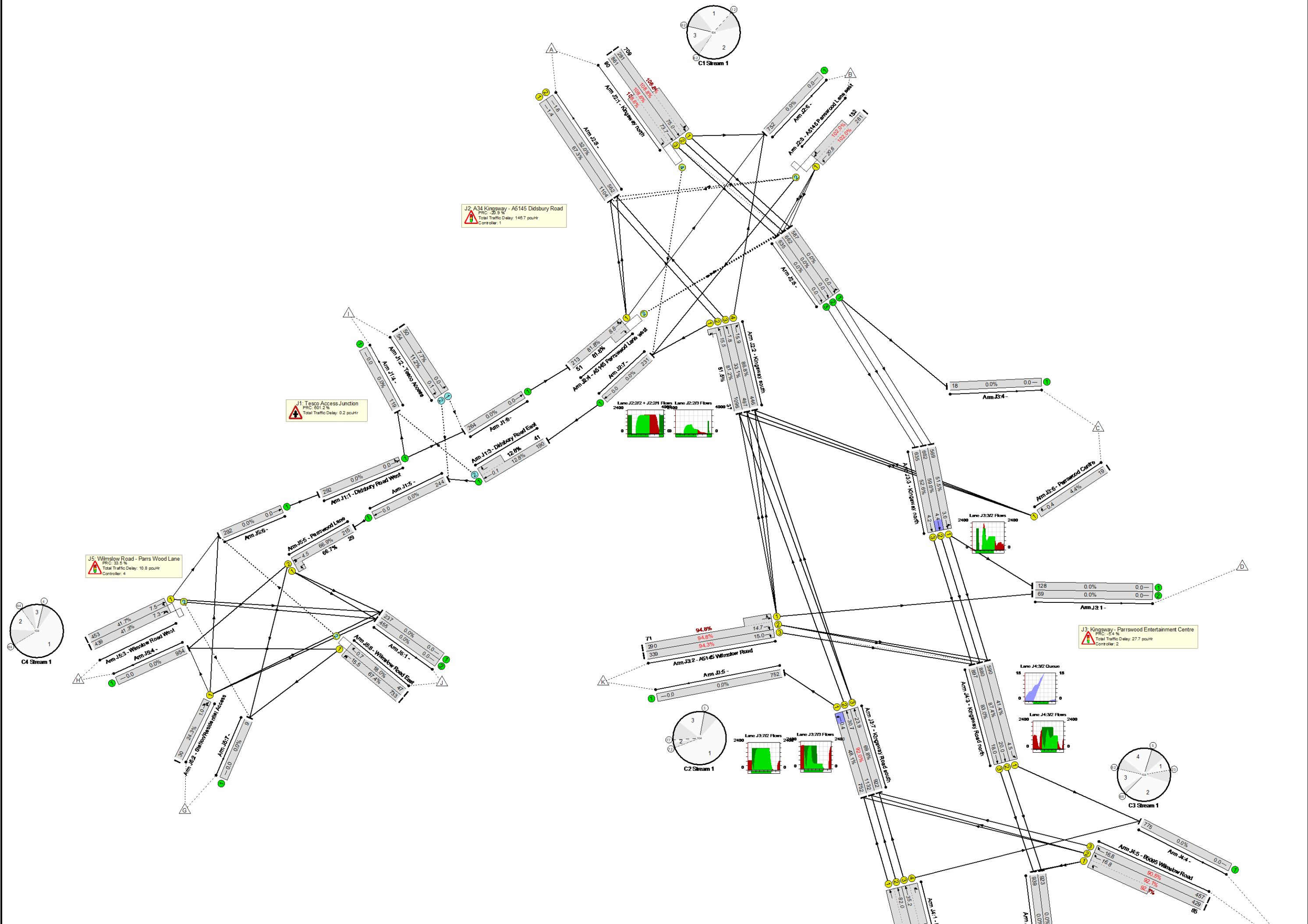
Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-9.89	65.61
C1	2	34.45	1.35
C2	1	-1.17	24.55
C2	2	92.05	0.11
C3	1	-11.65	67.68
C4	1	39.08	10.11
Total Network Delay: 169.60 pcuHr			
Worst PRC: -11.65 % (On Lane J4:1/3 in Stream 1)			

Basic Results Summary

Scenario 3: '27 AM Base' (FG5: '2027 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Basic Results Summary



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Item	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	108.8%	296.4	-	-	-	Network	108.8%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	12.8%	0.2	-	-	-	J1: Tesco Access Junction	12.8%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	651	7.7%	0.0	-	0.0	0.00	2/1	7.7%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	483	11.2%	0.1	-	0.1	0.00	2/2	11.2%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1484+316	12.8 : 12.8%	0.1	-	0.1	0.00	3/1+3/2	12.8 : 12.8%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	108.8%	146.7	-	-	-	J2: A34 Kingsway - A5145 Didsbury Road	108.8%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1884	1915	258+651	108.8 : 108.8%	57.2	15.0	75.0	0.00	1/2+1/1	108.8 : 108.8%	-
1/3+1/4	Kingsway north Right Ahead	U+O	1:1	2055:1824	2055	793+83	108.6 : 108.6%	55.2	16.8	73.7	0.00	1/3+1/4	108.6 : 108.6%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1350+45	81.2 : 81.5%	3.4	12.1	15.5	0.00	2/2+2/1	81.2 : 81.5%	Yes
2/3	Kingsway south Ahead	U	1:1	2055	2055	1502	33.1%	0.3	1.6	1.8	0.00	2/3	33.1%	Yes
2/4	Kingsway south Right	U	1:1	2055	2055	514	86.8%	6.9	11.0	15.9	0.00	2/4	86.8%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1910	1791	276+129	102.0 : 102.0%	17.5	6.9	20.6	0.00	3/1+3/2	102.0 : 102.0%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1890:1833	1890	260+62	81.8 : 81.8%	4.7	5.7	8.8	0.00	4/1+4/2	81.8 : 81.8%	-
5/1		U	1:2	1915	1915	1639	67.3%	1.1	0.4	1.4	0.00	5/1	67.3%	-
5/2		U	1:2	2055	2055	1759	32.0%	0.3	1.1	1.6	0.00	5/2	32.0%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	94.8%	27.7	-	-	-	J3: Kingsway - Parrswood Entertainment Centre	94.8%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1895	1833	306+75	94.8 : 94.8%	9.9	7.0	14.7	0.00	2/2+2/1	94.8 : 94.8%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	359	94.3%	9.4	7.8	15.0	0.00	2/3	94.3%	-
3/1	Kingsway north Left Ahead	U	2:1	1883	1883	1104	51.5%	0.9	3.0	3.0	0.00	3/1	51.5%	Yes
3/2	Kingsway north Ahead	U	2:1	1915	1915	1123	59.0%	1.4	4.4	4.4	0.00	3/2	59.0%	Yes
3/3	Kingsway north Ahead	U	2:1	2055	2055	1205	52.6%	1.3	4.2	4.2	0.00	3/3	52.6%	Yes
6/1	Parrswood Centre Right	U	2:1	1800	1800	433	4.4%	0.2	0.4	0.4	0.00	6/1	4.4%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	48.1%	0.0	0.0	0.4	0.00	7/1	48.1%	Yes
7/2	Kingsway Road south Ahead	U	2:1	1940	1940	1231	92.0%	0.8	4.5	30.7	0.00	7/2	92.0%	Yes
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1320	69.8%	3.7	10.5	23.9	0.00	7/3	69.8%	Yes
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	106.4%	111.1	-	-	-	J4: Kingsway - Wilmslow Road	106.4%	-
1/2+1/1	Kingsway South Ahead	U	3:1	1925:1925	1925	938+517	104.3 : 104.3%	53.0	14.8	82.0	0.00	1/2+1/1	104.3 : 104.3%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	437+185	106.4 : 106.4%	31.7	6.5	35.2	0.00	1/3+1/4	106.4 : 106.4%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	41.4%	0.7	3.9	4.5	0.00	3/1	41.4%	Yes
3/2	Kingsway Road north Ahead	U	3:1	1940	1940	1007	87.4%	3.4	8.9	20.0	0.00	3/2	87.4%	Yes
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1080	83.0%	3.5	10.3	18.0	0.00	3/3	83.0%	Yes
5/2+5/1	B5095 Wilmslow Road Left Right	U	3:1	1945:1809	1945	466+92	92.1 : 92.1%	9.9	9.2	16.8	0.00	5/2+5/1	92.1 : 92.1%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	505	90.5%	9.0	9.8	16.8	0.00	5/3	90.5%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	67.4%	10.8	-	-	-	J5: Wilmslow Road - Parrs Wood Lane	67.4%	-

Basic Results Summary

[illegible]

Network Summary

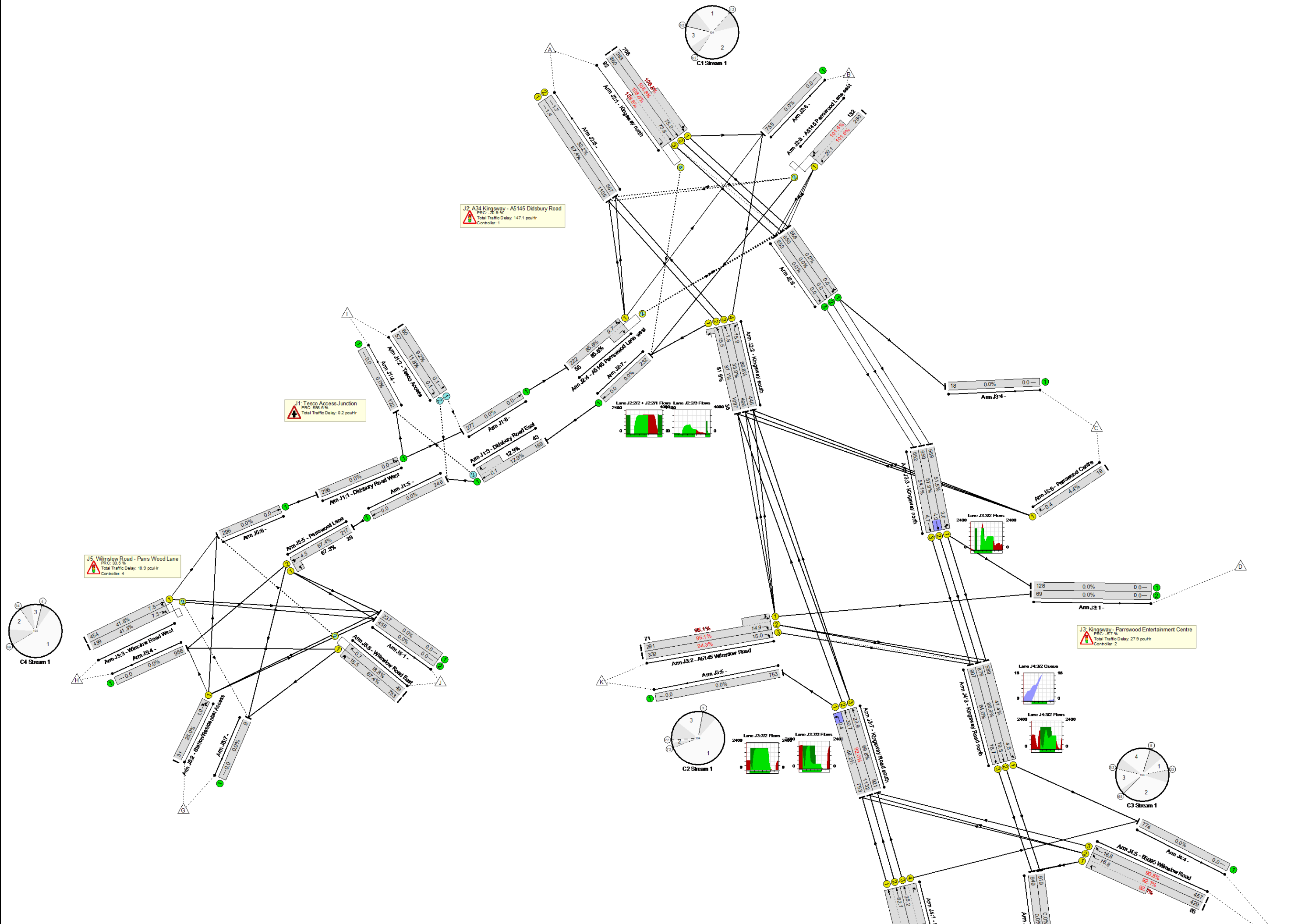
Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-20.94	145.26
C1	2	33.64	1.40
C2	1	-5.35	27.65
C2	2	87.02	0.04
C3	1	-18.26	111.05
C4	1	33.53	10.78
Total Network Delay: 296.35 pcuHr			
Worst PRC: -20.94 % (On Lane J2:1/2 in Stream 1)			

Basic Results Summary

Scenario 4: '27 AM with Dev' (FG7: '2027 AM with Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Basic Results Summary



Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Item	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	108.8%	297.1	-	-	-	Network	108.8%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	12.9%	0.2	-	-	-	J1: Tesco Access Junction	12.9%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	650	9.2%	0.1	-	0.1	0.00	2/1	9.2%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	482	11.8%	0.1	-	0.1	0.00	2/2	11.8%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1470+330	12.9 : 12.9%	0.1	-	0.1	0.00	3/1+3/2	12.9 : 12.9%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	108.8%	147.1	-	-	-	J2: A34 Kingsway - A5145 Didsbury Road	108.8%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1883	1915	260+651	108.8 : 108.8%	57.2	15.0	75.0	0.00	1/2+1/1	108.8 : 108.8%	-
1/3+1/4	Kingsway north Right Ahead	U+O	1:1	2055:1824	2055	792+85	108.6 : 108.6%	55.3	16.8	73.8	0.00	1/3+1/4	108.6 : 108.6%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1351+44	81.1 : 81.6%	3.4	12.1	15.5	0.00	2/2+2/1	81.1 : 81.6%	Yes
2/3	Kingsway south Ahead	U	1:1	2055	2055	1502	33.0%	0.3	1.6	1.8	0.00	2/3	33.0%	Yes
2/4	Kingsway south Right	U	1:1	2055	2055	514	86.8%	6.9	11.0	15.9	0.00	2/4	86.8%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1910	1791	276+130	101.6 : 101.6%	17.0	6.8	20.1	0.00	3/1+3/2	101.6 : 101.6%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1888:1833	1888	259+64	85.6 : 85.6%	5.5	6.0	9.7	0.00	4/1+4/2	85.6 : 85.6%	-
5/1		U	1:2	1915	1915	1639	67.4%	1.1	0.4	1.4	0.00	5/1	67.4%	-
5/2		U	1:2	2055	2055	1759	32.2%	0.3	1.2	1.7	0.00	5/2	32.2%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	95.1%	27.9	-	-	-	J3: Kingsway - Parrswood Entertainment Centre	95.1%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1895	1833	306+75	95.1 : 95.1%	10.1	7.1	14.9	0.00	2/2+2/1	95.1 : 95.1%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	359	94.3%	9.4	7.8	15.0	0.00	2/3	94.3%	-
3/1	Kingsway north Left Ahead	U	2:1	1883	1883	1104	51.5%	0.9	3.0	3.0	0.00	3/1	51.5%	Yes
3/2	Kingsway north Ahead	U	2:1	1915	1915	1123	57.9%	1.2	4.0	4.0	0.00	3/2	57.9%	Yes
3/3	Kingsway north Ahead	U	2:1	2055	2055	1205	54.1%	1.5	4.7	4.7	0.00	3/3	54.1%	Yes
6/1	Parrswood Centre Right	U	2:1	1800	1800	433	4.4%	0.2	0.4	0.4	0.00	6/1	4.4%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	48.2%	0.0	0.0	0.4	0.00	7/1	48.2%	Yes
7/2	Kingsway Road south Ahead	U	2:1	1940	1940	1231	92.0%	0.8	4.5	30.7	0.00	7/2	92.0%	Yes
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1320	69.8%	3.7	10.5	23.9	0.00	7/3	69.8%	Yes
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	106.4%	111.1	-	-	-	J4: Kingsway - Wilmslow Road	106.4%	-
1/2+1/1	Kingsway South Ahead	U	3:1	1925:1925	1925	938+518	104.3 : 104.3%	53.0	14.8	82.1	0.00	1/2+1/1	104.3 : 104.3%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	436+185	106.4 : 106.4%	31.6	6.4	35.2	0.00	1/3+1/4	106.4 : 106.4%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	41.4%	0.7	3.9	4.5	0.00	3/1	41.4%	Yes
3/2	Kingsway Road north Ahead	U	3:1	1940	1940	1007	86.9%	3.4	9.1	19.5	0.00	3/2	86.9%	Yes
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1080	84.0%	3.6	10.1	18.7	0.00	3/3	84.0%	Yes
5/2+5/1	B5095 Wilmslow Road Left Right	U	3:1	1945:1809	1945	466+92	92.1 : 92.1%	9.9	9.2	16.8	0.00	5/2+5/1	92.1 : 92.1%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	505	90.5%	9.0	9.8	16.8	0.00	5/3	90.5%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	67.4%	10.9	-	-	-	J5: Wilmslow Road - Parrs Wood Lane	67.4%	-

Basic Results Summary

2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1612	1612	124	25.0%	0.6	0.8	1.0	0.00	2/1	25.0%	-																																																																																																									
3/1	Wimslow Road West Right Ahead	U	4:1	1882	1882	1086	41.8%	1.9	5.3	7.5	0.00	3/1	41.8%	-																																																																																																									
3/2	Wimslow Road West Right U-Turn	O	4:1	1843	1843	1063	41.3%	1.9	5.1	7.3	0.00	3/2	41.3%	-																																																																																																									
5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1830	1940	322+43	67.4 : 67.3%	2.0	2.1	4.5	0.00	5/2+5/1	67.4 : 67.3%	-																																																																																																									
8/1	Wilmslow Road East Left Left2	U	4:1	1885	1885	1087	67.4%	4.1	8.6	15.5	0.00	8/1	67.4%	-																																																																																																									
8/2	Wilmslow Road East Right	O	4:1	1711	1711	261	18.8%	0.4	0.6	0.7	0.00	8/2	18.8%	-																																																																																																									
<table border="0"> <tr> <td>C1</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>-20.9</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>145.65</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td>C1</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%)</td><td>33.5</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>1.41</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td>C2</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>-5.7</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>27.85</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td>C2</td><td>Stream: 2</td><td>PRC for Signalled Lanes (%)</td><td>86.8</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>0.04</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td>C3</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>-18.3</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>111.10</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td>C4</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>33.5</td><td colspan="2">Total Delay for Signalled Lanes (pcuHr):</td><td>10.87</td><td colspan="2">Cycle Time (s):</td><td>104</td><td colspan="5"></td></tr> <tr> <td></td><td colspan="2">PRC Over All Lanes (%)</td><td>-20.9</td><td colspan="2">Total Delay Over All Lanes(pcuHr):</td><td>297.11</td><td colspan="8"></td></tr> </table>															C1	Stream: 1	PRC for Signalled Lanes (%)	-20.9	Total Delay for Signalled Lanes (pcuHr):		145.65	Cycle Time (s):		104						C1	Stream: 2	PRC for Signalled Lanes (%)	33.5	Total Delay for Signalled Lanes (pcuHr):		1.41	Cycle Time (s):		104						C2	Stream: 1	PRC for Signalled Lanes (%)	-5.7	Total Delay for Signalled Lanes (pcuHr):		27.85	Cycle Time (s):		104						C2	Stream: 2	PRC for Signalled Lanes (%)	86.8	Total Delay for Signalled Lanes (pcuHr):		0.04	Cycle Time (s):		104						C3	Stream: 1	PRC for Signalled Lanes (%)	-18.3	Total Delay for Signalled Lanes (pcuHr):		111.10	Cycle Time (s):		104						C4	Stream: 1	PRC for Signalled Lanes (%)	33.5	Total Delay for Signalled Lanes (pcuHr):		10.87	Cycle Time (s):		104							PRC Over All Lanes (%)		-20.9	Total Delay Over All Lanes(pcuHr):		297.11								
C1	Stream: 1	PRC for Signalled Lanes (%)	-20.9	Total Delay for Signalled Lanes (pcuHr):		145.65	Cycle Time (s):		104																																																																																																														
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C2	Stream: 1	PRC for Signalled Lanes (%)	-5.7	Total Delay for Signalled Lanes (pcuHr):		27.85	Cycle Time (s):		104																																																																																																														
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C4	Stream: 1	PRC for Signalled Lanes (%)	33.5	Total Delay for Signalled Lanes (pcuHr):		10.87	Cycle Time (s):		104																																																																																																														
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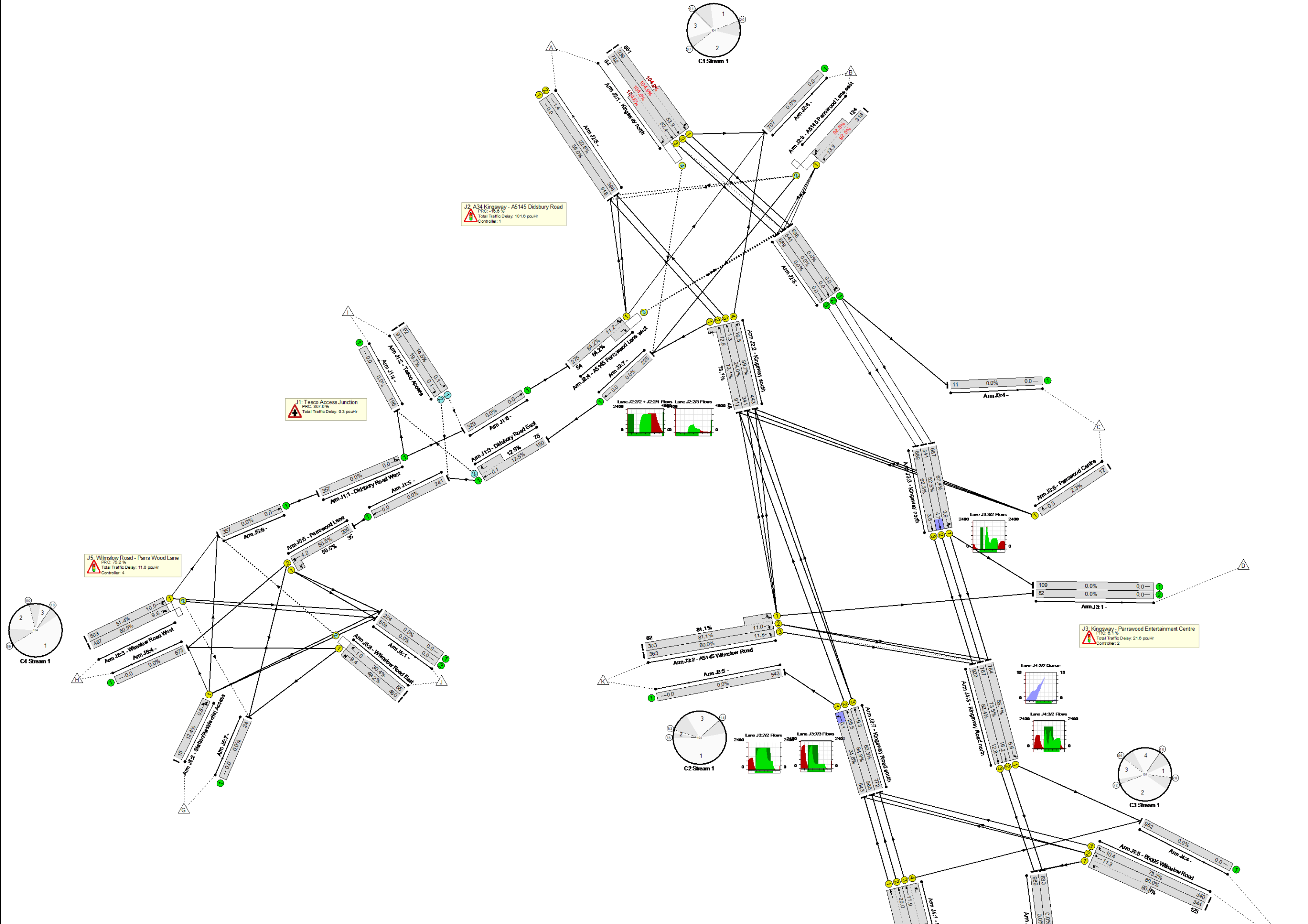
Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-20.93	145.65
C1	2	33.53	1.41
C2	1	-5.69	27.85
C2	2	86.79	0.04
C3	1	-18.26	111.10
C4	1	33.49	10.87
Total Network Delay: 297.11 pcuHr			
Worst PRC: -20.93 % (On Lane J2:1/2 in Stream 1)			

Basic Results Summary

Scenario 5: '22 PM Base' (FG2: '2022 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Item	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	104.9%	168.2	-	-	-	Network	104.9%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	19.7%	0.3	-	-	-	J1: Tesco Access Junction	19.7%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	636	14.5%	0.1	-	0.1	0.00	2/1	14.5%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	463	19.7%	0.1	-	0.1	0.00	2/2	19.7%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1200+600	12.5 : 12.5%	0.1	-	0.1	0.00	3/1+3/2	12.5 : 12.5%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	104.9%	101.6	-	-	-	J2: A34 Kingsway - A5145 Didsbury Road	104.9%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1906	1915	228+621	104.9 : 104.9%	37.9	13.3	53.9	0.00	1/2+1/1	104.9 : 104.9%	-
1/3+1/4	Kingsway north Right Ahead	U+O	1:1	2055:1824	2055	748+61	104.6 : 104.6%	35.7	14.9	52.4	0.00	1/3+1/4	104.6 : 104.6%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1255+66	73.1 : 73.1%	3.3	10.7	12.8	0.00	2/2+2/1	73.1 : 73.1%	Yes
2/3	Kingsway south Ahead	U	1:1	2055	2055	1423	24.0%	0.3	1.2	1.3	0.00	2/3	24.0%	Yes
2/4	Kingsway south Right	U	1:1	2055	2055	494	89.7%	7.9	11.3	16.5	0.00	2/4	89.7%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1919	1791	344+134	92.5 : 92.5%	9.8	7.2	13.9	0.00	3/1+3/2	92.5 : 92.5%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1899:1833	1899	327+64	84.2 : 84.2%	5.9	7.6	11.2	0.00	4/1+4/2	84.2 : 84.2%	-
5/1		U	1:2	1915	1915	1639	56.0%	0.7	0.2	0.9	0.00	5/1	56.0%	-
5/2		U	1:2	2055	2055	1759	22.6%	0.2	0.9	1.4	0.00	5/2	22.6%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	84.8%	21.6	-	-	-	J3: Kingsway - Parrswood Entertainment Centre	84.8%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1915	1833	374+101	81.1 : 81.1%	6.0	6.9	11.0	0.00	2/2+2/1	81.1 : 81.1%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	454	80.0%	5.7	7.9	11.8	0.00	2/3	80.0%	-
3/1	Kingsway north Left Ahead	U	2:1	1892	1892	1019	67.4%	1.4	3.9	3.9	0.00	3/1	67.4%	Yes
3/2	Kingsway north Ahead	U	2:1	1915	1915	1031	52.5%	1.6	4.7	4.7	0.00	3/2	52.5%	Yes
3/3	Kingsway north Ahead	U	2:1	2055	2055	1107	62.3%	1.3	3.8	3.8	0.00	3/3	62.3%	Yes
6/1	Parrswood Centre Right	U	2:1	1800	1800	519	2.3%	0.1	0.2	0.3	0.00	6/1	2.3%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	34.8%	0.0	0.0	0.1	0.00	7/1	34.8%	Yes
7/2	Kingsway Road south Ahead	U	2:1	1940	1940	1138	84.8%	2.1	5.3	25.5	0.00	7/2	84.8%	Yes
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1220	63.3%	3.3	9.7	19.3	0.00	7/3	63.3%	Yes
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	90.8%	33.7	-	-	-	J4: Kingsway - Wilmslow Road	90.8%	-
1/2+1/1	Kingsway South Ahead	U	3:1	1925:1925	1925	965+477	80.8 : 80.8%	8.0	10.4	20.0	0.00	1/2+1/1	80.8 : 80.8%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	476+185	90.8 : 90.8%	8.3	5.8	11.9	0.00	1/3+1/4	90.8 : 90.8%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	55.1%	0.9	3.5	6.6	0.00	3/1	55.1%	Yes
3/2	Kingsway Road north Ahead	U	3:1	1940	1940	1045	73.5%	2.6	6.9	16.2	0.00	3/2	73.5%	Yes
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1120	82.4%	2.6	7.4	12.8	0.00	3/3	82.4%	Yes
5/2+5/1	B5095 Wilmslow Road Left Right	U	3:1	1945:1809	1945	430+156	80.0 : 80.0%	6.4	7.5	11.3	0.00	5/2+5/1	80.0 : 80.0%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	464	73.2%	4.9	7.5	10.4	0.00	5/3	73.2%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	51.4%	11.0	-	-	-	J5: Wilmslow Road - Parrs Wood Lane	51.4%	-

Basic Results Summary

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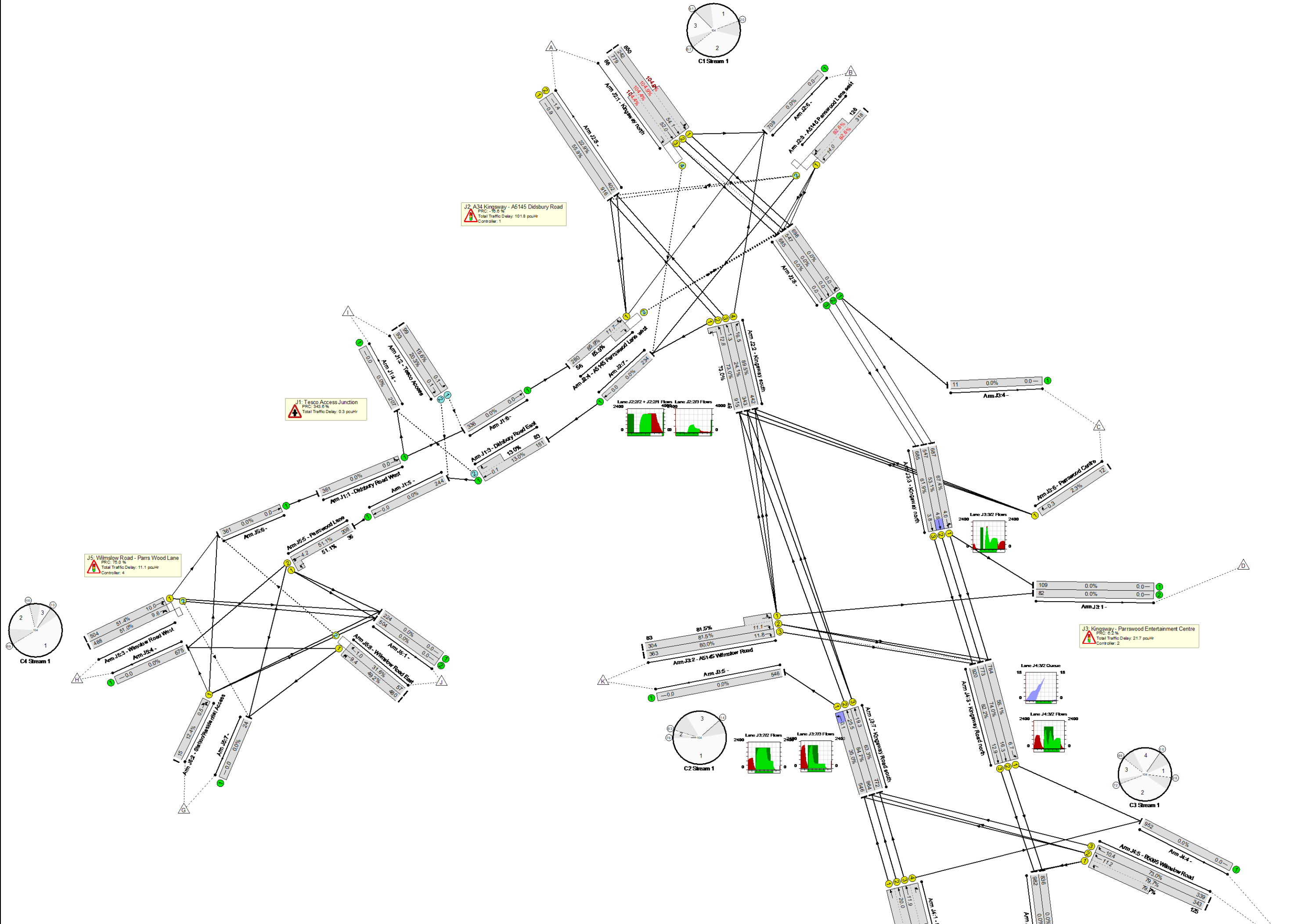
Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-16.56	100.70
C1	2	60.67	0.89
C2	1	6.12	21.59
C2	2	158.90	0.00
C3	1	-0.85	33.73
C4	1	75.22	11.02
Total Network Delay: 168.22 pcuHr			
Worst PRC: -16.56 % (On Lane J2:1/2 in Stream 1)			

Basic Results Summary

Scenario 6: '22 PM with Dev' (FG4: '2022 PM Base+Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Item	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	104.9%	168.5	-	-	-	Network	104.9%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	20.3%	0.3	-	-	-	J1: Tesco Access Junction	20.3%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	636	15.6%	0.1	-	0.1	0.00	2/1	15.6%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	458	20.3%	0.1	-	0.1	0.00	2/2	20.3%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1162+638	13.0 : 13.0%	0.1	-	0.1	0.00	3/1+3/2	13.0 : 13.0%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	104.9%	101.8	-	-	-	J2: A34 Kingsway - A5145 Didsbury Road	104.9%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1906	1915	231+620	104.9 : 104.9%	38.0	13.2	54.1	0.00	1/2+1/1	104.9 : 104.9%	-
1/3+1/4	Kingsway north Right Ahead	U+O	1:1	2055:1824	2055	746+65	104.4 : 104.4%	35.3	14.9	52.0	0.00	1/3+1/4	104.4 : 104.4%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1254+67	73.0 : 73.0%	3.3	10.7	12.8	0.00	2/2+2/1	73.0 : 73.0%	Yes
2/3	Kingsway south Ahead	U	1:1	2055	2055	1423	24.1%	0.3	1.2	1.3	0.00	2/3	24.1%	Yes
2/4	Kingsway south Right	U	1:1	2055	2055	494	89.5%	7.9	11.3	16.5	0.00	2/4	89.5%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1919	1791	343+138	92.6 : 92.6%	9.9	7.2	14.0	0.00	3/1+3/2	92.6 : 92.6%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1899:1833	1899	326+65	85.9 : 85.9%	6.3	7.7	11.7	0.00	4/1+4/2	85.9 : 85.9%	-
5/1		U	1:2	1915	1915	1639	55.9%	0.7	0.2	0.9	0.00	5/1	55.9%	-
5/2		U	1:2	2055	2055	1759	22.9%	0.2	0.9	1.4	0.00	5/2	22.9%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	84.7%	21.7	-	-	-	J3: Kingsway - Parrswood Entertainment Centre	84.7%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1906	1833	373+102	81.5 : 81.5%	6.0	7.0	11.1	0.00	2/2+2/1	81.5 : 81.5%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	454	80.0%	5.7	7.9	11.8	0.00	2/3	80.0%	-
3/1	Kingsway north Left Ahead	U	2:1	1892	1892	1019	67.4%	1.4	4.0	4.0	0.00	3/1	67.4%	Yes
3/2	Kingsway north Ahead	U	2:1	1915	1915	1031	53.1%	1.6	4.6	4.6	0.00	3/2	53.1%	Yes
3/3	Kingsway north Ahead	U	2:1	2055	2055	1107	61.9%	1.3	3.8	3.8	0.00	3/3	61.9%	Yes
6/1	Parrswood Centre Right	U	2:1	1800	1800	519	2.3%	0.1	0.2	0.3	0.00	6/1	2.3%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	35.0%	0.0	0.0	0.1	0.00	7/1	35.0%	Yes
7/2	Kingsway Road south Ahead	U	2:1	1940	1940	1138	84.7%	2.1	5.3	25.5	0.00	7/2	84.7%	Yes
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1220	63.3%	3.3	9.7	19.3	0.00	7/3	63.3%	Yes
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	90.8%	33.7	-	-	-	J4: Kingsway - Wilmslow Road	90.8%	-
1/2+1/1	Kingsway South Ahead	U	3:1	1925:1925	1925	964+480	80.8 : 80.8%	8.1	10.4	20.0	0.00	1/2+1/1	80.8 : 80.8%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	477+185	90.8 : 90.8%	8.3	5.8	11.9	0.00	1/3+1/4	90.8 : 90.8%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	55.1%	0.9	3.5	6.7	0.00	3/1	55.1%	Yes
3/2	Kingsway Road north Ahead	U	3:1	1940	1940	1045	74.0%	2.6	6.9	16.3	0.00	3/2	74.0%	Yes
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1120	82.2%	2.6	7.4	12.9	0.00	3/3	82.2%	Yes
5/2+5/1	B5095 Wilmslow Road Left Right	U	3:1	1945:1809	1945	430+157	79.7 : 79.7%	6.4	7.5	11.2	0.00	5/2+5/1	79.7 : 79.7%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	464	73.0%	4.9	7.4	10.4	0.00	5/3	73.0%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	51.4%	11.1	-	-	-	J5: Wilmslow Road - Parrs Wood Lane	51.4%	-

Basic Results Summary

2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1568	1568	121	12.4%	0.3	0.4	0.5	0.00	2/1	12.4%	-
3/1	Wimslow Road West Right Ahead	U	4:1	1887	1887	980	51.4%	2.8	6.7	10.0	0.00	3/1	51.4%	-
3/2	Wimslow Road West Right U-Turn	O	4:1	1844	1844	957	51.0%	2.7	6.5	9.6	0.00	3/2	51.0%	-
5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1830	1940	408+70	51.1 : 51.1%	2.0	3.4	4.2	0.00	5/2+5/1	51.1 : 51.1%	-
8/1	Wilmslow Road East Left Left2	U	4:1	1880	1880	976	49.2%	2.6	6.4	9.4	0.00	8/1	49.2%	-
8/2	Wilmslow Road East Right	O	4:1	1711	1711	180	31.6%	0.7	0.8	1.0	0.00	8/2	31.6%	-
C1 Stream: 1 PRC for Signalled Lanes (%) C1 Stream: 2 PRC for Signalled Lanes (%) C2 Stream: 1 PRC for Signalled Lanes (%) C2 Stream: 2 PRC for Signalled Lanes (%) C3 Stream: 1 PRC for Signalled Lanes (%) C4 Stream: 1 PRC for Signalled Lanes (%) PRC Over All Lanes (%) -16.6 61.0 6.2 157.5 -0.8 75.0 -16.6 Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes(pcuHr) 100.88 0.89 21.65 0.01 33.71 11.09 168.52 Cycle Time (s) Cycle Time (s) Cycle Time (s) Cycle Time (s) Cycle Time (s) Cycle Time (s) Cycle Time (s) 104 104 104 104 104 104 104														

Network Summary

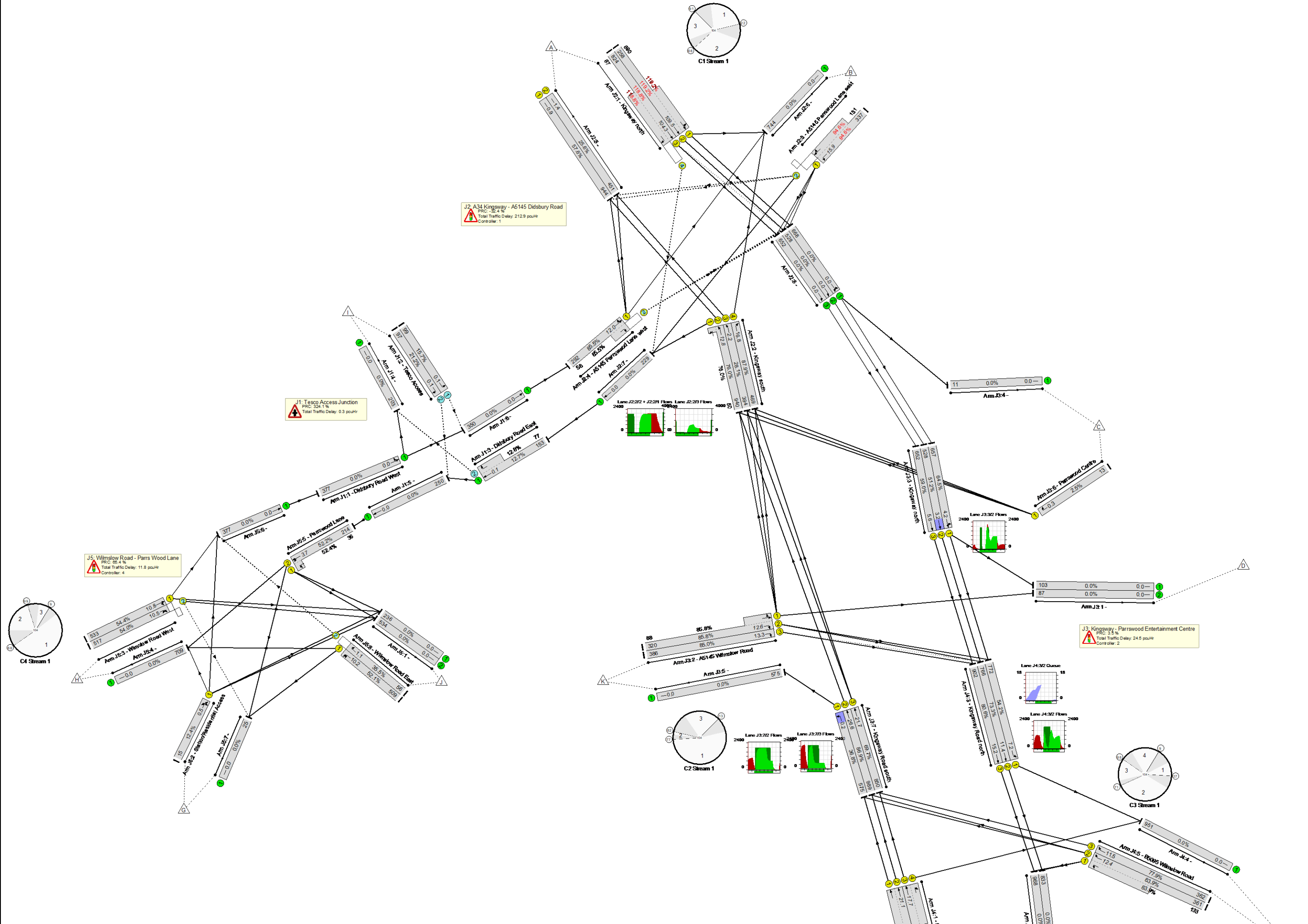
Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-16.58	100.88
C1	2	61.02	0.89
C2	1	6.23	21.65
C2	2	157.48	0.01
C3	1	-0.85	33.71
C4	1	74.96	11.09
Total Network Delay: 168.52 pcuHr			
Worst PRC: -16.58 % (On Lane J2:1/2 in Stream 1)			

Basic Results Summary

Scenario 7: '27 PM Base' (FG6: '2027 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Basic Results Summary



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Item	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	119.2%	290.2	-	-	-	Network	119.2%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	21.2%	0.3	-	-	-	J1: Tesco Access Junction	21.2%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	632	15.7%	0.1	-	0.1	0.00	2/1	15.7%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	457	21.2%	0.1	-	0.1	0.00	2/2	21.2%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1200+600	12.7 : 12.8%	0.1	-	0.1	0.00	3/1+3/2	12.7 : 12.8%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	119.2%	212.9	-	-	-	J2: A34 Kingsway - A5145 Didsbury Road	119.2%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1906	1915	217+579	119.2 : 119.2%	94.3	18.2	109.5	0.00	1/2+1/1	119.2 : 119.2%	-
1/3+1/4	Kingsway north Right Ahead	U+O	1:1	2055:1824	2055	694+56	118.8 : 118.8%	88.3	19.5	104.3	0.00	1/3+1/4	118.8 : 118.8%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1237+66	76.0 : 76.0%	3.7	11.4	12.8	0.00	2/2+2/1	76.0 : 76.0%	Yes
2/3	Kingsway south Ahead	U	1:1	2055	2055	1403	28.1%	0.5	2.1	2.2	0.00	2/3	28.1%	Yes
2/4	Kingsway south Right	U	1:1	2055	2055	534	87.9%	7.7	12.0	16.8	0.00	2/4	87.9%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1919	1791	356+139	94.6 : 94.6%	11.2	7.6	15.9	0.00	3/1+3/2	94.6 : 94.6%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1899:1833	1899	341+68	85.5 : 85.5%	6.3	8.1	12.0	0.00	4/1+4/2	85.5 : 85.5%	-
5/1		U	1:2	1915	1915	1639	57.6%	0.7	0.2	0.9	0.00	5/1	57.6%	-
5/2		U	1:2	2055	2055	1759	25.6%	0.3	0.9	1.4	0.00	5/2	25.6%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	86.9%	24.5	-	-	-	J3: Kingsway - Parrswood Entertainment Centre	86.9%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1907	1833	373+103	85.8 : 85.8%	7.0	7.4	12.6	0.00	2/2+2/1	85.8 : 85.8%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	454	85.0%	6.7	8.4	13.3	0.00	2/3	85.0%	-
3/1	Kingsway north Left Ahead	U	2:1	1892	1892	1019	64.5%	1.4	4.2	4.2	0.00	3/1	64.5%	Yes
3/2	Kingsway north Ahead	U	2:1	1915	1915	1031	51.2%	1.1	3.2	3.2	0.00	3/2	51.2%	Yes
3/3	Kingsway north Ahead	U	2:1	2055	2055	1107	59.0%	2.0	5.6	5.6	0.00	3/3	59.0%	Yes
6/1	Parrswood Centre Right	U	2:1	1800	1800	519	2.5%	0.1	0.3	0.3	0.00	6/1	2.5%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	36.8%	0.0	0.0	0.2	0.00	7/1	36.8%	Yes
7/2	Kingsway Road south Ahead	U	2:1	1940	1940	1138	86.9%	2.3	5.5	26.6	0.00	7/2	86.9%	Yes
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1220	69.7%	3.8	10.3	21.7	0.00	7/3	69.7%	Yes
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	96.7%	40.7	-	-	-	J4: Kingsway - Wilmslow Road	96.7%	-
1/2+1/1	Kingsway South Ahead	U	3:1	1925:1925	1925	964+495	82.5 : 82.5%	8.6	10.6	21.1	0.00	1/2+1/1	82.5 : 82.5%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	505+185	96.7 : 96.7%	13.0	6.5	17.7	0.00	1/3+1/4	96.7 : 96.7%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	54.2%	1.0	3.8	7.2	0.00	3/1	54.2%	Yes
3/2	Kingsway Road north Ahead	U	3:1	1940	1940	1045	73.3%	2.5	7.3	11.4	0.00	3/2	73.3%	Yes
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1120	80.6%	2.9	7.8	15.2	0.00	3/3	80.6%	Yes
5/2+5/1	B5095 Wilmslow Road Left Right	U	3:1	1945:1809	1945	430+158	83.9 : 83.9%	7.2	7.9	12.4	0.00	5/2+5/1	83.9 : 83.9%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	464	77.9%	5.5	7.9	11.5	0.00	5/3	77.9%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	54.4%	11.8	-	-	-	J5: Wilmslow Road - Parrs Wood Lane	54.4%	-

Basic Results Summary

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Network Summary

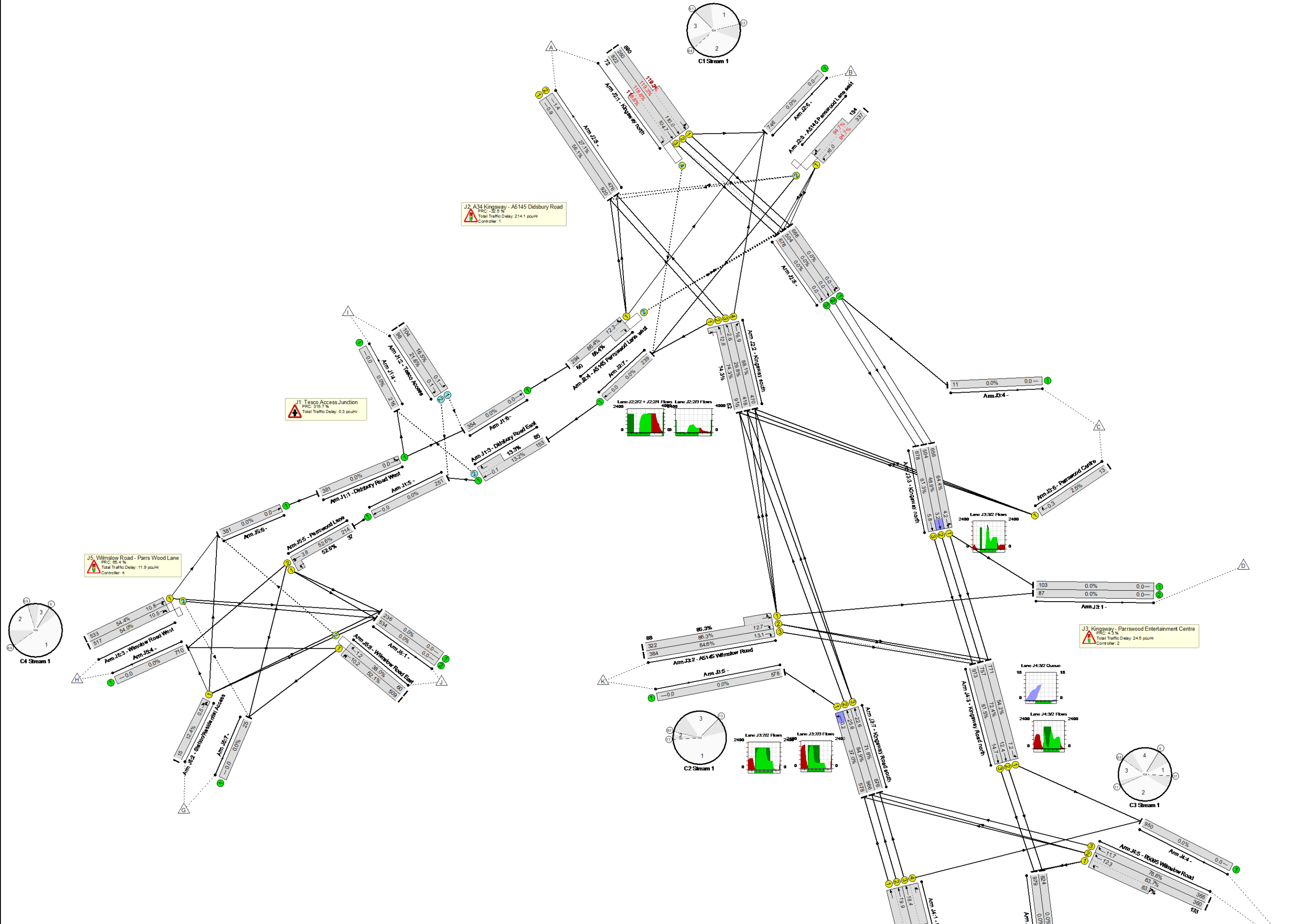
Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-32.39	211.96
C1	2	56.24	0.96
C2	1	3.55	24.45
C2	2	144.49	0.01
C3	1	-7.45	40.66
C4	1	65.44	11.82
Total Network Delay: 290.16 pcuHr			
Worst PRC: -32.39 % (On Lane J2:1/2 in Stream 1)			

Basic Results Summary

Scenario 8: '27 PM with Dev' (FG8: '2027 PM with Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Basic Results Summary



Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Item	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	119.3%	291.4	-	-	-	Network	119.3%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	21.6%	0.3	-	-	-	J1: Tesco Access Junction	21.6%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	631	16.5%	0.1	-	0.1	0.00	2/1	16.5%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	453	21.6%	0.1	-	0.1	0.00	2/2	21.6%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1159+641	13.2 : 13.3%	0.1	-	0.1	0.00	3/1+3/2	13.2 : 13.3%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	119.3%	214.1	-	-	-	J2: A34 Kingsway - A5145 Didsbury Road	119.3%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1906	1915	218+579	119.3 : 119.3%	94.9	18.2	110.0	0.00	1/2+1/1	119.3 : 119.3%	-
1/3+1/4	Kingsway north Right Ahead	U+O	1:1	2055:1824	2055	692+61	118.8 : 118.8%	88.7	19.5	104.7	0.00	1/3+1/4	118.8 : 118.8%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1232+70	74.3 : 74.3%	3.4	10.8	12.8	0.00	2/2+2/1	74.3 : 74.3%	Yes
2/3	Kingsway south Ahead	U	1:1	2055	2055	1403	29.8%	0.6	2.5	2.6	0.00	2/3	29.8%	Yes
2/4	Kingsway south Right	U	1:1	2055	2055	534	88.1%	7.7	12.0	16.9	0.00	2/4	88.1%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1919	1791	356+142	94.7 : 94.7%	11.3	7.6	16.0	0.00	3/1+3/2	94.7 : 94.7%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1899:1833	1899	340+69	86.4 : 86.4%	6.5	8.1	12.3	0.00	4/1+4/2	86.4 : 86.4%	-
5/1		U	1:2	1915	1915	1639	56.1%	0.7	0.2	0.9	0.00	5/1	56.1%	-
5/2		U	1:2	2055	2055	1759	27.1%	0.3	1.0	1.4	0.00	5/2	27.1%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	86.3%	24.5	-	-	-	J3: Kingsway - Parrswood Entertainment Centre	86.3%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1907	1833	373+102	86.3 : 86.3%	7.1	7.5	12.7	0.00	2/2+2/1	86.3 : 86.3%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	454	84.6%	6.6	8.3	13.1	0.00	2/3	84.6%	-
3/1	Kingsway north Left Ahead	U	2:1	1892	1892	1019	64.4%	1.4	4.2	4.2	0.00	3/1	64.4%	Yes
3/2	Kingsway north Ahead	U	2:1	1915	1915	1031	48.9%	1.0	3.2	3.2	0.00	3/2	48.9%	Yes
3/3	Kingsway north Ahead	U	2:1	2055	2055	1107	61.3%	2.1	5.8	5.8	0.00	3/3	61.3%	Yes
6/1	Parrswood Centre Right	U	2:1	1800	1800	519	2.5%	0.1	0.3	0.3	0.00	6/1	2.5%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	37.0%	0.0	0.0	0.2	0.00	7/1	37.0%	Yes
7/2	Kingsway Road south Ahead	U	2:1	1940	1940	1138	84.9%	2.2	5.5	25.6	0.00	7/2	84.9%	Yes
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1220	71.8%	3.9	10.4	22.6	0.00	7/3	71.8%	Yes
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	96.7%	40.6	-	-	-	J4: Kingsway - Wilmslow Road	96.7%	-
1/2+1/1	Kingsway South Ahead	U	3:1	1925:1925	1925	963+510	80.4 : 80.4%	8.1	10.3	19.9	0.00	1/2+1/1	80.4 : 80.4%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	528+185	96.7 : 96.7%	13.3	6.8	18.4	0.00	1/3+1/4	96.7 : 96.7%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	54.2%	1.0	3.8	7.2	0.00	3/1	54.2%	Yes
3/2	Kingsway Road north Ahead	U	3:1	1940	1940	1045	72.4%	2.6	7.7	12.4	0.00	3/2	72.4%	Yes
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1120	81.5%	2.7	7.4	14.7	0.00	3/3	81.5%	Yes
5/2+5/1	B5095 Wilmslow Road Left Right	U	3:1	1945:1809	1945	430+159	83.7 : 83.7%	7.2	7.9	12.3	0.00	5/2+5/1	83.7 : 83.7%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	464	78.6%	5.6	8.0	11.7	0.00	5/3	78.6%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	54.4%	11.9	-	-	-	J5: Wilmslow Road - Parrs Wood Lane	54.4%	-

Basic Results Summary

[illegible]

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-32.51	213.17
C1	2	60.32	0.93
C2	1	4.29	24.52
C2	2	143.22	0.01
C3	1	-7.45	40.57
C4	1	65.44	11.91
Total Network Delay: 291.43 pcuHr			
Worst PRC: -32.51 % (On Lane J2:1/2 in Stream 1)			

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