



RIDGE

VARLEY STREET SEND SCHOOL

Transport Assessment

6th March 2023

TRANSPORT ASSESSMENT VARLEY STREET SEND SCHOOL

6th March 2023

Prepared for

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1 INTRODUCTION

- 1.1.1 This Transport Assessment (TA) has been prepared by Ridge & Partners LLP on behalf of ISG Limited, in support of the planning application for Varley Street SEND School in Manchester.
- 1.1.2 The proposals are for the development of a 150-place Special Education Needs and Disabilities (SEND) School on Sawley Road in Miles Platting, East Manchester.
- 1.1.3 Manchester City Council (MCC) acts as both local planning authority and local highways authority (LHA) responsible for the local highway network, while Transport for Greater Manchester (TfGM) is the local government body responsible for delivering Greater Manchester Combined Authority's transport strategy and commitments..

1.2 Report Purpose and Structure

- 1.2.1 This TA has been prepared to assess the potential transport impacts of the proposals and propose mitigation measures to promote sustainable development. A School Travel Plan (STP) has been prepared separately, with the aim to mitigate the impact of the proposals.
- 1.2.2 The remainder of this report is structured as follows:
 - **Section 2:** Policy and Guidance Context – provides a review of adopted and emerging policy relevant to the development, at national, regional and local level.
 - **Section 3:** Existing Transport Conditions and Sustainable Travel Options – sets out the existing transport conditions around the site and sustainable travel options available for students, parents and staff of the school.
 - **Section 4:** Development proposals – provides an overview of the development proposals with a focus on transport, including access arrangements and parking layout and design.
 - **Section 5:** Travel Demand Assessment – provides an assessment of the likely travel demand associated with the proposed development, and a comparison against the existing travel demand.
 - **Section 6:** Transport Impact Assessment – provides the transport impact assessment undertaken for the development and includes the scope, methodology and results of junction modelling.
 - **Section 7:** Summary and Conclusions – provides a summary of the key points raised throughout the documents, and conclusions for consideration by MCC's highways officers.

2 POLICY AND GUIDANCE CONTEXT

2.1 National Level

National Planning Policy Framework (Updated 2021)

- 2.1.1 The National Planning Policy Framework (NPPF), originally published in 2012 and was most recently updated in July 2021 and sets out national policy for delivering sustainable growth and development. The updated NPPF replaces the previous National Planning Framework published in March 2012, revised in July 2018 and updated in February 2019. The NPPF aims to make the planning system less complex and more accessible. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. In terms of transport the objectives outlined in NPPF are set out in paragraph 104:

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

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

- 2.1.2 When determining planning applications, Paragraph 110 of the NPPF states that:

- f) "appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- g) safe and suitable access to the site can be achieved for all users;*
- h) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- i) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

- 2.1.3 Paragraph 111 states:

"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."

- 2.1.4 Having regard to the above objectives, the proposed development access and movement will connect to the adjacent community and sustainable travel network.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements (2014)

- 2.1.5 Planning Practice Guidance – Travel Plans, Transport Assessments and Statements (PPG) was published in March 2014 and provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states:

“Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.”

- 2.1.6 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to:

- *“encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.”*

- 2.1.7 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.

- 2.1.8 The guidance continues by stating that these reports should be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, National Highways and other relevant bodies.

- 2.1.9 A Transport Assessment has been prepared to consider the transport related effects associated with the proposed development, which has been scoped with TC.

20-Minute Neighbourhoods – Creating Healthier, Active, Prosperous Communities (March 2021)

- 2.1.10 This guidance document was prepared by the Town and Country Planning Association (TCPA) in partnership with other public and private organisations, aims to provide guidance to create ‘complete, compact and connected’ places based on the experience of other cities like Paris (France), Melbourne (Australia) and Portland (USA). According to the guidance, the characteristics of a 20-minute neighbourhood are illustrated in **Figure 2.1**.

Figure 2.1 – Features of 20-minute neighbourhoods



2.1.11 Ten principles for success are identified in the guidance, which have been mapped against relevant guidance in the NPPF, PPG, National Design Guide and the draft National Model Design Code. These are:

- 1) a compelling vision, well communicated;
- 2) strong, inspiring leadership;
- 3) empowered communities;
- 4) research, data, and analysis;
- 5) partnership and advocacy;
- 6) addressing inequalities;
- 7) adopting policy;
- 8) investment;
- 9) 'hard' and 'soft' measures; and
- 10) evaluation and adaptation.

Transport Decarbonisation Plan 2021

2.1.12 The Transport Decarbonisation Plan published in July 2021 sets out how to deliver carbon emission reductions from all modes of transport to achieve net zero by 2050. The strategic priorities of the plan are:

- a) Accelerating model shift to public and active transport
- b) Decarbonising Road Transport
- c) Decarbonising how we get our goods

Building Regulations 2010 (Requirement S4) 2021 Edition

2.1.13 The 2021 edition of The Building Regulations took effect on 15th June 2022 for use in England. Requirement S4 'New buildings other than residential or mixed-use buildings' states:

"Where a new building which is not a residential building or a mixed-use building has more than 10 parking spaces—

- a) one of those parking spaces must have access to one electric vehicle charge point; and*
- b) cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of remaining parking spaces."*

BREEAM Standards (UK New Construction Version 6)

2.1.14 MCC is aspiring to achieve a BREEAM 'Excellent' certificate for the project. The transport requirements are:

- Tra 01 'Transport Assessment and Travel Plan' – *"the Travel Plan includes proposals to increase or improve sustainable modes of transport and movement of people and goods during the building operation and use."* – 2 credits
- Tra 02 'Sustainable Transport Measures' – provision of:
 - Cycle storage spaces (10% of staff) – 1 credit
 - Cycle storage facilities (showers and changing rooms for staff) – 1 credit
 - Electric Vehicle Charging Points (EVCPs) – 1 credit
 - Dedicated bus service – 3 credits
 - Car share spaces – 1 credit

2.2 Local Level

Adopted Manchester Local Plan: Core Strategy 2012 – 2027 (July 2012)

2.2.1 Manchester's Core Strategy was adopted on the 11 July 2012 and is the key document in the Manchester Local Plan. It sets the out the long term strategic policies for Manchester's future development and will form the framework that planning applications will be assessed against.

2.2.2 The Transport Objective within the Plan (SO5) is to:

"Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation."

2.2.3 The adopted transport policies to achieve the above objective are:

- T1 'Sustainable Transport': the aim of this policy is *"to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport."*
- Accessible areas of opportunity and need:
 - This policy relates to the council's management of the pattern of development to ensure that new development is located to ensure good access to the city's main economic drivers; is easily accessible by sustainable modes; and connects residents to jobs, centres, health, leisure open space and educational opportunities.
 - Provision of a level of car parking within the city centre, which reflects the highly accessible nature of the location, as well as requirements of users.
 - Includes a proportionate Traffic Impact Assessment and Travel Plans for all major application and for any proposals where there are likely to be access or transport issues.
- Strategic integration: this policy aims to support proposals that contribute to an economically and environmentally sustainable transport network, including the following transport schemes:
 - Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the airport, as well as future aspirations to extend the network to Trafford Park and Stockport.
 - A second Metrolink crossing in the city centre
 - A Metrolink extension to Marple on the current heavy rail network.
 - Improvements to the heavy rail infrastructure
 - The Cross City Bus Package comprising new connections through the city centre to Parrs Wood, Middleton and Salford.

Parking Standards

- 2.2.4 Appendix B of the Core Strategy includes standards for disabled people, cycle and motorcycle parking (as a minimum) and standards for car parking (as a maximum, and "*may be subject to further reduction when consideration is given to accessibility of the particular site.*")
- 2.2.5 No parking standards are provided for primary education land uses, therefore parking provision at the proposed school is justified based on first principles and is set out in **Section 4** of this document.

Emerging Manchester Local Plan (Issues Consultation 2020)

- 2.2.6 MCC is undertaking a review of the Core Strategy, its Local Plan and the saved policies from the Unitary Development Plan. The first stage, which considers the issues the plan should cover, and formal consultation, finished in May 2020.
- 2.2.7 When adopted the new Local Plan will set out the strategic approach to development over a 15-year period and will be the main land use planning document for the city. The new Local Plan will include planning policies, area designations and site allocations which will act as a basis for determining planning applications within the city.

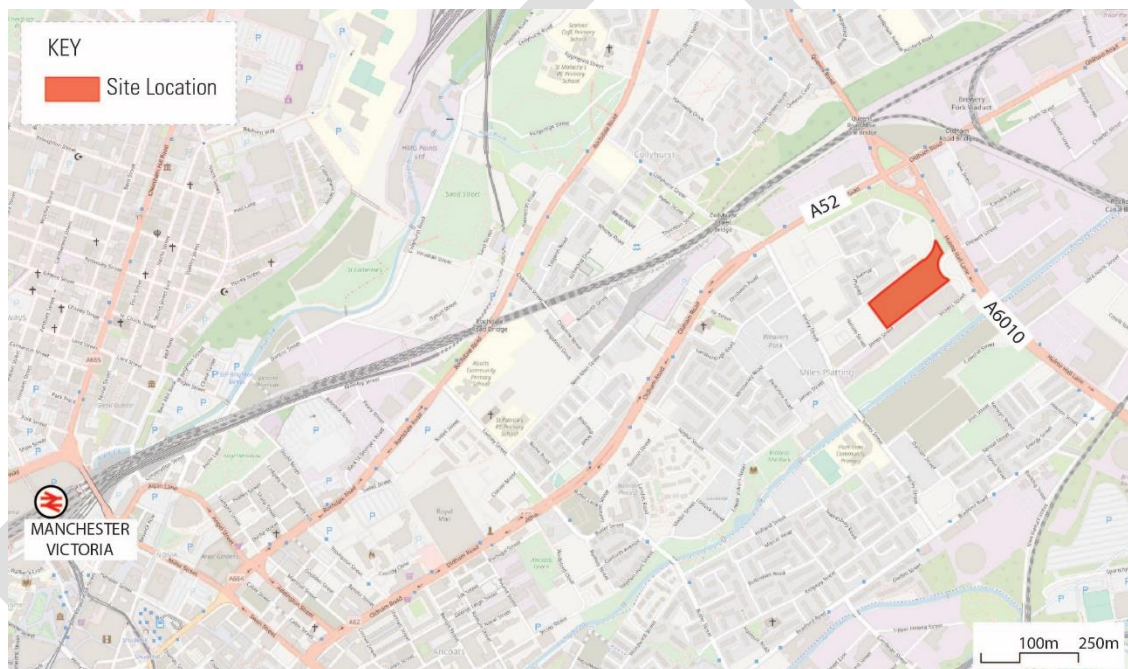
3 EXISTING TRANSPORT CONDITIONS AND SUSTAINABLE TRAVEL OPTIONS

- 3.1.1 This section of the TA outlines the existing transport conditions and sustainable travel options available at the site and within the surrounding area.

3.2 Site Location

- 3.2.1 The school site is located off Sawley Road within the area of Miles Platting in the city of Manchester, approximately 2.5km northeast of the city centre. It is bounded by Sawley Road, to the north, the A6010 Hulme Hall Lane, to the east, James Street and industrial units, to the south, and vacant land up to Nelson Street, to the west. A plan showing the location of the site within its local context is presented in **Figure 3.1** below.

Figure 3.1 – Site Location Plan

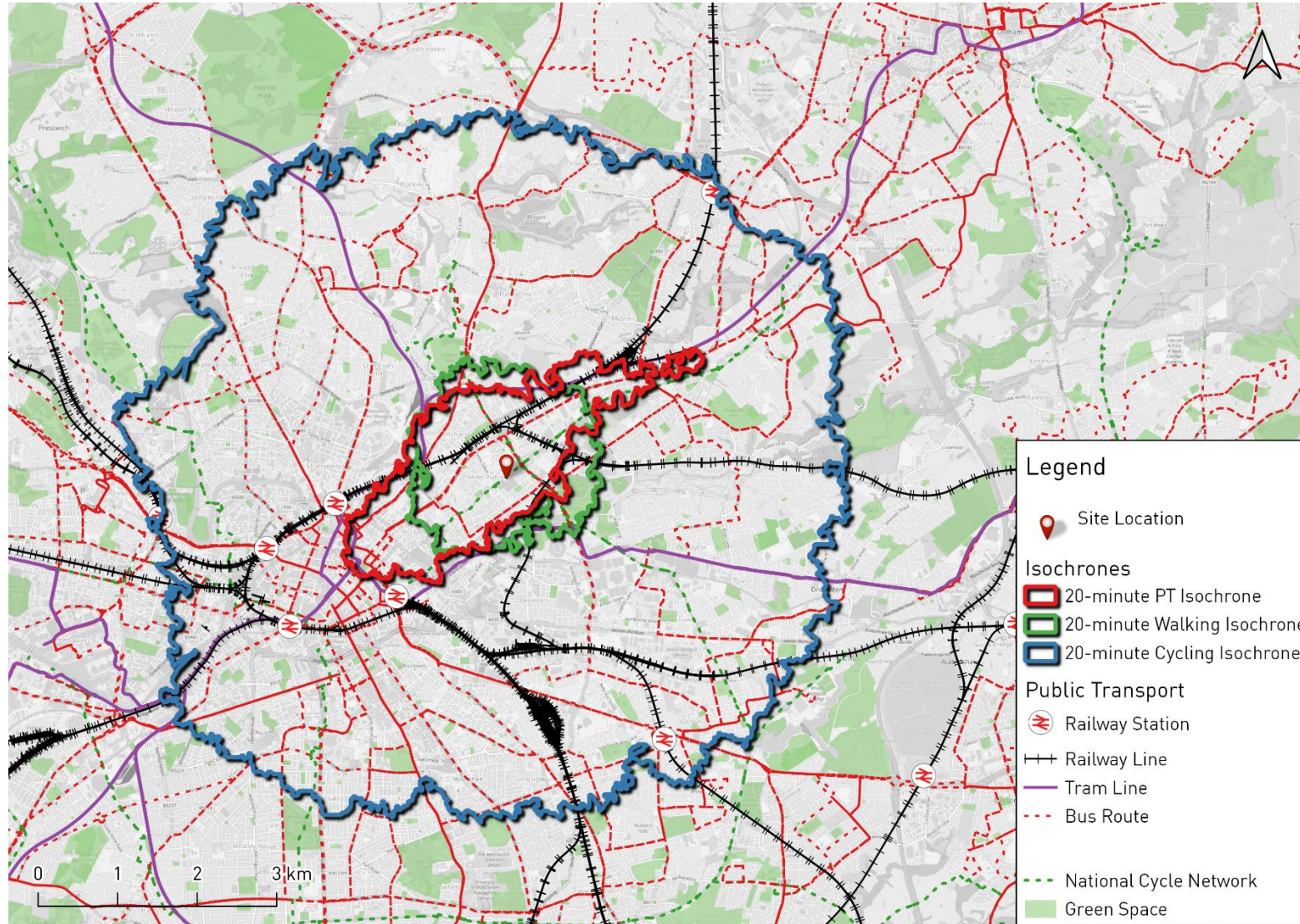


3.3 Accessibility Assessment

- 3.3.1 The accessibility of the application site in relation to the existing public transport and active travel network has been assessed in terms of the 20-minute walking, cycling and public transport isochrones, in line with the 20-minute Neighbourhood Guide¹ (see **Section 2.1**). This is presented in **Figure 3.2** overleaf.

¹ [20MN_Main.qxd \(tcpa.org.uk\)](#)

Figure 3.2 – 20-minute walking, cycling and public transport isochrones.



Walking

3.3.2 The site can be reached within a 20-minute walk of the following:

- Key trip generators: the school site can be reached within a 20-minute walk of the residential areas around Miles Platting;
- Active travel network: National Cycle Network (NCN) Routes 60 and 66 run along the A6010 Hulme Hall Lane and Rochdale Canal, respectively. NCN 66 provides connections with Manchester Piccadilly, while NCN 60 connects with other areas of Manchester City, including Harpurhey, to the north, and Openshaw, to the south; and
- Bus stops located along 4 bus corridors (A62, A6010, Butler Street/ Bradford Road/ Briscoe Lane, and Rochdale Road) are located within a 20-minute walk of the site.

Cycling

3.3.3 The site can be reached within a 20-minute cycle of the following:

- Key trip generators: a wide extent of Manchester City, including Manchester City Centre, to the west, and residential areas to the north (as far as Blackley and Charlestown), east (as far as Failsworth and Droylsden), and Longsight (to the south);
- Active travel network: in addition to NCN 60 and 66, the active travel network within Manchester City Centre is within the 20-minute isochrone of the site; and
- Public transport network: bus and tram stops located along bus corridors within Manchester's City comprehensive bus and tram network can be reached within a 20-minute cycle of the site. Additionally, four railway stations within Manchester City Centre, to the south west of the site, and Moston railway station, to the north east of the site, can be reached within a 20-minute cycle.

Public Transport

3.3.4 The site can be reached within a 20-minute public transport ride of the residential areas around Miles Platting including Ancoats, to the southwest, Collyhurst, to the north, Newton Heath, to the north east.

Bus Services

3.3.5 The closest bus stops to the site is Hulme Hall Lane/ Vickers Street, which is served by bus route 53. A summary of the bus services in the vicinity of the site is presented in **Table 3.1**.

Table 3-1. Summary of Bus Services

Bus Stop	Bus No	Route	Peak frequency	Off-peak frequency
Hulme Hall Lane/ Vickers Street	53 Orbits	Cheetham Hill to Salford	30 min	30 min
	703	Wright Robinson College to Monsall (via Clayton)	Once a day (per direction)	
	711	Our Lady's RC High School to Monsall (via Newton Heath)	Once a day (per direction)	
	726	New Moston to East Manchester Academy (via Newton Heath)	Once a day (per direction)	
Varley Street	702 Yellow School Bus	Harpurhey to St Peter's High School	Once a day (per direction)	
Holt Town, Bradford Road	722	Co-operative Academy North Manchester to Monsall (via Newton Heath)	Once a day (per direction)	

Tram Services

3.3.6 The closest tram stops to the site are:

- Etihad Campus, which is located approximately 1.3km south of the site (16-minute walk) and provides tram connections along the Blue line; and
- Monsall, which is located approximately 1.7km north of the site (21-minute walk), which provides connections along the Pink Line.

3.3.7 All tram lines within TfGM's network provide 12-minute frequencies.

Railway Services

3.3.8 No railway stations are located in the vicinity of the site.

3.4 Local Highway Network

3.4.1 Sawley Road runs along the northern boundary of the site. It is a residential road with one lane of traffic per direction, and footways on both sides of the road. No parking restrictions are in place along this road (based on the desktop review of Google Street imagery captured on September 2020).

3.4.2 Varley Street is a single carriageway road that runs in a north-south direction between the A62 Oldham Road and Bradford Road. Along its length, Varley Street is provided with one lane of traffic per direction, and footways on both sides of the road. No parking restrictions are in place along this road (based on the desktop review of Google Street imagery captured on April 2021), and a 20mph speed limit applies along this road.

3.4.3 The A62 Oldham Road is a single carriageway road that runs in an east-west direction between Manchester City Centre's Ring Road, to the west, and Manchester Outer Ring Road, to the east. In the vicinity of the road, the road is provided with two lanes of traffic per

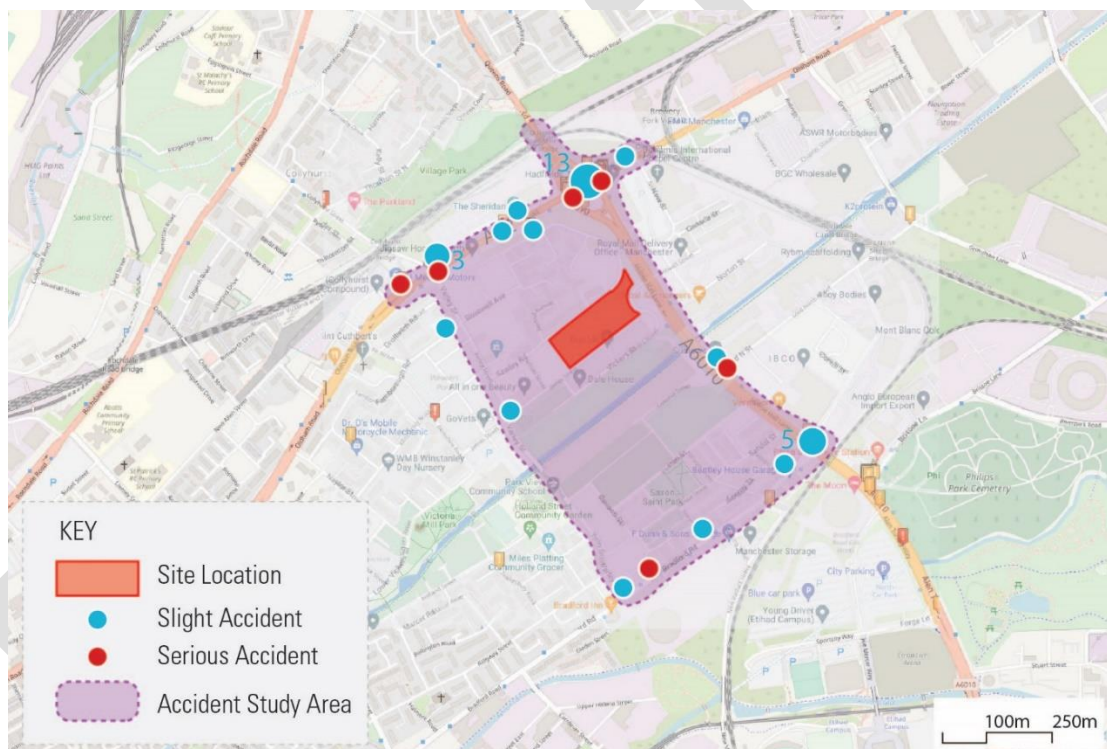
direction (including a bus lane in eastbound direction), and footways along both sides of the road.

- 3.4.4 The A6010 Hulme Hall Lane is dual carriageway road that runs in a north-south connection between the A6010/ Oldham Road gyratory, to the north, and the junction with Briscoe Lane, to the south. In the vicinity of the site, Hulme Hall is provided with two lanes of traffic per direction, and a cycle path along the eastern side of the road.

3.5 Personal Injury Collision (PIC) Data Review

- 3.5.1 A review of PIC data has been carried out at key junctions around the application site for the most recent five-year period up to the end of 2021, using Crashmap publicly available data. This is presented in **Figure 3.3** below.

Figure 3.3 – Accident Map



- 3.5.2 The review of the PIC data identified the following:
- A cluster of accidents at the Oldham Road/ A6010 gyratory, where fourteen slight accidents were recorded and two serious accidents were recorded. These involved four pedal cycle casualties (slight), and two pedestrian casualties (one slight, one serious).;
 - Three slight accidents and one serious accidents at the Collyhurst Street/ Varley Street/ Oldham Road junction. All of these involved pedal cycle casualties;
 - One slight accident was recorded at the Varley Street/ James Street junction. This did not involve any vulnerable road users;
 - One slight accident was recorded at the Varley Street/ Bradford Road junction. This did not involve any vulnerable road users;

- One serious accident and two slight accidents were recorded along Bradford Road, near the Stracey Street junction, the Saxon Street junction and the Hooton Street junction, respectively. The serious accident involved a pedestrian casualty;
- Five slight accidents were recorded at the A6010/ Bradford Road junction. One of these resulted in a cyclist being injured; and
- One serious accident and one slight accident were recorded at the A6010/ Lord N Street junction. This did not involve any vulnerable road users.

3.5.3 No fatal accidents were recorded within the study area shown above.

3.5.4 Based on the review of the PIC data within the above study area, it is concluded that there are no highway safety issues in the vicinity of the site, as no accidents were recorded at Sawley Road or local junctions around the site. All accident clusters were identified at key junctions connecting to the strategic highway network.

4 DEVELOPMENT PROPOSALS

4.1 School Proposals and Masterplan

- 4.1.1 The proposals are for the development of the site to provide a 150-pupil SEND secondary school with a proposed opening of the facility in September 2024. A plan showing the masterplan is provided in **Figure 4.1** below with the full masterplan provided in **Appendix A**.

Figure 4.1 – School Masterplan



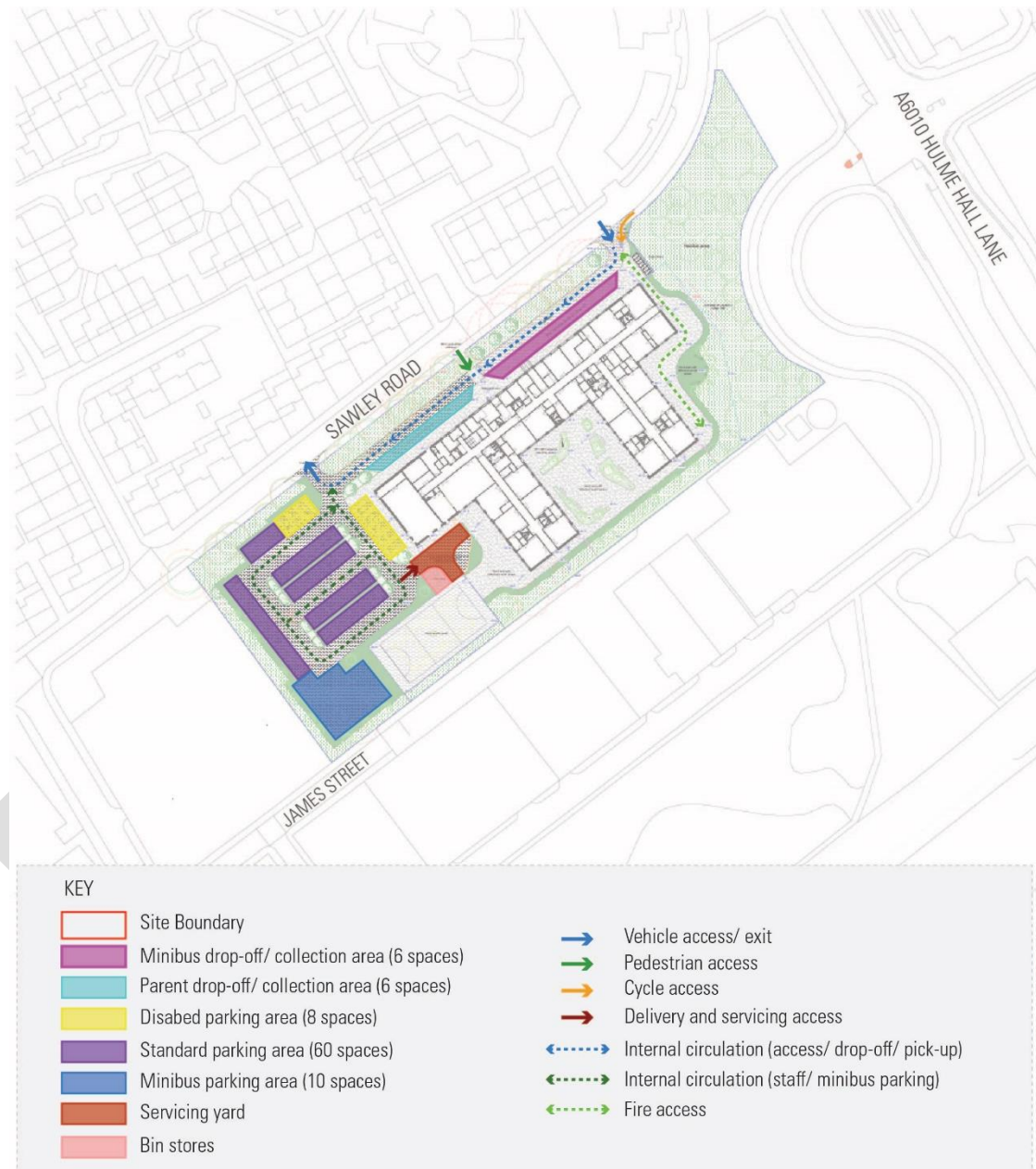
4.2 Proposed Operations

- 4.2.1 The school is proposed to operate as follows:
- School operation times will be Monday to Friday between 07:00 and 18:00, and Saturday between 09:00 and 12:00. This includes core class period and pre/ after school club activities;
 - 60 staff will be employed on site, who will be on site prior to school opening times; and
 - A dedicated minibus service will be provided, which will drop off and pick up students of the school.

4.3 Access and Movement Strategy

- 4.3.1 A plan showing the proposed access strategy is presented below, while further information on the proposed arrangements are provided further below.

Figure 4.2 – Proposed Access and Movement Strategy



- 4.3.2 A bellmouth access junction is proposed for all modes (pedestrian, cycles, vehicles) at the north-eastern corner of the site, off Sawley Road. This has been designed to accommodate the movements of the largest vehicles likely to require access to the site (refuse vehicle, fire tender, minibus), as shown in the swept path assessment drawing included in **Appendix B**.

Drop-Off/ Collection Arrangements

- 4.3.3 It is expected that all students will travel to/from the school by minibus or by car (parent drop-off/ collection). Two drop-off/ collection areas are proposed within the masterplan along the front façade of the proposed school building, one area to accommodate 8x5-seater minibuses, and the other area to accommodate 5 cars for parent drop-off / pick-up. The swept path assessment drawings presented in **Appendix B** demonstrate that minibuses/ cars can be manoeuvre within these areas.

Parking

- 4.3.4 14 cycle parking spaces are proposed by the school cycle entrance (northeast corner of the site), by way of seven Sheffield-style cycle parking spaces. Due to the nature of the proposed school (i.e. a school for children with Special Educational Needs and Disabilities (SEND) school with most children expected to travel by minibus, and limited numbers able to cycle), the cycle parking provision is proposed to accommodate the level of who could potentially cycle to school and therefore live within a reasonable cycling distance of the school (see 20-minute cycle isochrone in **Figure 3.2**). It is noted that the proposed parking provision is in excess of BREEAM standards (provision for 10% of staff), with cycle parking provided for 23% of staff. In addition, showers and changing rooms will be available at the school.
- 4.3.5 60 standard car parking spaces are proposed to accommodate school staff, and 8 additional spaces will be available for Blue Badge holders (which equates to 12% of the total 68 space provision). The 60 car parking spaces will accommodate the 60 staff who will be employed at the school as well as any visitors to the site. The additional disabled parking spaces will be available for any staff with disabilities, as well as parents/guardians visiting the school for meetings, etc. and escorting their child.
- 4.3.6 The car park usage will be monitored through the Travel Plan, and any changes to this (e.g. removal of spaces to increase landscaping) identified.

Delivery and Servicing

- 4.3.7 Refuse collection will be undertaken on a weekly basis within the bin stores located immediately north of the proposed hard sports court. It is assumed that MCC's refuse vehicle, an Electra eCargo Waste Disposal (3 axle), will undertake collection.
- 4.3.8 A swept path assessment has been carried out to demonstrate that the refuse vehicle can be accommodated within the proposed site access and layout. This is presented in the technical drawings enclosed in **Appendix B**. The refuse vehicle would reverse into the service yard area (without exceeding the maximum 12m reversing distance prescribed in BS5906-2005) and exit via the proposed vehicle exit.

Emergency Access Strategy

- 4.3.9 Based on information provided by the fire consultant, it is understood that access to 50% of the building perimeter is required, as highlighted in yellow in **Figure 4.3**. This would be achieved following the fire access route shown on **Figure 4.2**. In order to exit, the fire engine would undertake a three-point turn as shown in the swept path assessment drawing presented in **Appendix B**.

Figure 4.3 – Fire Access Strategy



4.4 Travel Plan

- 4.4.1 A School Travel Plan (STP) has been prepared as part of this application which outlines a package of measures with the aim to reduce the number of single occupancy car trips generated by the development by promoting sustainable travel modes.

5 TRAVEL DEMAND ASSESSMENT

5.1.1 This section of the TA sets out the methodology to estimate the likely travel demand of the proposed school, and summarises the results of the assessment.

5.2 School Trip Generation

5.2.1 While the TRICS database contains survey data collected at school sites, no data is available for SEND secondary schools within the database. Therefore, a first principles approach has been applied to estimate travel demand. The following considerations have been included in the assessment:

- 150 pupils and 60 staff will be on site on a daily basis;
- While the school opening times are Monday to Friday between 07:00 and 18:00, and Saturday between 09:00 and 12:00, it is expected that only a proportion of students will be attending pre/ after school clubs. Data included in Table 1.4 of the Department for Education 'Childcare and early years survey of parents 2018² shows that 8% of children in England attend breakfast clubs, and 32% attend after school clubs and other activities (assumed this includes Saturday activities); an
- 75% of students will arrive/depart by minibus, while the remainder will be dropped off/ picked-up by their parents. Therefore, it is expected that the 25% arriving by car in the morning will also depart in the morning (parents leaving after dropping their children), and 25% of the school departures in the afternoon will result in afternoon departures.

5.2.2 **Table 5.1** sets out the likely school trips generated by pupils (and parents) and staff across a typical weekday and Saturday.

Table 5.1 – Daily School Trips

Day	Time	Pupils (& parents)		Staff		Total	
		Arr	Dep	Arr	Dep	Arr	Dep
Weekday	06:30 - 07:00	12	3	5	0	17	3
	08:30 - 09:00	138	35	55	0	193	35
	15:00 - 15:30	35	138	0	55	35	193
	18:00 - 18:30	3	12	0	5	3	17
Saturday	08:30 - 09:00	12	3	5	0	17	3
	12:00 - 12:30	3	12	0	5	3	17

5.3 School Mode Share

5.3.1 The mode share of pupils travelling to/from the school has been estimated based on information provided by the school; the mode share of staff has been estimated based on 2011 Census 'Location of usual residence and place of work by method of travel to work' dataset at Middle Super Output Area (MSOA) level. The MSOA where the site is located has been selected as 'workplace', while the rest of England has been selected as 'usual residence'. Based on this, the likely mode share of pupils and staff is presented in **Table 5.2**.

² [Childcare and early years survey of parents: 2018 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/childcare-and-early-years-survey-of-parents-2018)

Table 5.2 – Pupil/ Staff Mode Share

Mode	Pupils		Staff	
	No.	%	No.	%
Walking/ cycling / scooting	15	10.0%	6	9.9%
Minibus	101	67.5%	0	0.0%
Public transport	0	0.0%	12	19.2%
Car passenger	34	22.5%	4	6.1%
Car (alone)	0	0.0%	39	64.8%
Total	150	100%	60	100%

5.4 Vehicle Trip Generation

5.4.1 The table below presents the likely vehicle trip generation of the school based on the school trip generation and mode share presented above. It has been provided for:

- Parents who drop-off/ collect their children by car.
- Minibuses: the number of pupils travelling by minibus has been divided by 5, as this is expected to be the size of minibus available at the school. It is expected that 10 minibuses will park within the minibus parking area after school drop/off, while the remaining will leave the site.
- Staff who drive to/from the school.

Table 5.3 – Vehicle Trip Generation

Day	Time	Minibus		Parents (car)		Staff (car)		Total	
		Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Weekday	06:30 - 07:00	2	0	3	3	3	0	7	3
	08:00 - 09:00	19	9	31	31	36	0	85	40
	15:00 - 16:00	9	19	31	31	0	36	40	85
	18:00 - 18:30	0	2	3	3	0	3	3	7
Saturday	08:30 - 09:00	2	0	3	3	3	0	7	3
	12:00 - 12:30	0	2	3	3	0	3	3	7

5.4.2 Table 5.3 shows that the school is expected to generate a maximum of 85 vehicle arrivals and 40 vehicle departures during the 08:30 – 09:00 period, and 40 vehicle arrivals and 85 vehicle departures during the 15:00 – 15:30 period.

6 TRANSPORT IMPACT ASSESSMENT

- 6.1.1 This section of the TA provides details of the scope of junction modelling undertaken at key junctions in the surrounding highway network impacted by the development.

6.2 Scope & Methodology

- 6.2.1 All vehicular traffic generated by the development routes to/from the site to the wider highway network via the priority junction at Varley Street / Sawley Road. A localised junction model has been created in TRL's Junction 10 PICADY software to understand the impact of the vehicle trip generation of the development on this junction.
- 6.2.2 The following scenarios have been tested to evaluate the impact of the proposed development:
- 2023 Baseline: Using traffic flows recorded via the (MCTCs);
 - 2024 Opening Year: Background growth applied to Varley Street between 2023 to 2034; and
 - 2024 Opening Year + Development: development traffic added to opening year traffic.
- 6.2.3 Assessment of these three scenarios allow for comparison of key junction modelling outputs between the existing traffic conditions, future traffic conditions without the development, and future traffic condition following opening of the development.
- 6.2.4 For each scenario, an AM and PM peak hour has been assessed; these have been determined based upon the proposed site being a SEND school. As outlined in Section 5, the majority of staff and students will arrive to site between 8:00 to 9:00, and the depart between 15:00 to 16:00. Therefore, to undertake a robust assessment these hours have been used as the AM and PM peak hour for the junction modelling.
- 6.2.5 In reality, it is anticipated the number of trips arriving/departing in each peak hour will be slightly lower than estimated as some staff arriving earlier and depart later based on teaching requirements. The variable commuting patterns staff has not been estimated as this assessment seeks to present a robust but realistic worst-case assessment.

6.3 Baseline Traffic Flows, 2023

- 6.3.1 Baseline traffic flows were recorded through a Manual Classified Turning Count (MCTC) undertaken at the Varley Street / Sawley Road on Tuesday 28th February 2023. Additional Automatic Traffic Counts (ATC) were undertaken on each arm of the junction capturing vehicle volumes between Tuesday 28th February 2023 to Monday 6th March 2023 to validate the flows recorded by the MCTC. All raw traffic survey data is provided in **Appendix C**.
- 6.3.2 A comparison between the ATC and MCTC traffic flows in the AM and PM peak hours showed the Tuesday 28th February (the day of the MCTC) recorded lower traffic volume than the weekday average. This is demonstrated in **Figure 6-1** and **6-2** for the AM and PM peak hours, respectively.

Figure 6.1. AM Peak Hour – Weekday ATC profile.

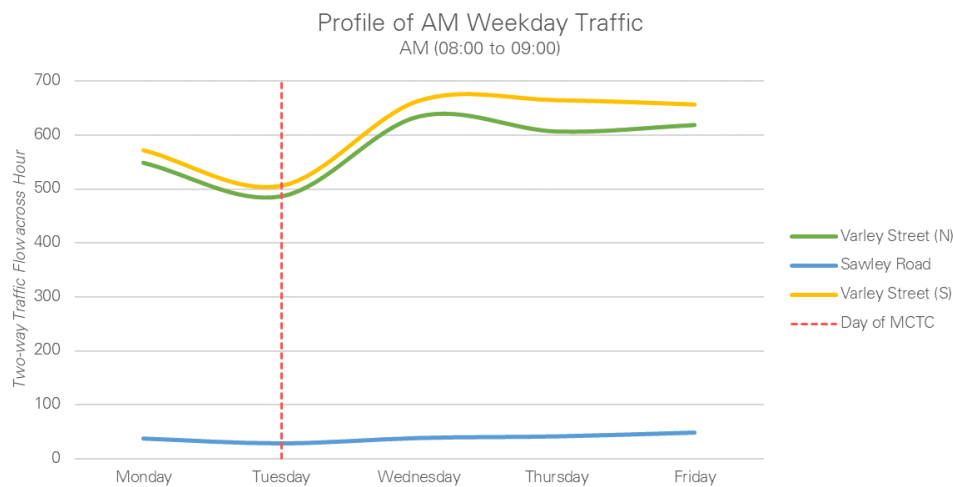
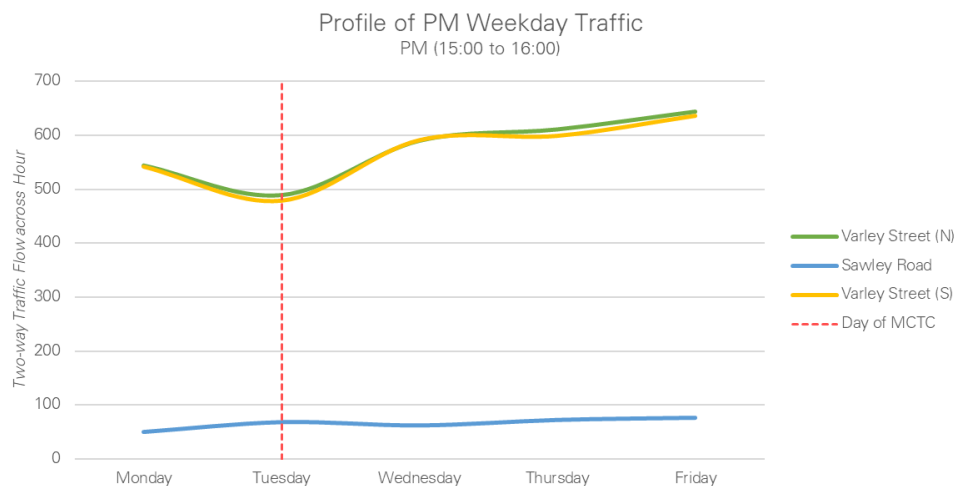


Figure 6.2. PM Peak Hour – Weekday ATC profile.



- 6.3.3 The percentage difference between Tuesday and the weekday average traffic has been calculated for each arm of the junction to ensure the baseline traffic flows used in the junction modelling are robust. The percentage difference of each arm has then been applied to MCTC flows to artificially increase the traffic flows to a level that is representative of the weekday traffic recorded by the ATC.

6.4 Opening Year, 2024

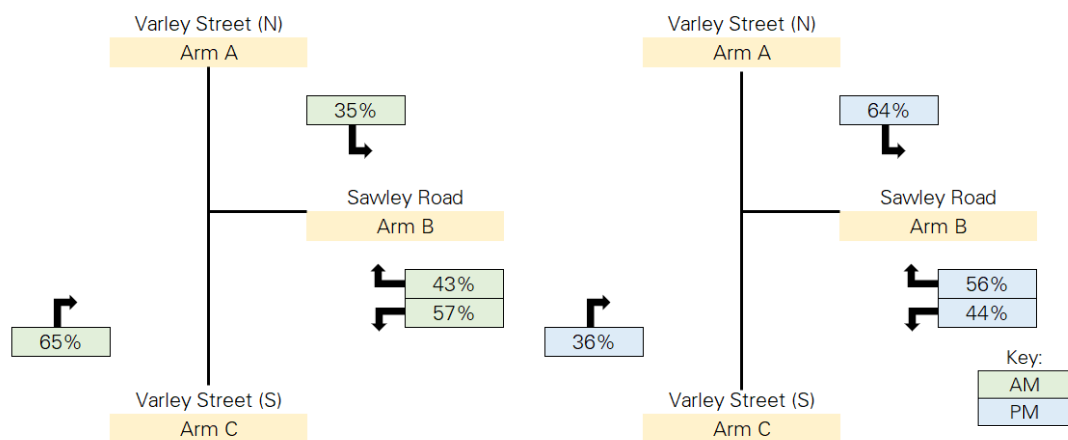
- 6.4.1 TEMPro v7.2 has been used to obtain growth rates for the Borough of Manchester, to reflect the modest level of background traffic growth between the survey year 2023 and the opening year 2024. These growth rates have then been applied to the baseline traffic travelling north-south on Varley Street. The following growth factors have been obtained from TEMPro:

- AM growth factor = 1.0127 (+1.27%); and
- PM growth factor = 1.0126 (+1.26%).

6.5 Development Traffic Flows

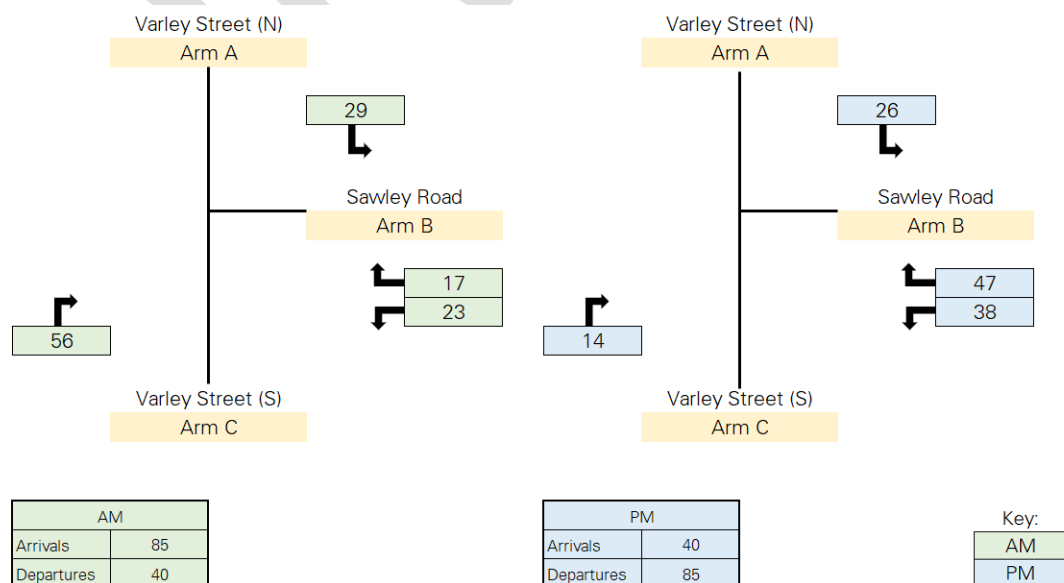
- 6.5.1 The total estimated vehicle trip generation for the development is outlined in **Section 5** of this report.
- 6.5.2 All vehicle trips to and from the development will pass through the Varley Street / Sawley Road priority junction, therefore to estimate the distribution of the development traffic, the MCTC data has been interrogated to ascertain baseline turning proportions for traffic arriving and departing to and from Sawley Road. **Figure 6.1** presents the baseline turning proportions for the AM and PM peak hours.

Figure 6.1. MCTC Turning Proportions for Development Traffic Distribution



- 6.5.3 The baseline turning proportions for each time period have then been used to distribute the total development traffic to and from the development through the junction. **Figure 6-2** presents the development traffic distribution through the Varley Street / Sawley Road junction.

Figure 6.2. Development Traffic Distribution



6.6 Junction Modelling Parameters

- 6.6.1 The geometry of the junction has been measured using aerial mapping and the measuring tool within TRL's Junctions 10 PICADY software.
- 6.6.2 A 'ONE HOUR' traffic profile has been applied. This traffic profile type synthesises a peak traffic demand that covers the specified hour with an additional 15-minute warm-up and cool-down either side of the central hour. Using this profile type creates a realistic worst-case profile of the traffic flow which assumes a peak period of vehicle activity in the central 30-minute period of the specified hour.
- 6.6.3 The baseline Heavy Goods Vehicles (HGV) turning proportions for the junction have been calculated using the MCTC data for both the AM and PM peak hour. The baseline HGV percentages have been applied across all tested scenarios as significant changes/increases in HGV activity is not anticipated during operation.

6.7 Results

- 6.7.1 The operation of the junction model has been assessed using the following modelling result outputs:
- Queue – maximum length of queue measured in Passenger Car Units (PCU);
 - Delay – average delay measured in Seconds; and
 - RFC - Ratio of Flow to Capacity.
- 6.7.2 The Varley Street / Sawley Road priority junction modelling results are presented in **Table 6.1** below. The full PICADY output is enclosed in **Appendix D**.

Table 6.1 – Varley Street / Sawley Road Priority Junction Modelling Results

Arm Name	AM (08:00 to 09:00)			PM (15:00 to 16:00)		
	Queue (PCU)	Delay (secs)	RFC	Queue (PCU)	Delay (secs)	RFC
2023 Baseline						
Sawley Road	0.0	7.1	0.04	0.1	7.3	0.06
Varley Street	0.0	5.2	0.02	0.0	5.0	0.03
2024 Opening Year						
Sawley Road	0.0	7.2	0.04	0.1	7.4	0.06
Varley Street	0.0	5.2	0.03	0.0	5.0	0.03
2024 Opening Year + Development						
Sawley Road	0.2	8.4	0.14	0.3	8.9	0.22
Varley Street	0.3	5.8	0.14	0.1	5.2	0.06

- 6.7.3 The results of the junction modelling show that the Varley Street / Sawley Road junction operates well within capacity with very low levels of queuing and delay predicted, and low RFC values.
- 6.7.4 The scenario and time period with the largest RFC is the PM peak hour (15:00 to 16:00) '2024 Opening Year + Development' which resulted in an RFC of 0.22 and small queues that do not exceed one vehicle.

Conclusions

- 6.7.5 The junction modelling undertaken reflects a realistic assessment by assuming students and staff arrive and depart with the in the respective peak hours and using a 'ONE HOUR' traffic profile type. The modelling results demonstrate that the development proposals present no significant impact on the surrounding highway network.

7 SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 This Transport Assessment has been prepared by Ridge & Partners LLP on behalf of ISG Limited, in support of the planning application for Varley Street SEND School in Manchester.
- 7.1.2 The proposals are for the development of a 150-place Special Education Needs and Disabilities (SEND) School in Miles Platting, East Manchester. The site is located off Sawley Road, approximately 2.5km northeast of the city centre.

Existing Site

- 7.1.3 The site is located within a 20-minute walk, cycle, or public transport ride of various residential areas, bus stops, tram stops, and railway stations, as well as the active travel network within Manchester City Centre. Sawley Road is a residential type of road which provides access to the residential area adjacent to the site. The road connects to Varley Street via a priority junction which provides access onto the strategic road network via the A62 to the north.
- 7.1.4 A review of collision data demonstrated there are no highway safety issues in the vicinity of the site, as no accidents were recorded at Sawley Road or local junctions around the site.

Development Proposals

- 7.1.5 The development proposals consist of a 150-pupil SEND secondary school to open in September 2024. The school will operate Monday to Friday between 07:00 and 18:00, and on Saturday between 09:00 and 12:00. There will be 60 staff and a dedicated minibus service for students.
- 7.1.6 The proposed access strategy includes a two bellmouth junction, one providing exclusively access and the other egress. Both accesses provide accessibility for pedestrians, cyclists, and vehicles. Drop-off/collection areas are proposed for minibuses and cars. Parking provision includes 14 cycle spaces and 68 car spaces, including 8 for Blue Badge holders. Refuse collection and emergency access strategies have also been planned.
- 7.1.7 A School Travel Plan has been prepared to promote sustainable travel modes.

Trip Generation

- 7.1.8 The trip generation of the development has been estimated using a first principles approach. The number of future pupils and staff, arrival and departures patterns (based upon school operation hours), and estimated percentage of pupil arriving by minibus have been used to calculate a total people trip generation. A mode share has then been applied using 2011 Census data to estimate the number of trips by key modes.

Junction Modelling

- 7.1.9 All vehicular traffic generated by the development routes to/from the site to the wider highway network via the priority junction at Varley Street / Sawley Road. Therefore, a PICADY model of the junction has been created to understand the impact of the development on the junction. The results of the junction modelling show that the Varley Street / Sawley Road

junction operates well within capacity with very low levels of queuing and delay predicted, and low RFC values.

7.2 Conclusions

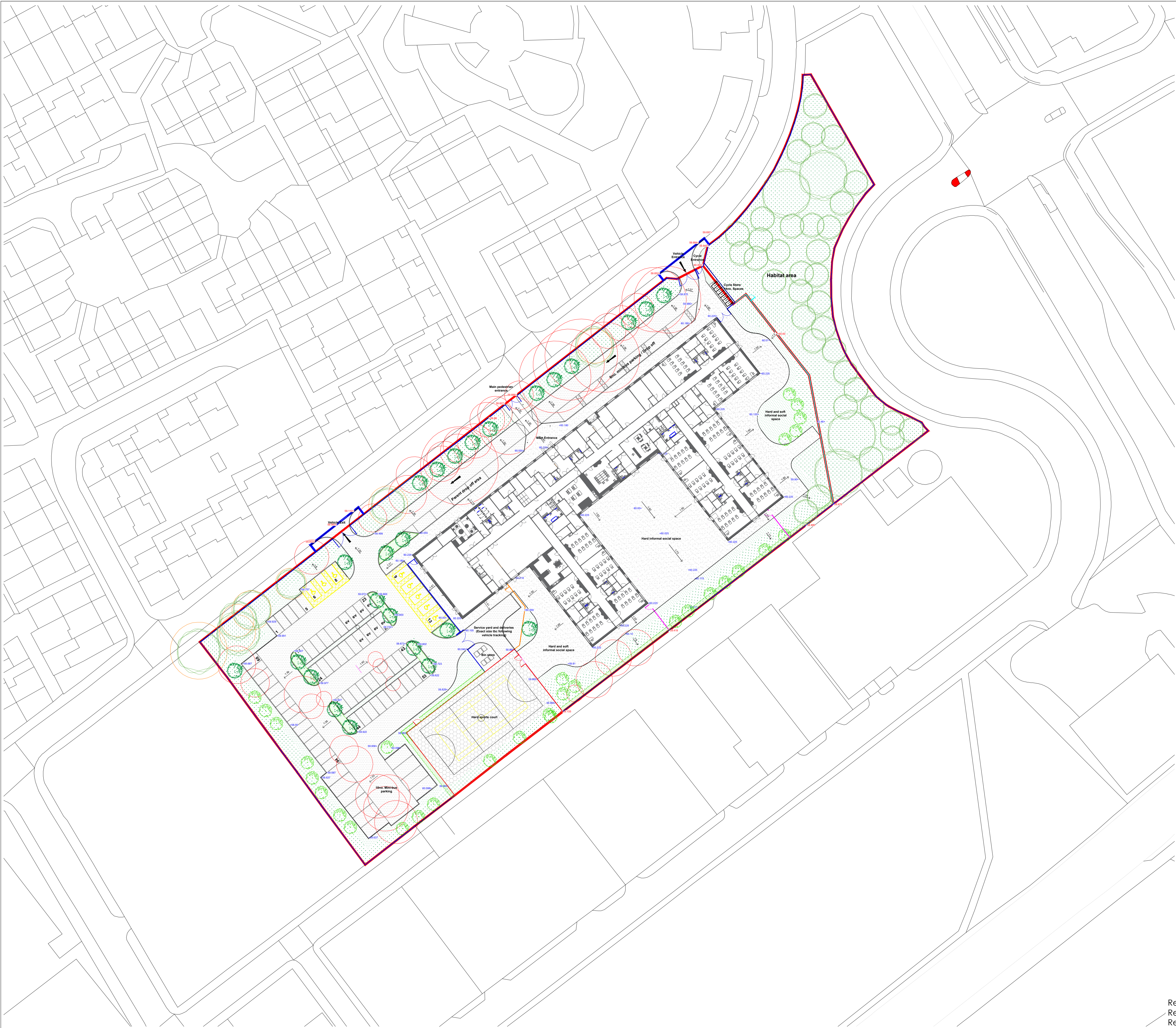
- 7.2.1 The findings presented in this Transport Assessment conclude that safe access can be provided to the site with no significant traffic impact caused to the surrounding highway network.

DRAFT

APPENDIX A

MASTERPLAN

DRAFT



LEGEND

Surfaces

- Pedestrian asphalt to footpaths and hard play area
- Vehicular asphalt to parking area, access roads and service yard
- Porous pedestrian asphalt surface to hard surface games court

Boundaries

- Secure Line: 2.4m height weldmesh fence (Colour: TBC)
- 2.0m Close-boarded timber fence
- 1.2m Vertical bar railings (Colour: TBC)
- 1.2m Timber post and rail fencing

Soft Landscaping

- Existing trees to be retained (TBC)
- Existing trees to be removed (TBC)
- Proposed tree planting - 14-16cm girth
- Proposed tree planting - 10-12cm girth
- Native hedge 60-80cm height
- Ornamental planting beds, 2-3L stock
- Grass seeding: Eco-rich amenity seed mix
- Grass seeding: Flowering meadow mix

Landscape Features

- External benches TBC
- Cycle store
- EV Charging 8No.
- Accessible parking bay 8No.
- Parking bay 60No.



DEP LANDSCAPE ARCHITECTURE LTD

2 COMMERCIAL STREET
MANCHESTER, M15 4RQ
T: 0161 2419878
E: info@dep.co.uk
W: www.dep.co.uk

Client

ISG

Project

Varley Street School

Description

Proposed Landscape Layout

Status

S3

Job number

5155

Scale

1:500 @ A1

Drawn

AH

Date

02.02.23

Drawing number

VAR-DEP-XX-XX-DR-L-00001 P05

Revision

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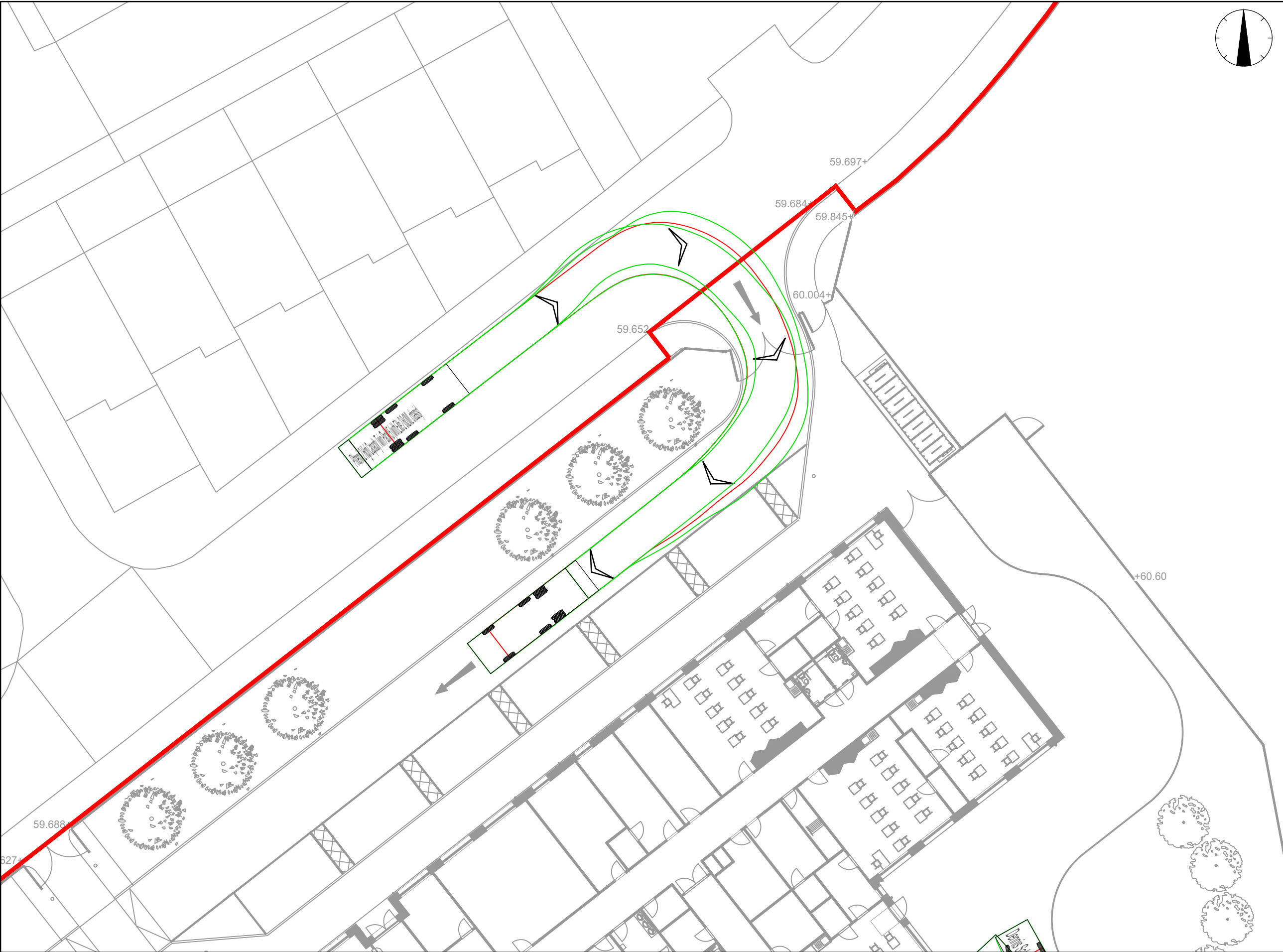
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Revisions:
Rev P04 14/03/23
Rev P05 14/03/23

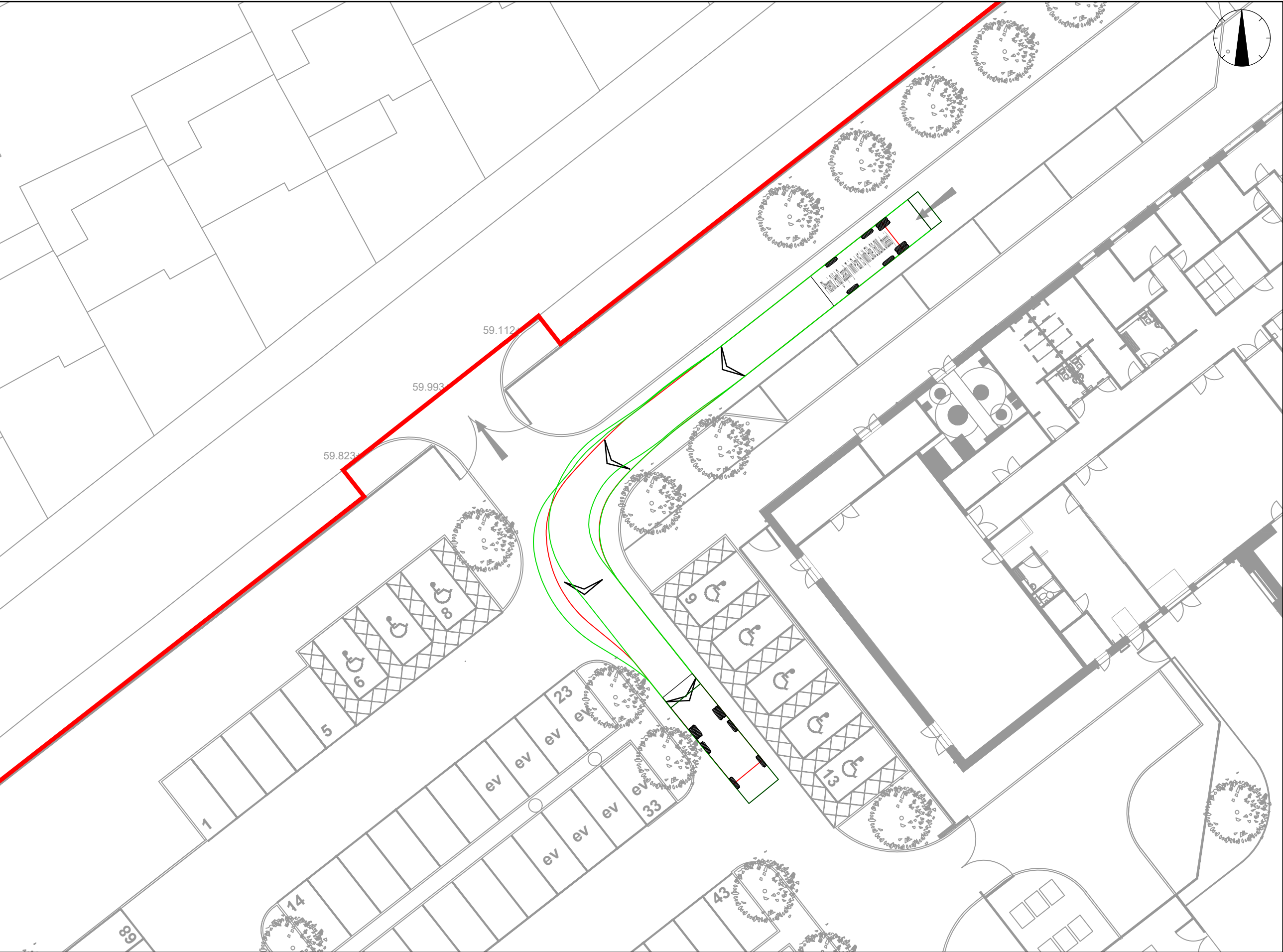
APPENDIX B

RIDGE TECHNICAL DRAWINGS

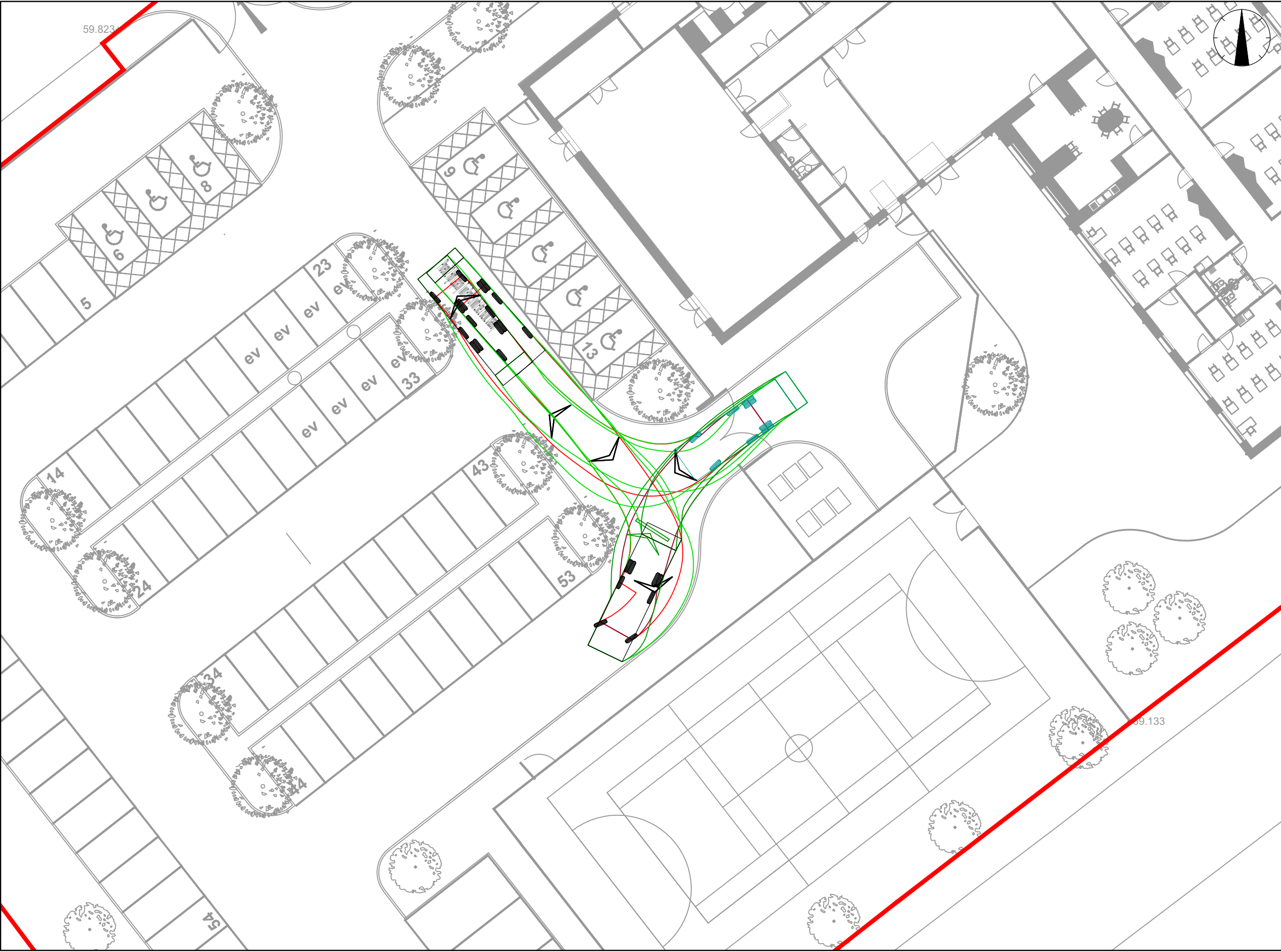
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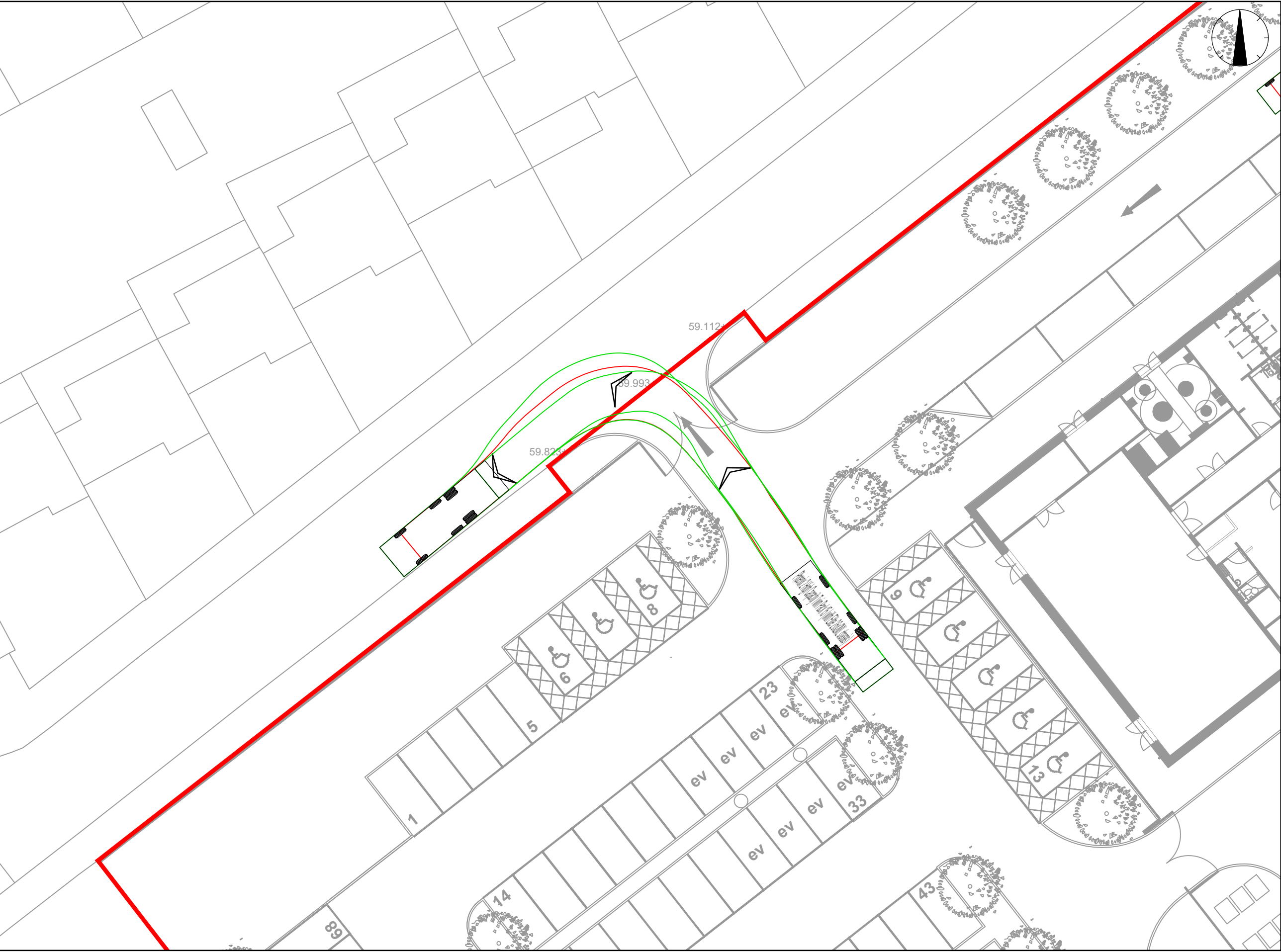
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INTERNAL MANOEUVRE



INTERNAL 3-POINT TURN MANOEUVRE



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DRAWING NOTES:

KEY:

APPLICATION BOUNDARY

VEHICLE SWEEP PATH

VEHICLE PROFILE:

Phoenix 2 High Capacity Twin Pack 15 (with Elite 2 6x2ML chassis)

Overall Length	9.07m
Overall Width	2.30m
Overall Body Height	3.21m
Min Body Ground Clearance	0.416m
Task Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.900m

- NOTES:
- INTERNAL SWEEP PATHS UNDERTAKEN AT 5mph

P01	FIRST ISSUE	15-03-2023	BH	MM
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ORIGINATOR:

BEAUMONT HOUSE
59 HIGH STREET
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READING, RG7 5AL

TEL: 0118 932 3088
WWW.RIDGE.CO.UK

CLIENT:

IN ASSOCIATION WITH:

PROJECT:

VARLEY STREET, SEND SCHOOL
MANCHESTER, UK

TITLE:

VEHICLE SWEEP PATH ANALYSIS
REFUSE VEHICLE

ENG/TECH:	CSE:	ICSE:	SCALE:	1:250	@	A1
BH	MM	SM	STATUS ISSUE:			

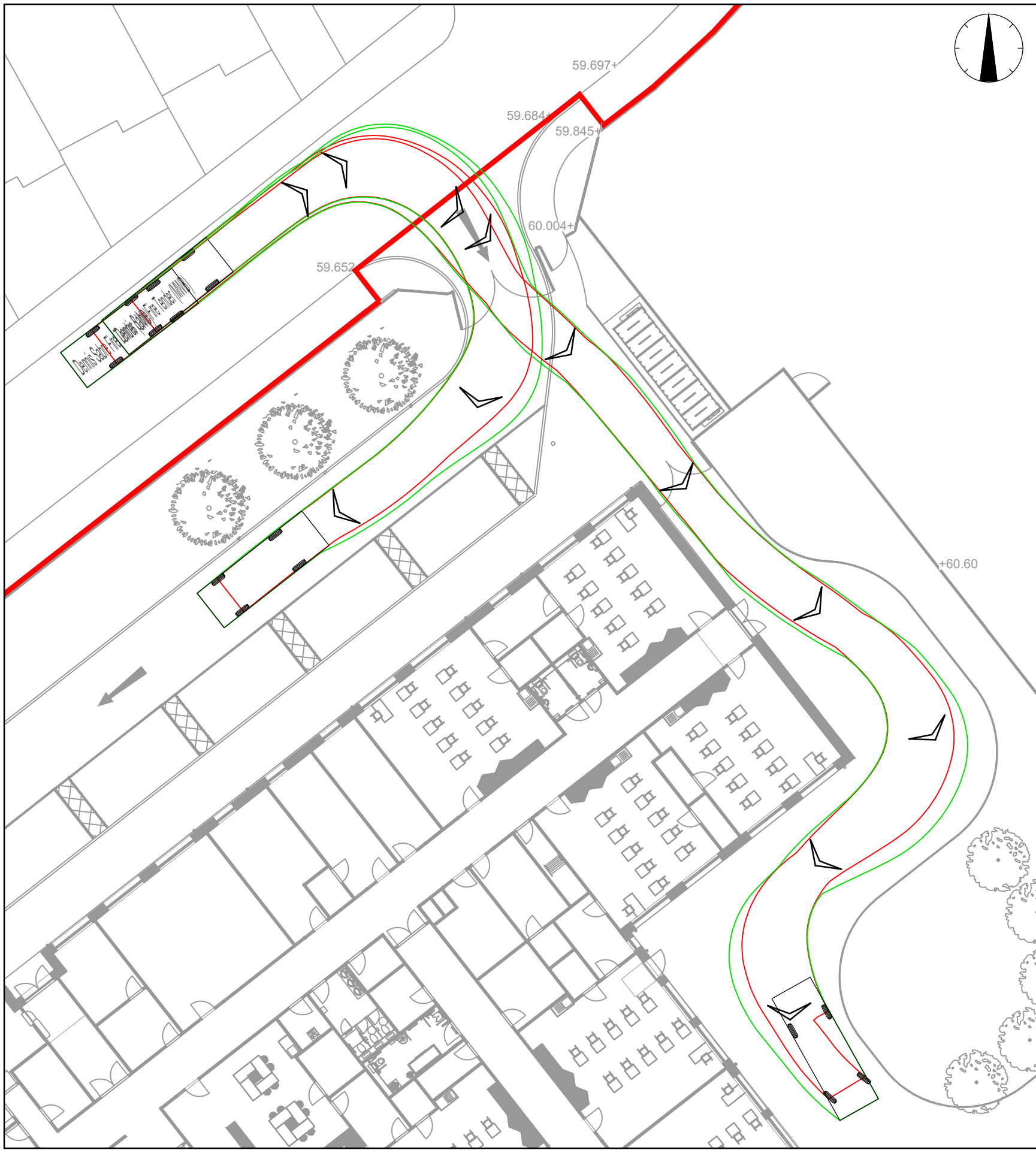
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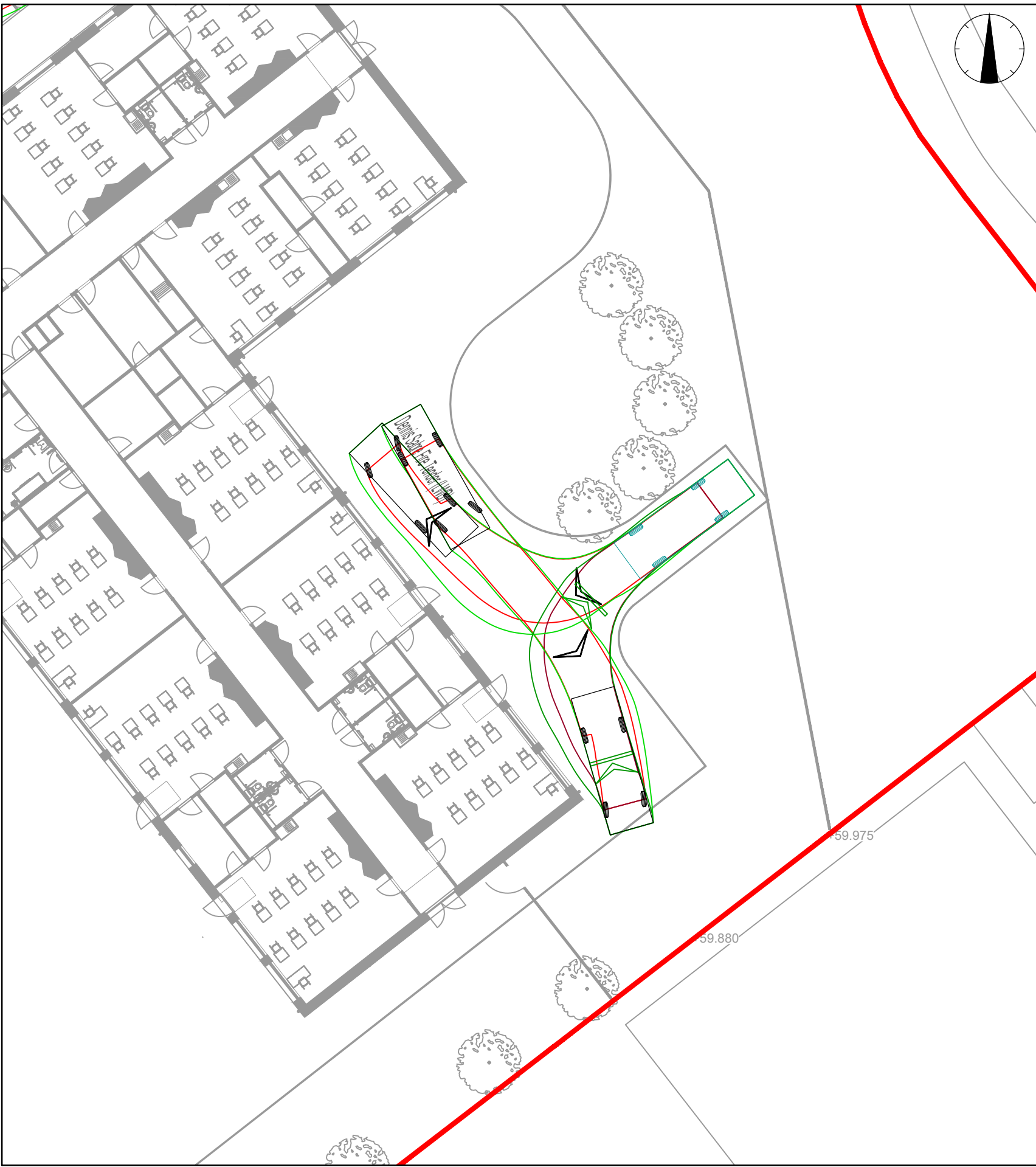
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ISO 19650

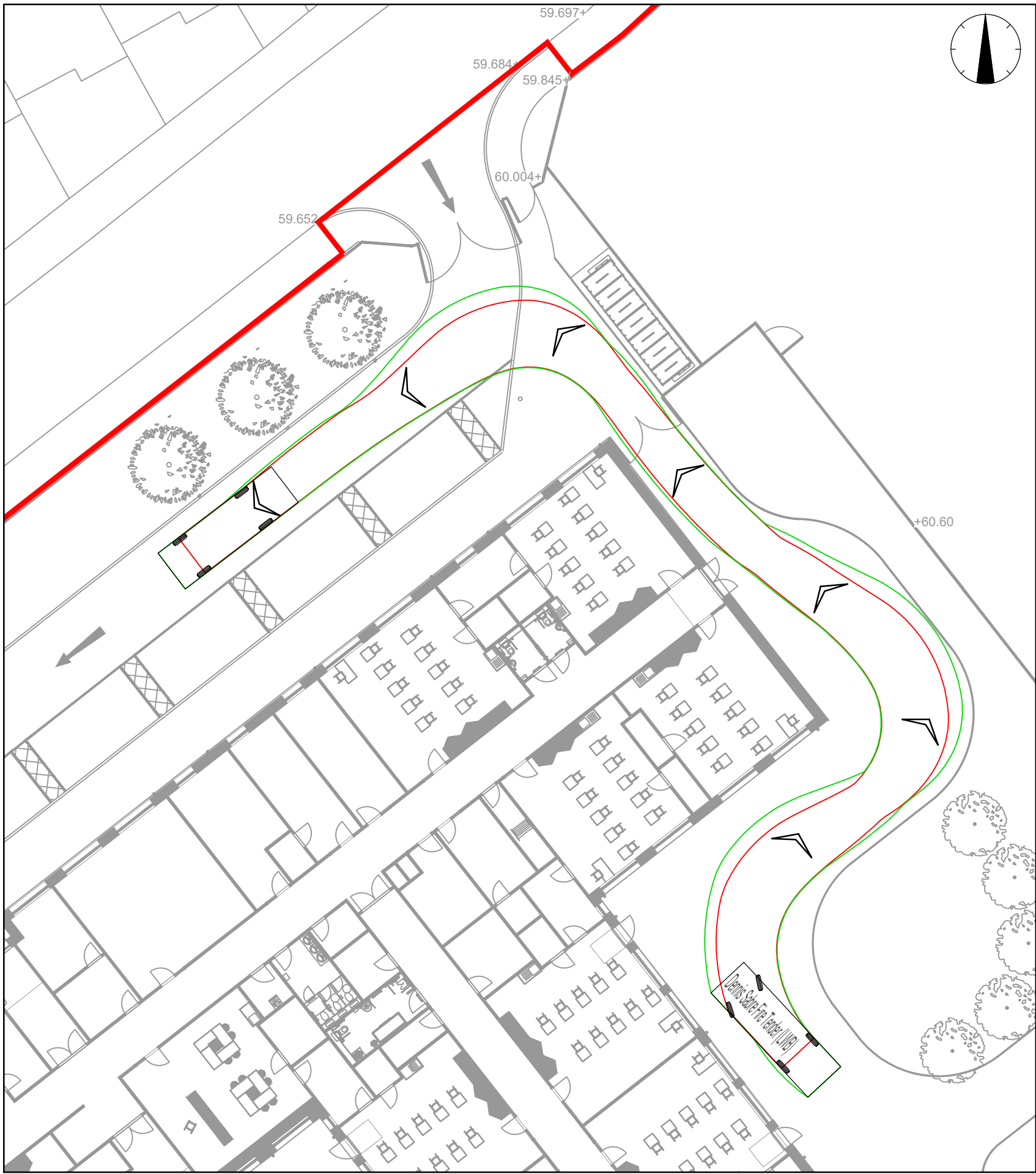
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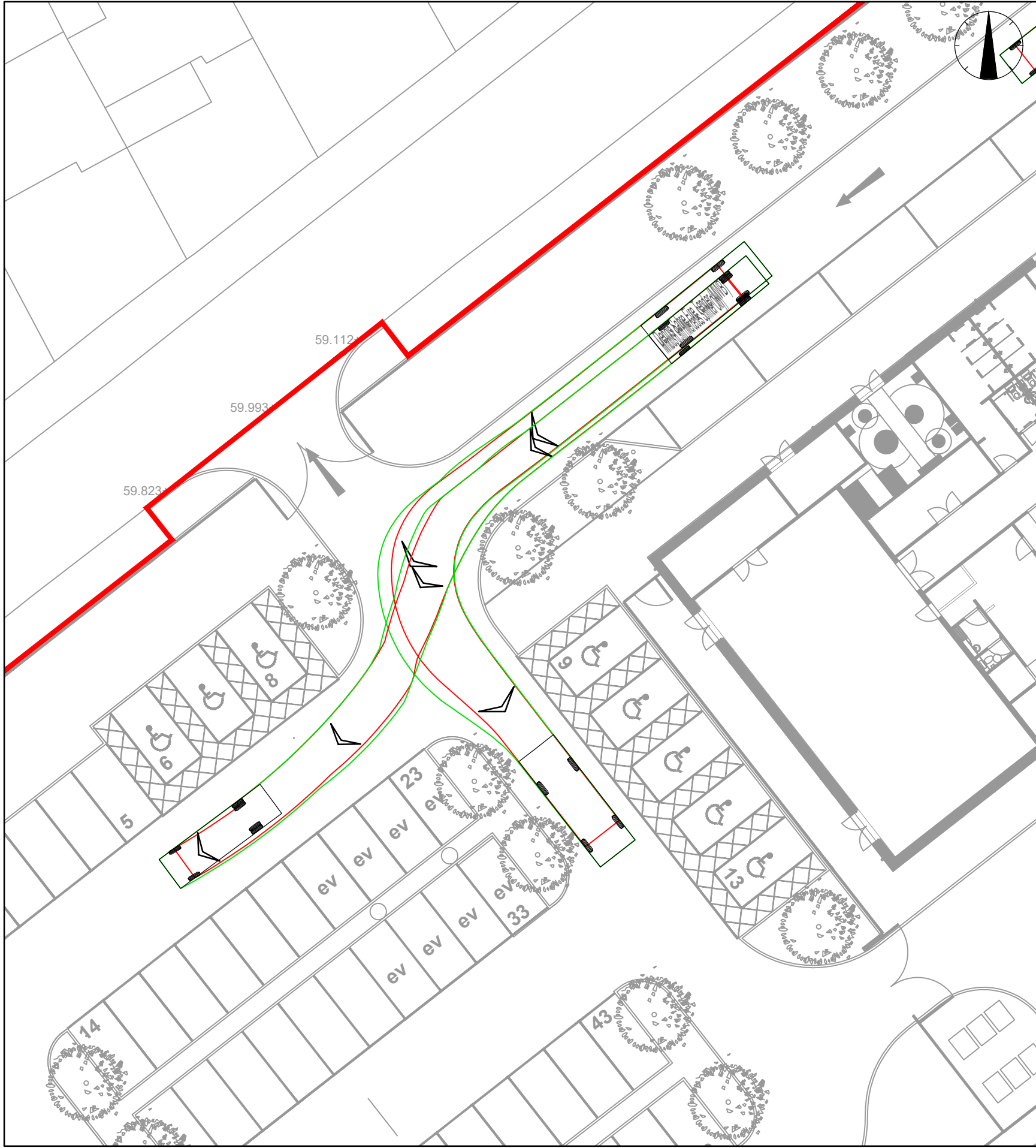
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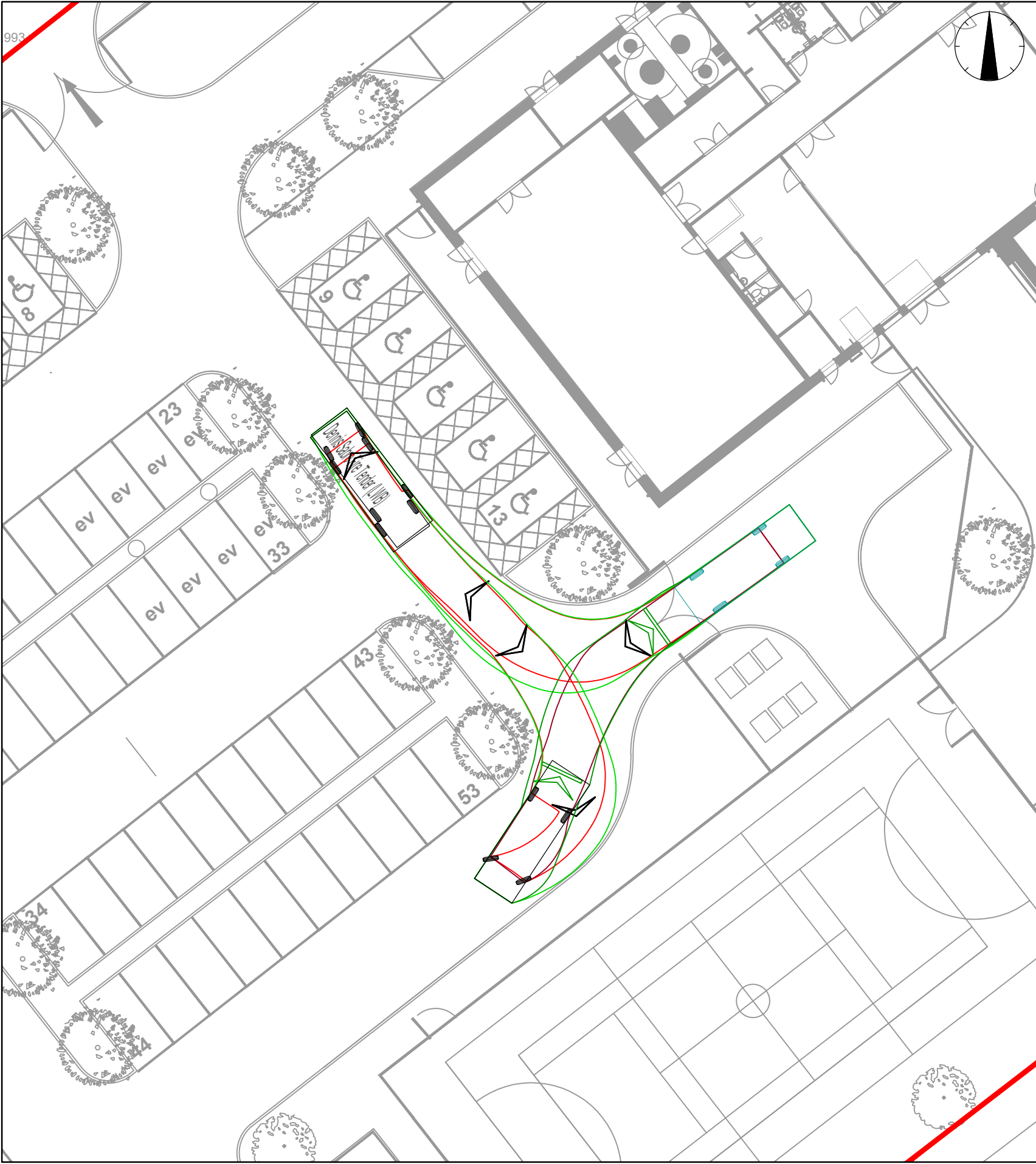
INTERNAL 3-POINT TURN MANOEUVRE



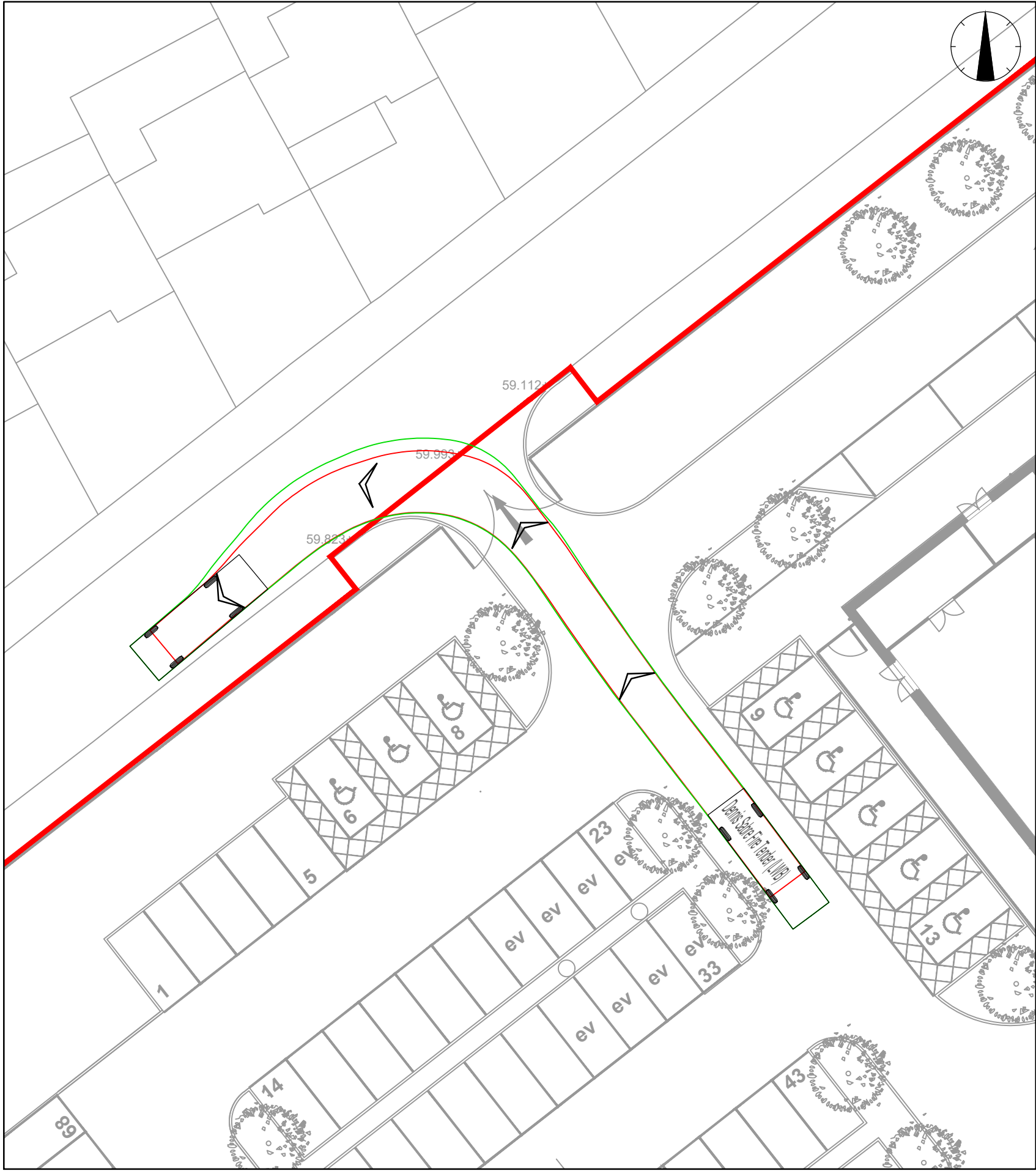
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DRAWING NOTES:

KEY:

- APPLICATION BOUNDARY
- VEHICLE SWEEP PATH

VEHICLE PROFILE:

Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.212m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

NOTES:

- INTERNAL SWEEP PATHS UNDERTAKEN AT 5mph

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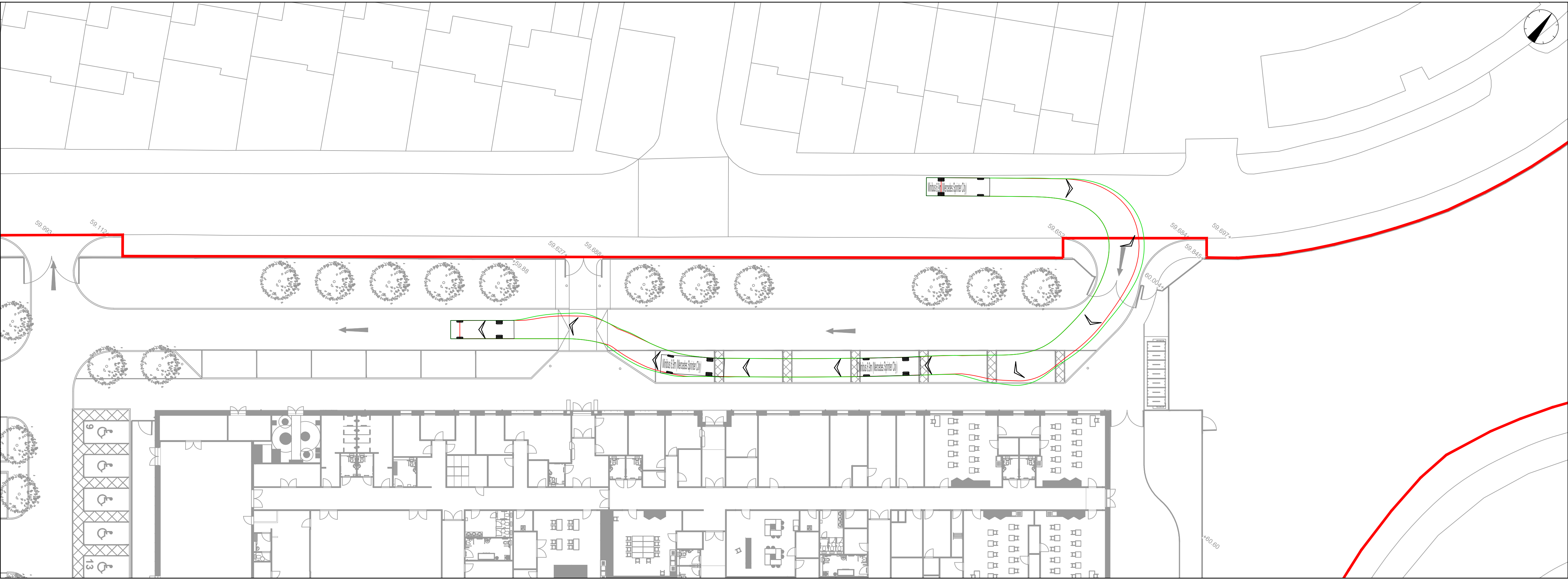
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PROJECT:
VARLEY STREET, SEND SCHOOL
MANCHESTER, UK

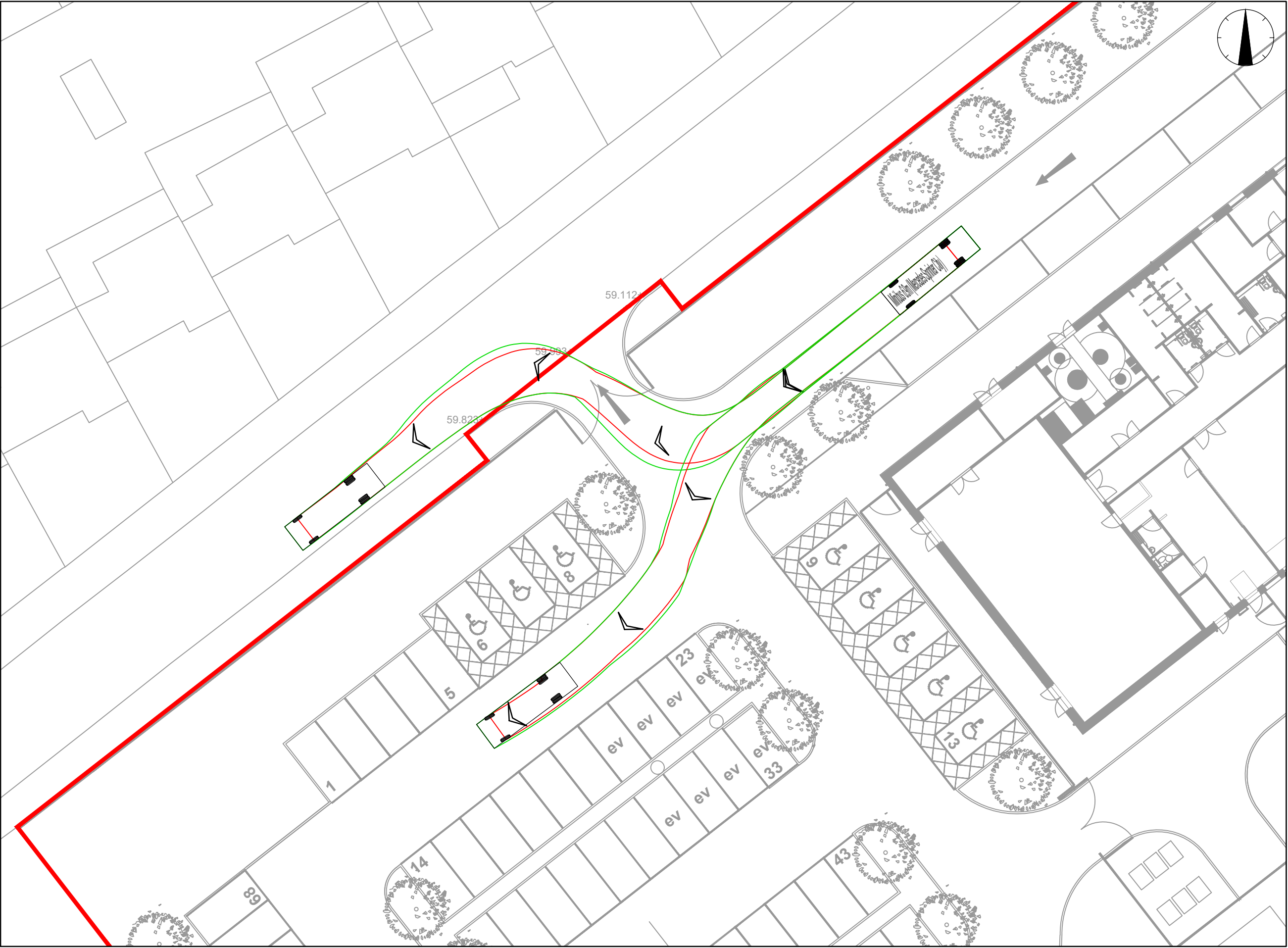
TITLE:
VEHICLE SWEEP PATH ANALYSIS
FIRE TENDER

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BH	MM	SM	STATUS ISSUE:		

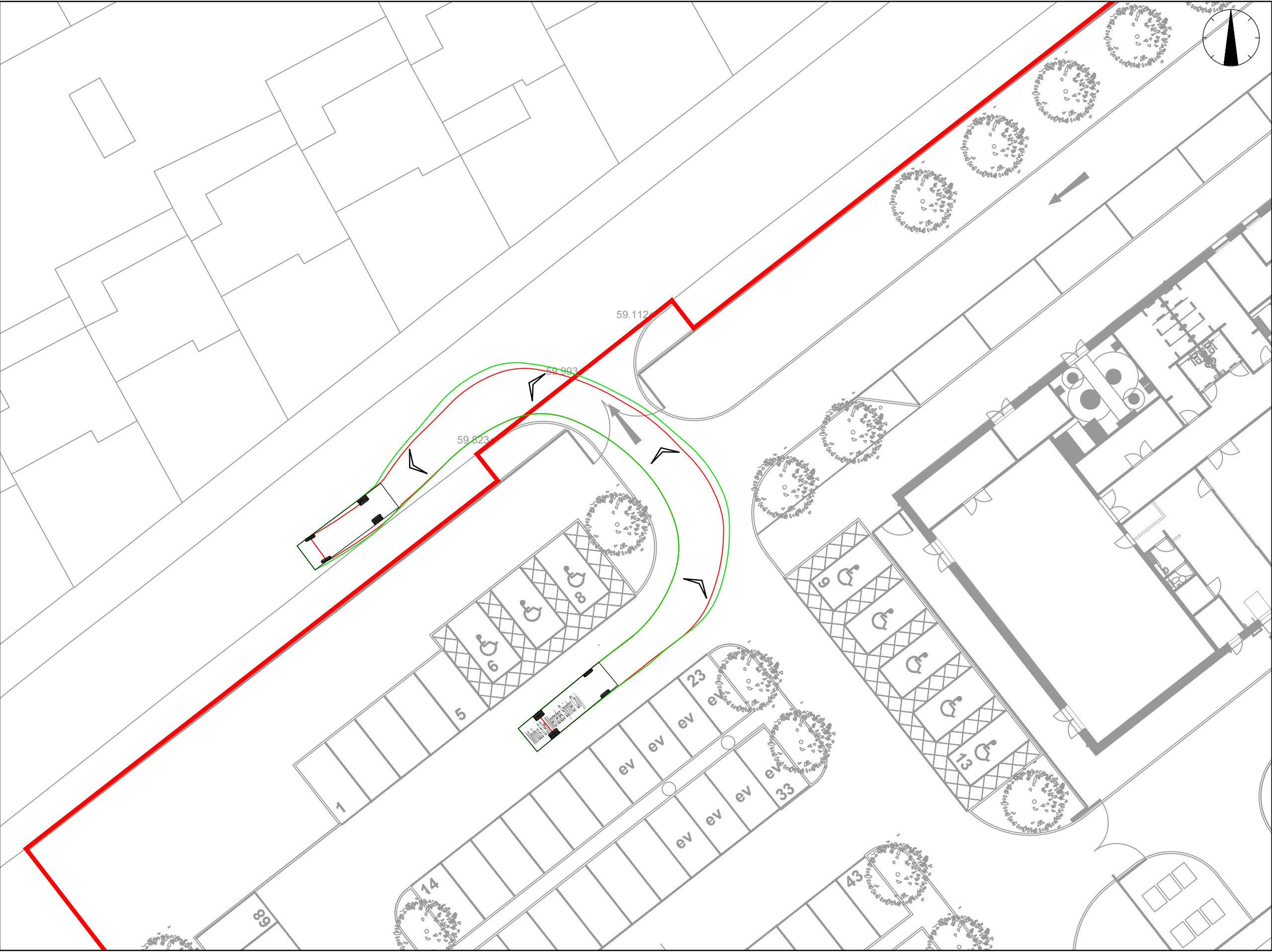
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DRAWING NOTES:

KEY:

- APPLICATION BOUNDARY
- VEHICLE SWEEP PATH

VEHICLE PROFILE:

Minibus 6.9m (Mercedes Sprinter City)

Overall Length	6.945m
Overall Width	1.945m
Overall Body Height	2.945m
Min Body Ground Clearance	0.437m
Track Width	1.990m
Lock to lock time	5.00s
Wait to Wall Turning Radius	7.800m

- NOTES:
1. INTERNAL SWEEP PATHS UNDERTAKEN AT 5mph

P01	FIRST ISSUE	15-03-2023	BH	MM
REV	DESCRIPTION	DATE	BY	CHKD



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59 HIGH STREET
TREALE
READING, RG7 5AL

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WWW.RIDGE.CO.UK



IN ASSOCIATION WITH:

PROJECT:
VARLEY STREET, SEND SCHOOL
MANCHESTER, UK

TITLE:
VEHICLE SWEEP PATH ANALYSIS
MINIBUS

ENG/TECH:	CSE:	ICSE:	SCALE:	1:250	@	A1
BH	MM	SM	STATUS ISSUE:			

STATUS: INFORMATION

UNLESS ISSUED FOR CONSTRUCTION - WORKS AT CLIENT/CONTRACTORS RISK

ISO 19650	STATUS:	PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
5020683	RDG	XX	XX	DR	H	0003	P01		

APPENDIX C TRAFFIC SURVEY DATA

DRAFT



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 34766 Varley Street

Site Number/Name: Varley Street/Sawley Road

Client: Ridge and Partners

Date: 28/02/2023

Weather: Cloudy and Dry

Job Type: Junction Count

Co-ordinates: 53°29'31.03"N, 2°12'49.95"W

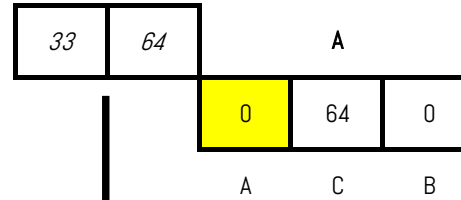
Postcode: M40 8BB

Times: 0700-1900

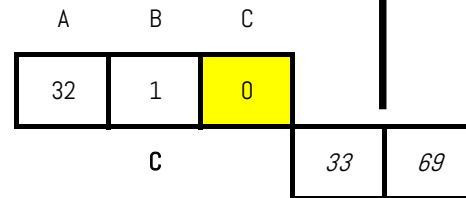
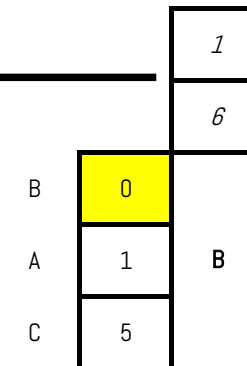


Select Period 07:00

Varley Street



Sawley Road



Varley Street

[illegible]

34766 Varley Street Junction Count Tuesday 28th February 2023.xlsx\Counts



ATC SUMMARY REPORT

PROJECT	34766 Varley Street, Manchester
LOCATION	34766-001 - Sawley Road
LOC. DESC.	Sawley Road
START DATE	Tue 28 Feb, 2023
END DATE	Mon 06 Mar, 2023
SPEED LIMIT	20mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Sawley Road, commencing Tue 28 Feb 2023, recorded a total of 5,080 vehicles. The posted speed limit of 20mph was exceeded by 1.9% of vehicles, and the seasonally adjusted, combined AADT value is 736 (see Equipment & Methodology below).

COMBINED

Total recorded volume	5,080
Avg daily volume (based on 7 days)	725.7
Average daily speed (7 days)	13.5mph
Average daily 85%ile (7 days)	16.4mph
AADT (annual average daily traffic)	736

Avg weekday volume (Mon-Fri, 24hrs)	757.2
Avg weekday speed (Mon-Fri, 24hrs)	13.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	602.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.1mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 21mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	2,554
Avg daily volume (based on 7 days)	364.9
Average daily speed (7 days)	13.9mph
Average daily 85%ile (7 days)	16.8mph
% of vehicles exceeding 20mph	2.5%

Avg weekday volume (Mon-Fri, 24hrs)	383.2
Avg weekday speed (Mon-Fri, 24hrs)	13.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	307.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	16.4mph

WESTBOUND ←

Total recorded volume	2,526
Avg daily volume (based on 7 days)	360.9
Average daily speed (7 days)	13.0mph
Average daily 85%ile (7 days)	16.0mph
% of vehicles exceeding 20mph	1.3%

Avg weekday volume (Mon-Fri, 24hrs)	374.0
Avg weekday speed (Mon-Fri, 24hrs)	12.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	294.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	12.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	15.6mph

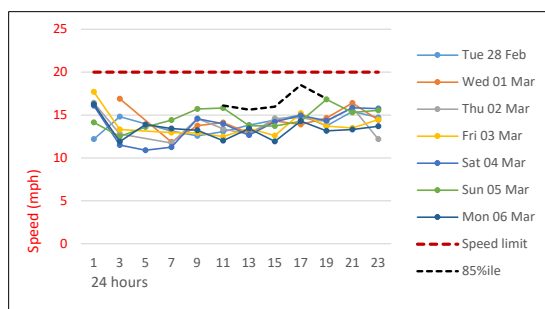
SITE LOCATION



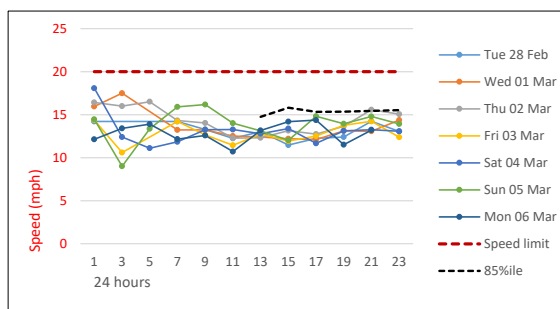
Location	Sawley Road
Lat, lng.	53°29'31.47"N, 2°12'49.20"W
Project & site	34766-001
PSL	20mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

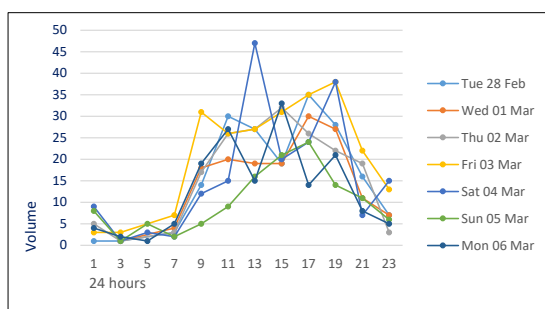


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 20mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 18.8mph at 07:00 on Thu 02 Mar, whilst the peak average westbound speed was 18.8mph at 15:15 on Tue 28 Feb (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

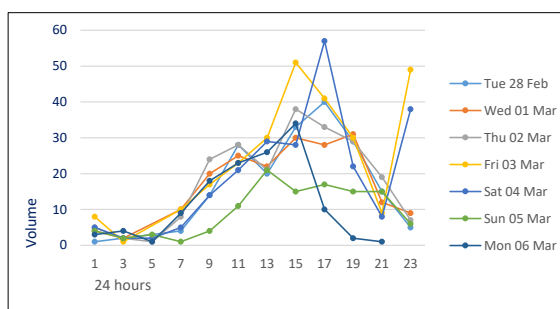
EASTBOUND →



→

Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

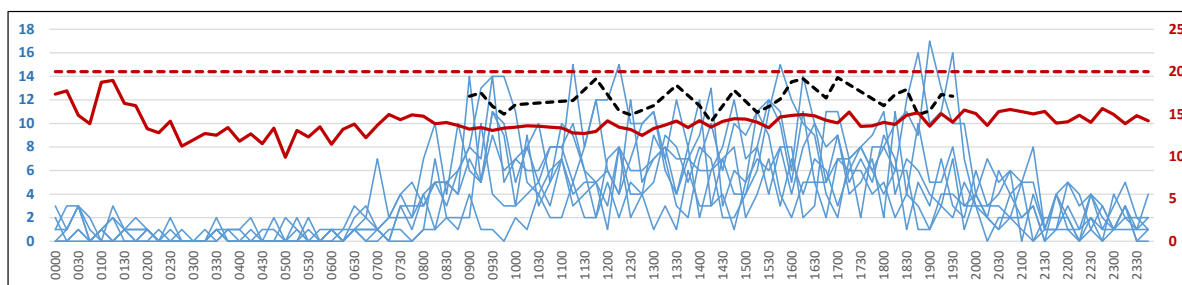
WESTBOUND ←



Hourly westbound traffic volumes over each 24hr period for 7 days from all available data.

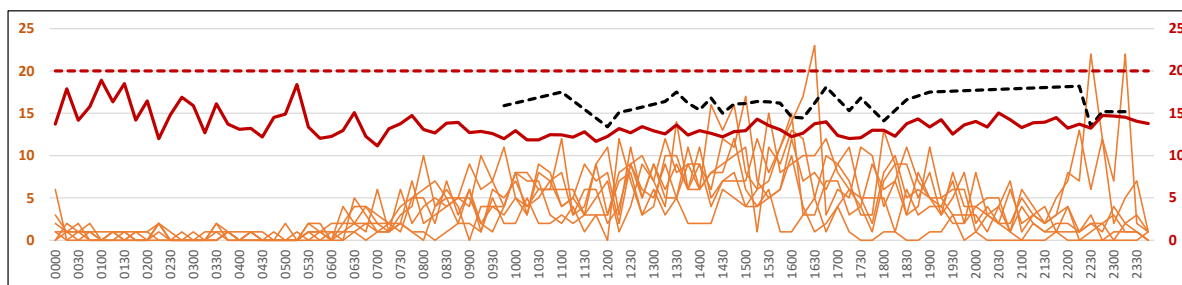
←

15min VOL & SPEED



→

15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.

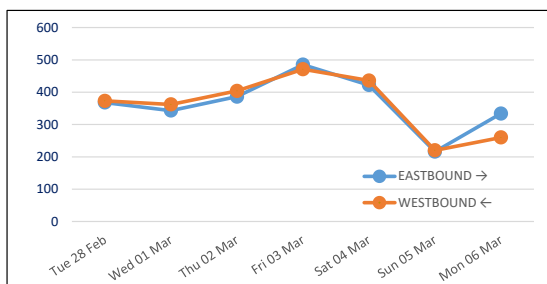


15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.

←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

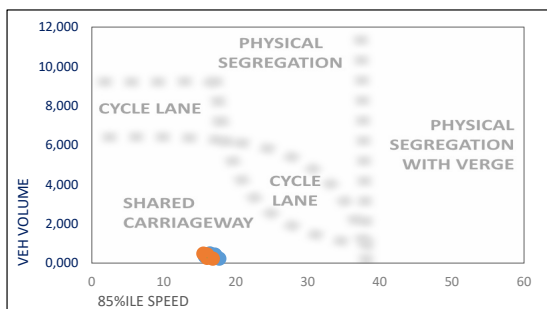
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	4.3	0.0	0.0	0.0	4.3
0100	0.0	2.9	0.0	0.0	0.0	2.9
0200	0.0	1.3	0.1	0.0	0.0	1.4
0300	0.0	1.4	0.0	0.0	0.0	1.4
0400	0.3	1.0	0.0	0.0	0.0	1.3
0500	0.3	1.1	0.0	0.0	0.0	1.4
0600	0.4	3.3	0.0	0.0	0.0	3.7
0700	0.1	6.6	0.3	0.0	0.0	7.0
0800	0.3	14.7	1.6	0.0	0.0	16.6
0900	0.3	28.0	1.1	0.0	0.0	29.4
1000	0.1	19.9	1.7	0.1	0.0	21.9
1100	0.3	24.4	1.1	0.1	0.0	26.0
1200	0.6	24.1	0.6	0.1	0.0	25.4
1300	0.4	24.9	0.4	0.1	0.0	25.9
1400	0.3	24.6	0.1	0.0	0.0	25.0
1500	0.3	28.1	1.7	0.0	0.0	30.1
1600	0.4	25.7	0.7	0.0	0.0	26.9
1700	0.4	24.7	0.4	0.0	0.0	25.6
1800	0.4	26.3	0.1	0.0	0.0	26.9
1900	0.6	23.3	0.1	0.0	0.0	24.0
2000	0.1	13.1	0.1	0.0	0.0	13.4
2100	0.7	8.7	0.0	0.0	0.0	9.4
2200	0.4	7.6	0.0	0.0	0.0	8.0
2300	0.6	6.4	0.0	0.0	0.0	7.0
12hr TTL	4.0	272.0	10.0	0.6	0.0	286.6
24hr TTL	7.4	346.4	10.4	0.6	0.0	364.9
	2%	95%	3%	0%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	4.3	0.0	0.0	0.0	4.3
0100	0.0	1.6	0.0	0.0	0.0	1.6
0200	0.1	1.7	0.0	0.0	0.0	1.9
0300	0.0	1.9	0.0	0.0	0.0	1.9
0400	0.0	1.0	0.0	0.0	0.0	1.0
0500	0.0	2.3	0.0	0.0	0.0	2.3
0600	0.0	6.6	0.0	0.1	0.0	6.7
0700	0.1	9.9	0.0	0.1	0.0	10.1
0800	0.4	14.6	0.9	0.0	0.0	15.9
0900	0.1	16.7	1.0	0.0	0.0	17.9
1000	0.1	20.6	2.0	0.0	0.0	22.7
1100	0.1	18.9	0.7	0.0	0.0	19.7
1200	0.6	22.7	0.7	0.0	0.1	24.1
1300	0.7	27.4	0.6	0.0	0.0	28.7
1400	0.4	31.9	0.4	0.0	0.0	32.7
1500	1.1	27.1	1.1	0.0	0.0	29.4
1600	0.4	31.3	0.6	0.0	0.0	32.3
1700	0.0	21.0	0.1	0.0	0.0	21.1
1800	0.3	21.9	0.4	0.0	0.0	22.6
1900	0.3	17.0	0.3	0.0	0.0	17.6
2000	0.3	10.7	0.3	0.0	0.0	11.3
2100	0.1	8.9	0.0	0.0	0.0	9.0
2200	0.4	15.9	0.0	0.0	0.0	16.3
2300	0.3	9.3	0.3	0.0	0.0	9.9
12hr TTL	4.6	263.9	8.6	0.1	0.1	277.3
24hr TTL	6.1	344.9	9.4	0.3	0.1	360.9
	2%	96%	3%	0%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA	
1	MC	Motorcycle	SHORT Up to 5.5m	N/A	
2	SV	Cars, taxis, 4WD, vans		MEDIUM 5.5m to 14.5m	CAR & LGV
3	SVT	Class 2 plus trailer	OGV1 & PSV		
4	TB2	2 axle truck / bus	OGV1		
5	TB3	3 axle truck / bus	LONG 11.5m to 19.0m		OGV2
6	T4	4 axle truck			
7	ART3	3 axle articulated			
8	ART4	4 axle articulated			
9	ART5	5 axle articulated			
10	ART6	6+ axle articulated			

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

Generated 10 Mar 2023 v6.0

34766-001 Varley Street, Manchester. Sawley Road. Summary R

DIR 1									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
								15-20mph	20-25mph
								25-30mph	30-35mph
								35-40mph	40-45mph
								45-50mph	50-60mph
								60-70mph	70-80mph
								80-90mph	90mph+
								AVG SPD	85%ile
								PSL SPEEDING	PSL% SPEEDING
								ACPO SPEEDING	ACPO% SPEEDING
								DTT SPEEDING	DTT% SPEEDING

PROJECT 34766 Varley Street, Manchester
SITE 34766-001
LOCATION SAWLEY ROAD
DIRECTION EASTBOUND →
PSL 20mph

Tue 28 Feb	ALL VEHICLES							TIME	0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph																																																																																																																																																																																																																																																																																																																																																																																																																										
	Meycles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV																																																																																																																																																																																																																																																																																																																																																																																																																																														
							TOTAL																				CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6																																																																																																																																																																																																																																																																																																																																																																																																																				
DAY 1	TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6		SPD1	SPD2	SPD3	SPD4	SPD5	SPD6	SPD7	SPD8	SPD9	SPD10	SPD11	SPD12	SPD13	SPD14	AVG	85%ile	PSL	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%	PSL%

DIR 1									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
								15-20mph	20-25mph
								25-30mph	30-35mph
								35-40mph	40-45mph
								45-50mph	50-60mph
								60-70mph	70-80mph
								80-90mph	90mph+
								AVG SPD	85%ile
								PSL SPEEDING	PSL% SPEEDING
								ACPO SPEEDING	ACPO% SPEEDING
								D/T SPEEDING	D/T% SPEEDING

PROJECT 34766 Varley Street, Manchester
SITE 34766-001
LOCATION SAWLEY ROAD
DIRECTION EASTBOUND →
PSL 20mph

ALL VEHICLES	Myccycles Cars, taxis, 4WD							LGV	OGV1	OGV2	PSV	0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph		
Wed 01 Mar	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]	Vbin 0 10	Vbin 15 15	Vbin 20 20	Vbin 25 25	Vbin 30 30	Vbin 35 35	Vbin 40 40	Vbin 45 45	Vbin 50 50	Vbin 60 60	Vbin 70 70	Vbin 80 80	Vbin 90 90	Mean 100	Vpp 85	JPSL 20	JPSL% 20	ACPO 10	ACPO% 10	D/T 10	D/T% 10	
DAY 2	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0100	1	0	1	0	0	0	0		0100	0	1	0	0	0	0	0	0	0	0	0	0	0	14.8		0	0.0	0	0.0	0	0.0	
0115	2	0	2	0	0	0	0		0115	0	1	0	1	0	0	0	0	0	0	0	0	0	19.2	1	50.0	1	50.0	0	0.0	0	0.0
0130	1	0	1	0	0	0	0		0130	0	1	0	0	0	0	0	0	0	0	0	0	0	11.2		0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0	
0200	1	0	1	0	0	0	0		0200	0	0	1	0	0	0	0	0	0	0	0	0	0	16.9		0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0330	1	0	1	0	0	0	0		0330	0	1	0	0	0	0	0	0	0	0	0	0	0	11.6		0	0.0	0	0.0	0	0.0	
0345	1	0	1	0	0	0	0		0345	0	1	0	0	0	0	0	0	0	0	0	0	0	14.2		0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0430	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0500	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0515	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0530	1	0	1	0	0	0	0		0530	0	1	0	0	0	0	0	0	0	0	0	0	0	12.7		0	0.0	0	0.0	0	0.0	
0545	0	0	0	0	0	0	0		0545	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0600	1	1	0	0	0	0	0		0600	0	1	0	0	0	0	0	0	0	0	0	0	0	10.6		0	0.0	0	0.0	0	0.0	
0615	0	0	0	0	0	0	0		0615	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0630	1	0	1	0	0	0	0		0630	0	1	0	0	0	0	0	0	0	0	0	0	0	12.0		0	0.0	0	0.0	0	0.0	
0645	2	0	2	0	0	0	0		0645	0	2	0	0	0	0	0	0	0	0	0	0	0	12.4		0	0.0	0	0.0	0	0.0	
0700	1	0	1	0	0	0	0		0700	0	1	0	0	0	0	0	0	0	0	0	0	0	12.7		0	0.0	0	0.0	0	0.0	
0715	2	0	2	0	0	0	0		0715	0	0	2	0	0	0	0	0	0	0	0	0	0	17.5		0	0.0	0	0.0	0	0.0	
0730	4	0	4	0	0	0	0		0730	0	3	1	0	0	0	0	0	0	0	0	0	0	14.9		0	0.0	0	0.0	0	0.0	
0745	2	0	2	0	0	0	0		0745	0	1	1	0	0	0	0	0	0	0	0	0	0	13.8		0	0.0	0	0.0	0	0.0	
0800	4	0	4	0	0	0	0		0800	0	3	1	0	0	0	0	0	0	0	0	0	0	13.9		0	0.0	0	0.0	0	0.0	
0815	5	0	3	1	1	0	0		0815	0	3	2	0	0	0	0	0	0	0	0	0	0	13.9		0	0.0	0	0.0	0	0.0	
0830	5	1	3	1	0	0	0		0830	1	3	1	0	0	0	0	0	0	0	0	0	0	12.9		0	0.0	0	0.0	0	0.0	
0845	4	0	3	1	0	0	0		0845	0	2	2	0	0	0	0	0	0	0	0	0	0	14.5		0	0.0	0	0.0	0	0.0	
0900	14	0	14	0	0	0	0		0900	0	10	4	0	0	0	0	0	0	0	0	0	0	14.1	17.1	0	0.0	0	0.0	0	0.0	
0915	5	0	5	0	0	0	0		0915	1	4	0	0	0	0	0	0	0	0	0	0	0	11.9		0	0.0	0	0.0	0	0.0	
0930	11	0	11	0	0	0	0		0930	0	7	3	1	0	0	0	0	0	0	0	0	0	14.7	17.6	1	9.1	0	0.0	0	0.0	
0945	9	0	9	0	0	0	0		0945	2	4	3	0	0	0	0	0	0	0	0	0	0	13.8		0	0.0	0	0.0	0	0.0	
1000	3	0	2	1	0	0	0		1000	0	2	1	0	0	0	0	0	0	0	0	0	0	14.5		0	0.0	0	0.0	0	0.0	
1015	9	0	7	2	0	0	0		1015	0	5	4	0	0	0	0	0	0	0	0	0	0	14.6		0	0.0	0	0.0	0	0.0	
1030	3	0	2	1	0	0	0		1030	0	1	2	0	0	0	0	0	0	0	0	0	0	15.7		0	0.0	0	0.0	0	0.0	
1045	5	0	4	1	0	0	0		1045	1	4	0	0	0	0	0	0	0	0	0	0	0	12.1		0	0.0	0	0.0	0	0.0	
1100	7	0	7	0	0	0	0		1100	1	5	1	0	0	0	0	0	0	0	0	0	0	12.4		0	0.0	0	0.0	0	0.0	
1115	4	0	3	1	0	0	0		1115	0	4	0	0	0	0	0	0	0	0	0	0	0	12.5		0	0.0	0	0.0	0	0.0	
1130	5	0	3	2	0	0	0		1130	0	5	0	0	0	0	0	0	0	0	0	0	0	12.0		0	0.0	0	0.0	0	0.0	
1145	5	0	2	3	0	0	0		1145	1	2	2	0	0	0	0	0	0	0	0	0	0	14.1		0	0.0	0	0.0	0	0.0	
1200	3	0	3	0	0	0	0		1200	0	1	2	0	0	0	0	0	0	0	0	0	0	14.0		0	0.0	0	0.0	0	0.0	
1215	8	1	5	2	0	0	0		1215	2	2	4	0	0	0	0	0	0	0	0	0	0	13.0		0	0.0	0	0.0	0	0.0	
12																															

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-001
LOCATION	SAWLEY ROAD
DIRECTION	EASTBOUND →
PSL	20mph

[illegible]

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DDT SPEEDING	
DDT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-001
LOCATION	SAWLEY ROAD
DIRECTION	EASTBOUND →
PSL	20mph

[illegible]

DIR 1									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
								15-20mph	20-25mph
								25-30mph	30-35mph
								35-40mph	40-45mph
								45-50mph	50-60mph
								60-70mph	70-80mph
								80-90mph	90mph+
								AVG SPD	85%ile
								PSL SPEEDING	PSL% SPEEDING
								ACPO SPEEDING	ACPO% SPEEDING
								D/T SPEEDING	D/T% SPEEDING

PROJECT 34766 Varley Street, Manchester
SITE 34766-001
LOCATION SAWLEY ROAD
DIRECTION EASTBOUND →
PSL 20mph

Sat 04 Mar	ALL VEHICLES								0 - 10 mph																		10 - 15 mph																		15 - 20 mph																		20 - 25 mph																		25 - 30 mph																		30 - 35 mph																		35 - 40 mph																		40 - 45 mph																		45 - 50 mph																		50 - 60 mph																		60 - 70 mph																		70 - 80 mph																		80 - 90 mph																		90 - 100 mph																		AVG SPD																		85%ile																		> 20mph																		% > 20mph																	
	Mycycles								Cars, taxis, 4WD								LGV								OGV1								OGV2								PSV								0 - 10 mph								10 - 15 mph								15 - 20 mph								20 - 25 mph								25 - 30 mph								30 - 35 mph								35 - 40 mph								40 - 45 mph								45 - 50 mph								50 - 60 mph								60 - 70 mph								70 - 80 mph								80 - 90 mph								90 - 100 mph								AVG SPD								85%ile								> 20mph								% > 20mph																																																																																																																																																			
	DAY 5	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JPSL% 25	JPSL% 30	JPSL% 35	JPSL% 40	JPSL% 45	JPSL% 50	JPSL% 60	JPSL% 70	JPSL% 80	JPSL% 90	JPSL% 100																																																																																																																																																																																																																																																																																																					
0000	3	0	3	0	0	0	0		0000	0	0	3	0	0	0	0	0	0	0	0	0	0	0	17.3	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0015	1	0	1	0	0	0	0		0015	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.7	-	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0030	3	0	3	0	0	0	0		0030	0	2	1	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0045	2	0	2	0	0	0	0		0045	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																							
0115	3	0	3	0	0	0	0		0115	0	1	2	0	0	0	0	0	0	0	0	0	0	0	15.0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0130	1	0	1	0	0	0	0		0130	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.7	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0145	1	0	1	0	0	0	0		0145	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17.0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0200	1	0	1	0	0	0	0		0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																						
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																						
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																						
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																						
0315	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																						
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																						
0345	1	0	1	0	0	0	0		0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0400	1	0	1	0	0	0	0		0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0430	1	0	1	0	0	0	0		0430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0445	1	1	0	0	0	0	0		0445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0500	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																						
0515	1	0	1	0	0	0	0		0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0530	0	0	0	0	0	0	0		0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																						
0545	1	0	1	0	0	0	0		0545	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0600	1	0	1	0	0	0	0		0600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
0615	0	0	0	0	0	0	0		0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																						
0630	1	0	1	0	0	0	0		0630	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																																																																																																																																																																																					
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DIR 1									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
								15-20mph	20-25mph
								25-30mph	30-35mph
								35-40mph	40-45mph
								45-50mph	50-60mph
								60-70mph	70-80mph
								80-90mph	90mph+
								AVG SPD	85%ile
								PSL SPEEDING	PSL% SPEEDING
								ACPO SPEEDING	ACPO% SPEEDING
								D/T SPEEDING	D/T% SPEEDING

PROJECT 34766 Varley Street, Manchester
SITE 34766-001
LOCATION SAWLEY ROAD
DIRECTION EASTBOUND →
PSL 20mph

ALL VEHICLES										0 - 10 mph										10 - 15 mph										15 - 20 mph										20 - 25 mph										25 - 30 mph										30 - 35 mph										35 - 40 mph										40 - 45 mph										45 - 50 mph										50 - 60 mph										60 - 70 mph										70 - 80 mph										80 - 90 mph										90 - 100 mph										AVG SPD										85%ile										> 20mph										% > 20mph									
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DIR 1									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
								15-20mph	20-25mph
								25-30mph	30-35mph
								35-40mph	40-45mph
								45-50mph	50-60mph
								60-70mph	70-80mph
								80-90mph	90mph+
								AVG SPD	85%ile
								PSL SPEEDING	PSL% SPEEDING
								ACPO SPEEDING	ACPO% SPEEDING
								D/T SPEEDING	D/T% SPEEDING

PROJECT 34766 Varley Street, Manchester
SITE 34766-001
LOCATION SAWLEY ROAD
DIRECTION EASTBOUND →
PSL 20mph

ALL VEHICLES									
Motorcycles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV	0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph
						25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph
						45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph
						80 - 90 mph	90 - 100 mph	AVG SPD	85%ile
						> 20mph	% > 20mph		

Mon 06 Mar									
DAY 7	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]
	Vbin 0 10 15	Vbin 15 20 25	Vbin 25 30 35	Vbin 35 40 45	Vbin 45 50 55	Vbin 55 60 65	Vbin 65 70 75	Vbin 75 80 85	Vbin 85 90 95
	Mean	Vpp 85	JPSL 20	JPSL% 20	PSL 20	PSL% 20	PSL 20	PSL% 20	PSL 20
0000	0	0	0	0	0	0	0	0	0000
0015	1	0	1	0	0	0	0	0	0015
0030	3	0	3	0	0	0	0	0	0030
0045	0	0	0	0	0	0	0	0	0045
0100	0	0	0	0	0	0	0	0	0100
0115	0	0	0	0	0	0	0	0	0115
0130	0	0	0	0	0	0	0	0	0130
0145	0	0	0	0	0	0	0	0	0145
0200	1	0	1	0	0	0	0	0	0200
0215	0	0	0	0	0	0	0	0	0215
0230	0	0	0	0	0	0	0	0	0230
0245	1	0	0	1	0	0	0	0	0245
0300	0	0	0	0	0	0	0	0	0300
0315	0	0	0	0	0	0	0	0	0315
0330	1	0	1	0	0	0	0	0	0330
0345	0	0	0	0	0	0	0	0	0345
0400	0	0	0	0	0	0	0	0	0400
0415	1	0	1	0	0	0	0	0	0415
0430	0	0	0	0	0	0	0	0	0430
0445	0	0	0	0	0	0	0	0	0445
0500	2	1	1	0	0	0	0	0	0500
0515	1	0	1	0	0	0	0	0	0515
0530	0	0	0	0	0	0	0	0	0530
0545	0	0	0	0	0	0	0	0	0545
0600	0	0	0	0	0	0	0	0	0600
0615	0	0	0	0	0	0	0	0	0615
0630	2	0	2	0	0	0	0	0	0630
0645	3	0	3	0	0	0	0	0	0645
0700	1	0	1	0	0	0	0	0	0700
0715	2	0	2	0	0	0	0	0	0715
0730	4	0	4	0	0	0	0	0	0730
0745	5	0	5	0	0	0	0	0	0745
0800	3	0	2	0	1	0	0	0	0800
0815	5	0	5	0	0	0	0	0	0815
0830	5	0	4	1	0	0	0	0	0830
0845	6	0	4	2	0	0	0	0	0845
0900	8	0	8	0	0	0	0	0	0900
0915	7	0	6	1	0	0	0	0	0915
0930	14	1	10	2	1	0	0	0	0930
0945	5	0	5	0	0	0	0	0	0945
1000	7	0	6	0	1	0	0	0	1000
1015	6	0	4	1	1	0	0	0	1015
1030	6	0	2	3	1	0	0	0	1030
1045	8	0	7	1	0	0	0	0	1045
1100	8	0	7	1	0	0	0	0	1100
1115	10	0	8	1	1	0	0	0	1115
1130	6	0	4	1	1	0	0	0	1130
1145	5	0	4	0	1	0	0	0	1145
1200	1	0	1	0	0	0	0	0	1200
1215	8	0	7	1	0	0	0	0	1215
1230	2	0	1	1	0	0	0	0	1230
1245	4	0	3	1	0	0	0	0	1245
1300	9	0	9	0	0	0	0	0	1300
1315	7	0	5	2	0	0	0	0	1315
1330	3	0	3	0	0	0	0	0	1330
1345	2	0	2	0	0	0	0	0	1345
1400	7	0	5	2	0	0	0	0	1400
1415	10	0	8	2	0	0	0	0	1415
1430	6	0	5	1	0	0	0	0	1430
1445	10	0	10	0	0	0	0	0	1445
1500	9	0	9	0	0	0	0	0	1500
1515	11	0	9	2	0	0	0	0	1515
1530	9	0	7	1	1	0	0	0	1530
1545	4	0	4	0	0	0	0	0	1545
1600	2	0	2	0	0	0	0	0	1600
1615	5	0	4	1	0	0	0	0	1615
1630	5	0	5	0	0	0	0	0	1630
1645	2	0	2	0	0	0	0	0	1645
1700	7	0	7	0	0	0	0	0	1700
1715	7	0	7	0	0	0	0	0	1715
1730	2	0	2	0	0	0	0	0	1730
1745	8	0	7	1	0	0	0	0	1745
1800	8	0	8	0	0	0	0	0	1800
1815	6	0	6	0	0	0	0	0	1815
1830	6	0	6	0	0	0	0	0	1830
1845	1	0	0	1	0	0	0	0	1845
1900	1	0	1	0	0	0	0	0	1900
1915	3	0	3	0	0	0	0	0	1915
1930	2	0	2	0	0	0	0	0	1930
1945	5	0	5	0	0	0	0	0	1945
2000	3	0	3	0	0	0	0	0	2000
2015	2	0	2	0	0	0	0	0	2015
2030	1	0	1	0	0	0	0	0	2030
2045	2	0	2	0	0	0	0	0	2045
2100	1	0	1	0	0	0	0	0	2100
2115	0	0	0	0	0	0	0	0	2115
2130	2	0	2	0	0	0	0	0	2130
2145	2	0	2	0	0	0	0	0	2145
2200	2	0	2	0	0	0	0	0	2200
2215	0	0	0	0	0	0	0	0	2215
2230	2	0	2	0	0	0	0	0	2230
2245	1	0	1	0	0	0	0	0	2245
2300	1	0	1	0	0	0	0	0	2300
2315	2	0	2	0	0	0	0	0	2315
2330	2	0	2	0	0	0	0	0	2330
2345	2	0	1	1	0	0	0	0	2345
07-19	282	1	242	30	9	0	0	0	07-19
06-22	311	1	271	30	9	0	0	0	06-22
06-00	323	1	282	31	9	0	0	0	06-00
00-00	334	2	291	32	9	0	0	0	00-00

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-001
LOCATION	SAWLEY ROAD
DIRECTION	WESTBOUND ←
PSL	20mph

[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-001
LOCATION	SAWLEY ROAD
DIRECTION	WESTBOUND ←
PSL	20mph

[illegible]

DIR 2									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
								15-20mph	20-25mph
								25-30mph	30-35mph
								35-40mph	40-45mph
								45-50mph	50-60mph
								60-70mph	70-80mph
								80-90mph	90mph+
								AVG SPD	85%ile
								PSL SPEEDING	PSL% SPEEDING
								ACPO SPEEDING	ACPO% SPEEDING
								D/T SPEEDING	D/T% SPEEDING

PROJECT 34766 Varley Street, Manchester
SITE 34766-001
LOCATION SAWLEY ROAD
DIRECTION WESTBOUND ←
PSL 20mph

Thu 02 Mar	ALL VEHICLES							Fixt	Time [--]	0 - 10 mph										10 - 15 mph										15 - 20 mph										20 - 25 mph										25 - 30 mph										30 - 35 mph										35 - 40 mph										40 - 45 mph										45 - 50 mph										50 - 60 mph										60 - 70 mph										70 - 80 mph										80 - 90 mph										90 - 100 mph										AVG SPD										85%ile										> 20mph										% > 20mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	Mocyles		Cars, taxis, 4WD		LGV		OGV1			OGV2		PSV																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

DIR 2	
TOTAL	100%
CLASS 1	100%
CLASS 2	100%
CLASS 3	100%
CLASS 4	100%
CLASS 5	100%
CLASS 6	100%
TIME	100%
0-10mph	100%
10-15mph	100%
15-20mph	100%
20-25mph	100%
25-30mph	100%
30-35mph	100%
35-40mph	100%
40-45mph	100%
45-50mph	100%
50-60mph	100%
60-70mph	100%
70-80mph	100%
80-90mph	100%
90mph+	100%
AVG SPD	100%
85%ile	100%
PSL SPEEDING	100%
PSL % SPEEDING	100%
ACRO SPEEDING	100%
IACPO % SPEEDING	100%
DTT SPEEDING	100%
DTT % SPEEDING	100%

PROJECT	34766 Varley Street, Manchester
SITE	34766-001
LOCATION	SAWLEY ROAD
DIRECTION	WESTBOUND ←
PSL	20mph

[illegible]

DIR 2									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
								15-20mph	20-25mph
								25-30mph	30-35mph
								35-40mph	40-45mph
								45-50mph	50-60mph
								60-70mph	70-80mph
								80-90mph	90mph+
								AVG SPD	85%ile
								PSL SPEEDING	PSL% SPEEDING
								ACPO SPEEDING	ACPO% SPEEDING
								D/T SPEEDING	D/T% SPEEDING

PROJECT 34766 Varley Street, Manchester
SITE 34766-001
LOCATION SAWLEY ROAD
DIRECTION WESTBOUND ←
PSL 20mph

ALL VEHICLES									
Motorcycles Cars, taxis, 4WD									
LGV									
OGV1									
OGV2									
PSV									
0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph
60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph		
Sat 04 Mar									
DAY 5	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]
0000	3	0	3	0	0	0	0	0	0000
0015	1	0	1	0	0	0	0	0	0015
0030	0	0	0	0	0	0	0	0	0030
0045	1	0	0	1	0	0	0	0	0045
0100	0	0	0	0	0	0	0	0	0100
0115	1	0	1	0	0	0	0	0	0115
0130	0	0	0	0	0	0	0	0	0130
0145	0	0	0	0	0	0	0	0	0145
0200	0	0	0	0	0	0	0	0	0200
0215	2	1	0	1	0	0	0	0	0215
0230	0	0	0	0	0	0	0	0	0230
0245	0	0	0	0	0	0	0	0	0245
0300	0	0	0	0	0	0	0	0	0300
0315	0	0	0	0	0	0	0	0	0315
0330	0	0	0	0	0	0	0	0	0330
0345	1	0	0	1	0	0	0	0	0345
0400	0	0	0	0	0	0	0	0	0400
0415	1	0	1	0	0	0	0	0	0415
0430	1	0	1	0	0	0	0	0	0430
0445	0	0	0	0	0	0	0	0	0445
0500	0	0	0	0	0	0	0	0	0500
0515	0	0	0	0	0	0	0	0	0515
0530	1	0	1	0	0	0	0	0	0530
0545	0	0	0	0	0	0	0	0	0545
0600	1	0	0	1	0	0	0	0	0600
0615	1	0	0	1	0	0	0	0	0615
0630	1	0	1	0	0	0	0	0	0630
0645	2	0	2	0	0	0	0	0	0645
0700	1	0	1	0	0	0	0	0	0700
0715	2	0	2	0	0	0	0	0	0715
0730	2	0	2	0	0	0	0	0	0730
0745	1	0	0	1	0	0	0	0	0745
0800	0	0	0	0	0	0	0	0	0800
0815	4	0	4	0	0	0	0	0	0815
0830	6	0	3	3	0	0	0	0	0830
0845	4	0	4	0	0	0	0	0	0845
0900	0	0	0	0	0	0	0	0	0900
0915	4	0	4	0	0	0	0	0	0915
0930	4	0	4	0	0	0	0	0	0930
0945	3	0	2	1	0	0	0	0	0945
1000	5	0	2	1	2	0	0	0	1000
1015	4	0	3	0	1	0	0	0	1015
1030	5	0	3	1	1	0	0	0	1030
1045	7	0	5	2	0	0	0	0	1045
1100	4	0	0	4	0	0	0	0	1100
1115	5	0	5	0	0	0	0	0	1115
1130	9	0	9	0	0	0	0	0	1130
1145	7	0	6	1	0	0	0	0	1145
1200	6	0	6	2	0	0	0	0	1200
1215	2	0	1	1	0	0	0	0	1215
1230	9	0	6	3	0	0	0	0	1230
1245	10	0	10	0	0	0	0	0	1245
1300	7	0	4	3	0	0	0	0	1300
1315	4	0	4	0	0	0	0	0	1315
1330	14	0	13	1	0	0	0	0	1330
1345	6	0	6	0	0	0	0	0	1345
1400	9	0	8	1	0	0	0	0	1400
1415	4	0	4	0	0	0	0	0	1415
1430	7	0	6	1	0	0	0	0	1430
1445	8	0	8	0	0	0	0	0	1445
1500	4	0	4	0	0	0	0	0	1500
1515	6	0	5	1	0	0	0	0	1515
1530	7	0	7	0	0	0	0	0	1530
1545	11	1	10	0	0	0	0	0	1545
1600	14	0	9	4	1	0	0	0	1600
1615	17	0	14	3	0	0	0	0	1615
1630	23	0	18	5	0	0	0	0	1630
1645	3	0	3	0	0	0	0	0	1645
1700	6	0	6	0	0	0	0	0	1700
1715	5	0	3	2	0	0	0	0	1715
1730	11	0	10	1	0	0	0	0	1730
1745	10	0	7	3	0	0	0	0	1745
1800	4	0	2	2	0	0	0	0	1800
1815	7	0	5	2	0	0	0	0	1815
1830	3	0	2	1	0	0	0	0	1830
1845	8	0	7	1	0	0	0	0	1845
1900	5	0	4	1	0	0	0	0	1900
1915	5	0	5	0	0	0	0	0	1915
1930	6	0	4	1	1	0	0	0	1930
1945	6	0	6	0	0	0	0	0	1945
2000	1	0	1	0	0	0	0	0	2000
2015	3	0	3	0	0	0	0	0	2015
2030	2	0	2	0	0	0	0	0	2030
2045	2	0	1	1	0	0	0	0	2045
2100	5	0	4	1	0	0	0	0	2100
2115	3	0	3	0	0	0	0	0	2115
2130	2	0	2	0	0	0	0	0	2130
2145	5	0	5	0	0	0	0	0	2145
2200	7	0	7	0	0	0	0	0	2200
2215	13	0	11	2	0	0	0	0	2215
2230	6	0	6	0	0	0	0	0	2230
2245	12	2	7	3	0	0	0	0	2245
2300	7	0	5	2	0	0	0	0	2300
2315	22	0	17	4	1	0	0	0	2315
2330	2	0	0	2	0	0	0	0	2330
2345	1	0	1	0	0	0	0	0	2345
07-19	304	1	247	51	5	0	0	0	07-19
06-22	354	1	290	57	6	0	0	0	06-22
06-00	424	3	344	70	7	0	0	0	06-00
00-00	438	4	352	73	7	0	0	0	00-00

DIR 2									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
								15-20mph	20-25mph
								25-30mph	30-35mph
								35-40mph	40-45mph
								45-50mph	50-60mph
								60-70mph	70-80mph
								80-90mph	90mph+
								AVG SPD	85%ile
								PSL SPEEDING	PSL% SPEEDING
								ACPO SPEEDING	ACPO% SPEEDING
								D/T SPEEDING	D/T% SPEEDING

PROJECT 34766 Varley Street, Manchester
SITE 34766-001
LOCATION SAWLEY ROAD
DIRECTION WESTBOUND ←
PSL 20mph

ALL VEHICLES									
Mycycles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV	0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph
						25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph
						45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph
						80 - 90 mph	90 - 100 mph	AVG SPD	85%ile
						> 20mph	% > 20mph		

Sun 05 Mar									
DAY 6	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]
	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Mean	Vpp 85	JPSL 20	JPSL% 20	PSL 20	PSL% 20	PSL 20
0000	0	0	0	0	0	0	0	0	0000
0015	1	0	1	0	0	0	0	0	0015
0030	1	0	0	1	0	0	0	0	0030
0045	2	0	2	0	0	0	0	0	0045
0100	0	0	0	0	0	0	0	0	0100
0115	0	0	0	0	0	0	0	0	0115
0130	1	0	1	0	0	0	0	0	0130
0145	0	0	0	0	0	0	0	0	0145
0200	0	0	0	0	0	0	0	0	0200
0215	2	0	2	0	0	0	0	0	0215
0230	0	0	0	0	0	0	0	0	0230
0245	0	0	0	0	0	0	0	0	0245
0300	0	0	0	0	0	0	0	0	0300
0315	1	0	1	0	0	0	0	0	0315
0330	1	0	1	0	0	0	0	0	0330
0345	1	0	1	0	0	0	0	0	0345
0400	1	0	0	1	0	0	0	0	0400
0415	1	0	1	0	0	0	0	0	0415
0430	0	0	0	0	0	0	0	0	0430
0445	1	0	1	0	0	0	0	0	0445
0500	0	0	0	0	0	0	0	0	0500
0515	1	0	1	0	0	0	0	0	0515
0530	0	0	0	0	0	0	0	0	0530
0545	0	0	0	0	0	0	0	0	0545
0600	0	0	0	0	0	0	0	0	0600
0615	0	0	0	0	0	0	0	0	0615
0630	1	0	1	0	0	0	0	0	0630
0645	0	0	0	0	0	0	0	0	0645
0700	1	0	1	0	0	0	0	0	0700
0715	1	0	1	0	0	0	0	0	0715
0730	2	0	0	2	0	0	0	0	0730
0745	1	0	1	0	0	0	0	0	0745
0800	1	0	1	0	0	0	0	0	0800
0815	0	0	0	0	0	0	0	0	0815
0830	1	0	1	0	0	0	0	0	0830
0845	2	0	2	0	0	0	0	0	0845
0900	2	0	2	0	0	0	0	0	0900
0915	1	0	1	0	0	0	0	0	0915
0930	5	0	4	0	1	0	0	0	0930
0945	2	0	2	0	0	0	0	0	0945
1000	2	0	1	0	1	0	0	0	1000
1015	5	0	3	2	0	0	0	0	1015
1030	2	0	1	0	1	0	0	0	1030
1045	2	0	2	0	0	0	0	0	1045
1100	3	0	2	1	0	0	0	0	1100
1115	2	0	2	0	0	0	0	0	1115
1130	3	0	1	2	0	0	0	0	1130
1145	3	0	3	0	0	0	0	0	1145
1200	3	0	2	1	0	0	0	0	1200
1215	7	1	5	1	0	0	0	0	1215
1230	8	0	7	1	0	0	0	0	1230
1245	3	0	3	0	0	0	0	0	1245
1300	6	0	6	0	0	0	0	0	1300
1315	3	0	2	1	0	0	0	0	1315
1330	5	0	5	0	0	0	0	0	1330
1345	2	0	2	0	0	0	0	0	1345
1400	2	0	1	1	0	0	0	0	1400
1415	2	0	1	1	0	0	0	0	1415
1430	6	1	5	0	0	0	0	0	1430
1445	5	0	5	0	0	0	0	0	1445
1500	4	0	2	2	0	0	0	0	1500
1515	4	0	3	1	0	0	0	0	1515
1530	5	0	4	1	0	0	0	0	1530
1545	6	0	5	1	0	0	0	0	1545
1600	10	0	9	1	0	0	0	0	1600
1615	4	0	4	0	0	0	0	0	1615
1630	1	0	1	0	0	0	0	0	1630
1645	2	0	2	0	0	0	0	0	1645
1700	4	0	3	1	0	0	0	0	1700
1715	6	0	6	0	0	0	0	0	1715
1730	5	0	5	0	0	0	0	0	1730
1745	5	0	5	0	0	0	0	0	1745
1800	5	0	4	1	0	0	0	0	1800
1815	1	0	1	0	0	0	0	0	1815
1830	6	0	5	1	0	0	0	0	1830
1845	3	0	3	0	0	0	0	0	1845
1900	4	0	3	1	0	0	0	0	1900
1915	4	0	3	1	0	0	0	0	1915
1930	2	0	2	0	0	0	0	0	1930
1945	2	0	2	0	0	0	0	0	1945
2000	4	0	4	0	0	0	0	0	2000
2015	5	0	5	0	0	0	0	0	2015
2030	5	0	5	0	0	0	0	0	2030
2045	1	0	1	0	0	0	0	0	2045
2100	0	0	0	0	0	0	0	0	2100
2115	2	0	2	0	0	0	0	0	2115
2130	1	0	1	0	0	0	0	0	2130
2145	2	0	0	2	0	0	0	0	2145
2200	2	0	2	0	0	0	0	0	2200
2215	1	0	1	0	0	0	0	0	2215
2230	3	0	3	0	0	0	0	0	2230
2245	0	0	0	0	0	0	0	0	2245
2300	1	0	1	0	0	0	0	0	2300
2315	1	0	1	0	0	0	0	0	2315
2330	1	0	1	0	0	0	0	0	2330
2345	0	0	0	0	0	0	0	0	2345
07-19	164	2	137	22	3	0	0	0	07-19
06-22	197	2	166	26	3	0	0	0	06-22
06-00	206	2	175	26	3	0	0	0	06-00
00-00	220	2	187	28	3	0	0	0	00-00

DIR 2									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
								15-20mph	20-25mph
								25-30mph	30-35mph
								35-40mph	40-45mph
								45-50mph	50-60mph
								60-70mph	70-80mph
								80-90mph	90mph+
								AVG SPD	85%ile
								PSL SPEEDING	PSL% SPEEDING
								ACPO SPEEDING	ACPO% SPEEDING
								D/T SPEEDING	D/T% SPEEDING

PROJECT 34766 Varley Street, Manchester
SITE 34766-001
LOCATION SAWLEY ROAD
DIRECTION WESTBOUND ←
PSL 20mph

ALL VEHICLES									
Motorcycles Cars, taxis, 4WD									
LGV									
OGV1									
OGV2									
PSV									
0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph
60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph		
Mon 06 Mar									
DAY 7	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]
	Vbin 0 10 10	Vbin 15 20 25	Vbin 30 35 40	Vbin 45 50 55	Vbin 60 65 70	Vbin 75 80 85	Vbin 90 95 100	Mean	Vpp 85
									JPSL 20
									PSL % 20
									PSL % 40
									PSL % 60
									PSL % 80
									PSL % 100
0000	1	0	1	0	0	0	0	0	0000
0015	1	0	1	0	0	0	0	0	0015
0030	1	0	1	0	0	0	0	0	0030
0045	0	0	0	0	0	0	0	0	0045
0100	0	0	0	0	0	0	0	0	0100
0115	0	0	0	0	0	0	0	0	0115
0130	0	0	0	0	0	0	0	0	0130
0145	1	0	1	0	0	0	0	0	0145
0200	1	0	1	0	0	0	0	0	0200
0215	2	0	2	0	0	0	0	0	0215
0230	1	0	1	0	0	0	0	0	0230
0245	0	0	0	0	0	0	0	0	0245
0300	0	0	0	0	0	0	0	0	0300
0315	0	0	0	0	0	0	0	0	0315
0330	2	0	1	1	0	0	0	0	0330
0345	0	0	0	0	0	0	0	0	0345
0400	0	0	0	0	0	0	0	0	0400
0415	1	0	0	1	0	0	0	0	0415
0430	0	0	0	0	0	0	0	0	0430
0445	0	0	0	0	0	0	0	0	0445
0500	2	0	2	0	0	0	0	0	0500
0515	0	0	0	0	0	0	0	0	0515
0530	0	0	0	0	0	0	0	0	0530
0545	1	0	1	0	0	0	0	0	0545
0600	1	0	1	0	0	0	0	0	0600
0615	0	0	0	0	0	0	0	0	0615
0630	5	0	5	0	0	0	0	0	0630
0645	3	0	2	1	0	0	0	0	0645
0700	1	1	0	0	0	0	0	0	0700
0715	1	0	1	0	0	0	0	0	0715
0730	6	0	6	0	0	0	0	0	0730
0745	2	0	2	0	0	0	0	0	0745
0800	4	0	3	1	0	0	0	0	0800
0815	5	0	5	0	0	0	0	0	0815
0830	4	1	3	0	0	0	0	0	0830
0845	5	0	5	0	0	0	0	0	0845
0900	4	0	4	0	0	0	0	0	0900
0915	10	0	9	1	0	0	0	0	0915
0930	7	0	5	1	1	0	0	0	0930
0945	11	0	7	3	1	0	0	0	0945
1000	5	0	3	1	1	0	0	0	1000
1015	3	0	3	0	0	0	0	0	1015
1030	8	0	7	1	0	0	0	0	1030
1045	7	0	6	0	1	0	0	0	1045
1100	8	0	5	2	1	0	0	0	1100
1115	3	0	3	0	0	0	0	0	1115
1130	4	0	3	1	0	0	0	0	1130
1145	9	0	6	2	1	0	0	0	1145
1200	3	1	1	0	0	0	0	0	1200
1215	8	0	7	1	0	0	0	0	1215
1230	9	0	6	2	1	0	0	0	1230
1245	6	0	1	5	0	0	0	0	1245
1300	5	0	5	0	0	0	0	0	1300
1315	9	0	6	3	0	0	0	0	1315
1330	5	0	2	3	0	0	0	0	1330
1345	9	0	6	3	0	0	0	0	1345
1400	6	0	2	4	0	0	0	0	1400
1415	8	1	4	3	0	0	0	0	1415
1430	8	0	3	5	0	0	0	0	1430
1445	12	0	6	6	0	0	0	0	1445
1500	6	0	1	5	0	0	0	0	1500
1515	4	0	2	2	0	0	0	0	1515
1530	6	0	5	1	0	0	0	0	1530
1545	1	0	0	1	0	0	0	0	1545
1600	1	0	1	0	0	0	0	0	1600
1615	3	0	3	0	0	0	0	0	1615
1630	5	0	1	4	0	0	0	0	1630
1645	1	0	0	1	0	0	0	0	1645
1700	4	0	2	1	1	0	0	0	1700
1715	1	0	0	1	0	0	0	0	1715
1730	0	0	0	0	0	0	0	0	1730
1745	0	0	0	0	0	0	0	0	1745
1800	1	0	0	1	0	0	0	0	1800
1815	1	0	0	1	0	0	0	0	1815
1830	0	0	0	0	0	0	0	0	1830
1845	0	0	0	0	0	0	0	0	1845
1900	1	0	0	1	0	0	0	0	1900
1915	1	0	0	1	0	0	0	0	1915
1930	3	0	1	2	0	0	0	0	1930
1945	0	0	0	0	0	0	0	0	1945
2000	1	0	0	0	1	0	0	0	2000
2015	0	0	0	0	0	0	0	0	2015
2030	0	0	0	0	0	0	0	0	2030
2045	0	0	0	0	0	0	0	0	2045
2100	0	0	0	0	0	0	0	0	2100
2115	0	0	0	0	0	0	0	0	2115
2130	0	0	0	0	1	0	0	0	2130
2145	0	0	0	0	0	0	0	0	2145
2200	0	0	0	0	0	0	0	0	2200
2215	0	0	0	0	0	0	0	0	2215
2230	0	0	0	0	0	0	0	0	2230
2245	0	0	0	0	0	0	0	0	2245
2300	0	0	0	0	0	0	0	0	2300
2315	0	0	0	0	0	0	0	0	2315
2330	0	0	0	0	0	0	0	0	2330
2345	1	0	0	1	0	0	0	0	2345
07-19	229	4	150	67	8	0	0	0	07-19
06-22	245	4	159	73	9	0	0	0	06-22
06-00	246	4	159	74	9	0	0	0	06-00
00-00	260	4	171	78	9	0	0	0	00-00



ATC SUMMARY REPORT

PROJECT	34766 Varley Street, Manchester
LOCATION	34766-002 - Varley Street (S)
LOC. DESC.	Varley Street (S)
START DATE	Tue 28 Feb, 2023
END DATE	Mon 06 Mar, 2023
SPEED LIMIT	20mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Varley Street (S), commencing Tue 28 Feb 2023, recorded a total of 47,821 vehicles. The posted speed limit of 20mph was exceeded by 90.0% of vehicles, and the seasonally adjusted, combined AADT value is 7,134 (see Equipment & Methodology below).

COMBINED

Total recorded volume	47,821
Avg daily volume (based on 7 days)	6,831.6
Average daily speed (7 days)	25.6mph
Average daily 85%ile (7 days)	29.9mph
AADT (annual average daily traffic)	7,134

Avg weekday volume (Mon-Fri, 24hrs)	7,434.6
Avg weekday speed (Mon-Fri, 24hrs)	25.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	6,049.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.2mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 21mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	22,301
Avg daily volume (based on 7 days)	3,185.9
Average daily speed (7 days)	25.6mph
Average daily 85%ile (7 days)	30.0mph
% of vehicles exceeding 20mph	89.5%

Avg weekday volume (Mon-Fri, 24hrs)	3,440.4
Avg weekday speed (Mon-Fri, 24hrs)	25.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,770.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	29.3mph

SOUTHBOUND ↓

Total recorded volume	25,520
Avg daily volume (based on 7 days)	3,645.7
Average daily speed (7 days)	25.7mph
Average daily 85%ile (7 days)	29.8mph
% of vehicles exceeding 20mph	90.5%

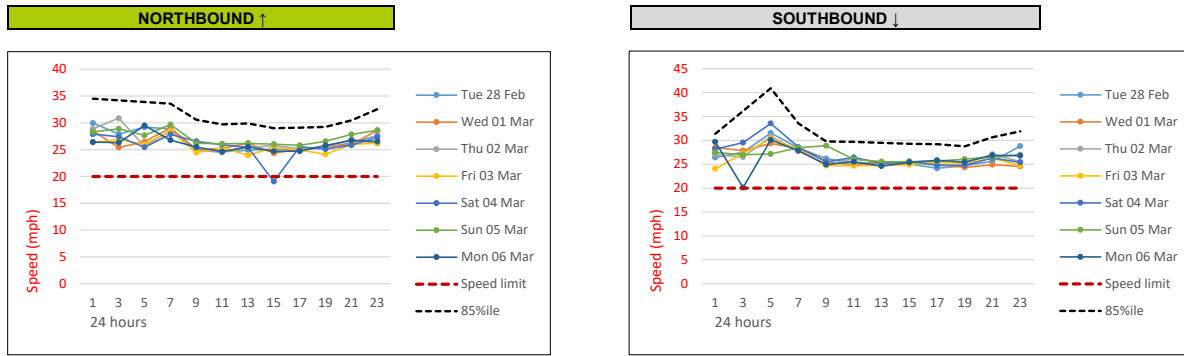
Avg weekday volume (Mon-Fri, 24hrs)	3,994.2
Avg weekday speed (Mon-Fri, 24hrs)	25.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,278.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	29.0mph

SITE LOCATION



Location	Varley Street (S)
Lat, lng.	53°29'30.34"N, 2°12'49.28"W
Project & site	34766-002
PSL	20mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

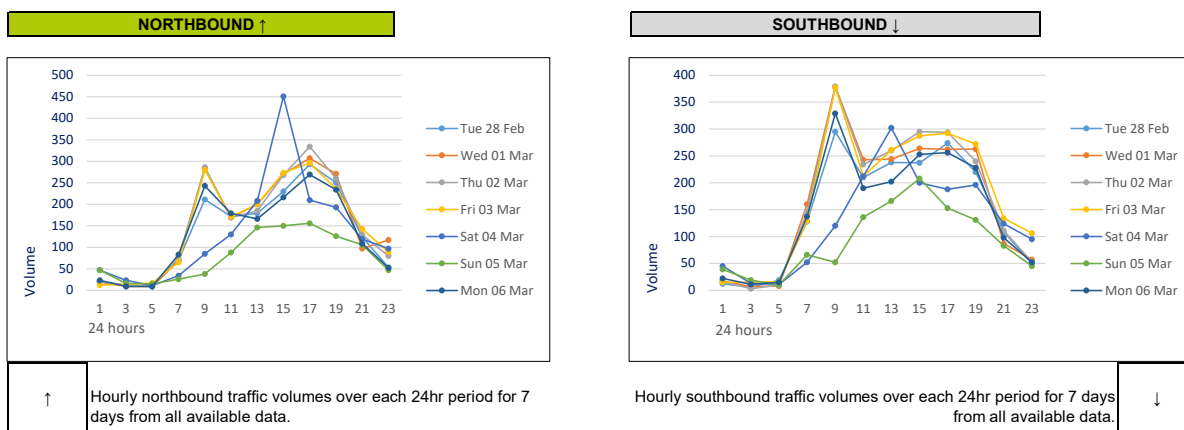
DAILY SPEEDS



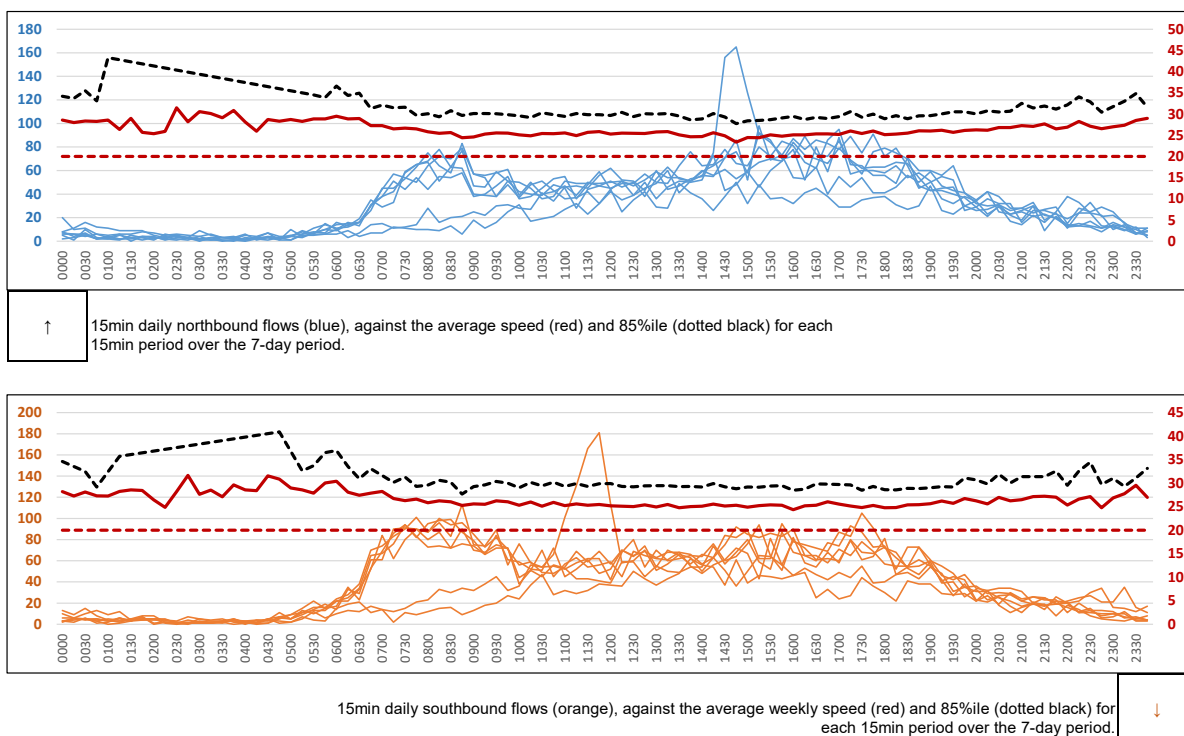
Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 20mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 29.1mph at 07:00 on Sun 05 Mar, whilst the peak average southbound speed was 33.1mph at 07:45 on Sun 05 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

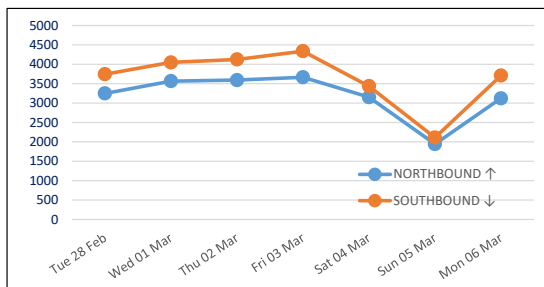


15min VOL & SPEED



DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

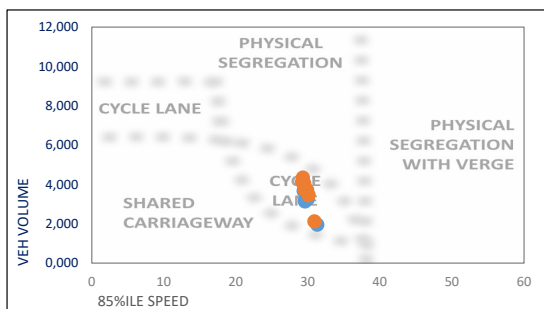
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	26.7	0.3	0.0	0.0	27.0
0100	0.0	17.1	0.1	0.0	0.0	17.3
0200	0.0	13.0	0.1	0.1	0.1	13.4
0300	0.0	10.0	0.0	0.0	0.0	10.0
0400	0.4	11.0	0.0	0.0	0.0	11.4
0500	0.3	25.3	1.3	0.0	0.0	26.9
0600	0.7	57.3	2.0	0.1	0.1	60.3
0700	0.4	151.3	1.1	1.3	0.0	154.1
0800	1.4	198.4	2.4	1.7	0.0	204.0
0900	1.0	159.7	1.6	3.0	0.1	165.4
1000	1.0	147.6	2.3	3.0	0.1	154.0
1100	2.3	162.7	3.1	3.0	0.0	171.1
1200	2.3	176.6	2.7	1.6	0.3	183.4
1300	1.7	195.7	2.4	1.9	0.0	201.7
1400	1.9	258.0	3.3	2.3	0.0	265.4
1500	2.1	266.6	2.9	2.9	0.4	274.9
1600	1.4	260.6	2.1	2.3	0.0	266.4
1700	2.7	244.4	2.9	1.9	0.0	251.9
1800	1.7	221.1	0.3	1.1	0.0	224.3
1900	1.4	169.4	0.1	1.0	0.0	172.0
2000	0.9	116.4	0.7	0.1	0.0	118.1
2100	1.4	90.0	0.3	0.1	0.0	91.9
2200	0.7	75.4	0.1	0.0	0.1	76.4
2300	1.1	43.3	0.0	0.0	0.0	44.4
12hr TTL	20.0	2442.7	27.1	25.9	1.0	2516.7
24hr TTL	27.0	3097.7	32.3	27.4	1.4	3185.9
	1%	97%	1%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.4	22.9	0.3	0.1	0.0	23.7
0100	0.4	17.6	0.1	0.0	0.0	18.1
0200	0.1	10.4	0.0	0.0	0.0	10.6
0300	0.0	10.3	0.4	0.0	0.0	10.7
0400	0.1	12.3	0.3	0.0	0.0	12.7
0500	0.7	39.9	0.3	0.0	0.0	40.9
0600	1.4	114.1	0.7	0.6	0.0	116.9
0700	2.4	240.4	1.9	4.4	0.1	249.3
0800	1.7	267.7	3.3	2.7	0.4	275.9
0900	0.6	233.1	2.6	5.0	0.0	241.3
1000	1.6	195.9	3.1	4.6	0.1	205.3
1100	2.3	248.3	3.4	4.7	0.0	258.7
1200	2.7	228.7	5.0	2.0	0.6	239.0
1300	2.4	225.9	4.7	2.4	0.1	235.6
1400	1.7	239.4	3.9	4.1	0.0	249.1
1500	2.0	259.3	2.6	2.3	0.0	266.1
1600	2.6	239.3	2.7	1.0	0.0	245.6
1700	2.0	257.6	0.7	1.3	0.0	261.6
1800	1.1	217.4	1.0	1.9	0.0	221.4
1900	1.6	168.4	0.6	0.3	0.0	170.9
2000	0.7	104.6	0.6	0.7	0.0	106.6
2100	1.3	80.1	0.0	0.3	0.0	81.7
2200	1.0	64.0	0.1	0.1	0.0	65.3
2300	0.7	38.0	0.0	0.1	0.0	38.9
12hr TTL	23.1	2853.0	34.9	36.4	1.4	2948.9
24hr TTL	31.7	3535.6	38.3	38.7	1.4	3645.7
	1%	97%	1%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85th percentile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85th percentiles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA	
1	MC	Motorcycle	SHORT Up to 5.5m	N/A	
2	SV	Cars, taxis, 4WD, vans		MEDIUM 5.5m to 14.5m	CAR & LGV
3	SVT	Class 2 plus trailer	OGV1 & PSV		
4	TB2	2 axle truck / bus	OGV1		
5	TB3	3 axle truck / bus	LONG 11.5m to 19.0m		OGV2
6	T4	4 axle truck			
7	ART3	3 axle articulated			
8	ART4	4 axle articulated			
9	ART5	5 axle articulated			
10	ART6	6+ axle articulated			

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

Generated 10 Mar 2023 v6.0

34766-002 Varley Street, Manchester. Varley Street (S). Summa

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DDT SPEEDING	
DDT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	NORTHBOUND ↑
PSL	20mph

[illegible]

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DDT SPEEDING	
DDT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	NORTHBOUND ↑
PSL	20mph

[illegible]

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	NORTHBOUND ↑
PSL	20mph

Thu 02 Mar	ALL VEHICLES								Speed																				Other																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	Mocycles Cars, taxis, 4WD								LGV	OGV1	OGV2	PSV	0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fxt1																							Time [-]	Vbin 0 10	Vbin 15 10	Vbin 20 15	Vbin 25 20	Vbin 30 25	Vbin 35 30	Vbin 40 35	Vbin 45 40	Vbin 50 45	Vbin 60 50	Vbin 70 60	Vbin 80 70	Vbin 90 80	Vbin 100 90	Mean	Vpp 85	JPLS 20	JPLS% 20	Pct 24	Pct 25	Pct 26	Pct 27	Pct 28	Pct 29																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
DAY 3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	NORTHBOUND ↑
PSL	20mph

Fri 03 Mar	ALL VEHICLES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	Mocycles						Cars, taxis, 4WD				LGV		OGV1		OGV2		PSV		0 - 10 mph		10 - 15 mph		15 - 20 mph		20 - 25 mph		25 - 30 mph		30 - 35 mph		35 - 40 mph		40 - 45 mph		45 - 50 mph		50 - 60 mph		60 - 70 mph		70 - 80 mph		80 - 90 mph		90 - 100 mph		AVG SPD		85%ile		> 20mph		% > 20mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPLS 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20	JPLS% 20

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DDT SPEEDING	
DDT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	NORTHBOUND ↑
PSL	20mph

[illegible]

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DDT SPEEDING	
DDT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	NORTHBOUND ↑
PSL	20mph

Sun 05 Mar	ALL VEHICLES																																			
	Mocycles						Cars, taxis, 4WD				LGV		OGV1		OGV2		PSV																			
DAY 6	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fxlt	Time [-]	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPLS 20	JPLS% 20	P90 24	P95 29	P99 34	P99.5 35	P99.9 36				
0000	8	0	8	0	0	0	0		0000	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	28.4	-	8	100.0	8	100.0	1	12.5				
0015	11	0	11	0	0	0	0		0015	0	0	0	1	8	1	1	0	0	0	0	0	0	0	0	29.3	33.7	11	100.0	10	90.9	1	9.1				
0030	16	0	15	1	0	0	0		0030	0	0	0	4	8	2	2	0	0	0	0	0	0	0	0	28.4	35.1	16	100.0	14	87.5	2	12.5				
0045	12	0	12	0	0	0	0		0045	0	0	0	1	3	5	2	1	0	0	0	0	0	0	0	27.3	33.1	11	91.7	9	75.0	1	8.3				
0100	11	0	10	1	0	0	0		0100	0	0	0	0	5	4	0	2	0	0	0	0	0	0	0	32.6	43.3	11	100.0	11	100.0	2	18.2				
0115	9	0	9	1	0	0	0		0115	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	29.7	-	9	100.0	9	100.0	1	11.1				
0130	9	0	9	0	0	0	0		0130	0	0	1	2	2	4	0	0	0	0	0	0	0	0	0	27.6	-	8	88.9	6	66.7	0	0.0				
0145	9	0	9	0	0	0	0		0145	0	0	0	0	6	2	1	0	0	0	0	0	0	0	0	29.1	-	9	100.0	9	100.0	1	11.1				
0200	5	0	4	1	0	0	0		0200	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	27.8	-	4	80.0	3	60.0	1	20.0				
0215	3	0	3	0	0	0	0		0215	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	24.9	-	3	100.0	2	66.7	0	0.0				
0230	5	0	5	0	0	0	0		0230	0	0	0	1	1	1	1	0	0	1	0	0	0	0	0	33.4	-	5	100.0	4	80.0	2	40.0				
0245	3	0	3	0	0	0	0		0245	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	27.1	-	3	100.0	3	100.0	0	0.0				
0300	9	0	9	0	0	0	0		0300	0	0	0	3	0	4	1	0	0	1	0	0	0	0	0	31.2	-	9	100.0	7	77.8	2	22.2				
0315	5	0	5	0	0	0	0		0315	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	29.0	-	5	100.0	5	100.0	0	0.0				
0330	3	0	3	0	0	0	0		0330	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	31.2	-	3	100.0	3	100.0	1	33.3				
0345	4	0	4	0	0	0	0		0345	0	0	0	2	2	0	1	1	0	0	0	0	0	0	0	33.9	-	4	100.0	4	100.0	2	50.0				
0400	1	0	1	0	0	0	0		0400	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.7	-	1	100.0	1	100.0	0	0.0				
0415	3	1	2	0	0	0	0		0415	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	21.3	-	2	66.7	1	33.3	0	0.0				
0430	7	0	7	0	0	0	0		0430	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	29.5	-	7	100.0	6	85.7	1	14.3				
0445	4	0	4	0	0	0	0		0445	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	29.3	-	4	100.0	3	75.0	1	25.0				
0500	4	0	4	0	0	0	0		0500	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	27.5	-	4	100.0	3	75.0	0	0.0				
0515	8	0	8	0	0	0	0		0515	0	0	1	1	4	1	1	0	0	0	0	0	0	0	0	27.7	-	7	87.5	6	75.0	1	12.5				
0530	6	0	6	0	0	0	0		0530	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	29.8	-	6	100.0	5	83.3	0	0.0				
0545	6	0	6	0	0	0	0		0545	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	28.2	-	6	100.0	5	83.3	0	0.0				
0600	6	0	6	0	0	0	0		0600	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	28.5	-	6	100.0	5	83.3	0	0.0				
0615	9	0	9	0	0	0	0		0615	0	0	1	3	4	0	2	1	0	0	0	0	0	0	0	34.0	-	8	88.9	4	88.9	4	44.4				
0630	4	0	4	0	0	0	0		0630	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	25.2	-	1	50.0	2	50.0	1	25.0				
0645	7	0	7	0	0	0	0		0645	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	27.7	-	6	85.7	6	85.7	1	14.3				
0700	7	0	7	0	0	0	0		0700	0	0	0	0	5	1	0	1	0	0	0	0	0	0	0	29.1	-	7	100.0	7	100.0	1	14.3				
0715	12	0	12	0	0	0	0		0715	0	0	2	3	6	0	1	0	0	0	0	0	0	0	0	25.6	29.7	10	83.3	8	66.7	1	8.3				
0730	11	0	11	0	0	0	0		0730	0	0	1	3	3	2	2	0	0	0	0	0	0	0	0	28.8	37.7	10	90.9	8	72.7	2	18.2				
0745	10	0	10	0	0	0	0		0745	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	26.6	-	9	90.0	7	70.0	0	0.0				
0800	10	1	8	1	0	0	0		0800	1	0	0	4	4	1	0	0	0	0	0	0	0	0	0	24.7	-	9	90.0	7	70.0	0	0.0				
0815	9	0	9	0	0	0	0		0815	0	0	1	2	3	1	1	0	1	0	0	0	0	0	0	29.0	-	8	88.9	7	77.8	2	22.2				
0830	13	0	12	1	0	0	0		0830	0	0	1	5	2	3	2	0	0	0	0	0	0	0	0	27.0	35.3	12	92.3	7	53.9	2	15.4				
0845	6	0	5	1	0	0	0		0845	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	22.7	-	5	100.0	3	50.0	0	0.0				
0900	18	1	16	1	0	0	0		0900	0	0	5	5	5	3	0	0	0	0	0	0	0	0	0	23.9	30.9	13	72.2	9	50.0	0	0.0				
0915	11	0	10	1	0	0	0		0915	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	25.9	29.7	11	100.0	8	72.7	0	0.0				
0930	16	1	15	0	0	0	0		0930	1	1	2	3	4	4	1	0	0	0	0	0	0	0	0	24.7	31.5	12	75.0	9	56.3	1	6.3				
0945	25	0	24	1	0	0	0		0945	0	0	2	4	11	7	1	0	0	0	0	0	0	0	0	27.7	32.0	23	92.0	19	76.0	1	4.0				
1000	31	1	28	2	0	0	0		1000	0	1	2	5	17	6	0	0	0	0	0	0	0	0	0	26.1	31.9	28	90.3	25	80.7	0	0.0				
1015	17	0	16	1	0	0	0		1015	0	0	3	6	7	1	0	0	0	0	0	0	0	0	0	24.4	28.9	14	82.4	8	47.1	0	0.0				
1030	19	0	17	2	0	0	0		1030	0	0	1	5	6	6	0	0	0	1	0	0	0	0	0	28.3	31.3	18	94.7	16	84.2	1	5.3				
1045	21	1	18	2	0	0	0		1045	0	1	2	7	7	3	1	0	0	0	0	0	0	0	0	25.4	30.3	18	85.7	14	66.7	1	4.8				
1100	27	0	25	2	0	0	0		1100	0	0	2	13	6	5	0	0	1	0	0	0	0	0	0	26.4	31.1	25	92.6	17	83.0	1	3.7				
1115	32	1	30	1	0	0	0		1115	0	0	1	6	13	7	0	0	0	0	0	0	0	0	0	28.3	31.2	30	93.8	22	68.8	0	0.0				
1130	23	0	22	1	0	0	0		1130	0	0	1	6	13	4	0	0	0	0	0	0	0	0	0	27.0	31.3	21	91.3	18	78.3	1	4.3				
1145	32	0	31	1	0	0	0		1145	0	0	4	11	10	4	3	0	0	0	0	0	0	0	0	25.8	31.3	28	87.5	21	65.6	3	9.4				
1200	44	1	41	2	0	0	0		1200	1	0	8	14	15	5	1	0	0	0	0	0	0	0	0	24.4	29.8	35	79.6	25	56.8	1	2.3				
1215	25	1	23	0	1	0	0		1215	0	0	4	4	10	7	0	0	0	0	0	0	0	0	0	26.4	31.9	21	84.0	17	68.0	0	0.0				
1230	35	1	33	1	0	0	0		1230	0	1	2	7	17	5	2	0	1	0	0	0	0	0	0	27.7	33.0	32	91.4	25	71.4	3	8.6				
1245	42	0	39	3	0	0	0		1245	0	0	2	12	22	5	1	0	0	0	0	0	0	0	0	26.6	29.7	40	95.2	34	81.0	1	2.4				
1300	29	0	27	2	0	0	0		1300	0	1	2	7	14	1	2	0	1	1	0	0	0	0	0	27.3	34.1	26	89.7	22	75.9	4	13.8				
1315	28	0	27	1																																

DIR 1									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6		15-20mph	20-25mph	25-30mph
CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6			30-35mph	35-40mph	40-45mph
CLASS 3	CLASS 4	CLASS 5	CLASS 6				45-50mph	50-60mph	60-70mph
CLASS 4	CLASS 5	CLASS 6					70-80mph	80-90mph	90mph+
CLASS 5	CLASS 6						AVG SPD	85%ile	PSL SPEEDING
CLASS 6							PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING
							D/T SPEEDING	D/T% SPEEDING	

PROJECT 34766 Varley Street, Manchester
SITE 34766-002
LOCATION VARLEY STREET (S)
DIRECTION NORTHBOUND ↑
PSL 20mph

Mon 06 Mar	DAY 7	ALL VEHICLES										0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph					
Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Mean	Vsp 85	JPSL 20 20 24 28 32 36 40 44 48 52 56 60 64 68 72 76 80 84 88 92 96 100	JPSL% 20 20 24 28 32 36 40 44 48 52 56 60 64 68 72 76 80 84 88 92 96 100	PSL 20 20 24 28 32 36 40 44 48 52 56 60 64 68 72 76 80 84 88 92 96 100	PSL% 20 20 24 28 32 36 40 44 48 52 56 60 64 68 72 76 80 84 88 92 96 100					
0000	7	0	6	0	1	0	0	0000	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	23.9	6	85.7	4	57.1	0	0.0		
0015	6	0	6	0	0	0	0	0015	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	27.8	5	83.3	5	83.3	0	0.0		
0030	4	0	4	0	0	0	0	0030	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	29.4	4	100.0	4	100.0	0	0.0		
0045	6	0	6	0	0	0	0	0045	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	26.0	6	100.0	4	66.7	0	0.0		
0100	3	0	2	1	0	0	0	0100	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	25.7	3	100.0	2	66.7	0	0.0		
0115	2	0	2	0	0	0	0	0115	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	1	50.0	1	50.0	0	0.0		
0130	2	0	2	0	0	0	0	0130	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	29.1	2	100.0	2	100.0	0	0.0		
0145	3	0	3	0	0	0	0	0145	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	26.2	3	100.0	2	66.7	0	0.0		
0200	2	0	2	0	0	0	0	0200	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	1	50.0	1	50.0	0	0.0		
0215	4	0	4	0	0	0	0	0215	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	24.4	4	100.0	3	75.0	0	0.0		
0230	2	0	2	0	0	0	0	0230	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	31.1	2	100.0	2	100.0	1	50.0		
0245	1	0	1	0	0	0	0	0245	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.2	1	100.0	1	100.0	0	0.0		
0300	4	0	4	0	0	0	0	0300	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	27.1	4	100.0	2	50.0	0	0.0		
0315	1	0	1	0	0	0	0	0315	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	36.7	1	100.0	1	100.0	1	100.0		
0330	1	0	1	0	0	0	0	0330	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	-	1	100.0	1	100.0	1	100.0	
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0400	3	0	3	0	0	0	0	0400	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	27.5	3	100.0	3	100.0	0	0.0	
0415	2	0	2	0	0	0	0	0415	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	2	100.0	0	0.0	0	0.0		
0430	1	0	1	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	46.9	1	100.0	1	100.0	1	100.0		
0445	3	0	3	0	0	0	0	0445	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	31.1	3	100.0	2	66.7	1	33.3	
0500	1	0	1	0	0	0	0	0500	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33.0	1	100.0	1	100.0	0	0.0	
0515	6	0	5	1	0	0	0	0515	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	25.3	6	100.0	3	50.0	0	0.0	
0530	8	0	7	0	1	0	0	0530	0	0	0	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	29.6	8	100.0	7	87.5	2	25.0	
0545	7	0	6	1	0	0	0	0545	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	26.9	7	100.0	6	85.7	0	0.0	
0600	16	0	12	2	2	0	0	0600	0	0	0	3	6	10	0	0	0	0	0	0	0	0	0	0	0	0	29.2	32.6	16	100.0	15	93.8	1	6.3
0615	13	0	10	2	1	0	0	0615	0	0	1	2	9	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	29.0	12	92.3	10	76.9	1	7.7
0630	19	0	17	2	0	0	0	0630	0	0	0	7	8	4	0	0	0	0	0	0	0	0	0	0	0	0	26.9	30.5	19	100.0	13	68.4	0	0.0
0645	35	2	31	2	0	0	0	0645	0	0	3	2	8	14	7	1	0	0	0	0	0	0	0	0	0	0	25.7	30.7	20	95.7	24	88.6	1	2.0
0700	29	0	29	0	0	0	0	0700	0	0	0	0	4	17	7	0	1	0	0	0	0	0	0	0	0	0	28.0	31.1	29	100.0	26	89.7	1	3.4
0715	33	0	32	0	0	1	0	0715	0	0	1	10	15	6	1	0	0	0	0	0	0	0	0	0	0	0	26.4	31.4	32	97.0	24	72.7	1	3.0
0730	59	0	57	2	0	0	0	0730	0	0	1	14	35	8	1	0	0	0	0	0	0	0	0	0	0	0	27.0	30.5	58	98.3	46	78.0	1	1.7
0745	65	0	61	4	0	0	0	0745	0	0	3	18	32	9	3	0	0	0	0	0	0	0	0	0	0	0	26.8	31.1	62	95.4	52	80.0	3	4.6
0800	67	0	63	3	1	0	0	0800	0	0	7	16	38	5	1	0	0	0	0	0	0	0	0	0	0	0	25.8	29.1	60	89.6	50	74.6	1	1.5
0815	51	0	51	0	0	0	0	0815	0	0	4	16	18	13	0	0	0	0	0	0	0	0	0	0	0	0	26.7	31.4	47	92.2	36	70.6	0	0.0
0830	63	1	55	5	1	1	0	0830	0	2	2	29	24	5	1	0	0	0	0	0	0	0	0	0	0	0	25.2	29.1	59	93.7	40	63.5	1	1.6
0845	62	0	61	1	0	0	0	0845	0	1	13	20	18	9	1	0	0	0	0	0	0	0	0	0	0	0	24.4	30.4	48	77.4	33	53.2	1	1.6
0900	40	0	38	0	0	2	0	0900	0	3	3	15	17	2	0	0	0	0	0	0	0	0	0	0	0	0	24.1	28.4	34	85.0	21	52.5	0	0.0
0915	39	0	36	2	0	1	0	0915	0	0	7	8	15	6	3	0	0	0	0	0	0	0	0	0	0	0	26.5	32.9	32	82.1	26	66.7	3	7.7
0930	38	0	36	0	1	1	0	0930	0	0	5	16	15	2	0	0	0	0	0	0	0	0	0	0	0	0	24.4	27.2	33	86.8	23	60.5	0	0.0
0945	48	0	45	1	0	2	0	0945	0	0	4	18	20	6	0	0	0	0	0	0	0	0	0	0	0	0	25.5	28.6	44	91.7	31	64.6	0	0.0
1000	37	0	36	1	0	0	0	1000	0	0	4																							

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	SOUTHBOUND ↓
PSL	20mph

[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	SOUTHBOUND ↓
PSL	20mph

ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
ALL VEHICLES	Miles																				Speed																				AVG SPD		85%ile	> 20mph	% > 20mph
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DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	SOUTHBOUND ↓
PSL	20mph

[illegible]

DIR 2	
TOTAL	100%
CLASS 1	100%
CLASS 2	100%
CLASS 3	100%
CLASS 4	100%
CLASS 5	100%
CLASS 6	100%
TIME	100%
0-10mph	100%
10-15mph	100%
15-20mph	100%
20-25mph	100%
25-30mph	100%
30-35mph	100%
35-40mph	100%
40-45mph	100%
45-50mph	100%
50-60mph	100%
60-70mph	100%
70-80mph	100%
80-90mph	100%
90mph+	100%
AVG SPD	100%
85%ile	100%
PSL SPEEDING	100%
PSL % SPEEDING	100%
ACRO SPEEDING	100%
IACPO % SPEEDING	100%
DTT SPEEDING	100%
DTT % SPEEDING	100%

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	SOUTHBOUND ↓
PSL	20mph

File #	DAY 4	ALL VEHICLES								SPEED																				PERCENTAGE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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1000

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	SOUTHBOUND ↓
PSL	20mph

Sat 04 Mar	ALL VEHICLES	Mcycles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV	0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph																																																																																																																																																																																																																																																																																																																																																					
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DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	SOUTHBOUND ↓
PSL	20mph

[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-002
LOCATION	VARLEY STREET (S)
DIRECTION	SOUTHBOUND ↓
PSL	20mph

[illegible]



ATC SUMMARY REPORT

PROJECT	34766 Varley Street, Manchester
LOCATION	34766-003 - Varley Street (N)
LOC. DESC.	Varley Street (N)
START DATE	Tue 28 Feb, 2023
END DATE	Mon 06 Mar, 2023
SPEED LIMIT	20mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Varley Street (N), commencing Tue 28 Feb 2023, recorded a total of 47,045 vehicles. The posted speed limit of 20mph was exceeded by 85.2% of vehicles, and the seasonally adjusted, combined AADT value is 7,031 (see Equipment & Methodology below).

COMBINED

Total recorded volume	47,045
Avg daily volume (based on 7 days)	6,720.7
Average daily speed (7 days)	25.9mph
Average daily 85%ile (7 days)	31.3mph
AADT (annual average daily traffic)	7,031

Avg weekday volume (Mon-Fri, 24hrs)	7,277.8
Avg weekday speed (Mon-Fri, 24hrs)	25.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	5,947.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.5mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 21mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	22,006
Avg daily volume (based on 7 days)	3,143.7
Average daily speed (7 days)	25.8mph
Average daily 85%ile (7 days)	31.4mph
% of vehicles exceeding 20mph	84.5%

Avg weekday volume (Mon-Fri, 24hrs)	3,372.4
Avg weekday speed (Mon-Fri, 24hrs)	25.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,739.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	30.6mph

SOUTHBOUND ↓

Total recorded volume	25,039
Avg daily volume (based on 7 days)	3,577.0
Average daily speed (7 days)	25.9mph
Average daily 85%ile (7 days)	31.3mph
% of vehicles exceeding 20mph	85.9%

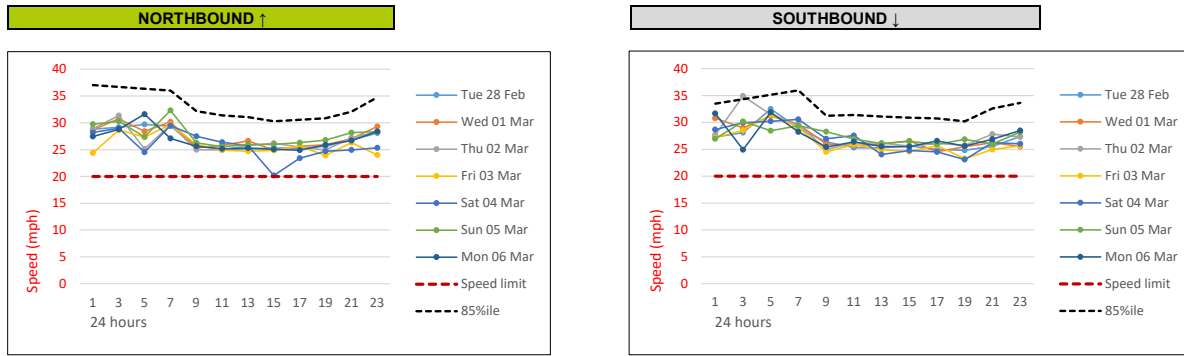
Avg weekday volume (Mon-Fri, 24hrs)	3,905.4
Avg weekday speed (Mon-Fri, 24hrs)	25.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,207.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	25.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	30.6mph

SITE LOCATION



Location	Varley Street (N)
Lat, lng.	53°29'31.35"N, 2°12'50.25"W
Project & site	34766-003
PSL	20mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

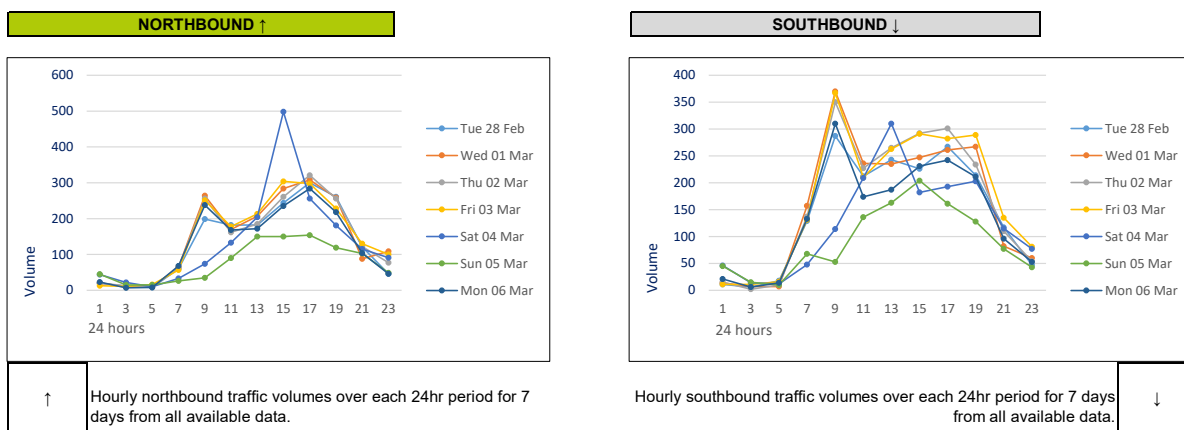
DAILY SPEEDS



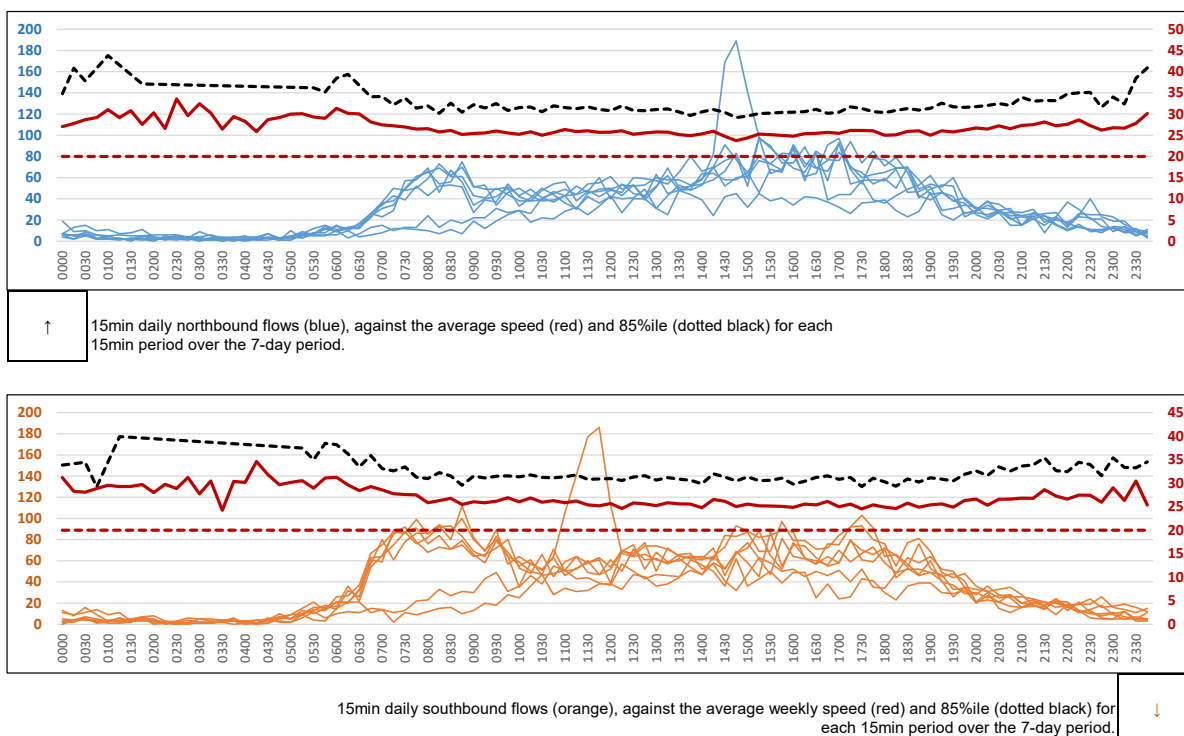
Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 20mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 29.6mph at 08:45 on Sat 04 Mar, whilst the peak average southbound speed was 32mph at 07:45 on Sun 05 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

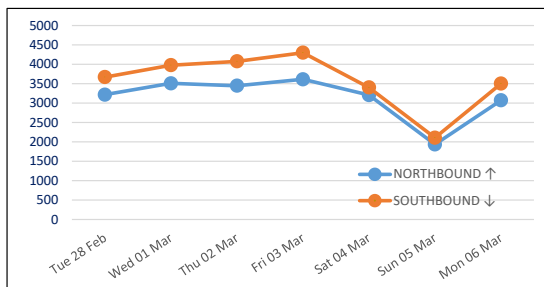


15min VOL & SPEED



DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

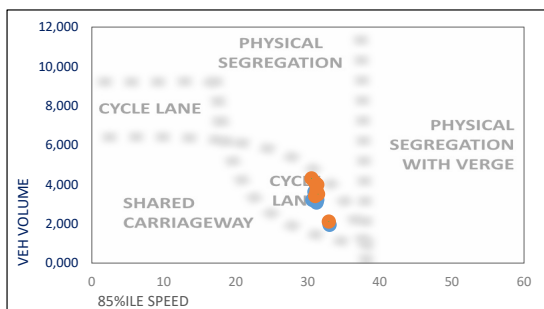
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.1	26.1	0.3	0.0	0.0	26.6
0100	0.0	15.1	0.1	0.0	0.0	15.3
0200	0.0	11.9	0.1	0.4	0.1	12.6
0300	0.0	10.6	0.0	0.0	0.0	10.6
0400	0.3	10.7	0.0	0.0	0.0	11.0
0500	0.3	26.0	1.3	0.0	0.0	27.6
0600	0.9	49.6	2.4	0.0	0.1	53.0
0700	0.7	135.3	1.3	1.6	0.0	138.9
0800	1.9	176.0	3.6	6.7	0.0	188.1
0900	1.3	140.6	3.4	6.4	0.1	151.9
1000	1.3	143.0	3.6	6.4	0.4	154.7
1100	2.0	158.4	4.4	6.1	0.1	171.1
1200	2.3	179.3	3.3	2.3	0.4	187.6
1300	2.7	197.9	2.9	3.4	0.1	207.0
1400	1.9	272.0	4.4	3.9	0.1	282.3
1500	2.0	275.4	3.4	1.9	0.9	283.6
1600	2.3	268.6	2.3	1.3	0.0	274.4
1700	2.6	244.6	4.0	0.3	0.1	251.6
1800	1.4	214.6	1.0	0.4	0.0	217.4
1900	1.0	162.9	0.4	0.0	0.0	164.3
2000	1.3	109.9	0.7	0.0	0.0	111.9
2100	1.3	83.4	0.4	0.1	0.0	85.3
2200	0.6	72.9	0.3	0.3	0.0	74.0
2300	0.6	42.1	0.0	0.3	0.1	43.1
12hr TTL	22.3	2405.6	37.6	40.7	2.4	2508.6
24hr TTL	28.6	3026.7	43.7	41.9	2.9	3143.7
	1%	96%	1%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.4	22.4	0.3	0.0	0.1	23.3
0100	0.4	16.6	0.1	0.0	0.0	17.1
0200	0.1	8.6	0.0	0.0	0.0	8.7
0300	0.0	10.4	0.6	0.0	0.0	11.0
0400	0.1	11.7	0.4	0.1	0.0	12.4
0500	0.4	39.7	0.3	0.0	0.0	40.4
0600	1.9	110.0	2.0	0.9	0.0	114.7
0700	2.3	231.4	3.4	4.7	0.4	242.3
0800	1.4	252.9	5.1	4.4	0.6	264.4
0900	0.9	223.6	4.7	7.6	0.0	236.7
1000	2.1	186.9	5.6	5.9	0.1	200.6
1100	1.9	244.1	5.3	6.0	0.3	257.6
1200	2.4	225.4	6.6	2.9	0.7	238.0
1300	2.0	220.7	6.1	3.4	0.3	232.6
1400	2.4	226.1	5.1	5.3	0.0	239.0
1500	1.7	252.3	4.7	4.1	0.0	262.9
1600	2.3	236.9	3.4	1.3	0.0	243.9
1700	2.7	254.9	1.7	1.0	0.0	260.3
1800	1.3	216.4	2.0	1.1	0.0	220.9
1900	2.4	168.3	1.4	0.4	0.0	172.6
2000	0.9	102.3	0.9	0.6	0.0	104.6
2100	1.1	75.7	0.4	0.3	0.0	77.6
2200	0.4	58.4	0.0	0.3	0.1	59.3
2300	0.6	35.6	0.1	0.0	0.0	36.3
12hr TTL	23.4	2771.6	53.9	47.7	2.4	2899.0
24hr TTL	32.3	3431.3	60.4	50.3	2.7	3577.0
	1%	96%	2%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85th percentile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85th percentiles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA	
1	MC	Motorcycle	SHORT Up to 5.5m	N/A	
2	SV	Cars, taxis, 4WD, vans		MEDIUM 5.5m to 14.5m	CAR & LGV
3	SVT	Class 2 plus trailer	OGV1 & PSV		
4	TB2	2 axle truck / bus	OGV1		
5	TB3	3 axle truck / bus	LONG 11.5m to 19.0m		OGV2
6	T4	4 axle truck			
7	ART3	3 axle articulated			
8	ART4	4 axle articulated			
9	ART5	5 axle articulated			
10	ART6	6+ axle articulated			

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

Generated 10 Mar 2023 v6.0

34766-003 Varley Street, Manchester. Varley Street (N). Summa

DIR 1									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6			15-20mph	20-25mph
CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6				25-30mph	30-35mph
CLASS 3	CLASS 4	CLASS 5	CLASS 6					35-40mph	40-45mph
CLASS 4	CLASS 5	CLASS 6						45-50mph	50-60mph
CLASS 5	CLASS 6							60-70mph	70-80mph
CLASS 6								80-90mph	90mph+
TIME								AVG SPD	85%ile
0-10mph								PSL SPEEDING	PSL% SPEEDING
10-15mph								ACPO SPEEDING	ACPO% SPEEDING
15-20mph								DIT SPEEDING	DIT% SPEEDING
20-25mph									
25-30mph									
30-35mph									
35-40mph									
40-45mph									
45-50mph									
50-60mph									
60-70mph									
70-80mph									
80-90mph									
90mph+									
AVG SPD									
85%ile									
PSL SPEEDING									
PSL% SPEEDING									
ACPO SPEEDING									
ACPO% SPEEDING									
DIT SPEEDING									
DIT% SPEEDING									

PROJECT 34766 Varley Street, Manchester
SITE 34766-003
LOCATION VARLEY STREET (N)
DIRECTION NORTHBOUND ↑
PSL 20mph

ALL VEHICLES									
Mocycles Cars, taxis, 4WD LGV OGV1 OGV2 PSV									
TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6	TIME	SPD1 10	SPD2 15
CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6			SPD3 20	SPD4 25
CLS 2	CLS 3	CLS 4	CLS 5	CLS 6				SPD5 30	SPD6 35
CLS 3	CLS 4	CLS 5	CLS 6					SPD7 40	SPD8 45
CLS 4	CLS 5	CLS 6						SPD9 50	SPD10 60
CLS 5	CLS 6							SPD11 70	SPD12 80
CLS 6								SPD13 90	SPD14 100
TIME								AVG	85%ile
0 - 10 mph								PSL	PSL% 20
10 - 15 mph								ACPO SPEEDING	ACPO% SPEEDING
15 - 20 mph								DIT SPEEDING	DIT% SPEEDING
20 - 25 mph									
25 - 30 mph									
30 - 35 mph									
35 - 40 mph									
40 - 45 mph									
45 - 50 mph									
50 - 60 mph									
60 - 70 mph									
70 - 80 mph									
80 - 90 mph									
90 - 100 mph									
AVG SPD									
85%ile									
> 20mph									
% > 20mph									

Tue 28 Feb									
DAY 1	TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6	TIME	SPD1 10
0000	6	0	6	0	0	0	0	0000	0
0015	2	0	2	0	0	0	0	0015	0
0030	9	0	9	0	0	0	0	0030	0
0045	3	0	3	0	0	0	0	0045	0
0100	2	0	2	0	0	0	0	0100	0
0115	2	0	2	0	0	0	0	0115	0
0130	2	0	2	0	0	0	0	0130	0
0145	5	0	4	1	0	0	0	0145	0
0200	4	0	4	0	0	0	0	0200	0
0215	1	0	1	0	0	0	0	0215	0
0230	3	0	3	0	0	0	0	0230	0
0245	3	0	3	0	0	0	0	0245	0
0300	0	0	0	0	0	0	0	0300	0
0315	3	0	3	0	0	0	0	0315	0
0330	1	0	1	0	0	0	0	0330	0
0345	1	0	1	0	0	0	0	0345	0
0400	1	0	1	0	0	0	0	0400	0
0415	3	0	3	0	0	0	0	0415	0
0430	3	0	3	0	0	0	0	0430	0
0445	1	0	1	0	0	0	0	0445	0
0500	4	0	2	1	1	0	0	0500	0
0515	7	1	5	1	0	0	0	0515	0
0530	7	0	5	2	0	0	0	0530	0
0545	14	0	11	1	2	0	0	0545	0
0600	9	0	7	1	1	0	0	0600	0
0615	12	0	8	3	0	0	1	0615	0
0630	13	0	12	1	0	0	0	0630	0
0645	26	1	23	2	0	0	0	0645	0
0700	34	1	32	1	0	0	0	0700	0
0715	43	0	42	1	0	0	0	0715	1
0730	39	0	32	6	1	0	0	0730	1
0745	52	0	46	4	1	1	0	0745	0
0800	43	1	38	2	0	2	0	0800	0
0815	52	1	44	1	2	4	0	0815	0
0830	53	0	50	2	0	1	0	0830	0
0845	51	0	47	1	1	2	0	0845	0
0900	27	1	22	2	0	2	0	0900	2
0915	39	1	35	1	1	1	0	0915	0
0930	37	0	26	10	1	0	0	0930	0
0945	54	0	48	5	1	0	0	0945	0
1000	42	0	38	4	0	0	0	1000	0
1015	38	0	32	3	2	1	0	1015	0
1030	48	0	43	3	1	1	0	1030	0
1045	54	0	49	5	0	0	0	1045	0
1100	56	3	43	7	2	1	0	1100	1
1115	38	0	29	3	3	3	0	1115	0
1130	47	1	38	4	1	3	0	1130	0
1145	60	0	49	8	1	2	0	1145	1
1200	40	0	34	3	1	2	0	1200	0
1215	54	1	48	5	0	0	0	1215	1
1230	45	0	41	1	2	1	0	1230	0
1245	43	0	34	7	1	1	0	1245	0
1300	52	1	44	7	0	0	0	1300	1
1315	62	2	51	5	1	2	1	1315	1
1330	48	0	43	2	1	2	0	1330	0
1345	49	0	44	4	1	0	0	1345	1
1400	64	0	59	4	0	1	0	1400	0
1415	64	1	55	5	1	2	0	1415	1
1430	58	0	46	5	3	4	0	1430	1
1445	58	2	47	6	3	0	0	1445	1
1500	65	0	56	8	0	1	0	1500	0
1515	46	1	42	2	0	1	0	1515	0
1530	68	0	60	8	0	0	0	1530	1
1545	65	0	61	3	1	0	0	1545	0
1600	91	0	84	6	1	0	0	1600	0
1615	74	0	68	5	0	1	0	1615	0
1630	69	1	65	1	2	0	0	1630	0
1645	66	0	61	2	3	0	0	1645	1
1700	84	1	80	2	1	0	0	1700	0
1715	71	0	66	3	1	1	0	1715	0
1730	60	1	59	0	0	0	0	1730	0
1745	63	2	56	3	2	0	0	1745	0
1800	65	0	60	5	0	0	0	1800	1
1815	69	0	68	1	0	0	0	1815	0
1830	69	0	67	2	0	0	0	1830	1
1845	58	0	56	2	0	0	0	1845	0
1900	44	0	44	0	0	0	0	1900	0
1915	46	0	45	1	0	0	0	1915	0
1930	42	1	34	7	0	0	0	1930	2
1945	26	0	25	1	0	0	0	1945	0
2000	29	0	26	3	0	0	0	2000	0
2015	38	0	38	0	0	0	0	2015	1
2030	27	0	27	0	0	0	0	2030	0
2045	27	0	26	1	0	0	0	2045	0
2100	24	1	23	0	0	0	0	2100	0
2115	26	0	26	0	0	0	0	2115	0
2130	21	1	20	0	0	0	0	2130	1
2145	15	0	14	0	1	0	0	2145	0
2200	10	0	9	1	0	0	0	2200	0
2215	14	0	14	0	0	0	0	2215	0
2230	11	0	10	0	0	1	0	2230	0
2245	11	0	11	0	0	0	0	2245	0
2300	13	0	12	1	0	0	0	2300	0
2315	8	0	6	2	0	0	0	2315	0
2330	9	0	9	0	0	0	0	2330	0
2345	4	0	3	1	0	0	0	2345	0
07-19	2622	22	2338	179	43	44	1	07-19	18
06-22	3052	26	2736	199	45	44	2	06-22	22
06-00	3132	26	2810	204	45	45	2	06-00	22
00-00	3219	27	2887	210	48	45	2	00-00	22

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-003
LOCATION	VARLEY STREET (N)
DIRECTION	NORTHBOUND ↑
PSL	20mph

[illegible]

DIR 1									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6		15-20mph	20-25mph	25-30mph
CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6			30-35mph	35-40mph	40-45mph
CLASS 3	CLASS 4	CLASS 5	CLASS 6				45-50mph	50-60mph	60-70mph
CLASS 4	CLASS 5	CLASS 6					70-80mph	80-90mph	90mph+
CLASS 5	CLASS 6						AVG SPD	85%ile	PSL SPEEDING
CLASS 6							PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING
							DTT SPEEDING	DTT% SPEEDING	

PROJECT 34766 Varley Street, Manchester
SITE 34766-003
LOCATION VARLEY STREET (N)
DIRECTION NORTHBOUND ↑
PSL 20mph

Thru 02 Mar	ALL VEHICLES																																																																																																																																																																																																										
	Mocycles Cars, taxis, 4WD							LGV	OGV1	OGV2	PSV	0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph																																																																																																																																																																														
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6																							Fixt	Time [-	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 35 40 45 50 60 70 80 90 100	Vbin 0 10 15 20 25 30 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DIR 1									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6		15-20mph	20-25mph	25-30mph
CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6			30-35mph	35-40mph	40-45mph
CLASS 3	CLASS 4	CLASS 5	CLASS 6				45-50mph	50-60mph	60-70mph
CLASS 4	CLASS 5	CLASS 6					70-80mph	80-90mph	90mph+
CLASS 5	CLASS 6						AVG SPD	85%ile	PSL SPEEDING
CLASS 6							PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING
							D/T SPEEDING	D/T% SPEEDING	

PROJECT 34766 Varley Street, Manchester
SITE 34766-003
LOCATION VARLEY STREET (N)
DIRECTION NORTHBOUND ↑
PSL 20mph

Fri 03 Mar	ALL VEHICLES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Myccycles Cars, taxis, 4WD						LGV				OGV1				OGV2				PSV				0 - 10 mph 10 - 15 mph 15 - 20 mph 20 - 25 mph 25 - 30 mph 30 - 35 mph 35 - 40 mph 40 - 45 mph 45 - 50 mph 50 - 60 mph 60 - 70 mph 70 - 80 mph 80 - 90 mph 90 - 100 mph AVG SPD 85%ile > 20mph % > 20mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 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20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20	JPSL 20	JPSL% 20

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DDT SPEEDING	
DDT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-003
LOCATION	VARLEY STREET (N)
DIRECTION	NORTHBOUND ↑
PSL	20mph

Sat 04 Mar		ALL VEHICLES										Miles per hour																		Other measures																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
		Motorcycles						Cars, taxis, 4WD				LGV		OGV1	OGV2	PSV	0 - 10 mph						10 - 15 mph		15 - 20 mph		20 - 25 mph		25 - 30 mph		30 - 35 mph		35 - 40 mph		40 - 45 mph		45 - 50 mph		50 - 60 mph		60 - 70 mph		70 - 80 mph		80 - 90 mph		90 - 100 mph		AVG SPD	85%ile	> 20mph		% > 20mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
		Total		Cls 1		Cls 2		Cls 3		Cls 4		Cls 5		Cls 6		Fixt		Time [-]		Vbin 0 10		Vbin 10 15		Vbin 15 20		Vbin 20 25		Vbin 25 30		Vbin 30 35		Vbin 35 40		Vbin 40 45		Vbin 45 50		Vbin 50 60		Vbin 60 70		Vbin 70 80		Vbin 80 90		Vbin 90 100		Mean	Vpp 85	JPLS 20		JPLS 20		JPLS 20		JPLS 20		JPLS 20		JPLS 20																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-003
LOCATION	VARLEY STREET (N)
DIRECTION	NORTHBOUND ↑
PSL	20mph

[illegible]

DIR 1																													
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DIT SPEEDING	DIT% SPEEDING

PROJECT 34766 Varley Street, Manchester
SITE 34766-003
LOCATION VARLEY STREET (N)
DIRECTION NORTHBOUND ↑
PSL 20mph

ALL VEHICLES	ALL VEHICLES																																																																																																																																																							
	Motorcycles		Cars, taxis, 4WD		LGV	OGV1	OGV2	PSV	0 - 10 mph										10 - 15 mph										15 - 20 mph										20 - 25 mph										25 - 30 mph										30 - 35 mph										35 - 40 mph										40 - 45 mph										45 - 50 mph										50 - 60 mph										60 - 70 mph										70 - 80 mph										80 - 90 mph										90 - 100 mph										AVG SPD	85%ile	> 20mph	% > 20mph
	Mon 06 Mar	DAY 7	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 20	JPSL% 20	PSL 30	PSL% 30	PSL 40	PSL% 40	PSL 50	PSL% 50																																																																																																																					
0000	7	0	6	0	1	0	0	0		0000	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	25.8	7	100.0	4	57.1	0	0.0																																																																																																																								
0015	5	0	5	0	0	0	0	0		0015	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	29.3	5	100.0	4	80.0	0	0.0																																																																																																																								
0030	5	0	5	0	0	0	0	0		0030	0	1	0	0	1	2	1	0	0	0	0	0	0	0	0	28.3	4	80.0	4	80.0	1	20.0																																																																																																																								
0045	6	0	6	0	0	0	0	0		0045	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	27.2	6	100.0	5	83.3	0	0.0																																																																																																																								
0100	3	0	2	1	0	0	0	0		0100	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	25.8	3	100.0	2	66.7	0	0.0																																																																																																																								
0115	2	0	2	0	0	0	0	0		0115	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	20.3	1	50.0	1	50.0	0	0.0																																																																																																																								
0130	2	0	2	0	0	0	0	0		0130	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	30.5	2	100.0	2	100.0	0	0.0																																																																																																																								
0145	3	0	3	0	0	0	0	0		0145	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	28.3	3	100.0	3	100.0	0	0.0																																																																																																																								
0200	1	0	1	0	0	0	0	0		0200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.2	1	100.0	1	100.0	0	0.0																																																																																																																								
0215	3	0	2	0	0	1	0	0		0215	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	26.0	3	100.0	2	66.7	0	0.0																																																																																																																								
0230	2	0	2	0	0	0	0	0		0230	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	31.0	2	100.0	1	50.0	1	50.0																																																																																																																								
0245	1	0	1	0	0	0	0	0		0245	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.2	1	100.0	1	100.0	0	0.0																																																																																																																								
0300	4	0	3	1	0	0	0	0		0300	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	28.9	4	100.0	4	100.0	0	0.0																																																																																																																								
0315	1	0	1	0	0	0	0	0		0315	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.8	1	100.0	1	100.0	1	100.0																																																																																																																								
0330	2	0	2	0	0	0	0	0		0330	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	26.4	1	50.0	1	50.0	1	50.0																																																																																																																								
0345	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.0	0	0.0	0	0.0																																																																																																																									
0400	3	0	3	0	0	0	0	0		0400	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	30.6	3	100.0	3	100.0	1	33.3																																																																																																																								
0415	1	0	1	0	0	0	0	0		0415	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	1	100.0	0	0.0	0	0.0																																																																																																																								
0430	1	0	1	0	0	0	0	0		0430	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	45.3	1	100.0	1	100.0	1	100.0																																																																																																																								
0445	3	0	3	0	0	0	0	0		0445	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	31.6	3	100.0	2	66.7	1	33.3																																																																																																																								
0500	2	0	2	0	0	0	0	0		0500	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	24.7	1	50.0	1	50.0	0	0.0																																																																																																																								
0515	5	0	3	2	0	0	0	0		0515	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	27.7	5	100.0	4	80.0	0	0.0																																																																																																																								
0530	8	0	7	0	1	0	0	0		0530	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	31.2	8	100.0	8	100.0	3	37.5																																																																																																																								
0545	8	0	7	1	0	0	0	0		0545	0	1	1	0	4	1	1	0	0	0	0	0	0	0	0	26.7	6	75.0	6	75.0	1	12.5																																																																																																																								
0600	15	0	11	2	2	0	0	0		0600	0	0	1	3	4	5	2	0	0	0	0	0	0	0	0	29.1	35.1	14	93.3	13	86.7	2	13.3																																																																																																																							
0615	10	0	7	2	1	0	0	0		0615	0	0	1	0	7	1	0	1	0	0	0	0	0	0	0	27.8	9	90.0	9	90.0	1	10.0																																																																																																																								
0630	17	0	14	3	0	0	0	0		0630	0	3	1	3	5	4	0	1	0	0	0	0	0	0	0	26.3	33.8	13	76.5	13	76.5	1	5.9																																																																																																																							
0645	26	2	20	3	1	0	0	0		0645	0	3	3	2	10	6	1	1	0	0	0	0	0	0	0	26.2	33.4	20	78.9	19	72.1	2	2.7																																																																																																																							
0700	23	0	23	0	0	0	0	0		0700	0	0	1	7	19	4	1	0	1	0	0	0	0	0	0	28.6	33.1	22	95.7	19	82.6	2	8.7																																																																																																																							
0715	29	0	27	0	0	1	1	0		0715	0	1	1	7	11	6	1	2	0	0	0	0	0	0	0	27.7	32.3	27	93.1	23	79.3	3	10.3																																																																																																																							
0730	57	0	55	2	0	0	0	0		0730	0	5	7	8	21	13	3	0	0	0	0	0	0	0	0	25.9	31.6	45	79.0	39	68.4	3	5.3																																																																																																																							
0745	58	0	51	7	0	0	0	0		0745	1	0	2	13	26	12	4	0	0	0	0	0	0	0	0	27.1	32.1	55	94.8	43	74.1	4	6.9																																																																																																																							
0800	69	1	60	5	2	1	0	0		0800	1	3	12	17	25	9	2	0	0	0	0	0	0	0	0	24.5	30.2	53	76.8	38	55.1	2	2.9																																																																																																																							
0815	46	0	43	1	0	2	0	0		0815	0	1	4	8	18	13	2	0	0	0	0	0	0	0	0	27.3	32.8	41	89.1	36	78.3	2	4.3																																																																																																																							
0830	67	1	56	6	4	0	0	0		0830	0	2	3	31	25	5	1	0	0	0	0	0	0	0	0	25.2	29.3	62	92.5	39	58.2	1	1.5																																																																																																																							
0845	56	0	53	0	0	3	0	0		0845	0	0	4	17	28	5	2	0	0	0	0	0	0	0	0	26.2	29.8	52	92.9	40	71.4	2	3.6																																																																																																																							
0900	34	0	26	4	1	3	0	0		0900	0	1	1	9	16	7	0	0	0	0	0	0	0	0	0	26.4	30.8	32	94.1	24	70.6	0	0.0																																																																																																																							
0915	40	0	31	5	1	3	0	0		0915	0	3	4	10	14	5	4	0	0	0	0	0	0	0	0	25.9	33.8	33	82.5	27	67.5	4	10.0																																																																																																																							
0930	42	0	36	3	0	3	0	0		0930	0	3	4	11	15	7	2	0	0	0	0	0	0	0	0	25.6	32.2	35	83.3	31	73.8	2	4.8																																																																																																																							
0945	50	0	43	4	0	3	0	0		0945	1	5	3	15	26	6	0	0	0	0	0	0	0	0	0	24.2	28.8	41	82.0	29	58.0	0	0.0																																																																																																																							
1000	33	0	26	4	1	2	0	0		1000	0	2	2	13	16	0	0	0	0	0	0	0	0	0	0	24.1	27.2	29	87.9	19	57.6	0	0.0																																																																																																																							
1015	41	0	38	0	1	2	0	0		0																																																																																																																																														

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-003
LOCATION	VARLEY STREET (N)
DIRECTION	SOUTHBOUND ↓
PSL	20mph

[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-003
LOCATION	VARLEY STREET (N)
DIRECTION	SOUTHBOUND ↓
PSL	20mph

[illegible]

DIR 2									
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph
CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6		15-20mph	20-25mph	25-30mph
CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6			30-35mph	35-40mph	40-45mph
CLASS 3	CLASS 4	CLASS 5	CLASS 6				45-50mph	50-60mph	60-70mph
CLASS 4	CLASS 5	CLASS 6					70-80mph	80-90mph	90mph+
CLASS 5	CLASS 6						AVG SPD	85%ile	PSL SPEEDING
CLASS 6							PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING
							D/T SPEEDING	D/T% SPEEDING	

PROJECT 34766 Varley Street, Manchester
SITE 34766-003
LOCATION VARLEY STREET (N)
DIRECTION SOUTHBOUND ↓
PSL 20mph

ALL VEHICLES									
Mcycles Cars, taxis, 4WD									
LGV									
OGV1									
OGV2									
PSV									
0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph
60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph		
DAY 3	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]
0000	3	0	3	0	0	0	0		0000
0015	4	0	4	0	0	0	0		0015
0030	5	0	5	0	0	0	0		0030
0045	3	0	2	1	0	0	0		0045
0100	1	0	1	0	0	0	0		0100
0115	1	0	1	0	0	0	0		0115
0130	2	0	2	0	0	0	0		0130
0145	6	0	6	0	0	0	0		0145
0200	0	0	0	0	0	0	0		0200
0215	1	0	1	0	0	0	0		0215
0230	1	0	1	0	0	0	0		0230
0245	0	0	0	0	0	0	0		0245
0300	2	0	1	1	0	0	0		0300
0315	2	0	2	0	0	0	0		0315
0330	3	0	3	0	0	0	0		0330
0345	5	0	4	1	0	0	0		0345
0400	2	0	2	0	0	0	0		0400
0415	0	0	0	0	0	0	0		0415
0430	1	0	1	0	0	0	0		0430
0445	7	0	6	1	1	0	0		0445
0500	9	0	7	2	0	0	0		0500
0515	10	0	7	3	0	0	0		0515
0530	16	0	13	3	0	0	0		0530
0545	16	0	15	1	0	0	0		0545
0600	21	0	20	1	0	0	0		0600
0615	20	0	17	3	0	0	0		0615
0630	33	0	30	1	2	0	0		0630
0645	63	1	57	1	2	2	0		0645
0700	75	0	56	7	0	1	0		0700
0715	87	0	72	2	0	1	0		0715
0730	87	0	74	11	0	1	1		0730
0745	76	1	66	5	1	3	0		0745
0800	82	0	69	4	3	5	1		0800
0815	92	1	83	4	3	1	0		0815
0830	93	1	84	7	1	0	0		0830
0845	83	0	78	4	1	0	0		0845
0900	69	0	59	7	1	2	0		0900
0915	64	1	53	6	2	2	0		0915
0930	83	1	69	7	4	2	0		0930
0945	64	0	55	5	2	2	0		0945
1000	59	2	46	6	4	1	0		1000
1015	50	1	37	8	2	2	0		1015
1030	47	0	40	3	1	3	0		1030
1045	71	2	53	10	4	2	0		1045
1100	50	0	43	5	2	0	0		1100
1115	52	0	46	3	1	2	0		1115
1130	60	2	51	2	1	4	0		1130
1145	47	1	39	4	2	1	0		1145
1200	52	1	42	5	2	2	0		1200
1215	69	3	57	6	3	0	0		1215
1230	67	0	61	3	3	0	0		1230
1245	77	0	72	2	2	1	0		1245
1300	50	0	47	2	0	1	0		1300
1315	72	0	68	3	1	0	0		1315
1330	64	1	55	6	0	2	0		1330
1345	63	2	56	3	2	0	0		1345
1400	64	1	53	4	3	3	0		1400
1415	61	0	52	6	1	2	0		1415
1430	84	0	71	7	0	6	0		1430
1445	83	2	66	10	3	2	0		1445
1500	87	2	78	4	1	2	0		1500
1515	69	0	66	1	0	2	0		1515
1530	69	0	55	7	4	3	0		1530
1545	97	1	85	5	4	2	0		1545
1600	79	0	69	4	4	2	0		1600
1615	79	1	71	4	2	1	0		1615
1630	71	1	66	4	0	0	0		1630
1645	72	0	69	2	1	0	0		1645
1700	84	2	78	2	0	2	0		1700
1715	92	3	86	3	0	0	0		1715
1730	103	3	95	4	0	1	0		1730
1745	91	0	89	0	1	1	0		1745
1800	64	0	60	2	2	0	0		1800
1815	66	1	60	2	2	1	0		1815
1830	57	1	51	4	1	0	0		1830
1845	47	0	46	0	1	0	0		1845
1900	60	0	55	5	0	0	0		1900
1915	40	0	39	0	0	1	0		1915
1930	37	1	33	3	0	0	0		1930
1945	29	1	27	0	1	0	0		1945
2000	30	0	30	0	0	0	0		2000
2015	25	0	25	0	0	0	0		2015
2030	27	0	26	0	1	0	0		2030
2045	28	1	25	1	1	0	0		2045
2100	20	1	17	2	0	0	0		2100
2115	18	1	17	0	0	0	0		2115
2130	15	0	15	0	0	0	0		2130
2145	22	0	21	1	0	0	0		2145
2200	21	1	20	0	0	0	0		2200
2215	13	0	13	0	0	0	0		2215
2230	10	0	9	1	0	0	0		2230
2245	10	0	9	1	0	0	0		2245
2300	11	0	10	1	0	0	0		2300
2315	7	0	7	0	0	0	0		2315
2330	5	0	5	0	0	0	0		2330
2345	11	0	11	0	0	0	0		2345
07-19	3401	38	2997	215	78	71	2		07-19
06-22	3889	44	3451	233	85	74	2		06-22
06-00	3977	45	3535	236	85	74	2		06-00
00-00	4077	45	3621	249	86	74	2		00-00

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL % SPEEDING	
ACRO SPEEDING	
ACRO % SPEEDING	
DTT SPEEDING	
DTT % SPEEDING	

PROJECT	34766 Varley Street, Manchester
SITE	34766-003
LOCATION	VARLEY STREET (N)
DIRECTION	SOUTHBOUND ↓
PSL	20mph

[illegible]

DIR 2	TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DTT SPEEDING	DTT% SPEEDING
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PROJECT 34766 Varley Street, Manchester
SITE 34766-003
LOCATION VARLEY STREET (N)
DIRECTION SOUTHBOUND ↓
PSL 20mph

Sat 04 Mar		ALL VEHICLES																																																														
		Meycles							Cars, taxis, 4WD							LGV							OGV1							OGV2							PSV																											
DAY 5	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 20	JPSL% 20	JPSL 30	JPSL% 30	JPSL 40	JPSL% 40	JPSL 50	JPSL% 50	JPSL 60	JPSL% 60	JPSL 70	JPSL% 70	JPSL 80	JPSL% 80	JPSL 90	JPSL% 90	JPSL 100	JPSL% 100																					
0000	13	0	12	1	0	0	0		0000	0	0	1	1	3	5	3	0	0	0	0	0	0	0	0	30.2	36.2	12	92.3	11	84.6	3	23.1																																
0015	8	0	7	1	0	0	0		0015	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	28.0	-	8	100.0	6	75.0	0	0.0																																
0030	16	1	14	0	1	0	0		0030	0	2	1	2	5	5	1	0	0	0	0	0	0	0	0	27.2	34.2	13	81.3	12	75.0	1	6.3																																
0045	9	0	8	1	0	0	0		0045	0	1	0	1	3	2	2	0	0	0	0	0	0	0	0	29.6	-	8	88.9	7	77.8	2	22.2																																
0100	3	0	3	0	0	0	0		0100	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	30.9	-	3	100.0	3	100.0	0	0.0																																
0115	4	0	3	1	0	0	0		0115	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	21.8	-	2	50.0	2	50.0	0	0.0																																
0130	5	1	4	0	0	0	0		0130	0	1	0	2	0	0	0	1	0	1	0	0	0	0	0	31.2	-	4	80.0	3	60.0	2	40.0																																
0145	7	0	6	1	0	0	0		0145	0	0	0	2	0	2	1	2	0	0	0	0	0	0	0	33.4	-	7	100.0	6	85.7	3	42.9																																
0200	8	0	8	0	0	0	0		0200	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	30.4	-	8	100.0	8	100.0	1	12.5																																
0215	3	0	3	0	0	0	0		0215	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	30.7	-	3	100.0	3	100.0	0	0.0																																
0230	2	0	2	0	0	0	0		0230	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	31.7	-	2	100.0	2	100.0	0	0.0																																
0245	1	0	1	0	0	0	0		0245	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.8	-	1	100.0	0	0.0	0	0.0																																
0300	5	0	3	2	0	0	0		0300	0	0	0	1	0	2	1	0	1	0	0	0	0	0	0	34.6	-	5	100.0	4	80.0	2	40.0																																
0315	3	0	1	1	1	0	0		0315	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	32.1	-	3	100.0	2	66.7	1	33.3																																
0330	3	0	3	0	0	0	0		0330	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	24.1	-	2	66.7	2	66.7	0	0.0																																
0345	3	0	3	0	0	0	0		0345	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	38.3	-	3	100.0	3	100.0	2	66.7																																
0400	3	0	3	0	0	0	0		0400	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	33.0	-	3	100.0	3	100.0	0	0.0																																
0415	1	0	1	0	0	0	0		0415	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.8	-	1	100.0	1	100.0	1	100.0																																
0430	6	0	5	1	0	0	0		0430	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	29.0	-	5	83.3	5	83.3	0	0.0																																
0445	2	1	1	0	0	0	0		0445	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	25.3	-	1	50.0	1	50.0	1	50.0																																
0500	2	0	2	0	0	0	0		0500	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29.6	-	2	100.0	2	100.0	0	0.0																																
0515	6	0	6	0	0	0	0		0515	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	31.4	-	6	100.0	6	100.0	1	16.7																																
0530	12	0	12	0	0	0	0		0530	0	0	1	2	4	4	1	0	0	0	0	0	0	0	0	28.9	33.7	11	91.7	11	91.7	1	8.3																																
0545	6	0	5	1	0	0	0		0545	0	0	0	0	4	1	0	1	0	0	0	0	0	0	0	30.7	-	6	100.0	6	100.0	1	16.7																																
0600	10	1	9	0	0	0	0		0600	0	0	0	0	3	5	1	1	0	0	0	0	0	0	0	32.3	-	10	100.0	10	100.0	2	20.0																																
0615	12	0	12	0	0	0	0		0615	0	0	0	1	4	2	0	1	0	0	0	0	0	0	0	34.2	42.3	12	100.0	11	91.7	6	50.0																																
0630	11	1	10	0	0	0	0		0630	0	1	1	0	4	2	2	1	0	0	0	0	0	0	0	28.4	37.6	9	81.8	9	81.8	3	27.3																																
0645	15	0	14	0	0	1	0		0645	0	0	1	5	3	3	3	0	0	0	0	0	0	0	0	28.1	36.8	14	93.3	10	66.7	3	20.0																																
0700	14	0	12	1	1	0	0		0700	0	0	1	1	4	3	4	1	0	0	0	0	0	0	0	31.2	36.4	13	92.9	12	85.7	5	35.7																																
0715	11	0	9	1	1	0	0		0715	0	1	1	2	1	5	1	0	0	0	0	0	0	0	0	27.4	34.9	9	81.8	8	72.7	1	9.1																																
0730	13	0	12	1	0	0	0		0730	0	0	0	2	8	0	1	2	0	0	0	0	0	0	0	29.9	40.3	13	100.0	11	84.6	3	23.1																																
0745	22	0	18	3	1	0	0		0745	0	1	2	4	8	4	1	1	1	0	0	0	0	0	0	28.2	34.0	19	86.4	17	77.3	3	13.6																																
0800	23	0	21	2	0																																																											

DIR 2	TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DTT SPEEDING	DTT% SPEEDING
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PROJECT 34766 Varley Street, Manchester
SITE 34766-003
LOCATION VARLEY STREET (N)
DIRECTION **SOUTHBOUND** ↓
PSL 20mph

ALL VEHICLES	ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL VEHICLES																								ALL 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PROJECT 34766 Varley Street, Manchester
SITE 34766-003
LOCATION VARLEY STREET (N)
DIRECTION SOUTHBOUND ↓
PSL 20mph

Mon 06 Mar	ALL VEHICLES																								0 - 100 mph												AVG SPD	85%ile	> 20mph	% > 20mph												
	Meycles						Cars, taxis, 4WD						LGV		OGV1		OGV2		PSV		0 - 10 mph		10 - 15 mph		15 - 20 mph		20 - 25 mph		25 - 30 mph		30 - 35 mph		35 - 40 mph		40 - 45 mph		45 - 50 mph		50 - 60 mph		60 - 70 mph		70 - 80 mph		80 - 90 mph		90 - 100 mph		AVG SPD	85%ile	> 20mph	% > 20mph
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPLS 20	JPLS 20 30	JPLS 30 40	JPLS 40 50	JPLS 50 60	JPLS 60 70	JPLS 70 80	JPLS 80 90	JPLS 90 100	AVG SPD	85%ile	> 20mph	% > 20mph														
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0045	5	0	5	0	0	0	0	0045	0	0	0	1	1	1	0	2	0	0	0	0	0	0	0	31.2		5	100.0	4	80.0	2	40.0																					
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0130	3	0	3	0	0	0	0	0130	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	30.1		3	100.0	3	100.0	0	0.0																					
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0445	7	0	7	0	0	0	0	0445	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	29.9		7	100.0	7	100.0	0	0.0																					
0500	5	1	2	1	1	0	0	0500	0	1	0	0	3	0	0	0	1	0	0	0	0	0	0	28.7		4	80.0	4	80.0	1	20.0																					
0515	9	0	9	0	0	0	0	0515	0	0	0	0	2	4	3	0	0	0	0	0	0	0	0	33.1		9	100.0	9	100.0	3	33.3																					
0530	13	0	12	1	0	0	0	0530	0	1	0	2	5	4	1	0	0	0	0	0	0	0	0	27.2	34.0	12	92.3	10	76.9	1	7.7																					
0545	18	0	18	0	0	0	0	0545	1	0	0	2	3	6	4	2	0	0	0	0	0	0	0	31.6	39.6	17	94.4	16	88.9	6	33.3																					
0600	14	1	13	0	0	0	0	0600	0	1	0	1	4	5	1	2	0	0	0	0	0	0	0	30.6	40.7	12	85.7	12	85.7	3	21.4																					
0615	32	1	27	3	1	0	0	0615	0	1	2	3	14	10	2	0	0	0	0	0	0	0	0	28.0	34.0	29	90.6	26	81.3	2	6.3																					
0630	26	0	25	1	0	0	0	0630	0	1	2	4	11	6	2	0	0	0	0	0	0	0	0	27.2	33.3	23	88.5	19	73.1	2	7.7																					
0645	61	1	57	2	1	0	0	0645	1	3	0	7	28	14	6	0	1	0	0	0	0	0	0	28.3	33.9	57	93.4	51	83.6	7	11.5																					
0700	59	0	55	4	0	0	0	0700	0	1	1	5	26	24	1	1	0	0	0	0	0	0	0	29.0	33.0	57	96.6	53	89.8	2	3.4																					
0715	89	1	80	6	2	0	0	0715	1	2	0	18	37	25	5	1	0	0	0	0	0	0	0	27.9	33.2	86	96.6	76	85.4	6	6.7																					
0730	87	0	82	5	0	0	0	0730	1	3	4	14	52	11	2	0	0	0	0	0	0	0	0	26.1	30.1	79	90.8	69	79.3	2	2.3																					
0745	91	1	74	8	1	7	0	0745	0	4	5	16	50	14	2	0	0	0	0	0	0	0	0	26.3	30.8	82	90.1	67	73.6	2	2.2																					
0800	76	0	63	6	3	4	0	0800	1	4	10	23	27	9	1	1	0	0	0	0	0	0	0	24.4	29.5	61	80.3	43	56.6	2	2.6																					
0815	84	0	79	4	0	1	0	0815	0	3	8	28	37	6	1	1	0	0	0	0	0	0	0	25.2	29.4	73	86.9	53	63.1	2	2.4																					
0830	71	1	62	6	2	0	0	0830	0	3	3	20	28	11	4	0	1	1	0	0	0	0	0	26.9	31.2	65	91.6	50	70.4	6	8.5																					
0845	79	0	76	2	0	1	0	0845	0	4	4	24	38	7	2	0	0	0	0	0	0	0	0	25.3	29.4	71	89.9	56	70.9	2	2.5																					
0900	66	0	60	4	0	2	0	0900	1	1	1	20	27	15	1	0	0	0	0	0	0	0	0	27.0	31.1	63	95.5	50	75.8	1	1.5																					
0915	58	0	56	1	1	0	0	0915	0	3	8	18	20	9	0	0	0	0	0	0	0	0	0	24.9	30.2	47	81.0	42	72.4	0	0.0																					
0930	79	0	69	3	4	3	0	0930	1	5	6	18	36	11	2	0	0	0	0	0	0	0	0	25.3	30.8	67	84.8	52	65.8	2	2.5																					
0945	65	0	56	5	1	3	0	0945	0	2	4	23	26	7	3	0	0	0	0	0	0	0	0	25.6	30.4	59	90.8	44	67.7	3	4.6																					
1000	35	0	31	3	0	1	0	1000	0	3	0	9	16	6	1	0	0	0	0	0	0	0	0	25.7	31.2	32	91.4	25	71.4	1	2.9																					
1015	46	0	36	4	2	4	0	1015	0	0	1	9	18	14	2	1	1	0	0	0	0	0	0	28.6	32.1	45	97.8	38	82.6	4	8.7																					
1030	38	0	31	2	3	2	0	1030	0	2	2	11	14	8	0	1	0	0	0	0	0	0	0	26.0	32.3	34	89.5	24	63.2	1	2.6																					
1045	55	2	48	3	1	1	0	1045	0	4	7																																									

APPENDIX D PICADY OUTPUTS

DRAFT

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: Varley Street_Sawley Street_Priority Junction Model.j10

Path: R:\Reading\Projects\T&T\5020683 - Varley Street SEND School, Manchester City Council\Transport Planning\Working Documents\Modelling\Junctions10

Report generation date: 15/03/2023 12:10:15

- »2023 Baseline, AM
- »2023 Baseline, PM
- »2024 Opening Year, AM
- »2024 Opening Year, PM
- »2024 Opening Year + Development, AM
- »2024 Opening Year + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2023 Baseline						
Stream B-AC	0.0	7.10	0.04	0.1	7.34	0.06
Stream C-AB	0.0	5.22	0.02	0.0	4.94	0.03
2024 Opening Year						
Stream B-AC	0.0	7.15	0.04	0.1	7.38	0.06
Stream C-AB	0.0	5.21	0.03	0.0	5.06	0.03
2024 Opening Year + Development						
Stream B-AC	0.2	8.42	0.14	0.3	8.90	0.22
Stream C-AB	0.3	5.81	0.14	0.1	5.18	0.06

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

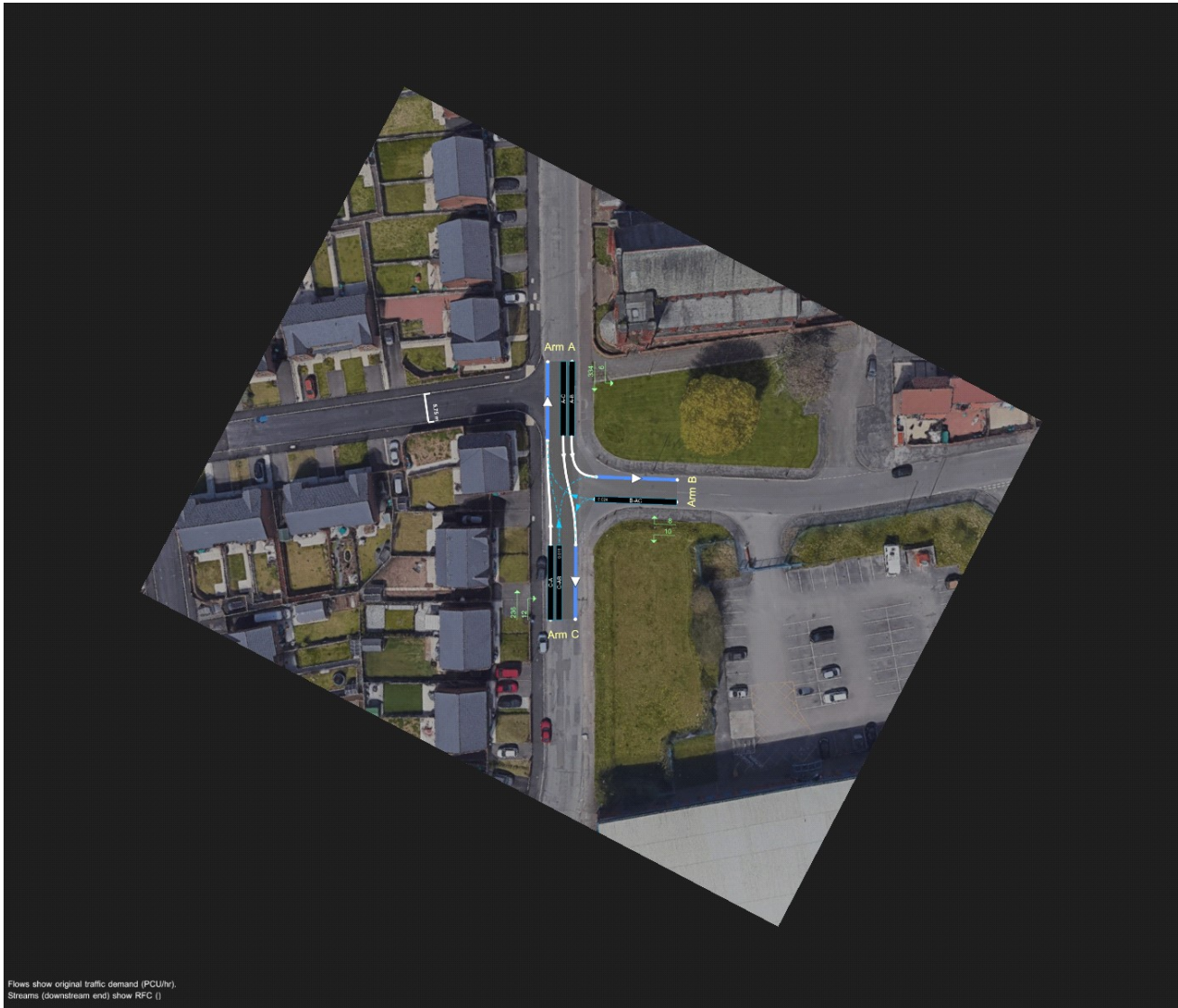
File summary

File Description

Title	Varley Street / Sawley Road Priority Junction
Location	Manchester
Site number	001
Date	01/03/2023
Version	V1.0
Status	For Information
Identifier	
Client	ISG Construction
Jobnumber	5020509
Enumerator	RIDGE\benhouse
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Baseline	PM	ONE HOUR	14:45	16:15	15	✓
D3	2024 Opening Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Opening Year	PM	ONE HOUR	14:45	16:15	15	✓
D5	2024 Opening Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Opening Year + Development	PM	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.36	A

Arms

Arms

Arm	Name	Description	Arm type
A	Varley Street (N)		Major
B	Sawley Street		Minor
C	Varley Street (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.96	65	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574	0.095	0.241	0.152	0.345
B-C	718	0.101	0.254	-	-
C-B	719	0.254	0.254	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	340	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	6	334
	B	8	0	10
	C	236	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	20	4
	B	0	0	0
	C	5	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	7.10	0.0	A	17	25
C-AB	0.02	5.22	0.0	A	15	23
C-A					212	318
AB					6	8
AC					306	460

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	565	0.024	13	0.0	0.0	6.528	A
C-AB	12	3	767	0.015	12	0.0	0.0	5.222	A
C-A	175	44			175				
AB	5	1			5				
AC	251	63			251				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	549	0.029	16	0.0	0.0	6.757	A
C-AB	15	4	778	0.019	15	0.0	0.0	5.162	A
C-A	208	52			208				
A-B	5	1			5				
A-C	300	75			300				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	527	0.038	20	0.0	0.0	7.102	A
C-AB	20	5	793	0.025	20	0.0	0.0	5.075	A
C-A	253	63			253				
A-B	7	2			7				
A-C	368	92			368				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	527	0.038	20	0.0	0.0	7.102	A
C-AB	20	5	793	0.025	20	0.0	0.0	5.071	A
C-A	253	63			253				
A-B	7	2			7				
A-C	368	92			368				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	549	0.029	16	0.0	0.0	6.758	A
C-AB	15	4	778	0.019	15	0.0	0.0	5.148	A
C-A	208	52			208				
A-B	5	1			5				
A-C	300	75			300				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	565	0.024	14	0.0	0.0	6.532	A
C-AB	12	3	767	0.015	12	0.0	0.0	5.217	A
C-A	175	44			175				
A-B	5	1			5				
A-C	251	63			251				

2023 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Baseline	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	284	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	26	258
	B	16	0	13
	C	264	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	4
	B	0	0	0
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	7.34	0.1	A	27	40
C-AB	0.03	4.94	0.0	A	19	28
C-A					236	355
A-B					24	36
A-C					237	355

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	557	0.039	22	0.0	0.0	6.722	A
C-AB	14	4	790	0.018	14	0.0	0.0	4.938	A
C-A	195	49			195				
A-B	20	5			20				
A-C	194	49			194				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	543	0.048	26	0.0	0.1	6.969	A
C-AB	18	4	805	0.022	18	0.0	0.0	4.860	A
C-A	232	58			232				
A-B	23	6			23				
A-C	232	58			232				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	522	0.061	32	0.1	0.1	7.339	A
C-AB	24	6	827	0.029	24	0.0	0.0	4.750	A
C-A	282	71			282				
A-B	29	7			29				
A-C	284	71			284				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	522	0.061	32	0.1	0.1	7.339	A
C-AB	24	6	827	0.029	24	0.0	0.0	4.743	A
C-A	282	71			282				
A-B	29	7			29				
A-C	284	71			284				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	543	0.048	26	0.1	0.1	6.973	A
C-AB	18	4	805	0.022	18	0.0	0.0	4.846	A
C-A	232	58			232				
A-B	23	6			23				
A-C	232	58			232				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	557	0.039	22	0.1	0.0	6.726	A
C-AB	14	4	790	0.018	14	0.0	0.0	4.933	A
C-A	195	49			195				
A-B	20	5			20				
A-C	194	49			194				

2024 Opening Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Opening Year	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	349	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	6	343
	B	8	0	10
	C	242	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	20	4
	B	0	0	0
	C	5	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	7.15	0.0	A	17	25
C-AB	0.03	5.21	0.0	A	16	23
C-A					217	326
A-B					6	8
A-C					315	472

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	563	0.024	13	0.0	0.0	6.554	A
C-AB	12	3	768	0.015	12	0.0	0.0	5.212	A
C-A	179	45			179				
A-B	5	1			5				
A-C	258	65			258				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	546	0.030	16	0.0	0.0	6.789	A
C-AB	15	4	779	0.019	15	0.0	0.0	5.150	A
C-A	213	53			213				
A-B	5	1			5				
A-C	308	77			308				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	523	0.038	20	0.0	0.0	7.147	A
C-AB	20	5	796	0.025	20	0.0	0.0	5.061	A
C-A	260	65			260				
A-B	7	2			7				
A-C	378	94			378				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	523	0.038	20	0.0	0.0	7.147	A
C-AB	20	5	796	0.025	20	0.0	0.0	5.056	A
C-A	260	65			260				
A-B	7	2			7				
A-C	378	94			378				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	546	0.030	16	0.0	0.0	6.790	A
C-AB	15	4	779	0.019	15	0.0	0.0	5.138	A
C-A	213	53			213				
A-B	5	1			5				
A-C	308	77			308				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	563	0.024	14	0.0	0.0	6.557	A
C-AB	12	3	768	0.015	12	0.0	0.0	5.207	A
C-A	179	45			179				
A-B	5	1			5				
A-C	258	65			258				

2024 Opening Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Opening Year	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	290	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	26	264
	B	16	0	13
	C	271	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	20	4
	B	0	0	0
	C	5	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	7.38	0.1	A	27	40
C-AB	0.03	5.06	0.0	A	19	28
C-A					243	364
A-B					24	36
A-C					242	363

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	555	0.039	22	0.0	0.0	6.743	A
C-AB	14	4	792	0.018	14	0.0	0.0	5.062	A
C-A	200	50			200				
A-B	20	5			20				
A-C	199	50			199				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	541	0.048	26	0.0	0.1	6.996	A
C-AB	18	5	808	0.022	18	0.0	0.0	4.979	A
C-A	238	60			238				
A-B	23	6			23				
A-C	237	59			237				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	520	0.061	32	0.1	0.1	7.377	A
C-AB	24	6	830	0.029	24	0.0	0.0	4.863	A
C-A	290	72			290				
A-B	29	7			29				
A-C	291	73			291				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	520	0.061	32	0.1	0.1	7.377	A
C-AB	24	6	830	0.029	24	0.0	0.0	4.858	A
C-A	290	72			290				
A-B	29	7			29				
A-C	291	73			291				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	541	0.048	26	0.1	0.1	6.998	A
C-AB	18	5	808	0.022	18	0.0	0.0	4.964	A
C-A	238	60			238				
A-B	23	6			23				
A-C	237	59			237				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	555	0.039	22	0.1	0.0	6.750	A
C-AB	14	4	792	0.018	14	0.0	0.0	5.056	A
C-A	200	50			200				
A-B	20	5			20				
A-C	199	50			199				

2024 Opening Year + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Opening Year + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	378	100.000
B		ONE HOUR	✓	64	100.000
C		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	35	343
	B	31	0	33
	C	242	68	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	20	4
	B	0	0	0
	C	5	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	8.42	0.2	A	59	88
C-AB	0.14	5.81	0.3	A	89	133
C-A					196	294
A-B					32	48
A-C					315	472

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	544	0.089	48	0.0	0.1	7.248	A
C-AB	67	17	763	0.088	67	0.0	0.1	5.657	A
C-A	166	42			166				
A-B	26	7			26				
A-C	258	65			258				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	525	0.110	57	0.1	0.1	7.699	A
C-AB	85	21	774	0.110	85	0.1	0.2	5.722	A
C-A	193	48			193				
A-B	31	8			31				
A-C	308	77			308				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	498	0.141	70	0.1	0.2	8.408	A
C-AB	113	28	789	0.144	113	0.2	0.3	5.812	A
C-A	228	57			228				
A-B	39	10			39				
A-C	378	94			378				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	498	0.141	70	0.2	0.2	8.418	A
C-AB	113	28	789	0.144	113	0.3	0.3	5.810	A
C-A	228	57			228				
A-B	39	10			39				
A-C	378	94			378				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	525	0.110	58	0.2	0.1	7.710	A
C-AB	85	21	774	0.110	86	0.3	0.2	5.711	A
C-A	193	48			193				
A-B	31	8			31				
A-C	308	77			308				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	544	0.089	48	0.1	0.1	7.262	A
C-AB	67	17	763	0.088	68	0.2	0.1	5.663	A
C-A	166	41			166				
A-B	26	7			26				
A-C	258	65			258				

2024 Opening Year + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Opening Year + Development	PM	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	316	100.000
B		ONE HOUR	✓	105	100.000
C		ONE HOUR	✓	299	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	52	264
	B	54	0	51
	C	271	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	20	4
	B	0	0	0
	C	5	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	8.90	0.3	A	96	145
C-AB	0.06	5.18	0.1	A	38	57
C-A					237	355
A-B					48	72
A-C					242	363

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	557	0.142	78	0.0	0.2	7.508	A
C-AB	28	7	788	0.036	28	0.0	0.1	5.184	A
C-A	197	49			197				
A-B	39	10			39				
A-C	199	50			199				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	24	542	0.174	94	0.2	0.2	8.041	A
C-AB	36	9	803	0.045	36	0.1	0.1	5.130	A
C-A	233	58			233				
A-B	47	12			47				
A-C	237	59			237				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	29	520	0.222	115	0.2	0.3	8.890	A
C-AB	48	12	824	0.059	48	0.1	0.1	5.053	A
C-A	281	70			281				
A-B	57	14			57				
A-C	291	73			291				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	29	520	0.222	116	0.3	0.3	8.903	A
C-AB	48	12	824	0.059	48	0.1	0.1	5.047	A
C-A	281	70			281				
A-B	57	14			57				
A-C	291	73			291				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	24	542	0.174	95	0.3	0.2	8.060	A
C-AB	36	9	803	0.045	36	0.1	0.1	5.116	A
C-A	233	58			233				
A-B	47	12			47				
A-C	237	59			237				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	557	0.142	79	0.2	0.2	7.536	A
C-AB	29	7	788	0.036	29	0.1	0.1	5.181	A
C-A	197	49			197				
A-B	39	10			39				
A-C	199	50			199				