

Manchester Business Park, Aviator Way

Transport Assessment

December 2025

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Comments

Comments

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1. Introduction

General

1.1 Waterman Infrastructure & Environment Ltd ('Waterman') has been appointed by Ask Real Estate Limited (the 'Applicant') to prepare a Transport Assessment (TA) in support of an application for Full Planning Permission for a development of 9 no. Commercial B2 (General Industry) and B8 (Storage and distribution) units to form light industrial and ancillary office space, with associated landscaping works, access and car parking at Unit 2000, Aviator Way, near Manchester Airport, Greater Manchester, M22 1GE (the 'Site').

1.2 The Site, comprising a 3.21 ha plot of land situated to the north of Manchester Airport and the A555 Ringway Road West, is bounded to the north by residential housing along Thornsgreen Road, to the east by existing Manchester Business Park office units, to the south by Aviator Way and the A555 Ringway Road West, and to the west by Woodhouse Lane and existing Manchester Business Park units beyond this.

1.3 The Site is located within the jurisdiction of Manchester City Council (MCC) as Local Planning and Highway Authority, and Transport for Greater Manchester (TfGM). The M56, forming part of the Strategic Road Network (SRN) managed by National Highways, is located to the west of the A555. Aviator Way, and the adjoining Enterprise Way, are Private Streets, unadopted and not maintainable at the public expense.

Development Proposals

1.4 The Proposed Development comprises flexible Class B2 (General Industrial) and Class B8 (Storage and distribution) land use, providing 10,167 sqm GIA of commercial floor space across nine units, with ancillary office space, associated parking, infrastructure, and access.

1.5 Planning permission had previously been granted on the Site for Class B1 office building land use under Planning Ref No. 123105/OO/2019. This permission has now lapsed and consequently the Proposed Development is considered to represent a new application on a currently vacant plot.

Assessment Scope

1.6 This TA has been prepared in accordance with the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG) and the policy and guidance frameworks of MCC.

1.7 Pre-application advice provided by MCC and TfGM in May 2025 has informed the shape and content of this TA.

Report Structure

1.8 Following this introduction, the report structure is as follows:

- Section 2 – Existing Transport Characteristics;
- Section 3 – Transport Policy and Guidance;
- Section 4 – Proposed Development;
- Section 5 – Trip Generation;
- Section 6 – Traffic Flows;
- Section 7 – Junction Assessments; and

- Section 8 – Summary and Conclusion.

2. Existing Transport Characteristics

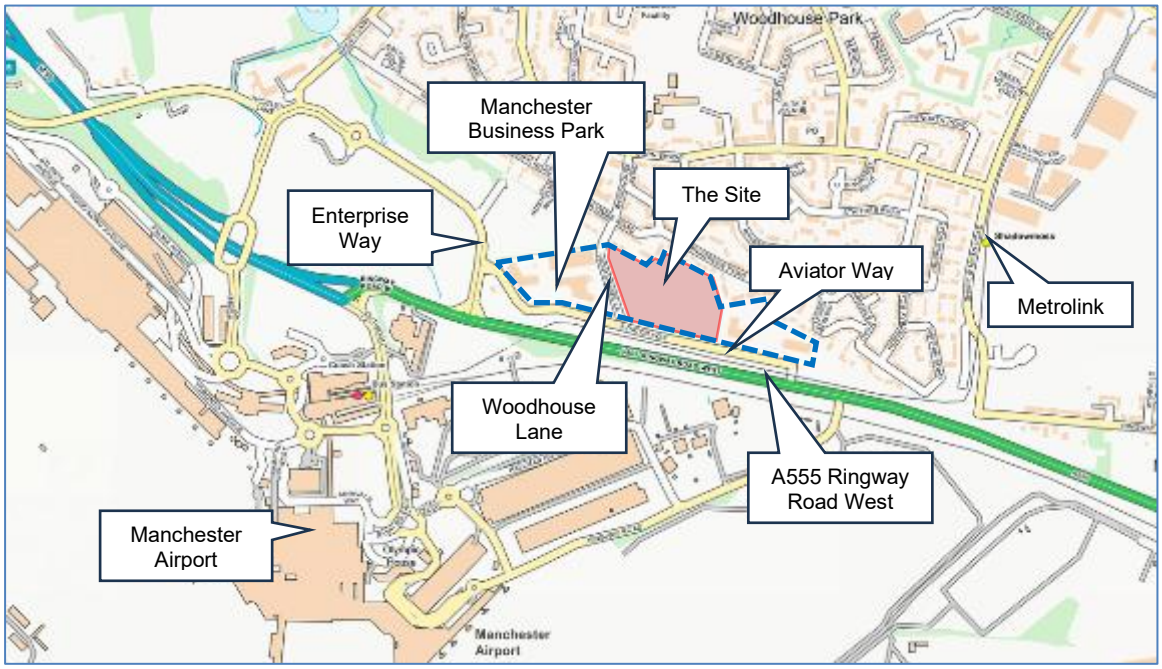
Site Description

2.1 The Site is situated on the Manchester Business Park, immediately north of Manchester Airport and the A555 Manchester Airport Relief Road (Ringway Road West), approximately 12.5 km south of Manchester City Centre. The location of the Site in the context of the surrounding areas of Greater Manchester is illustrated by Figure 1, and in a more local context by Figure 2, below.

Figure 1: Site Location (Wider Context)



Figure 2: Site Location (Local Context)



2.2 The Site currently comprises an area of undeveloped land, approximately 3.21 ha in size. It is bounded to the south by Aviator Way, to the east and west by existing occupied commercial units within the Business Park, and to the north by existing residential properties within the Woodhouse Park area of Manchester.

Existing Highway Network

Aviator Way

2.3 Aviator Way provides access to the Site and the four existing office buildings currently located within the Manchester Business Park. It is a single carriageway road running west to east from its signal-controlled junction with Enterprise Way. Aviator Way is approximately 750m in length and is a no-through road accessed via Enterprise Way. Aviator Way has a secondary emergency access, enforced by bollards, to the south across the tramway with the A555 Ringway Road West at its eastern extent. It has a cycle/footway along its northern kerb, providing access to the wider pedestrian and cycle networks surrounding the Site. Speed limits along Aviator Way are currently restricted to 25 mph.

Enterprise Way

2.4 Enterprise Way forms a looped link road, connecting the A555 Ringway Road West to Terminal 2 Roundabout on the M56 Airport Spur. Enterprise Way is a two-way part-single, part-dual carriageway road, subject to a 30mph speed limit, with cycle/footway provision on either side. Enterprise Way is accessed via a signal-controlled junction with A555 Ringway Road West to the east, and via the Terminal 2 Roundabout to the west. Terminal 2 roundabout provides access to Manchester International Airport. Enterprise Way also forms a signal-controlled junction with Thorley Lane, north of the Terminal 2 Roundabout, and a left-turn only priority junction on its north/east bound carriageway with Bailey Lane.

Ringway Road West

2.5 The A555 Ringway Road West links Junction 5 of the M56 to the west to Styal Road in the east. Between its junction with the M56 and its junction with Styal Road, Ringway Road West operates as a dual-carriageway route, which forms a signal-controlled crossroad junction with Styal Road approximately 1.25km east of the Site. Beyond its junction with Styal Road, the A555 continues eastwards for approximately 11km, forming a junction with the A6 at Hazel Grove, southeast of Stockport.

M56 Motorway

2.6 From its junction with the A555 Ringway Road West at Junction 5, the M56 runs generally westwards for approximately 16km, forming a grade-separated interchange with the M6 at Junction 9, and generally northwards for approximately 6.5km, forming a grade-separated interchange with the M60 at Junction 1. The A5103 route north of M56 Junction 3a provides a direct route into Manchester City Centre.

Walking and Cycling Accessibility

2.7 The Chartered Institute of Highways and Transport (CIHT) published the guidance document ‘Planning for Walking’ (2015) which sets out the considered desirable thresholds for a pedestrian walking environment. The document defines a ‘walkable neighbourhood’ as an area where the majority of amenities are located within an 800-metre (circa 10-minute) walking distance.

2.8 However, the document also notes that the propensity for individuals to walk or cycle is not only influenced by distance but also the quality of experience. Accordingly, people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.

2.9 Walking and cycling therefore provide a viable alternative to travel by private motor vehicle over shorter distances. Where conditions are favourable, an 'acceptable' walking distance for pedestrians without a mobility impairment could be up to 2km. Similarly, cycling is recognised to have the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

2.10 A variety of key services and facilities, alongside transport connections, and residential areas, are located within a 2km walking distance and 5km cycling distance of the Site, including the residential area of Woodhouse Park, Wythenshawe town centre and Manchester Airport.

2.11 A shared cycle/footway currently runs along the entire length of Aviator Way on its northern side, passing the frontage of the Site. This cycle/footway connects with Woodhouse Lane, which runs along the western boundary of the Site, forming a cycle/footway connection with the residential areas to the north. To the east and west of the Site, the Aviator Way cycle/footway connects with the existing pedestrian and cycle networks alongside the A555 and Enterprise Way, facilitating access for Manchester Airport and beyond.

2.12 The Metrolink tram line runs alongside the southern side of Aviator Way. There is currently no footway on the southern side of Aviator Way, however, there are two crossing points for pedestrians and cyclists, providing access across Aviator Way to the A555, the easternmost of which doubles as an emergency vehicle access.

2.13 A continuous cycle/footway route via Enterprise Way (circa 1.8km in length, 7 minutes by bicycle) currently provides access between the Site and the Bus/Rail Interchange at Manchester Airport. The provision of appropriate signal-controlled and uncontrolled crossings, with tactile paving and dropped kerbs, allows for both types of user to cross carriageways safely.

2.14 Alternative pedestrian routes between the Site and Manchester Airport are available via the A555 Ringway Road West, either via a footbridge over the M56 (circa 1.3km in length, 19 minutes on foot), or via Outwood Lane (circa 1.2km in length, 17 minutes on foot).

2.15 Bus and tram stops, located on Shadowmoss Road, are easily accessible on foot and by bicycle from the Site, via the existing walking and cycling network to the east, a journey of approximately 1km (3 mins by bicycle, 13 minutes on foot).

2.16 The cycle network in the vicinity of the Site is illustrated by the extract from Transport for Greater Manchester (TfGM)'s cycle network map, presented at Figure 3 below.

Figure 3: Cycle Network



Access to Local Facilities

2.17 A range of services and facilities are accessible from the Site, on foot, by bicycle, or by public transport, including facilities at Manchester Airport, local services and facilities located within the residential areas north of the Site, and in Wythenshawe town centre.

2.18 The existing amenities accessible within a 2km walking / 5km cycling distance of the Site have been assessed and summarised, as set out within Table 1 below.

Table 1: Access to Local Amenities

Distance (<2km)	Distance (>5km)
Residential areas in Woodhouse Park	Residential areas including Warburton Green, Newall Green, Benchill, Gatley, Peel Hall, Wythenshawe, Heald Green, Handforth
Shops (including supermarket), restaurants, and facilities in Wythenshawe town centre	Cheadle Royal Business Park
Existing occupiers on Manchester Business Park, Concord Business Park, Atlas Business Park, Ringway Trading Estate	Wythenshawe Hospital, Astell Day Hospital
Local Shopping Parades in Woodhouse Park (including Post Office, ATM, and InPost locker facilities)	National Trust Quarry Bank attraction at Styal
Public Houses / Restaurants / Cafés	Styal and Heald Green Stations
Hotels	Supermarkets and Convenience stores
Open space in Painswick Park	
Children's Centre / Primary Schools	
Places of Worship	
Bus and Tram Stops	
Manchester Airport Station	
Manchester Airport	

Public Transport Accessibility

Greater Manchester Accessibility Levels

2.19 Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a given point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The accessibility index score is categorised into eight levels, 1 to 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility.

2.20 The postcode for Aviator Way (M22 5TG) equates to a GMAL* score of 14.69289527, updated in January 2025, giving a GMAL level rating of 6, which represents a high level of accessibility for the Site by public transport.

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Bus

2.21 The Bus/Rail Interchange at Manchester Airport is located within a circa 1.2km walking distance from the Site (approximately 17 minutes on foot) or 1.8km cycle journey (approximately 7 minutes by bicycle) via dedicated, safe and attractive routes.

2.22 Bus stops, located on Shadowmoss Road, adjacent to the Shadowmoss tram stop, are easily accessible on foot and by bicycle from the Site, via the existing walking and cycling network to the east, a journey of approximately 1km (3 mins by bicycle, 13 minutes on foot).

2.23 A total of eight bus services currently operate from the Manchester Airport bus/rail interchange, as summarised in Table 2 below. The No. 368 service also serves the Shadowmoss Metrolink bus stops on Shadowmoss Road, albeit a limited number of early morning services only.

Table 2: Bus Services Accessible from Manchester Airport and Shadowmoss Metrolink

Service	Route	Typical Daytime Frequency		
		Weekday	Saturday	Sunday
43	Manchester Airport, Interchange – Manchester, Piccadilly Gardens	10-minute frequency	10-minute frequency	15-minute frequency
103	Manchester Airport, Interchange – Manchester, Piccadilly Gardens	30-minute frequency	30-minute frequency	60-minute frequency
130	Manchester Airport, Interchange – Macclesfield, Bus Station	60-minute frequency	90-minute frequency	90-minute frequency
199	Manchester Airport, Interchange – Buxton, Market Place	30-minute frequency	30-minute frequency	60-minute frequency
248	Manchester Airport, Interchange – Eccles Interchange	60-minute frequency	60-minute frequency	120-minute frequency
288	Manchester Airport, Interchange – Altrincham Interchange	60-minute frequency	60-minute frequency	120-minute frequency

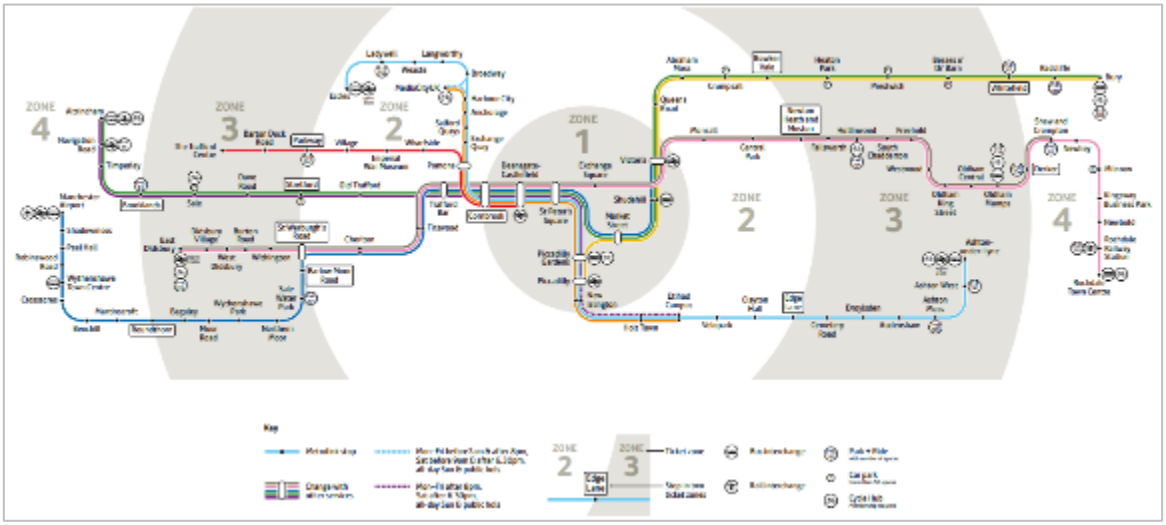
Service	Route	Typical Daytime Frequency		
		Weekday	Saturday	Sunday
313	World Freight Centre – Stockport Interchange, via Manchester Airport, Interchange	30-minute frequency	30-minute frequency	30-minute frequency
368	Manchester Airport, Interchange – Stockport Interchange*	2 no. early morning services only	4 no. early morning services only	No Service

**Service No. 368 provides a 20-minute daytime frequency (Monday-Saturday) starting at Wythenshawe Interchange, 30-minute frequency on Sundays*

Tram

2.24 The Metrolink is a light rail tram system operating in Greater Manchester. The Metrolink route, serving Manchester Airport and Shadowmoss, the closest tram stops to the Site, is known as the 'Navy Line'. It serves 25 stations between Manchester Airport (Zone 4) and Victoria (Zone 1), including Wythenshawe Town Centre, St Werburgh's Road, Deansgate-Castlefield, and Shudehill, as illustrated by Figure 4 below.

Figure 4: Metrolink Network



2.25 The typical operating times and frequency of service for trams serving the Manchester Airport and Shadowmoss tram stops is summarised in Table 3 below.

Table 3: Metrolink 'Navy Line' Service Frequencies

Day	First Tram	Last Tram	Frequency
Monday to Thursday	05:55	23:07	Every 12 minutes
Friday and Saturday	05:55	00:07	Every 12 minutes
Sunday	06:48	23:03	Every 15 minutes

2.26 The journey by tram from Manchester Airport to Victoria typically takes approximately 60 minutes, depending on service and network conditions at time of travel.

Rail

2.27 Regular rail services from Manchester Airport serve Manchester Piccadilly station in the city centre, a journey of approximately 20 minutes. The combined daytime services provide an approximately 10-minute frequency service between the two stations, 7 days a week, through train operators TransPennine Express and Northern Rail. Manchester Piccadilly station provides onward connections to a variety of destinations across the United Kingdom.

2.28 Broadly, the current off-peak service pattern can be summarised as follows:

- 1 train per hour (tph) to Redcar via Middlesbrough
- 1 tph to Carlise, continuing alternately to Edinburgh Waverley or Glasgow Central
- 2 tph to Blackpool North
- 1 tph to Lancaster, of which 11 trains per day (tpd) continue to Barrow-in-Furness and 4 tpd continue to Windermere
- 1 tph to Liverpool Lime Street
- 1 tph to Manchester Piccadilly
- 1 tph to Crewe; and
- 1 tph to Chester (operated by Transport for Wales).

2.29 Manchester Airport station is managed by TransPennine Express and provides a range of facilities including a ticket office and ticket machines, departure screens and live service information, left luggage and trolleys, step-free access, toilets and baby change facilities, waiting rooms and seating, impaired mobility set-down and pick-up areas, public Wi-Fi, ATM, refreshment facilities and shops, and cycle parking for 50 bicycles.

Aviation

2.30 Manchester Airport is an international airport comprising a cargo terminal and three passenger terminals. It is one of the busiest airports in the United Kingdom, with over 28 million passengers travelling through its terminals each year. The airport is served by more than 30 airlines, serving over 110 destinations domestically and across 42 countries worldwide.

2.31 The airport is readily accessible from the Site on foot and by bicycle and provides opportunities for onward travel by bus, tram, rail and air.

Workplace Population Method of Travel to Work

2.32 Method of Travel to Work mode share for the workplace population within the Middle-layer Super Output Area (MSOA) 'Manchester 053', within which the Site is located, has been calculated from 2011 and 2021 Census data and is set out in Table 4 below.

2.33 Work from home counts from the Census data have been discounted to allow the calculation of mode share for those employees actually travelling to their workplace.

Table 4: Method of Travel to Work – Workplace Population (MSOA Manchester 053)

Method of Travel to Work	Mode Share 2011	Mode Share 2021
Underground, metro, light rail or tram	0%	3.3%
Train	3%	2.6%
Bus, minibus or coach	8%	9.8%
Taxi	1%	1.3%
Motorcycle, scooter or moped	1%	0.6%
Driving a car or van	77%	69.1%
Passenger in a car or van	4%	4.8%
Bicycle	2%	2.5%
On foot	3%	4.8%
Other method of travel to work	0%	1.2%
Total	**100%**	**100%**

2.34 The 2011 Census mode share data indicates robustly that approximately 77% of the workplace population within MSOA 'Manchester 053', which also includes Manchester Airport, might be expected to travel to work by car or van, as a driver. A total of 11% are indicated to travel by sustainable travel modes (i.e. public transport), and 5% by active travel modes (i.e. cycling and walking).

2.35 The 2021 Census mode share indicates a shift in mode share where approximately 69% of the workplace population within MSOA 'Manchester 053', might be expected to travel to work by car or van, as a driver. Approximately 16% are indicated to travel by sustainable travel modes (i.e. public transport), and 7% by active travel modes (i.e. cycling and walking).

2.36 Whilst indicative mode shares from the 2011 and 2021 Census are broadly comparable, given that 2021 Census data is likely to have been impacted by the Covid pandemic, and to ensure a robust assessment of the likely impact of the Proposed Development in terms of vehicular traffic, the 2011 Census data has been adopted for the purposes of the traffic assessment.

Personal Injury Accident Data

2.37 Personal Injury Accident (PIA) data has been obtained from the Crashmap Pro database for the most recently available five-year period, January 2019 to December 2023 inclusive. A copy of this report is attached at Appendix A. A total of ten PIAs were recorded within the study area, comprising Aviator Way, Enterprise Way, A55 Ringway Road South, and the M56, as illustrated by Figure 5 below.

2.38 Of the ten PIAs recorded, three were classified as 'Serious' in severity, and seven as 'Slight', No 'Fatal' accidents were recorded within the five-year study period. No PIAs were recorded on Aviator Way or Enterprise Way.

2.39 The year, severity and type of vehicles involved for each of the PIAs recorded, is summarised in Table 5 below. The majority (90%) of recorded PIAs comprised collisions involving private cars, with only one incident involving a motorcycle (resulting in serious injury), and three incidents involving a goods vehicle (one serious and two slight). None of the recorded PIAs involved pedestrians, pedal cycles, or buses.

Figure 5: Personal Injury Accident Data

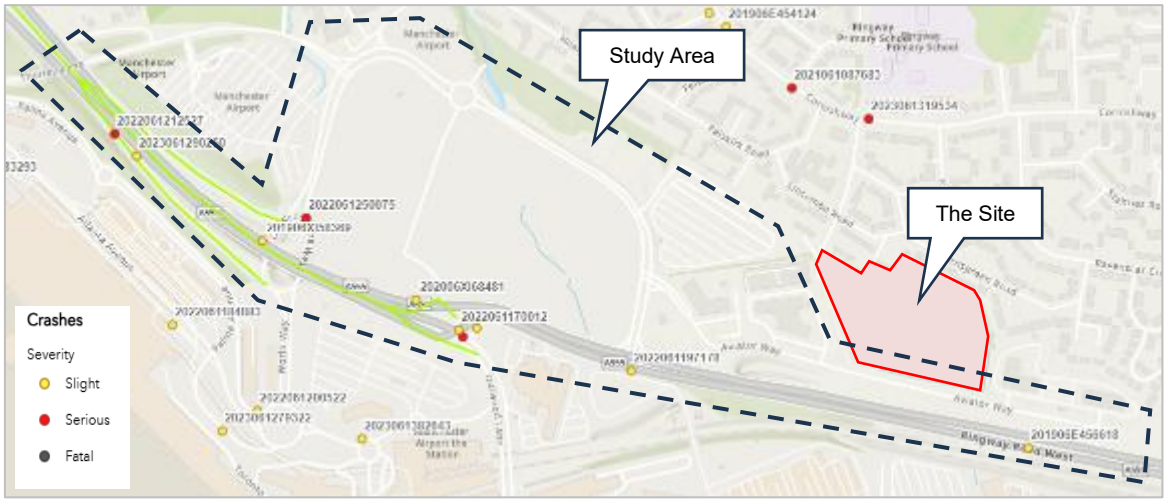


Table 5: Summary of Recorded PIA Data

Year	Severity	Travel Mode Involved		Severity	Travel Mode Involved	
	Slight	Motorcycle	Goods Vehicle	Serious	Motorcycle	Goods Vehicle
2019	2	-	-	-	-	-
2020	1	-	-	-	-	-
2021	-	-	-	-	-	-
2022	3	-	2	3	1	1
2023	1	-	-	-	-	-
Total	**7**	**-**	**2**	**3**	**1**	**1**

2.40 No specific accident patterns or clusters have been identified from the Crashmap Pro data. The historic accident record therefore raises no specific concerns with respect to the location or development potential of the Site.

Recorded Vehicle Flow and Speeds

2.41 Manually Classified Count (MCC) traffic surveys were undertaken to observe existing baseline traffic conditions at key junctions on the local highway network in June 2025 and October 2025 as described in Section 6 of this TA.

2.42 An Automatic Traffic Count (ATC) speed and flow survey was also undertaken between Thursday 9th and Wednesday 15th October 2025 on Enterprise Way, approximately 180-metres north of its junction with Aviator Way to establish baseline vehicle flows and speeds. A summary of this is provided in Table 6 below with the survey data output provided at Appendix B.

Table 6: Summary of Automatic Traffic Count Data – Enterprise Way

Direction	24-Hour Mean Vehicle Flow (7-Day)	Mean Speed (mph)	85%ile Speed (mph)
Eastbound	7,262	29.4	33.9
Westbound	4,551	30.0	34.0
Combined	11,813	29.6	34.0

3. Transport Policy and Guidance

Overview

3.1 The transport policy and guidance of relevance to the Site and the Proposed Development currently comprises:

National Policy and Guidance

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance

Local Policy and Guidance

- Greater Manchester Transport Strategy 2040
- Places for Everyone Joint Development Plan 2022 to 2039
- Manchester Local Plan - Core Strategy 2012-2027
- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance

National Planning Policy Framework (NPPF, 2024)

3.2 The current version of the NPPF was published in December 2024 and sets out the Government's planning policies for England, and how these are expected to be applied. With respect to transport, Section 9 of the NPPF sets out the policy for the promotion of sustainable transport, which should be considered from the earliest stages of plan-making and development proposals. The NPPF promotes a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.

3.3 Notably, paragraph 116 of the NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

3.4 With respect to development proposals, paragraph 118 of the NPPF states that *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

Planning Practice Guidance

3.5 The Government's online Planning Practice Guidance comprises a series of accessible guidance notes to support the NPPF. Specifically, with respect to transport, the guidance note *'Travel Plans, Transport Assessments and Statements'* sets out the overarching principles and guidance relating to the preparation of such planning documents to support evidenced based planning applications and informed decision-taking.

Greater Manchester Transport Strategy 2040

3.6 The Greater Manchester Transport Strategy was first published in February 2017 and updated in January 2021. It sets out the vision for Greater Manchester to have *'World class connections that support long-term, sustainable economic growth and access to opportunity for all'*, up to 2040.

3.7 The Transport Strategy identifies four key elements of the Vision, which represent the goals of the Strategy:

- Supporting sustainable economic growth
- Protecting our environment
- Improving quality of life for all
- Developing an innovative city-region

3.8 The Transport Strategy recognises that realising the ambitions for 2040 will involve a range of partners. GMCA, TfGM, the ten Greater Manchester local authorities and the GM LEP will continue to work together with the Department for Transport, Highways England, Network Rail, train and bus operators, as well as private developers, to deliver the interventions needed.

Places for Everyone Joint Development Plan 2022 to 2039

3.9 The Places for Everyone (PfE) Joint Development Plan 2022 to 2039 for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan, was adopted in March 2024. The PfE Plan covers nine of the ten Greater Manchester local authority areas (excluding Stockport) and sets out a spatial strategy to deliver inclusive growth across the city region through the delivery of ten Strategic Objectives:

- Objective 1: Meet our housing need.
- Objective 2: Create neighbourhoods of choice.
- Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.
- Objective 4: Maximise the potential arising from our national and international assets.
- Objective 5: Reduce inequalities and improve prosperity.
- Objective 6: Promote the sustainable movement of people, goods and information.
- Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.
- Objective 8: Improve the quality of our natural environment and access to green spaces.
- Objective 9: Ensure access to physical and social infrastructure.
- Objective 10: Promote the health and wellbeing of communities.

Holcroft Moss Planning Obligations Joint Supplementary Planning Document

3.10 This SPD, adopted with effect from 8 May 2025, supplements the requirement set out in PfE Policy JP-C8, clause 17 (Transport Requirements of New Development), which states:

"Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss… proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles

(HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."

3.11 For the avoidance of doubt, the likely routing of traffic associated with the Proposed Development beyond the assessed study area has been appraised. It is not considered that any material volume of traffic associated the Proposed Development will route along the M62 past Holcroft Moss given the distance and geographic location of each site. Traffic from Aviator Way will either utilise M56 – M60 to travel north, or M56 – M6 – M62 (west of the section on which Holcroft Moss is located) to travel west to/from Liverpool. Accordingly, it is considered that the Proposed Development will not exceed the thresholds set out above and will not impact air quality at Holcroft Moss.

Manchester Local Plan - Core Strategy 2012-2027

3.12 Manchester's Core Strategy was adopted in 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 forms the framework that planning applications are assessed against.

3.13 With respect to transport, the Core Strategy sets out Spatial Objective S05. Transport, as to *"Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation."*

3.14 Within Spatial Objective SO5, Policy T1 Sustainable Transport, states that:

"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, the Council will support proposals that: -

- *Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*

- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*

  1. pedestrians and disabled people

  2. cyclists, public transport,

  3. commercial access,

  4. general off peak traffic,

  5. general peak time traffic"

3.15 Policy T2 Accessible areas of opportunity and need, states that:

"The Council will actively manage the pattern of development to ensure that new development: -

- *Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*
- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-*
  - *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
  - *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
  - *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
  - *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
  - *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
- *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
  - *District Centres*
  - *Areas not within the City Centre or District Centres*
- *The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*
- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."*

3.16 Appendix B of the Core Strategy contains the Parking Standards applicable to the Site, noting that *"All development must provide the appropriate parking standards as highlighted below. Standards for disabled people, cycle and motorcycle parking are minimums. Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of the particular site."*

3.17 The Core Strategy identifies the following parking standards for B2 General Industry and B8 Storage and Distribution use, as set out in Table 7 below.

Table 7: Core Strategy Parking Standards – B2 General Industry and B8 Storage and Distribution

Land Use	Maximum number of car parking spaces	Minimum number of spaces required for:-		
		Disabled people's parking as percentage of total (Citywide)		Cycles (Citywide)
		Up to 200 in total	Over 200 in total	
B2 General Indusry	District Centres: 1 space per 60sqm Areas not within the City Centre or District Centres: 1 space per 45sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 450sqm minimum of 2 spaces
B8: Storage and Distribution	1 space per 100sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 850sqm minimum of 2 spaces

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance

3.18 The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was adopted in April 2007.

3.19 The Guide to Development is effectively a hybrid document acting as both a Supplementary Planning Document (SPD) and planning guidance. The first part deals with development principles and has SPD status. The second part provides additional guidance on the character of various areas within the City. It does not have SPD status but sets the context within which developers and architects will have to work, identifying key characteristics and highlighting important development issues and priorities within those different areas. Part three explains how the Guide to Development should be used and how it relates to the wider planning policy framework, including the Local Transport Plan.

3.20 Developers will be expected to have regard to both the SPD and planning guidance within the Guide to Development.

4. Proposed Development

Development Summary

4.1 As outlined in Section 1, the proposals comprise development of 9 no. Commercial B2 (General Industry) and B8 (Storage and distribution) units to form light industrial and ancillary office space, with associated landscaping works, access and car parking at the Site.

4.2 The Proposed Development seeks to develop an area of currently undeveloped land, extending to 3.21 ha, providing a total of 10,167 sqm (GIA) of commercial floorspace.

4.3 The proposed Schedule of Accommodation is presented in Table 8.

Table 8: Schedule of Accommodation

Unit	Flexible B2 / B8 Use GIA (sqm)	First Floor Office GIA (sqm)	% Office	Total Unit GIA (sqm)
Unit 1A	1,485	221	13%	1,706
Unit 1B	1,733	245	12%	1,978
UNIT 1 Total	**3,218**	**466**	**13%**	**3,684**
Unit 2A	798	127	14%	925
Unit 2B	476	103	18%	579
Unit 2C	478	102	18%	580
UNIT 2 Total	**1,752**	**332**	**16%**	**2,084**
Unit 3A	997	153	13%	1,150
Unit 3B	796	128	14%	924
Unit 3C	597	104	15%	701
UNIT 3 Total	**2,390**	**385**	**14%**	**2,775**
UNIT 4 Total	**1,391**	**232**	**14%**	**1,623**
GRAND TOTAL	**8,751**	**1,415**	**14%**	**10,166**

*numerical errors due to rounding

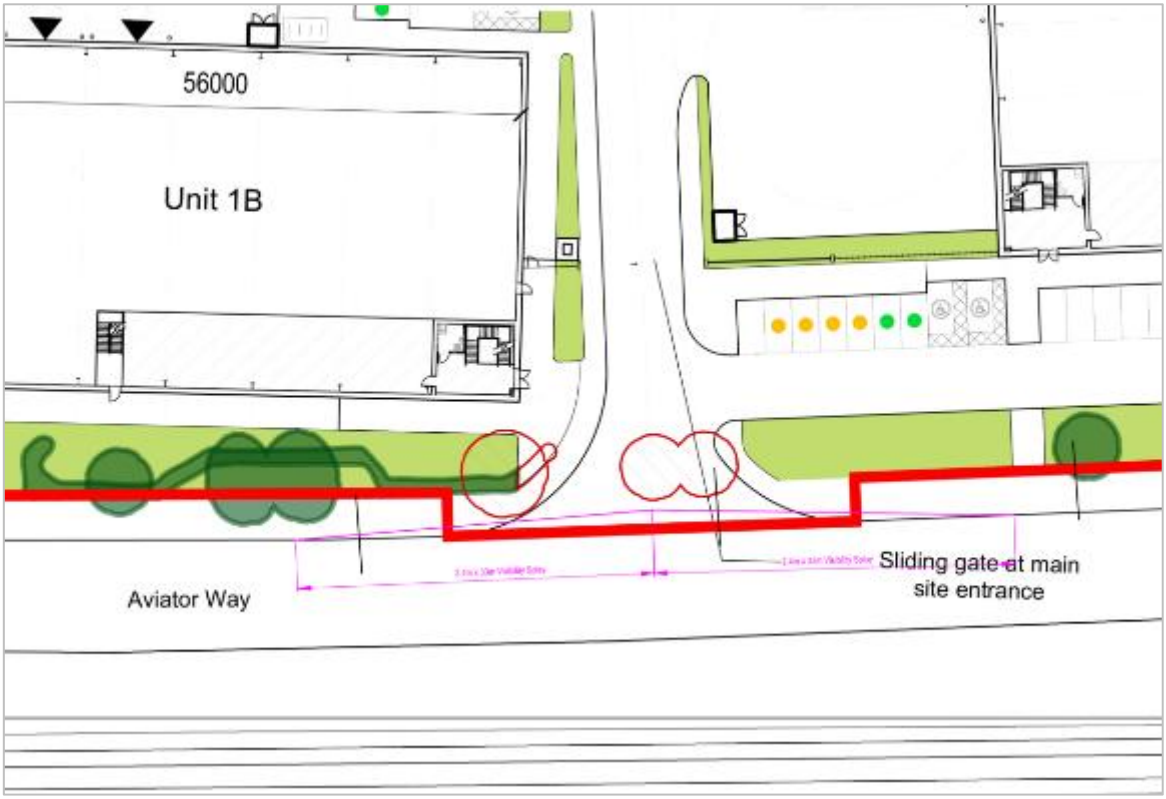
Site Access

4.4 Access to Manchester Business Park is currently via a signal-controlled junction on the A555 Ringway Road West with Enterprise Way, which in turn forms a signal-controlled junction with Aviator Way, from which the Site is accessed. The Site Layout Plan is attached at Appendix C.

4.5 The Site itself will be accessed via a priority junction on the northern side of Aviator Way approximately 150-metres east of Woodhouse Lane. A sliding gate will be positioned set back from the junction at the main entrance to the Site preventing unauthorised access.

4.6 In line with Manual for Streets (MfS) guidance for 25mph roads, Drawing No. 21347101-WAT-HGN-ZZ-XX-DR-H-050113 (attached at Appendix D) demonstrates that visibility splays measuring 2.4m x 33m are achievable in both directions to the nearside kerb from the proposed site access. The proposed access arrangements are illustrated in Figure 6 below.

Figure 6: Proposed Access Arrangements



4.7 The central service road within the Site runs northwards for approximately 60-metres from Aviator Way before turning 90-degrees westwards on a radius of circa 15-metres and running through the centre of the Site to its termination. The proposed service road is 7.3-metres wide, sufficient to afford the passage of two articulated HGVs passing concurrently. Pedestrian access to the Site will be provided via footways of sufficient width on both sides of the access road.

Parking

Car Parking

4.8 As set out previously in Table 7, the current Core Strategy parking standard for the proposed land use is a maximum of 1 space per 45sqm (B2) or maximum of 1 space per 100sqm (B8).

4.9 Based upon the proposed floor areas, the current Core Strategy Parking standard equates to a maximum provision of 229 spaces (B2) or 107 spaces (B8) across the Site.

4.10 The Policy requirement for accessible parking provision applicable to the Site is the provision of a minimum of individual bays for each disabled employee plus 2 bays, or 5% of total capacity. whichever is greater (where the total no. spaces are less than 200). Based collectively upon the proposed provision of 145 spaces across the Site, a minimum of 8 accessible spaces is required.

4.11 Table 9 below summarises the currently proposed parking provision and demonstrates the requirements of Policy compliant parking provision, calculated per unit.

Table 9: Proposed Car Parking Provision

Unit	Total Unit GIA sqm	Standard Parking Spaces	Parking Ratio (per sqm)	Accessible Parking Spaces	Policy Compliant Parking Spaces (B2)	Policy Compliant Parking Spaces (B8)
Unit 1A	1,706	27	1:59	2	38	18
Unit 1B	1,978	21	1:86	2	44	20
Unit 2A	925	11	1:77	1	21	10
Unit 2B	579	9	1:58	1	13	6
Unit 2C	580	9	1:58	1	13	6
Unit 3A	1,150	16	1:68	1	26	12
Unit 3B	924	13	1:66	1	21	10
Unit 3C	701	10	1:64	1	16	8
Unit 4	1,623	17	1:86	2	37	17
Total	10,167	133	1:70	12	229	107

4.12 Table 9 illustrates that the currently proposed car parking provision for the Site (145 spaces, comprising 133 standard and 12 accessible bays) sits between the maximum standard of the Core Strategy for B8 use (107 spaces) and the maximum standard for B2 use (229 spaces).

4.13 Of the total quantum of 145 parking spaces,20 of these will be equipped with Electric Vehicle Charge Points (EVCPs), and a further 24 that are designed to accommodate EVCPs in the future.

Cycle Parking

4.14 The Proposed Development will also need to have regard to the minimum cycle parking standard set out by the Core Strategy, currently 1 space per 450sqm (with a minimum of 2 spaces) for B2 use and 1 space per 850sqm (with a minimum of 2 spaces) for B8 use. Based upon the proposed floor areas, the current Core Strategy Parking standard equates to a minimum provision of 23 cycle spaces (B2) or 12 cycle spaces (B8) across the Site. However, in practice the development proposals are expected to provide 48 cycle spaces across the Site in secure covered cycle stores.

Deliveries and Servicing

4.15 In principle, it is expected that servicing arrangements for the Site will be accommodated such that delivery and servicing vehicles will enter the Site from Aviator Way, turn around within the Site, and exit back onto Aviator Way in forward gear.

4.16 Swept path analysis has been undertaken on vehicle tracking software using a 16.5m length Articulated Vehicle, which is the largest vehicle expected to arrive at or depart the Site. Appendix E presents the swept path analysis for each individual unit, the internal service road, and the route between the Site and A555 – the breakdown of which is set out in Table 10 below, along with their corresponding drawing numbers.

Table 10: Swept Path Analysis Drawings

Description	Drawing Number
Unit 1A – Swept Path Analysis	21347101-WAT-HGN-ZZ-XX-DR-H-050101
Unit 1B – Swept Path Analysis	21347101-WAT-HGN-ZZ-XX-DR-H-050103
Units 2A + 2B – Swept Path Analysis	21347101-WAT-HGN-ZZ-XX-DR-H-050104
Unit 2C – Swept Path Analysis	21347101-WAT-HGN-ZZ-XX-DR-H-050105
Unit 3A – Swept Path Analysis	21347101-WAT-HGN-ZZ-XX-DR-H-050106
Units 3B + 3C – Swept Path Analysis	21347101-WAT-HGN-ZZ-XX-DR-H-050107
Unit 4 – Swept Path Analysis	21347101-WAT-HGN-ZZ-XX-DR-H-050108
Service Road – Swept Path Analysis 1/2	21347101-WAT-HGN-ZZ-XX-DR-H-050109
Service Road – Swept Path Analysis 2/2	21347101-WAT-HGN-ZZ-XX-DR-H-050110
Route to Site from A555 – Swept Path Analysis	21347101-WAT-HGN-ZZ-XX-DR-H-050111
Route from Site to A555 – Swept Path Analysis	21347101-WAT-HGN-ZZ-XX-DR-H-050112

5. Trip Generation

Overview

5.1 The estimated trip generation rates to and from the Proposed Development have been assessed using the TRICS 8.25.6 trip rate database for the potential B2 and B8 uses, which will form the Proposed Development, and applied to the proposed floor area of 10,167 sqm set out in Section 4 to calculate the corresponding trip movements.

5.2 It should be noted that, due to the undeveloped nature of the Site, all trips generated as part of this exercise will be considered 'new' to the local highway network as assessed as such.

Proposed Trip Generation

5.3 In order to assess the proposed trip generating potential of the Site, the TRICS database was investigated for both B2 and B8 land use scenarios under employment land use categories 'D – Industrial Estate' and 'F – Warehousing (commercial)', respectively. The following parameters were applied to identify surveys in locations exhibiting similar characteristics to the Site:

- Only 'Edge of Town' and 'Suburban Area' sites were selected;
- Only sites in England (excl. Greater London) were selected;
- Surveys undertaken during the periods of Covid-19 restrictions were excluded;
- Only weekday surveys were selected; and
- Surveys between the years of 2016-2024 were selected.

5.4 Full details of the TRICS outputs are provided at Appendix F of this report.

5.5 Table 11 provides the trip rates (TR) derived from TRICS and the corresponding trips for both the B2 and B8 land use scenarios in terms of total person trips.

Table 11: Total Person Trip Rates and Associated Movements (10,167 sqm)

Time Period	B2 Scenario					B8 Scenario				
	Arrivals		Departures		Two-Way	Arrivals		Departures		Two-Way
	TR	Trips	TR	Trips		TR	Trips	TR	Trips	
AM Peak (08:00 – 09:00)	0.795	80	0.288	29	**109**	0.052	5	0.028	3	**8**
PM Peak (16:00 – 17:00)	0.454	46	0.645	65	**111**	0.034	3	0.064	6	**9**
Daily (05:00 – 21:00)	5.690	575	0.691	575	**1,150**	0.790	80	0.811	82	**162**

5.6 The analysis indicates that the Proposed Development as B2 (Industrial Estate) use would generate a total of 1,150 daily two-way person trips, 109 two-way AM peak person trips and 111 two-way PM peak person trips. As B8 (Warehousing Commercial) use, the Proposed Development is estimated to generate a total of 162 two-way daily trips, 8 two-way AM peak trips and 9 two-way PM peak trips.

5.7 Table 12 below provides the trip rates derived from TRICS and the corresponding trips for both the B2 and B8 land use scenarios in terms of OGV trips.

Table 12: OGV Trip Rates and Associated Movements (10,167-sqm)

Time Period	B2 Scenario					B8 Scenario				
	Arrivals		Departures		Two-Way	Arrivals		Departures		Two-Way
	TR	Trips	TR	Trips		TR	Trips	TR	Trips	
AM Peak (08:00 – 09:00)	0.030	3	0.021	2	**5**	0.018	2	0.016	2	**4**
PM Peak (16:00 – 17:00)	0.017	2	0.015	2	**4**	0.014	1	0.015	2	**3**
Daily (05:00 – 21:00)	0.280	28	0.271	27	**55**	0.264	27	0.261	26	**53**

5.8 The Proposed Development as Use Class B2 has the potential to generate 55 daily OGV trips, including 5 and 4 in the AM and PM peak hour periods, respectively. As Use Class B8, the Proposed Development has the potential to generate 53 daily trips, including 4 and 3 in the AM and PM peak hour periods, respectively.

5.9 To calculate the multi-modal trip generating potential, the modal split obtained from the 2011 Census 'Method of Travel to Work' data for the local workplace population outlined in Table 4 was applied to the total person movements summarised in Table 11. The OGV trips generated from the TRICS exercise were subtracted from the total person movements before applying the modal split as the modal split doesn't consider OGVs, only cars. The multi-modal trip generation for the Proposed Development for B2 and B8 scenarios are presented in Tables 13 and 14, respectively.

Table 13: Multi-Modal Trip Generation – B2 Scenario (10,167 sqm)

Method of Travel	AM Peak (08:00 – 09:00)			PM Peak (16:00 – 17:00)			Daily (05:00 – 21:00)		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way	Arr	Dep	Two-Way
Public Transport	9	3	**12**	5	7	**12**	64	64	128
Taxi	1	0	**1**	0	0	**0**	4	4	8
Motorcycle, scooter or moped	1	0	**1**	0	1	**1**	6	6	12
Driving a car or van	59	21	**80**	34	49	**83**	420	420	840
Passenger in a car or van	3	1	**4**	2	2	**4**	21	21	42
OGV	3	2	**5**	2	2	**4**	28	27	55
Bicycle	2	1	**3**	1	2	**3**	14	14	28
On Foot	2	1	**3**	1	2	**3**	17	17	34
Other	0	0	**0**	0	0	**0**	2	2	4
Total	**80**	**29**	**109**	**46**	**65**	**111**	**574**	**574**	**1,148**

Table 14: Multi-Modal Trip Generation – B8 Scenario (10,167 sqm)

Method of Travel	AM Peak (08:00 – 09:00)			PM Peak (16:00 – 17:00)			Daily (05:00 – 21:00)		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way	Arr	Dep	Two-Way
Public Transport	0	0	**0**	0	1	**1**	6	7	**13**
Taxi	0	0	**0**	0	0	**0**	0	0	**0**
Motorcycle, scooter or moped	0	0	**0**	0	0	**0**	1	1	**2**
Driving a car or van	3	1	**4**	2	4	**6**	41	43	**84**
Passenger in a car or van	0	0	**0**	0	0	**0**	2	2	**4**
OGV	2	2	**4**	1	2	**3**	27	26	**53**
Bicycle	0	0	**0**	0	0	**0**	1	1	**2**
On Foot	0	0	**0**	0	0	**0**	2	2	**4**
Other	0	0	**0**	0	0	**0**	0	0	**0**
Total	**5**	**3**	**8**	**3**	**7**	**10**	**80**	**82**	**142**

5.10 From the above, it is clear that the 'worst-case trip generation scenario' is as Use Class B2. It can be inferred that, in this scenario, the development proposals have the potential to generate in the order of 1,148 two-way person daily trips, 882 of which are likely to be undertaken by a car or van as a driver or passenger. Additionally, approximately 128 trips are projected by sustainable modes (i.e. public transport) and 62 by the active modes of walking and cycling.

5.11 During the AM peak hour period, the Site is likely to generate 89 two-way vehicle trips (5 OGVs) and 87 during PM peak hour period (4 OGVs).

5.12 For reference, trip rates were also obtained, and corresponding movements calculated, for the most recently permitted, albeit elapsed, use of the Site (Planning Ref: 123105/OO/2019) comprising 13,200-sqm of Class E office space. Using the same methodology as the previous application, the employment land use category 'B – Business Park' was used, and the trip rates applied to the proposed floor area.

5.13 Consistent with the methodology used above, utilising total person and OGV trip rates along with Census data, the multi-modal trip generation has been calculated. The assessment concluded that the previously consented scheme had the potential to generate in the order of 1,399 daily vehicular trips, including 213 and 172 during the AM and PM peak hour periods, respectively.

5.14 It is demonstrated therefore that the Proposed Development will generate less Peak hour and daily vehicle movements than the previously permitted scheme, albeit that permission has lapsed, and the Proposed Development is being assessed as a new development on a vacant site.

6. Traffic Flows

Methodology

6.1 In order to assess the impact of the anticipated traffic generated by the Proposed Development, the operation of the local highway network has been considered during both the 'Base' and 'Base with Development' scenarios for both B2 and B8 land uses, with a comparison of the network performance in each scenario.

6.2 The 'Base' and 'Base plus Development' scenarios have utilised TEMPro growth rates to account for the future assessment year, making an allowance for the anticipated growth of existing 'background; traffic within the local area.

6.3 The impact of development traffic has been assessed in the weekday AM and PM peak hour periods for assessment years of 2030 and 2035, allowing for projected background growth and accounting for anticipated build out rates for residential developments.

Traffic Surveys

6.4 Surveys were undertaken to observe existing traffic conditions at key junctions on the local highway network. These included:

- Manual Classified Count (MCC) turning movement surveys – These were undertaken at 3 junctions between the hours of 06:00-22:00 on Thursday 26th June 2025, a neutral weekday.
- Queue Length Surveys – These were also undertaken at 3 junctions on Thursday 26th June 2025 between the hours of 06:00-22:00 to observe queues on each approach lane in 5-minute intervals.
- Further MCCs and Queue Length Surveys took place at a 4th junction on Thursday 9th October, a neutral weekday, also between the hours of 06:00-22:00.
- Automatic Traffic Count (ATC) – 7-day 24-hour flow and speed surveys were undertaken on Enterprise Way, approximately 180-metres north of Aviator Way, between Thursday 9th October and Wednesday 15th October 2025 inclusive.

6.5 A copy of the MCC and Queue Length Surveys is included at Appendix G of this report.

6.6 For the purposes of the Junction Capacity Analysis, traffic flows in vehicles have been converted into Passenger Car Units (PCU) in the Traffic Flow Diagrams. OGV trips generated as part of the trip generation assessment, detailed previously in Section 5 have been assigned a PCU value of 2.3, as per the recommended values set out in TfL's 'Traffic Modelling Guidelines – Version 4.0' (2021).

6.7 Analysis of the MCC data identified the following peak hours:

- Weekday AM Peak: 08:00-09:00; and
- Weekday PM Peak: 15:45-16:45.

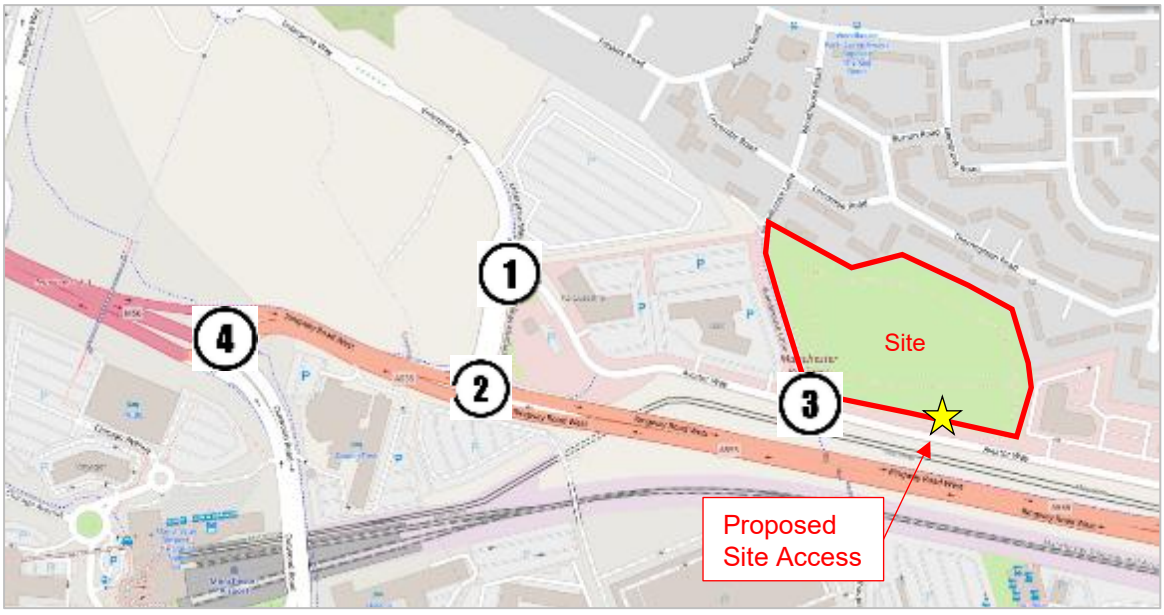
6.8 The Queue Length Survey results have informed the calibration of the 2025 base junction models, which is discussed further in the following section.

6.9 The four junctions surveyed, with locations illustrated in Figure 7 below, are as follows:

- Junction 1 – Enterprise Way / Aviator Way
- Junction 2 – A555 Ringway Road West / Enterprise Way

- Junction 3 – Aviator Way / Woodhouse Lane
- Junction 4 – M56 Airport Spur / A555 Ringway Road West / Outwood Lane

Figure 7: Traffic Survey Study Area



6.10 The observed 2025 scenario is based upon the recorded turning movements at the 4 surveyed junctions. It was assumed that any vehicle travelling along Aviator Way east of Woodhouse Lane passes the location of the proposed site access as there are no junctions / accesses between the two.

6.11 In addition to the junctions included within the study area, the proposed site access located on Aviator Way has been assessed to determine the impact on the local highway network.

Future Year

6.12 TEMPro software has been used and applied to the observed traffic counts from 2025 to derive background flows in the future assessment years of 2030 and 2035.

6.13 The Manchester 053 MSOA has been utilised for 'car driver' origin-destination trip ends data from the TEMPro dataset and then adjusted using the National Transport Model (NTM) facility within TEMPro to consider regional growth estimates.

6.14 The TEMPro growth factors calculated are as follows:

- 2025-2030 Weekday AM peak period = 1.0567
- 2025-2030 Weekday PM peak period = 1.0555
- 2025-2035 Weekday AM peak period = 1.1028
- 2025-2035 Weekday PM peak period = 1.1001

6.15 These growth factors have been applied to the observed 2025 traffic flows to provide the forecast background 2030 and 2035 baseline flows.

6.16 As such, Traffic Flow Diagrams, attached at Appendix H of this report, have been produced for the AM and PM peak hour periods in the following scenarios:

- 2025 Observed Flows;
- 2030 Base Flows;
- 2035 Base Flows;
- Proposed Development Flows (B2 Use Scenario);
- Proposed Development Flows (B8 Use Scenario);
- 2030 Base with Proposed Development Flows (B2 Use Scenario);
- 2030 Base with Proposed Development Flows (B8 Use Scenario);
- 2035 Base with Proposed Development Flows (B2 Use Scenario); and
- 2035 Base with Proposed Development Flows (B8 Use Scenario).

Trip Distribution and Assignment

6.17 The estimated vehicle trip distributions to / from the Site have been assigned onto the assessed highway network using available Census data, utilising 'Location of usual residence and place of work by method of travel to work' data for the Manchester 053 MSOA within which the Site is located.

6.18 Anticipated journeys from the Site have been routed towards the relevant destination points using the most direct route available through the local highway network, this has resulted in vehicle movements passing through three main routes from Aviator Way, summarised as follows:

- West to/from the M56 (81.2%);
- East to/from A555 (12.2%); and
- North to/from Enterprise Way / Bailey Lane (6.6%).

6.19 The methodology used to calculate these distributions is attached at Appendix I of this report.

Impact on Highway Network

6.20 The level of impact of the distributed development trips on the surveyed junctions on the local highway network has been assessed in line with the threshold for material impact of development traffic on highway capacity.

6.21 TfGM adopt the Department for Transport (DfT) '*Guidance on Transport Assessment*' document, dated 2007, which recommends an increase of 30 vehicles per hour at a junction as an appropriate threshold for considering the requirement for a Traffic Impact Assessment. This is in preference to a percentage-increase threshold, which tends to favour development in already heavily trafficked areas.

6.22 Table 15 below identifies the anticipated development impact of traffic on the surveyed junctions on the local highway network in the B2 and B8 scenarios. It should be noted that the Aviator Way / Woodhouse Lane junction has not been assessed as vehicles are not permitted to travel along Woodhouse Lane – it operates solely as a shared footway / cycleway.

Table 15: Traffic Impact – Proposed Development

Junction	Two-Way Vehicle Movements – Proposed Development			
	B2 Scenario		B8 Scenario	
	AM Peak	PM Peak	AM Peak	PM Peak
Enterprise Way / Aviator Way	85	86	7	8
Ringway Road West / Enterprise Way	80	80	7	8
M56 Airport Spur / A555 Ringway Road West / Outwood Lane	69	70	6	7

6.23 The above table demonstrates that the Proposed Development under Use Class B2 generates a significantly higher level of traffic when compared to Use Class B8. Each of the three junctions within the study area experience in excess of the 30 two-way vehicle movement threshold under Use Class B2.

6.24 Based on this analysis, junction capacity assessments have been undertaken using the worst-case scenario of B2 industrial estate land use at the Proposed Development.

7. Junction Assessments

7.1 Junction capacity models have been developed for the following five junctions:

- Junction 1 – Enterprise Way / Aviator Way signal-controlled junction;
- Junction 2 – A555 Ringway Road West / Enterprise Way signal-controlled junction;
- Junction 3 - M56 Airport Spur / A555 Ringway Road West / Outwood Lane signal-controlled junction; and
- Junction 4 – Proposed Site Access / Aviator Way priority-controlled T-junction.

7.2 Based on the analysis undertaken in the above section, the following traffic flow scenarios have been used to assess the junctions:

- 2025 Observed Flows;
- 2030 Base Flows;
- 2030 Base + (B2 Use Scenario) Proposed Development Flows;
- 2035 Base Flows; and
- 2035 Base + (B2 Use Scenario) Proposed Development Flows

Junction Assessment Methodology

7.3 Baseline junction capacity has been undertaken for each of the three signal-controlled junctions and the proposed Site Access / Aviator Way junction, using the industry-standard JCT LinSig version 3.3 software for modelling signal-controlled junctions and Transport Research Laboratory (TRL) Junctions 11 traffic modelling software for modelling priority T-junctions (PICADY).

7.4 The performance of signalised junctions is typically indicated using standard outputs from LinSig and the following outputs are shown for each modelled scenario:

- Degree of Saturation (DoS) - The DoS is defined as the ratio of flow-to-capacity for each junction approach lane and a Degree of Saturation of 90% is considered the practical capacity of the lane, with a value of 100% the actual capacity.
- Mean Maximum Queue (MMQ) – The MMQ is the average maximum queue (in PCUs) on each approach lane across the modelled peak hour.
- Practical Reserve Capacity (PRC) - PRC is a measure of how much additional traffic can pass through a junction whilst maintaining a maximum DoS of 90% on all lanes. A positive PRC value indicates that the junction has spare capacity while a negative PRC value indicates that the junction is operating above capacity.

7.5 Within Junctions 11 software, the performance of these junctions is typically estimated using two standard outputs from Junctions 11: Ratio of Flow to Capacity (RFC) and Mean Maximum Queue (MMQ). Roundabouts and priority junctions are considered to operate satisfactorily when the modelled maximum RFC of all junction approaches are less than or equal to the practical capacity threshold of 0.85 (85%). These are considered to operate above capacity once the RFC exceeds the operational capacity threshold of 1.0 (100%), where exponential increases in congestion and queuing start to occur.

7.6 For the signalised junctions, the controller specification and other relevant signal data sheets for the traffic signal operation have been obtained from Transport for Greater Manchester (TfGM) for the three signal-controlled junctions. These have been used to provide the key information for the traffic signals within the models such as phase green and intergreen times and are contained within the appropriate appendix for each junction.

7.7 Video footage recorded during the October 2024 surveys has also been used to complement the signal data sheets and provide information on typical signal cycle times and phase green times, along with frequencies of pedestrian crossings being called, at the signal-controlled junctions.

7.8 Measurements have been taken of the appropriate components of the existing junction layouts where required for the models, such as lane widths, flare lengths and turning radii for the signalised junctions and entry widths, approach half-widths, entry radii etc. for the priority-controlled junctions.

7.9 The queue length data recorded within the 2025 traffic surveys has been processed for all approach lanes at each junction within the identified AM and PM peak hours to calculate MMQ values which can be used to provide a comparison to the modelled MMQ values to establish whether the modelled representation of the junction operation is broadly similar to that observed. It is noted that observed queue lengths can generally be longer than those modelled due to recording techniques that are subjective and can vary between survey companies. Observed queues are, however, frequently higher than modelled queues throughout, primarily due to queues backing up from downstream junctions or from parked cars obstructing exits from junctions. The likely explanation for the difference in observed and modelled queues is provided for each junction below. However, the queues calculated within the modelling assessments have been shown to correspond favourably with those observed, indicating a good level of model calibration.

7.10 The available survey video footage has been observed to obtain a typical cycle time at each junction during both the AM and PM peak hour and these have been entered into the LinSig models of the respective junctions. Averages of the green-split times for each signal phase have also been calculated for each junction during each peak hour and these have been applied within the LinSig 2025 Base models.

7.11 The Optimisation to Practical Reserve Capacity (PRC) facility has been used within LinSig for the signalised junctions to run all 2030 and 2035 future year modelled scenarios within the same cycle times to provide optimal junction performance and consistency between scenarios.

7.12 The modelling assessments for each of the four junctions using Junctions 11 and LinSig are discussed further in the below text.

Junction 1 - Enterprise Way / Aviator Way

7.13 This is a three-arm signal-controlled junction located to the west of the Site with controlled crossings on Aviator Way and the southern arm of Enterprise Way. An aerial photo of the junction is shown below in Figure 8.

Figure 8: Existing Layout of the Enterprise Way / Aviator Way Junction



7.14 The LinSig model has been built using the measurements recorded for the required geometric parameters. The sample of signal cycles observed from the video footage of the junction show an average cycle time of 84 seconds in the AM peak and 68 seconds in the PM peak and these have been applied to the model and the 'Optimise to PRC' tool within LinSig applied to produce results for the 2025 AM and PM peak hour scenarios. These cycle times have also been applied to all 2030 and 2035 future year scenarios for modelling consistency.

7.15 The observed mean maximum queues on each junction approach recorded within the peak hours of the 2025 traffic surveys have been extracted and shown in Table 16 below, alongside the mean maximum queues shown by the modelling undertaken within LinSig to provide a comparison.

Table 16: 2025 Observed vs LinSig Modelled Queues Comparison

Junction Approach	2025 (07:45–08:45) AM Peak		2025 (15:45–16:45) PM Peak	
	Observed Mean Max Queue	Modelled Mean Max Queue	Observed Mean Max Queue	Modelled Mean Max Queue
Enterprise Way SB	8.0	2.7	10.2	2.7
Aviator Way	1.1	0.5	2.9	1.7
Enterprise Way NB	4.4	2.7	4.3	1.8

7.16 It is evident that the observed queues are generally higher than the modelled queues, which on the Enterprise Way SB and Aviator Way is largely due to occasional queues extending north back along Enterprise Way from the A555 Ringway Road West / Enterprise Way junction and restricting the junction approaches from operating under free-flow conditions. Figure 8 below provides a snapshot of this in both the AM and PM peak hours respectively.

Figure 9: Queuing back through Enterprise Way / Aviator Way junction from A555 Ringway Road West / Enterprise Way junction in AM peak and PM peak hours



7.17 This queuing means that the junction operation is not effectively standalone throughout the peak hours, however the LinSig model provides the results for the junction in isolation to assess its performance and therefore assess the forecast impact of the Proposed Development traffic at the junction.

7.18 The LinSig results for the modelling of the roundabout in the 2025 existing scenario and the 2030 and 2035 future year base scenarios have been summarised in Table 17 below and the full outputs are included at Appendix J.

Table 17: LinSig Results for 2025 Existing Scenario and 2030 & 2035 Future Years Base

LinSig Lane ID	Junction Approach Lane	AM Peak		PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2025 Existing					
1/1+1/2	Enterprise Way SB Left Ahead	31.1%	2.7	32.2%	2.7
2/1+2/2	Aviator Way Right Left	6.5%	0.5	24.6%	1.7
3/1+3/2	Enterprise Way NB Ahead Right	31.4%	2.7	19.4%	1.8
	PRC % =	186.8%		179.7%	
	Cycle Time =	84s		68s	
2030 Base					
1/1+1/2	Enterprise Way SB Left Ahead	33.0%	2.8	34.0%	2.9
2/1+2/2	Aviator Way Right Left	6.8%	0.5	26.0%	1.8
3/1+3/2	Enterprise Way NB Ahead Right	33.2%	2.9	20.4%	1.9
	PRC % =	171.3%		164.8%	
	Cycle Time =	84s		68s	
2035 Base					

LinSig Lane ID	Junction Approach Lane	AM Peak		PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
1/1+1/2	Enterprise Way SB Left Ahead	34.3%	3.0	35.4%	3.1
2/1+2/2	Aviator Way Right Left	7.0%	0.5	27.0%	1.9
3/1+3/2	Enterprise Way NB Ahead Right	34.6%	3.1	21.3%	2.0
	PRC % =	159.8%		153.9%	
	Cycle Time =	84s		68s	

7.19 The results show that in the 2025 existing scenario, the junction in isolation operates comfortably within capacity with PRC values of 186.8% in the AM peak and 179.7% in the PM peak. A maximum DoS value of 32.2% is shown on the Enterprise Way SB approach with a MMQ of 2.7 PCUs in the PM peak.

7.20 The results indicate that in the 2030 Base, the junction would continue to operate with a high level of spare capacity in the AM peak with a PRC of 171.3% and a PRC of 164.8% in the PM peak. A maximum DoS value of 34.0% is shown on the Enterprise Way SB approach with a MMQ of 2.9 PCUs in the PM peak.

7.21 The results indicate that in the 2035 Base, the junction would continue to operate with a high level of spare capacity in the AM peak with a PRC of 159.8% and a PRC of 153.9% in the PM peak. A maximum DoS value of 35.4% is shown on the Enterprise Way SB approach with a MMQ of 3.1 PCUs in the PM peak.

7.22 The LinSig results for the modelling of the junction in the 2030 and 2035 future years with the estimated Proposed Development traffic included have been summarised in Table 18 below and the full outputs are included at Appendix J.

Table 18: LinSig Results for 2030 & 2035 Future Years Base + Proposed Development

LinSig Lane ID	Junction Approach Lane	AM Peak		PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2030 Base + Proposed Development					
1/1+1/2	Enterprise Way SB Left Ahead	33.2%	2.9	34.8%	3.1
2/1+2/2	Aviator Way Right Left	12.9%	1.0	34.4%	2.6
3/1+3/2	Enterprise Way NB Ahead Right	36.7%	2.9	22.7%	1.9
	PRC % =	145.3%		158.4%	
	Cycle Time =	84s		68s	
2035 Base + Proposed Development					
1/1+1/2	Enterprise Way SB Left Ahead	34.6%	3.1	36.3%	3.2
2/1+2/2	Aviator Way Right Left	13.2%	1.0	35.5%	2.7
3/1+3/2	Enterprise Way NB Ahead Right	38.2%	3.2	23.6%	2.0
	PRC % =	135.9%		148.2%	
	Cycle Time =	84s		68s	

7.23 The results indicate that in the 2030 Base plus Proposed Development scenario, the junction would continue to operate with a high level of spare capacity in the AM peak with a PRC of 145.3% and a PRC of 158.4% in the PM peak. A maximum DoS value of 34.8% is shown on the Enterprise Way SB approach with a MMQ of 3.1 PCUs in the PM peak.

7.24 The results indicate that in the 2035 Base plus Proposed Development scenario, the junction would continue to operate with a high level of spare capacity in the AM peak with a PRC of 135.9% and a PRC of 148.2% in the PM peak. A maximum DoS value of 36.3% is shown on the Enterprise Way SB approach with a MMQ of 3.2 PCUs in the PM peak.

7.25 The results therefore indicate that the estimated trips generated by the Proposed Development would only have a negligible impact on the operation of the junction, which is forecast to operate with a high level of spare capacity and negligible queues in the 2030 and 2035 future base year scenarios and would continue to do so with the Proposed Development traffic on the network.

Junction 2 – A555 Ringway Road / Enterprise Way

7.26 This is a three-arm signal-controlled junction located to the southwest of the Site with controlled crossings on Enterprise Way and the western arm of A555 Ringway Road. An aerial photo of the junction is shown below in Figure 10.

Figure 10: Existing Layout of the A555 Ringway Road / Enterprise Way Junction



7.27 The LinSig model has been built using the measurements recorded for the required geometric parameters. The sample of signal cycles observed from the video footage of the junction show an average cycle time of 120 seconds in both the AM peak and the PM peak and these have been applied to the model and the 'Optimise to PRC' tool within LinSig applied to produce results for the 2025 AM and PM peak hour scenarios. These cycle times have also been applied to all 2030 and 2035 future year scenarios for modelling consistency.

7.28 The observed mean maximum queues on each junction approach recorded within the peak hours of the 2025 traffic surveys have been extracted and shown in Table 19 below, alongside the mean maximum queues shown by the modelling undertaken within LinSig to provide a comparison.

Table 19: 2025 Observed vs LinSig Modelled Queues Comparison at A555 Ringway Road / Enterprise Way Junction

Junction Approach Lane(s)	2025 (07:45–08:45) AM Peak		2025 (15:45–16:45) PM Peak	
	Observed Mean Max Queue	Modelled Mean Max Queue	Observed Mean Max Queue	Modelled Mean Max Queue
A555 Ringway Road West EB L1+L2	31.3	24.2	33.0	22.7
A555 Ringway Road West EB L3	29.4	26.5	31.7	26.1
Enterprise Way L1	9.7	12.1	11.4	17.0
Enterprise Way L2	2.9	2.5	4.9	4.8
A555 Ringway Road West WB L1	5.5	12.8	6.1	12.1
A555 Ringway Road West WB L2+L3	43.3	14.4	57.8	14.2

7.29 It is evident that the observed queues are broadly similar to those shown by the modelling, although in the instance of the A555 Ringway Road West approach, the observed queues are notably higher than the modelled queues. This is largely due to occasional queues extending back eastbound along A555 Ringway Road West from its junction with the M56 / Outwood Lane and restricting the junction approaches from operating under free-flow conditions. Figure 11 below provides a snapshot of this in both the AM and PM peak hours respectively.

Figure 11: Queuing back eastbound to A555 Ringway Road West / Enterprise Way junction from M56 / Outwood Lane junction in AM peak and PM peak hours



7.30 This queuing means that the junction operation is not effectively standalone throughout the peak hours, however the LinSig model provides the results for the junction in isolation to assess its performance and therefore assess the forecast impact of the Proposed Development traffic at the junction.

7.31 The LinSig results for the modelling of the roundabout in the 2025 existing scenario and the 2030 and 2035 future year base scenarios have been summarised in Table 20 below and the full outputs are included at Appendix K.

Table 20: LinSig Results for 2025 Existing Scenario and 2030 & 2035 Future Base at A555 Ringway Road / Enterprise Way Junction

LinSig Lane ID	Junction Approach Lane	AM Peak		PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2025 Existing					
1/2 +1/1	A555 Ringway Road West EB Ahead Left	81.4 :81.4%	24.2	77.5%	22.7
1/3	A555 Ringway Road West EB Ahead	79.1%	26.5	77.8%	26.1
2/1	Enterprise Way Left	60.4%	12.1	78.4%	17.0
2/2	Enterprise Way Right	51.1%	2.5	72.5%	4.8
3/1	A555 Ringway Road West WB Ahead	56.8%	12.8	54.2%	12.1
3/2+3/3	A555 Ringway Road West WB Ahead Right	79.6 : 81.4%	14.4	64.7 : 64.7%	14.2
	PRC % =	10.5%		14.9%	
	Cycle Time =	120s		120s	
2030 Base					
1/2 +1/1	A555 Ringway Road West EB Ahead Left	85.8%	27.5	81.8% : 81.8%	25.6
1/3	A555 Ringway Road West EB Ahead	83.8%	30.0	82.1%	29.1
2/1	Enterprise Way Left	63.8%	12.9	82.7%	18.6
2/2	Enterprise Way Right	54.4%	2.7	69.5%	4.8
3/1	A555 Ringway Road West WB Ahead	60.7%	14.4	58.3%	13.8
3/2+3/3	A555 Ringway Road West WB Ahead Right	85.3 : 86.2%	16.1	68.7 : 68.7%	15.9
	PRC % =	4.4%		8.8%	
	Cycle Time =	120s		120s	
2035 Base					
1/2 +1/1	A555 Ringway Road West EB Ahead Left	89.4 : 89.4%	31.1	85.3 : 85.3%	28.3
1/3	A555 Ringway Road West EB Ahead	87.5%	33.2	85.5%	32.0
2/1	Enterprise Way Left	66.6%	13.7	86.2%	20.1
2/2	Enterprise Way Right	56.0%	2.8	72.5%	5.2
3/1	A555 Ringway Road West WB Ahead	64.0%	16.0	61.1%	14.9
3/2+3/3	A555 Ringway Road West WB Ahead Right	89.4 : 89.9%	18.2	71.3 : 71.3%	17.1
	PRC % =	0.1%		4.4%	
	Cycle Time =	120s		120s	

7.32 The results show that in the 2025 existing scenario, the junction in isolation operates within practical capacity with PRC values of 10.5% in the AM peak and 14.9% in the PM peak. A maximum DoS value of 81.4% is shown on the A555 Ringway Road West Eastbound Ahead Left approach lanes with an associated MMQ of 24.2 PCUs in the AM peak.

7.33 The results show that in the 2030 Base scenario, the junction would continue to operate within practical capacity with PRC values of 4.4% in the AM peak and 8.8% in the PM peak. A maximum DoS value of 86.2% is shown on the A555 Ringway Road West Westbound Right approach lanes with an associated MMQ of 16.1 PCUs in the AM peak.

7.34 The results show that in the 2035 Base scenario, the junction would operate marginally within practical capacity with PRC values of 0.1% in the AM peak and 4.4% in the PM peak. A maximum DoS value of 89.9% is shown on the A555 Ringway Road West Westbound Right approach lanes with an associated MMQ of 18.2 PCUs in the AM peak.

7.35 The LinSig results for the modelling of the junction in the 2030 and 2035 future years with the estimated Proposed Development traffic included have been summarised in Table 21 below and the full outputs are included at Appendix K.

Table 21: LinSig Results for 2030 & 2035 Future Years Base + Proposed Development at A555 Ringway Road / Enterprise Way Junction

LinSig Lane ID	Junction Approach Lane	AM Peak		PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2030 Base + Proposed Development					
1/2 +1/1	A555 Ringway Road West EB Ahead Left	87.7 : 87.7%	29.0	83.1 : 83.1%	26.5
1/3	A555 Ringway Road West EB Ahead	84.8%	30.8	82.6%	29.6
2/1	Enterprise Way Left	64.4%	13.1	83.7%	19.0
2/2	Enterprise Way Right	70.9%	3.9	74.4%	6.5
3/1	A555 Ringway Road West WB Ahead	61.1%	14.5	61.6%	15.3
3/2+3/3	A555 Ringway Road West WB Ahead Right	88.0 : 88.1%	16.7	70.3 : 74.8%	16.8
	PRC % =	2.2%		7.6%	
	Cycle Time =	120s		120s	
2035 Base + Proposed Development					
1/2 +1/1	A555 Ringway Road West EB Ahead Left	91.4 : 91.4%	33.1	86.5 : 86.5%	29.2
1/3	A555 Ringway Road West EB Ahead	88.5%	34.1	86.1%	32.3
2/1	Enterprise Way Left	67.0%	13.9	87.3%	20.7
2/2	Enterprise Way Right	73.4%	4.2	76.8%	6.8
3/1	A555 Ringway Road West WB Ahead	64.4%	16.1	64.5%	16.6
3/2+3/3	A555 Ringway Road West WB Ahead Right	91.7 : 91.7%	19.1	72.9 : 77.7%	18.0
	PRC % =	-1.9%		3.1%	
	Cycle Time =	120s		120s	

7.36 The results indicate that in the 2030 Base plus Proposed Development scenario, the junction would operate within practical capacity with a PRC of 2.2% in the AM peak and 7.6% in the PM peak. A maximum DoS value of 88.1% is shown on the A555 Ringway Road West Westbound approach lanes with an associated MMQ of 16.7 PCUs in the AM peak.

7.37 The results indicate that in the 2035 Base plus Proposed Development scenario, the junction would operate marginally above practical capacity but within actual capacity in the AM peak and within practical capacity in the PM peak with a PRC of 3.1%. A maximum DoS value of 91.7% is shown on the A555 Ringway Road West Westbound approach lanes with a MMQ of 19.1 PCUs in the AM peak.

7.38 The results therefore indicate that the estimated trips generated by the Proposed Development would only have a negligible impact on the operation of the junction, which is forecast to operate within capacity in the 2030 and 2035 future base year scenarios and would continue to do so with the Proposed Development traffic on the network in 2030 and in the 2035 PM peak. The addition of the Proposed Development traffic in the 2035 AM peak is indicated to result in the junction operating marginally above practical capacity, however this would remain within actual capacity and the increase in queue lengths on the approaches would be negligible.

Junction 3 – M56 Airport Spur / A555 Ringway Road West / Outwood Lane

7.39 This is a three-arm signal-controlled junction located to the west of the Site with controlled crossings on all approaches. An aerial photo of the junction is shown below in Figure 12.

Figure 12: Existing Layout of the M56 / A55 Ringway Road Junction



7.40 The LinSig model has been built using the measurements recorded for the required geometric parameters. The sample of signal cycles observed from the video footage of the junction show an average cycle time of 120 seconds in both the AM peak and the PM peak and these have been applied to the model and the ‘Optimise to PRC’ tool within LinSig applied to produce results for the 2025 AM and PM peak hour scenarios. These cycle times have also been applied to all 2030 and 2035 future year scenarios for modelling consistency.

7.41 The observed mean maximum queues on each junction approach recorded within the peak hours of the 2025 traffic surveys have been extracted and are shown in Table 22 below, alongside the mean maximum queues shown by the modelling undertaken within LinSig to provide a comparison.

Table 22: 2025 Observed vs LinSig Modelled Queues Comparison at M56 Airport Spur / A555 Ringway Road West / Outwood Lane Junction

Junction Approach Lane(s)	2025 (07:45–08:45) AM Peak		2025 (15:45–16:45) PM Peak	
	Observed Mean Max Queue	Modelled Mean Max Queue	Observed Mean Max Queue	Modelled Mean Max Queue
A555 Ringway Road West WB L1	3.3	1.8	2.2	1.4
A555 Ringway Road West WB L2 + L3	50.3	29.5	49.7	47.2
Outwood Lane L1	8.5	15.3	17.6	16.2
Outwood Lane L2 + L3	9.1	8.3	13.3	25.4
M56 EB to Outwood Lane L1 + L2	31.7	29.3	32.0	25.4
M56 EB to A555 Ringway Road West L1 + L2	19.0	9.7	17.6	9.0

7.42 It is evident that the observed queues are broadly similar to those shown by the modelling, although in the instance of the M56 Eastbound to A555 Ringway Road approach, the observed queues are somewhat proportionally higher than the modelled queues. This is largely due to occasional queues extending back westbound along A555 Ringway Road West from its junction with Enterprise Way and restricting the junction approaches from operating under free-flow conditions. Figure 13 below provides a snapshot of this in both the AM and PM peak hours respectively.

Figure 13: Queuing back westbound to M56 / Outwood Lane / A555 Ringway Road West junction from A555 Ringway Road West / Enterprise Way junction in AM peak and PM peak hours



7.43 This queuing means that the junction operation is not effectively standalone throughout the peak hours, however the LinSig model provides the results for the junction in isolation to assess its performance and therefore assess the forecast impact of the Proposed Development traffic at the junction.

7.44 The LinSig results for the modelling of the junction in the 2025 existing scenario and the 2030 and 2035 future year base scenarios have been summarised in Table 23 below and the full outputs are included at Appendix L.

Table 23: LinSig Results for 2025 Existing Scenario and 2030 & 2035 Future Years Base at M56 Airport Spur / A555 Ringway Road West / Outwood Lane Junction

LinSig Lane ID	Junction Approach Lane	AM Peak		PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2025 Existing					
1/1	A555 Ringway Road W Left	12.4%	1.8	10.5%	1.4
1/2 + 1/3	A555 Ringway Road W Right	95.2 : 95.2%	29.5	98.8 : 98.8%	47.2
2/1	Outwood Lane WB Ahead	81.8%	15.3	88.6%	16.2
2/2 + 2/3	Outwood Lane WB Right Ahead	92.4 : 92.4%	8.3	98.8 : 98.8%	25.4
3/1	Outwood Lane to A555 EB Ahead	94.2%	5.8	94.9%	6.5
4/1	M56 EB to Outwood Lane Ahead	90.6%	13.8	91.4%	12.1
4/2	M56 EB to Outwood Lane Ahead	92.2%	15.5	92.4%	13.3
5/1 + 5/2	M56 EB to A555 Ringway Road W Ahead	80.0 : 80.0%	9.7	77.9 : 77.9%	9.0
	PRC % =	-5.8%		-9.8%	
	Cycle Time =	120s		120s	
2030 Base					
1/1	A555 Ringway Road W Left	13.1%	1.9	11.1%	1.5
1/2 + 1/3	A555 Ringway Road W Right	100.7 : 100.7%	62.0	104.4 : 104.4%	92.1
2/1	Outwood Lane WB Ahead	83.7%	16.0	94.1%	19.4
2/2 + 2/3	Outwood Lane WB Right Ahead	97.5 : 97.5%	10.7	103.8 : 103.8%	35.1
3/1	Outwood Lane to A555 EB Ahead	99.3%	9.6	96.4%	7.5
4/1	M56 EB to Outwood Lane Ahead	96.0%	16.8	96.5%	14.8
4/2	M56 EB to Outwood Lane Ahead	97.1%	18.8	97.5%	16.3
5/1 + 5/2	M56 EB to A555 Ringway Road W Ahead	84.6 : 84.6%	11.1	82.2 : 82.2%	10.2
	PRC % =	-11.9%		-16.0%	
	Cycle Time =	120s		120s	

LinSig Lane ID	Junction Approach Lane	AM Peak		PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
		2035 Base			
1/1	A555 Ringway Road W Left	13.6%	2.0	11.6%	1.5
1/2 + 1/3	A555 Ringway Road W Right	105.1 : 105.1%	93.8	108.8 : 108.8%	125.9
2/1	Outwood Lane WB Ahead	85.7%	16.8	99.0%	24.3
2/2 + 2/3	Outwood Lane WB Right Ahead	101.8 : 101.8%	13.9	107.5 : 107.5%	44.3
3/1	Outwood Lane to A555 EB Ahead	101.9%	11.3	97.2%	7.7
4/1	M56 EB to Outwood Lane Ahead	100.4%	20.9	100.9%	18.2
4/2	M56 EB to Outwood Lane Ahead	101.2%	23.2	101.6%	20.0
5/1 + 5/2	M56 EB to A555 Ringway Road W Ahead	88.3 : 88.3%	12.7	85.7%	11.5
	PRC % =	-16.8%		-20.8%	
	Cycle Time =	120s		120s	

7.45 The results show that in the 2025 existing scenario, the junction in isolation operates above practical capacity with PRC values of -5.8% in the AM peak and -9.8% in the PM peak. Maximum DoS values of 98.8% are shown on the A555 Ringway Road West Right approach lanes, with an associated MMQ of 47.2 PCUs, and on the Outwood Lane westbound approach lanes 2 and 3, with an associated MMQ of 25.4 PCUs, in the PM peak.

7.46 The results indicate that in the 2030 Base, the junction would operate above actual capacity with PRC values of -11.9% in the AM peak and -16.0% in the PM peak. A maximum DoS value of 104.4% is shown on the A555 Ringway Road West Right approach lanes, with an associated MMQ of 92.1 PCUs, in the PM peak.

7.47 The results indicate that in the 2035 Base, the junction would operate further above actual capacity with PRC values of -16.8% in the AM peak and -20.8% in the PM peak. A maximum DoS value of 108.8% is shown on the A555 Ringway Road West Right approach lanes, with an associated MMQ of 125.9 PCUs, in the PM peak.

7.48 These results therefore clearly indicate that the junction will operate above capacity and with long queues in the 2030 and 2035 future years prior to any additional traffic from the Proposed Development.

7.49 The LinSig results for the modelling of the roundabout in the 2030 and 2035 future years with the Proposed Development traffic included have been summarised in Table 24 below and the full outputs are included at Appendix L.

Table 24: LinSig Results for 2030 & 2035 Future Years Base + Proposed Development

LinSig Lane ID	Junction Approach Lane	AM Peak		PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2030 Base + Proposed Development					
1/1	A555 Ringway Road W Left	12.9%	1.9	11.1%	1.5
1/2 + 1/3	A555 Ringway Road W Right	101.0 : 101.0%	66.1	107:0 : 107.0%	112.4
2/1	Outwood Lane WB Ahead	86.4%	16.6	94.1%	19.4
2/2 + 2/3	Outwood Lane WB Right Ahead	97.5 : 97.5%	10.7	103.8 : 103.8%	35.1
3/1	Outwood Lane to A555 EB Ahead	99.3%	9.6	96.4%	7.5
4/1	M56 EB to Outwood Lane Ahead	100.8%	20.5	96.5%	14.8
4/2	M56 EB to Outwood Lane Ahead	102.0%	23.3	97.5%	16.3
5/1 + 5/2	M56 EB to A555 Ringway Road W Ahead	87.3 : 87.3%	12.3	83.7 : 83.7%	10.9
	PRC % =	-13.3%		-18.9%	
	Cycle Time =	120s		120s	
2035 Base + Proposed Development					
1/1	A555 Ringway Road W Left	13.5%	2.0	11.4%	1.5
1/2 + 1/3	A555 Ringway Road W Right	105.4: 105.4%	97.0	110.5 : 110.5%	144.1
2/1	Outwood Lane WB Ahead	88.4%	17.5	102.7%	29.2
2/2 + 2/3	Outwood Lane WB Right Ahead	101.8 : 101.8%	13.9	111.1 : 111.1%	52.1
3/1	Outwood Lane to A555 EB Ahead	101.9%	11.3	94.0%	5.7
4/1	M56 EB to Outwood Lane Ahead	105.5%	26.4	107.3%	23.9
4/2	M56 EB to Outwood Lane Ahead	106.3%	29.5	108.0%	26.5
5/1 + 5/2	M56 EB to A555 Ringway Road W Ahead	90.9 : 90.9%	14.3	87.2%	12.2
	PRC % =	-18.1%		-23.5%	
	Cycle Time =	120s		120s	

7.50 The results indicate that in the 2030 Base plus Proposed Development scenario, the junction would operate marginally further above capacity than in the 2030 Base scenario with PRC values of -13.3% in the AM peak and -18.9% in the PM peak, which compares to -11.9% in the 2030 Base and -16.0% in the PM peak. A maximum DoS of 107.0% and associated MMQ of 112.4 PCUs is shown on the A555 Ringway Road West Westbound Right approach lanes in the PM peak, which compares to 104.4% on the A555 Ringway Road West Right approach lanes with an associated MMQ of 92.1 PCUs in the 2030 Base PM peak.

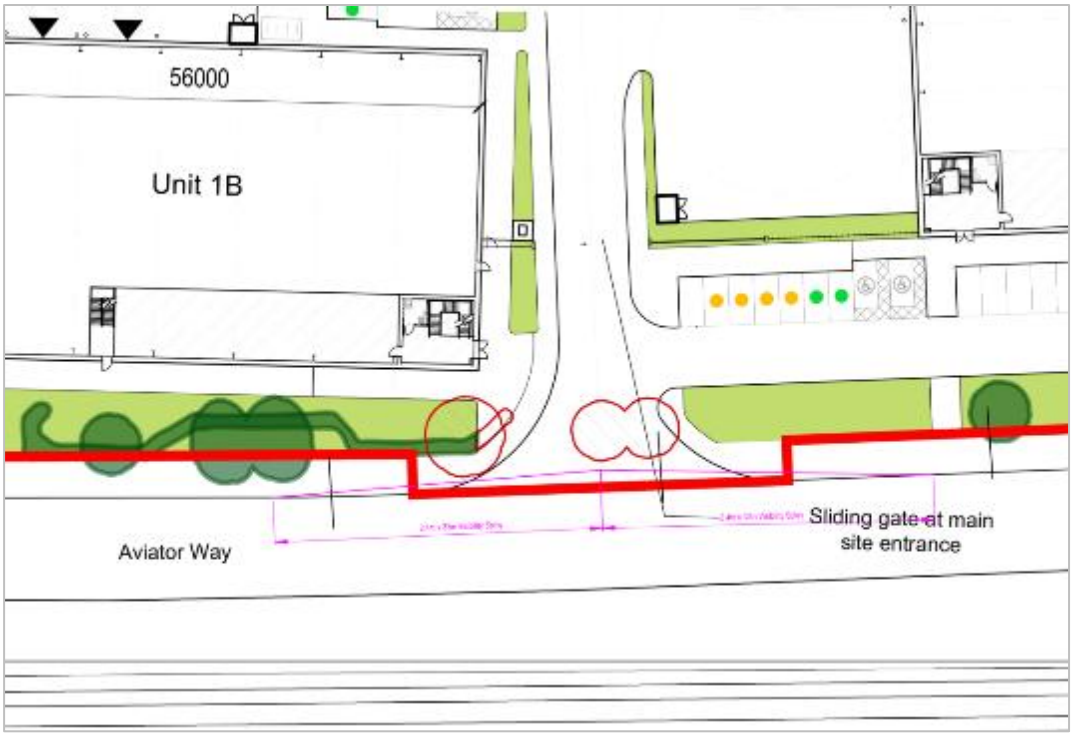
7.51 The results indicate that in the 2035 Base plus Proposed Development scenario, the junction would operate marginally further above capacity than in the 2030 Base scenario with PRC values of -18.1% in the AM peak and -23.5% in the PM peak, which compares to -16.8% in the 2030 Base and -20.8% in the PM peak. A maximum DoS of 110.5% and associated MMQ of 144.1 PCUs is shown on the A555 Ringway Road West Westbound Right approach lanes in the PM peak, which compares to 108.8% on the A555 Ringway Road West Right approach lanes with an associated MMQ of 125.9 PCUs in the 2030 Base PM peak.

7.52 The results therefore indicate that the estimated trips generated by the Proposed Development would only have a minimal impact on the operation of the junction, which is forecast to already operate above capacity in the 2030 Base and 2035 Base future year scenarios.

Site Access / Aviator Way Junction

7.53 The Site access for the Proposed Development adjoins Aviator Way via a priority T-junction arrangement, as shown below in Figure 14.

Figure 14: Proposed Site Access / Aviator Way Junction



7.54 The geometric parameters required for the Junctions 11 model of the junction have been measured and entered into the model.

7.55 The following two traffic flow scenarios inclusive of the Proposed Development have been assessed:

- 2030 Base with Proposed Development Flows (B2 Use Scenario); and
- 2035 Base with Proposed Development Flows (B2 Use Scenario)

7.56 The Junctions 11 results for the modelling of the junction in the 2030 and 2035 future years with the estimated Proposed Development traffic included have been summarised in Table 25 below and the full outputs are included at Appendix M.

Table 25: LinSig Results for 2030 & 2035 Future Years Base + Proposed Development

Junction Approach Lane	AM Peak		PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2030 Base + Proposed Development				
Site Access (left-turn)	0.00	0.0	0.00	0.0
Site Access (right-turn)	0.05	0.1	0.10	0.1
Aviator Way westbound	0.00	0.0	0.00	0.0
2035 Base + Proposed Development				
Site Access (left-turn)	0.00	0.0	0.00	0.0
Site Access (right-turn)	0.05	0.1	0.10	0.1
Aviator Way westbound	0.00	0.0	0.00	0.0

7.57 The results indicate that in the 2030 Base plus Proposed Development and 2035 Base plus Proposed Development scenario, the junction would operate with a high level of spare capacity in both the AM and PM peak with a max RFC of 0.10 and associated MMQ of 0.1 PCUs on the Site access approach in the PM peak.

7.58 The results therefore indicate that this junction would operate within capacity and with negligible queueing in the 2030 and 2035 future years with the Proposed Development traffic.

8. Summary and Conclusions

Overview

8.1 Waterman has been appointed by the Applicant to prepare a TA in support of an application for Full Planning Permission for a development of 9 no. Commercial B2 (General Industry) and B8 (Storage and distribution) units to form light industrial and ancillary office space, with associated landscaping works, access and car parking at Unit 2000, Aviator Way, near Manchester Airport, Greater Manchester, M22 1GE.

8.2 The Site, comprising a 3.21 ha plot of land situated to the north of Manchester Airport and the A555 Ringway Road West, is bounded to the north by residential housing along Thornsgreen Road, to the east by existing Manchester Business Park office units, to the south by Aviator Way and the A555 Ringway Road West, and to the west by Woodhouse Lane and existing Manchester Business Park units beyond this.

Existing Highway Characteristics and Site Accessibility

8.3 The Site is well located to ensure a good level of access for pedestrians, cyclists, and public transport users.

8.4 The Site benefits from access to regular bus services within walking distance of it and access to rail services at Manchester Airport, located within acceptable walk and cycle distances. The 'Navy Line' Metrolink route serves 25 stations between Manchester Airport and Victoria, including Manchester Airport and Shadowmoss which are both accessible on foot from the Site.

8.5 Local facilities are located within acceptable walking and cycle distance of the Site which reduce the need to travel by car.

Proposed Development

8.6 The Proposed Development seeks to develop an area of undeveloped land with a total floorspace of circa 10,167 sqm (GIA). The Proposed Development will provide 9 flexible use units for Class B2 (General Industrial) and Class B8 (Storage or Distribution) with first floor ancillary offices.

8.7 The Site will be accessed via a priority junction on the northern side of Aviator Way and provided with an internal service road, 145 vehicle parking spaces and 48 cycle parking spaces. Swept path analysis has been undertaken to demonstrate that the layout can accommodate the largest vehicle expected to arrive at or depart the Site.

Trip Generation and Traffic Impact

8.8 The trip generation calculations indicate that the Proposed Development under Use Class B2 (General Industrial), which is considered to provide a 'worst case trip generation scenario', would generate up to 895 daily two-way driver trips, including 85 and 87 in the AM and PM peak hour periods respectively. This is equivalent to approximately 1.36 vehicle movements per minute in the combined peak periods.

8.9 The assessment also indicates that the development proposals would generate in the order of 128 daily two-way public transport trips (12 in each peak hour) and 62 daily trips by the active travel modes of walking and cycling, including 6 in both the AM and PM peak hour periods.

8.10 An analysis of traffic flows for the future years of 2030 and 2035, taking into consideration trip distribution and assignment, indicated that the trip generation of the Proposed Development under Use Class B2 exceeds the 30 two-way vehicle movement threshold used by TfGM at the following junctions:

- Enterprise Way / Aviator Way
- A555 Ringway Road West / Enterprise Way
- M56 Airport Spur / A555 Ringway Road West / Outwood Lane

8.11 Junction capacity analysis has therefore been undertaken for these junctions along with the proposed junction for the Site access via Aviator Way. The results of the junction assessments are summarised as follows:

- Junction 1: Enterprise Way / Aviator Way - The results indicate that the junction currently operates within capacity and with minimal queues when considered in isolation and not taking into account queueing back from the A555 Ringway Road West / Enterprise Way junction. The results also indicate that in the 2030 and 2035 future assessment years, the junction would continue to operate within capacity both in the Base scenarios and with the addition of the estimated traffic from the Proposed Development. It is therefore considered that the Proposed Development would not have a significant impact on the operation of this junction.
- Junction 2: A555 Ringway Road West / Enterprise Way - The results indicate that the Proposed Development would only have a negligible impact on the operation of the junction, which in isolation is forecast to operate within capacity in the 2030 and 2035 future base year scenarios and would continue to do so with the Proposed Development traffic on the network in 2030 and in the 2035 PM peak. The addition of the Proposed Development traffic in the 2035 AM peak is indicated to result in the junction operating marginally above practical capacity, however this would remain within actual capacity and the increase in queue lengths on the approaches would be negligible.
- Junction 3: M56 / A555 Ringway Road West / Outwood Lane - The results indicate that the estimated trips generated by the Proposed Development would have a minimal impact on the operation of the junction, which in isolation is forecast to already operate above capacity in the 2030 Base and 2035 Base future year scenarios.
- Junction 4: Site Access / Aviator Way - The results indicate that this junction would operate comfortably within capacity and with negligible queueing in the 2030 and 2035 future years with the Proposed Development traffic.

8.12 Based on the assessments undertaken, it is considered that the trips generated by the Proposed Development would not result in a material change in operation to the highway network and therefore not have a significant impact.

Conclusion

8.13 This TA has demonstrated that the scheme can be suitably and safely accommodated on the existing highway network with no severe impact on highway safety or capacity, which is consistent with the provisions of the NPPF.

8.14 In conclusion, this TA has shown that in transport terms, there are no transport reasons present to prevent planning approval being granted.

Appendices

A. PIA Report

Crash Report

Area of Interest (AOI) Information

Area : 362,662.34 m²

Nov 20 2025 10:23:33 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	10	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	July 11, 2022	2022	2	1	382232
2	None	Serious	Police officer attended crash scene	June 8, 2022	2022	2	2	381991
3	None	Slight	Police officer attended crash scene	May 12, 2019	2019	2	1	382800
4	None	Serious	Police officer attended crash scene	December 3, 2022	2022	2	1	381768
5	None	Slight	No officer attended crash scene	June 28, 2019	2019	3	1	381704
6	None	Slight	Police officer attended crash scene	May 31, 2022	2022	2	1	382011
7	Unknown	Slight	No-accident reported via self-completion form	March 8, 2023	2023	2	1	381525
8	None	Serious	Police officer attended crash scene	August 24, 2022	2022	3	1	381494
9	None	Slight	No-accident reported via self-completion form	March 9, 2022	2022	2	1	381986
10	None	Slight	Police officer attended crash scene	February 7, 2020	2020	1	3	381924

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	385557	Manchester	A555	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	385607	Manchester	U	Raining without high winds	Dual carriageway	Wet or Damp	40	Darkness: street lighting unknown
3	385446	Manchester	A555	Fine without high winds	Dual carriageway	Dry	50	Daylight: regardless of presence of streetlights
4	385777	Manchester	U	Fine without high winds	Roundabout	Dry	30	Daylight: regardless of presence of streetlights
5	385745	Manchester	M56	Fine without high winds	Unknown	Dry	70	Daylight: regardless of presence of streetlights
6	385620	Manchester	U	Fine without high winds	Slip Road	Wet or Damp	30	Darkness: street lights present and lit
7	385867	Manchester	M56	Fine without high winds	Slip Road	Dry	70	Daylight: regardless of presence of streetlights
8	385898	Manchester	M56	Fine without high winds	Slip Road	Dry	70	Darkness: street lights present and lit
9	385617	Manchester	A555	Fine without high winds	Dual carriageway	Dry	50	Daylight: regardless of presence of streetlights
10	385660	Manchester	M56	Fine without high winds	Dual carriageway	Dry	70	Darkness: street lights present but unlit

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
2	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
4	Roundabout	No physical crossing facility within 50 metres	0	1	0	0	0	1
5	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
6	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
7	Not at or within 20 metres of junction	Unknown	0	0	0	0	0	0
8	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
9	Crossroads	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	0	0	0	0	0	0
10	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	1	0	0	Manchester	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022061197178	1
2	0	1	0	0	Manchester	Auto traffic signal	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022061188280	1
3	1	0	0	0	Manchester	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201906E456618	1
4	1	0	0	0	Manchester	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022061250075	1
5	1	0	0	0	Manchester	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=201906XI58369	1
6	1	0	0	0	Manchester	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022061186889	1
7	1	0	0	0	Manchester	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023061290250	1
8	1	0	0	1	Manchester	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022061212527	1

9	1	1	0	0	Manchester	Auto traffic signal	N	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=2022061170012	1
10	1	0	0	0	Manchester	Unknown	N	No	https://www.crashmap.co.uk/Reports/ProReportService?reportId=202006XI68481	1

Report produced from CrashMap Pro

B. ATC Data

Enterprise Way, Wythenshawe - ATC 1 - Enterprise Way

Produced by Streetwise Services Ltd.

Channel - Eastbound

	09/10/2025 Thursday	10/10/2025 Friday	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	7746	7787	6700	6456	7423	7276	7448	7536	7262
Mean Speed	28.0	29.3	30.3	30.3	29.9	29.7	28.3	29.1	29.4
85%ile Speed	33.1	33.5	34.4	34.6	34.0	34.1	33.7	33.7	33.9
No. Vehicles > 30 MPH Limit	2804	3149	3305	3156	3397	3268	2937	3111	3145
% Vehicles > 30 MPH Limit	36.2	40.4	49.3	48.9	45.8	44.9	39.4	41.3	43.6
No. Vehicles > 45 MPH	18	18	26	24	36	27	20	24	24
% Vehicles > 45 MPH	0.2	0.2	0.4	0.4	0.5	0.4	0.3	0.3	0.3

Channel - Westbound

	09/10/2025 Thursday	10/10/2025 Friday	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	4672	4927	3882	4152	4797	4660	4766	4764	4551
Mean Speed	29.5	29.7	30.8	29.8	30.1	30.1	29.8	29.8	30.0
85%ile Speed	33.7	33.7	34.8	33.7	34.0	34.2	33.7	33.9	34.0
No. Vehicles > 30 MPH Limit	2059	2192	2203	1909	2322	2315	2245	2227	2178
% Vehicles > 30 MPH Limit	44.1	44.5	56.7	46.0	48.4	49.7	47.1	46.7	48.1
No. Vehicles > 45 MPH	16	10	26	12	26	12	21	17	18
% Vehicles > 45 MPH	0.3	0.2	0.7	0.3	0.5	0.3	0.4	0.4	0.4

Eastbound & Westbound

	09/10/2025 Thursday	10/10/2025 Friday	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	12418	12714	10582	10608	12220	11936	12214	12300	11813
Mean Speed	28.6	29.5	30.5	30.1	30.0	29.9	28.9	29.4	29.6
85%ile Speed	33.4	33.6	34.6	34.3	34.0	34.2	33.7	33.8	34.0
No. Vehicles > 30 MPH Limit	4863	5341	5508	5065	5719	5583	5182	5338	5323
% Vehicles > 30 MPH Limit	39.2	42.0	52.1	47.7	46.8	46.8	42.4	43.4	45.3
No. Vehicles > 45 MPH	34	28	52	36	62	39	41	41	42
% Vehicles > 45 MPH	0.3	0.2	0.5	0.3	0.5	0.3	0.3	0.3	0.4

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	W	2	1 OR 2	Short - Car, light Van	d[1]<=5.7m, d[2]<=3.2m & axles=2		Light
2	WT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d[1]>=2.1m, d[1]<=5.2m, d[2]>=2.1m & axles=3,4,5		
3	T2	2	2	Two axle truck or Bus	d[1]>5.2m & axles=2		Medium
4	T3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d[2]>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>3	Four axle articulated vehicle or Rigid vehicle and trailer	d[3]>3.1m or d[2]>2.1m or d[3]>3.2m axles = 4 & groups>3		
8	ART5	5	>3	Five axle articulated vehicle or Rigid vehicle and trailer	d[3]>3.1m or d[2]>2.1m or d[3]>3.2m axles = 5 & groups>3		
9	ART6	>=6	>3	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups<3 or axles>6 & groups>3		
10	BD	>5	4	B-Double or Heavy truck and trailer	groups=4 & axles>5		
11	DRT	>5	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d[1]<=1.18m, d[1]<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d[1]<2.18 & axles=2		

Enterprise Way, Wythenshawe - ATC 1 - Enterprise Way

Produced by Streetwise Services Ltd.

Channel - Eastbound

	09/10/2025 Thursday	10/10/2025 Friday	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	5557	5887	5483	5214	5476	5217	5245	**5476**	**5440**
Mean Speed	29.5	29.6	30.2	30.2	30.2	30.1	29.9	**29.8**	**29.9**
85%ile Speed	33.6	33.6	34.3	34.6	34.2	34.2	34.2	**34.0**	**34.1**
No. Vehicles > 30 MPH Limit	2276	2466	2670	2515	2610	2442	2356	**2430**	**2476**
% Vehicles > 30 MPH Limit	41.0	41.9	48.7	48.2	47.7	46.8	44.9	**44.4**	**45.6**
No. Vehicles > 45 MPH	17	15	24	20	24	26	15	**19**	**20**
% Vehicles > 45 MPH	0.3	0.3	0.4	0.4	0.4	0.5	0.3	**0.4**	**0.4**

Channel - Westbound

	09/10/2025 Thursday	10/10/2025 Friday	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	3327	3553	3063	3306	3449	3260	3407	**3399**	**3338**
Mean Speed	30.0	30.0	30.7	29.7	30.4	30.2	30.1	**30.1**	**30.2**
85%ile Speed	34.0	34.0	34.7	33.7	34.3	34.4	33.9	**34.1**	**34.1**
No. Vehicles > 30 MPH Limit	1563	1703	1710	1499	1778	1660	1666	**1674**	**1654**
% Vehicles > 30 MPH Limit	47.0	47.9	55.8	45.3	51.6	50.9	48.9	**49.3**	**49.6**
No. Vehicles > 45 MPH	14	10	20	10	21	9	15	**14**	**14**
% Vehicles > 45 MPH	0.4	0.3	0.7	0.3	0.6	0.3	0.4	**0.4**	**0.4**

Eastbound & Westbound

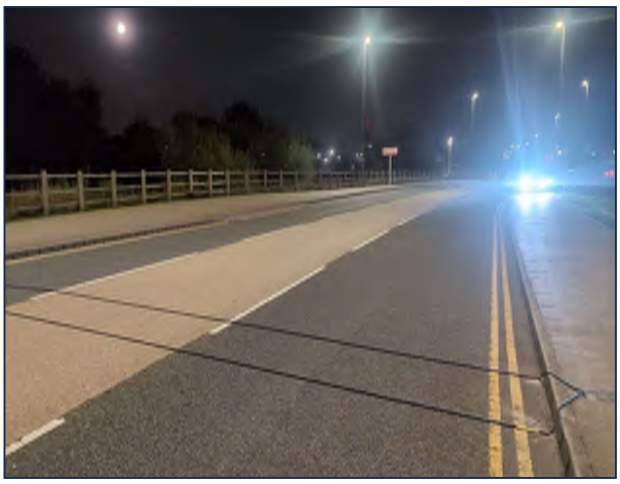
	09/10/2025 Thursday	10/10/2025 Friday	11/10/2025 Saturday	12/10/2025 Sunday	13/10/2025 Monday	14/10/2025 Tuesday	15/10/2025 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	8884	9440	8546	8520	8925	8477	8652	**8876**	**8778**
Mean Speed	29.7	29.7	30.4	30.0	30.3	30.1	30.0	**30.0**	**30.0**
85%ile Speed	33.8	33.8	34.5	34.2	34.3	34.3	34.1	**34.0**	**34.1**
No. Vehicles > 30 MPH Limit	3839	4169	4380	4014	4388	4102	4022	**4104**	**4131**
% Vehicles > 30 MPH Limit	43.2	44.2	51.3	47.1	49.2	48.4	46.5	**46.3**	**47.1**
No. Vehicles > 45 MPH	31	25	44	30	45	35	30	**33**	**34**
% Vehicles > 45 MPH	0.3	0.3	0.5	0.4	0.5	0.4	0.3	**0.4**	**0.4**

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Enterprise Way, Wythenshawe - ATC 1 - Enterprise Way

Produced by Streetwise Services Ltd.

Installation Photo



[Google Map Link]

C. Site Layout Plan



NOTES

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences
- Whilst information on this sheet is issued to scale, scaling directly from this drawing may result in inaccuracies. For precise measurements, refer to the stated dimensions or contact the Architect
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

Key:

- Site Boundary 7.93acres / 3.21ha
- Existing trees to be removed
- Existing Trees
- Landscape area to be retained & enhanced
- Proposed Acoustic Fencing
- Parking space provided with EV charging point
- Parking space provided with cable routes to allow for future installation of EV charging point
- Office at first floor
- Condenser
- Bin Store
- Cycle Store
- xx.xxm — Proposed FFLs stated are indicative only and subject to further detail design of the cut and fill modelling. As such, a tolerance of + / - 300mm should be allowed for the final FFLs.

0 5 10 15 20 25m
Scale 1:500 @ A1

N

Schedule of Accommodation

Unit	Ground Floor GIA	First Floor Office GIA	TOTAL UNIT GIA	Total Car Parking (incl. Accessible)	Parking Ratio (spaces / GIA m²)	Cycle Parking	EV Charging Spaces (Future Spaces)
Unit 1A	1,485 m² / 15,986ft²	221m² / 2,276ft²	**1,706m² / 18,363ft²**	29 (2)	1:59	8	4 (4)
Unit 1B	1,733m² / 18,655ft²	245m² / 2,637ft²	**1,978m² / 21,292ft²**	23(2)	1:86	8	2 (4)
UNIT 1 TOTAL			**3,684m² / 39,655ft²**	52 (4)	1:71	16	6 (8)
Unit 2A	798m² / 8,586ft²	127m² / 1,368ft²	**925m² / 9,954ft²**	12 (1)	1:77	5	2 (2)
Unit 2B	476m² / 5,125ft²	103m² / 1,105ft²	**579m² / 6,231ft²**	10 (1)	1:58	3	2 (2)
Unit 2C	478m² / 5,142ft²	102m² / 1,097ft²	**580m² / 6,239ft²**	10 (1)	1:58	4	2 (2)
UNIT 2 TOTAL			**2,084m² / 22,424ft²**	32 (3)	1:65	12	6 (6)
Unit 3A	997m² / 10,735ft²	153m² / 1,653ft²	**1,150m² / 12,388ft²**	17 (1)	1:68	4	2 (2)
Unit 3B	796m² / 8,562ft²	128m² / 1,1377ft²	**923m² / 9,939ft²**	14 (1)	1:66	4	2 (2)
Unit 3C	597m² / 6,429ft²	104m² / 1,123ft²	**702m² / 7,552ft²**	11 (1)	1:64	4	2 (2)
UNIT 3 TOTAL			**2,776m² / 29,879ft²**	42 (3)	1:66	12	6 (6)
Unit 4	1,391m² / 14,977ft²	232m² / 2,502ft²	**1,624m² / 17,480ft²**	19 (2)	1:86	8	2 (4)
GRAND TOTAL			**10,167m² / 109,438ft²**	145 (12)	1:70	48	20 (24)

REV	Date	Drawn by: -	Checked by: -
P03	26/11/25	AW	AS
Planning issue			
P02	05/11/25	AG	AS
Red line boundary updated			
P01	31/10/25	AG	AS
Initial Issue			

Status: S2 — Purpose of Issue: For Information

drawing stage: **Planning**

client: **Ask Real Estate**

project: **Manchester Business Park**

drawing title: **Porposed Site Plan**

date 03/10/25 drawn AG
scale@A1 1:500 checked AS

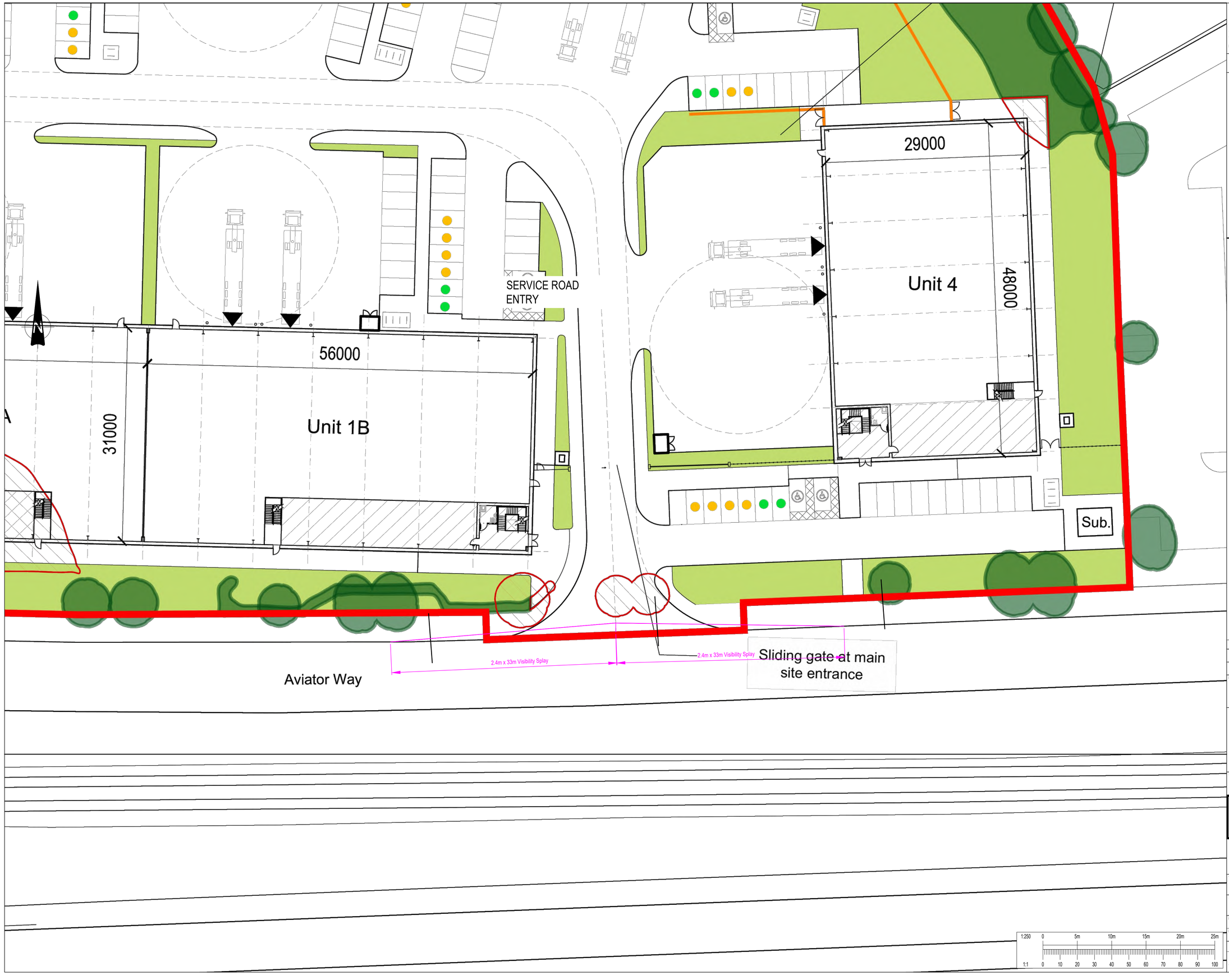
AEW Reference Number **13502**

Rev **P03**

Job No **13502-AEW-SI-XX-DR-A-05010**

aew architects
0161 214 4370
www.aewarchitects.com

D. Proposed Site Access Arrangement



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Visibility Splay meets DMRB requirements for 40kph (25mph) vehicle speeds.
Recorded 85th percentile vehicle speeds:

Northbound - 40kph (25mph)
Southbound - 40kph (25mph)

KEY

Desirable minimum stopping sight distance(33m)

Rev	Date	Description	By	Chk
P01	11.11.25	ISSUED	GF	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
VISIBILITY SPLAY

Client
ASK REAL ESTATE

waterman

5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage	STAGE 2 Concept design		RIBA
Suitability	INFORMATION		S2
Designed By	GF	Director AB	Waterman Ref WIE21347
Drawn By	GF	Date NOVEMBER 2025	Scales @ A1 1:250

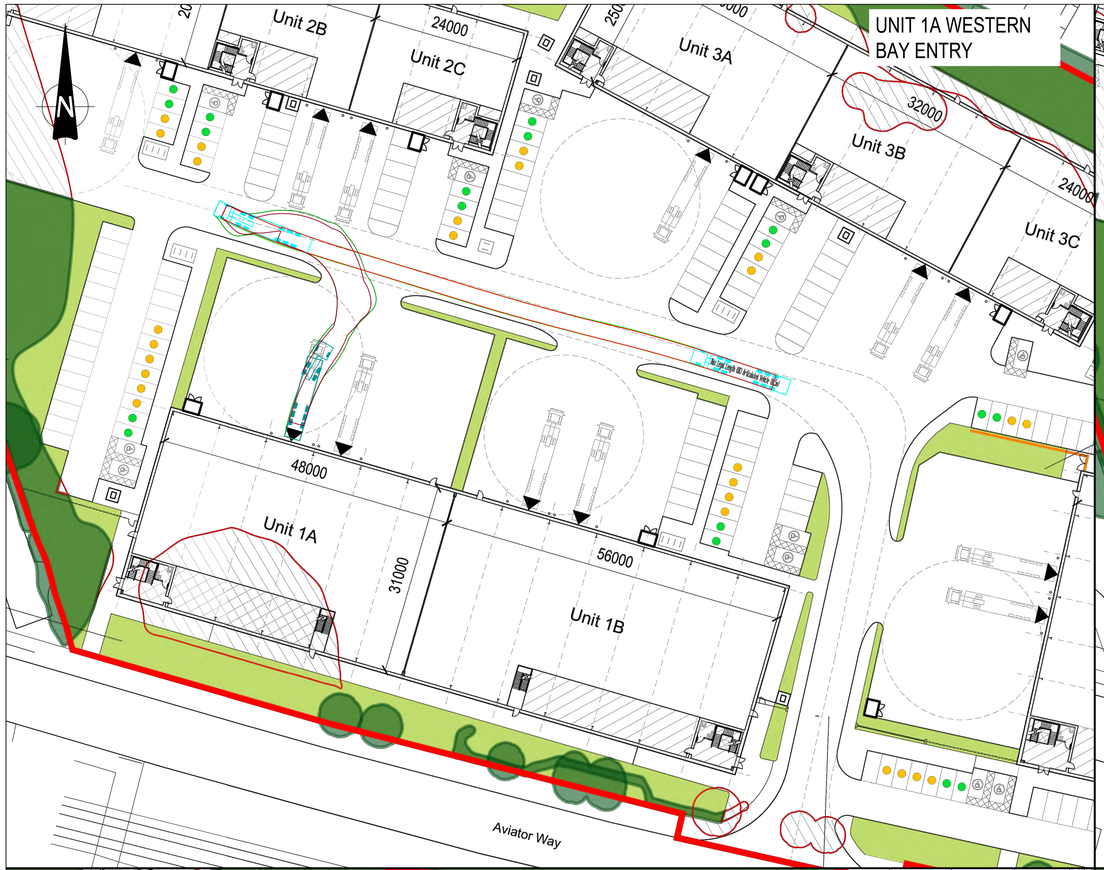
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Project	Originator	Functional	Spatial	Form	Discipline	Number	Revision
21347101	WAT	HGN	ZZ	XX	DR	H-050113	P01

File Path: G:\Projects\WIE21347\10\01_Deliverables\01_WIP\DR\05\

A1-Wat-ISO-S-2023

E. Swept Path Analysis







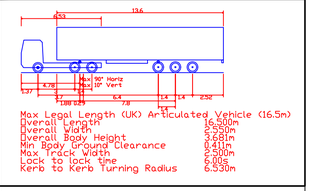


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Rev.	Date	Description	By	Chk
P02	14.11.25	UPDATED SITE LAYOUT	GF	AB
P01	19.02.25	ISSUED	CW	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
UNIT 1A SWEPT PATH ANALYSIS LOADING BAY LOCATION

Client
ASK REAL ESTATE

5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage		STAGE 2 Concept design	RIBA
Suitability		INFORMATION	S2
Designed By	CW	Director AB	Waterman Ref WIE21347
Drawn By	CW	Date FEBRUARY 2024	Scales @ A1 1:500

Project | Originator | Functional | Spatial | Form | Discipline | Number
21347101-WAT-HGN-ZZ-XX-DR-H-050101

Revision
P02

File Path
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A1-Wat-ISO-S-2023







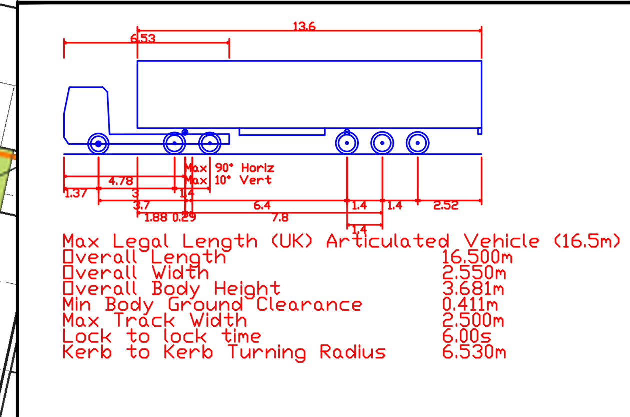


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Rev	Date	Description	By	Chk
P02	12.11.25	UPDATED SITE LAYOUT	GF	AB
P01	19.02.25	ISSUED	CW	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
UNIT 1B SWEPT PATH ANALYSIS

Client
ASK REAL ESTATE



5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage: STAGE 2 Concept design — RIBA
Suitability: INFORMATION — S2

Designed By	CW	Director	AB	Waterman Ref	WIE21347
Drawn By	CW	Date	FEBRUARY 2024	Scales @ A1	1:500

Project | Originator | Functional | Spatial | Form | Discipline | Number: 21347101-WAT-HGN-ZZ-XX-DR-H-050103
Revision: P02

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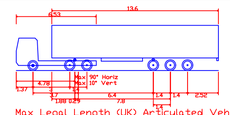


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Rev	Date	Description	By	Chk
P02	12.11.25	UPDATED SITE LAYOUT	GF	AB
P01	19.02.25	ISSUED	CW	RW

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
UNIT 2A & 2B
SWEPT PATH ANALYSIS

Client
ASK REAL ESTATE

5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage	STAGE 2 Concept design		RIBA
Suitability	INFORMATION		S2
Designed By	CW	Director AB	Waterman Ref WIE21347
Drawn By	CW	Date FEBRUARY 2024	Scales @ A1 1:500

Project | Originator | Functional | Spatial | Form | Discipline | Number
21347101-WAT-HGN-ZZ-XX-DR-H-050104

Revision P02

File Path G:\Projects\WIE21347\101\01_Deliverables\01_WIP\DR\05

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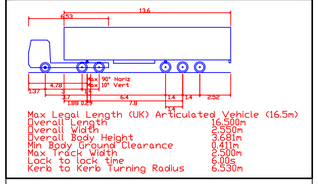


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Rev	Date	Description	By	Chk
P02	12.11.25	UPDATED SITE LAYOUT	GF	AB
P01	19.02.25	ISSUED	CW	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
UNIT 2C
SWEPT PATH ANALYSIS

Client
ASK REAL ESTATE

waterman
5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage	STAGE 2 Concept design		RIBA
Suitability	INFORMATION		S2
Designed By	CW	Director AB	Waterman Ref WIE21347
Drawn By	CW	Date FEBRUARY 2024	Scales @ A1 1:500

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1:1 0 10 20 30 40 50 60 70 80 90 100

Project | Originator | Functional | Spatial | Form | Discipline | Number
21347101-WAT-HGN-ZZ-XX-DR-H-050105

Revision
P02

File Path
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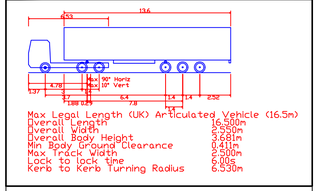


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Rev	Date	Description	By	Chk
P02	12.11.25	UPDATED SITE LAYOUT	GF	AB
P01	19.02.25	ISSUED	CW	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
UNIT 3A
SWEPT PATH ANALYSIS

Client
ASK REAL ESTATE

5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage	STAGE 2 Concept design		RIBA
Suitability	INFORMATION		S2
Designed By	CW	Director AB	Waterman Ref WIE21347
Drawn By	CW	Date FEBRUARY 2024	Scales @ A1 1:500

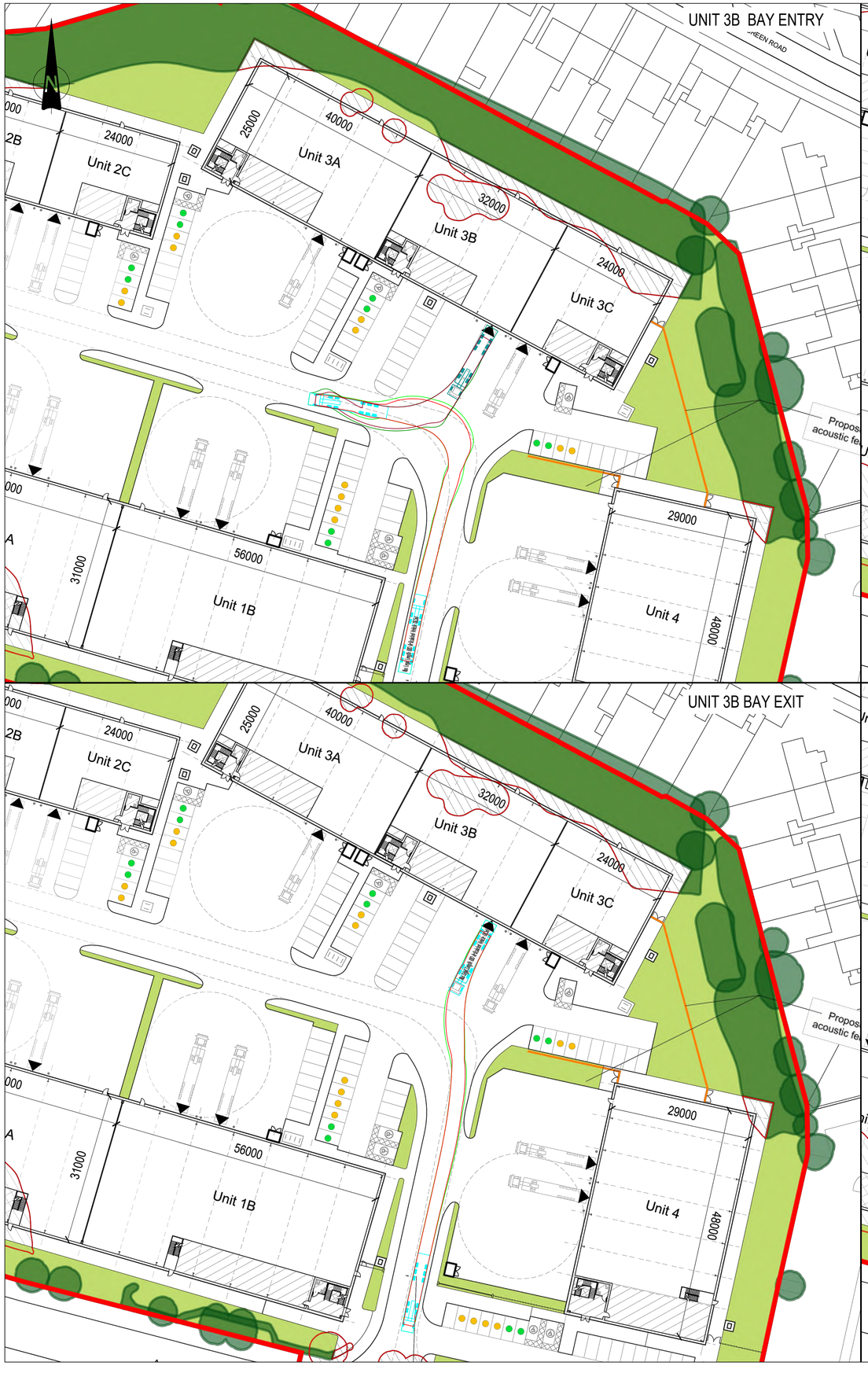
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Project | Originator | Functional | Spatial | Form | Discipline | Number
21347101-WAT-HGN-ZZ-XX-DR-H-050106

Revision
P02

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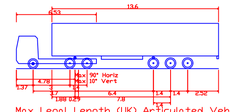


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Rev	Date	Description	By	Chk
P02	12.11.25	UPDATED SITE LAYOUT	GF	AB
P01	19.02.25	ISSUED	CW	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
UNIT 3B & 3C
SWEPT PATH ANALYSIS

Client
ASK REAL ESTATE

waterman
5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage	STAGE 2 Concept design		RIBA
Suitability	INFORMATION		S2
Designed By	CW	Director AB	Waterman Ref WIE21347
Drawn By	CW	Date FEBRUARY 2024	Scales @ A1 1:500

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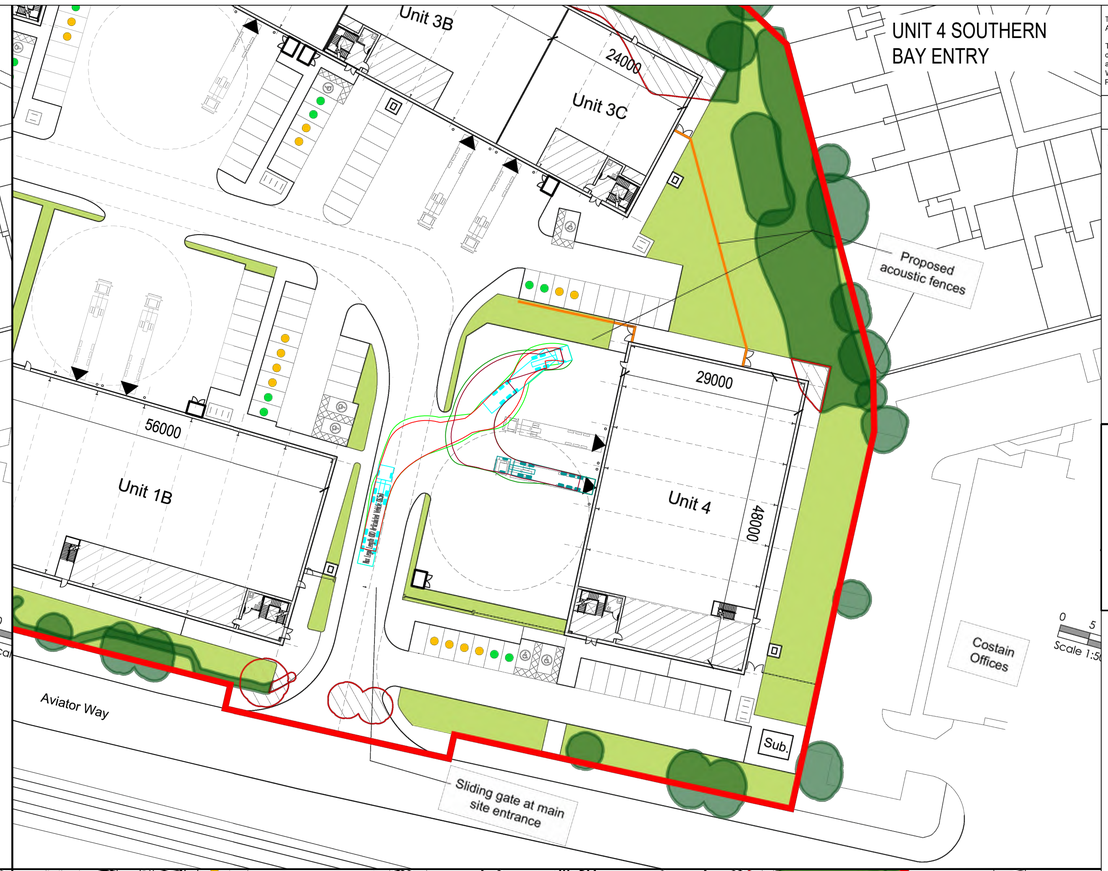
Project | Originator | Functional | Spatial | Form | Discipline | Number
21347101-WAT-HGN-ZZ-XX-DR-H-050107

Revision
P02

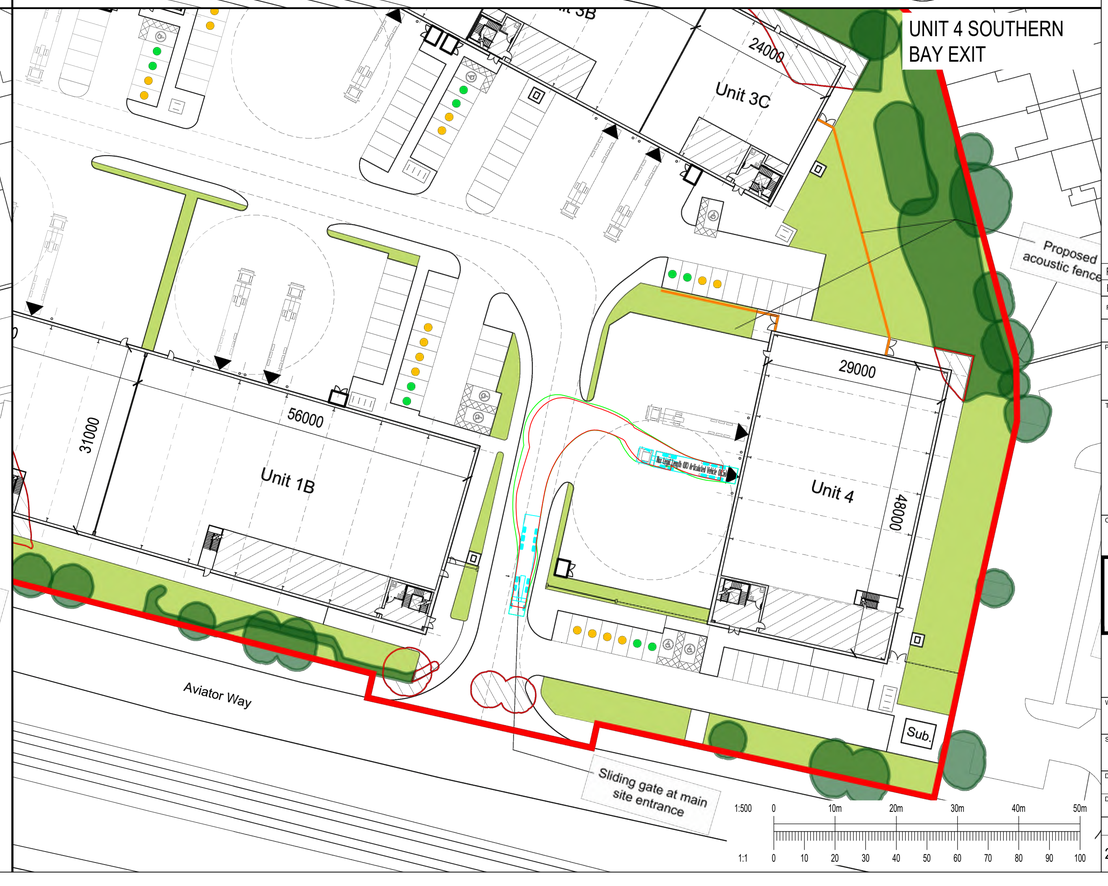
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A1-Wat-ISO-S-2023







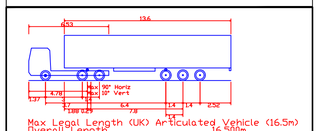


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Rev.	Date	Description	By	Chk
P02	12.11.25	UPDATED SITE LAYOUT	GF	AB
P01	19.02.25	ISSUED	CW	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
UNIT 4 SWEPT PATH ANALYSIS

Client
ASK REAL ESTATE

waterman
5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

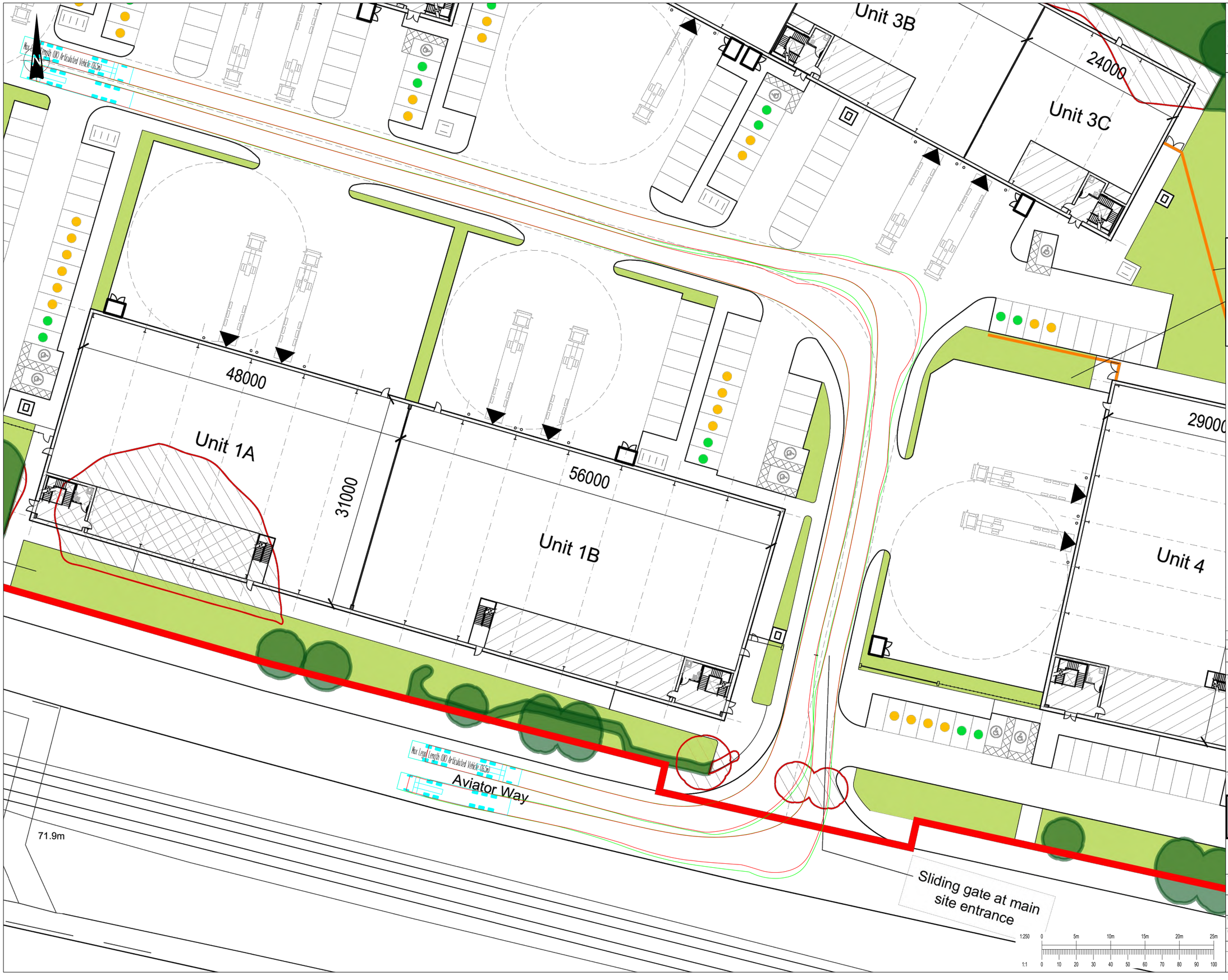
Work Stage	STAGE 2 Concept design		RIBA
Suitability	INFORMATION		S2
Designed By	CW	Director AB	Waterman Ref WIE21347
Drawn By	CW	Date FEBRUARY 2024	Scales @ A1 1:500

Project | Originator | Functional | Spatial | Form | Discipline | Number
21347101-WAT-HGN-ZZ-XX-DR-H-050108

Revision
P02

File Path
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A1-Wat-ISO-S-2023

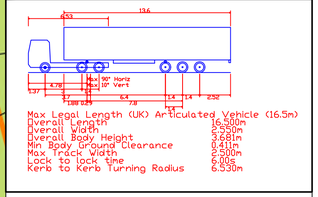


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Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Description	By	Chk
P02	12.11.25	UPDATED SITE LAYOUT	GF	AB
P01	19.02.25	ISSUED	CW	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
SERVICE ROAD
SWEPT PATH ANALYSIS (HGV'S PASSING) - SHEET 1 OF 2

Client
ASK REAL ESTATE

waterman
5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage	STAGE 2 Concept design	RIBA
Suitability	INFORMATION	S2

Designed By	CW	Director	AB
Drawn By	CW	Date	FEBRUARY 2024
Waterman Ref			WIE21347
Scales @ A1			1:250

Project	Originator	Functional	Spatial	Form	Discipline	Number	Revision
21347101	WAT	HGN	ZZ	XX	DR	H-050109	P02

File Path G:\Projects\WIE21347\101\01_Deliverables\01_WIP\DR\05_

A1-Wat-ISO-S-2023

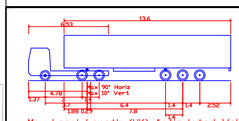


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Rev	Date	Description	By	Chk
P02	12.11.25	UPDATED SITE LAYOUT	GF	AB
P01	19.02.25	ISSUED	CW	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
SERVICE ROAD SWEPT PATH ANALYSIS (HGV WITHIN ACCESS ROAD) - SHEET 2 OF 2

Client
ASK REAL ESTATE

waterman
5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage	STAGE 2 Concept design	RIBA	
Suitability	INFORMATION	S2	
Designed By	CW	Director AB	Waterman Ref WIE21347
Drawn By	CW	Date FEBRUARY 2024	Scales @ A1 1:500

Project | Originator | Functional | Spatial | Form | Discipline | Number — Revision

21347101-WAT-HGN-ZZ-XX-DR-H-050110 — P02

File Path G:\Projects\WIE21347\101\01_Deliverables\01_WIP\DR\05\

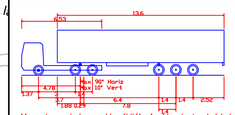
A1-Wat-ISO-S-2023

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Rev	Date	Description	By	Chk
P01	06.03.25	ISSUED	OT	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
A555 JUNCTION ROUTE TO SITE SWEPT PATH ANALYSIS

Client
ASK REAL ESTATE

5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage: STAGE 2 Concept Design — RIBA S2

Suitability: INFORMATION

Designed By	Director	Waterman Ref
OT	AB	WIE21347
Drawn By	**Date**	**Scales @ A1**
OT	MARCH 2024	1:500

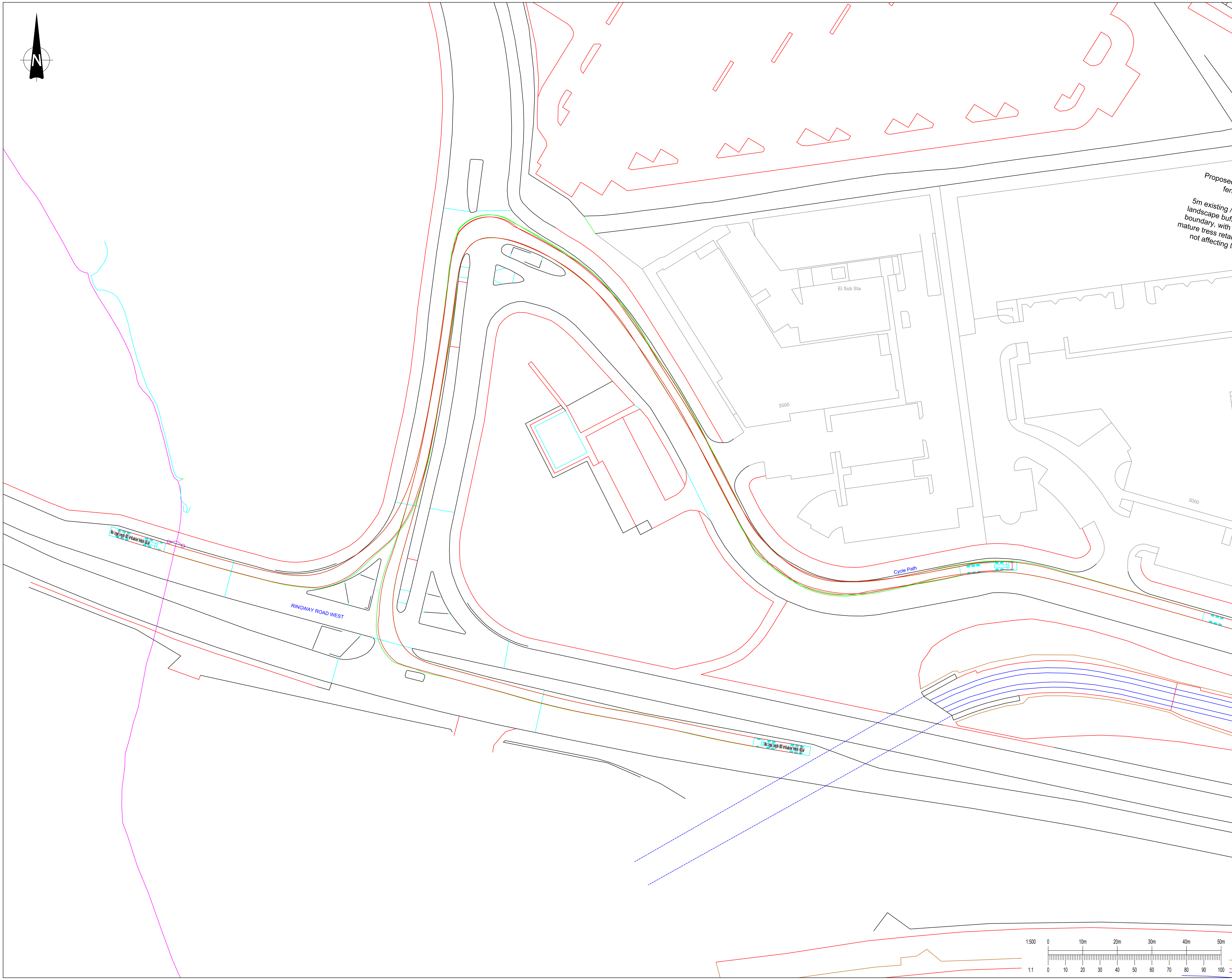
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1:1 0 10 20 30 40 50 60 70 80 90 100

Project | Originator | Functional | Spatial | Form | Discipline | Number: 21347101-WAT-HGN-ZZ-XX-DR-H-050111

Revision: P01

File Path: G:\Projects\WIE21347\101\01_Deliverables\01_WIP\DR\05\

13502-AEW-M2-XX-XX-A_Proposed Site Plan Option 05, A1-Wat-ISO-S, A1-Wat-ISO-S-2023

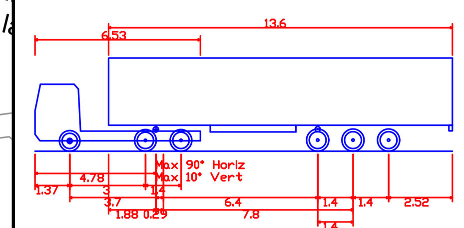


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Rev	Date	Description	By	Chk
P01	06.03.25	ISSUED	OT	AB

Amendments

Project
AVIATOR WAY, MANCHESTER BUSINESS PARK

Title
A555 JUNCTION ROUTE TO SITE SWEPT PATH ANALYSIS

Client
ASK REAL ESTATE

5th Floor One Cornwall Street Birmingham B3 2DX
t 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Work Stage: STAGE 2 Concept design — RIBA
Suitability: INFORMATION — S2

Designed By	OT	Director	AB	Waterman Ref	WIE21347
Drawn By	OT	Date	MARCH 2024	Scales @ A1	1:500

Scale bar: 1:500 — 0, 10m, 20m, 30m, 40m, 50m; 1:1 — 0, 10, 20, 30, 40, 50, 60, 70, 80, 90, 100

Project | Originator | Functional | Spatial | Form | Discipline | Number — Revision
21347101-WAT-HGN-ZZ-XX-DR-H-050112 — P01

A1-Wat-ISO-S-2023

File Path G:\Projects\WIE21347\101\01_Deliverables\01_WIP\DR\05\

F. TRICS Outputs

Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	BU	BUCKINGHAMSHIRE	1 day
	EX	ESSEX	2 days
03	**SOUTH WEST**		
	SD	SWINDON	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
	LN	LINCOLNSHIRE	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	AL	CALDERDALE	1 day
	DR	DONCASTER	1 day
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	TW	TYNE & WEAR	3 days

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	0.82 to 11.15 (units:sqm)
Range Selected by User:	5000 to 75000 (units:sqm)
Parking Spaces Range:	0 - 2130

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 06/06/24

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

Selected survey days:

Friday	4 days
Monday	1 days
Thursday	3 days
Tuesday	3 days
Wednesday	4 days

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

Selected survey types:

Manual count	15
Direction ATC Count	0

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

Selected Locations:

Edge of Town	11 days
Suburban Area (PPS6 Out of Centre)	4 days

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

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	4 days
No Sub Category	6 days
Out of Town	1 days
Residential Zone	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	13 days
Servicing vehicles Included	2 days

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Secondary Filtering Selection:

Use Class:

Not Known	15 surveys

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

Population within 500m Range:

140 - 6733

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	9 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	8 surveys
1.1 to 1.5	7 surveys

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

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Petrol filling station:

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

Travel Plan:

No	15 surveys

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

PTAL Rating:

No PTAL Present	15 surveys

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

COVID-19 Restrictions:

No

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1	**AL-02-D-01**	**INDUSTRIAL ESTATE**	**CALDERDALE**

MILL LANE
HALIFAX
Edge of Town
No Sub Category
Site area: 1.8 hect
Survey date: Wednesday 17/10/2018 Survey Type: Manual

2	**BU-02-D-01**	**INDUSTRIAL ESTATE**	**BUCKINGHAMSHIRE**

BEECH ROAD
HIGH WYCOMBE
Edge of Town
Residential Zone
Site area: 1.07 hect
Survey date: Monday 06/11/2023 Survey Type: Manual

3	**DR-02-D-03**	**INDUSTRIAL ESTATE**	**DONCASTER**

MIDDLE BANK
DONCASTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Site area: 1.7 hect
Survey date: Tuesday 21/09/2021 Survey Type: Manual

4	**DY-02-D-02**	**INDUSTRIAL ESTATE**	**DERBY**

SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Site area: 0.82 hect
Survey date: Friday 06/10/2023 Survey Type: Manual

5	**EX-02-D-04**	**INDUSTRIAL ESTATE**	**ESSEX**

PASTURE ROAD
WITHAM
Edge of Town
Industrial Zone
Site area: 7.85 hect
Survey date: Thursday 10/05/2018 Survey Type: Manual

6	**EX-02-D-05**	**INDUSTRIAL ESTATE**	**ESSEX**

HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Site area: 1.63 hect
Survey date: Friday 18/05/2018 Survey Type: Manual

7	**LN-02-D-07**	**INDUSTRIAL ESTATE**	**LINCOLNSHIRE**

TRENT ROAD
GRANTHAM
Edge of Town
Residential Zone
Site area: 1.9 hect
Survey date: Friday 26/04/2024 Survey Type: Manual

8	**NF-02-D-04**	**INDUSTRIAL ESTATE**	**NORFOLK**

DRAYTON HIGH ROAD
NORWICH
Edge of Town

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No Sub Category
Site area: 2.41 hect
Survey date: Wednesday 14/09/2022 Survey Type: Manual

9 **NY-02-D-03** **INDUSTRIAL ESTATE** **NORTH YORKSHIRE**
RACECOURSE ROAD
RICHMOND
Edge of Town
Out of Town
Site area: 11.15 hect
Survey date: Thursday 05/05/2022 Survey Type: Manual

10 **SD-02-D-01** **INDUSTRIAL ESTATE** **SWINDON**
HEADLANDS GROVE
SWINDON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 2.55 hect
Survey date: Tuesday 20/09/2016 Survey Type: Manual

11 **TW-02-D-08** **INDUSTRIAL ESTATE** **TYNE & WEAR**
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Site area: 2.7 hect
Survey date: Tuesday 04/04/2017 Survey Type: Manual

12 **TW-02-D-09** **INDUSTRIAL ESTATE** **TYNE & WEAR**
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Site area: 1.6 hect
Survey date: Wednesday 18/05/2022 Survey Type: Manual

13 **TW-02-D-10** **INDUSTRIAL ESTATE** **TYNE & WEAR**
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Site area: 3.74 hect
Survey date: Wednesday 18/05/2022 Survey Type: Manual

14 **WK-02-D-03** **INDUSTRIAL ESTATE** **WARWICKSHIRE**
EASTBORO WAY
NUNEATON
Edge of Town
Industrial Zone
Site area: 5.6 hect
Survey date: Thursday 26/09/2019 Survey Type: Manual

15 **WK-02-D-04** **INDUSTRIAL ESTATE** **WARWICKSHIRE**
ABELES WAY
ATHERSTONE
Edge of Town
No Sub Category
Site area: 4.86 hect
Survey date: Friday 27/09/2019 Survey Type: Manual

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.076**	**0.015**	**0.091**
06:00-07:00	**10**	**14395**	**0.113**	**0.044**	**0.157**
07:00-08:00	**15**	**14532**	**0.384**	**0.105**	**0.489**
08:00-09:00	**15**	**14532**	**0.591**	**0.230**	**0.821**
09:00-10:00	**15**	**14532**	**0.409**	**0.324**	**0.733**
10:00-11:00	**15**	**14532**	**0.344**	**0.303**	**0.647**
11:00-12:00	**15**	**14532**	**0.317**	**0.319**	**0.636**
12:00-13:00	**15**	**14532**	**0.337**	**0.392**	**0.729**
13:00-14:00	**15**	**14532**	**0.356**	**0.367**	**0.723**
14:00-15:00	**15**	**14532**	**0.297**	**0.370**	**0.667**
15:00-16:00	**15**	**14532**	**0.247**	**0.312**	**0.559**
16:00-17:00	**15**	**14532**	**0.311**	**0.483**	**0.794**
17:00-18:00	**15**	**14532**	**0.197**	**0.510**	**0.707**
18:00-19:00	**15**	**14532**	**0.113**	**0.236**	**0.349**
19:00-20:00	**10**	**14395**	**0.078**	**0.115**	**0.193**
20:00-21:00	**10**	**14395**	**0.024**	**0.055**	**0.079**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**4.194**	**4.180**	**8.374**

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

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 26/04/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.085**	**0.015**	**0.100**
06:00-07:00	**10**	**14395**	**0.146**	**0.044**	**0.190**
07:00-08:00	**15**	**14532**	**0.507**	**0.138**	**0.645**
08:00-09:00	**15**	**14532**	**0.795**	**0.288**	**1.083**
09:00-10:00	**15**	**14532**	**0.543**	**0.406**	**0.949**
10:00-11:00	**15**	**14532**	**0.429**	**0.376**	**0.805**
11:00-12:00	**15**	**14532**	**0.405**	**0.417**	**0.822**
12:00-13:00	**15**	**14532**	**0.492**	**0.553**	**1.045**
13:00-14:00	**15**	**14532**	**0.510**	**0.540**	**1.050**
14:00-15:00	**15**	**14532**	**0.417**	**0.498**	**0.915**
15:00-16:00	**15**	**14532**	**0.346**	**0.429**	**0.775**
16:00-17:00	**15**	**14532**	**0.454**	**0.645**	**1.099**
17:00-18:00	**15**	**14532**	**0.292**	**0.772**	**1.064**
18:00-19:00	**15**	**14532**	**0.155**	**0.364**	**0.519**
19:00-20:00	**10**	**14395**	**0.085**	**0.144**	**0.229**
20:00-21:00	**10**	**14395**	**0.029**	**0.062**	**0.091**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**5.690**	**5.691**	**11.381**

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

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 26/04/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.001**	**0.000**	**0.001**
06:00-07:00	**10**	**14395**	**0.003**	**0.000**	**0.003**
07:00-08:00	**15**	**14532**	**0.005**	**0.001**	**0.006**
08:00-09:00	**15**	**14532**	**0.005**	**0.000**	**0.005**
09:00-10:00	**15**	**14532**	**0.002**	**0.001**	**0.003**
10:00-11:00	**15**	**14532**	**0.001**	**0.000**	**0.001**
11:00-12:00	**15**	**14532**	**0.000**	**0.001**	**0.001**
12:00-13:00	**15**	**14532**	**0.001**	**0.001**	**0.002**
13:00-14:00	**15**	**14532**	**0.002**	**0.000**	**0.002**
14:00-15:00	**15**	**14532**	**0.001**	**0.003**	**0.004**
15:00-16:00	**15**	**14532**	**0.002**	**0.002**	**0.004**
16:00-17:00	**15**	**14532**	**0.000**	**0.005**	**0.005**
17:00-18:00	**15**	**14532**	**0.006**	**0.009**	**0.015**
18:00-19:00	**15**	**14532**	**0.000**	**0.001**	**0.001**
19:00-20:00	**10**	**14395**	**0.001**	**0.001**	**0.002**
20:00-21:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.030**	**0.025**	**0.055**

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

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 06/10/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
06:00-07:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
07:00-08:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
08:00-09:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
09:00-10:00	**15**	**14532**	**0.001**	**0.001**	**0.002**
10:00-11:00	**15**	**14532**	**0.001**	**0.000**	**0.001**
11:00-12:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
12:00-13:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
13:00-14:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
14:00-15:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
15:00-16:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
16:00-17:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
17:00-18:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
18:00-19:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
19:00-20:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
20:00-21:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.002**	**0.001**	**0.003**

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 26/09/2019
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.006**	**0.006**	**0.012**
06:00-07:00	**10**	**14395**	**0.005**	**0.010**	**0.015**
07:00-08:00	**15**	**14532**	**0.009**	**0.009**	**0.018**
08:00-09:00	**15**	**14532**	**0.030**	**0.021**	**0.051**
09:00-10:00	**15**	**14532**	**0.029**	**0.028**	**0.057**
10:00-11:00	**15**	**14532**	**0.033**	**0.028**	**0.061**
11:00-12:00	**15**	**14532**	**0.031**	**0.025**	**0.056**
12:00-13:00	**15**	**14532**	**0.028**	**0.028**	**0.056**
13:00-14:00	**15**	**14532**	**0.028**	**0.028**	**0.056**
14:00-15:00	**15**	**14532**	**0.028**	**0.026**	**0.054**
15:00-16:00	**15**	**14532**	**0.020**	**0.028**	**0.048**
16:00-17:00	**15**	**14532**	**0.017**	**0.015**	**0.032**
17:00-18:00	**15**	**14532**	**0.006**	**0.009**	**0.015**
18:00-19:00	**15**	**14532**	**0.005**	**0.006**	**0.011**
19:00-20:00	**10**	**14395**	**0.003**	**0.003**	**0.006**
20:00-21:00	**10**	**14395**	**0.002**	**0.001**	**0.003**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.280**	**0.271**	**0.551**

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 26/04/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.001**	**0.001**	**0.002**
06:00-07:00	**10**	**14395**	**0.001**	**0.001**	**0.002**
07:00-08:00	**15**	**14532**	**0.001**	**0.001**	**0.002**
08:00-09:00	**15**	**14532**	**0.003**	**0.003**	**0.006**
09:00-10:00	**15**	**14532**	**0.002**	**0.002**	**0.004**
10:00-11:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
11:00-12:00	**15**	**14532**	**0.003**	**0.003**	**0.006**
12:00-13:00	**15**	**14532**	**0.001**	**0.001**	**0.002**
13:00-14:00	**15**	**14532**	**0.004**	**0.004**	**0.008**
14:00-15:00	**15**	**14532**	**0.003**	**0.003**	**0.006**
15:00-16:00	**15**	**14532**	**0.003**	**0.003**	**0.006**
16:00-17:00	**15**	**14532**	**0.001**	**0.002**	**0.003**
17:00-18:00	**15**	**14532**	**0.001**	**0.001**	**0.002**
18:00-19:00	**15**	**14532**	**0.002**	**0.002**	**0.004**
19:00-20:00	**10**	**14395**	**0.001**	**0.001**	**0.002**
20:00-21:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.027**	**0.028**	**0.055**

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 06/10/2023
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.054**	**0.005**	**0.059**
06:00-07:00	**10**	**14395**	**0.074**	**0.018**	**0.092**
07:00-08:00	**15**	**14532**	**0.277**	**0.045**	**0.322**
08:00-09:00	**15**	**14532**	**0.421**	**0.094**	**0.515**
09:00-10:00	**15**	**14532**	**0.244**	**0.142**	**0.386**
10:00-11:00	**15**	**14532**	**0.187**	**0.146**	**0.333**
11:00-12:00	**15**	**14532**	**0.172**	**0.175**	**0.347**
12:00-13:00	**15**	**14532**	**0.197**	**0.238**	**0.435**
13:00-14:00	**15**	**14532**	**0.217**	**0.230**	**0.447**
14:00-15:00	**15**	**14532**	**0.161**	**0.234**	**0.395**
15:00-16:00	**15**	**14532**	**0.132**	**0.198**	**0.330**
16:00-17:00	**15**	**14532**	**0.200**	**0.358**	**0.558**
17:00-18:00	**15**	**14532**	**0.149**	**0.427**	**0.576**
18:00-19:00	**15**	**14532**	**0.091**	**0.197**	**0.288**
19:00-20:00	**10**	**14395**	**0.066**	**0.101**	**0.167**
20:00-21:00	**10**	**14395**	**0.017**	**0.046**	**0.063**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.659**	**2.654**	**5.313**

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

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 26/04/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.014**	**0.003**	**0.017**
06:00-07:00	**10**	**14395**	**0.033**	**0.015**	**0.048**
07:00-08:00	**15**	**14532**	**0.096**	**0.050**	**0.146**
08:00-09:00	**15**	**14532**	**0.136**	**0.111**	**0.247**
09:00-10:00	**15**	**14532**	**0.131**	**0.150**	**0.281**
10:00-11:00	**15**	**14532**	**0.121**	**0.127**	**0.248**
11:00-12:00	**15**	**14532**	**0.110**	**0.115**	**0.225**
12:00-13:00	**15**	**14532**	**0.108**	**0.122**	**0.230**
13:00-14:00	**15**	**14532**	**0.107**	**0.104**	**0.211**
14:00-15:00	**15**	**14532**	**0.104**	**0.106**	**0.210**
15:00-16:00	**15**	**14532**	**0.092**	**0.083**	**0.175**
16:00-17:00	**15**	**14532**	**0.091**	**0.106**	**0.197**
17:00-18:00	**15**	**14532**	**0.040**	**0.072**	**0.112**
18:00-19:00	**15**	**14532**	**0.015**	**0.029**	**0.044**
19:00-20:00	**10**	**14395**	**0.008**	**0.009**	**0.017**
20:00-21:00	**10**	**14395**	**0.005**	**0.008**	**0.013**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.211**	**1.210**	**2.421**

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 26/04/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.001**	**0.000**	**0.001**
06:00-07:00	**10**	**14395**	**0.001**	**0.000**	**0.001**
07:00-08:00	**15**	**14532**	**0.002**	**0.000**	**0.002**
08:00-09:00	**15**	**14532**	**0.003**	**0.000**	**0.003**
09:00-10:00	**15**	**14532**	**0.002**	**0.000**	**0.002**
10:00-11:00	**15**	**14532**	**0.001**	**0.002**	**0.003**
11:00-12:00	**15**	**14532**	**0.001**	**0.000**	**0.001**
12:00-13:00	**15**	**14532**	**0.003**	**0.004**	**0.007**
13:00-14:00	**15**	**14532**	**0.000**	**0.002**	**0.002**
14:00-15:00	**15**	**14532**	**0.001**	**0.002**	**0.003**
15:00-16:00	**15**	**14532**	**0.000**	**0.001**	**0.001**
16:00-17:00	**15**	**14532**	**0.001**	**0.002**	**0.003**
17:00-18:00	**15**	**14532**	**0.000**	**0.002**	**0.002**
18:00-19:00	**15**	**14532**	**0.000**	**0.002**	**0.002**
19:00-20:00	**10**	**14395**	**0.000**	**0.001**	**0.001**
20:00-21:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.016**	**0.018**	**0.034**

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	04/04/2017 - 06/10/2023
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.083**	**0.015**	**0.098**
06:00-07:00	**10**	**14395**	**0.133**	**0.044**	**0.177**
07:00-08:00	**15**	**14532**	**0.468**	**0.122**	**0.590**
08:00-09:00	**15**	**14532**	**0.730**	**0.257**	**0.987**
09:00-10:00	**15**	**14532**	**0.494**	**0.385**	**0.879**
10:00-11:00	**15**	**14532**	**0.407**	**0.357**	**0.764**
11:00-12:00	**15**	**14532**	**0.381**	**0.390**	**0.771**
12:00-13:00	**15**	**14532**	**0.429**	**0.484**	**0.913**
13:00-14:00	**15**	**14532**	**0.438**	**0.471**	**0.909**
14:00-15:00	**15**	**14532**	**0.379**	**0.457**	**0.836**
15:00-16:00	**15**	**14532**	**0.325**	**0.398**	**0.723**
16:00-17:00	**15**	**14532**	**0.429**	**0.605**	**1.034**
17:00-18:00	**15**	**14532**	**0.255**	**0.693**	**0.948**
18:00-19:00	**15**	**14532**	**0.142**	**0.328**	**0.470**
19:00-20:00	**10**	**14395**	**0.081**	**0.128**	**0.209**
20:00-21:00	**10**	**14395**	**0.027**	**0.060**	**0.087**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**5.201**	**5.194**	**10.395**

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 26/04/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.001**	**0.001**	**0.002**
06:00-07:00	**10**	**14395**	**0.009**	**0.000**	**0.009**
07:00-08:00	**15**	**14532**	**0.022**	**0.014**	**0.036**
08:00-09:00	**15**	**14532**	**0.039**	**0.028**	**0.067**
09:00-10:00	**15**	**14532**	**0.030**	**0.019**	**0.049**
10:00-11:00	**15**	**14532**	**0.015**	**0.016**	**0.031**
11:00-12:00	**15**	**14532**	**0.019**	**0.020**	**0.039**
12:00-13:00	**15**	**14532**	**0.047**	**0.048**	**0.095**
13:00-14:00	**15**	**14532**	**0.048**	**0.055**	**0.103**
14:00-15:00	**15**	**14532**	**0.033**	**0.028**	**0.061**
15:00-16:00	**15**	**14532**	**0.017**	**0.017**	**0.034**
16:00-17:00	**15**	**14532**	**0.020**	**0.026**	**0.046**
17:00-18:00	**15**	**14532**	**0.027**	**0.048**	**0.075**
18:00-19:00	**15**	**14532**	**0.011**	**0.023**	**0.034**
19:00-20:00	**10**	**14395**	**0.003**	**0.015**	**0.018**
20:00-21:00	**10**	**14395**	**0.002**	**0.002**	**0.004**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.343**	**0.360**	**0.703**

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 06/11/2023
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
06:00-07:00	**10**	**14395**	**0.001**	**0.000**	**0.001**
07:00-08:00	**15**	**14532**	**0.012**	**0.000**	**0.012**
08:00-09:00	**15**	**14532**	**0.021**	**0.001**	**0.022**
09:00-10:00	**15**	**14532**	**0.017**	**0.001**	**0.018**
10:00-11:00	**15**	**14532**	**0.006**	**0.002**	**0.008**
11:00-12:00	**15**	**14532**	**0.004**	**0.006**	**0.010**
12:00-13:00	**15**	**14532**	**0.015**	**0.020**	**0.035**
13:00-14:00	**15**	**14532**	**0.021**	**0.014**	**0.035**
14:00-15:00	**15**	**14532**	**0.003**	**0.009**	**0.012**
15:00-16:00	**15**	**14532**	**0.002**	**0.012**	**0.014**
16:00-17:00	**15**	**14532**	**0.004**	**0.010**	**0.014**
17:00-18:00	**15**	**14532**	**0.004**	**0.021**	**0.025**
18:00-19:00	**15**	**14532**	**0.001**	**0.011**	**0.012**
19:00-20:00	**10**	**14395**	**0.000**	**0.001**	**0.001**
20:00-21:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.111**	**0.108**	**0.219**

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 06/11/2023
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
06:00-07:00	**10**	**14395**	**0.001**	**0.000**	**0.001**
07:00-08:00	**15**	**14532**	**0.012**	**0.000**	**0.012**
08:00-09:00	**15**	**14532**	**0.019**	**0.001**	**0.020**
09:00-10:00	**15**	**14532**	**0.011**	**0.001**	**0.012**
10:00-11:00	**15**	**14532**	**0.006**	**0.002**	**0.008**
11:00-12:00	**15**	**14532**	**0.004**	**0.005**	**0.009**
12:00-13:00	**15**	**14532**	**0.015**	**0.020**	**0.035**
13:00-14:00	**15**	**14532**	**0.021**	**0.012**	**0.033**
14:00-15:00	**15**	**14532**	**0.003**	**0.008**	**0.011**
15:00-16:00	**15**	**14532**	**0.002**	**0.009**	**0.011**
16:00-17:00	**15**	**14532**	**0.004**	**0.010**	**0.014**
17:00-18:00	**15**	**14532**	**0.004**	**0.021**	**0.025**
18:00-19:00	**15**	**14532**	**0.001**	**0.011**	**0.012**
19:00-20:00	**10**	**14395**	**0.000**	**0.001**	**0.001**
20:00-21:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.103**	**0.101**	**0.204**

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

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 06/11/2023
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
06:00-07:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
07:00-08:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
08:00-09:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
09:00-10:00	**15**	**14532**	**0.003**	**0.000**	**0.003**
10:00-11:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
11:00-12:00	**15**	**14532**	**0.000**	**0.001**	**0.001**
12:00-13:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
13:00-14:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
14:00-15:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
15:00-16:00	**15**	**14532**	**0.000**	**0.002**	**0.002**
16:00-17:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
17:00-18:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
18:00-19:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
19:00-20:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
20:00-21:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.003**	**0.003**	**0.006**

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

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	20/09/2016 - 20/09/2016
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
06:00-07:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
07:00-08:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
08:00-09:00	**15**	**14532**	**0.001**	**0.000**	**0.001**
09:00-10:00	**15**	**14532**	**0.003**	**0.000**	**0.003**
10:00-11:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
11:00-12:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
12:00-13:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
13:00-14:00	**15**	**14532**	**0.000**	**0.002**	**0.002**
14:00-15:00	**15**	**14532**	**0.000**	**0.001**	**0.001**
15:00-16:00	**15**	**14532**	**0.000**	**0.001**	**0.001**
16:00-17:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
17:00-18:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
18:00-19:00	**15**	**14532**	**0.000**	**0.000**	**0.000**
19:00-20:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
20:00-21:00	**10**	**14395**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.004**	**0.004**	**0.008**

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

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Audit Code: 515c3e8e-4dfe-46f6-8028-4a330657b6b7

Parameter Summary:

Trip rate parameter range selected:	5000 - 75000 (units: sqm)
Survey date date range:	04/04/2017 - 14/09/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 day
05	**EAST MIDLANDS**		
	NT	NOTTINGHAMSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	DR	DONCASTER	1 day
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day

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

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Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	950 to 105335 (units:sqm)
Range Selected by User:	950 to 105335 (units:sqm)
Parking Spaces Range:	20 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 18/06/24

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

Selected survey days:

Friday	1 days
Monday	1 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Edge of Town	4 days
Suburban Area (PPS6 Out of Centre)	1 days

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

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	4 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	3 days

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Secondary Filtering Selection:

Use Class:

B8	4 surveys
N/A	1 surveys

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

Population within 500m Range:

300 - 2193

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	5 surveys

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

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Petrol filling station:

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

Travel Plan:

No	4 surveys
Yes	1 surveys

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

PTAL Rating:

No PTAL Present	5 surveys

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

COVID-19 Restrictions:

No

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1	**CU-02-F-01**	**WAREHOUSING & DISTRIBUTION**	**CUMBERLAND**

CARLISLE ROAD
BRAMPTON
Edge of Town
Industrial Zone
Gross floor area: 4007 sqm
Survey date: Wednesday 19/06/2024 Survey Type: Manual

2	**DR-02-F-01**	**TESCO DISTRIBUTION CENTRE**	**DONCASTER**

MIDDLE BANK
DONCASTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Gross floor area: 80100 sqm
Survey date: Tuesday 21/09/2021 Survey Type: Manual

3	**EX-02-F-01**	**SPORTS SUPPLEMENTS**	**ESSEX**

BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Gross floor area: 6560 sqm
Survey date: Friday 18/05/2018 Survey Type: Manual

4	**NT-02-F-01**	**LOGISTICS WAREHOUSING PARK**	**NOTTINGHAMSHIRE**

NOOK FLATT ROAD
NEAR WORKSOP
BLYTH
Edge of Town
Development Zone
Gross floor area: 105335 sqm
Survey date: Wednesday 18/10/2023 Survey Type: Manual

5	**NY-02-F-01**	**REMOVALS SERVICE**	**NORTH YORKSHIRE**

GRIMBALD CRAG CLOSE
KNARESBOROUGH
Edge of Town
Industrial Zone
Gross floor area: 1750 sqm
Survey date: Monday 19/06/2023 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HO-02-F-01	23-11-2016	England excl. Greater London

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.074**	**0.029**	**0.103**
06:00-07:00	**3**	**63147**	**0.028**	**0.063**	**0.091**
07:00-08:00	**5**	**39550**	**0.047**	**0.025**	**0.072**
08:00-09:00	**5**	**39550**	**0.039**	**0.026**	**0.065**
09:00-10:00	**5**	**39550**	**0.052**	**0.035**	**0.087**
10:00-11:00	**5**	**39550**	**0.049**	**0.049**	**0.098**
11:00-12:00	**5**	**39550**	**0.050**	**0.040**	**0.090**
12:00-13:00	**5**	**39550**	**0.050**	**0.059**	**0.109**
13:00-14:00	**5**	**39550**	**0.052**	**0.041**	**0.093**
14:00-15:00	**5**	**39550**	**0.050**	**0.078**	**0.128**
15:00-16:00	**5**	**39550**	**0.044**	**0.042**	**0.086**
16:00-17:00	**5**	**39550**	**0.034**	**0.045**	**0.079**
17:00-18:00	**5**	**39550**	**0.037**	**0.041**	**0.078**
18:00-19:00	**5**	**39550**	**0.022**	**0.046**	**0.068**
19:00-20:00	**3**	**63147**	**0.018**	**0.023**	**0.041**
20:00-21:00	**3**	**63147**	**0.016**	**0.020**	**0.036**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.662**	**0.662**	**1.324**

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	18/05/2018 - 19/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.094**	**0.045**	**0.139**
06:00-07:00	**3**	**63147**	**0.040**	**0.065**	**0.105**
07:00-08:00	**5**	**39550**	**0.054**	**0.031**	**0.085**
08:00-09:00	**5**	**39550**	**0.052**	**0.028**	**0.080**
09:00-10:00	**5**	**39550**	**0.075**	**0.039**	**0.114**
10:00-11:00	**5**	**39550**	**0.055**	**0.053**	**0.108**
11:00-12:00	**5**	**39550**	**0.063**	**0.048**	**0.111**
12:00-13:00	**5**	**39550**	**0.058**	**0.065**	**0.123**
13:00-14:00	**5**	**39550**	**0.057**	**0.046**	**0.103**
14:00-15:00	**5**	**39550**	**0.054**	**0.095**	**0.149**
15:00-16:00	**5**	**39550**	**0.048**	**0.048**	**0.096**
16:00-17:00	**5**	**39550**	**0.034**	**0.064**	**0.098**
17:00-18:00	**5**	**39550**	**0.042**	**0.054**	**0.096**
18:00-19:00	**5**	**39550**	**0.024**	**0.057**	**0.081**
19:00-20:00	**3**	**63147**	**0.021**	**0.043**	**0.064**
20:00-21:00	**3**	**63147**	**0.019**	**0.030**	**0.049**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.790**	**0.811**	**1.601**

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

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	18/05/2018 - 19/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.002**	**0.001**	**0.003**
06:00-07:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
08:00-09:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
09:00-10:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
10:00-11:00	**5**	**39550**	**0.002**	**0.001**	**0.003**
11:00-12:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
12:00-13:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
13:00-14:00	**5**	**39550**	**0.002**	**0.000**	**0.002**
14:00-15:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
15:00-16:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
16:00-17:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
17:00-18:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
18:00-19:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
19:00-20:00	**3**	**63147**	**0.001**	**0.004**	**0.005**
20:00-21:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.010**	**0.009**	**0.019**

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

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	21/09/2021 - 18/10/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
06:00-07:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**39550**	**0.000**	**0.002**	**0.002**
08:00-09:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
09:00-10:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
10:00-11:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
11:00-12:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
12:00-13:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
13:00-14:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
14:00-15:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
15:00-16:00	**5**	**39550**	**0.001**	**0.001**	**0.002**
16:00-17:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
17:00-18:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
18:00-19:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.004**	**0.004**	**0.008**

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

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	19/06/2024 - 19/06/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.007**	**0.010**	**0.017**
06:00-07:00	**3**	**63147**	**0.008**	**0.010**	**0.018**
07:00-08:00	**5**	**39550**	**0.013**	**0.014**	**0.027**
08:00-09:00	**5**	**39550**	**0.018**	**0.016**	**0.034**
09:00-10:00	**5**	**39550**	**0.022**	**0.016**	**0.038**
10:00-11:00	**5**	**39550**	**0.025**	**0.027**	**0.052**
11:00-12:00	**5**	**39550**	**0.022**	**0.015**	**0.037**
12:00-13:00	**5**	**39550**	**0.022**	**0.021**	**0.043**
13:00-14:00	**5**	**39550**	**0.018**	**0.018**	**0.036**
14:00-15:00	**5**	**39550**	**0.026**	**0.021**	**0.047**
15:00-16:00	**5**	**39550**	**0.024**	**0.021**	**0.045**
16:00-17:00	**5**	**39550**	**0.014**	**0.015**	**0.029**
17:00-18:00	**5**	**39550**	**0.020**	**0.014**	**0.034**
18:00-19:00	**5**	**39550**	**0.011**	**0.018**	**0.029**
19:00-20:00	**3**	**63147**	**0.007**	**0.013**	**0.020**
20:00-21:00	**3**	**63147**	**0.007**	**0.012**	**0.019**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.264**	**0.261**	**0.525**

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	18/05/2018 - 19/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.001**	**0.001**	**0.002**
06:00-07:00	**3**	**63147**	**0.001**	**0.001**	**0.002**
07:00-08:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
08:00-09:00	**5**	**39550**	**0.002**	**0.002**	**0.004**
09:00-10:00	**5**	**39550**	**0.002**	**0.002**	**0.004**
10:00-11:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
11:00-12:00	**5**	**39550**	**0.001**	**0.001**	**0.002**
12:00-13:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
13:00-14:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
14:00-15:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
15:00-16:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**39550**	**0.001**	**0.001**	**0.002**
17:00-18:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
18:00-19:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**63147**	**0.001**	**0.001**	**0.002**
20:00-21:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.009**	**0.009**	**0.018**

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	21/09/2021 - 19/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.065**	**0.017**	**0.082**
06:00-07:00	**3**	**63147**	**0.017**	**0.051**	**0.068**
07:00-08:00	**5**	**39550**	**0.029**	**0.005**	**0.034**
08:00-09:00	**5**	**39550**	**0.016**	**0.006**	**0.022**
09:00-10:00	**5**	**39550**	**0.022**	**0.016**	**0.038**
10:00-11:00	**5**	**39550**	**0.018**	**0.016**	**0.034**
11:00-12:00	**5**	**39550**	**0.022**	**0.021**	**0.043**
12:00-13:00	**5**	**39550**	**0.024**	**0.034**	**0.058**
13:00-14:00	**5**	**39550**	**0.030**	**0.021**	**0.051**
14:00-15:00	**5**	**39550**	**0.021**	**0.052**	**0.073**
15:00-16:00	**5**	**39550**	**0.018**	**0.019**	**0.037**
16:00-17:00	**5**	**39550**	**0.016**	**0.025**	**0.041**
17:00-18:00	**5**	**39550**	**0.014**	**0.026**	**0.040**
18:00-19:00	**5**	**39550**	**0.010**	**0.023**	**0.033**
19:00-20:00	**3**	**63147**	**0.010**	**0.008**	**0.018**
20:00-21:00	**3**	**63147**	**0.008**	**0.008**	**0.016**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.340**	**0.348**	**0.688**

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	18/05/2018 - 19/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.001**	**0.002**	**0.003**
06:00-07:00	**3**	**63147**	**0.002**	**0.001**	**0.003**
07:00-08:00	**5**	**39550**	**0.004**	**0.005**	**0.009**
08:00-09:00	**5**	**39550**	**0.004**	**0.003**	**0.007**
09:00-10:00	**5**	**39550**	**0.007**	**0.002**	**0.009**
10:00-11:00	**5**	**39550**	**0.006**	**0.005**	**0.011**
11:00-12:00	**5**	**39550**	**0.006**	**0.004**	**0.010**
12:00-13:00	**5**	**39550**	**0.003**	**0.004**	**0.007**
13:00-14:00	**5**	**39550**	**0.004**	**0.002**	**0.006**
14:00-15:00	**5**	**39550**	**0.003**	**0.003**	**0.006**
15:00-16:00	**5**	**39550**	**0.002**	**0.002**	**0.004**
16:00-17:00	**5**	**39550**	**0.004**	**0.004**	**0.008**
17:00-18:00	**5**	**39550**	**0.003**	**0.002**	**0.005**
18:00-19:00	**5**	**39550**	**0.001**	**0.005**	**0.006**
19:00-20:00	**3**	**63147**	**0.001**	**0.001**	**0.002**
20:00-21:00	**3**	**63147**	**0.001**	**0.000**	**0.001**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.052**	**0.045**	**0.097**

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

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	18/05/2018 - 19/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
06:00-07:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
08:00-09:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
09:00-10:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
10:00-11:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
11:00-12:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
12:00-13:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
13:00-14:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
14:00-15:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
15:00-16:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
17:00-18:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
18:00-19:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.003**	**0.002**	**0.005**

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

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	18/05/2018 - 18/10/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.080**	**0.031**	**0.111**
06:00-07:00	**3**	**63147**	**0.030**	**0.065**	**0.095**
07:00-08:00	**5**	**39550**	**0.053**	**0.030**	**0.083**
08:00-09:00	**5**	**39550**	**0.047**	**0.028**	**0.075**
09:00-10:00	**5**	**39550**	**0.062**	**0.038**	**0.100**
10:00-11:00	**5**	**39550**	**0.051**	**0.051**	**0.102**
11:00-12:00	**5**	**39550**	**0.054**	**0.045**	**0.099**
12:00-13:00	**5**	**39550**	**0.054**	**0.062**	**0.116**
13:00-14:00	**5**	**39550**	**0.055**	**0.045**	**0.100**
14:00-15:00	**5**	**39550**	**0.054**	**0.091**	**0.145**
15:00-16:00	**5**	**39550**	**0.048**	**0.047**	**0.095**
16:00-17:00	**5**	**39550**	**0.034**	**0.053**	**0.087**
17:00-18:00	**5**	**39550**	**0.038**	**0.050**	**0.088**
18:00-19:00	**5**	**39550**	**0.023**	**0.054**	**0.077**
19:00-20:00	**3**	**63147**	**0.017**	**0.023**	**0.040**
20:00-21:00	**3**	**63147**	**0.016**	**0.020**	**0.036**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.716**	**0.733**	**1.449**

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

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	18/05/2018 - 19/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.008**	**0.011**	**0.019**
06:00-07:00	**3**	**63147**	**0.006**	**0.000**	**0.006**
07:00-08:00	**5**	**39550**	**0.002**	**0.001**	**0.003**
08:00-09:00	**5**	**39550**	**0.002**	**0.000**	**0.002**
09:00-10:00	**5**	**39550**	**0.011**	**0.001**	**0.012**
10:00-11:00	**5**	**39550**	**0.002**	**0.001**	**0.003**
11:00-12:00	**5**	**39550**	**0.008**	**0.002**	**0.010**
12:00-13:00	**5**	**39550**	**0.004**	**0.002**	**0.006**
13:00-14:00	**5**	**39550**	**0.001**	**0.001**	**0.002**
14:00-15:00	**5**	**39550**	**0.000**	**0.003**	**0.003**
15:00-16:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
16:00-17:00	**5**	**39550**	**0.001**	**0.010**	**0.011**
17:00-18:00	**5**	**39550**	**0.003**	**0.001**	**0.004**
18:00-19:00	**5**	**39550**	**0.000**	**0.003**	**0.003**
19:00-20:00	**3**	**63147**	**0.002**	**0.013**	**0.015**
20:00-21:00	**3**	**63147**	**0.003**	**0.010**	**0.013**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.053**	**0.060**	**0.113**

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

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	18/05/2018 - 19/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.004**	**0.003**	**0.007**
06:00-07:00	**3**	**63147**	**0.003**	**0.000**	**0.003**
07:00-08:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
08:00-09:00	**5**	**39550**	**0.002**	**0.000**	**0.002**
09:00-10:00	**5**	**39550**	**0.002**	**0.000**	**0.002**
10:00-11:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
11:00-12:00	**5**	**39550**	**0.002**	**0.001**	**0.003**
12:00-13:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
13:00-14:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
14:00-15:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
15:00-16:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
17:00-18:00	**5**	**39550**	**0.001**	**0.003**	**0.004**
18:00-19:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
19:00-20:00	**3**	**63147**	**0.001**	**0.003**	**0.004**
20:00-21:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.016**	**0.016**	**0.032**

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	18/05/2018 - 19/06/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.004**	**0.003**	**0.007**
06:00-07:00	**3**	**63147**	**0.003**	**0.000**	**0.003**
07:00-08:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
08:00-09:00	**5**	**39550**	**0.002**	**0.000**	**0.002**
09:00-10:00	**5**	**39550**	**0.002**	**0.000**	**0.002**
10:00-11:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
11:00-12:00	**5**	**39550**	**0.002**	**0.001**	**0.003**
12:00-13:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
13:00-14:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
14:00-15:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
15:00-16:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**39550**	**0.000**	**0.001**	**0.001**
17:00-18:00	**5**	**39550**	**0.001**	**0.003**	**0.004**
18:00-19:00	**5**	**39550**	**0.001**	**0.000**	**0.001**
19:00-20:00	**3**	**63147**	**0.001**	**0.003**	**0.004**
20:00-21:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.016**	**0.016**	**0.032**

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	18/05/2018 - 19/06/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
06:00-07:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
08:00-09:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
09:00-10:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
10:00-11:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
11:00-12:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
12:00-13:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
13:00-14:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
14:00-15:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
15:00-16:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
17:00-18:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
18:00-19:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
06:00-07:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
07:00-08:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
08:00-09:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
09:00-10:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
10:00-11:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
11:00-12:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
12:00-13:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
13:00-14:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
14:00-15:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
15:00-16:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
17:00-18:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
18:00-19:00	**5**	**39550**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**63147**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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

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Parameter Summary:

Trip rate parameter range selected:	950 - 105335 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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G. MCC & Queue Length Data

Enterprise Way, Wythenshawe: Queue Length Survey - Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: **A - (North West) Enterprise Way / B - Aviator Way / C - (South West) Enterprise Way**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4
Pedestrian	0.0

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) Enterprise Way / B - Aviator Way / C - (South West) Enterprise Way

Approach: A - (North West) Enterprise Way

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	1	0	0	0	0	0	1.5	1
06:30 - 06:45	3	0	0	0	0	0	0	0	3.0	3
06:45 - 07:00	10	0	0	0	0	0	0	0	10.0	10
Hourly Total	13	0	1	0	0	0	0	0	15	14
07:00 - 07:15	10	1	0	0	0	1	0	1	11.2	13
07:15 - 07:30	16	0	0	0	0	0	0	1	16.0	17
07:30 - 07:45	13	0	0	0	0	1	0	0	13.2	14
07:45 - 08:00	14	0	0	0	0	1	0	1	14.2	16
Hourly Total	53	1	0	0	0	3	0	3	55	60
08:00 - 08:15	16	0	0	0	0	0	0	0	16.0	16
08:15 - 08:30	29	0	0	0	0	0	0	0	29.0	29
08:30 - 08:45	12	0	0	0	0	0	0	1	12.0	13
08:45 - 09:00	22	0	1	0	0	1	1	0	24.1	25
Hourly Total	79	0	1	0	0	1	1	1	81	83
09:00 - 09:15	18	3	0	0	0	0	1	1	21.4	23
09:15 - 09:30	8	0	0	0	0	0	0	0	8.0	8
09:30 - 09:45	3	0	0	0	0	0	0	1	3.0	4
09:45 - 10:00	4	1	0	0	0	1	0	0	5.2	6
Hourly Total	33	4	0	0	0	1	1	2	38	41
10:00 - 10:15	3	0	0	0	0	0	0	0	3.0	3
10:15 - 10:30	4	0	0	0	0	0	0	0	4.0	4
10:30 - 10:45	4	0	1	0	0	0	0	0	5.5	5
10:45 - 11:00	1	0	0	0	0	1	0	0	1.2	2
Hourly Total	12	0	1	0	0	1	0	0	14	14
11:00 - 11:15	3	1	0	0	0	0	0	0	4.0	4
11:15 - 11:30	6	1	0	0	0	1	0	0	7.2	8
11:30 - 11:45	4	2	0	0	0	1	0	0	6.2	7
11:45 - 12:00	2	1	0	0	0	1	0	0	3.2	4
Hourly Total	15	5	0	0	0	3	0	0	21	23
12:00 - 12:15	3	1	0	0	0	0	0	1	4.0	5
12:15 - 12:30	2	0	0	0	0	0	0	0	2.0	2
12:30 - 12:45	2	1	0	0	0	0	0	0	3.0	3
12:45 - 13:00	3	0	0	0	0	0	0	1	3.0	4
Hourly Total	10	2	0	0	0	0	0	2	12	14
13:00 - 13:15	5	0	0	0	0	0	0	2	5.0	7
13:15 - 13:30	2	0	0	0	0	0	1	1	2.4	4
13:30 - 13:45	3	0	0	0	0	0	0	1	3.0	4
13:45 - 14:00	10	0	0	0	0	0	0	1	10.0	11
Hourly Total	20	0	0	0	0	0	1	5	20	26
14:00 - 14:15	4	0	0	0	0	1	0	1	4.2	6
14:15 - 14:30	3	0	0	0	0	1	0	1	3.2	5
14:30 - 14:45	5	0	0	0	0	0	0	1	5.0	6
14:45 - 15:00	4	0	0	0	0	0	0	0	4.0	4
Hourly Total	16	0	0	0	0	2	0	3	16	21
15:00 - 15:15	2	2	0	0	0	0	0	0	4.0	4
15:15 - 15:30	4	0	0	0	0	2	0	0	4.4	6
15:30 - 15:45	4	1	0	0	0	0	0	0	5.0	5
15:45 - 16:00	3	1	0	0	0	1	0	2	4.2	7
Hourly Total	13	4	0	0	0	3	0	2	18	22
16:00 - 16:15	3	0	0	0	0	1	1	0	3.6	5
16:15 - 16:30	3	1	0	0	0	0	0	0	4.0	4
16:30 - 16:45	1	0	0	0	0	0	0	0	1.0	1
16:45 - 17:00	3	0	0	0	0	0	0	0	3.0	3
Hourly Total	10	1	0	0	0	1	1	0	12	13
17:00 - 17:15	4	0	0	0	0	0	0	2	4.0	6
17:15 - 17:30	7	0	0	0	0	1	0	3	7.2	11
17:30 - 17:45	4	0	0	0	0	1	0	0	4.2	5
17:45 - 18:00	3	0	0	0	0	3	0	0	3.6	6
Hourly Total	18	0	0	0	0	5	0	5	19	28
18:00 - 18:15	2	1	0	0	0	3	0	0	3.6	6
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	1	0	0	0.2	1
Hourly Total	2	1	0	0	0	4	0	0	4	7
19:00 - 19:15	1	0	0	0	0	0	0	2	1.0	3
19:15 - 19:30	1	0	0	0	0	1	0	0	1.2	2
19:30 - 19:45	2	0	0	0	0	1	0	2	2.2	5
19:45 - 20:00	2	0	0	0	0	0	0	0	2.0	2
Hourly Total	6	0	0	0	0	2	0	4	6	12
20:00 - 20:15	2	0	0	0	0	0	0	0	2.0	2
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	2	0.0	2
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2	4
21:00 - 21:15	0	0	0	0	0	1	0	0	0.2	1
21:15 - 21:30	0	0	0	0	0	0	0	1	0.0	1
21:30 - 21:45	1	0	0	0	0	0	0	1	1.0	2
21:45 - 22:00	0	1	0	0	0	0	0	0	1.0	1
Hourly Total	1	1	0	0	0	1	0	2	2	5
Session Total	303	19	3	0	0	27	4	31	334	387

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	30	1	0	0	3	0	0	1	37.0	35
06:15 - 06:30	34	2	2	1	3	0	0	1	47.3	43
06:30 - 06:45	27	1	1	0	4	0	0	6	37.5	39
06:45 - 07:00	47	6	1	0	3	0	0	3	60.5	60
Hourly Total	138	10	4	1	13	0	0	11	182	177
07:00 - 07:15	45	8	0	0	3	0	0	6	59.0	62
07:15 - 07:30	59	11	0	0	4	0	0	3	78.0	77
07:30 - 07:45	87	7	0	3	4	0	0	9	108.9	110
07:45 - 08:00	80	13	0	3	3	0	0	10	105.9	109
Hourly Total	271	39	0	6	14	0	0	28	352	358
08:00 - 08:15	90	9	1	3	3	0	0	12	113.4	118
08:15 - 08:30	92	12	1	1	3	0	0	8	113.8	117
08:30 - 08:45	93	6	0	1	6	0	0	8	113.3	114
08:45 - 09:00	82	5	0	0	1	0	0	8	89.0	96
Hourly Total	357	32	2	5	13	0	0	36	430	445
09:00 - 09:15	73	8	2	2	4	0	0	6	96.6	95
09:15 - 09:30	82	8	1	0	6	0	0	5	103.5	102
09:30 - 09:45	74	11	3	1	4	1	0	3	100.0	97
09:45 - 10:00	88	10	1	0	2	0	0	2	103.5	103
Hourly Total	317	37	7	3	16	1	0	16	404	397
10:00 - 10:15	51	10	1	1	4	0	0	0	72.8	67
10:15 - 10:30	82	6	0	0	4	0	0	1	96.0	93
10:30 - 10:45	67	9	0	0	1	0	0	0	78.0	77
10:45 - 11:00	76	7	0	0	3	0	1	1	89.4	88
Hourly Total	276	32	1	1	12	0	1	2	336	325
11:00 - 11:15	76	12	2	1	4	0	0	0	101.3	95
11:15 - 11:30	75	11	3	1	3	0	0	0	98.8	93
11:30 - 11:45	57	11	1	1	2	0	0	1	75.8	73
11:45 - 12:00	96	8	2	4	5	0	0	1	126.2	116
Hourly Total	304	42	8	7	14	0	0	2	402	377
12:00 - 12:15	86	12	2	0	3	0	0	0	107.0	103
12:15 - 12:30	92	10	1	0	4	0	0	0	111.5	107
12:30 - 12:45	77	5	0	1	6	0	0	2	96.3	91
12:45 - 13:00	97	7	0	0	3	0	0	0	110.0	107
Hourly Total	352	34	3	1	16	0	0	2	425	408
13:00 - 13:15	84	4	3	0	1	1	0	1	94.7	94
13:15 - 13:30	79	14	3	0	3	0	0	0	103.5	99
13:30 - 13:45	104	4	0	0	7	0	0	0	122.0	115
13:45 - 14:00	89	9	2	1	1	1	1	0	105.9	104
Hourly Total	356	31	8	1	12	2	1	1	426	412
14:00 - 14:15	109	5	0	1	2	0	0	0	120.3	117
14:15 - 14:30	78	3	1	1	4	0	0	1	92.8	88
14:30 - 14:45	106	5	1	0	3	0	0	0	118.5	115
14:45 - 15:00	105	6	0	3	4	0	0	0	125.9	118
Hourly Total	398	19	2	5	13	0	0	1	458	438
15:00 - 15:15	86	7	2	0	2	0	1	0	100.4	98
15:15 - 15:30	107	8	1	0	3	0	0	0	122.5	119
15:30 - 15:45	111	9	2	0	2	0	1	0	127.4	125
15:45 - 16:00	119	10	0	1	3	1	0	0	137.5	134
Hourly Total	423	34	5	1	10	1	2	0	488	476
16:00 - 16:15	129	16	1	0	2	0	0	0	150.5	148
16:15 - 16:30	95	9	2	0	2	1	0	0	111.2	109
16:30 - 16:45	102	6	0	0	0	0	0	0	108.0	108
16:45 - 17:00	116	3	1	0	3	0	0	0	126.5	123
Hourly Total	442	34	4	0	7	1	0	0	496	488
17:00 - 17:15	129	8	3	1	3	0	1	0	150.2	145
17:15 - 17:30	135	7	1	0	4	1	0	0	151.7	148
17:30 - 17:45	93	6	0	1	2	0	0	2	105.3	104
17:45 - 18:00	99	3	1	0	3	0	0	0	109.5	106
Hourly Total	456	24	5	2	12	1	1	2	517	503
18:00 - 18:15	74	2	0	1	2	0	0	2	82.3	81
18:15 - 18:30	84	3	0	0	3	0	0	3	93.0	93
18:30 - 18:45	77	6	0	1	2	0	0	5	89.3	91
18:45 - 19:00	79	1	0	0	1	1	0	3	82.2	85
Hourly Total	314	12	0	2	8	1	0	13	347	350
19:00 - 19:15	87	2	0	0	3	0	0	0	95.0	92
19:15 - 19:30	83	1	0	0	1	0	1	6	86.4	92
19:30 - 19:45	61	3	0	0	1	0	0	1	66.0	66
19:45 - 20:00	64	2	0	0	4	0	3	0	75.2	73
Hourly Total	295	8	0	0	9	0	4	7	323	323
20:00 - 20:15	49	2	0	0	1	0	0	0	53.0	52
20:15 - 20:30	62	1	0	2	3	0	4	0	75.2	72
20:30 - 20:45	55	0	1	0	2	0	10	0	64.5	68
20:45 - 21:00	49	5	1	0	2	0	0	0	59.5	57
Hourly Total	215	8	2	2	8	0	14	0	252	249
21:00 - 21:15	39	0	0	0	3	0	0	0	45.0	42
21:15 - 21:30	34	1	0	0	2	0	0	0	39.0	37
21:30 - 21:45	33	1	0	0	3	0	0	0	40.0	37
21:45 - 22:00	27	3	1	0	5	0	0	0	41.5	36
Hourly Total	133	5	1	0	13	0	0	0	166	152
Session Total	5047	401	52	37	190	7	23	121	6002	5878

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	1	0	0	0	0	0	0	1.0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	0	1	1
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	1	0	0	0	0	0	0	0	1.0	1
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	0	1	1
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	1	0	0	0	0	0	0	0	1	1
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Session Total	2	1	0	0	0	0	0	0	3	3

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	30	1	0	0	3	0	0	1	37.0	35
06:15 - 06:30	34	2	3	1	3	0	0	1	48.8	44
06:30 - 06:45	30	1	1	0	4	0	0	6	40.5	42
06:45 - 07:00	57	6	1	0	3	0	0	3	70.5	70
Hourly Total	151	10	5	1	13	0	0	11	197	191
07:00 - 07:15	55	9	0	0	3	1	0	7	70.2	75
07:15 - 07:30	75	11	0	0	4	0	0	4	94.0	94
07:30 - 07:45	100	7	0	3	4	1	0	9	122.1	124
07:45 - 08:00	94	13	0	3	3	1	0	11	120.1	125
Hourly Total	324	40	0	6	14	3	0	31	406	418
08:00 - 08:15	106	9	1	3	3	0	0	12	129.4	134
08:15 - 08:30	121	12	1	1	3	0	0	8	142.8	146
08:30 - 08:45	105	6	0	1	6	0	0	9	125.3	127
08:45 - 09:00	104	5	1	0	1	1	1	8	113.1	121
Hourly Total	436	32	3	5	13	1	1	37	511	528
09:00 - 09:15	91	11	2	2	4	0	1	7	118.0	118
09:15 - 09:30	90	8	1	0	6	0	0	5	111.5	110
09:30 - 09:45	77	11	3	1	4	1	0	4	103.0	101
09:45 - 10:00	92	11	1	0	2	1	0	2	108.7	109
Hourly Total	350	41	7	3	16	2	1	18	441	438
10:00 - 10:15	54	10	1	1	4	0	0	0	75.8	70
10:15 - 10:30	86	6	0	0	4	0	0	1	100.0	97
10:30 - 10:45	71	10	1	0	1	0	0	0	84.5	83
10:45 - 11:00	77	7	0	0	3	1	1	1	90.6	90
Hourly Total	288	33	2	1	12	1	1	2	351	340
11:00 - 11:15	79	13	2	1	4	0	0	0	105.3	99
11:15 - 11:30	81	12	3	1	3	1	0	0	106.0	101
11:30 - 11:45	61	13	1	1	2	1	0	1	82.0	80
11:45 - 12:00	98	9	2	4	5	1	0	1	129.4	120
Hourly Total	319	47	8	7	14	3	0	2	423	400
12:00 - 12:15	89	13	2	0	3	0	0	1	111.0	108
12:15 - 12:30	94	10	1	0	4	0	0	0	113.5	109
12:30 - 12:45	79	6	0	1	6	0	0	2	99.3	94
12:45 - 13:00	100	7	0	0	3	0	0	1	113.0	111
Hourly Total	362	36	3	1	16	0	0	4	437	422
13:00 - 13:15	89	4	3	0	1	1	0	3	99.7	101
13:15 - 13:30	81	14	3	0	3	0	1	1	105.9	103
13:30 - 13:45	107	4	0	0	7	0	0	1	125.0	119
13:45 - 14:00	99	9	2	1	1	1	1	1	115.9	115
Hourly Total	376	31	8	1	12	2	2	6	447	438
14:00 - 14:15	113	5	0	1	2	1	0	1	124.5	123
14:15 - 14:30	81	3	1	1	4	1	0	2	96.0	93
14:30 - 14:45	111	5	1	0	3	0	0	1	123.5	121
14:45 - 15:00	109	6	0	3	4	0	0	0	129.9	122
Hourly Total	414	19	2	5	13	2	0	4	474	459
15:00 - 15:15	88	9	2	0	2	0	1	0	104.4	102
15:15 - 15:30	111	8	1	0	3	2	0	0	126.9	125
15:30 - 15:45	115	10	2	0	2	0	1	0	132.4	130
15:45 - 16:00	122	11	0	1	3	2	0	2	141.7	141
Hourly Total	436	38	5	1	10	4	2	2	505	498
16:00 - 16:15	133	16	1	0	2	1	1	0	155.1	154
16:15 - 16:30	98	10	2	0	2	1	0	0	115.2	113
16:30 - 16:45	103	6	0	0	0	0	0	0	109.0	109
16:45 - 17:00	119	3	1	0	3	0	0	0	129.5	126
Hourly Total	453	35	4	0	7	2	1	0	509	502
17:00 - 17:15	133	8	3	1	3	0	1	2	154.2	151
17:15 - 17:30	142	7	1	0	4	2	0	3	158.9	159
17:30 - 17:45	97	6	0	1	2	1	0	2	109.5	109
17:45 - 18:00	103	3	1	0	3	3	0	0	114.1	113
Hourly Total	475	24	5	2	12	6	1	7	537	532
18:00 - 18:15	76	3	0	1	2	3	0	2	85.9	87
18:15 - 18:30	84	3	0	0	3	0	0	3	93.0	93
18:30 - 18:45	77	6	0	1	2	0	0	5	89.3	91
18:45 - 19:00	79	1	0	0	1	2	0	3	82.4	86
Hourly Total	316	13	0	2	8	5	0	13	351	357
19:00 - 19:15	88	2	0	0	3	0	0	2	96.0	95
19:15 - 19:30	84	1	0	0	1	1	1	6	87.6	94
19:30 - 19:45	63	3	0	0	1	1	0	3	68.2	71
19:45 - 20:00	66	2	0	0	4	0	3	0	77.2	75
Hourly Total	301	8	0	0	9	2	4	11	329	335
20:00 - 20:15	51	2	0	0	1	0	0	0	55.0	54
20:15 - 20:30	62	1	0	2	3	0	4	0	75.2	72
20:30 - 20:45	55	0	1	0	2	0	10	2	64.5	70
20:45 - 21:00	49	5	1	0	2	0	0	0	59.5	57
Hourly Total	217	8	2	2	8	0	14	2	254	253
21:00 - 21:15	39	0	0	0	3	1	0	0	45.2	43
21:15 - 21:30	34	1	0	0	2	0	0	1	39.0	38
21:30 - 21:45	34	1	0	0	3	0	0	1	41.0	39
21:45 - 22:00	27	4	1	0	5	0	0	0	42.5	37
Hourly Total	134	6	1	0	13	1	0	2	168	157
Session Total	5352	421	55	37	190	34	27	152	6338	6268

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	29	3	0	0	3	0	0	1	38.0	36
06:15 - 06:30	24	0	1	0	0	0	0	1	25.5	26
06:30 - 06:45	43	2	0	0	0	1	0	2	45.2	48
06:45 - 07:00	35	2	0	0	0	0	0	4	37.0	41
Hourly Total	131	7	1	0	3	1	0	8	146	151
07:00 - 07:15	37	1	0	2	0	1	0	0	42.8	41
07:15 - 07:30	46	3	0	2	1	1	0	0	55.8	53
07:30 - 07:45	54	15	1	1	0	0	0	0	72.8	71
07:45 - 08:00	67	7	1	0	0	0	0	0	75.5	75
Hourly Total	204	26	2	5	1	2	0	0	247	240
08:00 - 08:15	84	5	1	0	1	1	0	0	92.7	92
08:15 - 08:30	100	4	0	0	0	1	0	0	104.2	105
08:30 - 08:45	76	4	0	0	0	1	1	0	80.6	82
08:45 - 09:00	72	4	0	0	0	0	0	0	76.0	76
Hourly Total	332	17	1	0	1	3	1	0	354	355
09:00 - 09:15	71	6	1	0	0	0	0	0	78.5	78
09:15 - 09:30	52	2	0	0	0	0	0	0	54.0	54
09:30 - 09:45	48	4	0	0	0	0	0	1	52.0	53
09:45 - 10:00	38	5	0	0	1	0	0	1	45.0	45
Hourly Total	209	17	1	0	1	0	0	2	230	230
10:00 - 10:15	44	3	0	0	0	0	0	0	47.0	47
10:15 - 10:30	38	3	0	1	1	0	0	1	45.3	44
10:30 - 10:45	49	3	4	0	0	0	0	2	58.0	58
10:45 - 11:00	53	4	1	0	3	1	0	1	64.7	63
Hourly Total	184	13	5	1	4	1	0	4	215	212
11:00 - 11:15	42	2	0	0	2	0	0	1	48.0	47
11:15 - 11:30	45	1	0	1	0	0	0	0	48.3	47
11:30 - 11:45	38	4	0	0	2	0	0	0	46.0	44
11:45 - 12:00	39	5	0	2	1	0	0	1	50.6	48
Hourly Total	164	12	0	3	5	0	0	2	193	186
12:00 - 12:15	36	5	0	0	0	0	1	2	41.4	44
12:15 - 12:30	51	9	0	0	1	0	0	1	62.0	62
12:30 - 12:45	62	2	2	0	0	0	0	0	67.0	66
12:45 - 13:00	40	2	0	0	1	1	1	1	44.6	46
Hourly Total	189	18	2	0	2	1	2	4	215	218
13:00 - 13:15	64	6	0	0	1	0	0	3	72.0	74
13:15 - 13:30	54	7	1	0	0	0	0	3	62.5	65
13:30 - 13:45	46	6	0	0	0	0	0	5	52.0	57
13:45 - 14:00	65	3	1	1	0	0	0	3	71.8	73
Hourly Total	229	22	2	1	1	0	0	14	258	269
14:00 - 14:15	66	2	0	0	0	0	0	6	68.0	74
14:15 - 14:30	50	2	0	0	0	1	0	2	52.2	55
14:30 - 14:45	48	6	0	0	0	0	0	1	54.0	55
14:45 - 15:00	56	2	0	0	0	0	1	3	58.4	62
Hourly Total	220	12	0	0	0	1	1	12	233	246
15:00 - 15:15	67	3	0	0	0	1	0	6	70.2	77
15:15 - 15:30	62	1	1	1	0	0	0	10	66.8	75
15:30 - 15:45	62	8	0	0	0	0	0	1	70.0	71
15:45 - 16:00	58	0	0	0	0	0	1	10	58.4	69
Hourly Total	249	12	1	1	0	1	1	27	265	292
16:00 - 16:15	70	6	0	1	0	0	0	7	78.3	84
16:15 - 16:30	60	3	1	0	1	0	0	9	66.5	74
16:30 - 16:45	78	3	0	0	0	0	1	8	81.4	90
16:45 - 17:00	78	4	0	0	0	0	4	7	83.6	93
Hourly Total	286	16	1	1	1	0	5	31	310	341
17:00 - 17:15	93	6	0	0	0	0	1	7	99.4	107
17:15 - 17:30	61	3	0	0	1	1	2	3	67.0	71
17:30 - 17:45	65	1	0	1	0	1	0	10	68.5	78
17:45 - 18:00	70	2	0	0	1	1	0	3	74.2	77
Hourly Total	289	12	0	1	2	3	3	23	309	333
18:00 - 18:15	63	2	0	0	0	0	0	5	65.0	70
18:15 - 18:30	55	2	1	0	1	1	0	3	60.7	63
18:30 - 18:45	44	3	0	0	0	0	0	4	47.0	51
18:45 - 19:00	46	5	0	1	1	1	0	2	55.5	56
Hourly Total	208	12	1	1	2	2	0	14	228	240
19:00 - 19:15	37	2	1	0	0	0	0	2	40.5	42
19:15 - 19:30	43	2	0	0	0	0	0	1	45.0	46
19:30 - 19:45	43	0	0	0	0	1	0	0	43.2	44
19:45 - 20:00	43	1	1	0	1	0	0	5	47.5	51
Hourly Total	166	5	2	0	1	1	0	8	176	183
20:00 - 20:15	40	0	0	0	0	0	0	0	40.0	40
20:15 - 20:30	19	1	0	0	0	0	0	0	20.0	20
20:30 - 20:45	26	0	0	0	0	3	0	3	26.6	32
20:45 - 21:00	17	0	0	0	0	0	0	1	17.0	18
Hourly Total	102	1	0	0	0	3	0	4	104	110
21:00 - 21:15	26	0	0	0	0	0	0	0	26.0	26
21:15 - 21:30	24	2	0	0	0	0	0	0	26.0	26
21:30 - 21:45	16	1	0	0	2	0	0	2	21.0	21
21:45 - 22:00	15	0	0	0	0	0	5	2	17.0	22
Hourly Total	81	3	0	0	2	0	5	4	90	95
Session Total	3243	205	19	14	26	19	18	157	3572	3701

streetwise

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) Enterprise Way / B - Aviator Way / C - (South West) Enterprise Way

Approach: B - Aviator Way

	B to C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	3	0.0	3
06:15 - 06:30	0	1	1	0	0	0	0	0	2.5	2
06:30 - 06:45	1	0	0	0	0	0	0	0	1.0	1
06:45 - 07:00	4	0	0	1	0	0	0	0	6.3	5
Hourly Total	5	1	1	1	0	0	0	3	10	11
07:00 - 07:15	1	0	0	0	0	0	0	0	1.0	1
07:15 - 07:30	2	1	0	0	0	0	0	0	3.0	3
07:30 - 07:45	2	0	0	0	0	0	0	0	2.0	2
07:45 - 08:00	7	0	0	0	0	0	0	0	7.0	7
Hourly Total	12	1	0	0	0	0	0	0	13	13
08:00 - 08:15	6	1	0	0	0	0	0	1	7.0	8
08:15 - 08:30	5	0	0	0	0	0	0	0	5.0	5
08:30 - 08:45	4	0	0	0	0	0	0	2	4.0	6
08:45 - 09:00	1	0	1	0	0	0	0	0	2.5	2
Hourly Total	16	1	1	0	0	0	0	3	19	21
09:00 - 09:15	5	1	0	0	0	0	0	0	6.0	6
09:15 - 09:30	4	1	0	0	0	0	0	0	5.0	5
09:30 - 09:45	6	1	0	0	0	0	0	1	7.0	8
09:45 - 10:00	3	1	0	0	0	0	0	0	4.0	4
Hourly Total	18	4	0	0	0	0	0	1	22	23
10:00 - 10:15	2	1	0	0	0	0	0	0	3.0	3
10:15 - 10:30	7	1	0	0	0	0	0	0	8.0	8
10:30 - 10:45	6	0	1	0	0	2	0	0	7.9	9
10:45 - 11:00	5	0	0	0	0	0	0	0	5.0	5
Hourly Total	20	2	1	0	0	2	0	0	24	25
11:00 - 11:15	5	1	0	0	0	0	0	0	6.0	6
11:15 - 11:30	11	4	1	1	0	0	0	0	18.8	17
11:30 - 11:45	6	1	0	0	0	0	0	0	7.0	7
11:45 - 12:00	8	2	0	0	0	0	0	0	10.0	10
Hourly Total	30	8	1	1	0	0	0	0	42	40
12:00 - 12:15	20	3	0	0	0	1	0	0	23.2	24
12:15 - 12:30	25	0	1	0	0	0	0	1	26.5	27
12:30 - 12:45	16	0	0	0	0	0	0	1	16.0	17
12:45 - 13:00	11	1	0	0	0	0	0	0	12.0	12
Hourly Total	72	4	1	0	0	1	0	2	78	80
13:00 - 13:15	12	3	0	0	0	0	0	0	15.0	15
13:15 - 13:30	15	1	0	0	0	0	0	0	16.0	16
13:30 - 13:45	7	0	0	0	0	0	0	0	7.0	7
13:45 - 14:00	12	1	0	0	0	0	0	0	13.0	13
Hourly Total	46	5	0	0	0	0	0	0	51	51
14:00 - 14:15	13	1	0	0	0	0	0	0	14.0	14
14:15 - 14:30	11	3	0	0	0	0	0	0	14.0	14
14:30 - 14:45	17	0	0	0	0	0	0	1	17.0	18
14:45 - 15:00	17	2	1	0	0	0	0	0	20.5	20
Hourly Total	58	6	1	0	0	0	0	1	66	66
15:00 - 15:15	24	4	0	0	0	0	0	0	28.0	28
15:15 - 15:30	20	1	0	0	0	0	0	0	21.0	21
15:30 - 15:45	24	0	0	0	0	0	0	0	24.0	24
15:45 - 16:00	16	2	0	0	0	0	0	0	18.0	18
Hourly Total	84	7	0	0	0	0	0	0	91	91
16:00 - 16:15	21	0	0	0	0	0	2	1	21.8	24
16:15 - 16:30	34	0	0	0	0	0	0	0	34.0	34
16:30 - 16:45	28	1	0	0	0	0	0	2	29.0	31
16:45 - 17:00	19	0	0	0	0	0	0	0	19.0	19
Hourly Total	102	1	0	0	0	0	2	3	104	108
17:00 - 17:15	35	0	0	0	0	0	0	0	35.0	35
17:15 - 17:30	26	0	0	0	0	0	0	0	26.0	26
17:30 - 17:45	21	0	0	0	0	0	0	0	21.0	21
17:45 - 18:00	15	0	1	0	0	0	0	0	16.5	16
Hourly Total	97	0	1	0	0	0	0	0	99	98
18:00 - 18:15	12	0	0	0	0	0	0	0	12.0	12
18:15 - 18:30	13	0	0	0	0	0	0	1	13.0	14
18:30 - 18:45	14	0	0	0	0	0	0	0	14.0	14
18:45 - 19:00	8	0	0	0	0	0	0	1	8.0	9
Hourly Total	47	0	0	0	0	0	0	2	47	49
19:00 - 19:15	5	0	0	0	0	0	1	0	5.4	6
19:15 - 19:30	3	1	0	0	0	0	0	0	4.0	4
19:30 - 19:45	15	1	0	0	0	0	0	0	16.0	16
19:45 - 20:00	5	0	0	0	0	0	0	0	5.0	5
Hourly Total	28	2	0	0	0	0	1	0	30	31
20:00 - 20:15	5	0	0	0	0	0	0	0	5.0	5
20:15 - 20:30	2	0	0	0	0	0	0	1	2.0	3
20:30 - 20:45	4	0	0	0	0	0	0	0	4.0	4
20:45 - 21:00	5	0	0	0	0	0	0	2	5.0	7
Hourly Total	16	0	0	0	0	0	0	3	16	19
21:00 - 21:15	1	0	0	0	0	0	0	0	1.0	1
21:15 - 21:30	2	0	0	0	0	0	0	0	2.0	2
21:30 - 21:45	2	0	0	0	0	0	0	0	2.0	2
21:45 - 22:00	3	0	0	0	0	0	0	0	3.0	3
Hourly Total	8	0	0	0	0	0	0	0	8	8
Session Total	659	42	7	2	0	3	3	18	718	734

	B to A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	1	0.0	1
06:30 - 06:45	0	0	0	0	0	1	0	1	0.2	2
06:45 - 07:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	1	0	0	0	0	1	0	2	1	4
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	1	0	0	0	0	1	0	0	1.2	2
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	3	0	0	0	0	0	0	0	3.0	3
Hourly Total	4	0	0	0	0	1	0	0	4	5
08:00 - 08:15	1	0	0	0	0	1	0	0	1.2	2
08:15 - 08:30	1	0	0	0	0	1	0	0	1.2	2
08:30 - 08:45	1	0	0	0	0	1	0	0	1.2	2
08:45 - 09:00	3	0	0	0	0	0	0	0	3.0	3
Hourly Total	6	0	0	0	0	3	0	0	7	9
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	1	1	0	0	0	0	0	0	2.0	2
09:30 - 09:45	2	0	0	0	0	0	0	1	2.0	3
09:45 - 10:00	2	0	0	0	0	0	0	1	2.0	3
Hourly Total	5	1	0	0	0	0	0	2	6	8
10:00 - 10:15	4	0	0	0	0	0	0	0	4.0	4
10:15 - 10:30	1	0	0	0	0	0	0	0	1.0	1
10:30 - 10:45	2	1	1	0	0	0	0	2	4.5	6
10:45 - 11:00	2	0	0	0	0	0	0	0	2.0	2
Hourly Total	9	1	1	0	0	0	0	2	12	13
11:00 - 11:15	5	0	0	0	0	0	0	1	5.0	6
11:15 - 11:30	1	0	0	0	0	0	0	0	1.0	1
11:30 - 11:45	5	2	0	0	0	0	0	0	7.0	7
11:45 - 12:00	1	2	0	0	0	0	0	0	3.0	3
Hourly Total	12	4	0	0	0	0	0	1	16	17
12:00 - 12:15	1	0	0	0	0	0	1	1	1.4	3
12:15 - 12:30	6	0	0	0	0	0	0	0	6.0	6
12:30 - 12:45	6	0	0	0	0	0	0	0	6.0	6
12:45 - 13:00	1	0	0	0	0	1	1	1	1.6	4
Hourly Total	14	0	0	0	0	1	2	2	15	19
13:00 - 13:15	7	1	0	0	0	0	0	1	8.0	9
13:15 - 13:30	2	0	0	0	0	0	0	0	2.0	2
13:30 - 13:45	3	2	0	0	0	0	0	4	5.0	9
13:45 - 14:00	7	0	0	0	0	0	0	1	7.0	8
Hourly Total	19	3	0	0	0	0	0	6	22	28
14:00 - 14:15	6	0	0	0	0	0	0	2	6.0	8
14:15 - 14:30	5	0	0	0	0	0	0	0	5.0	5
14:30 - 14:45	4	0	0	0	0	0	0	0	4.0	4
14:45 - 15:00	7	0	0	0	0	0	0	1	7.0	8
Hourly Total	22	0	0	0	0	0	0	3	22	25
15:00 - 15:15	8	1	0	0	0	1	0	2	9.2	12
15:15 - 15:30	7	0	0	0	0	0	0	0	7.0	7
15:30 - 15:45	12	0	0	0	0	0	0	0	12.0	12
15:45 - 16:00	4	0	0	0	0	0	0	0	4.0	4
Hourly Total	31	1	0	0	0	1	0	2	32	35
16:00 - 16:15	11	0	0	0	0	0	0	0	11.0	11
16:15 - 16:30	12	0	0	0	0	0	0	1	12.0	13
16:30 - 16:45	15	1	0	0	0	0	0	0	16.0	16
16:45 - 17:00	10	1	0	0	0	0	0	0	11.0	11
Hourly Total	48	2	0	0	0	0	0	1	50	51
17:00 - 17:15	23	1	0	0	0	0	1	2	24.4	27
17:15 - 17:30	14	0	0	0	0	1	0	0	14.2	15
17:30 - 17:45	8	0	0	0	0	1	0	1	8.2	10
17:45 - 18:00	7	0	0	0	0	1	0	0	7.2	8
Hourly Total	52	1	0	0	0	3	1	3	54	60
18:00 - 18:15	8	1	0	0	0	0	0	2	9.0	11
18:15 - 18:30	0	0	0	0	0	1	0	1	0.2	2
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	1	0	0	0	1	0	0	1.2	2
Hourly Total	8	2	0	0	0	2	0	3	10	15
19:00 - 19:15	2	0	0	0	0	0	0	0	2.0	2
19:15 - 19:30	2	0	0	0	0	0	0	0	2.0	2
19:30 - 19:45	3	0	0	0	0	1	0	0	3.2	4
19:45 - 20:00	3	0	0	0	0	0	0	5	3.0	8
Hourly Total	10	0	0	0	0	1	0	5	10	16
20:00 - 20:15	1	0	0	0	0	0	0	0	1.0	1
20:15 - 20:30	1	0	0	0	0	0	0	0	1.0	1
20:30 - 20:45	0	0	0	0	0	2	0	3	0.4	5
20:45 - 21:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	2	0	0	0	0	2	0	4	2	8
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	1	0	0	0	0	0	0	0	1.0	1
21:30 - 21:45	0	0	0	0	0	0	0	2	0.0	2
21:45 - 22:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	1	0	0	0	0	0	0	4	1	5
Session Total	244	15	1	0	0	15	3	40	265	318

	B to B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0

	From B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	3	0.0	3
06:15 - 06:30	0	1	1	0	0	0	0	1	2.5	3
06:30 - 06:45	1	0	0	0	0	1	0	1	1.2	3
06:45 - 07:00	5	0	0	1	0	0	0	0	7.3	6
Hourly Total	6	1	1	1	0	1	0	5	11	15
07:00 - 07:15	1	0	0	0	0	0	0	0	1.0	1
07:15 - 07:30	3	1	0	0	0	1	0	0	4.2	5
07:30 - 07:45	2	0	0	0	0	0	0	0	2.0	2
07:45 - 08:00	10	0	0	0	0	0	0	0	10.0	10
Hourly Total	16	1	0	0	0	1	0	0	17	18
08:00 - 08:15	7	1	0	0	0	1	0	1	8.2	10
08:15 - 08:30	6	0	0	0	0	1	0	0	6.2	7
08:30 - 08:45	5	0	0	0	0	1	0	2	5.2	8
08:45 - 09:00	4	0	1	0	0	0	0	0	5.5	5
Hourly Total	22	1	1	0	0	3	0	3	25	30
09:00 - 09:15	5	1	0	0	0	0	0	0	6.0	6
09:15 - 09:30	5	2	0	0	0	0	0	0	7.0	7
09:30 - 09:45	8	1	0	0	0	0	0	2	9.0	11
09:45 - 10:00	5	1	0	0	0	0	0	1	6.0	7
Hourly Total	23	5	0	0	0	0	0	3	28	31
10:00 - 10:15	6	1	0	0	0	0	0	0	7.0	7
10:15 - 10:30	8	1	0	0	0	0	0	0	9.0	9
10:30 - 10:45	8	1	2	0	0	2	0	2	12.4	15
10:45 - 11:00	7	0	0	0	0	0	0	0	7.0	7
Hourly Total	29	3	2	0	0	2	0	2	35	38
11:00 - 11:15	10	1	0	0	0	0	0	1	11.0	12
11:15 - 11:30	12	4	1	1	0	0	0	0	19.8	18
11:30 - 11:45	11	3	0	0	0	0	0	0	14.0	14
11:45 - 12:00	9	4	0	0	0	0	0	0	13.0	13
Hourly Total	42	12	1	1	0	0	0	1	58	57
12:00 - 12:15	21	3	0	0	0	1	1	1	24.6	27
12:15 - 12:30	31	0	1	0	0	0	0	1	32.5	33
12:30 - 12:45	22	0	0	0	0	0	0	1	22.0	23
12:45 - 13:00	12	1	0	0	0	1	1	1	13.6	16
Hourly Total	86	4	1	0	0	2	2	4	93	99
13:00 - 13:15	19	4	0	0	0	0	0	1	23.0	24
13:15 - 13:30	17	1	0	0	0	0	0	0	18.0	18
13:30 - 13:45	10	2	0	0	0	0	0	4	12.0	16
13:45 - 14:00	19	1	0	0	0	0	0	1	20.0	21
Hourly Total	65	8	0	0	0	0	0	6	73	79
14:00 - 14:15	19	1	0	0	0	0	0	2	20.0	22
14:15 - 14:30	16	3	0	0	0	0	0	0	19.0	19
14:30 - 14:45	21	0	0	0	0	0	0	1	21.0	22
14:45 - 15:00	24	2	1	0	0	0	0	1	27.5	28
Hourly Total	80	6	1	0	0	0	0	4	88	91
15:00 - 15:15	32	5	0	0	0	1	0	2	37.2	40
15:15 - 15:30	27	1	0	0	0	0	0	0	28.0	28
15:30 - 15:45	36	0	0	0	0	0	0	0	36.0	36
15:45 - 16:00	20	2	0	0	0	0	0	0	22.0	22
Hourly Total	115	8	0	0	0	1	0	2	123	126
16:00 - 16:15	32	0	0	0	0	0	2	1	32.8	35
16:15 - 16:30	46	0	0	0	0	0	0	1	46.0	47
16:30 - 16:45	43	2	0	0	0	0	0	2	45.0	47
16:45 - 17:00	29	1	0	0	0	0	0	0	30.0	30
Hourly Total	150	3	0	0	0	0	2	4	154	159
17:00 - 17:15	58	1	0	0	0	0	1	2	59.4	62
17:15 - 17:30	40	0	0	0	0	1	0	0	40.2	41
17:30 - 17:45	29	0	0	0	0	1	0	1	29.2	31
17:45 - 18:00	22	0	1	0	0	1	0	0	23.7	24
Hourly Total	149	1	1	0	0	3	1	3	153	158
18:00 - 18:15	20	1	0	0	0	0	0	2	21.0	23
18:15 - 18:30	13	0	0	0	0	1	0	2	13.2	16
18:30 - 18:45	14	0	0	0	0	0	0	0	14.0	14
18:45 - 19:00	8	1	0	0	0	1	0	1	9.2	11
Hourly Total	55	2	0	0	0	2	0	5	57	64
19:00 - 19:15	7	0	0	0	0	0	1	0	7.4	8
19:15 - 19:30	5	1	0	0	0	0	0	0	6.0	6
19:30 - 19:45	18	1	0	0	0	1	0	0	19.2	20
19:45 - 20:00	8	0	0	0	0	0	0	5	8.0	13
Hourly Total	38	2	0	0	0	1	1	5	41	47
20:00 - 20:15	6	0	0	0	0	0	0	0	6.0	6
20:15 - 20:30	3	0	0	0	0	0	0	1	3.0	4
20:30 - 20:45	4	0	0	0	0	2	0	3	4.4	9
20:45 - 21:00	5	0	0	0	0	0	0	3	5.0	8
Hourly Total	18	0	0	0	0	2	0	7	18	27
21:00 - 21:15	1	0	0	0	0	0	0	0	1.0	1
21:15 - 21:30	3	0	0	0	0	0	0	0	3.0	3
21:30 - 21:45	2	0	0	0	0	0	0	2	2.0	4
21:45 - 22:00	3	0	0	0	0	0	0	2	3.0	5
Hourly Total	9	0	0	0	0	0	0	4	9	13
Session Total	903	57	8	2	0	18	6	58	983	1052

	To B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	1	0	0	0	0	0	0	0	1.0	1
06:15 - 06:30	5	1	1	0	0	0	0	0	7.5	7
06:30 - 06:45	13	0	0	0	0	0	0	0	13.0	13
06:45 - 07:00	27	0	0	1	0	0	0	0	29.3	28
Hourly Total	46	1	1	1	0	0	0	0	51	49
07:00 - 07:15	32	1	0	0	0	1	0	1	33.2	35
07:15 - 07:30	35	1	0	0	0	0	0	1	36.0	37
07:30 - 07:45	41	0	0	0	0	1	0	1	41.2	43
07:45 - 08:00	43	0	0	0	0	1	0	2	43.2	46
Hourly Total	151	2	0	0	0	3	0	5	154	161
08:00 - 08:15	41	1	0	0	0	0	0	2	42.0	44
08:15 - 08:30	65	1	0	0	0	0	0	1	66.0	67
08:30 - 08:45	46	0	0	0	0	0	0	1	46.0	47
08:45 - 09:00	67	0	1	0	0	1	1	0	69.1	70
Hourly Total	219	2	1	0	0	1	1	4	223	228
09:00 - 09:15	42	3	0	0	0	0	1	1	45.4	47
09:15 - 09:30	29	0	0	0	0	0	0	0	29.0	29
09:30 - 09:45	18	1	0	0	0	0	0	1	19.0	20
09:45 - 10:00	15	1	0	0	0	1	0	1	16.2	18
Hourly Total	104	5	0	0	0	1	1	3	110	114
10:00 - 10:15	12	0	0	0	0	0	1	0	12.4	13
10:15 - 10:30	12	1	0	1	0	0	0	0	15.3	14
10:30 - 10:45	16	0	2	0	0	0	0	0	19.0	18
10:45 - 11:00	7	0	0	0	0	1	0	0	7.2	8
Hourly Total	47	1	2	1	0	1	1	0	54	53
11:00 - 11:15	20	2	0	0	0	0	0	0	22.0	22
11:15 - 11:30	20	4	1	0	0	1	0	0	25.7	26
11:30 - 11:45	9	4	0	0	0	1	0	0	13.2	14
11:45 - 12:00	8	2	0	0	0	1	0	0	10.2	11
Hourly Total	57	12	1	0	0	3	0	0	71	73
12:00 - 12:15	10	3	1	0	0	0	0	1	14.5	15
12:15 - 12:30	11	0	0	0	0	0	0	0	11.0	11
12:30 - 12:45	8	2	0	0	0	0	0	0	10.0	10
12:45 - 13:00	8	4	0	0	0	0	0	1	12.0	13
Hourly Total	37	9	1	0	0	0	0	2	48	49
13:00 - 13:15	10	1	0	0	0	0	0	3	11.0	14
13:15 - 13:30	10	0	0	0	0	0	1	1	10.4	12
13:30 - 13:45	6	1	0	0	0	0	0	1	7.0	8
13:45 - 14:00	18	2	0	0	0	0	0	1	20.0	21
Hourly Total	44	4	0	0	0	0	1	6	48	55
14:00 - 14:15	10	1	0	0	0	1	0	1	11.2	13
14:15 - 14:30	14	1	0	0	0	1	0	1	15.2	17
14:30 - 14:45	13	1	0	0	0	0	0	1	14.0	15
14:45 - 15:00	9	1	1	0	0	0	0	0	11.5	11
Hourly Total	46	4	1	0	0	2	0	3	52	56
15:00 - 15:15	4	4	0	0	0	0	0	0	8.0	8
15:15 - 15:30	11	0	0	0	0	2	0	0	11.4	13
15:30 - 15:45	12	1	0	0	0	0	0	0	13.0	13
15:45 - 16:00	10	1	0	0	0	1	0	2	11.2	14
Hourly Total	37	6	0	0	0	3	0	2	44	48
16:00 - 16:15	6	0	0	0	0	1	1	0	6.6	8
16:15 - 16:30	8	1	0	0	0	0	0	0	9.0	9
16:30 - 16:45	8	0	0	0	0	0	0	0	8.0	8
16:45 - 17:00	8	0	0	0	0	0	0	0	8.0	8
Hourly Total	30	1	0	0	0	1	1	0	32	33
17:00 - 17:15	5	0	0	0	0	0	0	4	5.0	9
17:15 - 17:30	13	0	0	0	0	1	0	3	13.2	17
17:30 - 17:45	9	0	0	0	0	1	0	1	9.2	11
17:45 - 18:00	5	0	0	0	0	3	0	0	5.6	8
Hourly Total	32	0	0	0	0	5	0	8	33	45
18:00 - 18:15	5	1	0	0	0	3	0	0	6.6	9
18:15 - 18:30	4	0	0	0	0	0	1	0	4.4	5
18:30 - 18:45	5	0	0	0	0	0	0	0	5.0	5
18:45 - 19:00	3	1	0	0	0	1	0	0	4.2	5
Hourly Total	17	2	0	0	0	4	1	0	20	24
19:00 - 19:15	5	1	0	0	0	0	0	2	6.0	8
19:15 - 19:30	1	1	0	0	0	1	0	1	2.2	4
19:30 - 19:45	4	0	0	0	0	1	0	4	4.2	9
19:45 - 20:00	3	1	0	0	0	0	0	0	4.0	4
Hourly Total	13	3	0	0	0	2	0	7	16	25
20:00 - 20:15	5	0	0	0	0	0	0	0	5.0	5
20:15 - 20:30	3	0	0	0	0	0	0	2	3.0	5
20:30 - 20:45	3	0	0	0	0	0	0	2	3.0	5
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	11	0	0	0	0	0	0	4	11	15
21:00 - 21:15	3	0	0	0	0	1	0	0	3.2	4
21:15 - 21:30	0	0	0	0	0	0	0	1	0.0	1
21:30 - 21:45	2	0	0	0	0	0	0	1	2.0	3
21:45 - 22:00	2	1	0	0	0	0	0	0	3.0	3
Hourly Total	7	1	0	0	0	1	0	2	8	11
Session Total	898	53	7	2	0	27	6	46	974	1039

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) Enterprise Way / B - Aviator Way / C - (South West) Enterprise Way

Approach: C - (South West) Enterprise Way

C to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	29	3	0	0	3	0	0	1	38.0	36
06:15 - 06:30	24	0	1	0	0	0	0	0	25.5	25
06:30 - 06:45	43	2	0	0	0	0	0	1	45.0	46
06:45 - 07:00	34	2	0	0	0	0	0	4	36.0	40
Hourly Total	**130**	**7**	**1**	**0**	**3**	**0**	**0**	**6**	**145**	**147**
07:00 - 07:15	37	1	0	2	0	1	0	0	42.8	41
07:15 - 07:30	45	3	0	2	1	0	0	0	54.6	51
07:30 - 07:45	54	15	1	1	0	0	0	0	72.8	71
07:45 - 08:00	64	7	1	0	0	0	0	0	72.5	72
Hourly Total	**200**	**26**	**2**	**5**	**1**	**1**	**0**	**0**	**243**	**235**
08:00 - 08:15	83	5	1	0	1	0	0	0	91.5	90
08:15 - 08:30	99	4	0	0	0	0	0	0	103.0	103
08:30 - 08:45	75	4	0	0	0	0	1	0	79.4	80
08:45 - 09:00	69	4	0	0	0	0	0	0	73.0	73
Hourly Total	**326**	**17**	**1**	**0**	**1**	**0**	**1**	**0**	**347**	**346**
09:00 - 09:15	71	6	1	0	0	0	0	0	78.5	78
09:15 - 09:30	51	1	0	0	0	0	0	0	52.0	52
09:30 - 09:45	46	4	0	0	0	0	0	0	50.0	50
09:45 - 10:00	36	5	0	0	1	0	0	0	43.0	42
Hourly Total	**204**	**16**	**1**	**0**	**1**	**0**	**0**	**0**	**224**	**222**
10:00 - 10:15	40	3	0	0	0	0	0	0	43.0	43
10:15 - 10:30	37	3	0	1	1	0	0	1	44.3	43
10:30 - 10:45	47	1	3	0	0	0	0	0	52.5	51
10:45 - 11:00	51	4	1	0	3	1	0	1	62.7	61
Hourly Total	**175**	**11**	**4**	**1**	**4**	**1**	**0**	**2**	**203**	**198**
11:00 - 11:15	37	2	0	0	2	0	0	0	43.0	41
11:15 - 11:30	44	1	0	1	0	0	0	0	47.3	46
11:30 - 11:45	33	2	0	0	2	0	0	0	39.0	37
11:45 - 12:00	38	3	0	2	1	0	0	1	47.6	45
Hourly Total	**152**	**8**	**0**	**3**	**5**	**0**	**0**	**1**	**177**	**169**
12:00 - 12:15	35	5	0	0	0	0	0	1	40.0	41
12:15 - 12:30	45	9	0	0	1	0	0	1	56.0	56
12:30 - 12:45	56	2	2	0	0	0	0	0	61.0	60
12:45 - 13:00	39	2	0	0	1	0	0	0	43.0	42
Hourly Total	**175**	**18**	**2**	**0**	**2**	**0**	**0**	**2**	**200**	**199**
13:00 - 13:15	57	5	0	0	1	0	0	2	64.0	65
13:15 - 13:30	52	7	1	0	0	0	0	3	60.5	63
13:30 - 13:45	43	4	0	0	0	0	0	1	47.0	48
13:45 - 14:00	58	3	1	1	0	0	0	2	64.8	65
Hourly Total	**210**	**19**	**2**	**1**	**1**	**0**	**0**	**8**	**236**	**241**
14:00 - 14:15	60	2	0	0	0	0	0	4	62.0	66
14:15 - 14:30	45	2	0	0	0	1	0	2	47.2	50
14:30 - 14:45	44	6	0	0	0	0	0	1	50.0	51
14:45 - 15:00	49	2	0	0	0	0	1	2	51.4	54
Hourly Total	**198**	**12**	**0**	**0**	**0**	**1**	**1**	**9**	**211**	**221**
15:00 - 15:15	59	2	0	0	0	0	0	4	61.0	65
15:15 - 15:30	55	1	1	1	0	0	0	10	59.8	68
15:30 - 15:45	50	8	0	0	0	0	0	1	58.0	59
15:45 - 16:00	54	0	0	0	0	0	1	10	54.4	65
Hourly Total	**218**	**11**	**1**	**1**	**0**	**0**	**1**	**25**	**233**	**257**
16:00 - 16:15	58	6	0	1	0	0	0	7	66.3	72
16:15 - 16:30	48	3	1	0	1	0	0	8	54.5	61
16:30 - 16:45	63	2	0	0	0	0	1	8	65.4	74
16:45 - 17:00	68	3	0	0	0	0	4	7	72.6	82
Hourly Total	**237**	**14**	**1**	**1**	**1**	**0**	**5**	**30**	**259**	**289**
17:00 - 17:15	70	5	0	0	0	0	0	5	75.0	80
17:15 - 17:30	47	3	0	0	1	0	2	3	52.8	56
17:30 - 17:45	57	1	0	1	0	0	0	9	60.3	68
17:45 - 18:00	62	2	0	0	1	0	0	3	66.0	68
Hourly Total	**236**	**11**	**0**	**1**	**2**	**0**	**2**	**20**	**254**	**272**
18:00 - 18:15	55	1	0	0	0	0	0	3	56.0	59
18:15 - 18:30	55	2	1	0	1	0	0	2	60.5	61
18:30 - 18:45	44	3	0	0	0	0	0	4	47.0	51
18:45 - 19:00	46	4	0	1	1	0	0	2	54.3	54
Hourly Total	**200**	**10**	**1**	**1**	**2**	**0**	**0**	**11**	**218**	**225**
19:00 - 19:15	35	2	1	0	0	0	0	2	38.5	40
19:15 - 19:30	41	2	0	0	0	0	0	1	43.0	44
19:30 - 19:45	40	0	0	0	0	0	0	0	40.0	40
19:45 - 20:00	40	1	1	0	1	0	0	0	44.5	43
Hourly Total	**156**	**5**	**2**	**0**	**1**	**0**	**0**	**3**	**166**	**167**
20:00 - 20:15	39	0	0	0	0	0	0	0	39.0	39
20:15 - 20:30	18	1	0	0	0	0	0	0	19.0	19
20:30 - 20:45	26	0	0	0	0	1	0	0	26.2	27
20:45 - 21:00	17	0	0	0	0	0	0	0	17.0	17
Hourly Total	**100**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**101**	**102**
21:00 - 21:15	26	0	0	0	0	0	0	0	26.0	26
21:15 - 21:30	23	2	0	0	0	0	0	0	25.0	25
21:30 - 21:45	16	1	0	0	2	0	0	0	21.0	19
21:45 - 22:00	15	0	0	0	0	0	5	0	17.0	20
Hourly Total	**80**	**3**	**0**	**0**	**2**	**0**	**5**	**0**	**89**	**90**
Session Total	**2997**	**189**	**18**	**14**	**26**	**4**	**15**	**117**	**3304**	**3380**

C to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	1	0	0	0	0	0	0	0	1.0	1
06:15 - 06:30	5	1	0	0	0	0	0	0	6.0	6
06:30 - 06:45	10	0	0	0	0	0	0	0	10.0	10
06:45 - 07:00	17	0	0	1	0	0	0	0	19.3	18
Hourly Total	**33**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**36**	**35**
07:00 - 07:15	22	0	0	0	0	0	0	0	22.0	22
07:15 - 07:30	19	1	0	0	0	0	0	0	20.0	20
07:30 - 07:45	28	0	0	0	0	0	0	1	28.0	29
07:45 - 08:00	29	0	0	0	0	0	0	1	29.0	30
Hourly Total	**98**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**99**	**101**
08:00 - 08:15	25	1	0	0	0	0	0	2	26.0	28
08:15 - 08:30	36	1	0	0	0	0	0	1	37.0	38
08:30 - 08:45	34	0	0	0	0	0	0	0	34.0	34
08:45 - 09:00	45	0	0	0	0	0	0	0	45.0	45
Hourly Total	**140**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**142**	**145**
09:00 - 09:15	24	0	0	0	0	0	0	0	24.0	24
09:15 - 09:30	21	0	0	0	0	0	0	0	21.0	21
09:30 - 09:45	15	1	0	0	0	0	0	0	16.0	16
09:45 - 10:00	11	0	0	0	0	0	0	1	11.0	12
Hourly Total	**71**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**72**	**73**
10:00 - 10:15	9	0	0	0	0	0	1	0	9.4	10
10:15 - 10:30	8	1	0	1	0	0	0	0	11.3	10
10:30 - 10:45	12	0	1	0	0	0	0	0	13.5	13
10:45 - 11:00	6	0	0	0	0	0	0	0	6.0	6
Hourly Total	**35**	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**40**	**39**
11:00 - 11:15	17	1	0	0	0	0	0	0	18.0	18
11:15 - 11:30	14	3	1	0	0	0	0	0	18.5	18
11:30 - 11:45	5	2	0	0	0	0	0	0	7.0	7
11:45 - 12:00	6	1	0	0	0	0	0	0	7.0	7
Hourly Total	**42**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**51**	**50**
12:00 - 12:15	7	2	1	0	0	0	0	0	10.5	10
12:15 - 12:30	9	0	0	0	0	0	0	0	9.0	9
12:30 - 12:45	6	1	0	0	0	0	0	0	7.0	7
12:45 - 13:00	5	4	0	0	0	0	0	0	9.0	9
Hourly Total	**27**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**36**	**35**
13:00 - 13:15	5	1	0	0	0	0	0	1	6.0	7
13:15 - 13:30	8	0	0	0	0	0	0	0	8.0	8
13:30 - 13:45	3	1	0	0	0	0	0	0	4.0	4
13:45 - 14:00	8	2	0	0	0	0	0	0	10.0	10
Hourly Total	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**28**	**29**
14:00 - 14:15	6	1	0	0	0	0	0	0	7.0	7
14:15 - 14:30	11	1	0	0	0	0	0	0	12.0	12
14:30 - 14:45	8	1	0	0	0	0	0	0	9.0	9
14:45 - 15:00	5	1	1	0	0	0	0	0	7.5	7
Hourly Total	**30**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**36**	**35**
15:00 - 15:15	2	2	0	0	0	0	0	0	4.0	4
15:15 - 15:30	7	0	0	0	0	0	0	0	7.0	7
15:30 - 15:45	8	0	0	0	0	0	0	0	8.0	8
15:45 - 16:00	7	0	0	0	0	0	0	0	7.0	7
Hourly Total	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**26**
16:00 - 16:15	3	0	0	0	0	0	0	0	3.0	3
16:15 - 16:30	5	0	0	0	0	0	0	0	5.0	5
16:30 - 16:45	7	0	0	0	0	0	0	0	7.0	7
16:45 - 17:00	5	0	0	0	0	0	0	0	5.0	5
Hourly Total	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**20**
17:00 - 17:15	1	0	0	0	0	0	0	2	1.0	3
17:15 - 17:30	6	0	0	0	0	0	0	0	6.0	6
17:30 - 17:45	5	0	0	0	0	0	0	1	5.0	6
17:45 - 18:00	2	0	0	0	0	0	0	0	2.0	2
Hourly Total	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**14**	**17**
18:00 - 18:15	3	0	0	0	0	0	0	0	3.0	3
18:15 - 18:30	4	0	0	0	0	0	1	0	4.4	5
18:30 - 18:45	5	0	0	0	0	0	0	0	5.0	5
18:45 - 19:00	3	1	0	0	0	0	0	0	4.0	4
Hourly Total	**15**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**16**	**17**
19:00 - 19:15	4	1	0	0	0	0	0	0	5.0	5
19:15 - 19:30	0	1	0	0	0	0	0	1	1.0	2
19:30 - 19:45	2	0	0	0	0	0	0	2	2.0	4
19:45 - 20:00	1	1	0	0	0	0	0	0	2.0	2
Hourly Total	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**10**	**13**
20:00 - 20:15	3	0	0	0	0	0	0	0	3.0	3
20:15 - 20:30	3	0	0	0	0	0	0	2	3.0	5
20:30 - 20:45	3	0	0	0	0	0	0	0	3.0	3
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**11**
21:00 - 21:15	3	0	0	0	0	0	0	0	3.0	3
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	1	0	0	0	0	0	0	0	1.0	1
21:45 - 22:00	2	0	0	0	0	0	0	0	2.0	2
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
Session Total	**595**	**34**	**4**	**2**	**0**	**0**	**2**	**15**	**640**	**652**

C to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	1	0	0	0	0	0	0	0	1.0	1
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	1	0	0	0	0	0	0	0	1.0	1
08:15 - 08:30	1	0	0	0	0	0	0	0	1.0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
09:00 - 09:15	4	0	0	0	0	0	0	0	4.0	4
09:15 - 09:30	1	0	0	0	0	0	0	0	1.0	1
09:30 - 09:45	1	0	0	0	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
10:00 - 10:15	1	0	0	0	0	0	0	0	1.0	1
10:15 - 10:30	2	1	0	0	0	0	0	0	3.0	3
10:30 - 10:45	2	0	0	0	0	0	0	0	2.0	2
10:45 - 11:00	2	0	0	0	0	0	0	0	2.0	2
Hourly Total	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	4	0	0	0	0	0	0	0	4.0	4
11:45 - 12:00	2	0	0	0	0	0	0	0	2.0	2
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
12:00 - 12:15	2	0	0	0	0	0	0	0	2.0	2
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	1	1	0	0	0	0	0	0	2.0	2
12:45 - 13:00	7	0	0	0	0	0	0	0	7.0	7
Hourly Total	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**
13:00 - 13:15	1	0	0	0	0	0	0	0	1.0	1
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	2	0	0	0	0	0	0	0	2.0	2
13:45 - 14:00	3	0	0	0	0	0	0	0	3.0	3
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
14:00 - 14:15	1	0	0	0	0	0	0	0	1.0	1
14:15 - 14:30	1	0	0	0	0	0	0	0	1.0	1
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
15:00 - 15:15	2	0	0	0	0	0	0	0	2.0	2
15:15 - 15:30	1	0	0	0	0	0	0	0	1.0	1
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:00 - 17:15	2	0	0	0	0	0	0	0	2.0	2
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	4	0	0	0	0	0	0	0	4.0	4
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
18:00 - 18:15	1	0	0	0	0	0	0	0	1.0	1
18:15 - 18:30	1	0	0	0	0	0	0	0	1.0	1
18:30 - 18:45	1	0	0	0	0	0	0	0	1.0	1
18:45 - 19:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
19:00 - 19:15	3	0	0	0	0	0	0	0	3.0	3
19:15 - 19:30	5	0	0	0	0	0	0	0	5.0	5
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
20:00 - 20:15	2	0	0	0	0	0	0	0	2.0	2
20:15 - 20:30	1	0	0	0	0	0	0	0	1.0	1
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	2	0	0	0	0	0	0	0	2.0	2
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
21:00 - 21:15	1	0	0	0	0	0	0	0	1.0	1
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	4	0	0	0	0	0	0	0	4.0	4
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
Session Total	**76**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**78**	**78**

From C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	31	3	0	0	3	0	0	1	40.0	38
06:15 - 06:30	29	1	1	0	0	0	0	0	31.5	31
06:30 - 06:45	53	2	0	0	0	0	0	1	55.0	56
06:45 - 07:00	52	2	0	1	0	0	0	4	56.3	59
Hourly Total	**165**	**8**	**1**	**1**	**3**	**0**	**0**	**6**	**183**	**184**
07:00 - 07:15	59	1	0	2	0	1	0	0	64.8	63
07:15 - 07:30	64	4	0	2	1	0	0	0	74.6	71
07:30 - 07:45	82	15	1	1	0	0	0	1	100.8	100
07:45 - 08:00	94	7	1	0	0	0	0	1	102.5	103
Hourly Total	**299**	**27**	**2**	**5**	**1**	**1**	**0**	**2**	**343**	**337**
08:00 - 08:15	109	6	1	0	1	0	0	2	118.5	119
08:15 - 08:30	136	5	0	0	0	0	0	1	141.0	142
08:30 - 08:45	109	4	0	0	0	0	1	0	113.4	114
08:45 - 09:00	114	4	0	0	0	0	0	0	118.0	118
Hourly Total	**468**	**19**	**1**	**0**	**1**	**0**	**1**	**3**	**491**	**493**
09:00 - 09:15	99	6	1	0	0	0	0	0	106.5	106
09:15 - 09:30	73	1	0	0	0	0	0	0	74.0	74
09:30 - 09:45	62	5	0	0	0	0	0	0	67.0	67
09:45 - 10:00	47	5	0	0	1	0	0	1	54.0	54
Hourly Total	**281**	**17**	**1**	**0**	**1**	**0**	**0**	**1**	**302**	**301**
10:00 - 10:15	50	3	0	0	0	0	1	0	53.4	54
10:15 - 10:30	47	5	0	2	1	0	0	1	58.6	56
10:30 - 10:45	61	1	4	0	0	0	0	0	68.0	66
10:45 - 11:00	59	4	1	0	3	1	0	1	70.7	69
Hourly Total	**217**	**13**	**5**	**2**	**4**	**1**	**1**	**2**	**251**	**245**
11:00 - 11:15	54	3	0	0	2	0	0	0	61.0	59
11:15 - 11:30	58	4	1	1	0	0	0	0	65.8	64
11:30 - 11:45	42	4	0	0	2	0	0	0	50.0	48
11:45 - 12:00	46	4	0	2	1	0	0	1	56.6	54
Hourly Total	**200**	**15**	**1**	**3**	**5**	**0**	**0**	**1**	**233**	**225**
12:00 - 12:15	44	7	1	0	0	0	0	1	52.5	53
12:15 - 12:30	54	9	0	0	1	0	0	1	65.0	65
12:30 - 12:45	63	4	2	0	0	0	0	0	70.0	69
12:45 - 13:00	51	6	0	0	1	0	0	0	59.0	58
Hourly Total	**212**	**26**	**3**	**0**	**2**	**0**	**0**	**2**	**247**	**245**
13:00 - 13:15	63	6	0	0	1	0	0	3	71.0	73
13:15 - 13:30	60	7	1	0	0	0	0	3	68.5	71
13:30 - 13:45	48	5	0	0	0	0	0	1	53.0	54
13:45 - 14:00	69	5	1	1	0	0	0	2	77.8	78
Hourly Total	**240**	**23**	**2**	**1**	**1**	**0**	**0**	**9**	**270**	**276**
14:00 - 14:15	67	3	0	0	0	0	0	4	70.0	74
14:15 - 14:30	57	3	0	0	0	1	0	2	60.2	63
14:30 - 14:45	52	7	0	0	0	0	0	1	59.0	60
14:45 - 15:00	55	3	1	0	0	0	1	2	59.9	62
Hourly Total	**231**	**16**	**1**	**0**	**0**	**1**	**1**	**9**	**249**	**259**
15:00 - 15:15	63	4	0	0	0	0	0	4	67.0	71
15:15 - 15:30	63	1	1	1	0	0	0	10	67.8	76
15:30 - 15:45	58	8	0	0	0	0	0	1	66.0	67
15:45 - 16:00	62	0	0	0	0	0	1	10	62.4	73
Hourly Total	**246**	**13**	**1**	**1**	**0**	**0**	**1**	**25**	**263**	**287**
16:00 - 16:15	61	6	0	1	0	0	0	7	69.3	75
16:15 - 16:30	53	3	1	0	1	0	0	8	59.5	66
16:30 - 16:45	70	2	0	0	0	0	1	8	72.4	81
16:45 - 17:00	74	3	0	0	0	0	4	7	78.6	88
Hourly Total	**258**	**14**	**1**	**1**	**1**	**0**	**5**	**30**	**280**	**310**
17:00 - 17:15	73	5	0	0	0	0	0	7	78.0	85
17:15 - 17:30	53	3	0	0	1	0	2	3	58.8	62
17:30 - 17:45	66	1	0	1	0	0	0	10	69.3	78
17:45 - 18:00	64	2	0	0	1	0	0	3	68.0	70
Hourly Total	**256**	**11**	**0**	**1**	**2**	**0**	**2**	**23**	**274**	**295**
18:00 - 18:15	59	1	0	0	0	0	0	3	60.0	63
18:15 - 18:30	60	2	1	0	1	0	1	2	65.9	67
18:30 - 18:45	50	3	0	0	0	0	0	4	53.0	57
18:45 - 19:00	50	5	0	1	1	0	0	2	59.3	59
Hourly Total	**219**	**11**	**1**	**1**	**2**	**0**	**1**	**11**	**238**	**246**
19:00 - 19:15	42	3	1	0	0	0	0	2	46.5	48
19:15 - 19:30	46	3	0	0	0	0	0	2	49.0	51
19:30 - 19:45	42	0	0	0	0	0	0	2	42.0	44
19:45 - 20:00	41	2	1	0	1	0	0	0	46.5	45
Hourly Total	**171**	**8**	**2**	**0**	**1**	**0**	**0**	**6**	**184**	**188**
20:00 - 20:15	44	0	0	0	0	0	0	0	44.0	44
20:15 - 20:30	22	1	0	0	0	0	0	2	23.0	25
20:30 - 20:45	29	0	0	0	0	1	0	0	29.2	30
20:45 - 21:00	19	0	0	0	0	0	0	0	19.0	19
Hourly Total	**114**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**115**	**118**
21:00 - 21:15	30	0	0	0	0	0	0	0	30.0	30
21:15 - 21:30	23	2	0	0	0	0	0	0	25.0	25
21:30 - 21:45	17	1	0	0	2	0	0	0	22.0	20
21:45 - 22:00	21	0	0	0	0	0	5	0	23.0	26
Hourly Total	**91**	**3**	**0**	**0**	**2**	**0**	**5**	**0**	**100**	**101**
Session Total	**3668**	**225**	**22**	**16**	**26**	**4**	**17**	**132**	**4022**	**4110**

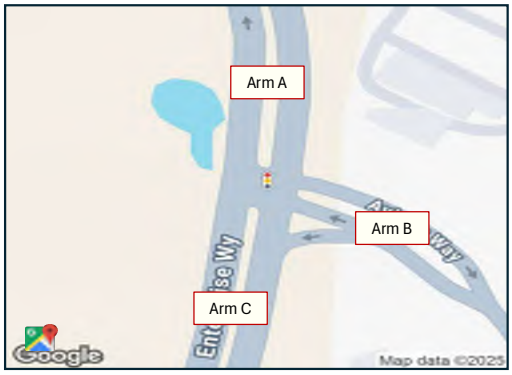
To C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	31	1	0	0	3	0	0	4	38.0	39
06:15 - 06:30	34	3	3	1	3	0	0	1	49.8	45
06:30 - 06:45	28	1	1	0	4	0	0	6	38.5	40
06:45 - 07:00	52	6	1	1	3	0	0	3	67.8	66
Hourly Total	**145**	**11**	**5**	**2**	**13**	**0**	**0**	**14**	**194**	**190**
07:00 - 07:15	46	8	0	0	3	0	0	6	60.0	63
07:15 - 07:30	61	12	0	0	4	0	0	3	81.0	80
07:30 - 07:45	89	7	0	3	4	0	0	9	110.9	112
07:45 - 08:00	88	13	0	3	3	0	0	10	113.9	117
Hourly Total	**284**	**40**	**0**	**6**	**14**	**0**	**0**	**28**	**366**	**372**
08:00 - 08:15	97	10	1	3	3	0	0	13	121.4	127
08:15 - 08:30	98	12	1	1	3	0	0	8	119.8	123
08:30 - 08:45	97	6	0	1	6	0	0	10	117.3	120
08:45 - 09:00	83	5	1	0	1	0	0	8	91.5	98
Hourly Total	**375**	**33**	**3**	**5**	**13**	**0**	**0**	**39**	**450**	**468**
09:00 - 09:15	82	9	2	2	4	0	0	6	106.6	105
09:15 - 09:30	87	9	1	0	6	0	0	5	109.5	108
09:30 - 09:45	81	12	3	1	4	1	0	4	108.0	106
09:45 - 10:00	91	11	1	0	2	0	0	2	107.5	107
Hourly Total	**341**	**41**	**7**	**3**	**16**	**1**	**0**	**17**	**432**	**426**
10:00 - 10:15	54	11	1	1	4	0	0	0	76.8	71
10:15 - 10:30	91	8	0	0	4	0	0	1	107.0	104
10:30 - 10:45	75	9	1	0	1	2	0	0	87.9	88
10:45 - 11:00	83	7	0	0	3	0	1	1	96.4	95
Hourly Total	**303**	**35**	**2**	**1**	**12**	**2**	**1**	**2**	**368**	**358**
11:00 - 11:15	81	13	2	1	4	0	0	0	107.3	101
11:15 - 11:30	86	15	4	2	3	0	0	0	117.6	110
11:30 - 11:45	67	12	1	1	2	0	0	1	86.8	84
11:45 - 12:00	106	10	2	4	5	0	0	1	138.2	128
Hourly Total	**340**	**50**	**9**	**8**	**14**	**0**	**0**	**2**	**450**	**423**
12:00 - 12:15	108	15	2	0	3	1	0	0	132.2	129
12:15 - 12:30	117	10	2	0	4	0	0	1	138.0	134
12:30 - 12:45	94	6	0	1	6	0	0	3	114.3	110
12:45 - 13:00	115	8	0	0	3	0	0	0	129.0	126
Hourly Total	**434**	**39**	**4**	**1**	**16**	**1**	**0**	**4**	**514**	**499**
13:00 - 13:15	97	7	3	0	1	1	0	1	110.7	110
13:15 - 13:30	94	15	3	0	3	0	0	0	119.5	115
13:30 - 13:45	113	4	0	0	7	0	0	0	131.0	124
13:45 - 14:00	104	10	2	1	1	1	1	0	121.9	120
Hourly Total	**408**	**36**	**8**	**1**	**12**	**2**	**1**	**1**	**483**	**469**
14:00 - 14:15	123	6	0	1	2	0	0	0	135.3	132
14:15 - 14:30	90	6	1	1	4	0	0	1	107.8	103
14:30 - 14:45	123	5	1	0	3	0	0	1	135.5	133
14:45 - 15:00	123	8	1	3	4	0	0	0	147.4	139
Hourly Total	**459**	**25**	**3**	**5**	**13**	**0**	**0**	**2**	**526**	**507**
15:00 - 15:15	112	11	2	0	2	0	1	0	130.4	128
15:15 - 15:30	128	9	1	0	3	0	0	0	144.5	141
15:30 - 15:45	135	9	2	0	2	0	1	0	151.4	149
15:45 - 16:00	136	12	0	1	3	1	0	0	156.5	153
Hourly Total	**511**	**41**	**5**	**1**	**10**	**1**	**2**	**0**	**583**	**571**
16:00 - 16:15	150	16	1	0	2	0	2	1	172.3	172
16:15 - 16:30	129	9	2	0	2	1	0	0	145.2	143
16:30 - 16:45	130	7	0	0	0	0	0	2	137.0	139
16:45 - 17:00	136	3	1	0	3	0	0	0	146.5	143
Hourly Total	**545**	**35**	**4**	**0**	**7**	**1**	**2**	**3**	**601**	**597**
17:00 - 17:15	166	8	3	1	3	0	1	0	187.2	182
17:15 - 17:30	161	7	1	0	4	1	0	0	177.7	174
17:30 - 17:45	118	6	0	1	2	0	0	2	130.3	129
17:45 - 18:00	114	3	2	0	3	0	0	0	126.0	122
Hourly Total	**559**	**24**	**6**	**2**	**12**	**1**	**1**	**2**	**621**	**607**
18:00 - 18:15	87	2	0	1	2	0	0	2	95.3	94
18:15 - 18:30	98	3	0	0	3	0	0	4	107.0	108
18:30 - 18:45	92	6	0	1	2	0	0	5	104.3	106
18:45 - 19:00	88	1	0	0	1	1	0	4	91.2	95
Hourly Total	**365**	**12**	**0**	**2**	**8**	**1**	**0**	**15**	**398**	**403**
19:00 - 19:15	95	2	0	0	3	0	1	0	103.4	101
19:15 - 19:30	91	2	0	0	1	0	1	6	95.4	101
19:30 - 19:45	76	4	0	0	1	0	0	1	82.0	82
19:45 - 20:00	69	2	0	0	4	0	3	0	80.2	78
Hourly Total	**331**	**10**	**0**	**0**	**9**	**0**	**5**	**7**	**361**	**362**
20:00 - 20:15	56	2	0	0	1	0	0	0	60.0	59
20:15 - 20:30	65	1	0	2	3	0	4	1	78.2	76
20:30 - 20:45	59	0	1	0	2	0	10	0	68.5	72
20:45 - 21:00	56	5	1	0	2	0	0	2	66.5	66
Hourly Total	**236**	**8**	**2**	**2**	**8**	**0**	**14**	**3**	**273**	**273**
21:00 - 21:15	41	0	0	0	3	0	0	0	47.0	44
21:15 - 21:30	36	1	0	0	2	0	0	0	41.0	39
21:30 - 21:45	35	1	0	0	3	0	0	0	42.0	39
21:45 - 22:00	34	3	1	0	5	0	0	0	48.5	43
Hourly Total	**146**	**5**	**1**	**0**	**13**	**0**	**0**	**0**	**179**	**165**
Session Total	**5782**	**445**	**59**	**39**	**190**	**10**	**26**	**139**	**6798**	**6690**

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) Enterprise Way / B - Aviator Way / C - (South West) Enterprise Way



Matrix Totals:	Counts
Show single Session:	No
	06:00 to 22:00
Custom Start / End:	06:00 / 22:00
Show Peak Times:	No

Arm Destination

Arm Origin	A	B	C	Total	% Total
A	3	387	5878	6268	100.00%
B	318	0	734	1052	100.00%
C	3380	652	78	4110	100.00%
Total	3701	1039	6690		
% Total	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes
Pedestrian	Yes

Enterprise Way, Wythenshawe: Queue Length Survey - Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: **A - (North West) Enterprise Way / B - Aviator Way / C - (South West) Enterprise Way**

	A - (North West) Enterprise Way		B - Aviator Way		C - (South West) Enterprise Way	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	0	0	0	0	1
07:05 - 07:10	0	0	1	0	0	2
07:10 - 07:15	3	0	0	0	2	0
07:15 - 07:20	6	0	1	0	1	0
07:20 - 07:25	3	0	0	0	3	0
07:25 - 07:30	3	0	1	0	1	2
07:30 - 07:35	4	0	0	0	0	0
07:35 - 07:40	7	1	1	0	3	0
07:40 - 07:45	7	1	0	0	4	0
07:45 - 07:50	2	1	0	1	0	2
07:50 - 07:55	9	0	1	0	2	1
07:55 - 08:00	8	1	1	0	3	2
08:00 - 08:05	10	0	2	0	3	2
08:05 - 08:10	4	2	1	1	3	1
08:10 - 08:15	14	2	1	0	2	0
08:15 - 08:20	3	2	1	0	0	5
08:20 - 08:25	11	0	0	0	0	5
08:25 - 08:30	13	0	0	1	2	1
08:30 - 08:35	8	1	1	1	9	1
08:35 - 08:40	1	1	0	0	7	2
08:40 - 08:45	3	0	1	0	0	0
08:45 - 08:50	12	2	0	0	0	3
08:50 - 08:55	4	1	1	1	0	1
08:55 - 09:00	8	0	2	1	0	0
09:00 - 09:05	3	0	1	0	0	0
09:05 - 09:10	8	0	1	0	1	1
09:10 - 09:15	16	1	1	0	1	2
09:15 - 09:20	7	0	1	0	0	1
09:20 - 09:25	3	4	1	0	8	1
09:25 - 09:30	8	1	1	1	2	1
09:30 - 09:35	1	0	1	1	1	0
09:35 - 09:40	4	1	1	0	0	0
09:40 - 09:45	7	0	2	0	0	0
09:45 - 09:50	7	0	1	1	7	1
09:50 - 09:55	2	0	0	1	0	0
09:55 - 10:00	1	0	1	0	0	0
16:00 - 16:05	9	2	1	1	0	0
16:05 - 16:10	5	2	1	0	2	2
16:10 - 16:15	14	1	2	1	1	0
16:15 - 16:20	10	1	3	1	8	0
16:20 - 16:25	12	1	3	1	5	0
16:25 - 16:30	4	1	3	1	3	0
16:30 - 16:35	7	1	1	1	4	1
16:35 - 16:40	12	1	2	2	11	0
16:40 - 16:45	7	2	1	1	2	0
16:45 - 16:50	9	0	2	2	0	0
16:50 - 16:55	15	2	3	1	0	1
16:55 - 17:00	14	1	2	1	8	1
17:00 - 17:05	25	2	3	2	13	0
17:05 - 17:10	36	3	5	3	15	0
17:10 - 17:15	32	1	3	2	3	0
17:15 - 17:20	8	2	1	1	1	0
17:20 - 17:25	20	1	3	1	7	2
17:25 - 17:30	23	0	4	2	7	0
17:30 - 17:35	4	1	1	1	2	1
17:35 - 17:40	14	2	1	0	3	1
17:40 - 17:45	15	2	3	1	0	1
17:45 - 17:50	35	0	2	0	1	0
17:50 - 17:55	2	0	1	0	4	0
17:55 - 18:00	4	1	2	2	2	0
18:00 - 18:05	7	2	1	1	0	0
18:05 - 18:10	5	0	1	1	3	0
18:10 - 18:15	4	0	1	1	1	0
18:15 - 18:20	3	4	2	0	0	0
18:20 - 18:25	3	1	2	0	2	0
18:25 - 18:30	7	1	2	0	0	0
18:30 - 18:35	3	1	2	0	4	0
18:35 - 18:40	3	1	1	0	0	1
18:40 - 18:45	4	0	1	0	6	0
18:45 - 18:50	7	2	1	0	7	0
18:50 - 18:55	1	1	1	0	6	0
18:55 - 19:00	4	5	1	0	0	1

Enterprise Way, Wythenshawe: Queue Length Survey - Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: **A - Enterprise Way / B - (South East) A555 Ringway Road West / C - (North West) A555 Ringway Road West**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4
Pedestrian	0.0

streetwise

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - Enterprise Way / B - (South East) A555 Ringway Road West / C - (North West) A555 Ringway Road West

Approach: A - Enterprise Way

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	24	1	0	0	3	0	0	1	31.0	29
06:15 - 06:30	28	3	2	1	3	0	0	0	42.3	37
06:30 - 06:45	24	1	1	0	4	0	0	0	34.5	30
06:45 - 07:00	38	3	1	1	2	0	0	0	48.8	45
Hourly Total	114	8	4	2	12	0	0	1	157	141
07:00 - 07:15	44	8	0	0	3	0	0	0	58.0	55
07:15 - 07:30	51	9	0	0	3	0	0	0	66.0	63
07:30 - 07:45	76	8	0	3	4	0	0	0	98.9	91
07:45 - 08:00	73	12	0	3	3	0	0	0	97.9	91
Hourly Total	244	37	0	6	13	0	0	0	321	300
08:00 - 08:15	82	7	1	3	2	0	0	0	101.4	95
08:15 - 08:30	83	13	1	1	3	0	0	1	105.8	102
08:30 - 08:45	82	6	0	1	6	0	0	0	102.3	95
08:45 - 09:00	62	4	0	0	1	0	0	0	68.0	67
Hourly Total	309	30	2	5	12	0	0	1	378	359
09:00 - 09:15	75	9	2	2	4	0	0	0	99.6	92
09:15 - 09:30	61	8	1	0	3	0	0	0	76.5	73
09:30 - 09:45	70	10	3	1	5	0	0	1	96.8	90
09:45 - 10:00	76	7	1	0	2	0	0	0	88.5	86
Hourly Total	282	34	7	3	14	0	0	1	361	341
10:00 - 10:15	44	13	1	1	4	0	0	0	68.8	63
10:15 - 10:30	70	6	0	0	3	0	0	0	82.0	79
10:30 - 10:45	60	8	1	0	2	2	0	0	73.9	73
10:45 - 11:00	68	6	0	0	3	0	1	0	80.4	78
Hourly Total	242	33	2	1	12	2	1	0	305	293
11:00 - 11:15	73	12	1	1	2	0	0	0	92.8	89
11:15 - 11:30	72	9	5	1	3	0	0	1	96.8	91
11:30 - 11:45	58	10	1	1	2	0	0	0	75.8	72
11:45 - 12:00	76	9	2	3	4	0	0	1	102.9	95
Hourly Total	279	40	9	6	11	0	0	2	368	347
12:00 - 12:15	75	13	2	1	3	0	0	0	99.3	94
12:15 - 12:30	94	9	2	0	4	0	0	0	114.0	109
12:30 - 12:45	66	6	0	1	4	0	0	1	82.3	78
12:45 - 13:00	79	7	0	0	2	0	0	0	90.0	88
Hourly Total	314	35	4	2	13	0	0	1	386	369
13:00 - 13:15	77	6	2	0	1	0	0	0	88.0	86
13:15 - 13:30	66	15	3	0	3	0	0	0	91.5	87
13:30 - 13:45	91	4	0	0	6	0	0	0	107.0	101
13:45 - 14:00	80	10	2	1	1	1	1	0	97.9	96
Hourly Total	314	35	7	1	11	1	1	0	384	370
14:00 - 14:15	84	6	0	1	2	0	0	0	96.3	93
14:15 - 14:30	73	3	1	1	4	0	0	0	87.8	82
14:30 - 14:45	101	6	1	0	3	0	0	1	114.5	112
14:45 - 15:00	96	7	1	3	4	0	0	0	119.4	111
Hourly Total	354	22	3	5	13	0	0	1	418	398
15:00 - 15:15	84	11	2	0	2	0	1	0	102.4	100
15:15 - 15:30	99	9	1	0	3	0	0	0	115.5	112
15:30 - 15:45	115	9	2	0	2	0	1	0	131.4	129
15:45 - 16:00	111	12	0	1	3	1	0	0	131.5	128
Hourly Total	409	41	5	1	10	1	2	0	481	469
16:00 - 16:15	123	13	1	0	2	0	2	0	142.3	141
16:15 - 16:30	99	9	2	0	2	1	0	0	115.2	113
16:30 - 16:45	108	5	0	0	0	0	0	2	113.0	115
16:45 - 17:00	115	3	1	0	3	0	0	0	125.5	122
Hourly Total	445	30	4	0	7	1	2	2	496	491
17:00 - 17:15	130	8	3	1	3	0	1	0	151.2	146
17:15 - 17:30	130	8	1	0	3	1	0	1	145.7	144
17:30 - 17:45	93	4	0	1	2	0	0	0	103.3	100
17:45 - 18:00	88	2	1	0	2	0	0	0	95.5	93
Hourly Total	441	22	5	2	10	1	1	1	496	483
18:00 - 18:15	67	2	1	1	2	0	0	1	76.8	74
18:15 - 18:30	71	2	0	0	3	0	0	1	79.0	77
18:30 - 18:45	76	5	0	1	2	0	0	3	87.3	87
18:45 - 19:00	61	1	0	0	1	1	0	2	64.2	66
Hourly Total	275	10	1	2	8	1	0	7	307	304
19:00 - 19:15	65	2	0	0	3	0	1	0	73.4	71
19:15 - 19:30	46	0	0	0	1	0	1	1	48.4	49
19:30 - 19:45	45	2	0	0	1	0	0	3	49.0	51
19:45 - 20:00	46	1	0	0	3	0	3	1	54.2	54
Hourly Total	202	5	0	0	8	0	5	5	225	225
20:00 - 20:15	33	1	0	0	2	0	0	0	38.0	36
20:15 - 20:30	45	1	0	2	1	0	3	0	53.8	52
20:30 - 20:45	37	0	1	0	4	0	10	0	50.5	52
20:45 - 21:00	29	5	1	0	2	0	0	1	39.5	38
Hourly Total	144	7	2	2	9	0	13	1	182	178
21:00 - 21:15	34	0	0	0	3	0	0	1	40.0	38
21:15 - 21:30	31	0	0	0	2	0	0	0	35.0	33
21:30 - 21:45	25	1	0	0	3	0	0	0	32.0	29
21:45 - 22:00	22	3	1	0	4	0	0	0	34.5	30
Hourly Total	112	4	1	0	12	0	0	1	142	130
Session Total	4480	393	56	38	175	7	25	24	5406	5198

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	8	0	0	0	0	0	0	0	8.0	8
06:15 - 06:30	5	0	1	0	0	0	0	2	6.5	8
06:30 - 06:45	3	0	0	0	0	0	0	5	3.0	8
06:45 - 07:00	14	2	0	0	1	0	0	3	18.0	20
Hourly Total	30	2	1	0	1	0	0	10	36	44
07:00 - 07:15	5	1	0	0	0	0	0	5	6.0	11
07:15 - 07:30	9	2	0	0	1	0	0	3	13.0	15
07:30 - 07:45	14	0	0	0	0	0	0	8	14.0	22
07:45 - 08:00	14	0	0	0	0	0	0	8	14.0	22
Hourly Total	42	3	0	0	1	0	0	24	47	70
08:00 - 08:15	16	2	0	0	1	0	0	13	20.0	32
08:15 - 08:30	13	1	0	0	0	0	0	8	14.0	22
08:30 - 08:45	14	0	0	0	0	0	0	8	14.0	22
08:45 - 09:00	18	1	0	0	0	0	0	7	19.0	26
Hourly Total	61	4	0	0	1	0	0	36	67	102
09:00 - 09:15	13	0	1	0	0	0	0	9	14.5	23
09:15 - 09:30	15	1	0	0	2	0	0	4	20.0	22
09:30 - 09:45	22	1	0	0	0	0	0	7	23.0	30
09:45 - 10:00	13	2	0	0	0	0	0	3	15.0	18
Hourly Total	63	4	1	0	2	0	0	23	73	93
10:00 - 10:15	11	1	0	0	0	0	0	0	12.0	12
10:15 - 10:30	21	1	0	0	0	0	0	0	22.0	22
10:30 - 10:45	16	0	0	0	0	0	0	0	16.0	16
10:45 - 11:00	16	0	0	0	0	0	0	0	16.0	16
Hourly Total	64	2	0	0	0	0	0	0	66	66
11:00 - 11:15	10	1	0	0	2	0	0	4	15.0	17
11:15 - 11:30	15	4	0	1	0	0	0	1	21.3	21
11:30 - 11:45	13	2	0	0	0	0	0	0	15.0	15
11:45 - 12:00	20	0	0	0	0	0	0	2	20.0	22
Hourly Total	58	7	0	1	2	0	0	7	71	75
12:00 - 12:15	32	2	0	0	0	1	0	0	34.2	35
12:15 - 12:30	30	2	1	0	1	0	0	1	35.5	35
12:30 - 12:45	27	0	0	0	2	0	0	2	31.0	31
12:45 - 13:00	36	1	0	0	1	0	0	0	39.0	38
Hourly Total	125	5	1	0	4	1	0	3	140	139
13:00 - 13:15	16	2	0	0	0	1	0	1	18.2	20
13:15 - 13:30	31	1	0	0	0	0	0	0	32.0	32
13:30 - 13:45	21	0	0	0	1	0	0	0	23.0	22
13:45 - 14:00	21	0	0	0	0	0	0	0	21.0	21
Hourly Total	89	3	0	0	1	1	0	1	94	95
14:00 - 14:15	35	0	0	0	0	0	0	2	35.0	37
14:15 - 14:30	19	1	0	0	0	0	0	2	20.0	22
14:30 - 14:45	25	0	0	0	0	0	0	0	25.0	25
14:45 - 15:00	25	3	0	0	0	0	0	0	28.0	28
Hourly Total	104	4	0	0	0	0	0	4	108	112
15:00 - 15:15	26	1	0	0	0	0	0	0	27.0	27
15:15 - 15:30	24	0	0	0	0	0	0	0	24.0	24
15:30 - 15:45	24	1	0	0	0	0	0	0	25.0	25
15:45 - 16:00	22	1	0	0	0	0	0	0	23.0	23
Hourly Total	96	3	0	0	0	0	0	0	99	99
16:00 - 16:15	28	1	0	0	0	0	0	1	29.0	30
16:15 - 16:30	28	1	0	0	0	0	0	0	29.0	29
16:30 - 16:45	28	1	0	0	0	0	0	0	29.0	29
16:45 - 17:00	19	1	0	0	0	0	0	0	20.0	20
Hourly Total	103	4	0	0	0	0	0	1	107	108
17:00 - 17:15	37	0	0	0	0	0	0	0	37.0	37
17:15 - 17:30	28	0	0	0	1	0	0	0	30.0	29
17:30 - 17:45	26	1	0	0	0	0	0	1	27.0	28
17:45 - 18:00	28	0	0	0	1	0	0	1	30.0	30
Hourly Total	119	1	0	0	2	0	0	2	124	124
18:00 - 18:15	16	0	0	0	0	0	0	2	16.0	18
18:15 - 18:30	30	1	0	0	0	0	0	3	31.0	34
18:30 - 18:45	15	0	0	0	0	0	0	0	15.0	15
18:45 - 19:00	24	0	0	0	0	0	0	4	24.0	28
Hourly Total	85	1	0	0	0	0	0	9	86	95
19:00 - 19:15	31	1	0	0	0	0	0	0	32.0	32
19:15 - 19:30	48	2	0	0	0	0	0	2	50.0	52
19:30 - 19:45	32	2	0	0	0	0	0	0	34.0	34
19:45 - 20:00	22	0	0	0	0	0	0	0	22.0	22
Hourly Total	133	5	0	0	0	0	0	2	138	140
20:00 - 20:15	24	0	0	0	0	0	0	0	24.0	24
20:15 - 20:30	20	1	0	0	0	0	1	1	21.4	23
20:30 - 20:45	21	1	0	0	0	0	0	0	22.0	22
20:45 - 21:00	23	1	0	0	0	0	0	0	24.0	24
Hourly Total	88	3	0	0	0	0	1	1	91	93
21:00 - 21:15	12	0	0	0	0	0	0	0	12.0	12
21:15 - 21:30	6	0	0	0	0	0	0	0	6.0	6
21:30 - 21:45	9	0	0	0	0	0	0	0	9.0	9
21:45 - 22:00	14	0	0	0	0	0	0	0	14.0	14
Hourly Total	41	0	0	0	0	0	0	0	41	41
Session Total	1301	51	3	1	14	2	1	123	1388	1496

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	1	0	0	0	0	0	0	0	1.0	1
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	0	1	1
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Session Total	1	0	0	0	0	0	0	0	1	1

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	32	1	0	0	3	0	0	1	39.0	37
06:15 - 06:30	33	3	3	1	3	0	0	2	48.8	45
06:30 - 06:45	27	1	1	0	4	0	0	5	37.5	38
06:45 - 07:00	52	5	1	1	3	0	0	3	66.8	65
Hourly Total	144	10	5	2	13	0	0	11	192	185
07:00 - 07:15	49	9	0	0	3	0	0	5	64.0	66
07:15 - 07:30	60	11	0	0	4	0	0	3	79.0	78
07:30 - 07:45	90	8	0	3	4	0	0	8	112.9	113
07:45 - 08:00	87	12	0	3	3	0	0	8	111.9	113
Hourly Total	286	40	0	6	14	0	0	24	368	370
08:00 - 08:15	98	9	1	3	3	0	0	13	121.4	127
08:15 - 08:30	96	14	1	1	3	0	0	9	119.8	124
08:30 - 08:45	96	6	0	1	6	0	0	8	116.3	117
08:45 - 09:00	80	5	0	0	1	0	0	7	87.0	93
Hourly Total	370	34	2	5	13	0	0	37	445	461
09:00 - 09:15	88	9	3	2	4	0	0	9	114.1	115
09:15 - 09:30	76	9	1	0	5	0	0	4	96.5	95
09:30 - 09:45	92	11	3	1	5	0	0	8	119.8	120
09:45 - 10:00	89	9	1	0	2	0	0	3	103.5	104
Hourly Total	345	38	8	3	16	0	0	24	434	434
10:00 - 10:15	55	14	1	1	4	0	0	0	80.8	75
10:15 - 10:30	91	7	0	0	3	0	0	0	104.0	101
10:30 - 10:45	76	8	1	0	2	2	0	0	89.9	89
10:45 - 11:00	84	6	0	0	3	0	1	0	96.4	94
Hourly Total	306	35	2	1	12	2	1	0	371	359
11:00 - 11:15	84	13	1	1	4	0	0	4	108.8	107
11:15 - 11:30	87	13	5	2	3	0	0	2	118.1	112
11:30 - 11:45	71	12	1	1	2	0	0	0	90.8	87
11:45 - 12:00	96	9	2	3	4	0	0	3	122.9	117
Hourly Total	338	47	9	7	13	0	0	9	441	423
12:00 - 12:15	107	15	2	1	3	1	0	0	133.5	129
12:15 - 12:30	124	11	3	0	5	0	0	1	149.5	144
12:30 - 12:45	93	6	0	1	6	0	0	3	113.3	109
12:45 - 13:00	115	8	0	0	3	0	0	0	129.0	126
Hourly Total	439	40	5	2	17	1	0	4	525	508
13:00 - 13:15	93	8	2	0	1	1	0	1	106.2	106
13:15 - 13:30	97	16	3	0	3	0	0	0	123.5	119
13:30 - 13:45	112	4	0	0	7	0	0	0	130.0	123
13:45 - 14:00	101	10	2	1	1	1	1	0	118.9	117
Hourly Total	403	38	7	1	12	2	1	1	479	465
14:00 - 14:15	119	6	0	1	2	0	0	2	131.3	130
14:15 - 14:30	92	4	1	1	4	0	0	2	107.8	104
14:30 - 14:45	126	6	1	0	3	0	0	1	139.5	137
14:45 - 15:00	121	10	1	3	4	0	0	0	147.4	139
Hourly Total	458	26	3	5	13	0	0	5	526	510
15:00 - 15:15	110	12	2	0	2	0	1	0	129.4	127
15:15 - 15:30	123	9	1	0	3	0	0	0	139.5	136
15:30 - 15:45	139	10	2	0	2	0	1	0	156.4	154
15:45 - 16:00	133	13	0	1	3	1	0	0	154.5	151
Hourly Total	505	44	5	1	10	1	2	0	580	568
16:00 - 16:15	151	14	1	0	2	0	2	1	171.3	171
16:15 - 16:30	127	10	2	0	2	1	0	0	144.2	142
16:30 - 16:45	136	6	0	0	0	0	0	2	142.0	144
16:45 - 17:00	134	4	1	0	3	0	0	0	145.5	142
Hourly Total	548	34	4	0	7	1	2	3	603	599
17:00 - 17:15	167	8	3	1	3	0	1	0	188.2	183
17:15 - 17:30	158	8	1	0	4	1	0	1	175.7	173
17:30 - 17:45	119	5	0	1	2	0	0	1	130.3	128
17:45 - 18:00	116	2	1	0	3	0	0	1	125.5	123
Hourly Total	560	23	5	2	12	1	1	3	620	607
18:00 - 18:15	83	2	1	1	2	0	0	3	92.8	92
18:15 - 18:30	101	3	0	0	3	0	0	4	110.0	111
18:30 - 18:45	91	5	0	1	2	0	0	3	102.3	102
18:45 - 19:00	85	1	0	0	1	1	0	6	88.2	94
Hourly Total	360	11	1	2	8	1	0	16	393	399
19:00 - 19:15	96	3	0	0	3	0	1	0	105.4	103
19:15 - 19:30	94	2	0	0	1	0	1	3	98.4	101
19:30 - 19:45	77	4	0	0	1	0	0	3	83.0	85
19:45 - 20:00	68	1	0	0	3	0	3	1	76.2	76
Hourly Total	335	10	0	0	8	0	5	7	363	365
20:00 - 20:15	57	1	0	0	2	0	0	0	62.0	60
20:15 - 20:30	65	2	0	2	1	0	4	1	75.2	75
20:30 - 20:45	58	1	1	0	4	0	10	0	72.5	74
20:45 - 21:00	52	6	1	0	2	0	0	1	63.5	62
Hourly Total	232	10	2	2	9	0	14	2	273	271
21:00 - 21:15	46	0	0	0	3	0	0	1	52.0	50
21:15 - 21:30	37	0	0	0	2	0	0	0	41.0	39
21:30 - 21:45	34	1	0	0	3	0	0	0	41.0	38
21:45 - 22:00	36	3	1	0	4	0	0	0	48.5	44
Hourly Total	153	4	1	0	12	0	0	1	183	171
Session Total	5782	444	59	39	189	9	26	147	6794	6695

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	31	2	0	0	3	0	0	1	39.0	37
06:15 - 06:30	29	1	1	0	0	0	0	0	31.5	31
06:30 - 06:45	54	2	0	0	0	0	0	2	56.0	58
06:45 - 07:00	51	2	0	1	0	0	0	1	55.3	55
Hourly Total	165	7	1	1	3	0	0	4	182	181
07:00 - 07:15	59	1	0	2	0	1	0	0	64.8	63
07:15 - 07:30	65	5	0	2	1	0	0	0	76.6	73
07:30 - 07:45	82	13	1	1	0	0	0	1	98.8	98
07:45 - 08:00	97	9	2	0	0	0	0	1	109.0	109
Hourly Total	303	28	3	5	1	1	0	2	349	343
08:00 - 08:15	107	5	0	0	1	0	0	3	114.0	116
08:15 - 08:30	136	6	0	0	0	0	0	1	142.0	143
08:30 - 08:45	115	4	0	0	0	0	1	0	119.4	120
08:45 - 09:00	110	3	0	0	0	0	0	0	113.0	113
Hourly Total	468	18	0	0	1	0	1	4	488	492
09:00 - 09:15	97	7	1	0	0	0	0	0	105.5	105
09:15 - 09:30	73	2	0	0	0	0	0	0	75.0	75
09:30 - 09:45	62	5	0	0	0	0	0	0	67.0	67
09:45 - 10:00	47	4	0	0	1	0	0	1	53.0	53
Hourly Total	279	18	1	0	1	0	0	1	301	300
10:00 - 10:15	50	3	0	0	0	0	1	0	53.4	54
10:15 - 10:30	47	6	0	2	1	0	0	2	59.6	58
10:30 - 10:45	61	2	4	0	0	0	0	0	69.0	67
10:45 - 11:00	59	5	1	0	3	1	0	1	71.7	70
Hourly Total	217	16	5	2	4	1	1	3	254	249
11:00 - 11:15	55	3	0	0	2	0	0	0	62.0	60
11:15 - 11:30	57	3	1	1	0	0	0	0	63.8	62
11:30 - 11:45	45	3	0	0	2	0	0	0	52.0	50
11:45 - 12:00	44	4	0	2	1	0	0	1	54.6	52
Hourly Total	201	13	1	3	5	0	0	1	232	224
12:00 - 12:15	45	7	1	0	0	0	0	1	53.5	54
12:15 - 12:30	55	8	0	0	1	0	0	1	65.0	65
12:30 - 12:45	61	5	2	0	0	0	0	2	69.0	70
12:45 - 13:00	53	8	0	0	1	0	0	0	63.0	62
Hourly Total	214	28	3	0	2	0	0	4	251	251
13:00 - 13:15	61	5	0	0	1	1	0	3	68.2	71
13:15 - 13:30	60	7	1	0	0	0	0	1	68.5	69
13:30 - 13:45	50	4	0	0	0	0	0	1	54.0	55
13:45 - 14:00	67	5	1	1	0	0	0	1	75.8	75
Hourly Total	238	21	2	1	1	1	0	6	267	270
14:00 - 14:15	67	3	0	0	0	0	0	5	70.0	75
14:15 - 14:30	56	3	0	0	0	1	0	1	59.2	61
14:30 - 14:45	53	8	0	0	0	0	0	4	61.0	65
14:45 - 15:00	53	3	1	0	0	0	1	1	57.9	59
Hourly Total	229	17	1	0	0	1	1	11	248	260
15:00 - 15:15	71	3	1	0	0	0	0	4	75.5	79
15:15 - 15:30	58	2	0	1	0	0	0	9	62.3	70
15:30 - 15:45	55	8	0	0	0	0	0	2	63.0	65
15:45 - 16:00	65	1	0	1	0	0	1	11	68.7	79
Hourly Total	249	14	1	2	0	0	1	26	270	293
16:00 - 16:15	58	5	0	0	0	0	0	5	63.0	68
16:15 - 16:30	55	5	1	0	1	0	0	9	63.5	71
16:30 - 16:45	67	1	0	0	0	0	1	8	68.4	77
16:45 - 17:00	73	3	0	0	0	0	4	7	77.6	87
Hourly Total	253	14	1	0	1	0	5	29	273	303
17:00 - 17:15	75	4	0	0	0	0	0	5	79.0	84
17:15 - 17:30	53	3	0	0	1	0	2	3	58.8	62
17:30 - 17:45	68	1	0	1	0	0	0	10	71.3	80
17:45 - 18:00	59	2	0	0	1	0	0	3	63.0	65
Hourly Total	255	10	0	1	2	0	2	21	272	291
18:00 - 18:15	60	0	0	0	0	0	0	6	60.0	66
18:15 - 18:30	59	4	1	0	1	0	1	1	66.9	67
18:30 - 18:45	51	3	0	0	0	0	0	4	54.0	58
18:45 - 19:00	48	4	0	1	1	0	0	2	56.3	56
Hourly Total	218	11	1	1	2	0	1	13	237	247
19:00 - 19:15	41	3	1	0	0	0	0	2	45.5	47
19:15 - 19:30	48	1	0	0	0	0	0	2	49.0	51
19:30 - 19:45	41	1	0	0	0	0	0	2	42.0	44
19:45 - 20:00	41	2	1	0	1	0	0	0	46.5	45
Hourly Total	171	7	2	0	1	0	0	6	183	187
20:00 - 20:15	43	1	0	0	0	0	0	1	44.0	45
20:15 - 20:30	23	0	0	0	0	0	0	2	23.0	25
20:30 - 20:45	29	0	0	0	0	1	0	0	29.2	30
20:45 - 21:00	18	0	0	0	0	0	0	0	18.0	18
Hourly Total	113	1	0	0	0	1	0	3	114	118
21:00 - 21:15	30	0	0	0	0	0	0	0	30.0	30
21:15 - 21:30	23	2	0	0	0	0	0	0	25.0	25
21:30 - 21:45	17	1	0	0	2	0	0	0	22.0	20
21:45 - 22:00	21	0	0	0	0	0	5	0	23.0	26
Hourly Total	91	3	0	0	2	0	5	0	100	101
Session Total	3664	226	22	16	26	5	17	134	4020	4110

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - Enterprise Way / B - (South East) A555 Ringway Road West / C - (North West) A555 Ringway Road West

Approach: B - (South East) A555 Ringway Road West

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	75	10	4	13	0	0	1	2	121.3	105
06:15 - 06:30	93	15	0	12	1	1	2	2	138.6	126
06:30 - 06:45	131	33	4	9	0	1	1	1	191.3	180
06:45 - 07:00	166	37	4	17	3	0	0	2	254.1	229
Hourly Total	**465**	**95**	**12**	**51**	**4**	**2**	**4**	**7**	**705**	**640**
07:00 - 07:15	265	47	5	8	2	0	0	2	341.9	329
07:15 - 07:30	278	44	5	5	2	0	0	1	345.0	335
07:30 - 07:45	319	60	6	8	1	0	0	2	408.4	396
07:45 - 08:00	351	48	5	5	2	0	1	1	422.4	413
Hourly Total	**1213**	**199**	**21**	**26**	**7**	**0**	**1**	**6**	**1518**	**1473**
08:00 - 08:15	312	41	4	15	0	0	1	2	393.9	375
08:15 - 08:30	296	40	7	8	0	0	1	1	365.3	353
08:30 - 08:45	266	38	7	12	2	0	0	2	346.1	327
08:45 - 09:00	292	39	12	8	0	0	2	1	368.2	354
Hourly Total	**1166**	**158**	**30**	**43**	**2**	**0**	**4**	**6**	**1474**	**1409**
09:00 - 09:15	258	26	8	18	2	0	2	0	342.2	314
09:15 - 09:30	255	43	6	10	0	0	2	0	330.8	316
09:30 - 09:45	194	33	9	11	2	0	1	0	270.2	250
09:45 - 10:00	176	30	6	12	1	0	0	0	244.6	225
Hourly Total	**883**	**132**	**29**	**51**	**5**	**0**	**5**	**0**	**1188**	**1105**
10:00 - 10:15	200	31	6	12	1	0	1	0	270.0	251
10:15 - 10:30	224	34	4	6	0	0	0	0	277.8	268
10:30 - 10:45	197	36	11	12	1	0	0	0	279.1	257
10:45 - 11:00	200	32	6	10	0	0	0	0	264.0	248
Hourly Total	**821**	**133**	**27**	**40**	**2**	**0**	**1**	**0**	**1091**	**1024**
11:00 - 11:15	194	36	8	10	1	0	0	0	267.0	249
11:15 - 11:30	217	32	6	10	0	1	0	0	281.2	266
11:30 - 11:45	208	43	7	16	1	1	0	0	300.5	276
11:45 - 12:00	201	31	10	11	0	0	1	0	272.7	254
Hourly Total	**820**	**142**	**31**	**47**	**2**	**2**	**1**	**0**	**1121**	**1045**
12:00 - 12:15	221	35	4	17	1	0	1	2	303.5	281
12:15 - 12:30	204	23	7	8	0	0	0	3	255.9	245
12:30 - 12:45	216	37	13	20	1	0	0	2	320.5	289
12:45 - 13:00	199	30	9	15	0	0	0	0	277.0	253
Hourly Total	**840**	**125**	**33**	**60**	**2**	**0**	**1**	**7**	**1157**	**1068**
13:00 - 13:15	183	37	4	10	1	0	0	1	251.0	236
13:15 - 13:30	226	43	2	9	0	0	0	2	292.7	282
13:30 - 13:45	231	50	3	14	2	0	1	3	322.1	304
13:45 - 14:00	219	40	11	14	0	1	0	1	307.9	286
Hourly Total	**859**	**170**	**20**	**47**	**3**	**1**	**1**	**7**	**1174**	**1108**
14:00 - 14:15	248	36	6	12	1	0	0	1	322.6	304
14:15 - 14:30	259	46	7	6	0	0	0	1	329.3	319
14:30 - 14:45	267	47	6	9	2	0	0	3	347.7	334
14:45 - 15:00	254	39	6	14	2	0	1	6	338.6	322
Hourly Total	**1028**	**168**	**25**	**41**	**5**	**0**	**1**	**11**	**1338**	**1279**
15:00 - 15:15	279	57	8	13	1	0	0	2	379.9	360
15:15 - 15:30	292	54	12	3	1	0	0	2	372.9	364
15:30 - 15:45	281	53	10	6	1	1	0	2	365.0	354
15:45 - 16:00	264	57	3	11	1	0	0	3	352.8	339
Hourly Total	**1116**	**221**	**33**	**33**	**4**	**1**	**0**	**9**	**1471**	**1417**
16:00 - 16:15	262	69	8	8	1	0	0	1	363.4	349
16:15 - 16:30	314	71	7	3	2	0	0	0	406.4	397
16:30 - 16:45	262	65	8	11	0	0	1	7	364.7	354
16:45 - 17:00	316	47	1	7	2	0	0	1	384.6	374
Hourly Total	**1154**	**252**	**24**	**29**	**5**	**0**	**1**	**9**	**1519**	**1474**
17:00 - 17:15	307	27	1	5	1	0	1	8	349.4	350
17:15 - 17:30	305	30	3	3	1	2	2	4	349.6	350
17:30 - 17:45	365	15	0	2	2	1	0	9	388.8	394
17:45 - 18:00	342	20	3	2	1	0	0	4	373.1	372
Hourly Total	**1319**	**92**	**7**	**12**	**5**	**3**	**3**	**25**	**1461**	**1466**
18:00 - 18:15	276	22	6	5	2	0	0	1	322.5	312
18:15 - 18:30	296	13	3	4	0	0	2	3	323.5	321
18:30 - 18:45	264	12	0	2	1	0	1	1	283.0	281
18:45 - 19:00	229	14	3	5	2	0	0	0	263.0	253
Hourly Total	**1065**	**61**	**12**	**16**	**5**	**0**	**3**	**5**	**1192**	**1167**
19:00 - 19:15	188	9	0	3	2	0	1	1	208.3	204
19:15 - 19:30	208	13	0	2	0	0	0	2	225.6	225
19:30 - 19:45	148	5	1	2	0	0	0	1	159.1	157
19:45 - 20:00	191	8	1	2	1	0	1	0	207.5	204
Hourly Total	**735**	**35**	**2**	**9**	**3**	**0**	**2**	**4**	**801**	**790**
20:00 - 20:15	165	10	2	5	0	0	0	0	189.5	182
20:15 - 20:30	148	8	1	0	0	0	0	0	157.5	157
20:30 - 20:45	104	5	1	2	0	0	1	0	115.5	113
20:45 - 21:00	118	5	1	1	0	0	0	0	126.8	125
Hourly Total	**535**	**28**	**5**	**8**	**0**	**0**	**1**	**0**	**589**	**577**
21:00 - 21:15	115	6	0	5	2	0	0	1	136.5	129
21:15 - 21:30	109	5	0	4	1	0	0	3	125.2	122
21:30 - 21:45	84	7	1	3	1	0	1	0	101.8	97
21:45 - 22:00	92	2	0	0	0	0	1	0	94.4	95
Hourly Total	**400**	**20**	**1**	**12**	**4**	**0**	**2**	**4**	**458**	**443**
Session Total	**14419**	**2031**	**312**	**525**	**58**	**9**	**31**	**100**	**18256**	**17485**

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	23	2	0	0	3	0	0	0	31.0	28
06:15 - 06:30	18	1	1	0	0	0	0	0	20.5	20
06:30 - 06:45	40	2	0	0	0	0	0	0	42.0	42
06:45 - 07:00	35	2	0	0	0	0	0	0	37.0	37
Hourly Total	**116**	**7**	**1**	**0**	**3**	**0**	**0**	**0**	**131**	**127**
07:00 - 07:15	41	1	0	2	0	1	0	0	46.8	45
07:15 - 07:30	43	5	0	2	1	0	0	0	54.6	51
07:30 - 07:45	58	10	1	1	0	0	0	0	71.8	70
07:45 - 08:00	67	8	2	0	0	0	0	0	78.0	77
Hourly Total	**209**	**24**	**3**	**5**	**1**	**1**	**0**	**0**	**251**	**243**
08:00 - 08:15	79	4	0	0	1	0	0	1	85.0	85
08:15 - 08:30	106	3	0	0	0	0	0	0	109.0	109
08:30 - 08:45	80	4	0	0	0	0	1	0	84.4	85
08:45 - 09:00	72	2	0	0	0	0	0	0	74.0	74
Hourly Total	**337**	**13**	**0**	**0**	**1**	**0**	**1**	**1**	**352**	**353**
09:00 - 09:15	73	7	1	0	0	0	0	0	81.5	81
09:15 - 09:30	44	2	0	0	0	0	0	0	46.0	46
09:30 - 09:45	44	4	0	0	0	0	0	0	48.0	48
09:45 - 10:00	34	4	0	0	1	0	0	0	40.0	39
Hourly Total	**195**	**17**	**1**	**0**	**1**	**0**	**0**	**0**	**216**	**214**
10:00 - 10:15	35	2	0	0	0	0	1	0	37.4	38
10:15 - 10:30	31	5	0	1	0	0	0	0	38.3	37
10:30 - 10:45	42	2	3	0	0	0	0	0	48.5	47
10:45 - 11:00	41	5	1	0	3	1	0	0	53.7	51
Hourly Total	**149**	**14**	**4**	**1**	**3**	**1**	**1**	**0**	**178**	**173**
11:00 - 11:15	36	1	0	0	1	0	0	0	39.0	38
11:15 - 11:30	35	3	1	1	0	0	0	0	41.8	40
11:30 - 11:45	32	1	0	0	2	0	0	0	37.0	35
11:45 - 12:00	29	2	0	2	1	0	0	0	37.6	34
Hourly Total	**132**	**7**	**1**	**3**	**4**	**0**	**0**	**0**	**155**	**147**
12:00 - 12:15	31	7	0	0	0	0	0	0	38.0	38
12:15 - 12:30	45	6	0	0	1	0	0	0	53.0	52
12:30 - 12:45	50	4	2	0	0	0	0	2	57.0	58
12:45 - 13:00	49	5	0	0	1	0	0	0	56.0	55
Hourly Total	**175**	**22**	**2**	**0**	**2**	**0**	**0**	**2**	**204**	**203**
13:00 - 13:15	47	4	0	0	0	1	0	1	51.2	53
13:15 - 13:30	51	5	1	0	0	0	0	0	57.5	57
13:30 - 13:45	37	3	0	0	0	0	0	0	40.0	40
13:45 - 14:00	53	4	1	1	0	0	0	0	60.8	59
Hourly Total	**188**	**16**	**2**	**1**	**0**	**1**	**0**	**1**	**210**	**209**
14:00 - 14:15	50	2	0	0	0	0	0	0	52.0	52
14:15 - 14:30	45	3	0	0	0	0	0	0	48.0	48
14:30 - 14:45	41	7	0	0	0	0	0	0	48.0	48
14:45 - 15:00	39	2	1	0	0	0	0	0	42.5	42
Hourly Total	**175**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**191**	**190**
15:00 - 15:15	61	3	1	0	0	0	0	0	65.5	65
15:15 - 15:30	45	2	0	1	0	0	0	0	49.3	48
15:30 - 15:45	41	8	0	0	0	0	0	0	49.0	49
15:45 - 16:00	54	1	0	1	0	0	1	0	57.7	57
Hourly Total	**201**	**14**	**1**	**2**	**0**	**0**	**1**	**0**	**222**	**219**
16:00 - 16:15	52	5	0	0	0	0	0	0	57.0	57
16:15 - 16:30	43	5	1	0	1	0	0	1	51.5	51
16:30 - 16:45	55	1	0	0	0	0	1	0	56.4	57
16:45 - 17:00	66	3	0	0	0	0	4	0	70.6	73
Hourly Total	**216**	**14**	**1**	**0**	**1**	**0**	**5**	**1**	**236**	**238**
17:00 - 17:15	61	3	0	0	0	0	0	0	64.0	64
17:15 - 17:30	41	3	0	0	1	0	2	0	46.8	47
17:30 - 17:45	54	1	0	1	0	0	0	0	57.3	56
17:45 - 18:00	47	2	0	0	1	0	0	0	51.0	50
Hourly Total	**203**	**9**	**0**	**1**	**2**	**0**	**2**	**0**	**219**	**217**
18:00 - 18:15	50	0	0	0	0	0	0	0	50.0	50
18:15 - 18:30	49	4	1	0	1	0	1	1	56.9	57
18:30 - 18:45	42	3	0	0	0	0	0	0	45.0	45
18:45 - 19:00	37	3	0	1	1	0	0	0	44.3	42
Hourly Total	**178**	**10**	**1**	**1**	**2**	**0**	**1**	**1**	**196**	**194**
19:00 - 19:15	27	2	1	0	0	0	0	1	30.5	31
19:15 - 19:30	35	0	0	0	0	0	0	0	35.0	35
19:30 - 19:45	30	0	0	0	0	0	0	0	30.0	30
19:45 - 20:00	29	1	1	0	1	0	0	0	33.5	32
Hourly Total	**121**	**3**	**2**	**0**	**1**	**0**	**0**	**1**	**129**	**128**
20:00 - 20:15	30	1	0	0	0	0	0	0	31.0	31
20:15 - 20:30	16	0	0	0	0	0	0	2	16.0	18
20:30 - 20:45	22	0	0	0	0	1	0	0	22.2	23
20:45 - 21:00	11	0	0	0	0	0	0	0	11.0	11
Hourly Total	**79**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**80**	**83**
21:00 - 21:15	28	0	0	0	0	0	0	0	28.0	28
21:15 - 21:30	18	2	0	0	0	0	0	0	20.0	20
21:30 - 21:45	13	1	0	0	2	0	0	0	18.0	16
21:45 - 22:00	10	0	0	0	0	0	4	0	11.6	14
Hourly Total	**69**	**3**	**0**	**0**	**2**	**0**	**4**	**0**	**78**	**78**
Session Total	**2743**	**188**	**20**	**14**	**23**	**4**	**15**	**9**	**3046**	**3016**

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	98	12	4	13	3	0	1	2	152.3	133
06:15 - 06:30	111	16	1	12	1	1	2	2	159.1	146
06:30 - 06:45	171	35	4	9	0	1	1	1	233.3	222
06:45 - 07:00	201	39	4	17	3	0	0	2	291.1	266
Hourly Total	**581**	**102**	**13**	**51**	**7**	**2**	**4**	**7**	**836**	**767**
07:00 - 07:15	306	48	5	10	2	1	0	2	388.7	374
07:15 - 07:30	321	49	5	7	3	0	0	1	399.6	386
07:30 - 07:45	377	70	7	9	1	0	0	2	480.2	466
07:45 - 08:00	418	56	7	5	2	0	1	1	500.4	490
Hourly Total	**1422**	**223**	**24**	**31**	**8**	**1**	**1**	**6**	**1769**	**1716**
08:00 - 08:15	391	45	4	15	1	0	1	3	478.9	460
08:15 - 08:30	402	43	7	8	0	0	1	1	474.3	462
08:30 - 08:45	346	42	7	12	2	0	1	2	430.5	412
08:45 - 09:00	364	41	12	8	0	0	2	1	442.2	428
Hourly Total	**1503**	**171**	**30**	**43**	**3**	**0**	**5**	**7**	**1826**	**1762**
09:00 - 09:15	331	33	9	18	2	0	2	0	423.7	395
09:15 - 09:30	299	45	6	10	0	0	2	0	376.8	362
09:30 - 09:45	238	37	9	11	2	0	1	0	318.2	298
09:45 - 10:00	210	34	6	12	2	0	0	0	284.6	264
Hourly Total	**1078**	**149**	**30**	**51**	**6**	**0**	**5**	**0**	**1403**	**1319**
10:00 - 10:15	235	33	6	12	1	0	2	0	307.4	289
10:15 - 10:30	255	39	4	7	0	0	0	0	316.1	305
10:30 - 10:45	239	38	14	12	1	0	0	0	327.6	304
10:45 - 11:00	242	37	7	10	3	1	0	0	318.7	300
Hourly Total	**971**	**147**	**31**	**41**	**5**	**1**	**2**	**0**	**1270**	**1198**
11:00 - 11:15	230	37	8	10	2	0	0	0	306.0	287
11:15 - 11:30	252	35	7	11	0	1	0	0	323.0	306
11:30 - 11:45	240	44	7	16	3	1	0	0	337.5	311
11:45 - 12:00	230	33	10	13	1	0	1	0	310.3	288
Hourly Total	**952**	**149**	**32**	**50**	**6**	**2**	**1**	**0**	**1277**	**1192**
12:00 - 12:15	252	42	4	17	1	0	1	2	341.5	319
12:15 - 12:30	249	29	7	8	1	0	0	3	308.9	297
12:30 - 12:45	266	41	15	20	1	0	0	4	377.5	347
12:45 - 13:00	248	35	9	15	1	0	0	0	333.0	308
Hourly Total	**1015**	**147**	**35**	**60**	**4**	**0**	**1**	**9**	**1361**	**1271**
13:00 - 13:15	230	41	4	10	1	1	0	2	302.2	289
13:15 - 13:30	277	48	3	9	0	0	0	2	350.2	339
13:30 - 13:45	268	53	3	14	2	0	1	3	362.1	344
13:45 - 14:00	272	44	12	15	0	1	0	1	368.7	345
Hourly Total	**1047**	**186**	**22**	**48**	**3**	**2**	**1**	**8**	**1383**	**1317**
14:00 - 14:15	298	38	6	12	1	0	0	1	374.6	356
14:15 - 14:30	304	49	7	6	0	0	0	1	377.3	367
14:30 - 14:45	308	54	6	9	2	0	0	3	395.7	382
14:45 - 15:00	293	41	7	14	2	0	1	6	381.1	364
Hourly Total	**1203**	**182**	**26**	**41**	**5**	**0**	**1**	**11**	**1529**	**1469**
15:00 - 15:15	340	60	9	13	1	0	0	2	445.4	425
15:15 - 15:30	337	56	12	4	1	0	0	2	422.2	412
15:30 - 15:45	322	61	10	6	1	1	0	2	414.0	403
15:45 - 16:00	319	58	3	12	1	0	1	3	411.5	397
Hourly Total	**1318**	**235**	**34**	**35**	**4**	**1**	**1**	**9**	**1693**	**1637**
16:00 - 16:15	314	74	8	8	1	0	0	1	420.4	406
16:15 - 16:30	357	76	8	3	3	0	0	1	457.9	448
16:30 - 16:45	317	66	8	11	0	0	2	7	421.1	411
16:45 - 17:00	382	50	1	7	2	0	4	1	455.2	447
Hourly Total	**1370**	**266**	**25**	**29**	**6**	**0**	**6**	**10**	**1755**	**1712**
17:00 - 17:15	368	30	1	5	1	0	1	8	413.4	414
17:15 - 17:30	346	33	3	3	2	2	4	4	396.4	397
17:30 - 17:45	419	16	0	3	2	1	0	9	446.1	450
17:45 - 18:00	389	22	3	2	2	0	0	4	424.1	422
Hourly Total	**1522**	**101**	**7**	**13**	**7**	**3**	**5**	**25**	**1680**	**1683**
18:00 - 18:15	326	22	6	5	2	0	0	1	372.5	362
18:15 - 18:30	345	17	4	4	1	0	3	4	380.4	378
18:30 - 18:45	306	15	0	2	1	0	1	1	328.0	326
18:45 - 19:00	266	17	3	6	3	0	0	0	307.3	295
Hourly Total	**1243**	**71**	**13**	**17**	**7**	**0**	**4**	**6**	**1388**	**1361**
19:00 - 19:15	215	11	1	3	2	0	1	2	238.8	235
19:15 - 19:30	243	13	0	2	0	0	0	2	260.6	260
19:30 - 19:45	178	5	1	2	0	0	0	1	189.1	187
19:45 - 20:00	220	9	2	2	2	0	1	0	241.0	236
Hourly Total	**856**	**38**	**4**	**9**	**4**	**0**	**2**	**5**	**930**	**918**
20:00 - 20:15	195	11	2	5	0	0	0	0	220.5	213
20:15 - 20:30	164	8	1	0	0	0	0	2	173.5	175
20:30 - 20:45	126	5	1	2	0	1	1	0	137.7	136
20:45 - 21:00	129	5	1	1	0	0	0	0	137.8	136
Hourly Total	**614**	**29**	**5**	**8**	**0**	**1**	**1**	**2**	**670**	**660**
21:00 - 21:15	143	6	0	5	2	0	0	1	164.5	157
21:15 - 21:30	127	7	0	4	1	0	0	3	145.2	142
21:30 - 21:45	97	8	1	3	3	0	1	0	119.8	113
21:45 - 22:00	102	2	0	0	0	0	5	0	106.0	109
Hourly Total	**469**	**23**	**1**	**12**	**6**	**0**	**6**	**4**	**536**	**521**
Session Total	**17164**	**2219**	**332**	**539**	**81**	**13**	**46**	**109**	**21304**	**20503**

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	163	9	2	8	5	0	0	2	203.4	189
06:15 - 06:30	198	21	3	8	4	0	0	1	249.9	235
06:30 - 06:45	205	32	4	7	4	0	0	3	267.1	255
06:45 - 07:00	272	53	6	7	4	0	0	2	358.1	344
Hourly Total	**838**	**115**	**15**	**30**	**17**	**0**	**0**	**8**	**1079**	**1023**
07:00 - 07:15	255	72	13	13	3	1	1	5	383.0	363
07:15 - 07:30	368	73	13	15	4	0	0	2	503.0	475
07:30 - 07:45	346	48	7	17	4	1	1	2	452.2	426
07:45 - 08:00	416	77	5	19	7	0	1	0	558.6	525
Hourly Total	**1385**	**270**	**38**	**64**	**18**	**2**	**3**	**9**	**1897**	**1789**
08:00 - 08:15	390	58	13	12	2	1	0	9	499.3	485
08:15 - 08:30	390	66	15	11	4	0	0	7	511.8	493
08:30 - 08:45	413	58	14	23	8	0	1	1	561.3	518
08:45 - 09:00	365	60	11	24	1	0	1	2	499.1	464
Hourly Total	**1558**	**242**	**53**	**70**	**15**	**1**	**2**	**19**	**2072**	**1960**
09:00 - 09:15	366	60	9	16	7	0	0	4	490.3	462
09:15 - 09:30	349	51	13	10	3	0	1	0	448.9	427
09:30 - 09:45	329	52	8	17	6	0	0	2	444.1	414
09:45 - 10:00	307	40	10	10	3	0	0	2	391.0	372
Hourly Total	**1351**	**203**	**40**	**53**	**19**	**0**	**1**	**8**	**1774**	**1675**
10:00 - 10:15	318	55	6	14	8	0	0	0	430.2	401
10:15 - 10:30	329	34	3	9	5	0	2	0	399.0	382
10:30 - 10:45	298	38	7	12	5	2	0	3	384.5	365
10:45 - 11:00	277	34	7	9	5	0	1	0	352.6	333
Hourly Total	**1222**	**161**	**23**	**44**	**23**	**2**	**3**	**3**	**1566**	**1481**
11:00 - 11:15	318	28	7	15	3	0	0	1	397.0	372
11:15 - 11:30	315	42	15	14	4	0	0	3	419.7	393
11:30 - 11:45	268	41	11	17	2	0	0	1	368.6	340
11:45 - 12:00	357	42	6	15	5	0	0	1	452.5	426
Hourly Total	**1258**	**153**	**39**	**61**	**14**	**0**	**0**	**6**	**1638**	**1531**
12:00 - 12:15	327	37	8	13	4	0	0	1	413.9	390
12:15 - 12:30	335	31	3	13	4	0	1	2	408.8	389
12:30 - 12:45	302	32	5	8	5	0	0	3	369.9	355
12:45 - 13:00	376	45	5	10	2	1	1	2	456.1	442
Hourly Total	**1340**	**145**	**21**	**44**	**15**	**1**	**2**	**8**	**1649**	**1576**
13:00 - 13:15	330	35	7	11	2	0	0	1	404.8	386
13:15 - 13:30	325	49	4	8	3	2	0	0	404.8	391
13:30 - 13:45	348	38	5	11	7	0	1	1	433.2	411
13:45 - 14:00	308	44	9	8	1	1	1	4	386.5	376
Hourly Total	**1311**	**166**	**25**	**38**	**13**	**3**	**2**	**6**	**1629**	**1564**
14:00 - 14:15	340	32	4	17	4	3	1	3	426.1	404
14:15 - 14:30	340	36	11	11	6	0	0	1	429.8	405
14:30 - 14:45	368	40	7	16	4	0	0	4	463.3	439
14:45 - 15:00	417	46	6	16	5	0	1	0	519.2	491
Hourly Total	**1465**	**154**	**28**	**60**	**19**	**3**	**2**	**8**	**1838**	**1739**
15:00 - 15:15	378	51	10	13	3	0	1	0	480.3	456
15:15 - 15:30	417	46	5	7	3	0	0	1	492.6	479
15:30 - 15:45	449	47	6	8	5	2	1	1	534.2	519
15:45 - 16:00	512	68	7	7	3	1	1	1	613.2	600
Hourly Total	**1756**	**212**	**28**	**35**	**14**	**3**	**3**	**3**	**2120**	**2054**
16:00 - 16:15	483	64	3	5	6	0	3	0	576.2	564
16:15 - 16:30	464	52	5	9	3	1	0	0	550.4	534
16:30 - 16:45	455	55	4	8	1	0	1	2	536.8	526
16:45 - 17:00	432	39	3	6	4	1	1	6	497.9	492
Hourly Total	**1834**	**210**	**15**	**28**	**14**	**2**	**5**	**8**	**2161**	**2116**
17:00 - 17:15	429	37	6	8	5	0	1	2	503.8	488
17:15 - 17:30	438	32	2	3	5	1	1	1	490.5	483
17:30 - 17:45	415	29	2	4	4	0	1	3	464.6	458
17:45 - 18:00	449	17	8	6	4	0	0	0	499.8	484
Hourly Total	**1731**	**115**	**18**	**21**	**18**	**1**	**3**	**6**	**1959**	**1913**
18:00 - 18:15	427	12	3	3	3	1	1	3	457.0	453
18:15 - 18:30	389	19	4	4	4	0	0	1	431.2	421
18:30 - 18:45	343	20	2	7	3	0	0	3	388.1	378
18:45 - 19:00	326	14	3	1	3	2	0	3	353.2	352
Hourly Total	**1485**	**65**	**12**	**15**	**13**	**3**	**1**	**10**	**1630**	**1604**
19:00 - 19:15	319	13	0	6	4	0	2	5	354.6	349
19:15 - 19:30	299	6	1	2	1	2	1	3	313.9	315
19:30 - 19:45	242	11	0	6	2	0	0	3	270.8	264
19:45 - 20:00	217	7	2	0	3	0	3	1	234.2	233
Hourly Total	**1077**	**37**	**3**	**14**	**10**	**2**	**6**	**12**	**1174**	**1161**
20:00 - 20:15	183	3	0	1	2	0	2	0	193.1	191
20:15 - 20:30	204	8	1	7	1	0	3	1	232.8	225
20:30 - 20:45	190	8	2	3	5	1	11	1	222.5	221
20:45 - 21:00	184	11	2	3	3	0	2	2	211.7	207
Hourly Total	**761**	**30**	**5**	**14**	**11**	**1**	**18**	**4**	**860**	**844**
21:00 - 21:15	156	5	1	1	3	0	2	2	171.6	170
21:15 - 21:30	158	4	0	2	3	0	0	1	172.6	168
21:30 - 21:45	145	6	0	2	3	0	0	0	161.6	156
21:45 - 22:00	128	7	2	2	5	0	0	3	152.6	147
Hourly Total	**587**	**22**	**3**	**7**	**14**	**0**	**2**	**6**	**658**	**641**
Session Total	**20959**	**2300**	**366**	**598**	**247**	**24**	**53**	**124**	**25703**	**24671**

streetwise

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - Enterprise Way / B - (South East) A555 Ringway Road West / C - (North West) A555 Ringway Road West

Approach: C - (North West) A555 Ringway Road West

C to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	8	0	0	0	0	0	0	1	8.0	9
06:15 - 06:30	11	0	0	0	0	0	0	0	11.0	11
06:30 - 06:45	14	0	0	0	0	0	0	2	14.0	16
06:45 - 07:00	16	0	0	1	0	0	0	1	18.3	18
Hourly Total	**49**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**51**	**54**
07:00 - 07:15	18	0	0	0	0	0	0	0	18.0	18
07:15 - 07:30	22	0	0	0	0	0	0	0	22.0	22
07:30 - 07:45	24	3	0	0	0	0	0	1	27.0	28
07:45 - 08:00	30	1	0	0	0	0	0	1	31.0	32
Hourly Total	**94**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**98**	**100**
08:00 - 08:15	28	1	0	0	0	0	0	2	29.0	31
08:15 - 08:30	30	3	0	0	0	0	0	1	33.0	34
08:30 - 08:45	35	0	0	0	0	0	0	0	35.0	35
08:45 - 09:00	38	1	0	0	0	0	0	0	39.0	39
Hourly Total	**131**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**136**	**139**
09:00 - 09:15	24	0	0	0	0	0	0	0	24.0	24
09:15 - 09:30	29	0	0	0	0	0	0	0	29.0	29
09:30 - 09:45	18	1	0	0	0	0	0	0	19.0	19
09:45 - 10:00	13	0	0	0	0	0	0	1	13.0	14
Hourly Total	**84**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**85**	**86**
10:00 - 10:15	15	1	0	0	0	0	0	0	16.0	16
10:15 - 10:30	16	1	0	1	1	0	0	2	21.3	21
10:30 - 10:45	19	0	1	0	0	0	0	0	20.5	20
10:45 - 11:00	18	0	0	0	0	0	0	1	18.0	19
Hourly Total	**68**	**2**	**1**	**1**	**1**	**0**	**0**	**3**	**76**	**76**
11:00 - 11:15	18	2	0	0	1	0	0	0	22.0	21
11:15 - 11:30	22	0	0	0	0	0	0	0	22.0	22
11:30 - 11:45	13	2	0	0	0	0	0	0	15.0	15
11:45 - 12:00	15	2	0	0	0	0	0	1	17.0	18
Hourly Total	**68**	**6**	**0**	**0**	**1**	**0**	**0**	**1**	**76**	**76**
12:00 - 12:15	14	0	1	0	0	0	0	1	15.5	16
12:15 - 12:30	10	2	0	0	0	0	0	1	12.0	13
12:30 - 12:45	11	1	0	0	0	0	0	0	12.0	12
12:45 - 13:00	4	3	0	0	0	0	0	0	7.0	7
Hourly Total	**39**	**6**	**1**	**0**	**0**	**0**	**0**	**2**	**47**	**48**
13:00 - 13:15	14	1	0	0	1	0	0	2	17.0	18
13:15 - 13:30	9	2	0	0	0	0	0	1	11.0	12
13:30 - 13:45	13	1	0	0	0	0	0	1	14.0	15
13:45 - 14:00	14	1	0	0	0	0	0	1	15.0	16
Hourly Total	**50**	**5**	**0**	**0**	**1**	**0**	**0**	**5**	**57**	**61**
14:00 - 14:15	17	1	0	0	0	0	0	5	18.0	23
14:15 - 14:30	11	0	0	0	0	1	0	1	11.2	13
14:30 - 14:45	12	1	0	0	0	0	0	4	13.0	17
14:45 - 15:00	14	1	0	0	0	0	1	1	15.4	17
Hourly Total	**54**	**3**	**0**	**0**	**0**	**1**	**1**	**11**	**58**	**70**
15:00 - 15:15	10	0	0	0	0	0	0	4	10.0	14
15:15 - 15:30	13	0	0	0	0	0	0	9	13.0	22
15:30 - 15:45	14	0	0	0	0	0	0	2	14.0	16
15:45 - 16:00	11	0	0	0	0	0	0	11	11.0	22
Hourly Total	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**48**	**74**
16:00 - 16:15	6	0	0	0	0	0	0	5	6.0	11
16:15 - 16:30	12	0	0	0	0	0	0	8	12.0	20
16:30 - 16:45	12	0	0	0	0	0	0	8	12.0	20
16:45 - 17:00	7	0	0	0	0	0	0	7	7.0	14
Hourly Total	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**37**	**65**
17:00 - 17:15	14	1	0	0	0	0	0	5	15.0	20
17:15 - 17:30	12	0	0	0	0	0	0	3	12.0	15
17:30 - 17:45	14	0	0	0	0	0	0	10	14.0	24
17:45 - 18:00	12	0	0	0	0	0	0	3	12.0	15
Hourly Total	**52**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**53**	**74**
18:00 - 18:15	10	0	0	0	0	0	0	6	10.0	16
18:15 - 18:30	10	0	0	0	0	0	0	0	10.0	10
18:30 - 18:45	9	0	0	0	0	0	0	4	9.0	13
18:45 - 19:00	11	1	0	0	0	0	0	2	12.0	14
Hourly Total	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**41**	**53**
19:00 - 19:15	14	1	0	0	0	0	0	1	15.0	16
19:15 - 19:30	13	1	0	0	0	0	0	2	14.0	16
19:30 - 19:45	11	1	0	0	0	0	0	2	12.0	14
19:45 - 20:00	12	1	0	0	0	0	0	0	13.0	13
Hourly Total	**50**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**54**	**59**
20:00 - 20:15	13	0	0	0	0	0	0	1	13.0	14
20:15 - 20:30	7	0	0	0	0	0	0	0	7.0	7
20:30 - 20:45	7	0	0	0	0	0	0	0	7.0	7
20:45 - 21:00	7	0	0	0	0	0	0	0	7.0	7
Hourly Total	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**34**	**35**
21:00 - 21:15	2	0	0	0	0	0	0	0	2.0	2
21:15 - 21:30	5	0	0	0	0	0	0	0	5.0	5
21:30 - 21:45	4	0	0	0	0	0	0	0	4.0	4
21:45 - 22:00	11	0	0	0	0	0	1	0	11.4	12
Hourly Total	**22**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**22**	**23**
Session Total	**920**	**38**	**2**	**2**	**3**	**1**	**2**	**125**	**973**	**1093**

C to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	139	8	2	8	2	0	0	1	172.4	160
06:15 - 06:30	170	18	1	7	1	0	0	1	207.6	198
06:30 - 06:45	181	31	3	7	0	0	0	3	232.6	225
06:45 - 07:00	234	50	5	6	2	0	0	2	309.3	299
Hourly Total	**724**	**107**	**11**	**28**	**5**	**0**	**0**	**7**	**922**	**882**
07:00 - 07:15	211	64	13	13	0	1	1	5	325.0	308
07:15 - 07:30	317	64	13	15	1	0	0	2	437.0	412
07:30 - 07:45	270	40	7	14	0	1	1	2	353.3	335
07:45 - 08:00	343	65	5	16	4	0	1	0	460.7	434
Hourly Total	**1141**	**233**	**38**	**58**	**5**	**2**	**3**	**9**	**1576**	**1489**
08:00 - 08:15	308	51	12	9	0	1	0	9	397.9	390
08:15 - 08:30	307	53	14	10	1	0	0	6	406.0	391
08:30 - 08:45	331	52	14	22	2	0	1	1	459.0	423
08:45 - 09:00	303	56	11	24	0	0	1	2	431.1	397
Hourly Total	**1249**	**212**	**51**	**65**	**3**	**1**	**2**	**18**	**1694**	**1601**
09:00 - 09:15	291	51	7	14	3	0	0	4	390.7	370
09:15 - 09:30	288	43	12	10	0	0	1	0	372.4	354
09:30 - 09:45	259	42	5	16	1	0	0	1	347.3	324
09:45 - 10:00	231	33	9	10	1	0	0	2	302.5	286
Hourly Total	**1069**	**169**	**33**	**50**	**5**	**0**	**1**	**7**	**1413**	**1334**
10:00 - 10:15	274	42	5	13	4	0	0	0	361.4	338
10:15 - 10:30	259	28	3	9	2	0	2	0	317.0	303
10:30 - 10:45	238	30	6	12	3	0	0	3	310.6	292
10:45 - 11:00	208	28	7	9	2	0	0	0	271.2	254
Hourly Total	**979**	**128**	**21**	**43**	**11**	**0**	**2**	**3**	**1260**	**1187**
11:00 - 11:15	245	16	6	14	1	0	0	1	304.2	283
11:15 - 11:30	243	33	10	13	1	0	0	2	322.9	302
11:30 - 11:45	210	31	10	16	0	0	0	1	292.8	268
11:45 - 12:00	281	33	4	12	1	0	0	0	349.6	331
Hourly Total	**979**	**113**	**30**	**55**	**3**	**0**	**0**	**4**	**1270**	**1184**
12:00 - 12:15	252	24	6	12	1	0	0	1	314.6	296
12:15 - 12:30	241	22	1	13	0	0	1	2	294.8	280
12:30 - 12:45	236	26	5	7	1	0	0	2	287.6	277
12:45 - 13:00	297	38	5	10	0	1	1	2	366.1	354
Hourly Total	**1026**	**110**	**17**	**42**	**2**	**1**	**2**	**7**	**1263**	**1207**
13:00 - 13:15	253	29	5	11	1	0	0	1	316.8	300
13:15 - 13:30	259	34	1	8	0	2	0	0	313.3	304
13:30 - 13:45	257	34	5	11	1	0	1	1	326.2	310
13:45 - 14:00	228	34	7	7	0	0	0	4	288.6	280
Hourly Total	**997**	**131**	**18**	**37**	**2**	**2**	**1**	**6**	**1245**	**1194**
14:00 - 14:15	256	26	4	16	2	3	1	3	329.8	311
14:15 - 14:30	267	33	10	10	2	0	0	1	342.0	323
14:30 - 14:45	267	34	6	16	1	0	0	3	348.8	327
14:45 - 15:00	321	39	5	13	1	0	1	0	399.8	380
Hourly Total	**1111**	**132**	**25**	**55**	**6**	**3**	**2**	**7**	**1420**	**1341**
15:00 - 15:15	294	40	8	13	1	0	0	0	377.9	356
15:15 - 15:30	318	37	4	7	0	0	0	1	377.1	367
15:30 - 15:45	334	38	4	8	3	2	0	1	402.8	390
15:45 - 16:00	400	56	7	6	0	0	1	1	480.7	471
Hourly Total	**1346**	**171**	**23**	**34**	**4**	**2**	**1**	**3**	**1639**	**1584**
16:00 - 16:15	360	51	2	5	4	0	1	0	433.9	423
16:15 - 16:30	365	43	3	9	1	0	0	0	435.2	421
16:30 - 16:45	347	50	4	8	1	0	1	0	423.8	411
16:45 - 17:00	317	36	2	6	1	1	1	6	372.4	370
Hourly Total	**1389**	**180**	**11**	**28**	**7**	**1**	**3**	**6**	**1665**	**1625**
17:00 - 17:15	299	29	3	7	2	0	0	2	352.6	342
17:15 - 17:30	308	24	1	3	2	0	1	0	344.8	339
17:30 - 17:45	322	25	2	3	2	0	1	3	361.3	358
17:45 - 18:00	361	15	7	6	2	0	0	0	404.3	391
Hourly Total	**1290**	**93**	**13**	**19**	**8**	**0**	**2**	**5**	**1463**	**1430**
18:00 - 18:15	360	10	2	2	1	1	1	2	380.2	379
18:15 - 18:30	318	17	4	4	1	0	0	0	352.2	344
18:30 - 18:45	267	15	2	6	1	0	0	0	300.8	291
18:45 - 19:00	265	13	3	1	2	1	0	1	289.0	286
Hourly Total	**1210**	**55**	**11**	**13**	**5**	**2**	**1**	**3**	**1322**	**1300**
19:00 - 19:15	254	11	0	6	1	0	1	5	281.2	278
19:15 - 19:30	253	6	1	2	0	2	0	2	265.5	266
19:30 - 19:45	197	9	0	6	1	0	0	0	221.8	213
19:45 - 20:00	171	6	2	0	0	0	0	0	180.0	179
Hourly Total	**875**	**32**	**3**	**14**	**2**	**2**	**1**	**7**	**949**	**936**
20:00 - 20:15	150	2	0	1	0	0	2	0	155.1	155
20:15 - 20:30	159	7	1	5	0	0	0	1	179.0	173
20:30 - 20:45	153	8	1	3	1	1	1	1	172.0	169
20:45 - 21:00	155	6	1	3	1	0	2	1	172.2	169
Hourly Total	**617**	**23**	**3**	**12**	**2**	**1**	**5**	**3**	**678**	**666**
21:00 - 21:15	122	5	1	1	0	0	2	1	131.6	132
21:15 - 21:30	127	4	0	2	1	0	0	1	137.6	135
21:30 - 21:45	120	5	0	2	0	0	0	0	129.6	127
21:45 - 22:00	106	4	1	2	1	0	0	3	118.1	117
Hourly Total	**475**	**18**	**2**	**7**	**2**	**0**	**2**	**5**	**517**	**511**
Session Total	**16477**	**1907**	**310**	**560**	**72**	**17**	**28**	**100**	**20296**	**19471**

C to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	1	0	0	0	0	0	0	0	1.0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

From C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	147	8	2	8	2	0	0	2	180.4	169
06:15 - 06:30	181	18	1	7	1	0	0	1	218.6	209
06:30 - 06:45	195	31	3	7	0	0	0	5	246.6	241
06:45 - 07:00	250	50	5	7	2	0	0	3	327.6	317
Hourly Total	**773**	**107**	**11**	**29**	**5**	**0**	**0**	**11**	**973**	**936**
07:00 - 07:15	229	64	13	13	0	1	1	5	343.0	326
07:15 - 07:30	339	64	13	15	1	0	0	2	459.0	434
07:30 - 07:45	294	43	7	14	0	1	1	3	380.3	363
07:45 - 08:00	373	66	5	16	4	0	1	1	491.7	466
Hourly Total	**1235**	**237**	**38**	**58**	**5**	**2**	**3**	**11**	**1674**	**1589**
08:00 - 08:15	336	52	12	9	0	1	0	11	426.9	421
08:15 - 08:30	337	56	14	10	1	0	0	7	439.0	425
08:30 - 08:45	366	52	14	22	2	0	1	1	494.0	458
08:45 - 09:00	341	57	11	24	0	0	1	2	470.1	436
Hourly Total	**1380**	**217**	**51**	**65**	**3**	**1**	**2**	**21**	**1830**	**1740**
09:00 - 09:15	315	51	7	14	3	0	0	4	414.7	394
09:15 - 09:30	317	43	12	10	0	0	1	0	401.4	383
09:30 - 09:45	277	43	5	16	1	0	0	1	366.3	343
09:45 - 10:00	244	33	9	10	1	0	0	3	315.5	300
Hourly Total	**1153**	**170**	**33**	**50**	**5**	**0**	**1**	**8**	**1498**	**1420**
10:00 - 10:15	289	43	5	13	4	0	0	0	377.4	354
10:15 - 10:30	275	29	3	10	3	0	2	2	338.3	324
10:30 - 10:45	258	30	7	12	3	0	0	3	332.1	313
10:45 - 11:00	226	28	7	9	2	0	0	1	289.2	273
Hourly Total	**1048**	**130**	**22**	**44**	**12**	**0**	**2**	**6**	**1337**	**1264**
11:00 - 11:15	263	18	6	14	2	0	0	1	326.2	304
11:15 - 11:30	265	33	10	13	1	0	0	2	344.9	324
11:30 - 11:45	223	33	10	16	0	0	0	1	307.8	283
11:45 - 12:00	296	35	4	12	1	0	0	1	366.6	349
Hourly Total	**1047**	**119**	**30**	**55**	**4**	**0**	**0**	**5**	**1346**	**1260**
12:00 - 12:15	266	24	7	12	1	0	0	2	330.1	312
12:15 - 12:30	251	24	1	13	0	0	1	3	306.8	293
12:30 - 12:45	247	27	5	7	1	0	0	2	299.6	289
12:45 - 13:00	301	41	5	10	0	1	1	2	373.1	361
Hourly Total	**1065**	**116**	**18**	**42**	**2**	**1**	**2**	**9**	**1310**	**1255**
13:00 - 13:15	267	30	5	11	2	0	0	3	333.8	318
13:15 - 13:30	268	36	1	8	0	2	0	1	324.3	316
13:30 - 13:45	270	35	5	11	1	0	1	2	340.2	325
13:45 - 14:00	242	35	7	7	0	0	0	5	303.6	296
Hourly Total	**1047**	**136**	**18**	**37**	**3**	**2**	**1**	**11**	**1302**	**1255**
14:00 - 14:15	273	27	4	16	2	3	1	8	347.8	334
14:15 - 14:30	278	33	10	10	2	1	0	2	353.2	336
14:30 - 14:45	279	35	6	16	1	0	0	7	361.8	344
14:45 - 15:00	335	40	5	13	1	0	2	1	415.2	397
Hourly Total	**1165**	**135**	**25**	**55**	**6**	**4**	**3**	**18**	**1478**	**1411**
15:00 - 15:15	304	40	8	13	1	0	0	4	387.9	370
15:15 - 15:30	331	37	4	7	0	0	0	10	390.1	389
15:30 - 15:45	348	38	4	8	3	2	0	3	416.8	406
15:45 - 16:00	411	56	7	6	0	0	1	12	491.7	493
Hourly Total	**1394**	**171**	**23**	**34**	**4**	**2**	**1**	**29**	**1687**	**1658**
16:00 - 16:15	366	51	2	5	4	0	1	5	439.9	434
16:15 - 16:30	377	43	3	9	1	0	0	8	447.2	441
16:30 - 16:45	359	50	4	8	1	0	1	8	435.8	431
16:45 - 17:00	324	36	2	6	1	1	1	13	379.4	384
Hourly Total	**1426**	**180**	**11**	**28**	**7**	**1**	**3**	**34**	**1702**	**1690**
17:00 - 17:15	313	30	3	7	2	0	0	7	367.6	362
17:15 - 17:30	320	24	1	3	2	0	1	3	356.8	354
17:30 - 17:45	336	25	2	3	2	0	1	13	375.3	382
17:45 - 18:00	373	15	7	6	2	0	0	3	416.3	406
Hourly Total	**1342**	**94**	**13**	**19**	**8**	**0**	**2**	**26**	**1516**	**1504**
18:00 - 18:15	370	10	2	2	1	1	1	8	390.2	395
18:15 - 18:30	328	17	4	4	1	0	0	0	362.2	354
18:30 - 18:45	276	15	2	6	1	0	0	4	309.8	304
18:45 - 19:00	276	14	3	1	2	1	0	3	301.0	300
Hourly Total	**1250**	**56**	**11**	**13**	**5**	**2**	**1**	**15**	**1363**	**1353**
19:00 - 19:15	268	12	0	6	1	0	1	6	296.2	294
19:15 - 19:30	266	7	1	2	0	2	0	4	279.5	282
19:30 - 19:45	208	10	0	6	1	0	0	2	233.8	227
19:45 - 20:00	183	7	2	0	0	0	0	0	193.0	192
Hourly Total	**925**	**36**	**3**	**14**	**2**	**2**	**1**	**12**	**1003**	**995**
20:00 - 20:15	163	2	0	1	0	0	2	1	168.1	169
20:15 - 20:30	166	7	1	5	0	0	0	1	186.0	180
20:30 - 20:45	160	8	1	3	1	1	1	1	179.0	176
20:45 - 21:00	162	6	1	3	1	0	2	1	179.2	176
Hourly Total	**651**	**23**	**3**	**12**	**2**	**1**	**5**	**4**	**712**	**701**
21:00 - 21:15	124	5	1	1	0	0	2	1	133.6	134
21:15 - 21:30	132	4	0	2	1	0	0	1	142.6	140
21:30 - 21:45	124	5	0	2	0	0	0	0	133.6	131
21:45 - 22:00	117	4	1	2	1	0	1	3	129.5	129
Hourly Total	**497**	**18**	**2**	**7**	**2**	**0**	**3**	**5**	**539**	**534**
Session Total	**17398**	**1945**	**312**	**562**	**75**	**18**	**30**	**225**	**21269**	**20565**

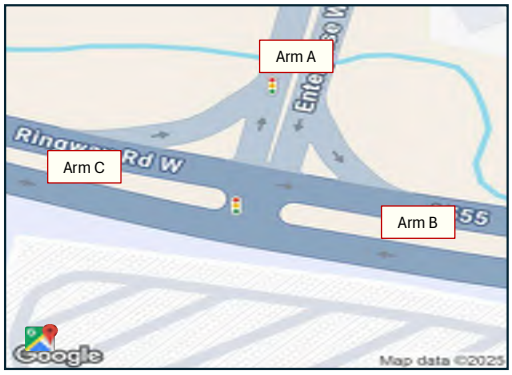
To C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	83	10	4	13	0	0	1	2	129.3	113
06:15 - 06:30	98	15	1	12	1	1	2	4	145.1	134
06:30 - 06:45	134	33	4	9	0	1	1	6	194.3	188
06:45 - 07:00	180	39	4	17	4	0	0	5	272.1	249
Hourly Total	**495**	**97**	**13**	**51**	**5**	**2**	**4**	**17**	**741**	**684**
07:00 - 07:15	270	48	5	8	2	0	0	7	347.9	340
07:15 - 07:30	287	46	5	5	3	0	0	4	358.0	350
07:30 - 07:45	333	60	6	8	1	0	0	10	422.4	418
07:45 - 08:00	365	48	5	5	2	0	1	9	436.4	435
Hourly Total	**1255**	**202**	**21**	**26**	**8**	**0**	**1**	**30**	**1565**	**1543**
08:00 - 08:15	328	43	4	15	1	0	1	15	413.9	407
08:15 - 08:30	309	41	7	8	0	0	1	9	379.3	375
08:30 - 08:45	280	38	7	12	2	0	0	10	360.1	349
08:45 - 09:00	310	40	12	8	0	0	2	8	387.2	380
Hourly Total	**1227**	**162**	**30**	**43**	**3**	**0**	**4**	**42**	**1541**	**1511**
09:00 - 09:15	271	26	9	18	2	0	2	9	356.7	337
09:15 - 09:30	270	44	6	10	2	0	2	4	350.8	338
09:30 - 09:45	216	34	9	11	2	0	1	7	293.2	280
09:45 - 10:00	189	32	6	12	1	0	0	3	259.6	243
Hourly Total	**946**	**136**	**30**	**51**	**7**	**0**	**5**	**23**	**1260**	**1198**
10:00 - 10:15	211	32	6	12	1	0	1	0	282.0	263
10:15 - 10:30	245	35	4	6	0	0	0	0	299.8	290
10:30 - 10:45	214	36	11	12	1	0	0	0	296.1	274
10:45 - 11:00	216	32	6	10	0	0	0	0	280.0	264
Hourly Total	**886**	**135**	**27**	**40**	**2**	**0**	**1**	**0**	**1158**	**1091**
11:00 - 11:15	204	37	8	10	3	0	0	4	282.0	266
11:15 - 11:30	232	36	6	11	0	1	0	1	302.5	287
11:30 - 11:45	221	45	7	16	1	1	0	0	315.5	291
11:45 - 12:00	221	31	10	11	0	0	1	2	292.7	276
Hourly Total	**878**	**149**	**31**	**48**	**4**	**2**	**1**	**7**	**1193**	**1120**
12:00 - 12:15	253	37	4	17	1	1	1	2	337.7	316
12:15 - 12:30	234	25	8	8	1	0	0	4	291.4	280
12:30 - 12:45	243	37	13	20	3	0	0	4	351.5	320
12:45 - 13:00	235	31	9	15	1	0	0	0	316.0	291
Hourly Total	**965**	**130**	**34**	**60**	**6**	**1**	**1**	**10**	**1297**	**1207**
13:00 - 13:15	199	39	4	10	1	1	0	2	269.2	256
13:15 - 13:30	257	44	2	9	0	0	0	2	324.7	314
13:30 - 13:45	252	50	3	14	3	0	1	3	345.1	326
13:45 - 14:00	240	40	11	14	0	1	0	1	328.9	307
Hourly Total	**948**	**173**	**20**	**47**	**4**	**2**	**1**	**8**	**1268**	**1203**
14:00 - 14:15	283	36	6	12	1	0	0	3	357.6	341
14:15 - 14:30	278	47	7	6	0	0	0	3	349.3	341
14:30 - 14:45	292	47	6	9	2	0	0	3	372.7	359
14:45 - 15:00	279	42	6	14	2	0	1	6	366.6	350
Hourly Total	**1132**	**172**	**25**	**41**	**5**	**0**	**1**	**15**	**1446**	**1391**
15:00 - 15:15	305	58	8	13	1	0	0	2	406.9	387
15:15 - 15:30	316	54	12	3	1	0	0	2	396.9	388
15:30 - 15:45	305	54	10	6	1	1	0	2	390.0	379
15:45 - 16:00	286	58	3	11	1	0	0	3	375.8	362
Hourly Total	**1212**	**224**	**33**	**33**	**4**	**1**	**0**	**9**	**1570**	**1516**
16:00 - 16:15	290	70	8	8	1	0	0	2	392.4	379
16:15 - 16:30	342	72	7	3	2	0	0	0	435.4	426
16:30 - 16:45	290	66	8	11	0	0	1	7	393.7	383
16:45 - 17:00	335	48	1	7	2	0	0	1	404.6	394
Hourly Total	**1257**	**256**	**24**	**29**	**5**	**0**	**1**	**10**	**1626**	**1582**
17:00 - 17:15	344	27	1	5	1	0	1	8	386.4	387
17:15 - 17:30	333	30	3	3	2	2	2	4	379.6	379
17:30 - 17:45	391	16	0	2	2	1	0	10	415.8	422
17:45 - 18:00	370	20	3	2	2	0	0	5	403.1	402
Hourly Total	**1438**	**93**	**7**	**12**	**7**	**3**	**3**	**27**	**1585**	**1590**
18:00 - 18:15	292	22	6	5	2	0	0	3	338.5	330
18:15 - 18:30	326	14	3	4	0	0	2	6	354.5	355
18:30 - 18:45	279	12	0	2	1	0	1	1	298.0	296
18:45 - 19:00	253	14	3	5	2	0	0	4	287.0	281
Hourly Total	**1150**	**62**	**12**	**16**	**5**	**0**	**3**	**14**	**1278**	**1262**
19:00 - 19:15	219	10	0	3	2	0	1	1	240.3	236
19:15 - 19:30	256	15	0	2	0	0	0	4	275.6	277
19:30 - 19:45	180	7	1	2	0	0	0	1	193.1	191
19:45 - 20:00	213	8	1	2	1	0	1	0	229.5	226
Hourly Total	**868**	**40**	**2**	**9**	**3**	**0**	**2**	**6**	**939**	**930**
20:00 - 20:15	189	10	2	5	0	0	0	0	213.5	206
20:15 - 20:30	168	9	1	0	0	0	1	1	178.9	180
20:30 - 20:45	125	6	1	2	0	0	1	0	137.5	135
20:45 - 21:00	141	6	1	1	0	0	0	0	150.8	149
Hourly Total	**623**	**31**	**5**	**8**	**0**	**0**	**2**	**1**	**681**	**670**
21:00 - 21:15	127	6	0	5	2	0	0	1	148.5	141
21:15 - 21:30	115	5	0	4	1	0	0	3	131.2	128
21:30 - 21:45	93	7	1	3	1	0	1	0	110.8	106
21:45 - 22:00	106	2	0	0	0	0	1	0	108.4	109
Hourly Total	**441**	**20**	**1**	**12**	**4**	**0**	**2**	**4**	**499**	**484**
Session Total	**15721**	**2082**	**315**	**526**	**72**	**11**	**32**	**223**	**19644**	**18982**

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: **A - Enterprise Way / B - (South East) A555 Ringway Road West / C - (North West) A555 Ringway Road West**



Matrix Totals:	**Counts**	
Show single Session:	**No**	
	06:00 to 22:00	
Custom Start / End:	**06:00**	**22:00**
Show Peak Times:	**No**	

Arm Destination

Arm Origin	A	B	C	Total	% Total
A	1	5198	1496	**6695**	**100.00%**
B	3016	2	17485	**20503**	**100.00%**
C	1093	19471	1	**20565**	**100.00%**
Total	**4110**	**24671**	**18982**		
% Total	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
P/CYCLE	**Yes**
M/CYCLE	**Yes**
Pedestrian	**Yes**

Enterprise Way, Wythenshawe: Queue Length Survey - Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: **A - Enterprise Way / B - (South East) A555 Ringway Road West / C - (North West) A555 Ringway Road West**

	A - Enterprise Way		B - (South East) A555 Ringway Road West			C - (North West) A555 Ringway Road West		
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	5	1	2	9	5	2	8	9
07:05 - 07:10	4	2	0	5	3	2	31	30
07:10 - 07:15	7	1	1	10	1	2	21	22
07:15 - 07:20	9	2	2	9	4	1	24	25
07:20 - 07:25	7	2	0	2	6	1	10	13
07:25 - 07:30	5	4	6	13	11	0	29	29
07:30 - 07:35	13	2	3	31	2	3	13	15
07:35 - 07:40	7	1	3	40	7	1	30	30
07:40 - 07:45	7	2	5	12	9	2	17	19
07:45 - 07:50	12	3	1	32	14	3	28	25
07:50 - 07:55	10	3	5	38	4	2	31	32
07:55 - 08:00	9	3	3	21	14	1	32	31
08:00 - 08:05	11	2	14	49	14	1	32	31
08:05 - 08:10	9	4	18	41	6	3	27	30
08:10 - 08:15	4	4	3	30	6	2	23	25
08:15 - 08:20	7	2	1	39	11	3	28	30
08:20 - 08:25	12	3	4	41	16	3	23	24
08:25 - 08:30	9	3	1	21	16	2	31	29
08:30 - 08:35	12	3	3	35	10	3	33	31
08:35 - 08:40	10	3	10	29	15	2	30	32
08:40 - 08:45	11	2	3	6	12	3	30	33
08:45 - 08:50	12	4	15	23	16	4	32	31
08:50 - 08:55	6	2	8	31	11	2	31	31
08:55 - 09:00	10	3	4	25	13	4	30	32
09:00 - 09:05	6	0	3	22	13	1	29	27
09:05 - 09:10	8	5	9	18	10	0	28	24
09:10 - 09:15	12	5	2	14	11	1	27	20
09:15 - 09:20	11	3	3	24	4	1	24	18
09:20 - 09:25	7	1	3	24	6	2	18	17
09:25 - 09:30	10	6	1	4	5	1	27	23
09:30 - 09:35	11	2	3	29	11	1	5	10
09:35 - 09:40	4	3	5	34	5	1	19	16
09:40 - 09:45	7	4	1	4	5	1	11	13
09:45 - 09:50	11	6	3	6	5	1	14	15
09:50 - 09:55	11	2	1	24	2	2	9	5
09:55 - 10:00	5	2	4	8	1	0	9	9
16:00 - 16:05	12	5	5	46	9	0	31	32
16:05 - 16:10	11	6	3	27	9	1	33	32
16:10 - 16:15	10	3	6	31	7	1	31	31
16:15 - 16:20	12	6	7	30	5	2	31	32
16:20 - 16:25	11	5	7	71	6	3	30	32
16:25 - 16:30	11	8	3	50	8	1	32	30
16:30 - 16:35	12	4	15	40	11	1	31	31
16:35 - 16:40	12	2	8	80	9	5	32	33
16:40 - 16:45	12	5	1	74	7	1	31	32
16:45 - 16:50	11	2	6	72	16	0	33	32
16:50 - 16:55	11	2	5	17	10	1	32	33
16:55 - 17:00	10	4	5	31	8	1	33	31
17:00 - 17:05	13	5	2	27	10	0	30	31
17:05 - 17:10	12	7	8	40	9	2	34	33
17:10 - 17:15	13	7	28	73	6	1	33	32
17:15 - 17:20	13	5	20	63	4	1	32	33
17:20 - 17:25	14	3	1	5	7	1	31	33
17:25 - 17:30	14	5	5	23	15	3	32	32
17:30 - 17:35	13	3	15	41	9	2	30	31
17:35 - 17:40	14	5	19	71	9	2	32	33
17:40 - 17:45	13	4	10	68	7	2	29	32
17:45 - 17:50	14	3	2	64	4	0	31	32
17:50 - 17:55	7	5	15	50	3	4	15	22
17:55 - 18:00	8	4	15	46	10	1	25	23
18:00 - 18:05	14	4	18	45	8	0	23	33
18:05 - 18:10	7	3	2	28	8	1	24	28
18:10 - 18:15	5	4	3	10	2	0	20	28
18:15 - 18:20	4	6	6	28	6	2	16	16
18:20 - 18:25	8	3	5	12	8	1	12	10
18:25 - 18:30	9	2	4	19	4	1	25	19
18:30 - 18:35	14	2	10	15	3	1	15	18
18:35 - 18:40	8	2	7	1	3	1	9	8
18:40 - 18:45	8	3	1	3	7	3	8	13
18:45 - 18:50	9	2	1	6	8	1	10	9
18:50 - 18:55	10	3	2	12	6	0	19	21
18:55 - 19:00	5	5	14	3	1	1	9	12

Enterprise Way, Wythenshawe: Manual Traffic Survey - Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: **A - (North West) Unnamed Road / B - (South East) Aviator Way / C - (South) Unnamed Road / D - (North West) Aviator Way**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4
Pedestrian	0.0

streetwise

Enterprise Way, Wythenshawe - Manual Traffic Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) Unnamed Road / B - (South East) Aviator Way / C - (South) Unnamed Road / D - (North West) Aviator Way

Approach: A - (North West) Unnamed Road

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	1	0.0	1
07:30 - 07:45	0	0	0	0	0	1	0	0	0.2	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	1	0	1	0	2
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	1	0.0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	2	0	2
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	3	0.0	3
10:15 - 10:30	0	0	0	0	0	0	0	1	0.0	1
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	4	0	4
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	0	0	0	0	0	0	0	2	0	2
13:00 - 13:15	0	0	0	0	0	0	0	2	0.0	2
13:15 - 13:30	0	0	0	0	0	0	0	1	0.0	1
13:30 - 13:45	0	0	0	0	0	1	0	1	0.2	2
13:45 - 14:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	1	0	5	0	6
14:00 - 14:15	0	0	0	0	0	1	0	4	0.2	5
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	2	0.0	2
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	1	0	6	0	7
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1
16:00 - 16:15	0	0	0	0	0	0	0	1	0.0	1
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	2	0.0	2
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	2	0	2
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	4	0.0	4
18:30 - 18:45	0	0	0	0	0	0	0	1	0.0	1
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	5	0	5
19:00 - 19:15	0	0	0	0	0	0	0	4	0.0	4
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	2	0.0	2
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	6	0	6
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	2	0.0	2
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	2	0	2
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	1	0	0	0.2	1
Hourly Total	0	0	0	0	0	1	0	0	0	1
Session Total	0	0	0	0	0	4	0	38	1	42

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	1	0	0	0.2	1
06:45 - 07:00	0	0	0	0	0	0	0	3	0.0	3
Hourly Total	0	0	0	0	0	1	0	3	0	4
07:00 - 07:15	0	0	0	0	0	0	0	1	0.0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	2	0.0	2
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	3	0	3
08:00 - 08:15	0	0	0	0	0	2	0	0	0.4	2
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	1	0	0	0.2	1
08:45 - 09:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	3	0	1	1	4
09:00 - 09:15	0	0	0	0	0	1	0	1	0.2	2
09:15 - 09:30	0	0	0	0	0	1	0	1	0.2	2
09:30 - 09:45	0	0	0	0	0	0	0	3	0.0	3
09:45 - 10:00	0	0	0	0	0	0	0	3	0.0	3
Hourly Total	0	0	0	0	0	2	0	8	0	10
10:00 - 10:15	0	0	0	0	0	1	0	0	0.2	1
10:15 - 10:30	0	0	0	0	0	0	0	1	0.0	1
10:30 - 10:45	0	0	0	0	0	0	0	5	0.0	5
10:45 - 11:00	0	0	0	0	0	1	0	1	0.2	2
Hourly Total	0	0	0	0	0	2	0	7	0	9
11:00 - 11:15	0	0	0	0	0	0	0	4	0.0	4
11:15 - 11:30	0	0	0	0	0	0	0	1	0.0	1
11:30 - 11:45	0	0	0	0	0	0	0	2	0.0	2
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	7	0	7
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	2	0.0	2
12:30 - 12:45	0	0	0	0	0	0	0	1	0.0	1
12:45 - 13:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	4	0	4
13:00 - 13:15	0	0	0	0	0	0	0	1	0.0	1
13:15 - 13:30	0	0	0	0	0	0	0	1	0.0	1
13:30 - 13:45	0	0	0	0	1	0	0	2	2.0	3
13:45 - 14:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	1	0	0	5	2	6
14:00 - 14:15	0	0	0	0	0	0	0	1	0.0	1
14:15 - 14:30	0	0	0	0	0	0	0	3	0.0	3
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	4	0	4
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	2	0.0	2
15:30 - 15:45	0	0	0	0	0	0	0	3	0.0	3
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	5	0	5
16:00 - 16:15	0	0	0	0	0	0	0	2	0.0	2
16:15 - 16:30	0	0	0	0	0	0	0	1	0.0	1
16:30 - 16:45	0	0	0	0	0	1	0	1	0.2	2
16:45 - 17:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	0	0	0	0	0	1	0	6	0	7
17:00 - 17:15	0	0	0	0	0	0	0	2	0.0	2
17:15 - 17:30	0	0	0	0	0	1	0	1	0.2	2
17:30 - 17:45	0	0	0	0	0	0	0	3	0.0	3
17:45 - 18:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	1	0	7	0	8
18:00 - 18:15	0	0	0	0	0	0	0	3	0.0	3
18:15 - 18:30	0	0	0	0	0	0	0	2	0.0	2
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	6	0	6
19:00 - 19:15	0	0	0	0	0	0	0	2	0.0	2
19:15 - 19:30	0	0	0	0	0	0	0	6	0.0	6
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	0	0	0	0	0	0	0	10	0	10
20:00 - 20:15	0	0	0	0	0	1	0	0	0.2	1
20:15 - 20:30	0	0	0	0	0	0	0	1	0.0	1
20:30 - 20:45	0	0	0	0	0	0	0	1	0.0	1
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	1	0	2	0	3
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	1	0	0	0.2	1
21:30 - 21:45	0	0	0	0	0	1	0	0	0.2	1
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	2	0	0	0	2
Session Total	0	0	0	0	1	13	0	78	5	92

A to D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	2	0.0	2
06:15 - 06:30	0	0	0	0	0	1	0	3	0.2	4
06:30 - 06:45	0	0	0	0	0	0	0	1	0.0	1
06:45 - 07:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	1	0	7	0	8
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	1	0.0	1
07:30 - 07:45	0	0	0	0	0	0	0	2	0.0	2
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	3	0	3
08:00 - 08:15	0	0	0	0	0	0	0	3	0.0	3
08:15 - 08:30	0	0	0	0	0	0	0	4	0.0	4
08:30 - 08:45	0	0	0	0	0	0	0	1	0.0	1
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	8	0	8
09:00 - 09:15	0	0	0	0	0	1	0	1	0.2	2
09:15 - 09:30	0	0	0	0	0	1	0	0	0.2	1
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	2	0	1	0	3
10:00 - 10:15	0	0	0	0	0	0	0	1	0.0	1
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	1	0	0	0.2	1
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	2	0.0	2
12:45 - 13:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	3	0	3
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	1	0.0	1
13:30 - 13:45	0	0	0	0	0	0	0	2	0.0	2
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	3	0	3
14:00 - 14:15	0	0	0	0	0	0	0	2	0.0	2
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	2	0	2
15:00 - 15:15	0	0	0	0	0	0	0	1	0.0	1
15:15 - 15:30	0	0	0	0	0	0	0	1	0.0	1
15:30 - 15:45	0	0	0	0	0	1	0	1	0.2	2
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	1	0	3	0	4
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	1	0.0	1
16:30 - 16:45	0	0	0	0	0	0	0	2	0.0	2
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	3	0	3
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	1	0.0	1
18:30 - 18:45	0	0	0	0	0	0	0	1	0.0	1
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	2	0	2
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	1	0.0	1
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	5	0	37	1	42

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	2	0.0	2
06:15 - 06:30	0	0	0	0	0	1	0	3	0.2	4
06:30 - 06:45	0	0	0	0	0	1	0	1	0.2	2
06:45 - 07:00	0	0	0	0	0	0	0	5	0.0	5
Hourly Total	0	0	0	0	0	2	0	11	0	13
07:00 - 07:15	0	0	0	0	0	0	0	1	0.0	1
07:15 - 07:30	0	0	0	0	0	0	0	2	0.0	2
07:30 - 07:45	0	0	0	0	0	1	0	4	0.2	5
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	1	0	7	0	8
08:00 - 08:15	0	0	0	0	0	2	0	3	0.4	5
08:15 - 08:30	0	0	0	0	0	0	0	5	0.0	5
08:30 - 08:45	0	0	0	0	0	1	0	1	0.2	2
08:45 - 09:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	0	0	0	0	0	3	0	11	1	14
09:00 - 09:15	0	0	0	0	0	2	0	2	0.4	4
09:15 - 09:30	0	0	0	0	0	2	0	1	0.4	3
09:30 - 09:45	0	0	0	0	0	0	0	3	0.0	3
09:45 - 10:00	0	0	0	0	0	0	0	3	0.0	3
Hourly Total	0	0	0	0	0	4	0	9	1	13
10:00 - 10:15	0	0	0	0	0	1	0	4	0.2	5
10:15 - 10:30	0	0	0	0	0	0	0	2	0.0	2
10:30 - 10:45	0	0	0	0	0	0	0	5	0.0	5
10:45 - 11:00	0	0	0	0	0	1	0	1	0.2	2
Hourly Total	0	0	0	0	0	2	0	12	0	14
11:00 - 11:15	0	0	0	0	0	0	0	4	0.0	4
11:15 - 11:30	0	0	0	0	0	0	0	1	0.0	1
11:30 - 11:45	0	0	0	0	0	1	0	2	0.2	3
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	1	0	7	0	8
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	2	0.0	2
12:30 - 12:45	0	0	0	0	0	0	0	3	0.0	3
12:45 - 13:00	0	0	0	0	0	0	0	4	0.0	4
Hourly Total	0	0	0	0	0	0	0	9	0	9
13:00 - 13:15	0	0	0	0	0	0	0	3	0.0	3
13:15 - 13:30	0	0	0	0	0	0	0	3	0.0	3
13:30 - 13:45	0	0	0	0	1	1	0	5	2.2	7
13:45 - 14:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	0	0	0	0	1	1	0	13	2	15
14:00 - 14:15	0	0	0	0	0	1	0	7	0.2	8
14:15 - 14:30	0	0	0	0	0	0	0	3	0.0	3
14:30 - 14:45	0	0	0	0	0	0	0	2	0.0	2
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	1	0	12	0	13
15:00 - 15:15	0	0	0	0	0	0	0	1	0.0	1
15:15 - 15:30	0	0	0	0	0	0	0	3	0.0	3
15:30 - 15:45	0	0	0	0	0	1	0	4	0.2	5
15:45 - 16:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	1	0	9	0	10
16:00 - 16:15	0	0	0	0	0	0	0	3	0.0	3
16:15 - 16:30	0	0	0	0	0	0	0	2	0.0	2
16:30 - 16:45	0	0	0	0	0	1	0	3	0.2	4
16:45 - 17:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	0	0	0	0	0	1	0	10	0	11
17:00 - 17:15	0	0	0	0	0	0	0	2	0.0	2
17:15 - 17:30	0	0	0	0	0	1	0	1	0.2	2
17:30 - 17:45	0	0	0	0	0	0	0	5	0.0	5
17:45 - 18:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	1	0	9	0	10
18:00 - 18:15	0	0	0	0	0	0	0	3	0.0	3
18:15 - 18:30	0	0	0	0	0	0	0	7	0.0	7
18:30 - 18:45	0	0	0	0	0	0	0	2	0.0	2
18:45 - 19:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	13	0	13
19:00 - 19:15	0	0	0	0	0	0	0	6	0.0	6
19:15 - 19:30	0	0	0	0	0	0	0	6	0.0	6
19:30 - 19:45	0	0	0	0	0	0	0	2	0.0	2
19:45 - 20:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	0	0	0	0	0	0	0	16	0	16
20:00 - 20:15	0	0	0	0	0	1	0	0	0.2	1
20:15 - 20:30	0	0	0	0	0	0	0	1	0.0	1
20:30 - 20:45	0	0	0	0	0	0	0	4	0.0	4
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	1	0	5	0	6
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	1	0	0	0.2	1
21:30 - 21:45	0	0	0	0	0	1	0	0	0.2	1
21:45 - 22:00	0	0	0	0	0	1	0	0	0.2	1
Hourly Total	0	0	0	0	0	3	0	0	1	3
Session Total	0	0	0	0	1	22	0	153	6	176

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	1	0.0	1
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	2	0.0	2
06:45 - 07:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	4	0	4
07:00 - 07:15	0	0	0	0	0	0	0	1	0.0	1
07:15 - 07:30	0	0	0	0	0	0	0	1	0.0	1
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	3	0.0	3
Hourly Total	0	0	0	0	0	0	0	5	0	5
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	5	0.0	5
08:45 - 09:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	6	0	6
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	1	0.0	1
09:45 - 10:00	0	0	0	0	0	1	0	3	0.2	4
Hourly Total	0	0	0	0	0	1	0	4	0	5
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	10	0.0	10
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	10	0	10
11:00 - 11:15	0	0	0	0	0	0	0	1	0.0	1
11:15 - 11:30	0	0	0	0	0	0	0	5	0.0	5
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	1	0	0	0.2	1
Hourly Total	0	0	0	0	0	1	0	6	0	7
12:00 - 12:15	0	0	0	0	0	0	0	1	0.0	1
12:15 - 12:30	0	0	0	0	0	0	0	3	0.0	3
12:30 - 12:45	0	0	0	0	0	0	0	1	0.0	1
12:45 - 13:00	0	0	0	0	0	0	0	6	0.0	6
Hourly Total	0	0	0	0	0	0	0	11	0	11
13:00 - 13:15	0	0	0	0	0	1	0	2	0.2	3
13:15 - 13:30	0	0	0	0	0	0	0	7	0.0	7
13:30 - 13:45	0	0	0	0	0	0	0	7	0.0	7
13:45 - 14:00	0	0	0	0	0	3	0	5	0.6	8
Hourly Total	0	0	0	0	0	4	0	21	1	25
14:00 - 14:15	0	0	0	0	0	0	0	4	0.0	4
14:15 - 14:30	0	0	0	0	0	0	0	2	0.0	2
14:30 - 14:45	0	0	0	0	0	1	0	1	0.2	2
14:45 - 15:00	0	0	0	0	0	0	0	8	0.0	8
Hourly Total	0	0	0	0	0	1	0	15	0	16
15:00 - 15:15	0	0	0	0	0	0	0	3	0.0	3
15:15 - 15:30	0	0	0	0	0	0	0	1	0.0	1
15:30 - 15:45	0	0	0	0	0	2	0	0	0.4	2
15:45 - 16:00	0	0	0	0	0	0	0	3	0.0	3
Hourly Total	0	0	0	0	0	2	0	7	0	9
16:00 - 16:15	0	0	0	0	0	0	0	3	0.0	3
16:15 - 16:30	0	0	0	0	0	0	0	1	0.0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	3	0	6	0.6	9
Hourly Total	0	0	0	0	0	3	0	10	1	13
17:00 - 17:15	0	0	0	0	0	0	0	3	0.0	3
17:15 - 17:30	0	0	0	0	0	1	0	13	0.2	14
17:30 - 17:45	0	0	0	0	0	0	0	5	0.0	5
17:45 - 18:00	0	0	0	0	0	3	0	0	0.6	3
Hourly Total	0	0	0	0	0	4	0	21	1	25
18:00 - 18:15	0	0	0	0	0	0	0	3	0.0	3
18:15 - 18:30	0	0	0	0	0	1	0	0	0.2	1
18:30 - 18:45	0	0	0	0	0	0	0	1	0.0	1
18:45 - 19:00	0	0	0	0	0	0	0	3	0.0	3
Hourly Total	0	0	0	0	0	1	0	7	0	8
19:00 - 19:15	0	0	0	0	0	1	0	3	0.2	4
19:15 - 19:30	0	0	0	0	0	1	0	4	0.2	5
19:30 - 19:45	0	0	0	0	0	0	0	3	0.0	3
19:45 - 20:00	0	0	0	0	0	0	0	4	0.0	4
Hourly Total	0	0	0	0	0	2	0	14	0	16
20:00 - 20:15	0	0	0	0	0	3	0	2	0.6	5
20:15 - 20:30	0	0	0	0	0	1	0	1	0.2	2
20:30 - 20:45	0	0	0	0	0	0	0	3	0.0	3
20:45 - 21:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	0	0	0	0	0	4	0	8	1	12
21:00 - 21:15	0	0	0	0	0	0	0	5	0.0	5
21:15 - 21:30	0	0	0	0	0	0	0	4	0.0	4
21:30 - 21:45	0	0	0	0	0	0	0	1	0.0	1
21:45 - 22:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	0	0	0	0	0	0	0	12	0	12
Session Total	0	0	0	0	0	23	0	161	5	184

Enterprise Way, Wythenshawe - Manual Traffic Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) Unnamed Road / B - (South East) Aviator Way / C - (South) Unnamed Road / D - (North West) Aviator Way

Approach: B - (South East) Aviator Way

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	1	0.0	1
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	1	0.0	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	1	0.0	1
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	1	0.0	1
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1
13:00 - 13:15	0	0	0	0	0	0	0	3	0.0	3
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	3	0	3
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	4	0.0	4
Hourly Total	0	0	0	0	0	0	0	4	0	4
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	1	0.0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	2	0	2
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	13	0	13

B to D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	3	0.0	3
06:15 - 06:30	0	0	1	0	0	0	0	0	1.5	1
06:30 - 06:45	0	0	0	0	0	1	0	0	0.2	1
06:45 - 07:00	1	0	0	1	0	0	0	0	3.3	2
Hourly Total	1	0	1	1	0	1	0	3	5	7
07:00 - 07:15	1	0	0	0	0	0	0	0	1.0	1
07:15 - 07:30	1	1	0	0	0	1	0	0	2.2	3
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	5	0	0	0	0	0	0	0	5.0	5
Hourly Total	7	1	0	0	0	1	0	0	8	9
08:00 - 08:15	2	0	0	0	0	1	0	1	2.2	4
08:15 - 08:30	0	0	0	0	0	2	0	1	0.4	3
08:30 - 08:45	1	0	0	0	0	2	0	1	1.4	4
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	0	0	0	0	5	0	3	4	11
09:00 - 09:15	1	0	0	0	0	0	0	0	1.0	1
09:15 - 09:30	1	0	0	0	0	0	0	1	1.0	2
09:30 - 09:45	3	0	0	0	0	0	0	1	3.0	4
09:45 - 10:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	5	0	0	0	0	0	0	3	5	8
10:00 - 10:15	3	0	0	0	0	0	0	0	3.0	3
10:15 - 10:30	1	1	0	0	0	0	0	0	2.0	2
10:30 - 10:45	2	0	2	0	0	2	0	2	5.4	8
10:45 - 11:00	5	0	0	0	0	0	0	1	5.0	6
Hourly Total	11	1	2	0	0	2	0	3	15	19
11:00 - 11:15	5	2	0	0	0	0	0	1	7.0	8
11:15 - 11:30	3	0	0	0	0	0	0	0	3.0	3
11:30 - 11:45	6	0	0	0	0	0	0	0	6.0	6
11:45 - 12:00	4	2	0	0	0	0	0	0	6.0	6
Hourly Total	18	4	0	0	0	0	0	1	22	23
12:00 - 12:15	6	0	0	0	0	1	1	7	6.6	15
12:15 - 12:30	6	0	0	0	0	0	0	0	6.0	6
12:30 - 12:45	5	0	0	0	0	0	0	5	5.0	10
12:45 - 13:00	3	0	0	0	0	1	0	6	3.2	10
Hourly Total	20	0	0	0	0	2	1	18	21	41
13:00 - 13:15	4	2	0	0	0	0	0	1	6.0	7
13:15 - 13:30	3	1	0	0	0	0	0	2	4.0	6
13:30 - 13:45	2	1	0	0	0	0	0	1	3.0	4
13:45 - 14:00	4	0	0	0	0	0	0	4	4.0	8
Hourly Total	13	4	0	0	0	0	0	8	17	25
14:00 - 14:15	4	0	0	0	0	0	0	3	4.0	7
14:15 - 14:30	5	2	0	0	0	0	0	1	7.0	8
14:30 - 14:45	5	0	0	0	0	0	0	0	5.0	5
14:45 - 15:00	7	1	0	0	0	0	0	0	8.0	8
Hourly Total	21	3	0	0	0	0	0	4	24	28
15:00 - 15:15	15	0	0	0	0	0	0	1	15.0	16
15:15 - 15:30	14	0	0	0	0	0	0	0	14.0	14
15:30 - 15:45	15	0	0	0	0	0	0	1	15.0	16
15:45 - 16:00	4	0	0	0	0	1	0	0	4.2	5
Hourly Total	48	0	0	0	0	1	0	2	48	51
16:00 - 16:15	19	0	0	0	0	0	0	3	19.0	22
16:15 - 16:30	17	0	0	0	0	0	0	2	17.0	19
16:30 - 16:45	17	2	0	0	0	0	0	5	19.0	24
16:45 - 17:00	10	0	0	0	0	0	0	1	10.0	11
Hourly Total	63	2	0	0	0	0	0	11	65	76
17:00 - 17:15	22	1	0	0	0	0	0	3	23.0	26
17:15 - 17:30	11	0	0	0	0	0	0	0	11.0	11
17:30 - 17:45	12	0	0	0	0	0	0	8	12.0	20
17:45 - 18:00	6	0	1	0	0	1	0	4	7.7	12
Hourly Total	51	1	1	0	0	1	0	15	54	69
18:00 - 18:15	10	1	0	0	0	0	0	2	11.0	13
18:15 - 18:30	4	0	0	0	0	1	0	3	4.2	8
18:30 - 18:45	4	0	0	0	0	0	0	0	4.0	4
18:45 - 19:00	4	0	0	0	0	1	0	1	4.2	6
Hourly Total	22	1	0	0	0	2	0	6	23	31
19:00 - 19:15	3	0	0	0	0	1	1	0	3.6	5
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	13	0	0	0	0	1	0	4	13.2	18
19:45 - 20:00	4	1	0	0	0	0	0	2	5.0	7
Hourly Total	20	1	0	0	0	2	1	6	22	30
20:00 - 20:15	2	0	0	0	0	0	0	0	2.0	2
20:15 - 20:30	0	0	0	0	0	0	0	1	0.0	1
20:30 - 20:45	0	0	0	0	0	1	0	0	0.2	1
20:45 - 21:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	2	0	0	0	0	1	0	3	2	6
21:00 - 21:15	1	0	0	0	0	0	0	0	1.0	1
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	4	0.0	4
21:45 - 22:00	1	0	0	0	0	0	0	2	1.0	3
Hourly Total	2	0	0	0	0	0	0	6	2	8
Session Total	307	18	4	1	0	18	2	92	338	442

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	1	0.0	1
09:45 - 10:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	2	0	2
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	2	0.0	2
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	2	0	2
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	2	0.0	2
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	3	0	3
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	1	0	2	0.2	3
Hourly Total	0	0	0	0	0	1	0	2	0	3
14:00 - 14:15	0	0	0	0	0	0	0	1	0.0	1
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	1	0.0	1
14:45 - 15:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	0	0	0	0	0	0	0	4	0	4
15:00 - 15:15	0	0	0	0	0	0	0	1	0.0	1
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	2	0	0	0.4	2
15:45 - 16:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	2	0	2	0	4
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	1	0	0	0.2	1
Hourly Total	0	0	0	0	0	1	0	0	0	1
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	1	0.0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1
18:00 - 18:15	0	0	0	0	0	0	0	1	0.0	1
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	1	0.0	1
18:45 - 19:00	0	0	0	0	0	0	0	3	0.0	3
Hourly Total	0	0	0	0	0	0	0	5	0	5
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	2	0.0	2
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	2	0	2
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	1	0	1	0.2	2
20:30 - 20:45	0	0	0	0	0	0	0	3	0.0	3
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	1	0	4	0	5
21:00 - 21:15	0	0	0	0	0	0	0	5	0.0	5
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	6	0	6
Session Total	0	0	0	0	0	5	0	35	1	40

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	4	0.0	4
06:15 - 06:30	0	0	1	0	0	0	0	0	1.5	1
06:30 - 06:45	0	0	0	0	0	1	0	0	0.2	1
06:45 - 07:00	1	0	0	1	0	0	0	1	3.3	3
Hourly Total	1	0	1	1	0	1	0	5	5	9
07:00 - 07:15	1	0	0	0	0	0	0	0	1.0	1
07:15 - 07:30	1	1	0	0	0	1	0	0	2.2	3
07:30 - 07:45	0	0	0	0	0	0	0	1	0.0	1
07:45 - 08:00	5	0	0	0	0	0	0	0	5.0	5
Hourly Total	7	1	0	0	0	1	0	1	8	10
08:00 - 08:15	2	0	0	0	0	1	0	1	2.2	4
08:15 - 08:30	0	0	0	0	0	2	0	1	0.4	3
08:30 - 08:45	1	0	0	0	0	2	0	1	1.4	4
08:45 - 09:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	3	0	0	0	0	5	0	4	4	12
09:00 - 09:15	1	0	0	0	0	0	0	0	1.0	1
09:15 - 09:30	1	0	0	0	0	0	0	1	1.0	2
09:30 - 09:45	3	0	0	0	0	0	0	2	3.0	5
09:45 - 10:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	5	0	0	0	0	0	0	5	5	10
10:00 - 10:15	3	0	0	0	0	0	0	1	3.0	4
10:15 - 10:30	1	1	0	0	0	0	0	0	2.0	2
10:30 - 10:45	2	0	2	0	0	2	0	2	5.4	8
10:45 - 11:00	5	0	0	0	0	0	0	1	5.0	6
Hourly Total	11	1	2	0	0	2	0	4	15	20
11:00 - 11:15	5	2	0	0	0	0	0	1	7.0	8
11:15 - 11:30	3	0	0	0	0	0	0	2	3.0	5
11:30 - 11:45	6	0	0	0	0	0	0	0	6.0	6
11:45 - 12:00	4	2	0	0	0	0	0	0	6.0	6
Hourly Total	18	4	0	0	0	0	0	3	22	25
12:00 - 12:15	6	0	0	0	0	1	1	7	6.6	15
12:15 - 12:30	6	0	0	0	0	0	0	2	6.0	8
12:30 - 12:45	5	0	0	0	0	0	0	6	5.0	11
12:45 - 13:00	3	0	0	0	0	1	0	7	3.2	11
Hourly Total	20	0	0	0	0	2	1	22	21	45
13:00 - 13:15	4	2	0	0	0	0	0	4	6.0	10
13:15 - 13:30	3	1	0	0	0	0	0	2	4.0	6
13:30 - 13:45	2	1	0	0	0	0	0	1	3.0	4
13:45 - 14:00	4	0	0	0	0	1	0	6	4.2	11
Hourly Total	13	4	0	0	0	1	0	13	17	31
14:00 - 14:15	4	0	0	0	0	0	0	4	4.0	8
14:15 - 14:30	5	2	0	0	0	0	0	1	7.0	8
14:30 - 14:45	5	0	0	0	0	0	0	1	5.0	6
14:45 - 15:00	7	1	0	0	0	0	0	6	8.0	14
Hourly Total	21	3	0	0	0	0	0	12	24	36
15:00 - 15:15	15	0	0	0	0	0	0	2	15.0	17
15:15 - 15:30	14	0	0	0	0	0	0	0	14.0	14
15:30 - 15:45	15	0	0	0	0	2	0	1	15.4	18
15:45 - 16:00	4	0	0	0	0	1	0	1	4.2	6
Hourly Total	48	0	0	0	0	3	0	4	49	55
16:00 - 16:15	19	0	0	0	0	0	0	3	19.0	22
16:15 - 16:30	17	0	0	0	0	0	0	2	17.0	19
16:30 - 16:45	17	2	0	0	0	0	0	5	19.0	24
16:45 - 17:00	10	0	0	0	0	1	0	1	10.2	12
Hourly Total	63	2	0	0	0	1	0	11	65	77
17:00 - 17:15	22	1	0	0	0	0	0	4	23.0	27
17:15 - 17:30	11	0	0	0	0	0	0	1	11.0	12
17:30 - 17:45	12	0	0	0	0	0	0	8	12.0	20
17:45 - 18:00	6	0	1	0	0	1	0	5	7.7	13
Hourly Total	51	1	1	0	0	1	0	18	54	72
18:00 - 18:15	10	1	0	0	0	0	0	3	11.0	14
18:15 - 18:30	4	0	0	0	0	1	0	3	4.2	8
18:30 - 18:45	4	0	0	0	0	0	0	1	4.0	5
18:45 - 19:00	4	0	0	0	0	1	0	4	4.2	9
Hourly Total	22	1	0	0	0	2	0	11	23	36
19:00 - 19:15	3	0	0	0	0	1	1	0	3.6	5
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	13	0	0	0	0	1	0	6	13.2	20
19:45 - 20:00	4	1	0	0	0	0	0	2	5.0	7
Hourly Total	20	1	0	0	0	2	1	8	22	32
20:00 - 20:15	2	0	0	0	0	0	0	0	2.0	2
20:15 - 20:30	0	0	0	0	0	1	0	2	0.2	3
20:30 - 20:45	0	0	0	0	0	1	0	3	0.2	4
20:45 - 21:00	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	2	0	0	0	0	2	0	7	2	11
21:00 - 21:15	1	0	0	0	0	0	0	5	1.0	6
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	4	0.0	4
21:45 - 22:00	1	0	0	0	0	0	0	3	1.0	4
Hourly Total	2	0	0	0	0	0	0	12	2	14
Session Total	307	18	4	1	0	23	2	140	339	495

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	1	1	0	0	0	0	0	1	2.0	3
06:30 - 06:45	5	0	0	0	0	0	0	1	5.0	6
06:45 - 07:00	20	0	0	0	0	0	0	1	20.0	21
Hourly Total	26	1	0	0	0	0	0	3	27	30
07:00 - 07:15	16	1	0	0	0	1	0	3	17.2	21
07:15 - 07:30	19	0	0	0	0	0	0	1	19.0	20
07:30 - 07:45	26	0	0	0	0	1	0	1	26.2	28
07:45 - 08:00	21	0	0	0	0	1	0	0	21.2	22
Hourly Total	82	1	0	0	0	3	0	5	84	91
08:00 - 08:15	12	0	0	0	0	0	0	4	12.0	16
08:15 - 08:30	16	1	0	0	0	1	0	3	17.2	21
08:30 - 08:45	15	0	0	0	0	0	0	0	15.0	15
08:45 - 09:00	25	0	0	0	0	0	0	2	25.0	27
Hourly Total	68	1	0	0	0	1	0	9	69	79
09:00 - 09:15	13	1	0	0	0	0	1	2	14.4	17
09:15 - 09:30	8	0	0	0	0	0	0	1	8.0	9
09:30 - 09:45	4	0	0	0	0	0	0	0	4.0	4
09:45 - 10:00	4	0	0	0	0	1	0	3	4.2	8
Hourly Total	29	1	0	0	0	1	1	6	31	38
10:00 - 10:15	3	0	0	0	0	0	0	3	3.0	6
10:15 - 10:30	2	1	0	0	0	0	0	1	3.0	4
10:30 - 10:45	3	0	2	0	0	0	0	0	6.0	5
10:45 - 11:00	7	0	0	0	0	0	0	1	7.0	8
Hourly Total	15	1	2	0	0	0	0	5	19	23
11:00 - 11:15	9	2	0	0	0	1	0	0	11.2	12
11:15 - 11:30	9	0	0	0	0	1	0	0	9.2	10
11:30 - 11:45	3	3	0	0	0	1	0	1	6.2	8
11:45 - 12:00	2	0	0	0	0	1	0	6	2.2	9
Hourly Total	23	5	0	0	0	4	0	7	29	39
12:00 - 12:15	4	0	0	0	0	0	0	0	4.0	4
12:15 - 12:30	2	0	0	0	0	1	0	4	2.2	7
12:30 - 12:45	0	0	0	0	0	0	0	15	0.0	15
12:45 - 13:00	1	1	0	0	0	1	0	8	2.2	11
Hourly Total	7	1	0	0	0	2	0	27	8	37
13:00 - 13:15	2	1	0	0	0	1	0	6	3.2	10
13:15 - 13:30	1	0	0	0	0	1	0	2	1.2	4
13:30 - 13:45	1	0	0	0	0	1	0	2	1.2	4
13:45 - 14:00	2	0	0	0	0	0	0	2	2.0	4
Hourly Total	6	1	0	0	0	3	0	12	8	22
14:00 - 14:15	4	1	0	0	0	2	0	5	5.4	12
14:15 - 14:30	3	0	0	0	0	1	0	3	3.2	7
14:30 - 14:45	1	0	0	0	0	0	0	3	1.0	4
14:45 - 15:00	2	0	0	0	0	0	0	1	2.0	3
Hourly Total	10	1	0	0	0	3	0	12	12	26
15:00 - 15:15	1	0	0	0	0	0	0	0	1.0	1
15:15 - 15:30	2	0	0	0	0	2	0	0	2.4	4
15:30 - 15:45	3	0	0	0	0	1	0	0	3.2	4
15:45 - 16:00	1	0	0	0	0	1	0	3	1.2	5
Hourly Total	7	0	0	0	0	4	0	3	8	14
16:00 - 16:15	3	0	0	0	0	1	0	2	3.2	6
16:15 - 16:30	3	0	1	0	0	0	0	0	4.5	4
16:30 - 16:45	2	1	0	0	0	0	0	0	3.0	3
16:45 - 17:00	2	1	0	0	0	0	0	1	3.0	4
Hourly Total	10	2	1	0	0	1	0	3	14	17
17:00 - 17:15	3	0	0	0	0	0	0	3	3.0	6
17:15 - 17:30	1	0	0	0	0	1	0	1	1.2	3
17:30 - 17:45	2	0	0	0	0	1	0	5	2.2	8
17:45 - 18:00	2	0	0	0	0	2	0	1	2.4	5
Hourly Total	8	0	0	0	0	4	0	10	9	22
18:00 - 18:15	1	1	0	0	0	3	0	0	2.6	5
18:15 - 18:30	0	0	0	0	0	0	0	4	0.0	4
18:30 - 18:45	1	0	0	0	0	0	0	1	1.0	2
18:45 - 19:00	1	0	0	0	0	1	0	0	1.2	2
Hourly Total	3	1	0	0	0	4	0	5	5	13
19:00 - 19:15	1	0	0	0	0	1	1	6	1.6	9
19:15 - 19:30	0	0	0	0	0	0	0	1	0.0	1
19:30 - 19:45	2	1	0	0	0	2	0	2	3.4	7
19:45 - 20:00	2	1	0	0	0	0	0	2	3.0	5
Hourly Total	5	2	0	0	0	3	1	11	8	22
20:00 - 20:15	1	0	0	0	0	0	0	0	1.0	1
20:15 - 20:30	0	0	0	0	0	0	0	2	0.0	2
20:30 - 20:45	0	0	0	0	0	0	0	2	0.0	2
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	4	1	5
21:00 - 21:15	1	0	0	0	0	0	0	1	1.0	2
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	1	0.0	1
21:45 - 22:00	1	0	0	0	0	1	0	2	1.2	4
Hourly Total	2	0	0	0	0	1	0	4	2	7
Session Total	302	18	3	0	0	34	2	126	332	485

streetwise

Enterprise Way, Wythenshawe - Manual Traffic Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) Unnamed Road / B - (South East) Aviator Way / C - (South) Unnamed Road / D - (North West) Aviator Way

Approach: C - (South) Unnamed Road

	C to D										C to A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	4	0.0	4
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	1	0	2	0.2	3
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**3**
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	10	0.0	10
10:30 - 10:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**10**
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	1	0	0	0.2	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**3**
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	12	0.0	12	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
13:00 - 13:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	1	0	2	0.2	3
13:15 - 13:30	0	0	0	0	0	0	0	3	0.0	3	0	0	0	0	0	0	0	3	0.0	3
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	4	0.0	4
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	2	0	3	0.4	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**12**	**1**	**15**
14:00 - 14:15	0	0	0	0	0	0	0	3	0.0	3	0	0	0	0	0	0	0	2	0.0	2
14:15 - 14:30	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	2	0.0	2
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	1	0	0	0.2	1
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	4	0.0	4
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**9**
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	2	0.0	2
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	3	0.0	3
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	1	0	1	0.2	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0**	**6**
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
17:15 - 17:30	0	0	0	0	0	1	0	0	0.2	1	0	0	0	0	0	1	0	10	0.2	11
17:30 - 17:45	0	0	0	0	0	1	0	2	0.2	3	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	3	0	0	0.6	3
Hourly Total	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**11**	**1**	**15**
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	2	0.0	2
18:15 - 18:30	0	0	0	0	0	0	0	8	0.0	8	0	0	0	0	0	1	0	0	0.2	1
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**3**
19:00 - 19:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	1	0.0	1
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	3	0	2	0.6	5
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**1**	**6**
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	1	0.0	1
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**
Session Total	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**41**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**74**	**3**	**89**

	C to B										C to C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	7	0.0	7	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	1	0	0	0.2	1	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**14**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C										To C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	1	0	0	0.2	1
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	3	0.0	3
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**5**
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
07:30 - 07:45	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	4	0.0	4
07:45 - 08:00	0	0	0	0	0	0	0	3	0.0	3	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**6**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	2	0	1	0.4	3
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	4	0.0	4	0	0	0	0	0	1	0	0	0.2	1
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**1**	**5**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	1	0	2	0.2	3
09:15 - 09:30	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	1	0	1	0.2	2
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	3	0.0	3
09:45 - 10:00	0	0	0	0	0	1	0	2	0.2	3	0	0	0	0	0	0	0	3	0.0	3
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**9**	**0**	**11**
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	1	0	1	0.2	2
10:15 - 10:30	0	0	0	0	0	0	0	10	0.0	10	0	0	0	0	0	0	0	1	0.0	1
10:30 - 10:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	5	0.0	5
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	1	0	1	0.2	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**8**	**0**	**10**
11:00 - 11:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	4	0.0	4
11:15 - 11:30	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	2	0.0	2
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	4	0.0	4
11:45 - 12:00	0	0	0	0	0	1	0	0	0.2	1	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**12**
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	12	0.0	12
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	4	0.0	4
12:30 - 12:45	0	0	0	0	0	0	0	19	0.0	19	0	0	0	0	0	0	0	2	0.0	2
12:45 - 13:00	0	0	0	0	0	0	0	5	0.0	5	0	0	0	0	0	0	0	5	0.0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**23**
13:00 - 13:15	0	0	0	0	0	1	0	3	0.2	4	0	0	0	0	0	0	0	5	0.0	5
13:15 - 13:30	0	0	0	0	0	0	0	6	0.0	6	0	0	0	0	0	0	0	1	0.0	1
13:30 - 13:45	0	0	0	0	0	0	0	5	0.0	5	0	0	0	0	1	0	0	3	2.0	4
13:45 - 14:00	0	0	0	0	0	2	0	3	0.4	5	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**17**	**1**	**20**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**10**	**2**	**11**
14:00 - 14:15	0	0	0	0	0	0	0	5	0.0	5	0	0	0	0	0	0	0	1	0.0	1
14:15 - 14:30	0	0	0	0	0	0	0	3	0.0	3	0	0	0	0	0	0	0	5	0.0	5
14:30 - 14:45	0	0	0	0	0	1	0	0	0.2	1	0	0	0	0	0	0	0	2	0.0	2
14:45 - 15:00	0	0	0	0	0	0	0	4	0.0	4	0	0	0	0	0	0	0	5	0.0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**12**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**13**
15:00 - 15:15	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	1	0.0	1
15:15 - 15:30	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	2	0.0	2
15:30 - 15:45	0	0	0	0	0	1	0	0	0.2	1	0	0	0	0	0	0	0	3	0.0	3
15:45 - 16:00	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**6**
16:00 - 16:15	0	0	0	0	0	0	0	3	0.0	3	0	0	0	0	0	0	0	4	0.0	4
16:15 - 16:30	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	1	0.0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	1	0	1	0.2	2
16:45 - 17:00	0	0	0	0	0	1	0	1	0.2	2	0	0	0	0	0	0	0	3	0.0	3
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**9**	**0**	**10**
17:00 - 17:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	3	0.0	3
17:15 - 17:30	0	0	0	0	0	2	0	10	0.4	12	0	0	0	0	0	1	0	1	0.2	2
17:30 - 17:45	0	0	0	0	0	1	0	2	0.2	3	0	0	0	0	0	1	0	4	0.2	5
17:45 - 18:00	0	0	0	0	0	3	0	1	0.6	4	0	0	0	0	0	1	0	2	0.2	3
Hourly Total	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**14**	**1**	**20**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**10**	**1**	**13**
18:00 - 18:15	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	3	0.0	3
18:15 - 18:30	0	0	0	0	0	1	0	8	0.2	9	0	0	0	0	0	0	0	2	0.0	2
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**10**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**6**
19:00 - 19:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	3	0.0	3
19:15 - 19:30	0	0	0	0	0	0	0	3	0.0	3	0	0	0	0	0	0	0	7	0.0	7
19:30 - 19:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**12**
20:00 - 20:15	0	0	0	0	0	3	0	2	0.6	5	0	0	0	0	0	1	0	0	0.2	1
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	2	0.0	2
20:45 - 21:00	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**4**
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	3	0.0	3	0	0	0	0	0	1	0	0	0.2	1
21:30 - 21:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	1	0	0	0.2	1
21:45 - 22:00	0	0	0	0	0	0	0	3	0.0	3	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**
Session Total	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**129**	**4**	**147**	**0**	**0**	**0**	**0**	**1**	**15**	**0**	**133**	**5**	**149**

streetwise

Enterprise Way, Wythenshawe - Manual Traffic Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) Unnamed Road / B - (South East) Aviator Way / C - (South) Unnamed Road / D - (North West) Aviator Way

Approach: D - (North West) Aviator Way

	D to A										D to B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	0	0	1	2.0	3
06:30 - 06:45	0	0	0	0	0	0	0	1	0.0	1	5	0	0	0	0	0	0	1	5.0	6
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0	20	0	0	0	0	0	0	0	20.0	20
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**27**	**29**
07:00 - 07:15	0	0	0	0	0	0	0	1	0.0	1	16	1	0	0	0	1	0	3	17.2	21
07:15 - 07:30	0	0	0	0	0	0	0	1	0.0	1	19	0	0	0	0	0	0	0	19.0	19
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	26	0	0	0	0	0	0	0	26.0	26
07:45 - 08:00	0	0	0	0	0	0	0	1	0.0	1	21	0	0	0	0	1	0	0	21.2	22
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**82**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**83**	**88**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	12	0	0	0	0	0	0	4	12.0	16
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	16	1	0	0	0	1	0	2	17.2	20
08:30 - 08:45	0	0	0	0	0	0	0	1	0.0	1	15	0	0	0	0	0	0	0	15.0	15
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	25	0	0	0	0	0	0	1	25.0	26
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**68**	**1**	**0**	**0**	**0**	**1**	**0**	**7**	**69**	**77**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0	13	1	0	0	0	0	1	2	14.4	17
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	8	0	0	0	0	0	0	0	8.0	8
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	0	0	0	4.0	4
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	1	0	3	4.2	8
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**1**	**0**	**0**	**0**	**1**	**1**	**5**	**31**	**37**
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	0	3.0	3
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0	2	1	0	0	0	0	0	0	3.0	3
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0	3	0	2	0	0	0	0	0	6.0	5
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0	7	0	0	0	0	0	0	1	7.0	8
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**19**	**19**
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0	9	2	0	0	0	1	0	0	11.2	12
11:15 - 11:30	0	0	0	0	0	0	0	2	0.0	2	9	0	0	0	0	1	0	0	9.2	10
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0	3	3	0	0	0	1	0	1	6.2	8
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	1	0	6	2.2	9
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**23**	**5**	**0**	**0**	**0**	**4**	**0**	**7**	**29**	**39**
12:00 - 12:15	0	0	0	0	0	0	0	1	0.0	1	4	0	0	0	0	0	0	0	4.0	4
12:15 - 12:30	0	0	0	0	0	0	0	1	0.0	1	2	0	0	0	0	1	0	4	2.2	7
12:30 - 12:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	8	0.0	8
12:45 - 13:00	0	0	0	0	0	0	0	3	0.0	3	1	1	0	0	0	1	0	5	2.2	8
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**6**	**7**	**1**	**0**	**0**	**0**	**2**	**0**	**17**	**8**	**27**
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0	2	1	0	0	0	1	0	4	3.2	8
13:15 - 13:30	0	0	0	0	0	0	0	4	0.0	4	1	0	0	0	0	1	0	1	1.2	3
13:30 - 13:45	0	0	0	0	0	0	0	3	0.0	3	1	0	0	0	0	0	0	0	1.0	1
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	1	2.0	3
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**7**	**6**	**1**	**0**	**0**	**0**	**2**	**0**	**6**	**7**	**15**
14:00 - 14:15	0	0	0	0	0	0	0	1	0.0	1	4	1	0	0	0	1	0	1	5.2	7
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	1	0	3	3.2	7
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1	1.0	2
14:45 - 15:00	0	0	0	0	0	0	0	2	0.0	2	2	0	0	0	0	0	0	1	2.0	3
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**10**	**1**	**0**	**0**	**0**	**2**	**0**	**6**	**11**	**19**
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0	1.0	1
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	2	0	0	2.4	4
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	0	3.0	3
15:45 - 16:00	0	0	0	0	0	0	0	1	0.0	1	1	0	0	0	0	1	0	1	1.2	3
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**8**	**11**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	1	0	1	3.2	5
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	3	0	1	0	0	0	0	0	4.5	4
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	2	1	0	0	0	0	0	0	3.0	3
16:45 - 17:00	0	0	0	0	0	1	0	5	0.2	6	2	1	0	0	0	0	0	1	3.0	4
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0**	**6**	**10**	**2**	**1**	**0**	**0**	**1**	**0**	**2**	**14**	**16**
17:00 - 17:15	0	0	0	0	0	0	0	2	0.0	2	3	0	0	0	0	0	0	3	3.0	6
17:15 - 17:30	0	0	0	0	0	0	0	2	0.0	2	1	0	0	0	0	1	0	1	1.2	3
17:30 - 17:45	0	0	0	0	0	0	0	5	0.0	5	2	0	0	0	0	1	0	3	2.2	6
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	2	0	1	2.4	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**9**	**8**	**0**	**0**	**0**	**0**	**4**	**0**	**8**	**9**	**20**
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	1	1	0	0	0	3	0	0	2.6	5
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0	1.0	1
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	1	0	0	1.2	2
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**8**
19:00 - 19:15	0	0	0	0	0	1	0	3	0.2	4	1	0	0	0	0	1	1	2	1.6	5
19:15 - 19:30	0	0	0	0	0	1	0	3	0.2	4	0	0	0	0	0	0	0	1	0.0	1
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0	2	1	0	0	0	2	0	0	3.4	5
19:45 - 20:00	0	0	0	0	0	0	0	3	0.0	3	2	1	0	0	0	0	0	2	3.0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**9**	**0**	**11**	**5**	**2**	**0**	**0**	**0**	**3**	**1**	**5**	**8**	**16**
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0	1.0	1
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	2	0.0	2
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**3**
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1	1.0	2
21:15 - 21:30	0	0	0	0	0	0	0	3	0.0	3	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**4**
Session Total	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**52**	**1**	**55**	**302**	**18**	**3**	**0**	**0**	**29**	**2**	**74**	**331**	**428**

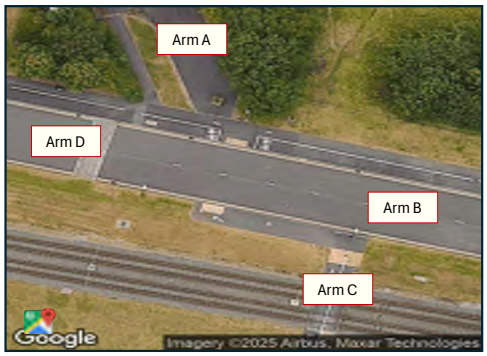
	D to C										D to D									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	1	0	0	0	0	2.3	1
11:15 - 11:30	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**
12:00 - 12:15	0	0	0	0	0	0	0	12	0.0	12	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	4	0.0	4	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0	1.0	1
17:30 - 17:45	0	0	0	0	0	1	0	1	0.2	2	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	1	0	0	0.2	1	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
19:00 - 19:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**42**	**0**	**44**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**3**

	From D										To D									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	5	0.0	5
06:15 - 06:30	1	1	0	0	0	0	0	1	2.0	3	0	0	1	0	0	1	0	3	1.7	5
06:30 - 06:45	5	0	0	0	0	0	0	2	5.0	7	0	0	0	0	0	1	0	1	0.2	2
06:45 - 07:00	20	0	0	0	0	0	0	0	20.0	20	1	0	0	1	0	0	0	1	3.3	3
Hourly Total	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**27**	**31**	**1**	**0**	**1**	**1**	**0**	**2**	**0**	**10**	**5**	**15**
07:00 - 07:15	16	1	0	0	0	1	0	4	17.2	22	1	0	0	0	0	0	0	0	1.0	1
07:15 - 07:30	19	0	0	0	0	0	0	2	19.0	21	1	1	0	0	0	1	0	1	2.2	4
07:30 - 07:45	26	0	0	0	0	0	0	1	26.0	27	0	0	0	0	0	0	0	3	0.0	3
07:45 - 08:00	21	0	0	0	0	1	0	1	21.2	23	5	0	0	0	0	0	0	1	5.0	6
Hourly Total	**82**	**1**	**0**	**0**	**0**	**2**	**0**	**8**	**83**	**93**	**7**	**1**	**0**	**0**	**0**	**1**	**0**	**5**	**8**	**14**
08:00 - 08:15	12	0	0	0	0	0	0	5	12.0	17	2	0	0	0	0	1	0	4	2.2	7
08:15 - 08:30	16	1	0	0	0	1	0	2	17.2	20	0	0	0	0	0	2	0	5	0.4	7
08:30 - 08:45	15	0	0	0	0	0	0	1	15.0	16	1	0	0	0	0	2	0	2	1.4	5
08:45 - 09:00	25	0	0	0	0	0	0	1	25.0	26	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**68**	**1**	**0**	**0**	**0**	**1**	**0**	**9**	**69**	**79**	**3**	**0**	**0**	**0**	**0**	**5**	**0**	**11**	**4**	**19**
09:00 - 09:15	13	1	0	0	0	0	1	3	14.4	18	1	0	0	0	0	1	0	1	1.2	3
09:15 - 09:30	8	0	0	0	0	0	0	0	8.0	8	1	0	0	0	0	1	0	1	1.2	3
09:30 - 09:45	4	0	0	0	0	0	0	0	4.0	4	3	0	0	0	0	0	0	1	3.0	4
09:45 - 10:00	4	0	0	0	0	1	0	3	4.2	8	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	**29**	**1**	**0**	**0**	**0**	**1**	**1**	**6**	**31**	**38**	**5**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**5**	**11**
10:00 - 10:15	3	0	0	0	0	0	0	0	3.0	3	3	0	0	0	0	0	0	1	3.0	4
10:15 - 10:30	2	1	0	0	0	0	0	0	3.0	3	1	1	0	0	0	0	0	0	2.0	2
10:30 - 10:45	3	0	2	0	0	0	0	0	6.0	5	2	0	2	0	0	2	0	3	5.4	9
10:45 - 11:00	7	0	0	0	0	0	0	1	7.0	8	5	0	0	0	0	0	0	1	5.0	6
Hourly Total	**15**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**19**	**19**	**11**	**1**	**2**	**0**	**0**	**2**	**0**	**5**	**15**	**21**
11:00 - 11:15	9	2	0	1	0	1	0	0	13.5	13	5	2	0	1	0	0	0	1	9.3	9
11:15 - 11:30	9	0	0	0	0	1	0	3	9.2	13	3	0	0	0	0	0	0	0	3.0	3
11:30 - 11:45	3	3	0	0	0	1	0	3	6.2	10	6	0	0	0	0	1	0	0	6.2	7
11:45 - 12:00	2	0	0	0	0	1	0	8	2.2	11	4	2	0	0	0	0	0	0	6.0	6
Hourly Total	**23**	**5**	**0**	**1**	**0**	**4**	**0**	**14**	**31**	**47**	**18**	**4**	**0**	**1**	**0**	**1**	**0**	**1**	**25**	**25**
12:00 - 12:15	4	0	0	0	0	0	0	13	4.0	17	6	0	0	0	0	1	1	7	6.6	15
12:15 - 12:30	2	0	0	0	0	1	0	7	2.2	10	6	0	0	0	0	0	0	0	6.0	6
12:30 - 12:45	0	0	0	0	0	0	0	9	0.0	9	5	0	0	0	0	0	0	19	5.0	24
12:45 - 13:00	1	1	0	0	0	1	0	12	2.2	15	3	0	0	0	0	1	0	9	3.2	13
Hourly Total	**7**	**1**	**0**	**0**	**0**	**2**	**0**	**41**	**8**	**51**	**20**	**0**	**0**	**0**	**0**	**2**	**1**	**35**	**21**	**58**
13:00 - 13:15	2	1	0	0	0	1	0	5	3.2	9	4	2	0	0	0	0	0	2	6.0	8
13:15 - 13:30	1	0	0	0	0	1	0	5	1.2	7	3	1	0	0	0	0	0	6	4.0	10
13:30 - 13:45	1	0	0	0	0	0	0	4	1.0	5	2	1	0	0	0	0	0	3	3.0	6
13:45 - 14:00	2	0	0	0	0	0	0	1	2.0	3	4	0	0	0	0	0	0	4	4.0	8
Hourly Total	**6**	**1**	**0**	**0**	**0**	**2**	**0**	**15**	**7**	**24**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**15**	**17**	**32**
14:00 - 14:15	4	1	0	0	0	1	0	2	5.2	8	4	0	0	0	0	0	0	8	4.0	12
14:15 - 14:30	3	0	0	0	0	1	0	5	3.2	9	5	2	0	0	0	0	0	2	7.0	9
14:30 - 14:45	1	0	0	0	0	0	0	3	1.0	4	5	0	0	0	0	0	0	0	5.0	5
14:45 - 15:00	2	0	0	0	0	0	0	4	2.0	6	7	1	0	0	0	0	0	0	8.0	8
Hourly Total	**10**	**1**	**0**	**0**	**0**	**2**	**0**	**14**	**11**	**27**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**24**	**34**
15:00 - 15:15	1	0	0	0	0	0	0	1	1.0	2	15	0	0	0	0	0	0	2	15.0	17
15:15 - 15:30	2	0	0	0	0	2	0	0	2.4	4	14	0	0	0	0	0	0	1	14.0	15
15:30 - 15:45	3	0	0	0	0	0	0	0	3.0	3	15	0	0	0	0	1	0	2	15.2	18
15:45 - 16:00	1	0	0	0	0	1	0	2	1.2	4	4	0	0	0	0	1	0	0	4.2	5
Hourly Total	**7**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**8**	**13**	**48**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**48**	**55**
16:00 - 16:15	3	0	0	0	0	1	0	3	3.2	7	19	0	0	0	0	0	0	3	19.0	22
16:15 - 16:30	3	0	1	0	0	0	0	0	4.5	4	17	0	0	0	0	0	0	3	17.0	20
16:30 - 16:45	2	1	0	0	0	0	0	0	3.0	3	17	2	0	0	0	0	0	7	19.0	26
16:45 - 17:00	2	1	0	0	0	1	0	7	3.2	11	10	0	0	0	0	0	0	1	10.0	11
Hourly Total	**10**	**2**	**1**	**0**	**0**	**2**	**0**	**10**	**14**	**25**	**63**	**2**	**0**	**0**	**0**	**0**	**0**	**14**	**65**	**79**
17:00 - 17:15	3	0	0	0	0	0	0	5	3.0	8	22	1	0	0	0	0	0	3	23.0	26
17:15 - 17:30	2	0	0	0	0	1	0	3	2.2	6	12	0	0	0	0	1	0	0	12.2	13
17:30 - 17:45	2	0	0	0	0	2	0	9	2.4	13	12	0	0	0	0	1	0	10	12.2	23
17:45 - 18:00	2	0	0	0	0	3	0	1	2.6	6	6	0	1	0	0	1	0	5	7.7	13
Hourly Total	**9**	**0**	**0**	**0**	**0**	**6**	**0**	**18**	**10**	**33**	**52**	**1**	**1**	**0**	**0**	**3**	**0**	**18**	**55**	**75**
18:00 - 18:15	1	1	0	0	0	3	0	0	2.6	5	10	1	0	0	0	0	0	2	11.0	13
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	1	0	12	4.2	17
18:30 - 18:45	1	0	0	0	0	0	0	0	1.0	1	4	0	0	0	0	0	0	1	4.0	5
18:45 - 19:00	1	0	0	0	0	1	0	0	1.2	2	4	0	0	0	0	1	0	1	4.2	6
Hourly Total	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**8**	**22**	**1**	**0**	**0**	**0**	**2**	**0**	**16**	**23**	**41**
19:00 - 19:15	1	0	0	0	0	2	1	6	1.8	10	3	0	0	0	0	1	1	1	3.6	6
19:15 - 19:30	0	0	0	0	0	1	0	5	0.2	6	0	0	0	0	0	0	0	2	0.0	2
19:30 - 19:45	2	1	0	0	0	2	0	0	3.4	5	13	0	0	0	0	1	0	4	13.2	18
19:45 - 20:00	2	1	0	0	0	0	0	6	3.0	9	4	1	0	0	0	0	0	3	5.0	8
Hourly Total	**5**	**2**	**0**	**0**	**0**	**5**	**1**	**17**	**8**	**30**	**20**	**1**	**0**	**0**	**0**	**2**	**1**	**10**	**22**	**34**
20:00 - 20:15	1	0	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	0	2.0	2
20:15 - 20:30	0	0	0	0	0	0	0	2	0.0	2	0	0	0	0	0	0	0	1	0.0	1
20:30 - 20:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	1	0	1	0.2	2
20:45 - 21:00	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	2	0.0	2
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**2**	**7**
21:00 - 21:15	1	0	0	0	0	0	0	1	1.0	2	1	0	0	0	0	0	0	0	1.0	1
21:15 - 21:30	0	0	0	0	0	0	0	3	0.0	3	0	0	0	0	0	0	0	2	0.0	2
21:30 - 21:45	0	0	0	0	0	0	0	1	0.0	1	0	0	0	0	0	0	0	4	0.0	4
21:45 - 22:00	1	0	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	2	1.0	3
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**2**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**10**
Session Total	**303**	**18**	**3**	**1**	**0**	**34**	**2**	**169**	**335**	**530**	**308**	**18**	**4**	**2**	**0**	**25**	**2**	**171**	**342**	**530**

Enterprise Way, Wythenshawe - Manual Traffic Survey: Thursday, 26 June 2025

Produced by Streetwise Services Ltd.

Junction: **A - (North West) Unnamed Road / B - (South East) Aviator Way / C - (South) Unnamed Road / D - (North West) Aviator Way**



Matrix Totals:	**Counts**	
Show single Session:	**No**	
	06:00 to 22:00	
Custom Start / End:	**06:00**	**22:00**
Show Peak Times:	**No**	

Arm Destination

Arm Origin	A	B	C	D	Total	% Total
A	0	42	92	42	**176**	**100.00%**
B	40	0	13	442	**495**	**100.00%**
C	89	15	0	43	**147**	**100.00%**
D	55	428	44	3	**530**	**100.00%**
Total	**184**	**485**	**149**	**530**		
% Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
P/CYCLE	**Yes**
M/CYCLE	**Yes**
Pedestrian	**Yes**

Enterprise Way, Wythenshawe: Queue Length Survey - Thursday, 09 October 2025

Produced by Streetwise Services Ltd.

Junction: **A - A555 Rinway Road West / B - Outwood Lane / C - M56 Airport Spur**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4
Pedestrian	0.0

streetwise

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 09 October 2025

Produced by Streetwise Services Ltd.

Junction: A - A555 Rinway Road West / B - Outwood Lane / C - M56 Airport Spur

Approach: A - A555 Rinway Road West

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	41	0	1	0	1	0	0	0	44.5	43
06:15 - 06:30	28	1	2	0	2	1	1	0	36.6	35
06:30 - 06:45	30	2	1	0	1	0	0	0	35.5	34
06:45 - 07:00	37	2	0	0	2	0	0	0	43.0	41
Hourly Total	**136**	**5**	**4**	**0**	**6**	**1**	**1**	**0**	**160**	**153**
07:00 - 07:15	31	4	1	0	0	0	0	0	36.5	36
07:15 - 07:30	31	2	0	0	3	0	0	1	39.0	37
07:30 - 07:45	44	3	0	0	2	1	0	2	51.2	52
07:45 - 08:00	34	0	1	0	0	0	0	1	35.5	36
Hourly Total	**140**	**9**	**2**	**0**	**5**	**1**	**0**	**4**	**162**	**161**
08:00 - 08:15	48	1	0	0	1	0	0	0	51.0	50
08:15 - 08:30	42	1	0	0	0	0	0	1	43.0	44
08:30 - 08:45	39	3	1	0	1	0	0	0	45.5	44
08:45 - 09:00	38	2	2	0	1	0	0	0	45.0	43
Hourly Total	**167**	**7**	**3**	**0**	**3**	**0**	**0**	**1**	**185**	**181**
09:00 - 09:15	36	7	1	0	2	1	0	0	48.7	47
09:15 - 09:30	28	4	1	0	0	1	0	0	33.7	34
09:30 - 09:45	22	1	0	0	1	0	0	1	25.0	25
09:45 - 10:00	29	1	1	0	1	0	0	0	33.5	32
Hourly Total	**115**	**13**	**3**	**0**	**4**	**2**	**0**	**1**	**141**	**138**
10:00 - 10:15	32	2	2	0	1	0	0	0	39.0	37
10:15 - 10:30	32	3	0	0	1	0	0	0	37.0	36
10:30 - 10:45	49	2	0	0	2	0	0	0	55.0	53
10:45 - 11:00	54	0	0	0	2	0	0	0	58.0	56
Hourly Total	**167**	**7**	**2**	**0**	**6**	**0**	**0**	**0**	**189**	**182**
11:00 - 11:15	31	1	1	0	3	0	0	0	39.5	36
11:15 - 11:30	37	6	0	0	0	1	0	0	43.2	44
11:30 - 11:45	30	4	0	0	3	0	0	0	40.0	37
11:45 - 12:00	30	0	0	0	0	0	0	0	30.0	30
Hourly Total	**128**	**11**	**1**	**0**	**6**	**1**	**0**	**0**	**153**	**147**
12:00 - 12:15	39	0	0	0	3	0	0	1	45.0	43
12:15 - 12:30	37	3	0	1	1	0	1	0	44.7	43
12:30 - 12:45	41	0	1	0	1	0	1	0	44.9	44
12:45 - 13:00	59	1	1	0	1	0	0	1	63.5	63
Hourly Total	**176**	**4**	**2**	**1**	**6**	**0**	**2**	**2**	**198**	**193**
13:00 - 13:15	51	4	1	0	1	0	0	0	58.5	57
13:15 - 13:30	30	2	0	0	0	0	0	0	32.0	32
13:30 - 13:45	25	2	0	0	1	0	0	0	29.0	28
13:45 - 14:00	31	0	0	0	1	0	0	0	33.0	32
Hourly Total	**137**	**8**	**1**	**0**	**3**	**0**	**0**	**0**	**153**	**149**
14:00 - 14:15	37	2	0	0	1	0	0	0	41.0	40
14:15 - 14:30	33	6	0	0	0	0	0	0	39.0	39
14:30 - 14:45	49	1	0	0	3	0	0	0	56.0	53
14:45 - 15:00	33	2	0	0	0	0	0	2	35.0	37
Hourly Total	**152**	**11**	**0**	**0**	**4**	**0**	**0**	**2**	**171**	**169**
15:00 - 15:15	39	4	0	0	1	0	0	0	45.0	44
15:15 - 15:30	40	1	0	0	1	0	0	0	43.0	42
15:30 - 15:45	44	1	0	0	1	0	0	3	47.0	49
15:45 - 16:00	47	1	0	0	0	0	0	2	48.0	50
Hourly Total	**170**	**7**	**0**	**0**	**3**	**0**	**0**	**5**	**183**	**185**
16:00 - 16:15	31	3	0	0	0	0	0	2	34.0	36
16:15 - 16:30	32	1	0	0	1	0	0	1	35.0	35
16:30 - 16:45	33	1	0	0	2	0	0	4	38.0	40
16:45 - 17:00	39	1	0	0	1	0	0	0	42.0	41
Hourly Total	**135**	**6**	**0**	**0**	**4**	**0**	**0**	**7**	**149**	**152**
17:00 - 17:15	51	1	0	0	2	0	1	1	56.4	56
17:15 - 17:30	44	1	0	0	0	1	0	2	45.2	48
17:30 - 17:45	35	1	0	0	1	0	0	1	38.0	38
17:45 - 18:00	43	1	0	0	0	0	0	1	44.0	45
Hourly Total	**173**	**4**	**0**	**0**	**3**	**1**	**1**	**5**	**184**	**187**
18:00 - 18:15	36	0	0	0	1	1	0	2	38.2	40
18:15 - 18:30	31	0	0	0	0	0	0	0	31.0	31
18:30 - 18:45	34	1	0	0	2	0	0	0	39.0	37
18:45 - 19:00	45	1	0	0	0	0	0	0	46.0	46
Hourly Total	**146**	**2**	**0**	**0**	**3**	**1**	**0**	**2**	**154**	**154**
19:00 - 19:15	38	1	0	0	4	0	0	0	47.0	43
19:15 - 19:30	49	2	0	0	2	0	0	0	55.0	53
19:30 - 19:45	42	1	0	0	0	0	0	0	43.0	43
19:45 - 20:00	53	0	0	0	2	0	0	0	57.0	55
Hourly Total	**182**	**4**	**0**	**0**	**8**	**0**	**0**	**0**	**202**	**194**
20:00 - 20:15	51	0	0	0	1	0	0	0	53.0	52
20:15 - 20:30	54	1	0	0	0	0	0	0	55.0	55
20:30 - 20:45	34	1	0	0	0	0	0	2	35.0	37
20:45 - 21:00	28	0	1	0	0	0	0	0	29.5	29
Hourly Total	**167**	**2**	**1**	**0**	**1**	**0**	**0**	**2**	**173**	**173**
21:00 - 21:15	30	0	0	0	2	0	0	0	34.0	32
21:15 - 21:30	22	0	0	0	0	0	0	1	22.0	23
21:30 - 21:45	21	0	0	0	0	0	0	0	21.0	21
21:45 - 22:00	22	0	0	0	0	0	0	0	22.0	22
Hourly Total	**95**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**99**	**98**
Session Total	**2386**	**100**	**19**	**1**	**67**	**7**	**4**	**32**	**2654**	**2616**

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	66	16	3	6	0	0	1	0	100.7	92
06:15 - 06:30	94	18	2	11	0	0	2	1	141.1	128
06:30 - 06:45	135	33	3	12	0	0	0	1	200.1	184
06:45 - 07:00	142	32	4	15	2	0	0	0	218.5	195
Hourly Total	**437**	**99**	**12**	**44**	**2**	**0**	**3**	**2**	**660**	**599**
07:00 - 07:15	221	47	5	12	2	0	0	0	307.1	287
07:15 - 07:30	276	41	7	8	1	0	0	0	347.9	333
07:30 - 07:45	313	39	6	5	1	0	0	0	374.5	364
07:45 - 08:00	312	55	6	8	0	0	1	1	394.8	383
Hourly Total	**1122**	**182**	**24**	**33**	**4**	**0**	**1**	**1**	**1424**	**1367**
08:00 - 08:15	305	42	3	13	0	0	0	1	381.4	364
08:15 - 08:30	250	38	8	9	0	0	3	2	321.9	310
08:30 - 08:45	287	33	9	8	0	0	1	0	352.3	338
08:45 - 09:00	249	34	9	14	1	0	0	0	330.7	307
Hourly Total	**1091**	**147**	**29**	**44**	**1**	**0**	**4**	**3**	**1386**	**1319**
09:00 - 09:15	225	37	9	14	1	0	2	0	310.5	288
09:15 - 09:30	258	48	10	10	0	0	0	0	344.0	326
09:30 - 09:45	196	32	12	14	0	0	1	1	278.6	256
09:45 - 10:00	162	25	10	7	0	0	0	1	218.1	205
Hourly Total	**841**	**142**	**41**	**45**	**1**	**0**	**3**	**2**	**1151**	**1075**
10:00 - 10:15	185	26	7	8	1	0	1	0	242.3	228
10:15 - 10:30	174	31	12	11	0	0	0	0	248.3	228
10:30 - 10:45	176	26	3	16	2	0	0	0	247.3	223
10:45 - 11:00	137	39	11	10	1	0	0	0	217.5	198
Hourly Total	**672**	**122**	**33**	**45**	**4**	**0**	**1**	**0**	**955**	**877**
11:00 - 11:15	165	31	6	14	2	0	0	0	241.2	218
11:15 - 11:30	176	28	7	20	1	0	0	0	262.5	232
11:30 - 11:45	164	43	6	12	0	0	1	0	244.0	226
11:45 - 12:00	165	26	7	16	0	0	0	0	238.3	214
Hourly Total	**670**	**128**	**26**	**62**	**3**	**0**	**1**	**0**	**986**	**890**
12:00 - 12:15	194	29	8	12	0	0	0	0	262.6	243
12:15 - 12:30	218	38	8	17	0	0	0	0	307.1	281
12:30 - 12:45	186	36	11	11	0	0	0	0	263.8	244
12:45 - 13:00	200	31	8	11	0	0	1	0	268.7	251
Hourly Total	**798**	**134**	**35**	**51**	**0**	**0**	**1**	**0**	**1102**	**1019**
13:00 - 13:15	198	31	10	10	0	0	1	0	267.4	250
13:15 - 13:30	219	46	7	16	1	0	0	1	314.3	290
13:30 - 13:45	219	31	7	14	0	0	0	0	292.7	271
13:45 - 14:00	208	47	7	7	0	0	0	0	281.6	269
Hourly Total	**844**	**155**	**31**	**47**	**1**	**0**	**1**	**1**	**1156**	**1080**
14:00 - 14:15	196	34	5	10	0	0	1	0	260.9	246
14:15 - 14:30	200	37	9	12	1	0	1	0	280.5	260
14:30 - 14:45	215	43	4	12	1	0	0	1	293.6	276
14:45 - 15:00	260	39	8	8	2	0	0	0	333.4	317
Hourly Total	**871**	**153**	**26**	**42**	**4**	**0**	**2**	**1**	**1168**	**1099**
15:00 - 15:15	257	58	11	11	1	1	2	0	359.8	341
15:15 - 15:30	260	61	4	9	0	0	0	0	347.7	334
15:30 - 15:45	270	61	8	11	1	0	0	0	370.3	351
15:45 - 16:00	319	65	6	9	4	0	0	0	421.7	403
Hourly Total	**1106**	**245**	**29**	**40**	**6**	**1**	**2**	**0**	**1500**	**1429**
16:00 - 16:15	310	55	5	7	0	1	1	0	389.2	379
16:15 - 16:30	275	69	3	2	3	0	1	0	359.5	353
16:30 - 16:45	311	61	4	5	1	0	0	0	391.5	382
16:45 - 17:00	263	40	6	6	0	0	2	0	326.6	317
Hourly Total	**1159**	**225**	**18**	**20**	**4**	**1**	**4**	**0**	**1467**	**1431**
17:00 - 17:15	268	27	0	9	0	0	2	0	316.5	306
17:15 - 17:30	360	30	1	1	0	0	0	0	393.8	392
17:30 - 17:45	372	25	0	5	0	0	2	1	409.3	405
17:45 - 18:00	274	25	3	6	1	0	0	0	319.3	309
Hourly Total	**1274**	**107**	**4**	**21**	**1**	**0**	**4**	**1**	**1439**	**1412**
18:00 - 18:15	312	22	2	5	1	0	2	0	351.3	344
18:15 - 18:30	276	14	2	4	0	0	2	0	303.0	298
18:30 - 18:45	233	18	1	5	0	0	0	1	264.0	258
18:45 - 19:00	208	12	0	6	0	0	1	0	234.2	227
Hourly Total	**1029**	**66**	**5**	**20**	**1**	**0**	**5**	**1**	**1153**	**1127**
19:00 - 19:15	149	9	2	3	0	0	0	0	167.9	163
19:15 - 19:30	195	9	1	1	0	0	2	0	208.6	208
19:30 - 19:45	139	6	0	3	1	0	0	0	153.9	149
19:45 - 20:00	118	2	0	0	1	0	0	0	122.0	121
Hourly Total	**601**	**26**	**3**	**7**	**2**	**0**	**2**	**0**	**652**	**641**
20:00 - 20:15	117	6	0	2	0	0	0	0	127.6	125
20:15 - 20:30	118	7	0	2	0	0	0	0	129.6	127
20:30 - 20:45	88	4	0	2	0	0	0	0	96.6	94
20:45 - 21:00	91	2	1	4	0	0	0	1	103.7	99
Hourly Total	**414**	**19**	**1**	**10**	**0**	**0**	**0**	**1**	**458**	**445**
21:00 - 21:15	120	3	0	0	0	0	1	0	123.4	124
21:15 - 21:30	120	5	1	5	0	0	0	0	138.0	131
21:30 - 21:45	94	4	0	4	0	0	0	0	107.2	102
21:45 - 22:00	65	6	1	0	0	0	0	0	72.5	72
Hourly Total	**399**	**18**	**2**	**9**	**0**	**0**	**1**	**0**	**441**	**429**
Session Total	**13328**	**1968**	**319**	**540**	**34**	**2**	**35**	**13**	**17099**	**16239**

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	2	0.0	2
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	2	0	0	0	0	0	0	0	2.0	2
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**4**

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	107	16	4	6	1	0	1	0	145.2	135
06:15 - 06:30	122	19	4	11	2	1	3	1	177.7	163
06:30 - 06:45	165	35	4	12	1	0	0	1	235.6	218
06:45 - 07:00	179	34	4	15	4	0	0	0	261.5	236
Hourly Total	**573**	**104**	**16**	**44**	**8**	**1**	**4**	**2**	**820**	**752**
07:00 - 07:15	252	51	6	12	2	0	0	0	343.6	323
07:15 - 07:30	307	43	7	8	4	0	0	1	386.9	370
07:30 - 07:45	357	42	6	5	3	1	0	2	425.7	416
07:45 - 08:00	346	55	7	8	0	0	1	2	430.3	419
Hourly Total	**1262**	**191**	**26**	**33**	**9**	**1**	**1**	**5**	**1587**	**1528**
08:00 - 08:15	353	43	3	13	1	0	0	1	432.4	414
08:15 - 08:30	292	39	8	9	0	0	3	3	364.9	354
08:30 - 08:45	326	36	10	8	1	0	1	0	397.8	382
08:45 - 09:00	287	36	11	14	2	0	0	0	375.7	350
Hourly Total	**1258**	**154**	**32**	**44**	**4**	**0**	**4**	**4**	**1571**	**1500**
09:00 - 09:15	261	44	10	14	3	1	2	0	359.2	335
09:15 - 09:30	286	52	11	10	0	1	0	0	377.7	360
09:30 - 09:45	218	33	12	14	1	0	1	2	303.6	281
09:45 - 10:00	191	26	11	7	1	0	0	1	251.6	237
Hourly Total	**956**	**155**	**44**	**45**	**5**	**2**	**3**	**3**	**1292**	**1213**
10:00 - 10:15	217	28	9	8	2	0	1	0	281.3	265
10:15 - 10:30	206	34	12	11	1	0	0	0	285.3	264
10:30 - 10:45	225	28	3	16	4	0	0	0	302.3	276
10:45 - 11:00	191	39	11	10	3	0	0	0	275.5	254
Hourly Total	**839**	**129**	**35**	**45**	**10**	**0**	**1**	**0**	**1144**	**1059**
11:00 - 11:15	196	32	7	14	5	0	0	0	280.7	254
11:15 - 11:30	213	34	7	20	1	1	0	0	305.7	276
11:30 - 11:45	194	47	6	12	3	0	1	2	284.0	265
11:45 - 12:00	195	26	7	16	0	0	0	0	268.3	244
Hourly Total	**798**	**139**	**27**	**62**	**9**	**1**	**1**	**2**	**1139**	**1039**
12:00 - 12:15	233	29	8	12	3	0	0	1	307.6	286
12:15 - 12:30	255	41	8	18	1	0	1	0	351.8	324
12:30 - 12:45	227	36	12	11	1	0	1	0	308.7	288
12:45 - 13:00	259	32	9	11	1	0	1	1	332.2	314
Hourly Total	**974**	**138**	**37**	**52**	**6**	**0**	**3**	**2**	**1300**	**1212**
13:00 - 13:15	249	35	11	10	1	0	1	0	325.9	307
13:15 - 13:30	249	48	7	16	1	0	0	1	346.3	322
13:30 - 13:45	244	33	7	14	1	0	0	0	321.7	299
13:45 - 14:00	239	47	7	7	1	0	0	0	314.6	301
Hourly Total	**981**	**163**	**32**	**47**	**4**	**0**	**1**	**1**	**1309**	**1229**
14:00 - 14:15	233	36	5	10	1	0	1	0	301.9	286
14:15 - 14:30	233	43	9	12	1	0	1	0	319.5	299
14:30 - 14:45	264	44	4	12	4	0	0	1	349.6	329
14:45 - 15:00	293	41	8	8	2	0	0	2	368.4	354
Hourly Total	**1023**	**164**	**26**	**42**	**8**	**0**	**2**	**3**	**1339**	**1268**
15:00 - 15:15	296	62	11	11	2	1	2	0	404.8	385
15:15 - 15:30	300	62	4	9	1	0	0	0	390.7	376
15:30 - 15:45	314	62	8	11	2	0	0	3	417.3	400
15:45 - 16:00	366	66	6	9	4	0	0	2	469.7	453
Hourly Total	**1276**	**252**	**29**	**40**	**9**	**1**	**2**	**5**	**1683**	**1614**
16:00 - 16:15	341	58	5	7	0	1	1	2	423.2	415
16:15 - 16:30	307	70	3	2	4	0	1	1	394.5	388
16:30 - 16:45	346	62	4	5	3	0	0	4	431.5	424
16:45 - 17:00	302	41	6	6	1	0	2	0	368.6	358
Hourly Total	**1296**	**231**	**18**	**20**	**8**	**1**	**4**	**7**	**1618**	**1585**
17:00 - 17:15	319	28	0	9	2	0	3	1	372.9	362
17:15 - 17:30	404	31	1	1	0	1	0	2	439.0	440
17:30 - 17:45	407	26	0	5	1	0	2	2	447.3	443
17:45 - 18:00	317	26	3	6	1	0	0	1	363.3	354
Hourly Total	**1447**	**111**	**4**	**21**	**4**	**1**	**5**	**6**	**1623**	**1599**
18:00 - 18:15	348	22	2	5	2	1	2	2	389.5	384
18:15 - 18:30	307	14	2	4	0	0	2	0	334.0	329
18:30 - 18:45	267	19	1	5	2	0	0	1	303.0	295
18:45 - 19:00	253	13	0	6	0	0	1	0	280.2	273
Hourly Total	**1175**	**68**	**5**	**20**	**4**	**1**	**5**	**3**	**1307**	**1281**
19:00 - 19:15	187	10	2	3	4	0	0	0	214.9	206
19:15 - 19:30	244	11	1	1	2	0	2	0	263.6	261
19:30 - 19:45	181	7	0	3	1	0	0	0	196.9	192
19:45 - 20:00	171	2	0	0	3	0	0	0	179.0	176
Hourly Total	**783**	**30**	**3**	**7**	**10**	**0**	**2**	**0**	**854**	**835**
20:00 - 20:15	168	6	0	2	1	0	0	0	180.6	177
20:15 - 20:30	172	8	0	2	0	0	0	0	184.6	182
20:30 - 20:45	122	5	0	2	0	0	0	2	131.6	131
20:45 - 21:00	119	2	2	4	0	0	0	1	133.2	128
Hourly Total	**581**	**21**	**2**	**10**	**1**	**0**	**0**	**3**	**630**	**618**
21:00 - 21:15	150	3	0	0	2	0	1	0	157.4	156
21:15 - 21:30	142	5	1	5	0	0	0	1	160.0	154
21:30 - 21:45	115	4	0	4	0	0	0	0	128.2	123
21:45 - 22:00	87	6	1	0	0	0	0	0	94.5	94
Hourly Total	**494**	**18**	**2**	**9**	**2**	**0**	**1**	**1**	**540**	**527**
Session Total	**15716**	**2068**	**338**	**541**	**101**	**9**	**39**	**47**	**19755**	**18859**

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	133	17	4	6	2	0	0	0	173.8	162
06:15 - 06:30	192	17	4	2	1	0	0	0	221.6	216
06:30 - 06:45	218	31	12	15	1	0	0	1	303.5	278
06:45 - 07:00	255	51	5	14	3	0	0	0	351.7	328
Hourly Total	**798**	**116**	**25**	**37**	**7**	**0**	**0**	**1**	**1051**	**984**
07:00 - 07:15	297	61	2	27	0	0	0	0	423.1	387
07:15 - 07:30	311	46	7	13	2	0	0	2	401.4	381
07:30 - 07:45	308	49	12	6	0	1	2	0	389.8	378
07:45 - 08:00	366	60	8	10	5	0	2	0	471.8	451
Hourly Total	**1282**	**216**	**29**	**56**	**7**	**1**	**4**	**2**	**1686**	**1597**
08:00 - 08:15	359	53	11	12	1	0	0	0	458.1	436
08:15 - 08:30	320	59	4	11	1	0	0	0	412.3	395
08:30 - 08:45	316	66	5	12	1	0	0	1	419.1	401
08:45 - 09:00	346	59	4	19	2	0	1	1	459.1	432
Hourly Total	**1341**	**237**	**24**	**54**	**5**	**0**	**1**	**2**	**1749**	**1664**
09:00 - 09:15	311	63	7	15	2	0	1	0	423.4	399
09:15 - 09:30	284	47	10	16	1	0	0	0	384.8	358
09:30 - 09:45	294	37	10	16	2	0	0	0	386.8	359
09:45 - 10:00	248	34	11	21	2	0	1	0	351.2	317
Hourly Total	**1137**	**181**	**38**	**68**	**7**	**0**	**2**	**0**	**1546**	**1433**
10:00 - 10:15	235	31	3	13	1	1	0	0	302.6	284
10:15 - 10:30	239	39	8	14	1	0	0	0	324.2	301
10:30 - 10:45	210	25	6	13	1	0	0	0	275.9	255
10:45 - 11:00	228	34	11	8	2	0	0	0	300.9	283
Hourly Total	**912**	**129**	**28**	**48**	**5**	**1**	**0**	**0**	**1204**	**1123**
11:00 - 11:15	235	32	8	7	2	0	0	0	299.1	284
11:15 - 11:30	218	34	13	10	3	1	0	0	300.7	279
11:30 - 11:45	247	28	6	10	3	1	1	3	313.6	299
11:45 - 12:00	247	41	9	13	1	0	1	1	333.8	313
Hourly Total	**947**	**135**	**36**	**40**	**9**	**2**	**2**	**4**	**1247**	**1175**
12:00 - 12:15	259	40	3	13	1	1	0	0	335.6	317
12:15 - 12:30	198	41	2	11	1	1	0	1	269.5	255
12:30 - 12:45	258	25	6	16	1	0	2	1	331.6	309
12:45 - 13:00	278	30	2	13	0	0	2	0	341.7	325
Hourly Total	**993**	**136**	**13**	**53**	**3**	**2**	**4**	**2**	**1278**	**1206**
13:00 - 13:15	293	38	5	15	1	1	0	1	375.2	354
13:15 - 13:30	276	32	3	9	1	1	0	0	335.4	322
13:30 - 13:45	224	29	7	10	1	1	0	0	288.7	272
13:45 - 14:00	225	33	6	18	1	1	0	1	310.6	285
Hourly Total	**1018**	**132**	**21**	**52**	**4**	**4**	**0**	**2**	**1310**	**1233**
14:00 - 14:15	230	32	6	12	2	1	2	3	303.6	288
14:15 - 14:30	268	42	8	12	0	1	1	1	350.2	333
14:30 - 14:45	278	37	7	11	2	1	0	0	355.0	336
14:45 - 15:00	291	36	6	14	2	0	1	0	372.6	350
Hourly Total	**1067**	**147**	**27**	**49**	**6**	**3**	**4**	**4**	**1381**	**1307**
15:00 - 15:15	307	44	3	9	1	0	0	0	378.2	364
15:15 - 15:30	316	42	4	10	0	1	1	1	387.6	375
15:30 - 15:45	313	46	5	10	1	1	2	1	392.5	379
15:45 - 16:00	372	44	5	10	1	0	1	0	448.9	433
Hourly Total	**1308**	**176**	**17**	**39**	**3**	**2**	**4**	**2**	**1607**	**1551**
16:00 - 16:15	340	56	4	11	2	0	0	3	431.3	416
16:15 - 16:30	390	56	2	3	1	2	1	1	458.7	456
16:30 - 16:45	332	35	3	4	0	0	2	1	381.5	377
16:45 - 17:00	242	20	3	4	1	0	1	0	278.1	271
Hourly Total	**1304**	**167**	**12**	**22**	**4**	**2**	**4**	**5**	**1550**	**1520**
17:00 - 17:15	309	29	2	4	5	0	2	2	361.0	353
17:15 - 17:30	322	25	3	1	1	0	0	2	355.8	354
17:30 - 17:45	329	20	2	4	2	0	0	1	365.2	358
17:45 - 18:00	368	20	1	5	1	2	3	1	404.6	401
Hourly Total	**1328**	**94**	**8**	**14**	**9**	**2**	**5**	**6**	**1487**	**1466**
18:00 - 18:15	340	12	2	9	1	1	0	1	377.9	366
18:15 - 18:30	339	13	3	3	1	0	0	0	365.4	359
18:30 - 18:45	282	16	1	4	3	0	0	0	314.7	306
18:45 - 19:00	236	16	1	2	2	0	0	0	262.1	257
Hourly Total	**1197**	**57**	**7**	**18**	**7**	**1**	**0**	**1**	**1320**	**1288**
19:00 - 19:15	223	5	0	1	1	0	1	0	232.7	231
19:15 - 19:30	185	7	0	2	0	0	0	0	196.6	194
19:30 - 19:45	189	6	0	3	1	1	0	0	204.1	200
19:45 - 20:00	161	10	0	6	0	0	0	0	184.8	177
Hourly Total	**758**	**28**	**0**	**12**	**2**	**1**	**1**	**0**	**818**	**802**
20:00 - 20:15	148	4	1	2	0	0	1	0	158.5	156
20:15 - 20:30	163	4	0	1	1	0	0	0	171.3	169
20:30 - 20:45	131	3	0	0	2	0	0	0	138.0	136
20:45 - 21:00	132	4	0	4	0	0	0	3	145.2	143
Hourly Total	**574**	**15**	**1**	**7**	**3**	**0**	**1**	**3**	**613**	**604**
21:00 - 21:15	130	7	0	2	1	0	0	2	143.6	142
21:15 - 21:30	100	3	0	0	1	0	0	0	105.0	104
21:30 - 21:45	96	4	0	5	0	0	1	2	111.9	108
21:45 - 22:00	95	2	0	0	1	0	0	0	99.0	98
Hourly Total	**421**	**16**	**0**	**7**	**3**	**0**	**1**	**4**	**460**	**452**
Session Total	**16385**	**1982**	**286**	**576**	**84**	**21**	**33**	**38**	**20306**	**19405**

streetwise

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 09 October 2025

Produced by Streetwise Services Ltd.

Junction: A - A555 Rinway Road West / B - Outwood Lane / C - M56 Airport Spur

Approach: B - Outwood Lane

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	144	2	0	0	1	0	0	0	148.0	147
06:15 - 06:30	125	3	0	0	0	0	0	0	128.0	128
06:30 - 06:45	122	7	0	0	0	0	0	0	129.0	129
06:45 - 07:00	124	6	0	0	0	0	1	0	130.4	131
Hourly Total	515	18	0	0	1	0	1	0	535	535
07:00 - 07:15	107	3	0	1	0	0	0	0	112.3	111
07:15 - 07:30	99	4	0	0	0	0	0	0	103.0	103
07:30 - 07:45	122	6	0	0	0	0	0	0	128.0	128
07:45 - 08:00	114	2	2	1	2	0	0	0	125.3	121
Hourly Total	442	15	2	2	2	0	0	0	469	463
08:00 - 08:15	108	6	0	1	2	0	0	0	120.3	117
08:15 - 08:30	124	3	2	0	2	0	0	0	134.0	131
08:30 - 08:45	113	4	0	1	1	0	0	0	121.3	119
08:45 - 09:00	92	6	2	0	0	0	0	0	101.0	100
Hourly Total	437	19	4	2	5	0	0	0	477	467
09:00 - 09:15	88	5	1	0	0	0	0	0	94.5	94
09:15 - 09:30	92	2	0	0	1	0	0	0	96.0	95
09:30 - 09:45	114	0	1	0	0	0	0	0	115.5	115
09:45 - 10:00	162	6	1	2	1	0	0	0	176.1	172
Hourly Total	456	13	3	2	2	0	0	0	482	476
10:00 - 10:15	149	3	0	0	0	0	0	0	152.0	152
10:15 - 10:30	138	9	0	0	0	0	0	0	147.0	147
10:30 - 10:45	162	4	1	0	0	0	0	0	167.5	167
10:45 - 11:00	181	2	0	0	0	0	0	0	183.0	183
Hourly Total	630	18	1	0	0	0	0	0	650	649
11:00 - 11:15	143	5	1	0	1	0	0	0	151.5	150
11:15 - 11:30	140	4	4	0	0	0	0	0	150.0	148
11:30 - 11:45	109	4	0	0	1	0	0	0	115.0	114
11:45 - 12:00	143	3	0	0	1	0	0	0	148.0	147
Hourly Total	535	16	5	0	3	0	0	0	565	559
12:00 - 12:15	141	4	0	0	0	0	0	0	145.0	145
12:15 - 12:30	200	3	0	0	1	0	0	0	205.0	204
12:30 - 12:45	197	7	0	0	0	0	0	0	204.0	204
12:45 - 13:00	229	4	0	0	0	1	0	0	233.2	234
Hourly Total	767	18	0	0	1	1	0	0	787	787
13:00 - 13:15	232	7	1	0	0	0	0	0	240.5	240
13:15 - 13:30	245	2	0	0	0	0	0	0	247.0	247
13:30 - 13:45	188	0	0	0	3	0	1	0	194.4	192
13:45 - 14:00	133	0	1	1	2	0	0	0	140.8	137
Hourly Total	798	9	2	1	5	0	1	0	823	816
14:00 - 14:15	182	2	0	0	0	0	0	0	184.0	184
14:15 - 14:30	176	8	1	0	0	0	0	0	185.5	185
14:30 - 14:45	166	5	0	0	0	0	0	1	171.0	172
14:45 - 15:00	214	4	0	0	0	0	0	1	218.0	219
Hourly Total	738	19	1	0	0	0	0	2	759	760
15:00 - 15:15	183	8	0	0	0	0	0	0	191.0	191
15:15 - 15:30	213	8	0	0	0	0	0	0	221.0	221
15:30 - 15:45	194	6	0	0	0	0	0	1	200.0	201
15:45 - 16:00	172	2	2	0	1	0	0	0	179.0	177
Hourly Total	762	24	2	0	1	0	0	1	791	790
16:00 - 16:15	195	6	1	0	0	0	0	0	202.5	202
16:15 - 16:30	208	6	0	0	1	1	0	0	216.2	216
16:30 - 16:45	189	2	0	0	0	0	0	2	191.0	193
16:45 - 17:00	153	3	0	0	0	0	0	1	156.0	157
Hourly Total	745	17	1	0	1	1	0	3	766	768
17:00 - 17:15	188	3	0	0	0	1	0	0	191.2	192
17:15 - 17:30	278	4	0	0	1	0	0	0	284.0	283
17:30 - 17:45	175	3	0	0	0	1	0	0	178.2	179
17:45 - 18:00	147	2	0	0	1	0	0	1	151.0	151
Hourly Total	788	12	0	0	2	2	0	1	804	805
18:00 - 18:15	179	3	0	0	0	1	0	1	182.2	184
18:15 - 18:30	175	2	0	0	2	0	0	0	181.0	179
18:30 - 18:45	140	2	0	0	1	0	0	1	144.0	144
18:45 - 19:00	218	3	0	0	0	0	0	0	221.0	221
Hourly Total	712	10	0	0	3	1	0	2	728	728
19:00 - 19:15	223	7	1	0	0	0	0	0	231.5	231
19:15 - 19:30	170	5	0	0	0	0	0	0	175.0	175
19:30 - 19:45	135	2	0	0	0	0	0	0	137.0	137
19:45 - 20:00	174	1	0	0	0	0	0	1	175.0	176
Hourly Total	702	15	1	0	0	0	0	1	719	719
20:00 - 20:15	190	1	0	0	0	1	0	0	191.2	192
20:15 - 20:30	164	1	0	0	0	0	0	0	165.0	165
20:30 - 20:45	131	1	0	0	0	0	0	0	132.0	132
20:45 - 21:00	191	3	1	0	0	0	1	0	195.9	196
Hourly Total	676	6	1	0	0	1	1	0	684	685
21:00 - 21:15	170	2	0	0	0	0	0	0	172.0	172
21:15 - 21:30	132	1	0	0	0	0	0	0	133.0	133
21:30 - 21:45	117	3	0	0	0	0	0	0	120.0	120
21:45 - 22:00	102	1	0	0	0	0	0	0	103.0	103
Hourly Total	521	7	0	0	0	0	0	0	528	528
Session Total	10224	236	23	7	26	6	3	10	10565	10535

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	38	0	0	0	2	0	0	0	42.0	40
06:15 - 06:30	27	1	0	0	1	0	0	0	30.0	29
06:30 - 06:45	21	1	1	1	1	0	0	1	27.8	26
06:45 - 07:00	28	1	1	0	2	0	0	0	34.5	32
Hourly Total	114	3	2	1	6	0	0	1	134	127
07:00 - 07:15	29	2	0	1	0	0	0	0	33.3	32
07:15 - 07:30	22	1	1	0	2	0	0	1	28.5	27
07:30 - 07:45	21	1	0	0	0	1	0	0	22.2	23
07:45 - 08:00	25	2	1	1	2	0	0	0	34.8	31
Hourly Total	97	6	2	2	4	1	0	1	119	113
08:00 - 08:15	26	3	0	0	0	0	0	0	29.0	29
08:15 - 08:30	32	0	0	0	0	0	0	0	32.0	32
08:30 - 08:45	27	3	0	0	1	0	0	0	32.0	31
08:45 - 09:00	14	1	0	0	1	0	0	1	17.0	17
Hourly Total	99	7	0	0	2	0	0	1	110	109
09:00 - 09:15	28	3	0	0	1	0	0	0	33.0	32
09:15 - 09:30	29	0	1	0	0	0	0	0	30.5	30
09:30 - 09:45	16	0	1	0	0	0	0	0	17.5	17
09:45 - 10:00	30	5	2	0	1	0	0	0	40.0	38
Hourly Total	103	8	4	0	2	0	0	0	121	117
10:00 - 10:15	26	0	0	0	1	0	0	0	28.0	27
10:15 - 10:30	37	3	0	0	1	0	0	0	42.0	41
10:30 - 10:45	26	2	0	0	1	0	0	0	30.0	29
10:45 - 11:00	28	1	0	0	2	0	0	0	33.0	31
Hourly Total	117	6	0	0	5	0	0	0	133	128
11:00 - 11:15	42	1	0	0	2	0	0	0	47.0	45
11:15 - 11:30	31	4	0	0	2	1	0	0	39.2	38
11:30 - 11:45	33	3	0	0	3	0	1	0	42.4	40
11:45 - 12:00	31	2	0	0	0	0	1	1	33.4	35
Hourly Total	137	10	0	0	7	1	2	1	162	158
12:00 - 12:15	38	1	0	0	1	1	0	0	41.2	41
12:15 - 12:30	24	0	0	0	1	1	0	0	26.2	26
12:30 - 12:45	29	0	0	0	1	0	0	1	31.0	31
12:45 - 13:00	34	3	0	0	0	0	1	0	37.4	38
Hourly Total	125	4	0	0	3	2	1	1	136	136
13:00 - 13:15	38	0	0	0	1	1	0	0	40.2	40
13:15 - 13:30	35	2	0	0	0	1	0	0	37.2	38
13:30 - 13:45	27	1	0	0	1	1	0	0	30.2	30
13:45 - 14:00	25	1	0	0	1	0	0	1	28.0	28
Hourly Total	125	4	0	0	3	3	0	1	136	136
14:00 - 14:15	21	1	0	0	2	1	0	2	26.2	27
14:15 - 14:30	23	3	0	0	0	1	0	0	26.2	27
14:30 - 14:45	44	0	0	0	2	1	0	0	48.2	47
14:45 - 15:00	40	2	0	0	1	0	0	0	44.0	43
Hourly Total	128	6	0	0	5	3	0	2	145	144
15:00 - 15:15	29	2	0	0	1	0	0	0	33.0	32
15:15 - 15:30	30	1	0	0	0	0	0	0	31.0	31
15:30 - 15:45	33	0	0	1	1	1	0	0	37.5	36
15:45 - 16:00	21	3	0	0	1	0	1	0	26.4	26
Hourly Total	113	6	0	1	3	1	1	0	128	125
16:00 - 16:15	36	1	0	0	1	0	0	0	39.0	38
16:15 - 16:30	35	0	0	0	0	2	0	0	35.4	37
16:30 - 16:45	24	3	1	0	0	0	0	1	28.5	29
16:45 - 17:00	25	1	0	0	1	0	0	0	28.0	27
Hourly Total	120	5	1	0	2	2	0	1	131	131
17:00 - 17:15	22	1	0	0	0	0	0	2	23.0	25
17:15 - 17:30	28	1	0	0	1	0	0	0	31.0	30
17:30 - 17:45	27	0	0	0	1	0	0	0	29.0	28
17:45 - 18:00	29	2	0	0	1	1	0	1	33.2	34
Hourly Total	106	4	0	0	3	1	0	3	116	117
18:00 - 18:15	25	0	0	0	1	1	0	0	27.2	27
18:15 - 18:30	25	2	0	1	0	0	0	0	29.3	28
18:30 - 18:45	27	1	0	0	2	0	0	0	32.0	30
18:45 - 19:00	31	1	0	0	1	0	0	0	34.0	33
Hourly Total	108	4	0	1	4	1	0	0	123	118
19:00 - 19:15	36	0	0	0	1	0	0	0	38.0	37
19:15 - 19:30	31	0	0	0	0	0	0	0	31.0	31
19:30 - 19:45	37	0	0	0	1	1	0	0	39.2	39
19:45 - 20:00	29	0	0	0	0	0	0	0	29.0	29
Hourly Total	133	0	0	0	2	1	0	0	137	136
20:00 - 20:15	23	0	0	0	0	0	1	0	23.4	24
20:15 - 20:30	27	2	0	0	1	0	0	0	31.0	30
20:30 - 20:45	26	0	0	0	1	0	0	0	28.0	27
20:45 - 21:00	31	0	0	0	0	0	0	3	31.0	34
Hourly Total	107	2	0	0	2	0	1	3	113	115
21:00 - 21:15	29	0	0	0	1	0	0	0	31.0	30
21:15 - 21:30	13	0	0	0	1	0	0	0	15.0	14
21:30 - 21:45	17	0	0	0	0	0	0	2	17.0	19
21:45 - 22:00	9	1	0	0	1	0	0	0	12.0	11
Hourly Total	68	1	0	0	3	0	0	2	75	74
Session Total	1800	76	9	5	56	16	5	17	2018	1984

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	1	0	0	0	0	0	0	0	1	1
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	1	0	0	0	0	0	0	0	1.0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	0	1	1
09:00 - 09:15	1	0	0	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	0	1	1
10:00 - 10:15	0	0	0	0	0	0	0	2	0.0	2
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	1	0.0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	3	0	3
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	1	0	0	0	0	0	0	1	1.0	2
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1	2
12:00 - 12:15	1	0	0	0	0	0	0	0	1.0	1
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	2	0	0	0	0	0	0	0	2	2
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	1	0.0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1
17:00 - 17:15	0	0	0	0	0	0	0	1	0.0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	1	0	0	0	0	0	0	0	1.0	1
19:45 - 20:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	2	0	0	0	0	0	0	0	2	2
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	1	0	0	0	0	0	0	0	1.0	1
Hourly Total	1	0	0	0	0	0	0	0	1	1
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0
Session Total	9	0	0	0	0	0	0	6	9	15

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	182	2	0	0	3	0	0	0	190.0	187
06:15 - 06:30	152	4	0	0	1	0	0	0	158.0	157
06:30 - 06:45	143	8	1	1	1	0	0	1	156.8	155
06:45 - 07:00	153	7	1	0	2	0	1	0	165.9	164
Hourly Total	630	21	2	1	7	0	1	1	671	663
07:00 - 07:15	136	5	0	2	0	0	0	0	145.6	143
07:15 - 07:30	121	5	1	0	2	0	0	1	131.5	130
07:30 - 07:45	143	7	0	0	0	1	0	0	150.2	151
07:45 - 08:00	139	4	3	2	4	0	0	0	160.1	152
Hourly Total	539	21	4	4	6	1	0	1	587	576
08:00 - 08:15	134	9	0	1	2	0	0	0	149.3	146
08:15 - 08:30	157	3	2	0	2	0	0	0	167.0	164
08:30 - 08:45	140	7	0	1	2	0	0	0	153.3	150
08:45 - 09:00	106	7	2	0	1	0	0	1	118.0	117
Hourly Total	537	26	4	2	7	0	0	1	588	577
09:00 - 09:15	117	8	1	0	1	0	0	0	128.5	127
09:15 - 09:30	121	2	1	0	1	0	0	0	126.5	125
09:30 - 09:45	130	0	2	0	0	0	0	0	133.0	132
09:45 - 10:00	192	11	3	2	2	0	0	0	216.1	210
Hourly Total	560	21	7	2	4	0	0	0	604	594
10:00 - 10:15	175	3	0	0	1	0	0	2	180.0	181
10:15 - 10:30	175	12	0	0	1	0	0	0	189.0	188
10:30 - 10:45	188	6	1	0	1	0	0	1	197.5	197
10:45 - 11:00	209	3	0	0	2	0	0	0	216.0	214
Hourly Total	747	24	1	0	5	0	0	3	783	780
11:00 - 11:15	185	6	1	0	3	0	0	0	198.5	195
11:15 - 11:30	172	8	4	0	2	1	0	1	190.2	188
11:30 - 11:45	142	7	0	0	4	0	1	0	157.4	154
11:45 - 12:00	174	5	0	0	1	0	1	1	181.4	182
Hourly Total	673	26	5	0	10	1	2	2	728	719
12:00 - 12:15	180	5	0	0	1	1	0	0	187.2	187
12:15 - 12:30	224	3	0	0	2	1	0	0	231.2	230
12:30 - 12:45	226	7	0	0	1	0	0	1	235.0	235
12:45 - 13:00	264	7	0	0	0	1	1	0	271.6	273
Hourly Total	894	22	0	0	4	3	1	1	925	925
13:00 - 13:15	270	7	1	0	1	1	0	0	280.7	280
13:15 - 13:30	280	4	0	0	0	1	0	0	284.2	285
13:30 - 13:45	215	1	0	0	4	1	1	0	224.6	222
13:45 - 14:00	158	1	1	1	3	0	0	1	168.8	165
Hourly Total	923	13	2	1	8	3	1	1	958	952
14:00 - 14:15	203	3	0	0	2	1	0	2	210.2	211
14:15 - 14:30	199	11	1	0	0	1	0	0	211.7	212
14:30 - 14:45	210	5	0	0	2	1	0	1	219.2	219
14:45 - 15:00	254	6	0	0	1	0	0	1	262.0	262
Hourly Total	866	25	1	0	5	3	0	4	903	904
15:00 - 15:15	212	10	0	0	1	0	0	0	224.0	223
15:15 - 15:30	243	9	0	0	0	0	0	0	252.0	252
15:30 - 15:45	227	6	0	1	1	1	0	1	237.5	237
15:45 - 16:00	193	5	2	0	2	0	1	0	205.4	203
Hourly Total	875	30	2	1	4	1	1	1	919	915
16:00 - 16:15	231	7	1	0	1	0	0	0	241.5	240
16:15 - 16:30	243	6	0	0	1	3	0	0	251.6	253
16:30 - 16:45	213	5	1	0	0	0	0	3	219.5	222
16:45 - 17:00	178	4	0	0	1	0	0	2	184.0	185
Hourly Total	865	22	2	0	3	3	0	5	897	900
17:00 - 17:15	210	4	0	0	0	1	0	3	214.2	218
17:15 - 17:30	306	5	0	0	2	0	0	0	315.0	313
17:30 - 17:45	202	3	0	0	1	1	0	0	207.2	207
17:45 - 18:00	176	4	0	0	2	1	0	2	184.2	185
Hourly Total	894	16	0	0	5	3	0	5	921	923
18:00 - 18:15	204	3	0	0	1	2	0	1	209.4	211
18:15 - 18:30	200	4	0	1	2	0	0	0	210.3	207
18:30 - 18:45	167	3	0	0	3	0	0	1	176.0	174
18:45 - 19:00	249	4	0	0	1	0	0	0	255.0	254
Hourly Total	820	14	0	1	7	2	0	2	851	846
19:00 - 19:15	259	7	1	0	1	0	0	0	269.5	268
19:15 - 19:30	201	5	0	0	0	0	0	0	206.0	206
19:30 - 19:45	173	2	0	0	1	1	0	0	177.2	177
19:45 - 20:00	204	1	0	0	0	0	0	1	205.0	206
Hourly Total	837	15	1	0	2	1	0	1	858	857
20:00 - 20:15	213	1	0	0	0	1	1	0	214.6	216
20:15 - 20:30	191	3	0	0	1	0	0	0	196.0	195
20:30 - 20:45	157	1	0	0	1	0	0	0	160.0	159
20:45 - 21:00	223	3	1	0	0	0	1	3	227.9	231
Hourly Total	784	8	1	0	2	1	2	3	799	801
21:00 - 21:15	199	2	0	0	1	0	0	0	203.0	202
21:15 - 21:30	145	1	0	0	1	0	0	0	148.0	147
21:30 - 21:45	134	3	0	0	0	0	0	2	137.0	139
21:45 - 22:00	111	2	0	0	1	0	0	0	115.0	114
Hourly Total	589	8	0	0	3	0	0	2	603	602
Session Total	12033	312	32	12	82	22	8	33	12592	12534

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	235	5	1	0	7	0	1	0	255.9	249
06:15 - 06:30	251	8	4	0	6	1	1	1	277.6	272
06:30 - 06:45	252	6	2	0	5	1	0	1	271.2	267
06:45 - 07:00	207	9	0	1	7	0	0	0	232.3	224
Hourly Total	945	28	7	1	25	2	2	2	1037	1012
07:00 - 07:15	187	8	1	0	5	0	0	0	206.5	201
07:15 - 07:30	200	9	0	0	9	0	0	1	227.0	219
07:30 - 07:45	220	9	2	0	8	1	1	2	248.6	243
07:45 - 08:00	181	3	1	1	4	0	0	1	195.8	191
Hourly Total	788	29	4	1	26	1	1	4	878	854
08:00 - 08:15	185	7	0	0	6	0	0	0	204.0	198
08:15 - 08:30	208	6	2	0	3	1	0	1	223.2	221
08:30 - 08:45	180	4	2	0	3	0	0	0	193.0	189
08:45 - 09:00	198	7	4	0	5	0	0	0	221.0	214
Hourly Total	771	24	8	0	17	1	0	1	841	822
09:00 - 09:15	160	12	2	0	7	1	0	0	189.2	182
09:15 - 09:30	148	6	2	1	4	2	0	0	167.7	163
09:30 - 09:45	189	2	0	0	6	0	0	1	203.0	198
09:45 - 10:00	168	4	1	0	3	0	0	0	179.5	176
Hourly Total	665	24	5	1	20	3	0	1	739	719
10:00 - 10:15	197	6	3	0	5	0	0	2	217.5	213
10:15 - 10:30	212	5	0	0	7	0	0	0	231.0	224
10:30 - 10:45	233	4	2	0	5	0	0	1	250.0	245
10:45 - 11:00	266	8	1	0	5	0	0	0	285.5	280
Hourly Total	908	23	6	0	22	0	0	3	984	962
11:00 - 11:15	220	4	1	0	6	0	1	0	237.9	232
11:15 - 11:30	198	13	1	0	5	1	0	1	222.7	219
11:30 - 11:45	180	7	0	0	7	0	0	0	201.0	194
11:45 - 12:00	182	1	1	0	3	0	0	0	190.5	187
Hourly Total	780	25	3	0	21	1	1	1	852	832
12:00 - 12:15	185	0	1	0	8	0	0	1	202.5	195
12:15 - 12:30	160	7	1	1	4	0	1	0	179.2	174
12:30 - 12:45	168	5	1	0	5	0	1	1	184.9	181
12:45 - 13:00	191	4	1	0	4	0	0	1	204.5	201
Hourly Total	704	16	4	1	21	0	2	3	771	751
13:00 - 13:15	180	6	1	0	6	0	0	0	199.5	193
13:15 - 13:30	145	9	0	0	5	0	0	1	164.0	160
13:30 - 13:45	142	4	1	0	5	0	0	0	157.5	152
13:45 - 14:00	164	1	1	0	2	0	0	1	170.5	169
Hourly Total	631	20	3	0	18	0	0	2	692	674
14:00 - 14:15	150	4	0	0	4	0	0	0	162.0	158
14:15 - 14:30	157	10	0	2	2	0	0	1	175.6	172
14:30 - 14:45	182	2	0	0	7	0	0	1	198.0	192
14:45 - 15:00	148	5	0	0	3	0	0	2	159.0	158
Hourly Total	637	21	0	2	16	0	0	4	695	680
15:00 - 15:15	147	7	0	0	5	1	0	0	164.2	160
15:15 - 15:30	155	4	1	0	3	0	0	1	166.5	164
15:30 - 15:45	160	1	1	1	6	0	0	6	176.8	175
15:45 - 16:00	141	4	0	0	3	0	0	2	151.0	150
Hourly Total	603	16	2	1	17	1	0	9	659	649
16:00 - 16:15	167	6	0	0	3	0	0	2	179.0	178
16:15 - 16:30	166	2	0	0	5	0	0	1	178.0	174
16:30 - 16:45	153	4	1	0	5	0	0	4	168.5	167
16:45 - 17:00	188	3	0	0	7	0	0	1	205.0	199
Hourly Total	674	15	1	0	20	0	0	8	731	718
17:00 - 17:15	225	3	0	0	7	0	1	2	242.4	238
17:15 - 17:30	211	4	0	0	5	1	0	2	225.2	223
17:30 - 17:45	180	4	1	0	6	0	0	1	197.5	192
17:45 - 18:00	177	3	0	0	4	0	0	1	188.0	185
Hourly Total	793	14	1	0	22	1	1	6	853	838
18:00 - 18:15	168	2	2	0	5	1	0	4	183.2	182
18:15 - 18:30	183	5	1	1	7	0	0	1	205.8	198
18:30 - 18:45	140	3	0	0	10	0	0	0	163.0	153
18:45 - 19:00	173	2	1	0	6	0	0	0	188.5	182
Hourly Total	664	12	4	1	28	1	0	5	741	715
19:00 - 19:15	138	3	0	0	7	0	0	0	155.0	148
19:15 - 19:30	134	5	0	0	8	0	0	0	155.0	147
19:30 - 19:45	115	3	0	0	1	0	0	0	120.0	119
19:45 - 20:00	145	2	0	0	5	0	0	0	157.0	152
Hourly Total	532	13	0	0	21	0	0	0	587	566
20:00 - 20:15	128	0	0	0	6	0	0	0	140.0	134
20:15 - 20:30	129	3	0	0	3	0	0	0	138.0	135
20:30 - 20:45	85	3	0	0	3	0	0	2	94.0	93
20:45 - 21:00	94	1	1	0	3	0	0	0	102.5	99
Hourly Total	436	7	1	0	15	0	0	2	475	461
21:00 - 21:15	90	4	0	0	6	0	0	0	106.0	100
21:15 - 21:30	62	1	0	0	2	0	0	1	67.0	66
21:30 - 21:45	61	1	0	0	1	0	0	0	64.0	63
21:45 - 22:00	50	1	0	0	5	0	0	0	61.0	56
Hourly Total	263	7	0	0	14	0	0	1	298	285
Session Total	10794	294	49	8	323	11	7	52	11831	11538

streetwise

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 09 October 2025

Produced by Streetwise Services Ltd.

Junction: A - A555 Rinway Road West / B - Outwood Lane / C - M56 Airport Spur

Approach: C - M56 Airport Spur

C to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	95	17	4	6	0	0	0	0	131.8	122
06:15 - 06:30	165	16	4	2	0	0	0	0	191.6	187
06:30 - 06:45	197	30	11	14	0	0	0	0	275.7	252
06:45 - 07:00	227	50	4	14	1	0	0	0	317.2	296
Hourly Total	**684**	**113**	**23**	**36**	**1**	**0**	**0**	**0**	**916**	**857**
07:00 - 07:15	268	59	2	26	0	0	0	0	389.8	355
07:15 - 07:30	289	45	6	13	0	0	0	1	372.9	354
07:30 - 07:45	287	48	12	6	0	0	2	0	367.6	355
07:45 - 08:00	341	58	7	9	3	0	2	0	437.0	420
Hourly Total	**1185**	**210**	**27**	**54**	**3**	**0**	**4**	**1**	**1567**	**1484**
08:00 - 08:15	333	50	11	12	1	0	0	0	429.1	407
08:15 - 08:30	288	59	4	11	1	0	0	0	380.3	363
08:30 - 08:45	289	63	5	12	0	0	0	1	387.1	370
08:45 - 09:00	332	58	4	19	1	0	1	0	442.1	415
Hourly Total	**1242**	**230**	**24**	**54**	**3**	**0**	**1**	**1**	**1639**	**1555**
09:00 - 09:15	283	60	7	15	1	0	1	0	390.4	367
09:15 - 09:30	255	47	9	16	1	0	0	0	354.3	328
09:30 - 09:45	278	37	9	16	2	0	0	0	369.3	342
09:45 - 10:00	218	29	9	21	1	0	1	0	311.2	279
Hourly Total	**1034**	**173**	**34**	**68**	**5**	**0**	**2**	**0**	**1425**	**1316**
10:00 - 10:15	209	31	3	13	0	1	0	0	274.6	257
10:15 - 10:30	202	36	8	14	0	0	0	0	282.2	260
10:30 - 10:45	184	23	6	13	0	0	0	0	245.9	226
10:45 - 11:00	200	33	11	8	0	0	0	0	267.9	252
Hourly Total	**795**	**123**	**28**	**48**	**0**	**1**	**0**	**0**	**1071**	**995**
11:00 - 11:15	193	31	8	7	0	0	0	0	252.1	239
11:15 - 11:30	187	30	13	10	1	0	0	0	261.5	241
11:30 - 11:45	214	25	6	10	0	1	0	1	271.2	257
11:45 - 12:00	216	39	9	13	1	0	0	0	300.4	278
Hourly Total	**810**	**125**	**36**	**40**	**2**	**1**	**0**	**1**	**1085**	**1015**
12:00 - 12:15	221	39	3	13	0	0	0	0	294.4	276
12:15 - 12:30	174	41	2	11	0	0	0	1	243.3	229
12:30 - 12:45	229	25	6	16	0	0	2	0	300.6	278
12:45 - 13:00	244	27	2	13	0	0	1	0	304.3	287
Hourly Total	**868**	**132**	**13**	**53**	**0**	**0**	**3**	**1**	**1143**	**1070**
13:00 - 13:15	255	38	5	15	0	0	0	1	335.0	314
13:15 - 13:30	241	30	3	9	1	0	0	0	298.2	284
13:30 - 13:45	197	28	7	10	0	0	0	0	258.5	242
13:45 - 14:00	200	32	6	18	0	1	0	0	282.6	257
Hourly Total	**893**	**128**	**21**	**52**	**1**	**1**	**0**	**1**	**1174**	**1097**
14:00 - 14:15	209	31	6	12	0	0	2	1	277.4	261
14:15 - 14:30	245	39	8	12	0	0	1	1	324.0	306
14:30 - 14:45	234	37	7	11	0	0	0	0	306.8	289
14:45 - 15:00	251	34	6	14	1	0	1	0	328.6	307
Hourly Total	**939**	**141**	**27**	**49**	**1**	**0**	**4**	**2**	**1237**	**1163**
15:00 - 15:15	278	42	3	9	0	0	0	0	345.2	332
15:15 - 15:30	286	41	4	10	0	1	1	1	356.6	344
15:30 - 15:45	280	46	5	9	0	0	2	1	355.0	343
15:45 - 16:00	351	41	5	10	0	0	0	0	422.5	407
Hourly Total	**1195**	**170**	**17**	**38**	**0**	**1**	**3**	**2**	**1479**	**1426**
16:00 - 16:15	304	55	4	11	1	0	0	3	392.3	378
16:15 - 16:30	355	56	2	3	1	0	1	1	423.3	419
16:30 - 16:45	306	32	2	4	0	0	2	0	351.0	346
16:45 - 17:00	217	19	3	4	0	0	1	0	250.1	244
Hourly Total	**1182**	**162**	**11**	**22**	**2**	**0**	**4**	**4**	**1417**	**1387**
17:00 - 17:15	287	28	2	4	5	0	2	0	338.0	328
17:15 - 17:30	294	24	3	1	0	0	0	2	324.8	324
17:30 - 17:45	302	20	2	4	1	0	0	1	336.2	330
17:45 - 18:00	339	18	1	5	0	1	3	0	371.4	367
Hourly Total	**1222**	**90**	**8**	**14**	**6**	**1**	**5**	**3**	**1370**	**1349**
18:00 - 18:15	315	12	2	9	0	0	0	1	350.7	339
18:15 - 18:30	314	11	3	2	1	0	0	0	336.1	331
18:30 - 18:45	255	15	1	4	1	0	0	0	282.7	276
18:45 - 19:00	205	15	1	2	1	0	0	0	228.1	224
Hourly Total	**1089**	**53**	**7**	**17**	**3**	**0**	**0**	**1**	**1198**	**1170**
19:00 - 19:15	187	5	0	1	0	0	1	0	194.7	194
19:15 - 19:30	154	7	0	2	0	0	0	0	165.6	163
19:30 - 19:45	152	6	0	3	0	0	0	0	164.9	161
19:45 - 20:00	132	10	0	6	0	0	0	0	155.8	148
Hourly Total	**625**	**28**	**0**	**12**	**0**	**0**	**1**	**0**	**681**	**666**
20:00 - 20:15	125	4	1	2	0	0	0	0	135.1	132
20:15 - 20:30	136	2	0	1	0	0	0	0	140.3	139
20:30 - 20:45	105	3	0	0	1	0	0	0	110.0	109
20:45 - 21:00	101	4	0	4	0	0	0	0	114.2	109
Hourly Total	**467**	**13**	**1**	**7**	**1**	**0**	**0**	**0**	**500**	**489**
21:00 - 21:15	101	7	0	2	0	0	0	2	112.6	112
21:15 - 21:30	87	3	0	0	0	0	0	0	90.0	90
21:30 - 21:45	79	4	0	5	0	0	1	0	94.9	89
21:45 - 22:00	86	1	0	0	0	0	0	0	87.0	87
Hourly Total	**353**	**15**	**0**	**7**	**0**	**0**	**1**	**2**	**385**	**378**
Session Total	**14583**	**1906**	**277**	**571**	**28**	**5**	**28**	**19**	**18286**	**17417**

C to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	194	5	0	0	6	0	1	0	211.4	206
06:15 - 06:30	223	7	2	0	4	0	0	1	241.0	237
06:30 - 06:45	222	4	1	0	4	1	0	1	235.7	233
06:45 - 07:00	169	7	0	1	5	0	0	0	188.3	182
Hourly Total	**808**	**23**	**3**	**1**	**19**	**1**	**1**	**2**	**876**	**858**
07:00 - 07:15	156	4	0	0	5	0	0	0	170.0	165
07:15 - 07:30	169	7	0	0	6	0	0	0	188.0	182
07:30 - 07:45	176	6	2	0	6	0	1	0	197.4	191
07:45 - 08:00	147	3	0	1	4	0	0	0	160.3	155
Hourly Total	**648**	**20**	**2**	**1**	**21**	**0**	**1**	**0**	**716**	**693**
08:00 - 08:15	137	6	0	0	5	0	0	0	153.0	148
08:15 - 08:30	165	5	2	0	3	1	0	0	179.2	176
08:30 - 08:45	141	1	1	0	2	0	0	0	147.5	145
08:45 - 09:00	160	5	2	0	4	0	0	0	176.0	171
Hourly Total	**603**	**17**	**5**	**0**	**14**	**1**	**0**	**0**	**656**	**640**
09:00 - 09:15	123	5	1	0	5	0	0	0	139.5	134
09:15 - 09:30	120	2	1	1	4	1	0	0	134.0	129
09:30 - 09:45	167	1	0	0	5	0	0	0	178.0	173
09:45 - 10:00	139	3	0	0	2	0	0	0	146.0	144
Hourly Total	**549**	**11**	**2**	**1**	**16**	**1**	**0**	**0**	**598**	**580**
10:00 - 10:15	165	4	1	0	4	0	0	0	178.5	174
10:15 - 10:30	180	2	0	0	6	0	0	0	194.0	188
10:30 - 10:45	184	2	2	0	3	0	0	0	195.0	191
10:45 - 11:00	212	8	1	0	3	0	0	0	227.5	224
Hourly Total	**741**	**16**	**4**	**0**	**16**	**0**	**0**	**0**	**795**	**777**
11:00 - 11:15	189	3	0	0	3	0	1	0	198.4	196
11:15 - 11:30	160	7	1	0	5	0	0	0	178.5	173
11:30 - 11:45	150	3	0	0	4	0	0	0	161.0	157
11:45 - 12:00	152	1	1	0	3	0	0	0	160.5	157
Hourly Total	**651**	**14**	**2**	**0**	**15**	**0**	**1**	**0**	**698**	**683**
12:00 - 12:15	145	0	1	0	5	0	0	0	156.5	151
12:15 - 12:30	123	4	1	0	3	0	0	0	134.5	131
12:30 - 12:45	127	5	0	0	4	0	0	1	140.0	137
12:45 - 13:00	131	3	0	0	3	0	0	0	140.0	137
Hourly Total	**526**	**12**	**2**	**0**	**15**	**0**	**0**	**1**	**571**	**556**
13:00 - 13:15	129	2	0	0	5	0	0	0	141.0	136
13:15 - 13:30	115	7	0	0	5	0	0	1	132.0	128
13:30 - 13:45	117	2	1	0	4	0	0	0	128.5	124
13:45 - 14:00	133	1	1	0	1	0	0	1	137.5	137
Hourly Total	**494**	**12**	**2**	**0**	**15**	**0**	**0**	**2**	**539**	**525**
14:00 - 14:15	113	2	0	0	3	0	0	0	121.0	118
14:15 - 14:30	124	4	0	2	2	0	0	1	136.6	133
14:30 - 14:45	133	1	0	0	4	0	0	1	142.0	139
14:45 - 15:00	115	3	0	0	3	0	0	0	124.0	121
Hourly Total	**485**	**10**	**0**	**2**	**12**	**0**	**0**	**2**	**524**	**511**
15:00 - 15:15	108	3	0	0	4	1	0	0	119.2	116
15:15 - 15:30	115	3	1	0	2	0	0	1	123.5	122
15:30 - 15:45	116	0	1	1	5	0	0	3	129.8	126
15:45 - 16:00	94	3	0	0	3	0	0	0	103.0	100
Hourly Total	**433**	**9**	**2**	**1**	**14**	**1**	**0**	**4**	**476**	**464**
16:00 - 16:15	136	3	0	0	3	0	0	0	145.0	142
16:15 - 16:30	134	1	0	0	4	0	0	0	143.0	139
16:30 - 16:45	120	3	1	0	3	0	0	0	130.5	127
16:45 - 17:00	149	2	0	0	6	0	0	0	163.0	157
Hourly Total	**539**	**9**	**1**	**0**	**16**	**0**	**0**	**0**	**582**	**565**
17:00 - 17:15	174	2	0	0	5	0	0	0	186.0	181
17:15 - 17:30	167	3	0	0	5	0	0	0	180.0	175
17:30 - 17:45	145	3	1	0	5	0	0	0	159.5	154
17:45 - 18:00	134	2	0	0	4	0	0	0	144.0	140
Hourly Total	**620**	**10**	**1**	**0**	**19**	**0**	**0**	**0**	**670**	**650**
18:00 - 18:15	132	2	2	0	4	0	0	2	145.0	142
18:15 - 18:30	152	5	1	1	7	0	0	1	174.8	167
18:30 - 18:45	106	2	0	0	8	0	0	0	124.0	116
18:45 - 19:00	128	1	1	0	6	0	0	0	142.5	136
Hourly Total	**518**	**10**	**4**	**1**	**25**	**0**	**0**	**3**	**586**	**561**
19:00 - 19:15	100	2	0	0	3	0	0	0	108.0	105
19:15 - 19:30	85	3	0	0	6	0	0	0	100.0	94
19:30 - 19:45	72	2	0	0	1	0	0	0	76.0	75
19:45 - 20:00	91	2	0	0	3	0	0	0	99.0	96
Hourly Total	**348**	**9**	**0**	**0**	**13**	**0**	**0**	**0**	**383**	**370**
20:00 - 20:15	77	0	0	0	5	0	0	0	87.0	82
20:15 - 20:30	75	2	0	0	3	0	0	0	83.0	80
20:30 - 20:45	51	2	0	0	3	0	0	0	59.0	56
20:45 - 21:00	65	1	0	0	3	0	0	0	72.0	69
Hourly Total	**268**	**5**	**0**	**0**	**14**	**0**	**0**	**0**	**301**	**287**
21:00 - 21:15	60	4	0	0	4	0	0	0	72.0	68
21:15 - 21:30	40	1	0	0	2	0	0	0	45.0	43
21:30 - 21:45	40	1	0	0	1	0	0	0	43.0	42
21:45 - 22:00	28	1	0	0	5	0	0	0	39.0	34
Hourly Total	**168**	**7**	**0**	**0**	**12**	**0**	**0**	**0**	**199**	**187**
Session Total	**8399**	**194**	**30**	**7**	**256**	**4**	**3**	**14**	**9168**	**8907**

C to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
19:00 - 19:15	0	0	0	0	0	0	0	0	0.0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0.0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0.0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
20:00 - 20:15	0	0	0	0	0	0	0	0	0.0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0.0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0.0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
21:00 - 21:15	0	0	0	0	0	0	0	0	0.0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0.0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0.0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	289	22	4	6	6	0	1	0	343.2	328
06:15 - 06:30	388	23	6	2	4	0	0	1	432.6	424
06:30 - 06:45	419	34	12	14	4	1	0	1	511.4	485
06:45 - 07:00	396	57	4	15	6	0	0	0	505.5	478
Hourly Total	**1492**	**136**	**26**	**37**	**20**	**1**	**1**	**2**	**1793**	**1715**
07:00 - 07:15	424	63	2	26	5	0	0	0	559.8	520
07:15 - 07:30	458	52	6	13	6	0	0	1	560.9	536
07:30 - 07:45	463	54	14	6	6	0	3	0	565.0	546
07:45 - 08:00	488	61	7	10	7	0	2	0	597.3	575
Hourly Total	**1833**	**230**	**29**	**55**	**24**	**0**	**5**	**1**	**2283**	**2177**
08:00 - 08:15	470	56	11	12	6	0	0	0	582.1	555
08:15 - 08:30	453	64	6	11	4	1	0	0	559.5	539
08:30 - 08:45	430	64	6	12	2	0	0	1	534.6	515
08:45 - 09:00	492	63	6	19	5	0	1	0	618.1	586
Hourly Total	**1845**	**247**	**29**	**54**	**17**	**1**	**1**	**1**	**2294**	**2195**
09:00 - 09:15	406	65	8	15	6	0	1	0	529.9	501
09:15 - 09:30	375	49	10	17	5	1	0	0	488.3	457
09:30 - 09:45	445	38	9	16	7	0	0	0	547.3	515
09:45 - 10:00	357	32	9	21	3	0	1	0	457.2	423
Hourly Total	**1583**	**184**	**36**	**69**	**21**	**1**	**2**	**0**	**2023**	**1896**
10:00 - 10:15	374	35	4	13	4	1	0	0	453.1	431
10:15 - 10:30	382	38	8	14	6	0	0	0	476.2	448
10:30 - 10:45	368	25	8	13	3	0	0	0	440.9	417
10:45 - 11:00	412	41	12	8	3	0	0	0	495.4	476
Hourly Total	**1536**	**139**	**32**	**48**	**16**	**1**	**0**	**0**	**1866**	**1772**
11:00 - 11:15	382	34	8	7	3	0	1	0	450.5	435
11:15 - 11:30	347	37	14	10	6	0	0	0	440.0	414
11:30 - 11:45	364	28	6	10	4	1	0	1	432.2	414
11:45 - 12:00	368	40	10	13	4	0	0	0	460.9	435
Hourly Total	**1461**	**139**	**38**	**40**	**17**	**1**	**1**	**1**	**1784**	**1698**
12:00 - 12:15	366	39	4	13	5	0	0	0	450.9	427
12:15 - 12:30	297	45	3	11	3	0	0	1	377.8	360
12:30 - 12:45	356	30	6	16	4	0	2	1	440.6	415
12:45 - 13:00	375	30	2	13	3	0	1	0	444.3	424
Hourly Total	**1394**	**144**	**15**	**53**	**15**	**0**	**3**	**2**	**1714**	**1626**
13:00 - 13:15	384	40	5	15	5	0	0	1	476.0	450
13:15 - 13:30	356	37	3	9	6	0	0	1	430.2	412
13:30 - 13:45	314	30	8	10	4	0	0	0	387.0	366
13:45 - 14:00	333	33	7	18	1	1	0	1	420.1	394
Hourly Total	**1387**	**140**	**23**	**52**	**16**	**1**	**0**	**3**	**1713**	**1622**
14:00 - 14:15	322	33	6	12	3	0	2	1	398.4	379
14:15 - 14:30	369	43	8	14	2	0	1	2	460.6	439
14:30 - 14:45	367	38	7	11	4	0	0	1	448.8	428
14:45 - 15:00	366	37	6	14	4	0	1	0	452.6	428
Hourly Total	**1424**	**151**	**27**	**51**	**13**	**0**	**4**	**4**	**1760**	**1674**
15:00 - 15:15	386	45	3	9	4	1	0	0	464.4	448
15:15 - 15:30	401	44	5	10	2	1	1	2	480.1	466
15:30 - 15:45	396	46	6	10	5	0	2	4	484.8	469
15:45 - 16:00	445	44	5	10	3	0	0	0	525.5	507
Hourly Total	**1628**	**179**	**19**	**39**	**14**	**2**	**3**	**6**	**1955**	**1890**
16:00 - 16:15	440	58	4	11	4	0	0	3	537.3	520
16:15 - 16:30	489	57	2	3	5	0	1	1	566.3	558
16:30 - 16:45	426	35	3	4	3	0	2	0	481.5	473
16:45 - 17:00	366	21	3	4	6	0	1	0	413.1	401
Hourly Total	**1721**	**171**	**12**	**22**	**18**	**0**	**4**	**4**	**1998**	**1952**
17:00 - 17:15	461	30	2	4	10	0	2	0	524.0	509
17:15 - 17:30	461	27	3	1	5	0	0	2	504.8	499
17:30 - 17:45	447	23	3	4	6	0	0	1	495.7	484
17:45 - 18:00	473	20	1	5	4	1	3	0	515.4	507
Hourly Total	**1842**	**100**	**9**	**14**	**25**	**1**	**5**	**3**	**2040**	**1999**
18:00 - 18:15	447	14	4	9	4	0	0	3	495.7	481
18:15 - 18:30	466	16	4	3	8	0	0	1	510.9	498
18:30 - 18:45	361	17	1	4	9	0	0	0	406.7	392
18:45 - 19:00	333	16	2	2	7	0	0	0	370.6	360
Hourly Total	**1607**	**63**	**11**	**18**	**28**	**0**	**0**	**4**	**1784**	**1731**
19:00 - 19:15	287	7	0	1	3	0	1	0	302.7	299
19:15 - 19:30	239	10	0	2	6	0	0	0	265.6	257
19:30 - 19:45	224	8	0	3	1	0	0	0	240.9	236
19:45 - 20:00	223	12	0	6	3	0	0	0	254.8	244
Hourly Total	**973**	**37**	**0**	**12**	**13**	**0**	**1**	**0**	**1064**	**1036**
20:00 - 20:15	202	4	1	2	5	0	0	0	222.1	214
20:15 - 20:30	211	4	0	1	3	0	0	0	223.3	219
20:30 - 20:45	156	5	0	0	4	0	0	0	169.0	165
20:45 - 21:00	166	5	0	4	3	0	0	0	186.2	178
Hourly Total	**735**	**18**	**1**	**7**	**15**	**0**	**0**	**0**	**801**	**776**
21:00 - 21:15	161	11	0	2	4	0	0	2	184.6	180
21:15 - 21:30	127	4	0	0	2	0	0	0	135.0	133
21:30 - 21:45	119	5	0	5	1	0	1	0	137.9	131
21:45 - 22:00	114	2	0	0	5	0	0	0	126.0	121
Hourly Total	**521**	**22**	**0**	**7**	**12**	**0**	**1**	**2**	**584**	**565**
Session Total	**22982**	**2100**	**307**	**578**	**284**	**9**	**31**	**33**	**27454**	**26324**

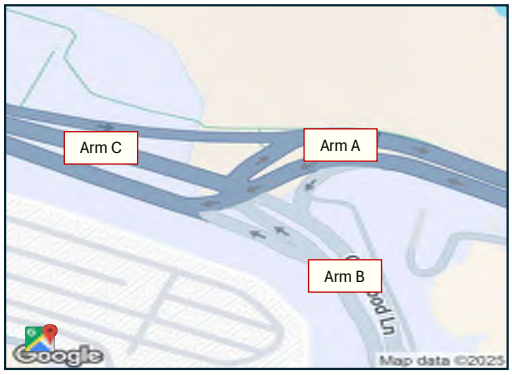
To C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	Pedestrian	PCU	TOTAL
06:00 - 06:15	210	18	3	6	1	0	1	0	248.7	239
06:15 - 06:30	219	21	2	11	0	0	2	1	269.1	256
06:30 - 06:45	257	40	3	12	0	0	0	1	329.1	313
06:45 - 07:00	266	38	4	15	2	0	1	0	348.9	326
Hourly Total	**952**	**117**	**12**	**44**	**3**	**0**	**4**	**2**	**1196**	**1134**
07:00 - 07:15	328	50	5	13	2	0	0	0	419.4	398
07:15 - 07:30	375	45	7	8	1	0	0	0	450.9	436
07:30 - 07:45	435	45	6	5	1	0	0	0	502.5	492
07:45 - 08:00	426	57	8	9	2	0	1	1	520.1	504
Hourly Total	**1564**	**197**	**26**	**35**	**6**	**0**	**1**	**1**	**1893**	**1830**
08:00 - 08:15	413	48	3	14	2	0	0	1	501.7	481
08:15 - 08:30	374	41	10	9	2	0	3	2	455.9	441
08:30 - 08:45	400	37	9	9	1	0	1	0	473.6	457
08:45 - 09:00	341	40	11	14	1	0	0	0	431.7	407
Hourly Total	**1528**	**166**	**33**	**46**	**6**	**0**	**4**	**3**	**1863**	**1786**
09:00 - 09:15	313	42	10	14	1	0	2	0	405.0	382
09:15 - 09:30	350	50	10	10	1	0	0	0	440.0	421
09:30 - 09:45	310	32	13	14	0	0	1	1	394.1	371
09:45 - 10:00	324	31	11	9	1	0	0	1	394.2	377
Hourly Total	**1297**	**155**	**44**	**47**	**3**	**0**	**3**	**2**	**1633**	**1551**
10:00 - 10:15	334	29	7	8	1	0	1	0	394.3	380
10:15 - 10:30	312	40	12	11	0	0	0	0	395.3	375
10:30 - 10:45	338	30	4	16	2	0	0	0	414.8	390
10:45 - 11:00	318	41	11	10	1	0	0	0	400.5	381
Hourly Total	**1302**	**140**	**34**	**45**	**4**	**0**	**1**	**0**	**1605**	**1526**
11:00 - 11:15	308	36	7	14	3	0	0	0	392.7	368
11:15 - 11:30	316	32	11	20	1	0	0	0	412.5	380
11:30 - 11:45	273	47	6	12	1	0	1	0	359.0	340
11:45 - 12:00	308	29	7	16	1	0	0	0	386.3	361
Hourly Total	**1205**	**144**	**31**	**62**	**6**	**0**	**1**	**0**	**1551**	**1449**
12:00 - 12:15	335	33	8	12	0	0	0	0	407.6	388
12:15 - 12:30	418	41	8	17	1	0	0	0	512.1	485
12:30 - 12:45	383	43	11	11	0	0	0	0	467.8	448
12:45 - 13:00	429	35	8	11	0	1	1	0	501.9	485
Hourly Total	**1565**	**152**	**35**	**51**	**1**	**1**	**1**	**0**	**1889**	**1806**
13:00 - 13:15	430	38	11	10	0	0	1	0	507.9	490
13:15 - 13:30	464	48	7	16	1	0	0	1	561.3	537
13:30 - 13:45	407	31	7	14	3	0	1	0	487.1	463
13:45 - 14:00	341	47	8	8	2	0	0	0	422.4	406
Hourly Total	**1642**	**164**	**33**	**48**	**6**	**0**	**2**	**1**	**1979**	**1896**
14:00 - 14:15	378	36	5	10	0	0	1	0	444.9	430
14:15 - 14:30	376	45	10	12	1	0	1	0	466.0	445
14:30 - 14:45	381	48	4	12	1	0	0	2	464.6	448
14:45 - 15:00	474	43	8	8	2	0	0	1	551.4	536
Hourly Total	**1609**	**172**	**27**	**42**	**4**	**0**	**2**	**3**	**1927**	**1859**
15:00 - 15:15	440	66	11	11	1	1	2	0	550.8	532
15:15 - 15:30	473	69	4	9	0	0	0	0	568.7	555
15:30 - 15:45	464	67	8	11	1	0	0	1	570.3	552
15:45 - 16:00	491	67	8	9	5	0	0	0	600.7	580
Hourly Total	**1868**	**269**	**31**	**40**	**7**	**1**	**2**	**1**	**2291**	**2219**
16:00 - 16:15	505	61	6	7	0	1	1	0	591.7	581
16:15 - 16:30	483	75	3	2	4	1	1	0	575.7	569
16:30 - 16:45	500	63	4	5	1	0	0	2	582.5	575
16:45 - 17:00	416	43	6	6	0	0	2	1	482.6	474
Hourly Total	**1904**	**242**	**19**	**20**	**5**	**2**	**4**	**3**	**2233**	**2199**
17:00 - 17:15	456	30	0	9	0	1	2	0	507.7	498
17:15 - 17:30	638	34	1	1	1	0	0	0	677.8	675
17:30 - 17:45	547	28	0	5	0	1	2	1	587.5	584
17:45 - 18:00	421	27	3	6	2	0	0	1	470.3	460
Hourly Total	**2062**	**119**	**4**	**21**	**3**	**2**	**4**	**2**	**2243**	**2217**
18:00 - 18:15	491	25	2	5	1	1	2	1	533.5	528
18:15 - 18:30	451	16	2	4	2	0	2	0	484.0	477
18:30 - 18:45	373	20	1	5	1	0	0	2	408.0	402
18:45 - 19:00	426	15	0	6	0	0	1	0	455.2	448
Hourly Total	**1741**	**76**	**5**	**20**	**4**	**1**	**5**	**3**	**1881**	**1855**
19:00 - 19:15	372	16	3	3	0	0	0	0	399.4	394
19:15 - 19:30	365	14	1	1	0	0	2	0	383.6	383
19:30 - 19:45	274	8	0	3	1	0	0	0	290.9	286
19:45 - 20:00	292	3	0	0	1	0	0	1	297.0	297
Hourly Total	**1303**	**41**	**4**	**7**	**2**	**0**	**2**	**1**	**1371**	**1360**
20:00 - 20:15	307	7	0	2	0	1	0	0	318.8	317
20:15 - 20:30	282	8	0	2	0	0	0	0	294.6	292
20:30 - 20:45	219	5	0	2	0	0	0	0	228.6	226
20:45 - 21:00	282	5	2	4	0	0	1	1	299.6	295
Hourly Total	**1090**	**25**	**2**	**10**	**0**	**1**	**1**	**1**	**1142**	**1130**
21:00 - 21:15	290	5	0	0	0	0	1	0	295.4	296
21:15 - 21:30	252	6	1	5	0	0	0	0	271.0	264
21:30 - 21:45	211	7	0	4	0	0	0	0	227.2	222
21:45 - 22:00	167	7	1	0	0	0	0	0	175.5	175
Hourly Total	**920**	**25**	**2**	**9**	**0**	**0**	**1**	**0**	**969**	**957**
Session Total	**23552**	**2204**	**342**	**547**	**60**	**8**	**38**	**23**	**27664**	**26774**

Enterprise Way, Wythenshawe - Manual Traffic and Queue Length Survey: Thursday, 09 October 202

Produced by Streetwise Services Ltd.

Junction: A - A555 Rinway Road West / B - Outwood Lane / C - M56 Airport Spur



Matrix Totals:	Counts
Show single Session:	No
	06:00 to 22:00
Custom Start / End:	06:00 – 22:00
Show Peak Times:	No

Arm Destination

Arm Origin	A	B	C	Total	% Total
A	4	2616	16239	18859	100.00%
B	1984	15	10535	12534	100.00%
C	17417	8907	0	26324	100.00%
Total	19405	11538	26774		
% Total	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes
Pedestrian	Yes

5

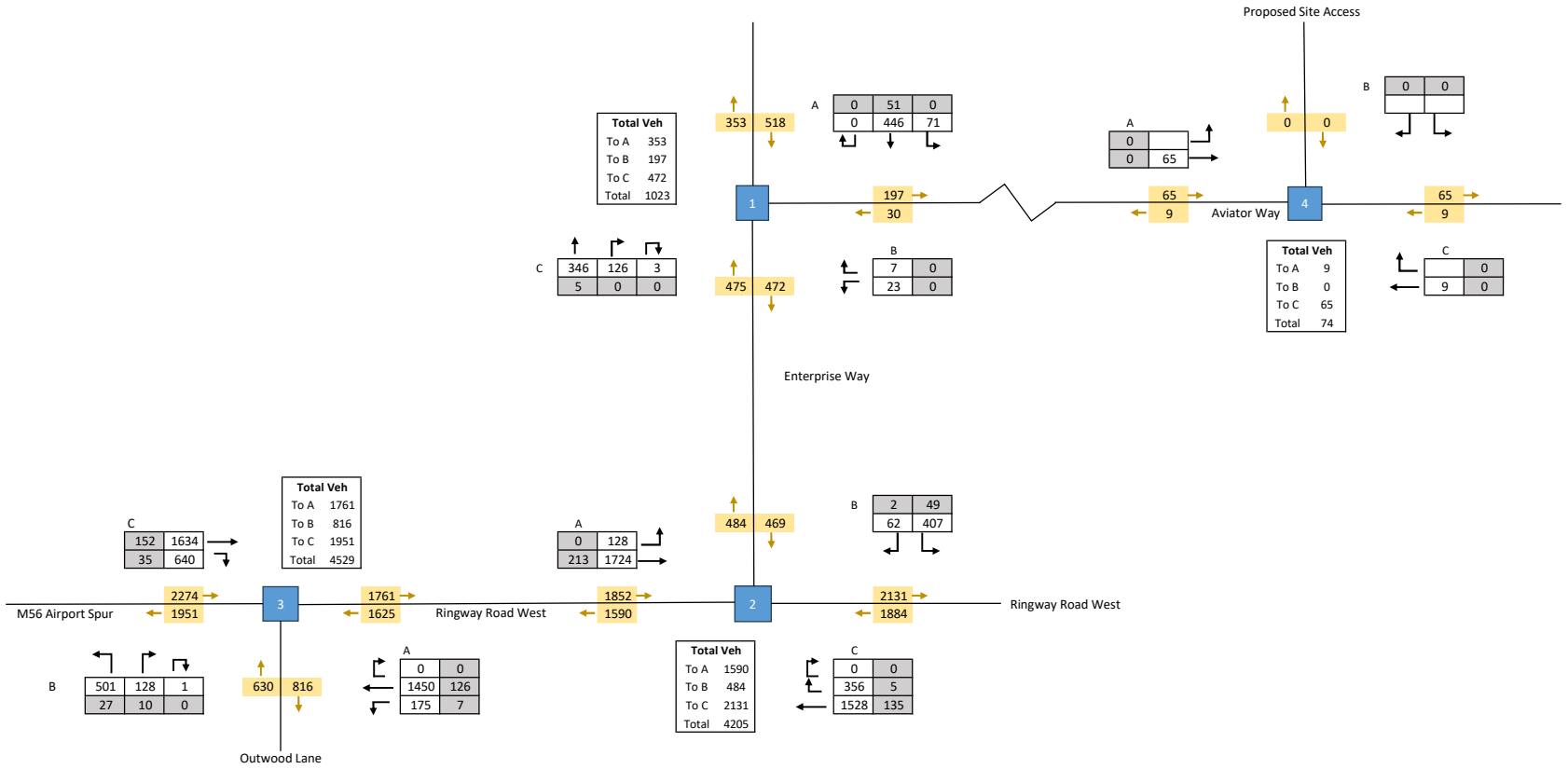
Enterprise Way, Wythenshawe: Queue Length Survey - Thursday, 09 October 2025

Produced by Streetwise Services Ltd.

Junction: **A - A555 Rinway Road West / B - Outwood Lane / C - M56 Airport Spur**

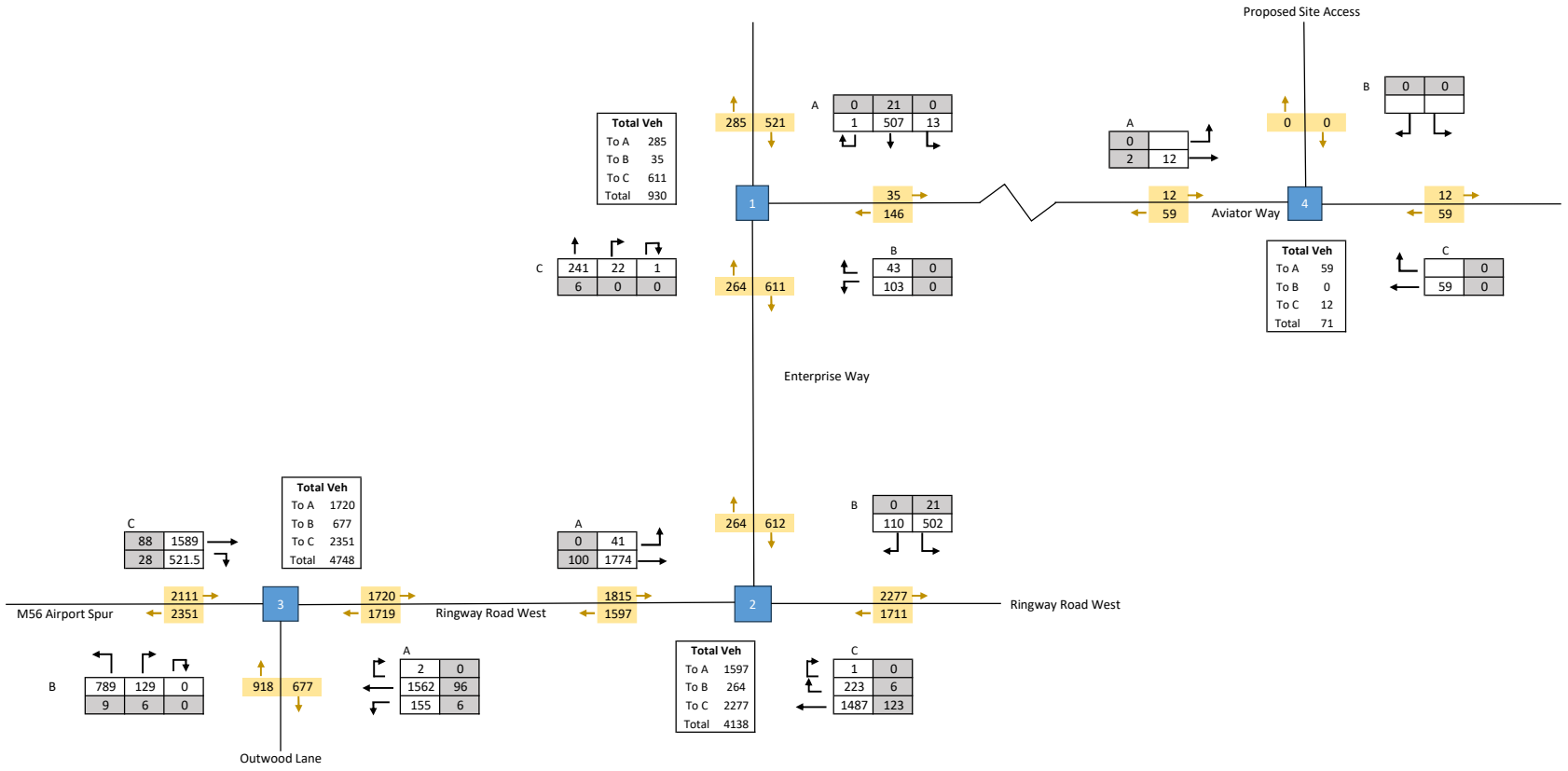
	A - A555 Rinway Road West			B - Outwood Lane			C - M56 Airport Spur			
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 4
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	2	14	10	5	3	4	9	13	9	4
07:05 - 07:10	5	13	8	8	5	4	12	7	9	6
07:10 - 07:15	3	17	7	8	4	3	12	16	10	4
07:15 - 07:20	3	17	8	9	7	4	10	4	12	8
07:20 - 07:25	3	39	11	6	4	4	15	12	13	8
07:25 - 07:30	2	39	13	3	1	5	15	17	14	7
07:30 - 07:35	3	39	11	9	6	4	5	5	12	11
07:35 - 07:40	4	19	13	9	4	2	14	10	13	10
07:40 - 07:45	2	39	15	11	3	5	13	13	11	8
07:45 - 07:50	2	39	10	8	3	5	15	14	11	7
07:50 - 07:55	6	39	10	5	4	6	8	9	10	9
07:55 - 08:00	1	39	12	15	6	5	10	13	9	7
08:00 - 08:05	2	39	11	6	4	7	13	10	14	11
08:05 - 08:10	7	39	13	7	3	6	9	10	12	8
08:10 - 08:15	4	39	13	7	5	4	10	23	9	5
08:15 - 08:20	4	39	12	10	2	5	25+	26+	13	10
08:20 - 08:25	3	39	9	12	4	4	26+	28+	11	9
08:25 - 08:30	3	39	13	15	5	9	24	26	12	10
08:30 - 08:35	3	39	13	8	4	3	25	21	12	6
08:35 - 08:40	2	39	13	4	3	6	23	22	11	8
08:40 - 08:45	3	39	6	5	4	2	25+	27+	9	5
08:45 - 08:50	1	39	13	5	2	4	26+	27+	11	7
08:50 - 08:55	2	39	9	8	2	3	21	15	10	8
08:55 - 09:00	3	39	11	4	1	3	18+	6	11	6
09:00 - 09:05	3	39	9	11	4	5	21	10	10	7
09:05 - 09:10	5	19	12	4	4	8	19	2	9	6
09:10 - 09:15	4	19	13	3	2	4	21	3	12	7
09:15 - 09:20	2	39	8	2	2	3	13	9	10	3
09:20 - 09:25	3	39	12	9	4	5	18	5	10	6
09:25 - 09:30	1	14	8	3	1	4	15	11	12	7
09:30 - 09:35	1	17	11	5	3	4	10	5	8	10
09:35 - 09:40	2	39	7	6	3	3	12	6	11	9
09:40 - 09:45	2	18	11	4	2	4	8	4	9	6
09:45 - 09:50	2	39	9	10	4	5	5	6	7	7
09:50 - 09:55	2	18	8	7	5	7	9	4	11	6
09:55 - 10:00	4	17	8	10	4	7	10	3	6	2
16:00 - 16:05	1	39	13	18	9	6	22	18	11	7
16:05 - 16:10	1	39	12	14	12	8	13	9	11	3
16:10 - 16:15	5	39	12	18	10	4	19	8	10	6
16:15 - 16:20	1	39	8	13	5	4	17	9	14	4
16:20 - 16:25	5	39	9	17	10	3	23	11	13	10
16:25 - 16:30	2	39	12	14	5	4	29	12	10	9
16:30 - 16:35	0	39	8	26	8	5	23	26+	13	4
16:35 - 16:40	3	39	12	14	9	4	28+	25+	9	7
16:40 - 16:45	2	39	10	24	11	3	30+	24+	10	7
16:45 - 16:50	2	39	10	10	6	6	26+	26+	14	10
16:50 - 16:55	4	13	10	8	5	4	26+	23+	12	9
16:55 - 17:00	2	39	13	9	4	2	29+	29+	10	5
17:00 - 17:05	10	39	8	11	1	5	27+	28+	11	6
17:05 - 17:10	3	39	12	23	11	5	28+	24+	17	11
17:10 - 17:15	7	16	12	25	14	3	18+	22+	12	8
17:15 - 17:20	4	39	12	24	8	5	25+	26+	13	7
17:20 - 17:25	5	39	12	25	15	3	26+	25+	14	9
17:25 - 17:30	2	39	14	24	14	3	30+	24+	14	10
17:30 - 17:35	2	39	13	25	8	2	22	18	10	7
17:35 - 17:40	1	39	12	25	7	4	10	9	12	7
17:40 - 17:45	1	18	12	11	5	4	9	12	14	8
17:45 - 17:50	5	19	14	7	4	4	18	20	9	7
17:50 - 17:55	5	39	10	8	4	4	13	14	9	7
17:55 - 18:00	4	39	11	11	5	2	11	4	12	7
18:00 - 18:05	3	39	12	10	8	3	13	9	8	6
18:05 - 18:10	5	39	10	14	7	5	12	9	11	7
18:10 - 18:15	2	39	9	11	7	4	10	11	11	8
18:15 - 18:20	3	19	11	8	4	3	13	10	10	5
18:20 - 18:25	3	15	8	7	2	3	8	10	12	8
18:25 - 18:30	2	0	9	13	7	6	10	11	11	8
18:30 - 18:35	2	0	11	6	3	4	8	8	9	5
18:35 - 18:40	7	0	6	7	6	4	8	6	9	8
18:40 - 18:45	4	0	8	8	5	2	5	4	13	2
18:45 - 18:50	3	0	8	11	5	3	5	6	8	7
18:50 - 18:55	5	16	11	10	6	4	10	3	5	4
18:55 - 19:00	6	0	6	11	3	5	6	4	7	4

H. Traffic Flow Diagrams



Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25
Project	Aviator Way, Manchester	TFD Reference	1	Approved	MS
Title	**2025 Observed AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicle (HGV) 07:45-08:45**				

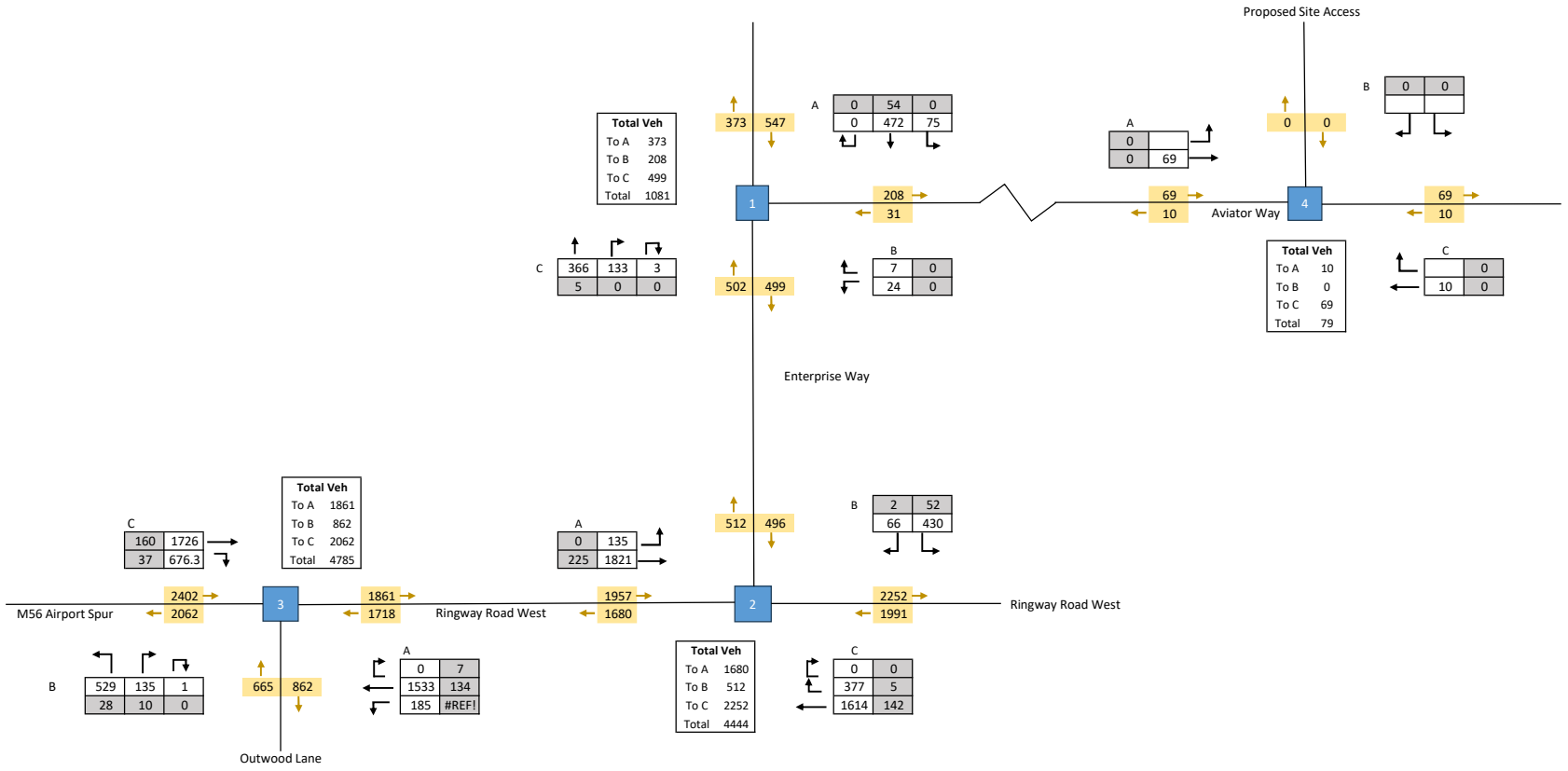
Key: PCU; HGV PCU; Total (Link Flow); X Junction



Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25
Project	Aviator Way, Manchester	TFD Reference	2	Approved	MS
Title	**2025 Observed PM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicle (HGV) 15:45-16:45**				

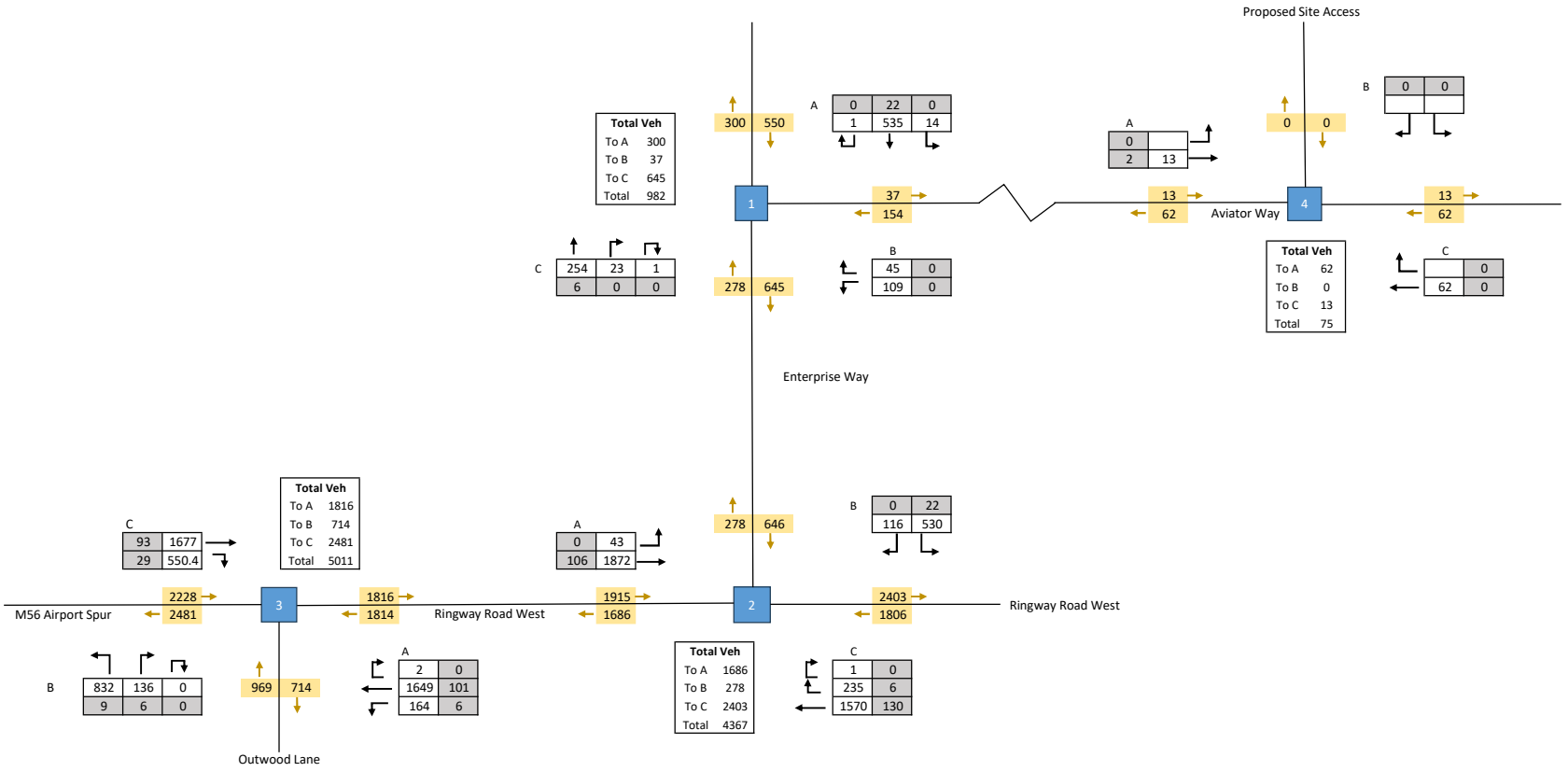
waterman

Key:
- PCU
- HGV PCU
- Total (Link Flow)
- X — Junction

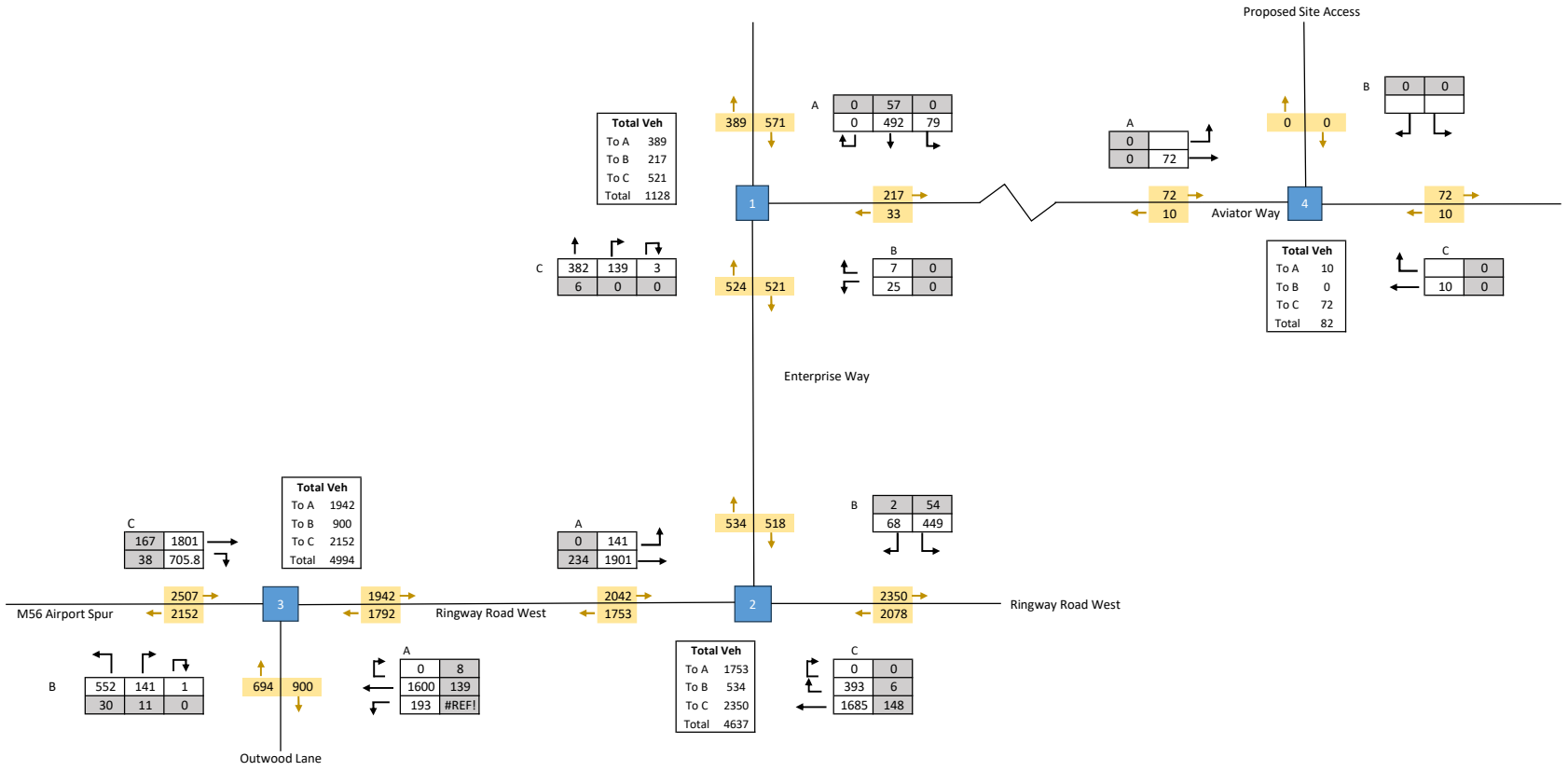


Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman
Project	Aviator Way, Manchester	TFD Reference	3	Approved	MS	
Title	**2030 Base AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicle (HGV) 07:45-08:45**					

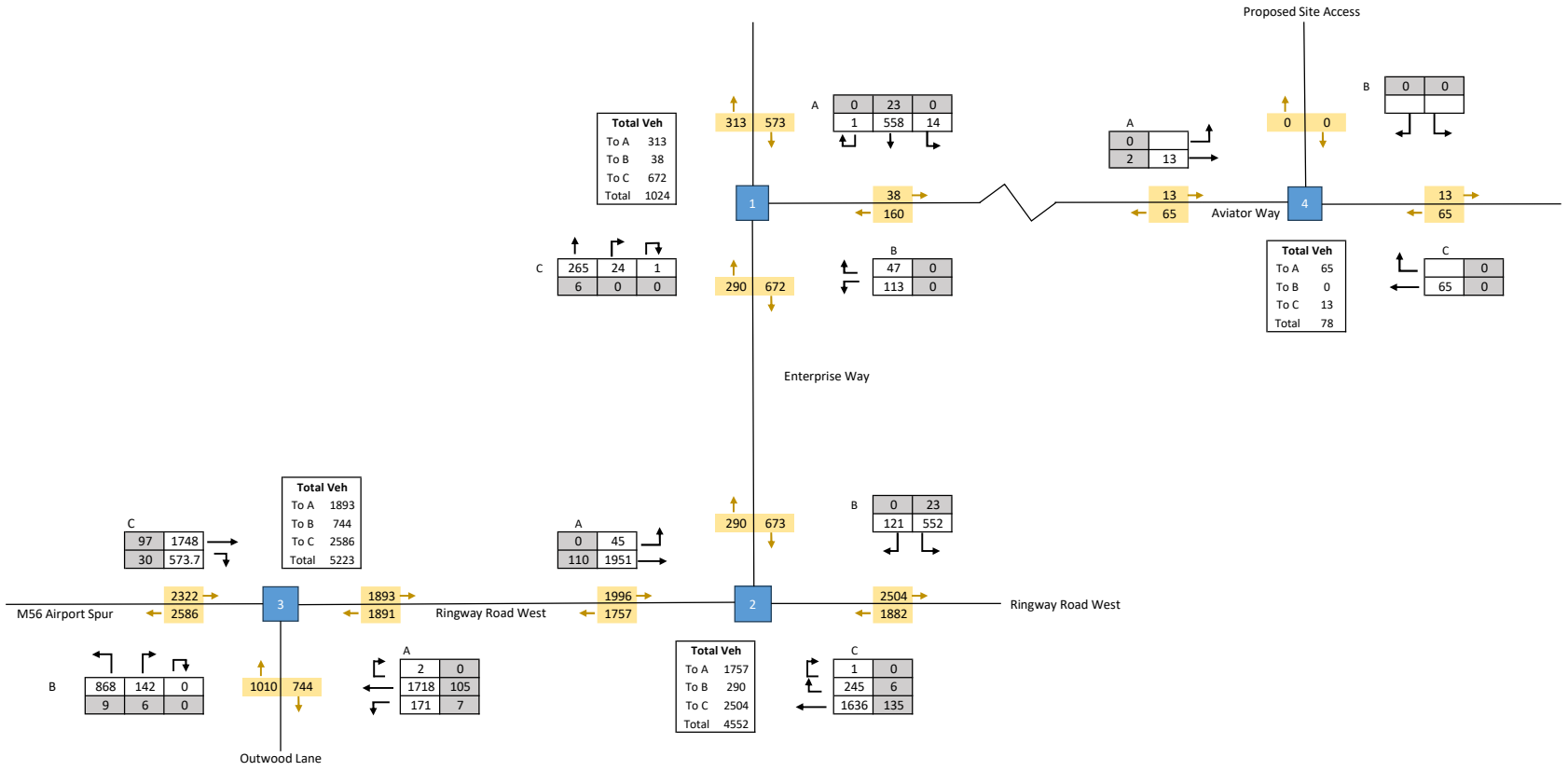
Key:
- PCU
- HGV PCU
- Total (Link Flow)
- X — Junction



Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman	Key: PCU; HGV PCU; Total (Link Flow); X Junction
Project	Aviator Way, Manchester	TFD Reference	4	Approved	MS		
Title	**2030 Base PM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicle (HGV) 15:45-16:45**						

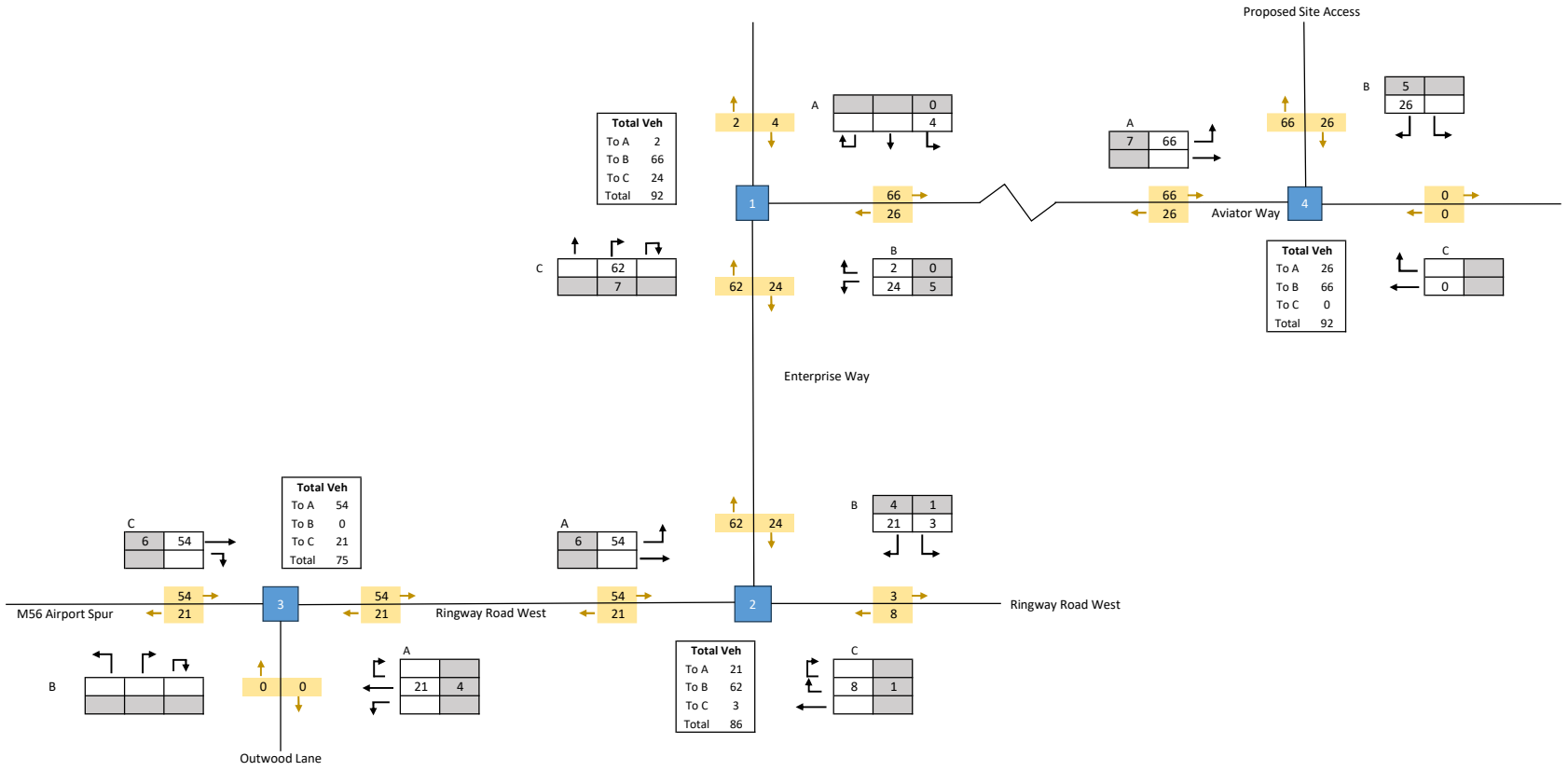


Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman	Key: PCU / HGV PCU / Total (Link Flow)
Project	Aviator Way, Manchester	TFD Reference	5	Approved	MS		
Title	**2035 Base AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicle (HGV) 07:45-08:45**						X Junction



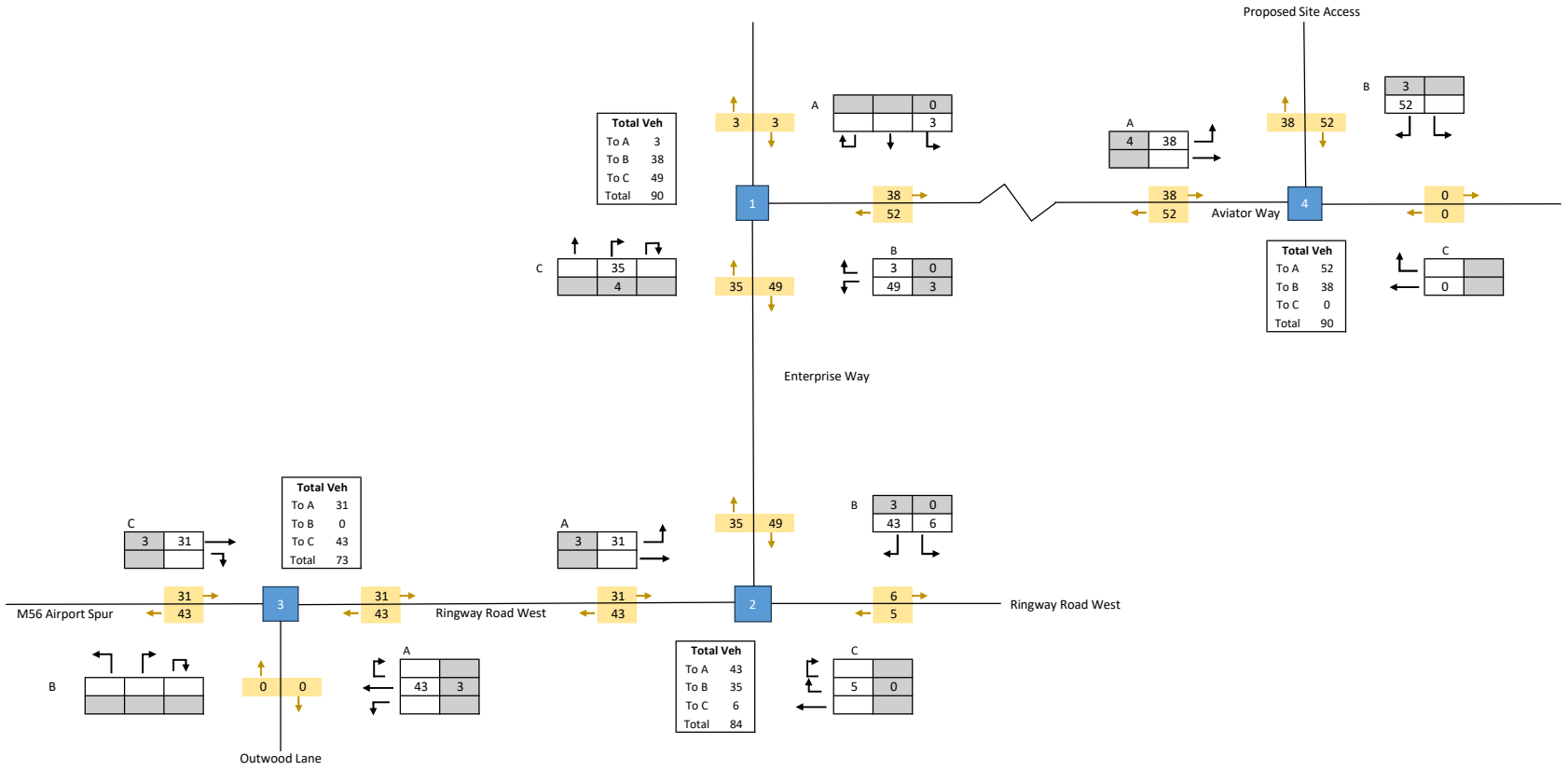
Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman
Project	Aviator Way, Manchester	TFD Reference	6	Approved	MS	
Title	**2035 Base PM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicle (HGV) 15:45-16:45**					

Key: PCU; HGV PCU; Total (Link Flow); X Junction



Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman
Project	Aviator Way, Manchester	TFD Reference	7	Approved	MS	
Title	**Development AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicle (HGV) 07:45-08:45 - B2 Scenario**					

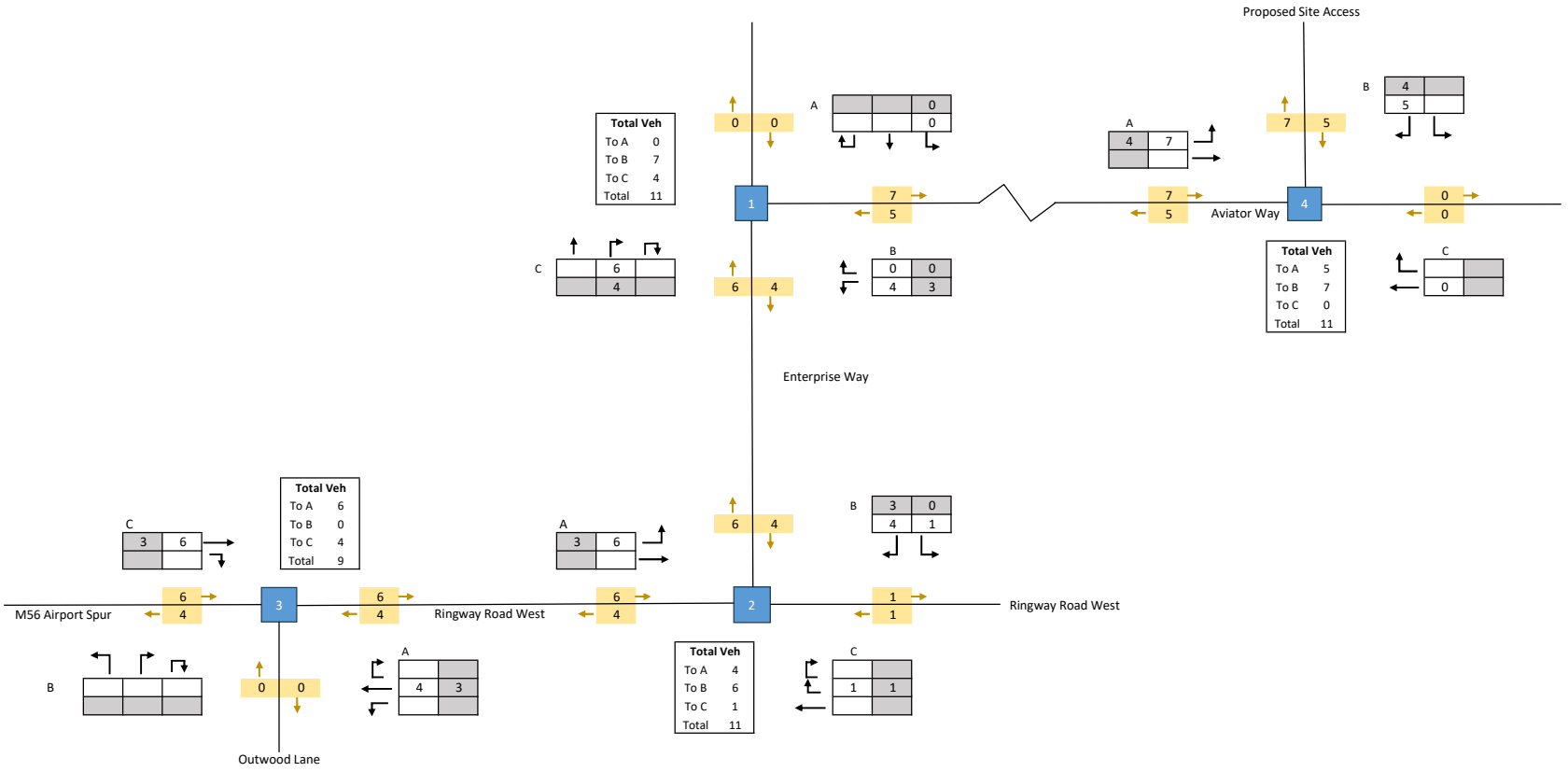
Key: PCU; HGV PCU; Total (Link Flow); X Junction



*Flows are based on peak hour (16:00-17:00) as per TRICS output

Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25
Project	Aviator Way, Manchester	TFD Reference	8	Approved	MS
Title	**Development AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicle (HGV) 15:45-16:45 - B2 Scenario**				

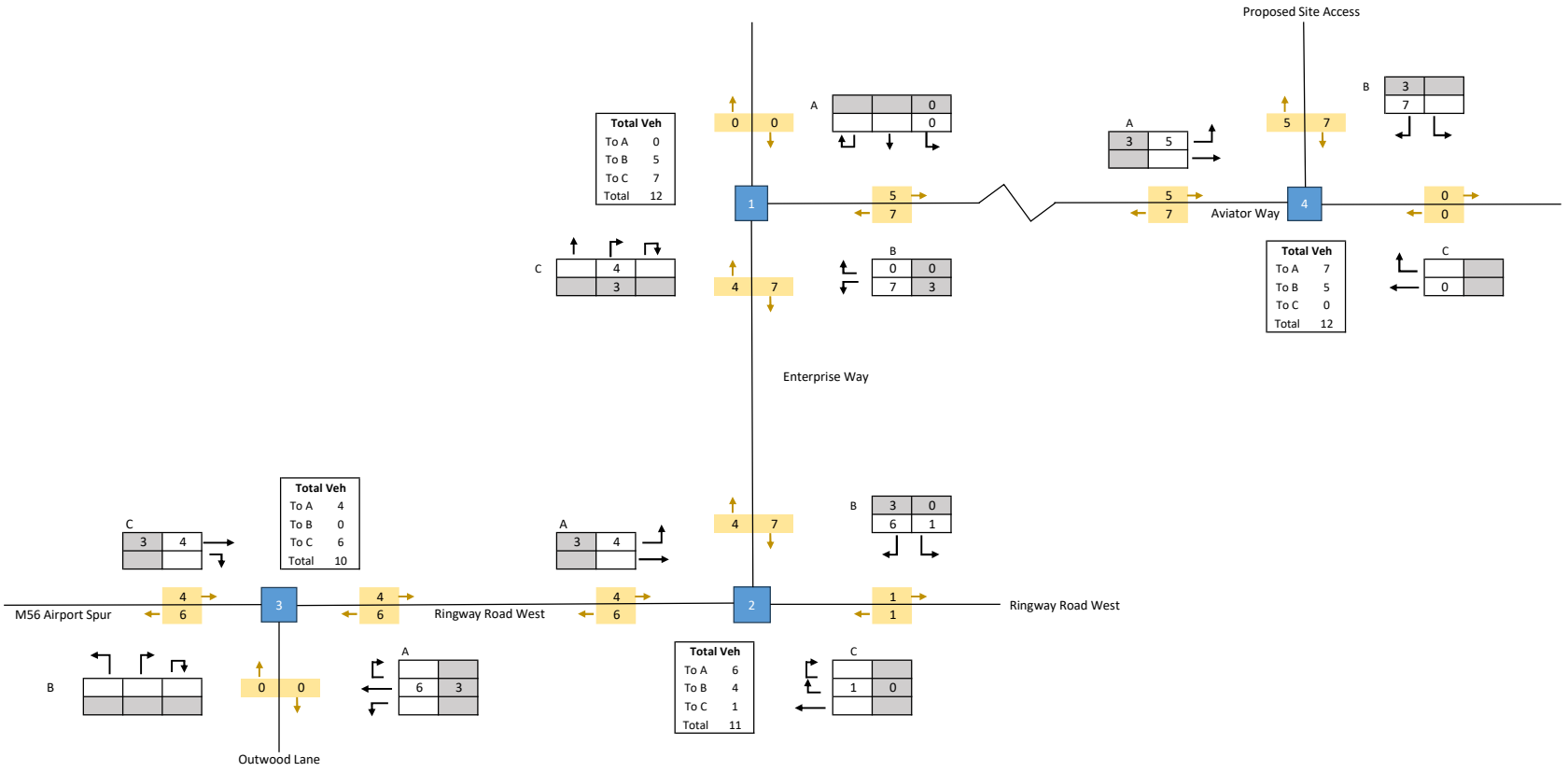
Key: PCU; HGV PCU; Total (Link Flow); X Junction



*Flows are based on peak hour (08:00-09:00) as per TRICS output

Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25
Project	Aviator Way, Manchester	TFD Reference	9	Approved	MS
Title	**B8 Development 07:45-08:45 AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicles (HGV)**				

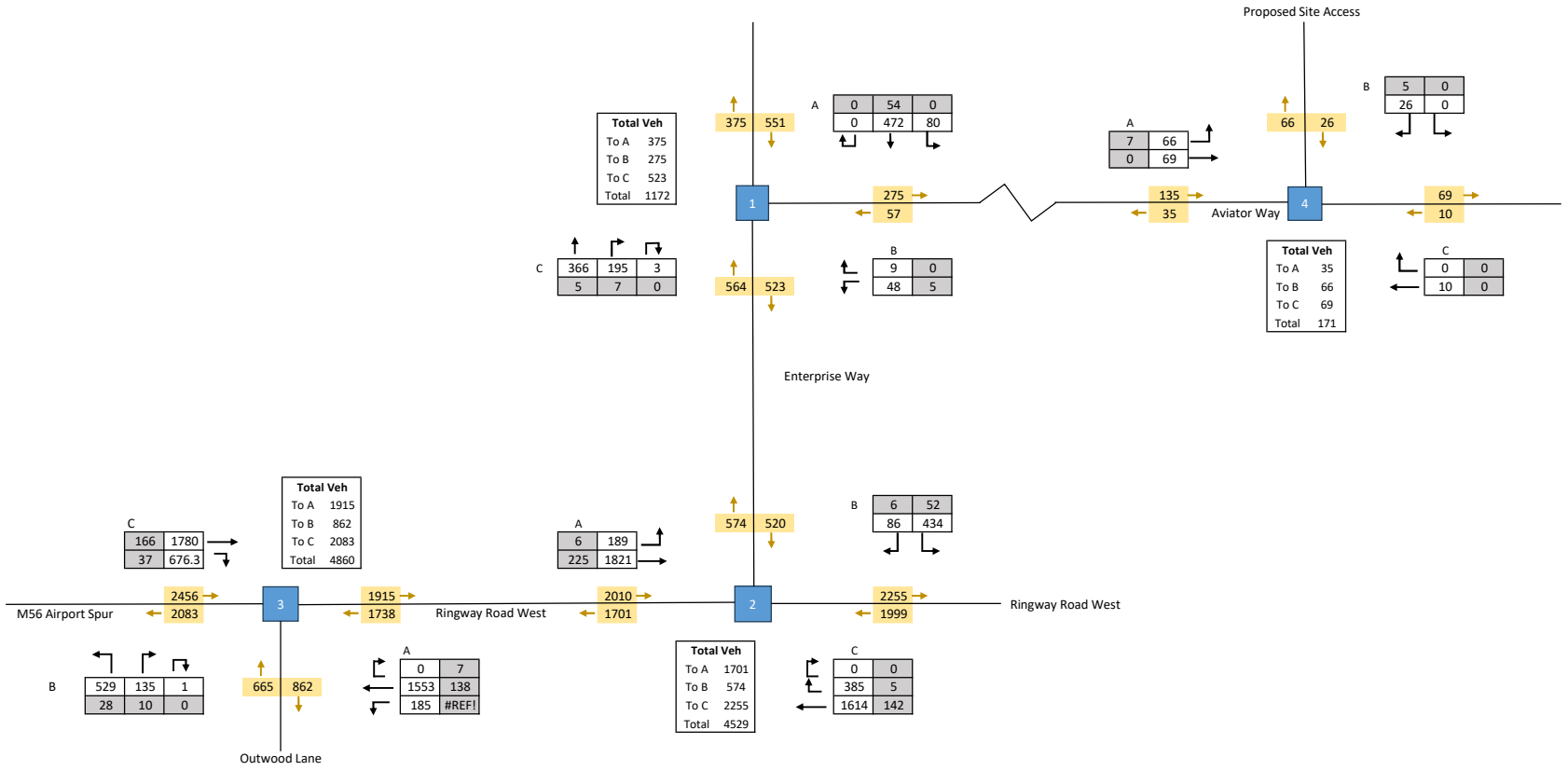
Key: PCU; HGV PCU; Total (Link Flow); X Junction



*Flows are based on peak hour (16:00-17:00) as per TRICS output

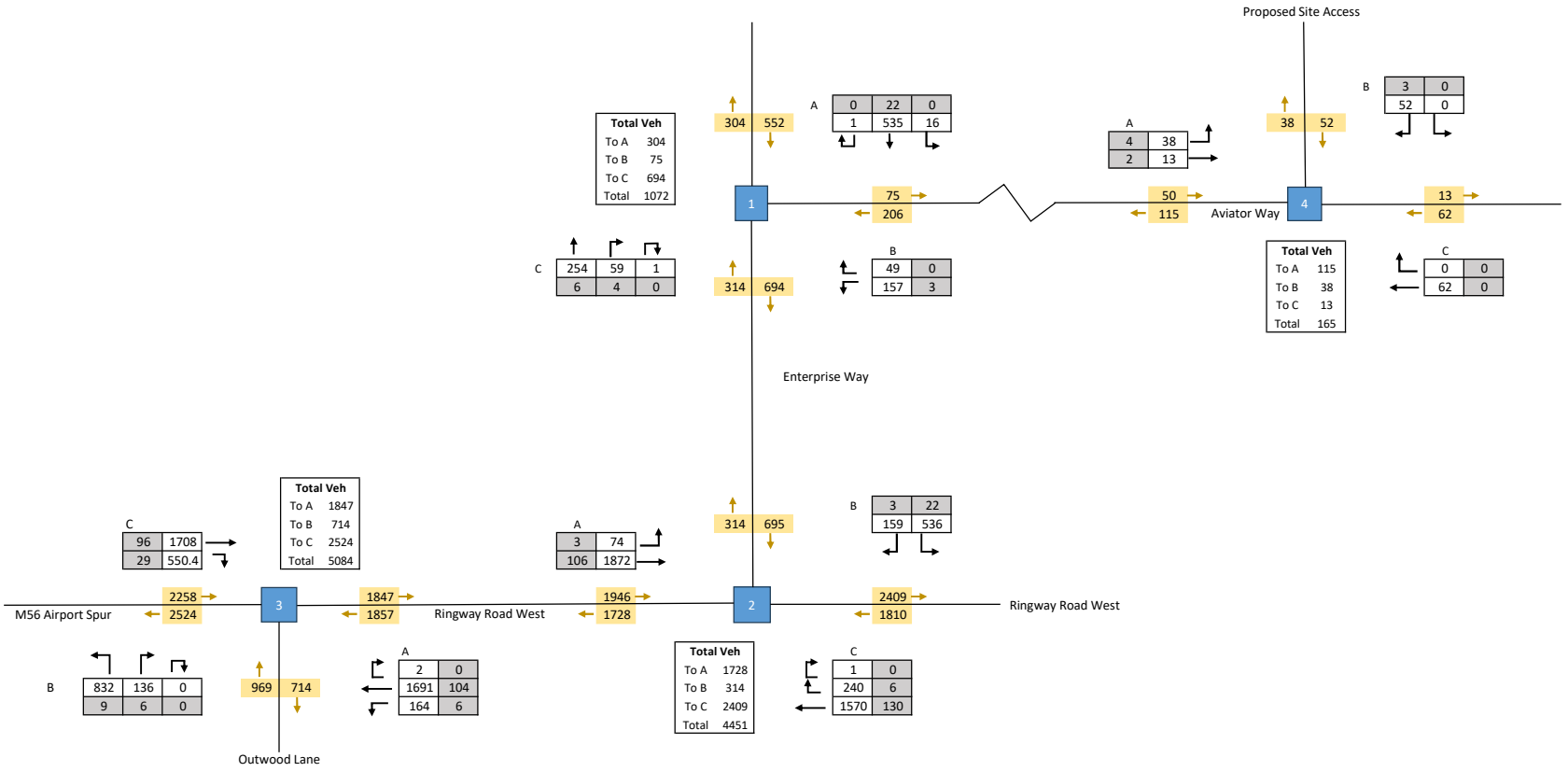
Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25
Project	Aviator Way, Manchester	TFD Reference	10	Approved	MS
Title	**Development AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicle (HGV) 15:45-16:45 - B8 Scenario**				

Key: PCU; HGV PCU; Total (Link Flow); X Junction



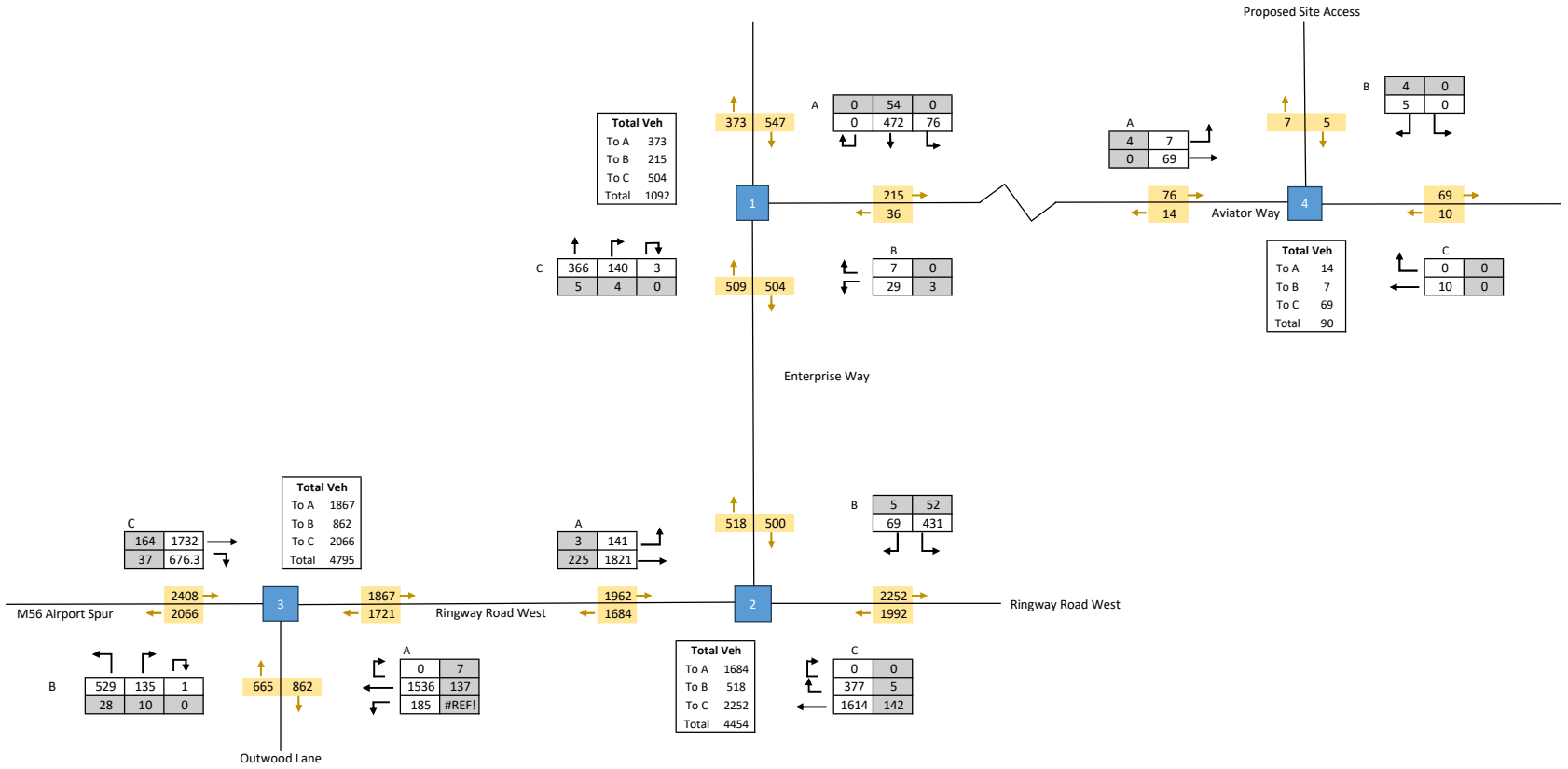
Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman
Project	Aviator Way, Manchester	TFD Reference	11	Approved	MS	
Title	**2030 Base + Proposed Development (B2 Industrial Estate Scenario) 07:45-08:45 AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicles (HGV)**					

Key:
- PCU
- HGV PCU
- Total (Link Flow)
- X — Junction



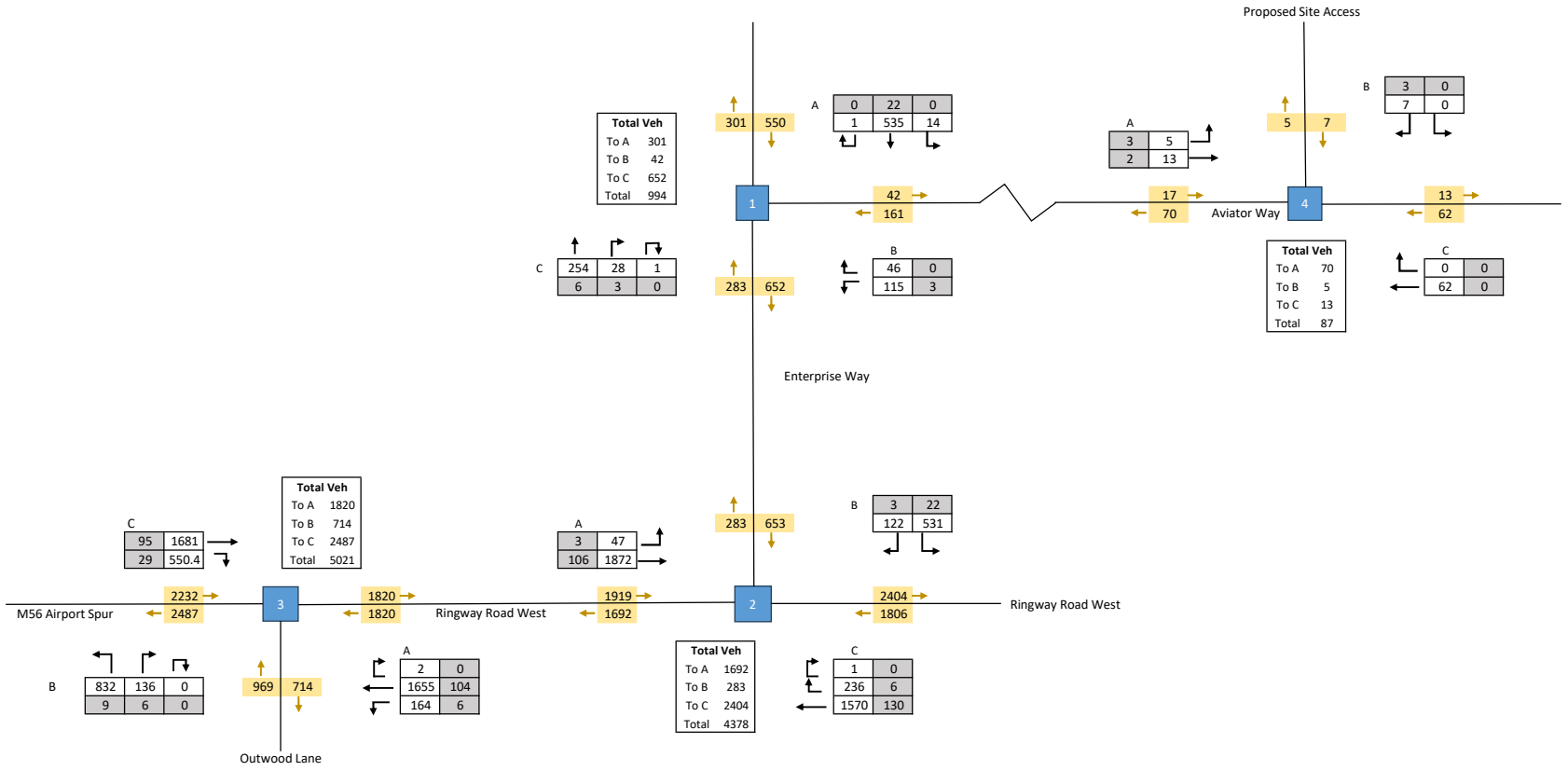
Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman
Project	Aviator Way, Manchester	TFD Reference	12	Approved	MS	
Title	**2030 Base + Proposed Development (B2 Industrial Estate Scenario) 15:45-16:45 PM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicles (HGV)**					

Key:
- PCU
- HGV PCU
- Total (Link Flow)
- X — Junction



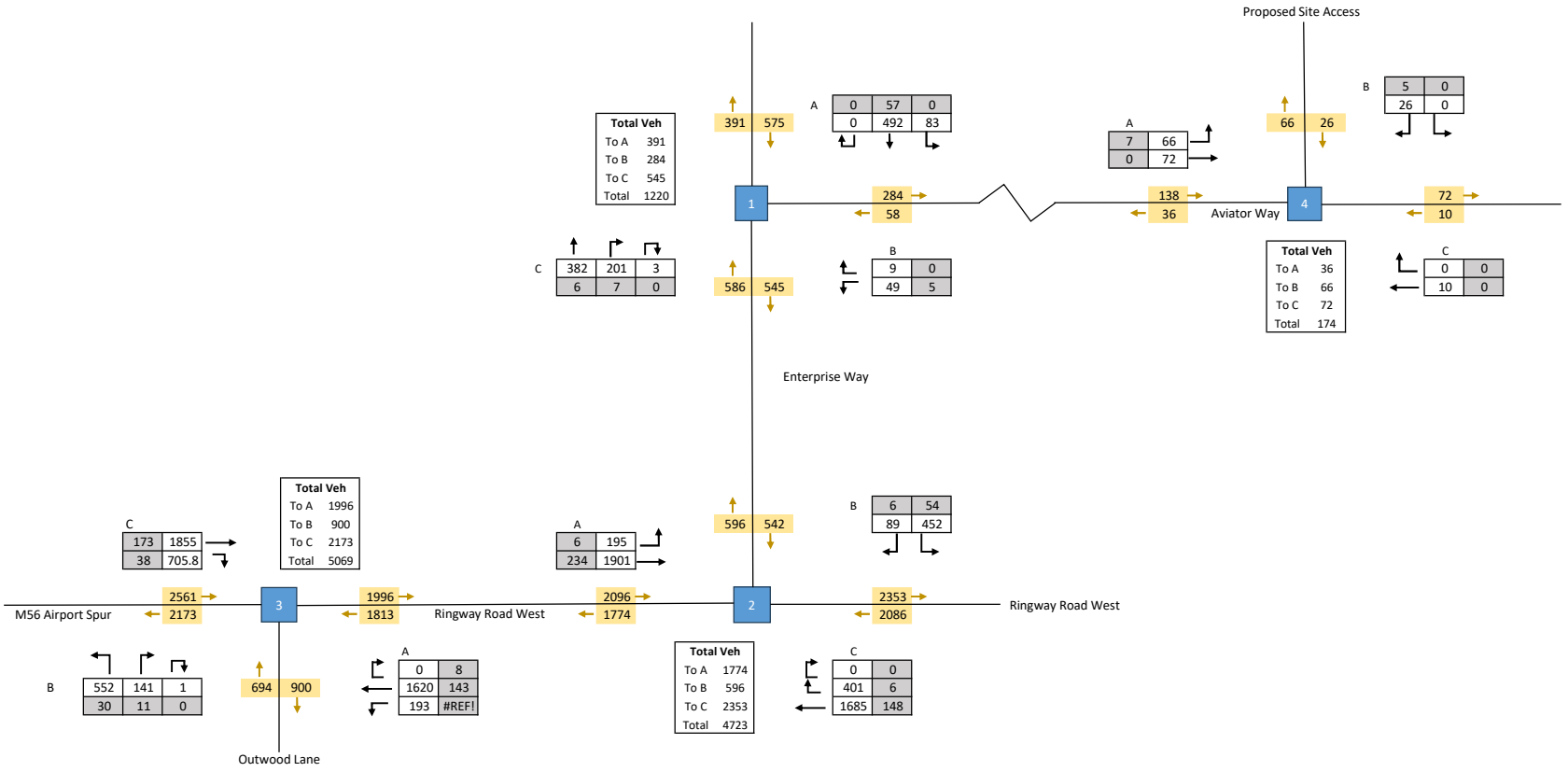
Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman
Project	Aviator Way, Manchester	TFD Reference	13	Approved	MS	
Title	**2030 Base + Proposed Development (B8 Warehousing Commercial) 07:45-08:45 AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicles (HGV)**					

Key:
- PCU
- HGV PCU
- Total (Link Flow)
- X — Junction



Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman
Project	Aviator Way, Manchester	TFD Reference	14	Approved	MS	
Title	**2030 Base + Proposed Development (B8 Warehousing Commercial) 15:45-16:45 PM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicles (HGV)**					

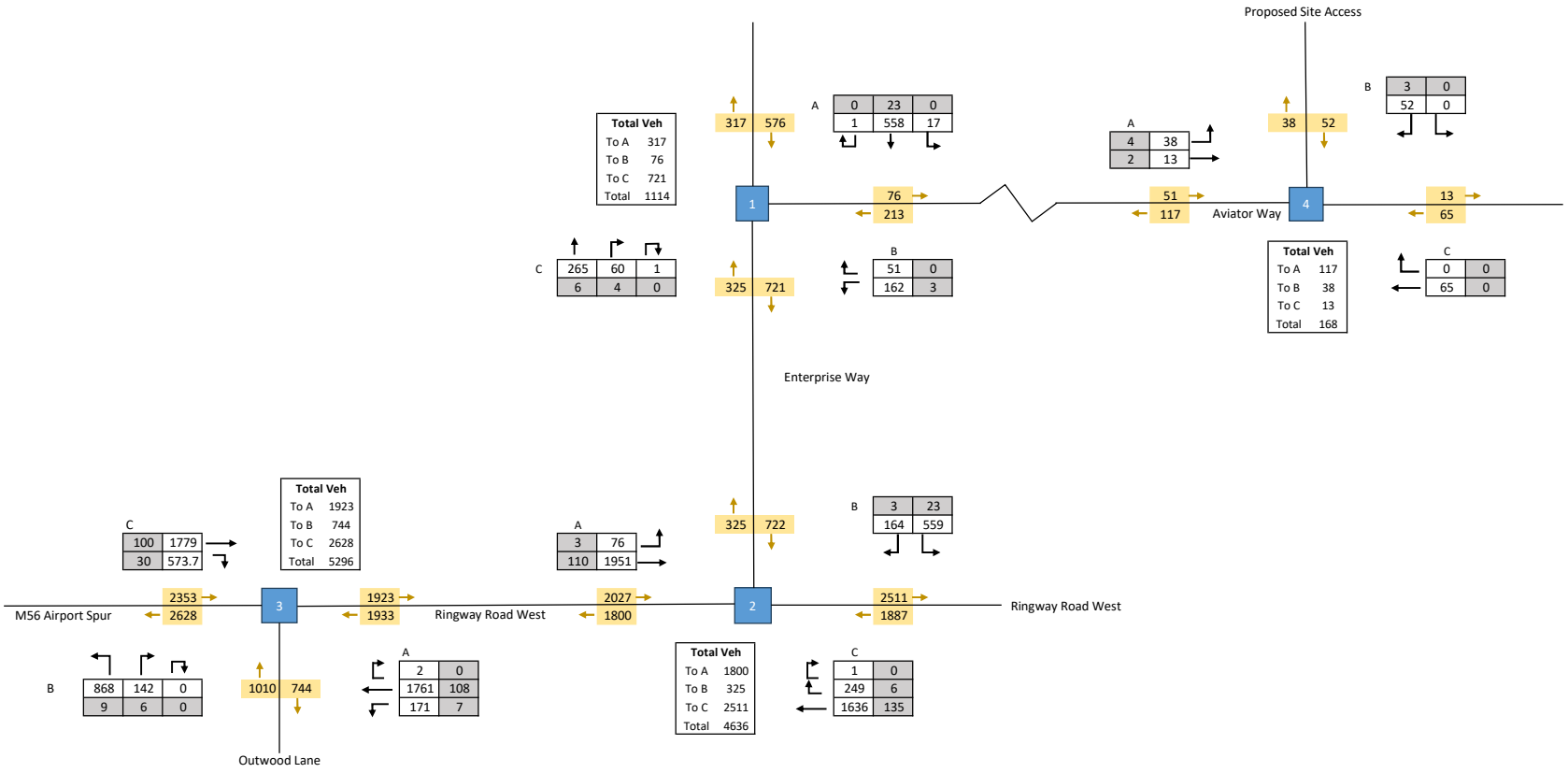
Key: PCU; HGV PCU; Total (Link Flow); X Junction



Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25
Project	Aviator Way, Manchester	TFD Reference	15	Approved	MS
Title	**2035 Base + Proposed Development (B2 Industrial Estate Scenario) 07:45-08:45 AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicles (HGV)**				

waterman

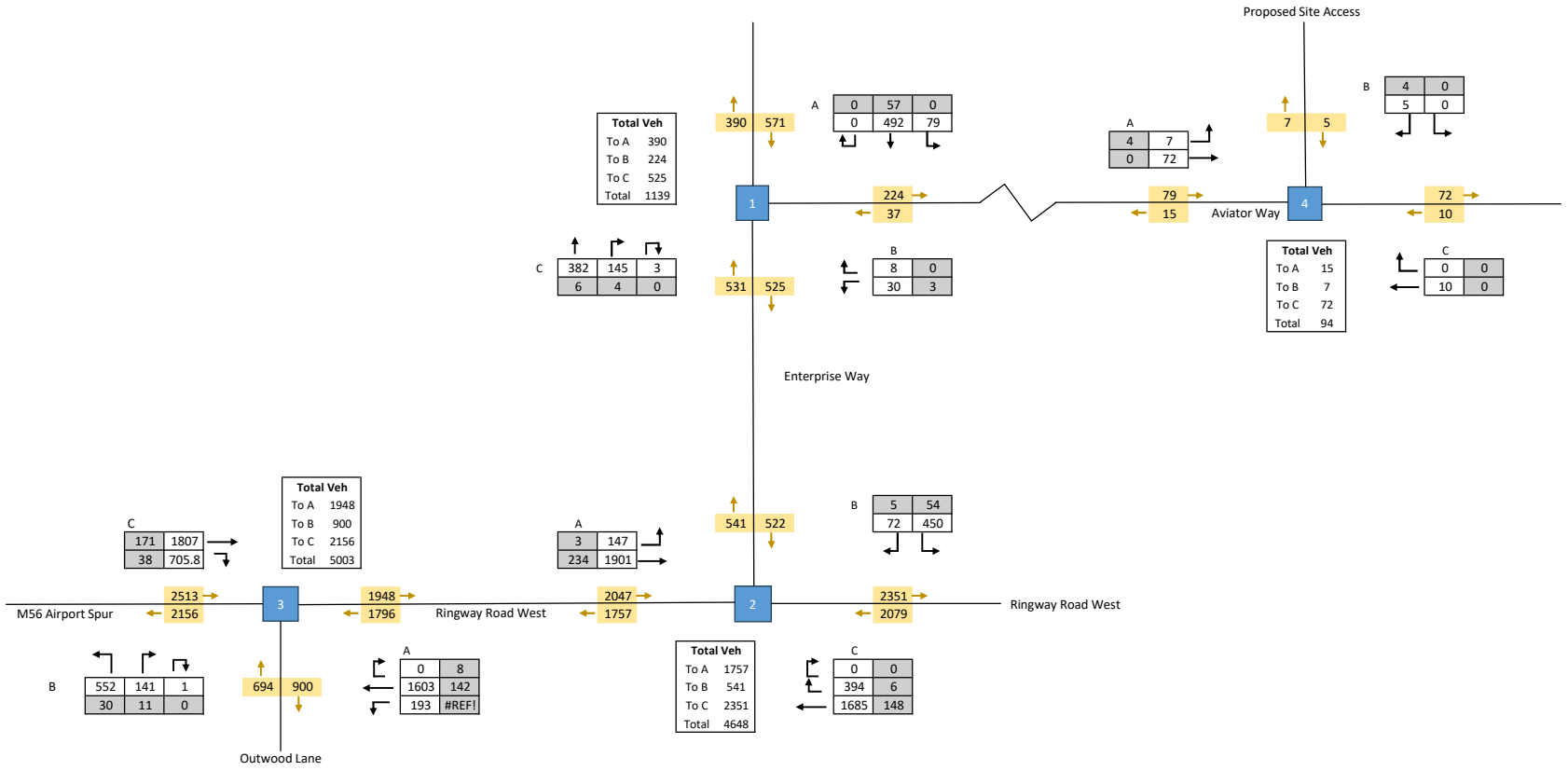
Key:
- PCU
- HGV PCU
- Total (Link Flow)
- X — Junction



Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25
Project	Aviator Way, Manchester	TFD Reference	16	Approved	MS
Title	**2035 Base + Proposed Development (B2 Industrial Estate Scenario) 15:45-16:45 PM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicles (HGV)**				

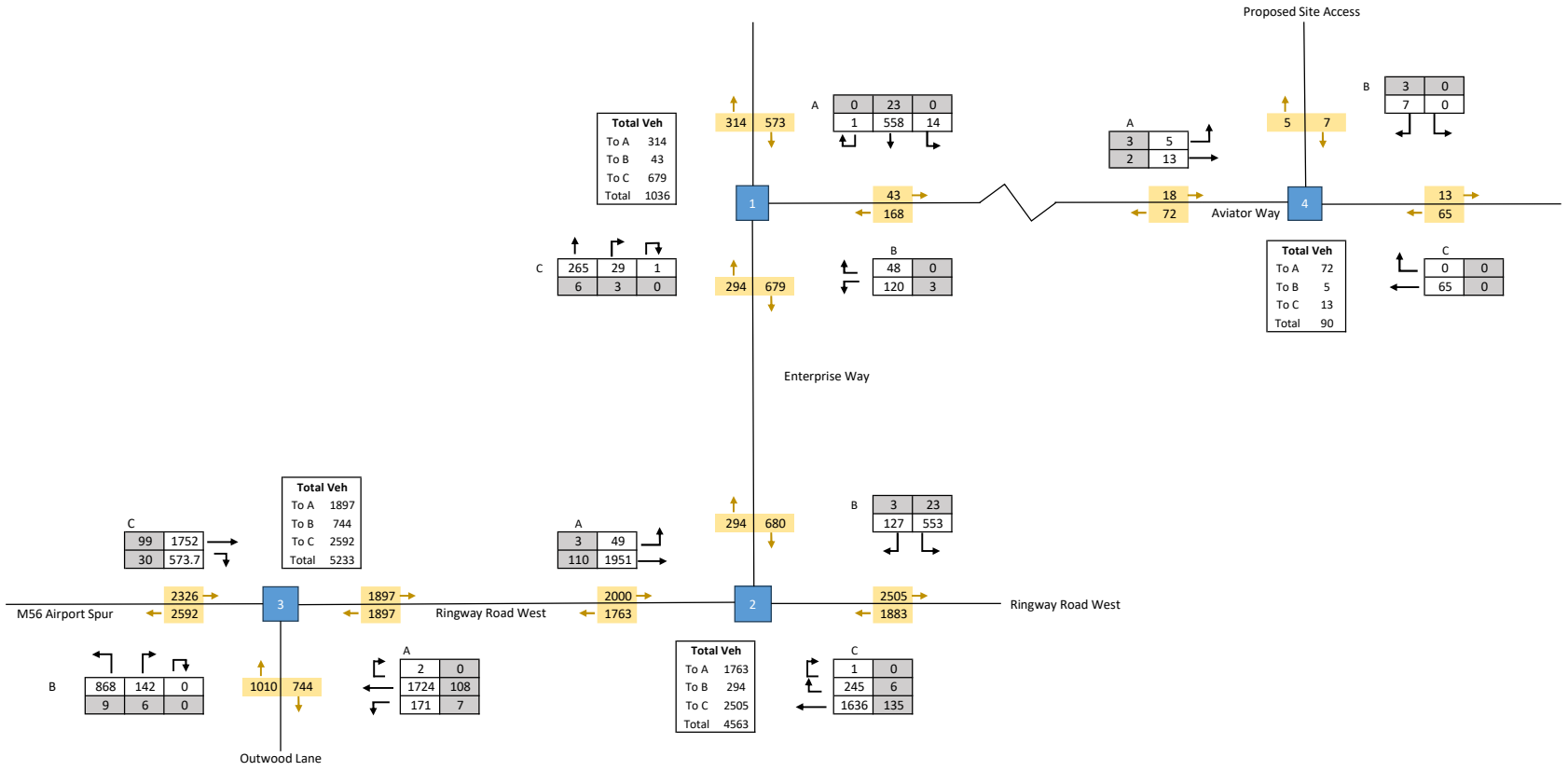
waterman

Key:
- PCU
- HGV PCU
- Total (Link Flow)
- X — Junction



Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman
Project	Aviator Way, Manchester	TFD Reference	17	Approved	MS	
Title	**2035 Base + Proposed Development (B8 Warehousing Commercial) 07:45-08:45 AM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicles (HGV)**					

Key:
- PCU
- HGV PCU
- Total (Link Flow)
- X — Junction



Client	Ask Real Estate Limited	Drawn By	SW	Date	Nov-25	waterman
Project	Aviator Way, Manchester	TFD Reference	18	Approved	MS	
Title	**2035 Base + Proposed Development (B8 Warehousing Commercial) 15:45-16:45 PM Peak Hour Traffic Flows (PCU) and Heavy Goods Vehicles (HGV)**					

Key: PCU; HGV PCU; Total (Link Flow); X Junction

I. Traffic Distribution Methodology

Middle layer Super Output Areas code	Middle layer Super Output Areas label	MSOA of workplace code	MSOA of workplace label	Place	Place of work indicator (4 categories) label	Count	Direction
	London					12	W
	Bolton					299	W
	Bury					209	W
	Oldham					294	W
	Rochdale					217	W
	Salford					516	W
	Stockport					1335	50/50 E/W
	Tameside					681	W
	Trafford					913	W
	Wigan					354	W
	Knowsley					47	W
	Liverpool					89	W
	St. Helens					137	W
	Sefton					56	W
	Wirral					82	W
	Barnsley					11	E
	Doncaster					7	E
	Rotherham					9	E
	Sheffield					20	E
	Gateshead					2	W
	Newcastle					1	W
	Birmingham					1	W
	Coventry					3	W
	Dudley					1	W
	Solihull					2	W
	Walsall					1	W
	Wolverhampton					2	W
	Bradford					25	W
	Calderdale					21	W
	Kirklees					33	W
	Leeds					19	W
	Wakefield					12	W
	Middlesborough					5	W
	Halton					115	W
	Warrington					384	W
	Blackburn with Darwen					31	W
	Blackpool					18	W
	East Riding of Yorkshire					1	W
	North Lincolnshire					1	W
	York					3	W
	Derby					2	W
	Herefordshire					2	W
	Stoke-on-Trent					14	W
	Bristol					1	W
	South Gloucestershire					1	W
	Bournemouth, Christchurch and Poole					1	W
	Slough					1	W
	Wokingham					1	W
	Central Bedfordshire					1	W
	Buckinghamshire					3	W
	Cheshire West and Chester					77	W
	Cheshire East					755	50/50 E/W
E02001045	Manchester 001	E02001097	Manchester 053	3	Working in the UK but not working at or from home	21	W
E02001046	Manchester 002	E02001097	Manchester 053	3	Working in the UK but not working at or from home	36	W
E02001047	Manchester 003	E02001097	Manchester 053	3	Working in the UK but not working at or from home	32	W
E02001048	Manchester 004	E02001097	Manchester 053	3	Working in the UK but not working at or from home	23	W
E02001049	Manchester 005	E02001097	Manchester 053	3	Working in the UK but not working at or from home	38	W
E02001050	Manchester 006	E02001097	Manchester 053	3	Working in the UK but not working at or from home	25	W
E02001051	Manchester 007	E02001097	Manchester 053	3	Working in the UK but not working at or from home	27	W
E02001052	Manchester 008	E02001097	Manchester 053	3	Working in the UK but not working at or from home	100	W
E02001053	Manchester 009	E02001097	Manchester 053	3	Working in the UK but not working at or from home	70	W
E02001055	Manchester 011	E02001097	Manchester 053	3	Working in the UK but not working at or from home	38	W
E02001056	Manchester 012	E02001097	Manchester 053	3	Working in the UK but not working at or from home	27	W
E02001059	Manchester 015	E02001097	Manchester 053	3	Working in the UK but not working at or from home	67	W
E02001061	Manchester 017	E02001097	Manchester 053	3	Working in the UK but not working at or from home	58	W
E02001062	Manchester 018	E02001097	Manchester 053	3	Working in the UK but not working at or from home	62	W
E02001063	Manchester 019	E02001097	Manchester 053	3	Working in the UK but not working at or from home	57	W
E02001064	Manchester 020	E02001097	Manchester 053	3	Working in the UK but not working at or from home	63	W
E02001065	Manchester 021	E02001097	Manchester 053	3	Working in the UK but not working at or from home	47	W
E02001066	Manchester 022	E02001097	Manchester 053	3	Working in the UK but not working at or from home	96	W
E02001067	Manchester 023	E02001097	Manchester 053	3	Working in the UK but not working at or from home	80	W
E02001068	Manchester 024	E02001097	Manchester 053	3	Working in the UK but not working at or from home	92	W
E02001069	Manchester 025	E02001097	Manchester 053	3	Working in the UK but not working at or from home	88	W
E02001070	Manchester 026	E02001097	Manchester 053	3	Working in the UK but not working at or from home	81	W
E02001072	Manchester 028	E02001097	Manchester 053	3	Working in the UK but not working at or from home	45	W
E02001073	Manchester 029	E02001097	Manchester 053	3	Working in the UK but not working at or from home	37	W
E02001074	Manchester 030	E02001097	Manchester 053	3	Working in the UK but not working at or from home	70	W
E02001075	Manchester 031	E02001097	Manchester 053	3	Working in the UK but not working at or from home	41	W
E02001076	Manchester 032	E02001097	Manchester 053	3	Working in the UK but not working at or from home	54	W
E02001077	Manchester 033	E02001097	Manchester 053	3	Working in the UK but not working at or from home	38	W
E02001078	Manchester 034	E02001097	Manchester 053	3	Working in the UK but not working at or from home	62	W
E02001079	Manchester 035	E02001097	Manchester 053	3	Working in the UK but not working at or from home	53	W
E02001080	Manchester 036	E02001097	Manchester 053	3	Working in the UK but not working at or from home	53	W
E02001081	Manchester 037	E02001097	Manchester 053	3	Working in the UK but not working at or from home	41	W
E02001082	Manchester 038	E02001097	Manchester 053	3	Working in the UK but not working at or from home	31	W
E02001083	Manchester 039	E02001097	Manchester 053	3	Working in the UK but not working at or from home	59	W
E02001084	Manchester 040	E02001097	Manchester 053	3	Working in the UK but not working at or from home	36	W
E02001085	Manchester 041	E02001097	Manchester 053	3	Working in the UK but not working at or from home	61	W
E02001086	Manchester 042	E02001097	Manchester 053	3	Working in the UK but not working at or from home	42	W
E02001087	Manchester 043	E02001097	Manchester 053	3	Working in the UK but not working at or from home	38	W
E02001088	Manchester 044	E02001097	Manchester 053	3	Working in the UK but not working at or from home	125	W
E02001089	Manchester 045	E02001097	Manchester 053	3	Working in the UK but not working at or from home	39	W
E02001090	Manchester 046	E02001097	Manchester 053	3	Working in the UK but not working at or from home	97	W
E02001091	Manchester 047	E02001097	Manchester 053	3	Working in the UK but not working at or from home	88	W
E02001092	Manchester 048	E02001097	Manchester 053	3	Working in the UK but not working at or from home	212	W
E02001093	Manchester 049	E02001097	Manchester 053	3	Working in the UK but not working at or from home	239	W
E02001094	Manchester 050	E02001097	Manchester 053	3	Working in the UK but not working at or from home	309	33/33/33
E02001095	Manchester 051	E02001097	Manchester 053	3	Working in the UK but not working at or from home	277	W
E02001096	Manchester 052	E02001097	Manchester 053	3	Working in the UK but not working at or from home	274	50/50 N/E
E02001097	Manchester 053	E02001097	Manchester 053	3	Working in the UK but not working at or from home	485	N

Directions

E:	A555
W:	M56
N:	Enterprise Way

	No.	%
W=	8905	81.2%
E=	1332	12.2%
N=	725	6.6%
TOTAL=	10962	100.0%

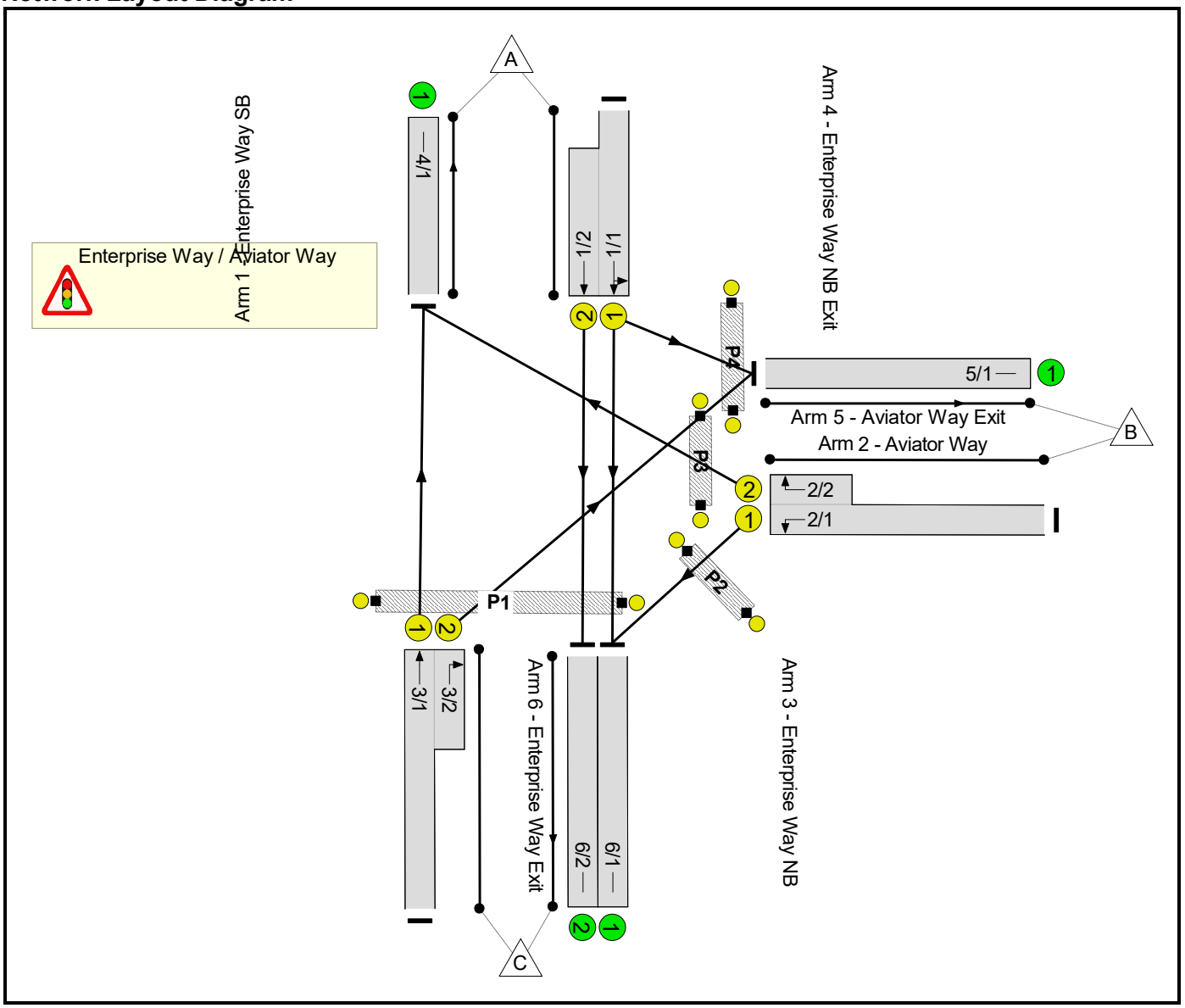
J. Junction Assessment Outputs – Junction 1: Enterprise Way / Aviator Way

Detailed Input Data And Results

User and Project Details

Project:	**WIE21347 Aviator Way**
Title:	**Enterprise Way / Aviator Way Junction, Manchester**
Location:	
Site Ref(s):	J1
Model Purpose:	For Manchester Business Park, Aviator Way, TA
Additional detail:	
File name:	J1) Enterprise Way_Aviator Way.lsg3x
Author:	CSMS4
Company:	WIE
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



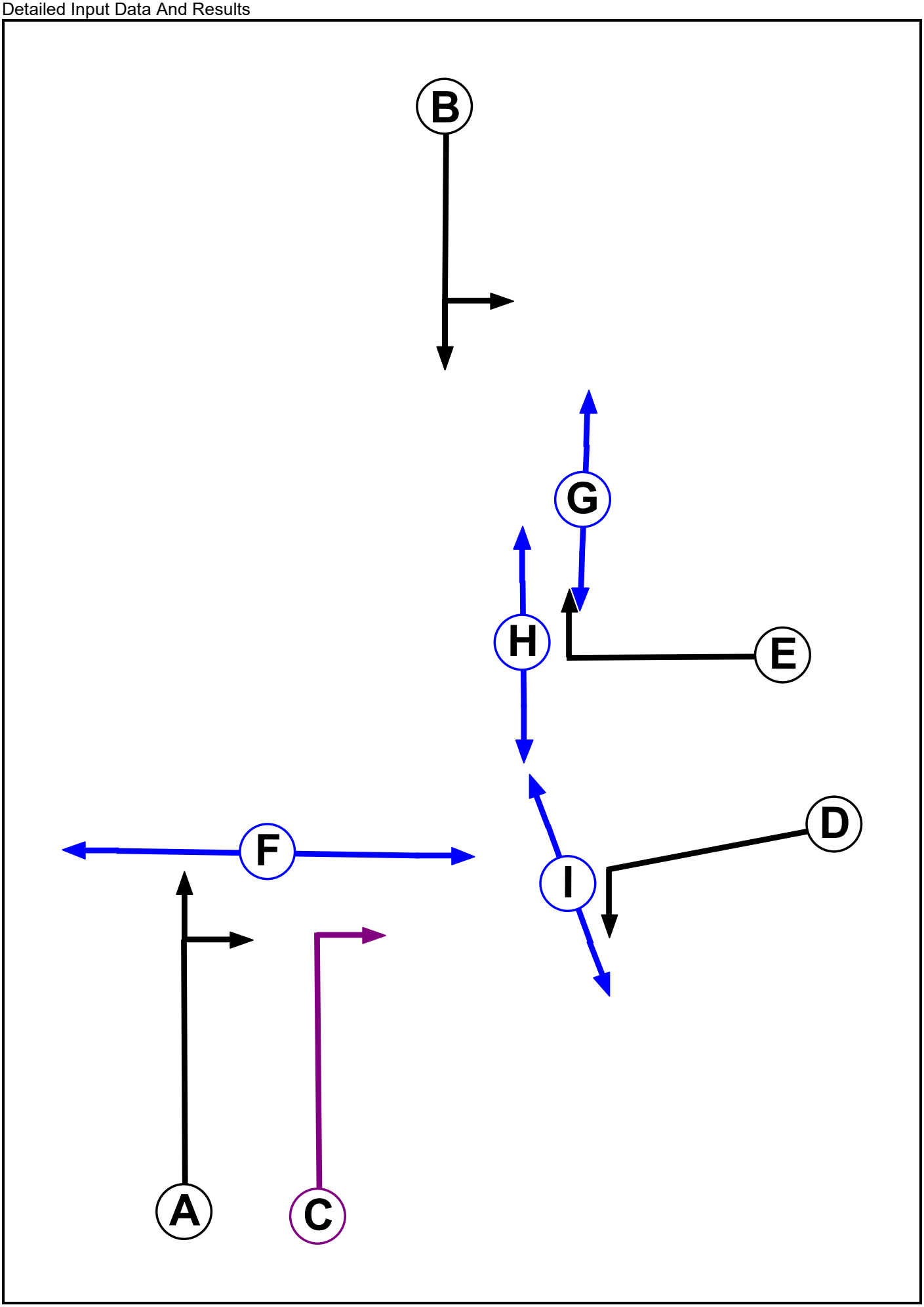
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 AM Peak	2025 AM Peak	Network Control Plan 1	07:45 - 08:45	84	186.8	2.35
2	2025 PM Peak	2025 PM Peak	Network Control Plan 1	15:45 - 16:45	68	179.7	3.05
3	2030 Base AM Peak	2030 Base AM Peak	Network Control Plan 1	07:45 - 08:45	84	171.3	2.51
4	2030 Base PM Peak	2030 Base PM Peak	Network Control Plan 1	15:45 - 16:45	68	164.8	3.25
5	2030 Base + Option 5 B2 Dev AM Peak	2030 Base + Option 5 B2 Dev AM Peak	Network Control Plan 1	07:45 - 08:45	84	145.3	2.89
6	2030 Base + Option 5 B2 Dev PM Peak	2030 Base + Option 5 B2 Dev PM Peak	Network Control Plan 1	15:45 - 16:45	68	158.4	3.80
7	2035 Base AM Peak	2035 Base AM Peak	Network Control Plan 1	07:45 - 08:45	84	159.8	2.64
8	2035 Base PM Peak	2035 Base PM Peak	Network Control Plan 1	15:45 - 16:45	68	153.9	3.41
9	2035 Base + Option 5 B2 Dev AM Peak	2035 Base + Option 5 B2 Dev AM Peak	Network Control Plan 1	07:45 - 08:45	84	135.9	3.02
10	2035 Base + Option 5 B2 Dev PM Peak	2035 Base + Option 5 B2 Dev PM Peak	Network Control Plan 1	15:45 - 16:45	68	148.2	3.98

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	9	3	Enterprise Way / Aviator Way	

Phase Diagram


B
G
H
E
F
D
I
A
C

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	A	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		10	10
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5

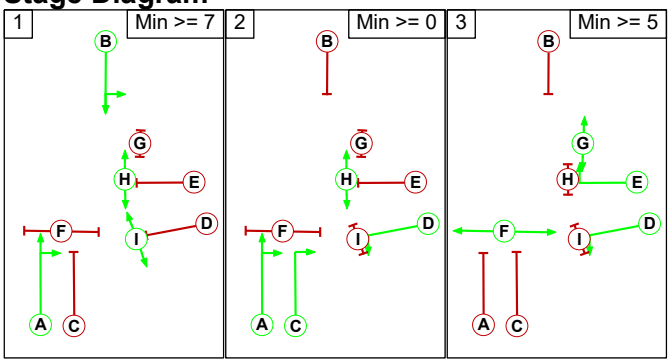
Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		-	-	-	5	5	11	-	-
	B	-		4	8	6	8	9	-	-
	C	-	5		-	5	5	11	-	-
	D	-	4	-		-	-	-	-	5
	E	6	5	6	-		-	-	5	-
	F	7	7	7	-	-		-	-	-
	G	5	5	5	-	-	-		-	-
	H	-	-	-	-	5	-	-		-
	I	-	-	-	5	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B H I
2	A C D H
3	D E F G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage			
		1	2	3
From Stage	1		8	11
	2	5		11
	3	7	7	

Lane Input Data

Junction: Enterprise Way / Aviator Way

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Enterprise Way SB)	U	B	2	3	60.0	Geom	-	4.03	0.00	Y	Arm 5 Left	19.13
											Arm 6 Ahead	Inf
1/2 (Enterprise Way SB)	U	B	2	3	8.9	Geom	-	3.74	0.00	Y	Arm 6 Ahead	Inf
2/1 (Aviator Way)	U	D	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	Inf
2/2 (Aviator Way)	U	E	2	3	4.1	Geom	-	3.65	0.00	Y	Arm 4 Right	31.35
3/1 (Enterprise Way NB)	U	A	2	3	60.0	Geom	-	3.67	0.00	Y	Arm 4 Ahead	Inf
3/2 (Enterprise Way NB)	U	A C	2	3	5.0	Geom	-	3.69	0.00	Y	Arm 5 Right	12.41
4/1 (Enterprise Way NB Exit)	U		2	3	60.0	Geom	-	4.00	0.00	Y		
5/1 (Aviator Way Exit)	U		2	3	60.0	Geom	-	5.00	0.00	Y		
6/1 (Enterprise Way Exit)	U		2	3	60.0	Geom	-	3.45	0.00	Y		
6/2 (Enterprise Way Exit)	U		2	3	60.0	Geom	-	3.35	0.00	Y		

Give-Way Lane Input Data

Junction: Enterprise Way / Aviator Way
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: Enterprise Way / Aviator Way				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	5	35
1/1	6/1	Internal	5	35
1/2	6/2	Internal	5	35
2/1	6/1	Internal	5	35
2/2	4/1	Internal	5	35
3/1	4/1	Internal	5	35
3/2	5/1	Internal	5	35

Scenario 1: '2025 AM Peak' (FG1: '2025 AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Enterprise Way / Aviator Way								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Enterprise Way SB)	4.03	0.00	Y	Arm 5 Left	19.13	27.4 %	1975	1975
				Arm 6 Ahead	Inf	72.6 %		
1/2 (Enterprise Way SB)	3.74	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1989	1989
2/1 (Aviator Way)	3.65	0.00	Y	Arm 6 Left	Inf	100.0 %	1980	1980
2/2 (Aviator Way)	3.65	0.00	Y	Arm 4 Right	31.35	100.0 %	1890	1890
3/1 (Enterprise Way NB)	3.67	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1982	1982
3/2 (Enterprise Way NB)	3.69	0.00	Y	Arm 5 Right	12.41	100.0 %	1770	1770
4/1 (Enterprise Way NB Exit)	4.00	0.00	Y				2015	2015
5/1 (Aviator Way Exit)	5.00	0.00	Y				2115	2115
6/1 (Enterprise Way Exit)	3.45	0.00	Y				1960	1960
6/2 (Enterprise Way Exit)	3.35	0.00	Y				1950	1950

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2025 PM Peak' (FG2: '2025 PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Enterprise Way / Aviator Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enterprise Way SB)	4.03	0.00	Y	Arm 5 Left	19.13	5.0 %	2010	2010
				Arm 6 Ahead	Inf	95.0 %		
1/2 (Enterprise Way SB)	3.74	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1989	1989
2/1 (Aviator Way)	3.65	0.00	Y	Arm 6 Left	Inf	100.0 %	1980	1980
2/2 (Aviator Way)	3.65	0.00	Y	Arm 4 Right	31.35	100.0 %	1890	1890
3/1 (Enterprise Way NB)	3.67	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1982	1982
3/2 (Enterprise Way NB)	3.69	0.00	Y	Arm 5 Right	12.41	100.0 %	1770	1770
4/1 (Enterprise Way NB Exit)	4.00	0.00	Y				2015	2015
5/1 (Aviator Way Exit)	5.00	0.00	Y				2115	2115
6/1 (Enterprise Way Exit)	3.45	0.00	Y				1960	1960
6/2 (Enterprise Way Exit)	3.35	0.00	Y				1950	1950

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2030 Base AM Peak' (FG3: '2030 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Enterprise Way / Aviator Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enterprise Way SB)	4.03	0.00	Y	Arm 5 Left	19.13	27.3 %	1975	1975
				Arm 6 Ahead	Inf	72.7 %		
1/2 (Enterprise Way SB)	3.74	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1989	1989
2/1 (Aviator Way)	3.65	0.00	Y	Arm 6 Left	Inf	100.0 %	1980	1980
2/2 (Aviator Way)	3.65	0.00	Y	Arm 4 Right	31.35	100.0 %	1890	1890
3/1 (Enterprise Way NB)	3.67	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1982	1982
3/2 (Enterprise Way NB)	3.69	0.00	Y	Arm 5 Right	12.41	100.0 %	1770	1770
4/1 (Enterprise Way NB Exit)	4.00	0.00	Y				2015	2015
5/1 (Aviator Way Exit)	5.00	0.00	Y				2115	2115
6/1 (Enterprise Way Exit)	3.45	0.00	Y				1960	1960
6/2 (Enterprise Way Exit)	3.35	0.00	Y				1950	1950

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2030 Base PM Peak' (FG4: '2030 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Enterprise Way / Aviator Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enterprise Way SB)	4.03	0.00	Y	Arm 5 Left	19.13	5.1 %	2010	2010
				Arm 6 Ahead	Inf	94.9 %		
1/2 (Enterprise Way SB)	3.74	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1989	1989
2/1 (Aviator Way)	3.65	0.00	Y	Arm 6 Left	Inf	100.0 %	1980	1980
2/2 (Aviator Way)	3.65	0.00	Y	Arm 4 Right	31.35	100.0 %	1890	1890
3/1 (Enterprise Way NB)	3.67	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1982	1982
3/2 (Enterprise Way NB)	3.69	0.00	Y	Arm 5 Right	12.41	100.0 %	1770	1770
4/1 (Enterprise Way NB Exit)	4.00	0.00	Y				2015	2015
5/1 (Aviator Way Exit)	5.00	0.00	Y				2115	2115
6/1 (Enterprise Way Exit)	3.45	0.00	Y				1960	1960
6/2 (Enterprise Way Exit)	3.35	0.00	Y				1950	1950

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2030 Base + Option 5 B2 Dev AM Peak' (FG5: '2030 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Enterprise Way / Aviator Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enterprise Way SB)	4.03	0.00	Y	Arm 5 Left	19.13	29.0 %	1973	1973
				Arm 6 Ahead	Inf	71.0 %		
1/2 (Enterprise Way SB)	3.74	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1989	1989
2/1 (Aviator Way)	3.65	0.00	Y	Arm 6 Left	Inf	100.0 %	1980	1980
2/2 (Aviator Way)	3.65	0.00	Y	Arm 4 Right	31.35	100.0 %	1890	1890
3/1 (Enterprise Way NB)	3.67	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1982	1982
3/2 (Enterprise Way NB)	3.69	0.00	Y	Arm 5 Right	12.41	100.0 %	1770	1770
4/1 (Enterprise Way NB Exit)	4.00	0.00	Y				2015	2015
5/1 (Aviator Way Exit)	5.00	0.00	Y				2115	2115
6/1 (Enterprise Way Exit)	3.45	0.00	Y				1960	1960
6/2 (Enterprise Way Exit)	3.35	0.00	Y				1950	1950

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2030 Base + Option 5 B2 Dev PM Peak' (FG6: '2030 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Enterprise Way / Aviator Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enterprise Way SB)	4.03	0.00	Y	Arm 5 Left	19.13	5.9 %	2008	2008
				Arm 6 Ahead	Inf	94.1 %		
1/2 (Enterprise Way SB)	3.74	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1989	1989
2/1 (Aviator Way)	3.65	0.00	Y	Arm 6 Left	Inf	100.0 %	1980	1980
2/2 (Aviator Way)	3.65	0.00	Y	Arm 4 Right	31.35	100.0 %	1890	1890
3/1 (Enterprise Way NB)	3.67	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1982	1982
3/2 (Enterprise Way NB)	3.69	0.00	Y	Arm 5 Right	12.41	100.0 %	1770	1770
4/1 (Enterprise Way NB Exit)	4.00	0.00	Y				2015	2015
5/1 (Aviator Way Exit)	5.00	0.00	Y				2115	2115
6/1 (Enterprise Way Exit)	3.45	0.00	Y				1960	1960
6/2 (Enterprise Way Exit)	3.35	0.00	Y				1950	1950

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2035 Base AM Peak' (FG7: '2035 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Enterprise Way / Aviator Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enterprise Way SB)	4.03	0.00	Y	Arm 5 Left	19.13	27.6 %	1975	1975
				Arm 6 Ahead	Inf	72.4 %		
1/2 (Enterprise Way SB)	3.74	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1989	1989
2/1 (Aviator Way)	3.65	0.00	Y	Arm 6 Left	Inf	100.0 %	1980	1980
2/2 (Aviator Way)	3.65	0.00	Y	Arm 4 Right	31.35	100.0 %	1890	1890
3/1 (Enterprise Way NB)	3.67	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1982	1982
3/2 (Enterprise Way NB)	3.69	0.00	Y	Arm 5 Right	12.41	100.0 %	1770	1770
4/1 (Enterprise Way NB Exit)	4.00	0.00	Y				2015	2015
5/1 (Aviator Way Exit)	5.00	0.00	Y				2115	2115
6/1 (Enterprise Way Exit)	3.45	0.00	Y				1960	1960
6/2 (Enterprise Way Exit)	3.35	0.00	Y				1950	1950

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2035 Base PM Peak' (FG8: '2035 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Enterprise Way / Aviator Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enterprise Way SB)	4.03	0.00	Y	Arm 5 Left	19.13	4.9 %	2010	2010
				Arm 6 Ahead	Inf	95.1 %		
1/2 (Enterprise Way SB)	3.74	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1989	1989
2/1 (Aviator Way)	3.65	0.00	Y	Arm 6 Left	Inf	100.0 %	1980	1980
2/2 (Aviator Way)	3.65	0.00	Y	Arm 4 Right	31.35	100.0 %	1890	1890
3/1 (Enterprise Way NB)	3.67	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1982	1982
3/2 (Enterprise Way NB)	3.69	0.00	Y	Arm 5 Right	12.41	100.0 %	1770	1770
4/1 (Enterprise Way NB Exit)	4.00	0.00	Y				2015	2015
5/1 (Aviator Way Exit)	5.00	0.00	Y				2115	2115
6/1 (Enterprise Way Exit)	3.45	0.00	Y				1960	1960
6/2 (Enterprise Way Exit)	3.35	0.00	Y				1950	1950

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2035 Base + Option 5 B2 Dev AM Peak' (FG9: '2035 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Enterprise Way / Aviator Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enterprise Way SB)	4.03	0.00	Y	Arm 5 Left	19.13	28.8 %	1973	1973
				Arm 6 Ahead	Inf	71.2 %		
1/2 (Enterprise Way SB)	3.74	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1989	1989
2/1 (Aviator Way)	3.65	0.00	Y	Arm 6 Left	Inf	100.0 %	1980	1980
2/2 (Aviator Way)	3.65	0.00	Y	Arm 4 Right	31.35	100.0 %	1890	1890
3/1 (Enterprise Way NB)	3.67	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1982	1982
3/2 (Enterprise Way NB)	3.69	0.00	Y	Arm 5 Right	12.41	100.0 %	1770	1770
4/1 (Enterprise Way NB Exit)	4.00	0.00	Y				2015	2015
5/1 (Aviator Way Exit)	5.00	0.00	Y				2115	2115
6/1 (Enterprise Way Exit)	3.45	0.00	Y				1960	1960
6/2 (Enterprise Way Exit)	3.35	0.00	Y				1950	1950

Bonus Green Times
No Bonus Greens are defined For Scenario 9

Scenario 10: '2035 Base + Option 5 B2 Dev PM Peak' (FG10: '2035 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Enterprise Way / Aviator Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Enterprise Way SB)	4.03	0.00	Y	Arm 5 Left	19.13	6.0 %	2008	2008
				Arm 6 Ahead	Inf	94.0 %		
1/2 (Enterprise Way SB)	3.74	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1989	1989
2/1 (Aviator Way)	3.65	0.00	Y	Arm 6 Left	Inf	100.0 %	1980	1980
2/2 (Aviator Way)	3.65	0.00	Y	Arm 4 Right	31.35	100.0 %	1890	1890
3/1 (Enterprise Way NB)	3.67	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1982	1982
3/2 (Enterprise Way NB)	3.69	0.00	Y	Arm 5 Right	12.41	100.0 %	1770	1770
4/1 (Enterprise Way NB Exit)	4.00	0.00	Y				2015	2015
5/1 (Aviator Way Exit)	5.00	0.00	Y				2115	2115
6/1 (Enterprise Way Exit)	3.45	0.00	Y				1960	1960
6/2 (Enterprise Way Exit)	3.35	0.00	Y				1950	1950

Bonus Green Times
No Bonus Greens are defined For Scenario 10

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Peak'	07:45	08:45	01:00	
2: '2025 PM Peak'	15:45	16:45	01:00	
3: '2030 Base AM Peak'	07:45	08:45	01:00	
4: '2030 Base PM Peak'	15:45	16:45	01:00	
5: '2030 Base + Option 5 B2 Dev AM Peak'	07:45	08:45	01:00	
6: '2030 Base + Option 5 B2 Dev PM Peak'	15:45	16:45	01:00	
7: '2035 Base AM Peak'	07:45	08:45	01:00	
8: '2035 Base PM Peak'	15:45	16:45	01:00	
9: '2035 Base + Option 5 B2 Dev AM Peak'	07:45	08:45	01:00	
10: '2035 Base + Option 5 B2 Dev PM Peak'	15:45	16:45	01:00	

Traffic Flows, Desired

FG1: '2025 AM Peak'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	71	446	517
	B	7	0	23	30
	C	346	126	0	472
	Tot.	353	197	469	1019

FG2: '2025 PM Peak'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	13	507	520
	B	43	0	103	146
	C	241	22	0	263
	Tot.	284	35	610	929

FG3: '2030 Base AM Peak'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	75	472	547
	B	7	0	24	31
	C	366	133	0	499
	Tot.	373	208	496	1077

FG4: '2030 Base PM Peak'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	14	535	549
	B	45	0	109	154
	C	254	23	0	277
	Tot.	299	37	644	980

FG5: '2030 Base + Option 5 B2 Dev AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	80	472	552
	B	9	0	48	57
	C	366	195	0	561
	Tot.	375	275	520	1170

FG6: '2030 Base + Option 5 B2 Dev PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	16	535	551
	B	49	0	157	206
	C	254	59	0	313
	Tot.	303	75	692	1070

FG7: '2035 Base AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	79	492	571
	B	7	0	25	32
	C	382	139	0	521
	Tot.	389	218	517	1124

FG8: '2035 Base PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	14	558	572
	B	47	0	113	160
	C	265	24	0	289
	Tot.	312	38	671	1021

FG9: '2035 Base + Option 5 B2 Dev AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	83	492	575
	B	9	0	49	58
	C	382	201	0	583
	Tot.	391	284	541	1216

FG10: '2035 Base + Option 5 B2 Dev PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	17	558	575
	B	51	0	162	213
	C	265	60	0	325
	Tot.	316	77	720	1113

Scenario 1: '2025 AM Peak' (FG1: '2025 AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	71	446	517
	B	7	0	23	30
	C	346	126	0	472
	Tot.	353	197	469	1019

Traffic Flows, Difference
Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 2: '2025 PM Peak' (FG2: '2025 PM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	13	507	520
	B	43	0	103	146
	C	241	22	0	263
	Tot.	284	35	610	929

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 3: '2030 Base AM Peak' (FG3: '2030 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	75	472	547
	B	7	0	24	31
	C	366	133	0	499
	Tot.	373	208	496	1077

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 4: '2030 Base PM Peak' (FG4: '2030 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	14	535	549
	B	45	0	109	154
	C	254	23	0	277
	Tot.	299	37	644	980

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 5: '2030 Base + Option 5 B2 Dev AM Peak' (FG5: '2030 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	80	472	552
	B	9	0	48	57
	C	366	195	0	561
	Tot.	375	275	520	1170

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 6: '2030 Base + Option 5 B2 Dev PM Peak' (FG6: '2030 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	16	535	551
	B	49	0	157	206
	C	254	59	0	313
	Tot.	303	75	692	1070

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 7: '2035 Base AM Peak' (FG7: '2035 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	79	492	571
	B	7	0	25	32
	C	382	139	0	521
	Tot.	389	218	517	1124

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 8: '2035 Base PM Peak' (FG8: '2035 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	14	558	572
	B	47	0	113	160
	C	265	24	0	289
	Tot.	312	38	671	1021

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 9: '2035 Base + Option 5 B2 Dev AM Peak' (FG9: '2035 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	83	492	575
	B	9	0	49	58
	C	382	201	0	583
	Tot.	391	284	541	1216

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 10: '2035 Base + Option 5 B2 Dev PM Peak' (FG10: '2035 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	17	558	575
	B	51	0	162	213
	C	265	60	0	325
	Tot.	316	77	720	1113

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

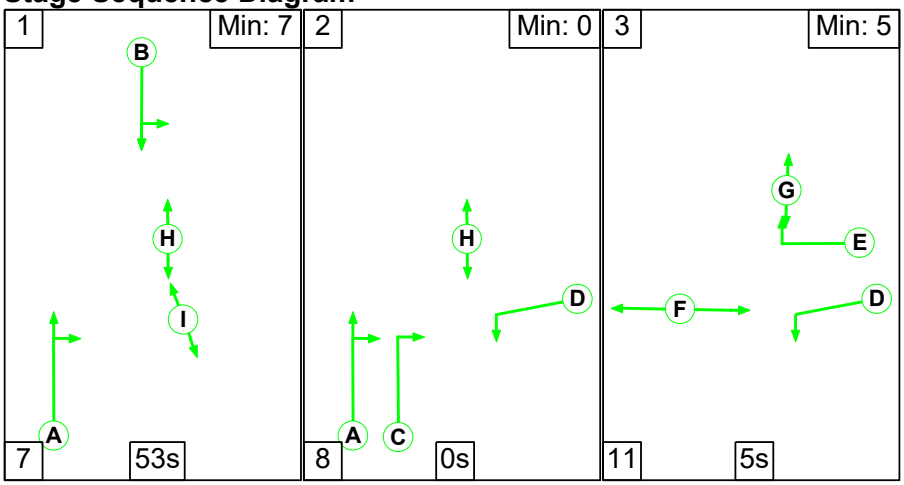
Traffic Lane Flows

Lane	Scenario 1: 2025 AM Peak	Scenario 2: 2025 PM Peak	Scenario 3: 2030 Base AM Peak	Scenario 4: 2030 Base PM Peak	Scenario 5: 2030 Base + Option 5 B2 Dev AM Peak	Scenario 6: 2030 Base + Option 5 B2 Dev PM Peak
Junction: Enterprise Way / Aviator Way						
1/1 (with short)	517(In) 259(Out)	520(In) 258(Out)	547(In) 275(Out)	549(In) 272(Out)	552(In) 276(Out)	551(In) 272(Out)
1/2 (short)	258	262	272	277	276	279
2/1 (with short)	30(In) 23(Out)	146(In) 103(Out)	31(In) 24(Out)	154(In) 109(Out)	57(In) 48(Out)	206(In) 157(Out)
2/2 (short)	7	43	7	45	9	49
3/1 (with short)	472(In) 346(Out)	263(In) 241(Out)	499(In) 366(Out)	277(In) 254(Out)	561(In) 366(Out)	313(In) 254(Out)
3/2 (short)	126	22	133	23	195	59
4/1	353	284	373	299	375	303
5/1	197	35	208	37	275	75
6/1	211	348	224	367	244	413
6/2	258	262	272	277	276	279

Lane	Scenario 7: 2035 Base AM Peak	Scenario 8: 2035 Base PM Peak	Scenario 9: 2035 Base + Option 5 B2 Dev AM Peak	Scenario 10: 2035 Base + Option 5 B2 Dev PM Peak
Junction: Enterprise Way / Aviator Way				
1/1 (with short)	571(In) 286(Out)	572(In) 283(Out)	575(In) 288(Out)	575(In) 285(Out)
1/2 (short)	285	289	287	290
2/1 (with short)	32(In) 25(Out)	160(In) 113(Out)	58(In) 49(Out)	213(In) 162(Out)
2/2 (short)	7	47	9	51
3/1 (with short)	521(In) 382(Out)	289(In) 265(Out)	583(In) 382(Out)	325(In) 265(Out)
3/2 (short)	139	24	201	60
4/1	389	312	391	316
5/1	218	38	284	77
6/1	232	382	254	430
6/2	285	289	287	290

Scenario 1: '2025 AM Peak' (FG1: '2025 AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



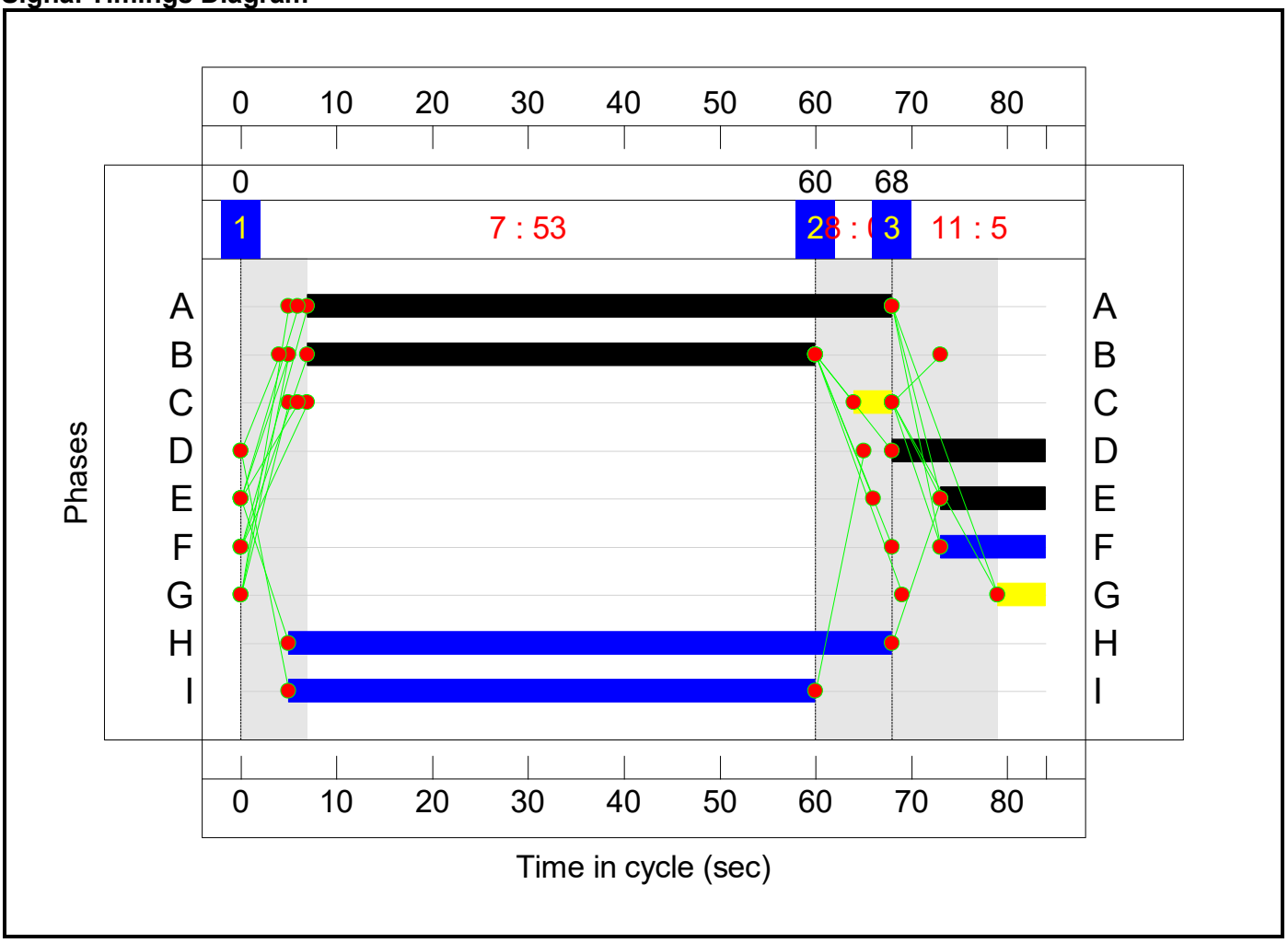
Stage Timings

Stage	1	2	3
Duration	53	0	5
Change Point	0	60	68

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Enterprise Way NB Ahead Right	Traffic	61	7	68
B	Enterprise Way SB Left Ahead	Traffic	53	7	60
C	Enterprise Way NB Right IGA	Ind. Arrow	4	64	68
D	Aviator Way Left	Traffic	16	68	0
E	Aviator Way Right	Traffic	11	73	0
F	Pedestrians across	Pedestrian	11	73	0
G	Pedestrians across	Pedestrian	5	79	0
H	Pedestrians across	Pedestrian	63	5	68
I	Pedestrians across	Pedestrian	55	5	60

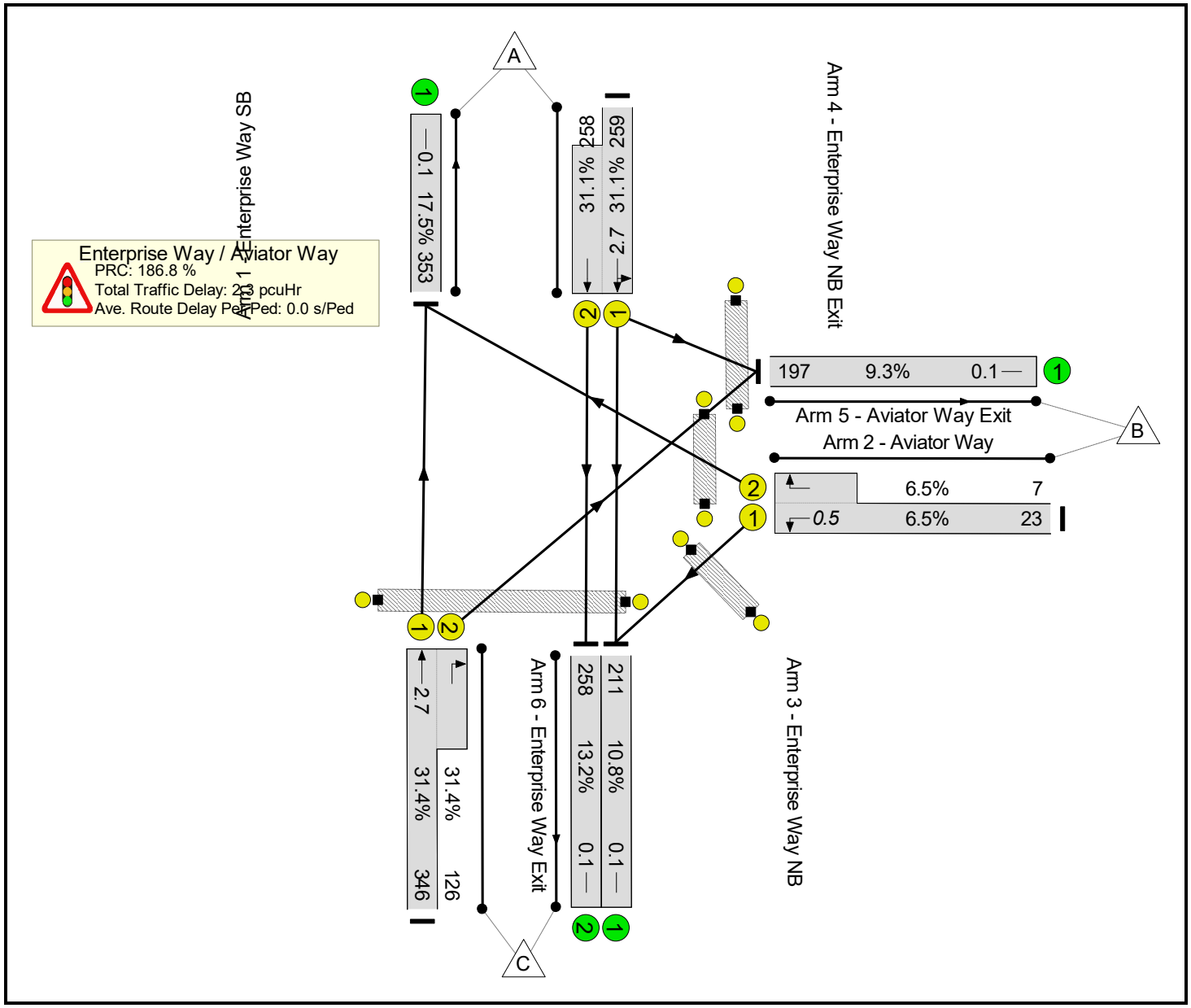
Signal Timings Diagram



Lane Green Times

Junction: Enterprise Way / Aviator Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Enterprise Way SB Left Ahead	U	B	7	60
1/2	Enterprise Way SB Ahead	U	B	7	60
2/1	Aviator Way Left	U	D	68	0
2/2	Aviator Way Right	U	E	73	0
3/1	Enterprise Way NB Ahead	U	A	7	68
3/2	Enterprise Way NB Right	U	A C	7	68

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Enterprise Way / Aviator Way Junction, Manchester	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**31.4%**
Enterprise Way / Aviator Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**31.4%**
1/1+1/2	Enterprise Way SB Left Ahead	U	N/A	N/A	B		1	53	-	-	517	1975:1989	833+830	31.1 : 31.1%
2/1+2/2	Aviator Way Right Left	U	N/A	N/A	D E		1	16:11	-	-	30	1980:1890	353+107	6.5 : 6.5%
3/1+3/2	Enterprise Way NB Ahead Right	U	N/A	N/A	A	C	1	61	4	-	472	1982:1770	1103+402	31.4 : 31.4%
4/1	Enterprise Way NB Exit	U	N/A	N/A	-		-	-	-	-	353	2015	2015	17.5%
5/1	Aviator Way Exit	U	N/A	N/A	-		-	-	-	-	197	2115	2115	9.3%
6/1	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	211	1960	1960	10.8%
6/2	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	258	1950	1950	13.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	55	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	63	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

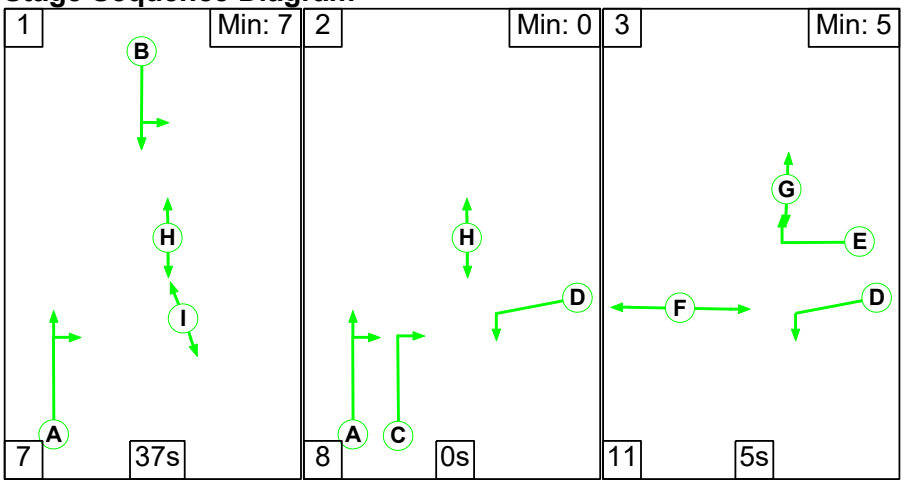
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**0**	**0**	**0**	**1.6**	**0.8**	**0.0**	**2.3**	**-**	**-**	**-**	**-**	
Enterprise Way / Aviator Way	**-**	**-**	**0**	**0**	**0**	**1.6**	**0.8**	**0.0**	**2.3**	**-**	**-**	**-**	**-**	
1/1+1/2	517	517	-	-	-	0.9	0.2	-	1.1	7.7	2.4	0.2	2.7	
2/1+2/2	30	30	-	-	-	0.2	0.0	-	0.3	32.3	0.4	0.0	0.5	
3/1+3/2	472	472	-	-	-	0.4	0.2	-	0.7	5.1	2.5	0.2	2.7	
4/1	353	353	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
5/1	197	197	-	-	-	0.0	0.1	-	0.1	0.9	0.0	0.1	0.1	
6/1	211	211	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
6/2	258	258	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 186.8 Total Delay for Signalled Lanes (pcuHr): 2.05 Cycle Time (s): 84
PRC Over All Lanes (%): 186.8 Total Delay Over All Lanes(pcuHr): 2.35

Scenario 2: '2025 PM Peak' (FG2: '2025 PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



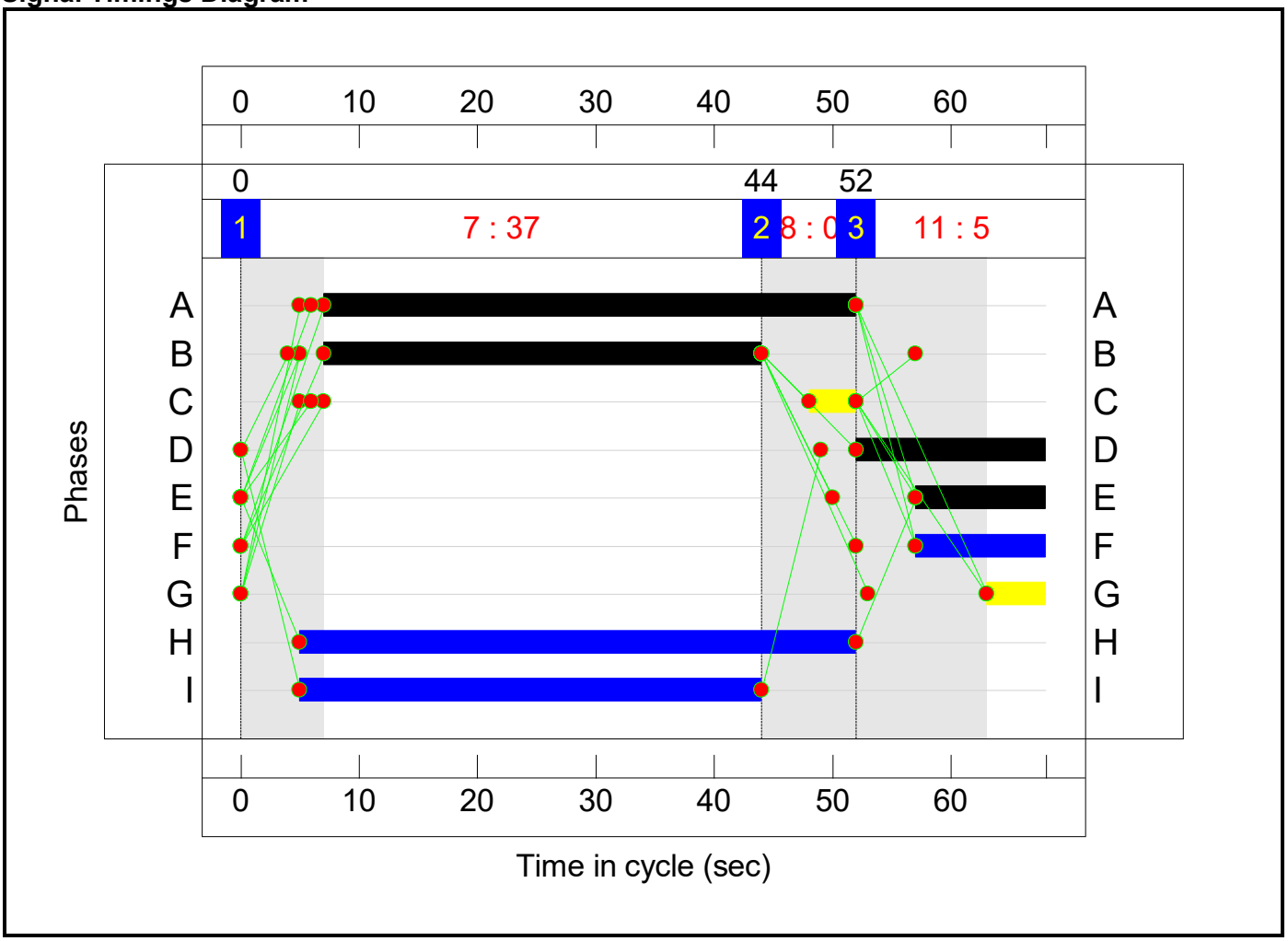
Stage Timings

Stage	1	2	3
Duration	37	0	5
Change Point	0	44	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Enterprise Way NB Ahead Right	Traffic	45	7	52
B	Enterprise Way SB Left Ahead	Traffic	37	7	44
C	Enterprise Way NB Right IGA	Ind. Arrow	4	48	52
D	Aviator Way Left	Traffic	16	52	0
E	Aviator Way Right	Traffic	11	57	0
F	Pedestrians across	Pedestrian	11	57	0
G	Pedestrians across	Pedestrian	5	63	0
H	Pedestrians across	Pedestrian	47	5	52
I	Pedestrians across	Pedestrian	39	5	44

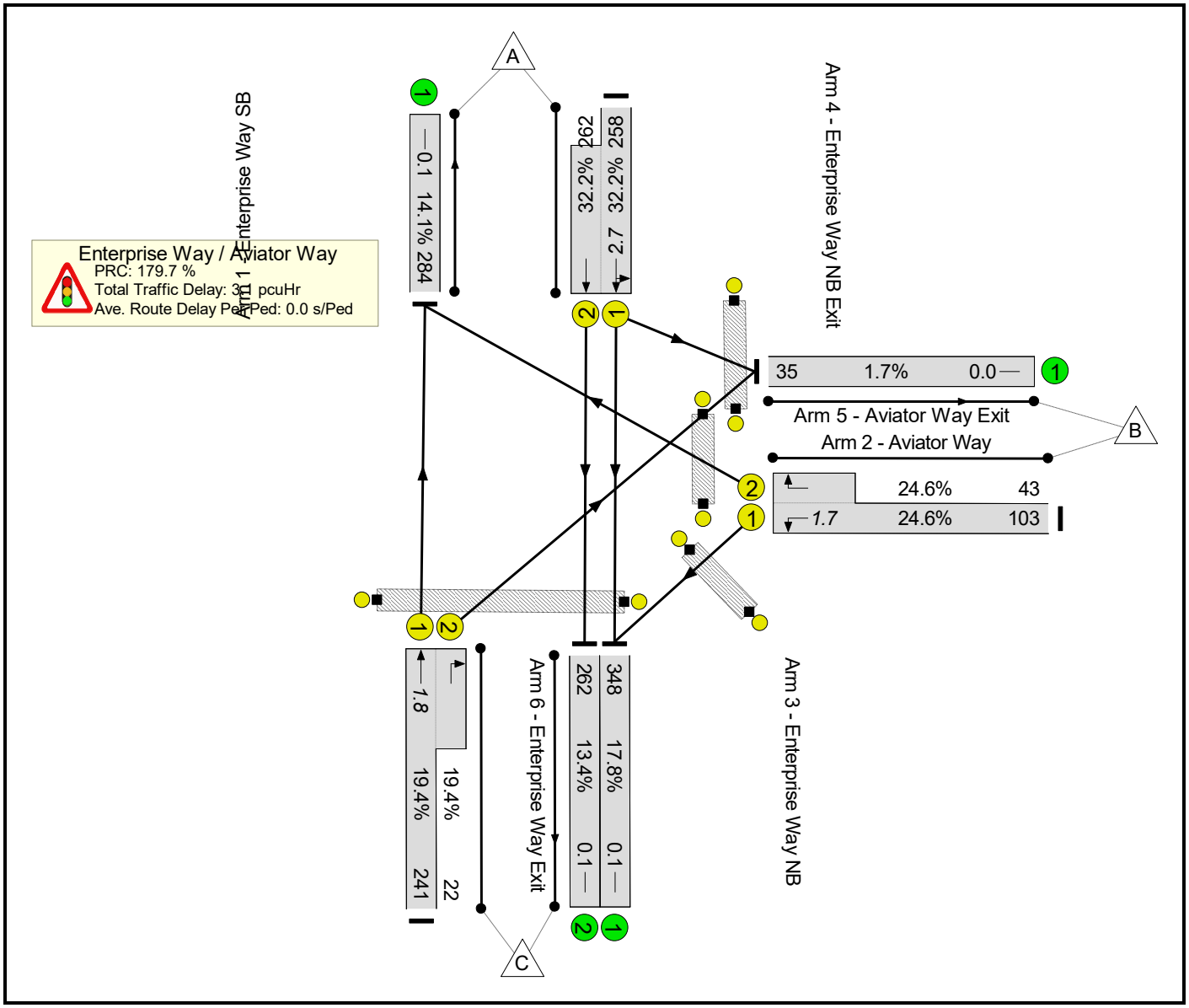
Signal Timings Diagram



Lane Green Times

Junction: Enterprise Way / Aviator Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Enterprise Way SB Left Ahead	U	B	7	44
1/2	Enterprise Way SB Ahead	U	B	7	44
2/1	Aviator Way Left	U	D	52	0
2/2	Aviator Way Right	U	E	57	0
3/1	Enterprise Way NB Ahead	U	A	7	52
3/2	Enterprise Way NB Right	U	A C	7	52

Network Layout Diagram



Network Results

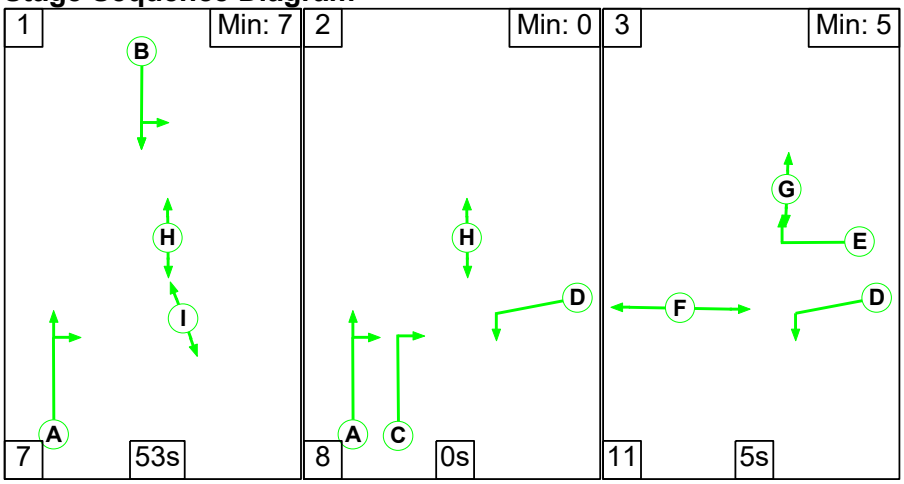
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Enterprise Way / Aviator Way Junction, Manchester	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**32.2%**
Enterprise Way / Aviator Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**32.2%**
1/1+1/2	Enterprise Way SB Left Ahead	U	N/A	N/A	B		1	37	-	-	520	2010:1989	802+814	32.2 : 32.2%
2/1+2/2	Aviator Way Right Left	U	N/A	N/A	D E		1	16:11	-	-	146	1980:1890	418+175	24.6 : 24.6%
3/1+3/2	Enterprise Way NB Ahead Right	U	N/A	N/A	A	C	1	45	4	-	263	1982:1770	1243+113	19.4 : 19.4%
4/1	Enterprise Way NB Exit	U	N/A	N/A	-		-	-	-	-	284	2015	2015	14.1%
5/1	Aviator Way Exit	U	N/A	N/A	-		-	-	-	-	35	2115	2115	1.7%
6/1	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	348	1960	1960	17.8%
6/2	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	262	1950	1950	13.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	39	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	47	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**0**	**0**	**0**	**2.3**	**0.8**	**0.0**	**3.1**	**-**	**-**	**-**	**-**	
Enterprise Way / Aviator Way	**-**	**-**	**0**	**0**	**0**	**2.3**	**0.8**	**0.0**	**3.1**	**-**	**-**	**-**	**-**	
1/1+1/2	520	520	-	-	-	1.1	0.2	-	1.3	9.3	2.5	0.2	2.7	
2/1+2/2	146	146	-	-	-	0.9	0.2	-	1.0	25.2	1.5	0.2	1.7	
3/1+3/2	263	263	-	-	-	0.3	0.1	-	0.4	5.7	1.7	0.1	1.8	
4/1	284	284	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
5/1	35	35	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
6/1	348	348	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
6/2	262	262	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 179.7 Total Delay for Signalled Lanes (pcuHr): 2.78 Cycle Time (s): 68
PRC Over All Lanes (%): 179.7 Total Delay Over All Lanes(pcuHr): 3.05

Scenario 3: '2030 Base AM Peak' (FG3: '2030 Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



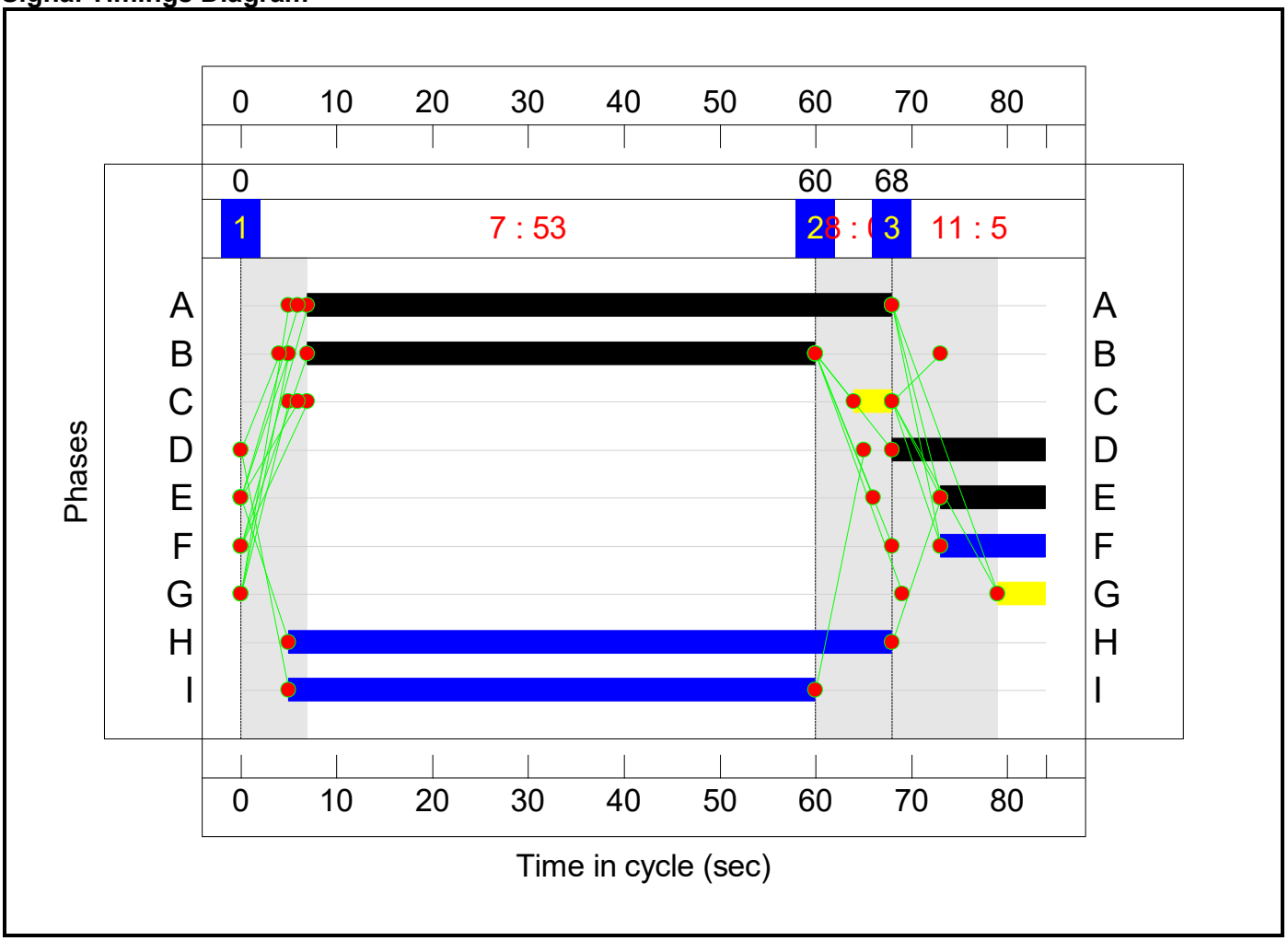
Stage Timings

Stage	1	2	3
Duration	53	0	5
Change Point	0	60	68

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Enterprise Way NB Ahead Right	Traffic	61	7	68
B	Enterprise Way SB Left Ahead	Traffic	53	7	60
C	Enterprise Way NB Right IGA	Ind. Arrow	4	64	68
D	Aviator Way Left	Traffic	16	68	0
E	Aviator Way Right	Traffic	11	73	0
F	Pedestrians across	Pedestrian	11	73	0
G	Pedestrians across	Pedestrian	5	79	0
H	Pedestrians across	Pedestrian	63	5	68
I	Pedestrians across	Pedestrian	55	5	60

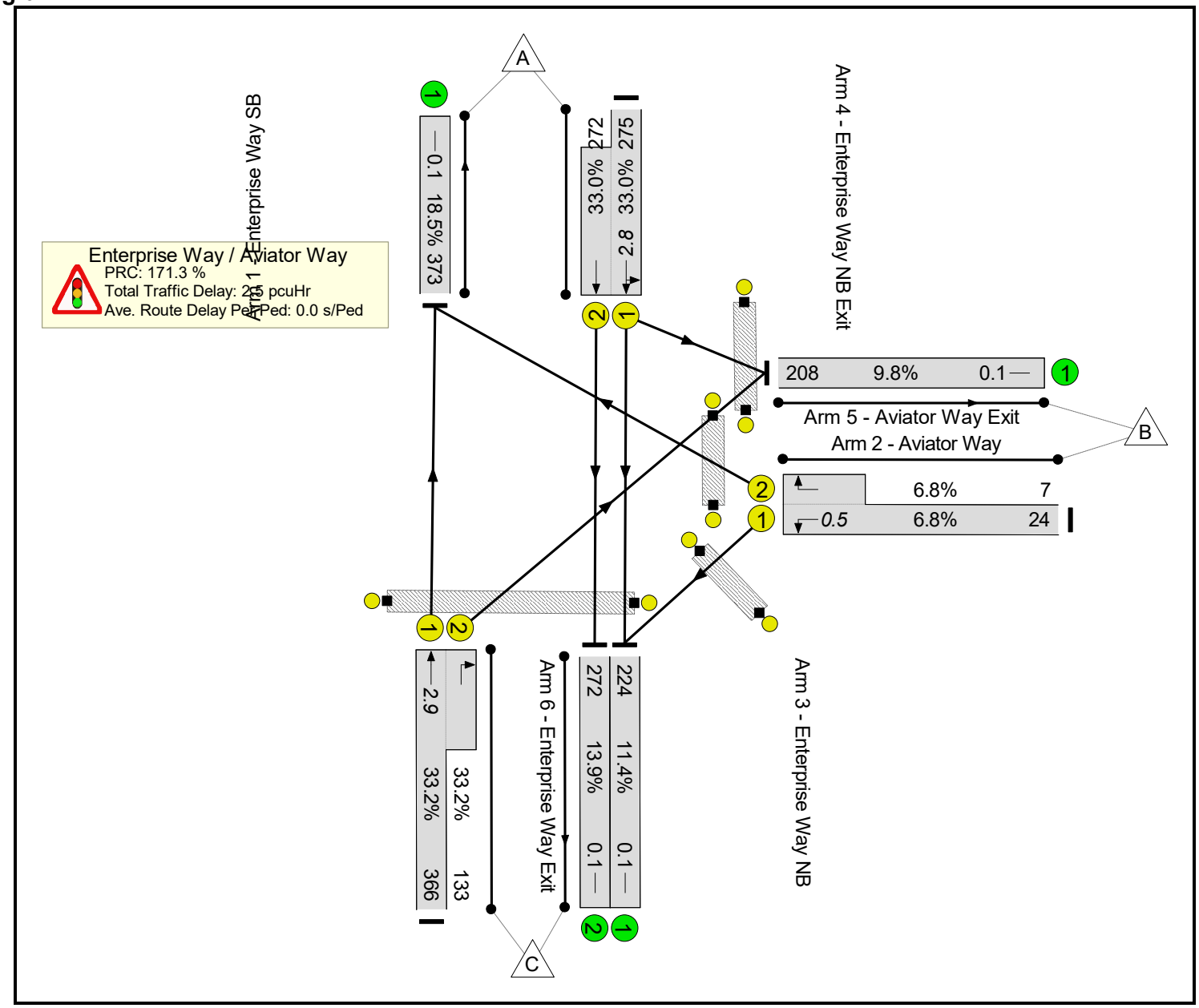
Signal Timings Diagram



Lane Green Times

Junction: Enterprise Way / Aviator Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Enterprise Way SB Left Ahead	U	B	7	60
1/2	Enterprise Way SB Ahead	U	B	7	60
2/1	Aviator Way Left	U	D	68	0
2/2	Aviator Way Right	U	E	73	0
3/1	Enterprise Way NB Ahead	U	A	7	68
3/2	Enterprise Way NB Right	U	A C	7	68

Network Layout Diagram



Network Results

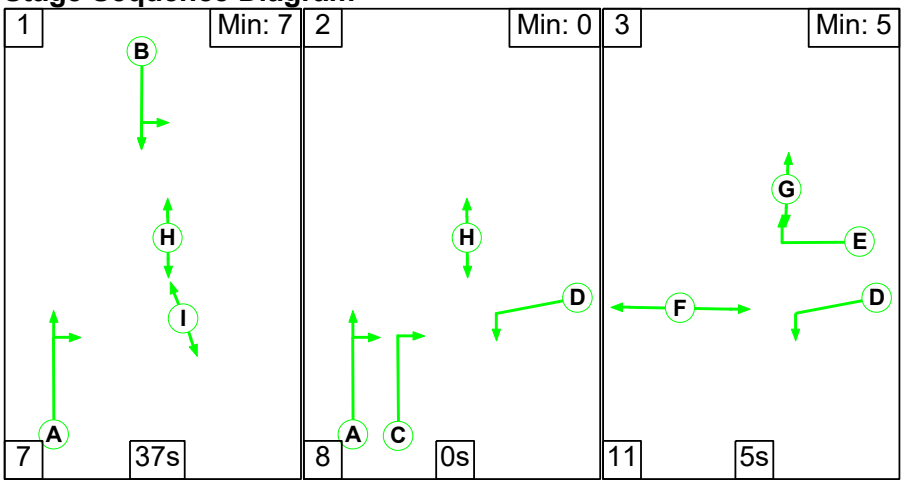
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Enterprise Way / Aviator Way Junction, Manchester	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**33.2%**
Enterprise Way / Aviator Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**33.2%**
1/1+1/2	Enterprise Way SB Left Ahead	U	N/A	N/A	B		1	53	-	-	547	1975:1989	834+825	33.0 : 33.0%
2/1+2/2	Aviator Way Right Left	U	N/A	N/A	D E		1	16:11	-	-	31	1980:1890	355+103	6.8 : 6.8%
3/1+3/2	Enterprise Way NB Ahead Right	U	N/A	N/A	A	C	1	61	4	-	499	1982:1770	1103+401	33.2 : 33.2%
4/1	Enterprise Way NB Exit	U	N/A	N/A	-		-	-	-	-	373	2015	2015	18.5%
5/1	Aviator Way Exit	U	N/A	N/A	-		-	-	-	-	208	2115	2115	9.8%
6/1	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	224	1960	1960	11.4%
6/2	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	272	1950	1950	13.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	55	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	63	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**0**	**0**	**0**	**1.7**	**0.8**	**0.0**	**2.5**	**-**	**-**	**-**	**-**	
Enterprise Way / Aviator Way	**-**	**-**	**0**	**0**	**0**	**1.7**	**0.8**	**0.0**	**2.5**	**-**	**-**	**-**	**-**	
1/1+1/2	547	547	-	-	-	0.9	0.2	-	1.2	7.8	2.6	0.2	2.8	
2/1+2/2	31	31	-	-	-	0.2	0.0	-	0.3	32.3	0.4	0.0	0.5	
3/1+3/2	499	499	-	-	-	0.5	0.2	-	0.7	5.2	2.6	0.2	2.9	
4/1	373	373	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
5/1	208	208	-	-	-	0.0	0.1	-	0.1	0.9	0.0	0.1	0.1	
6/1	224	224	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
6/2	272	272	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 171.3 Total Delay for Signalled Lanes (pcuHr): 2.19 Cycle Time (s): 84
PRC Over All Lanes (%): 171.3 Total Delay Over All Lanes(pcuHr): 2.51

Scenario 4: '2030 Base PM Peak' (FG4: '2030 Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



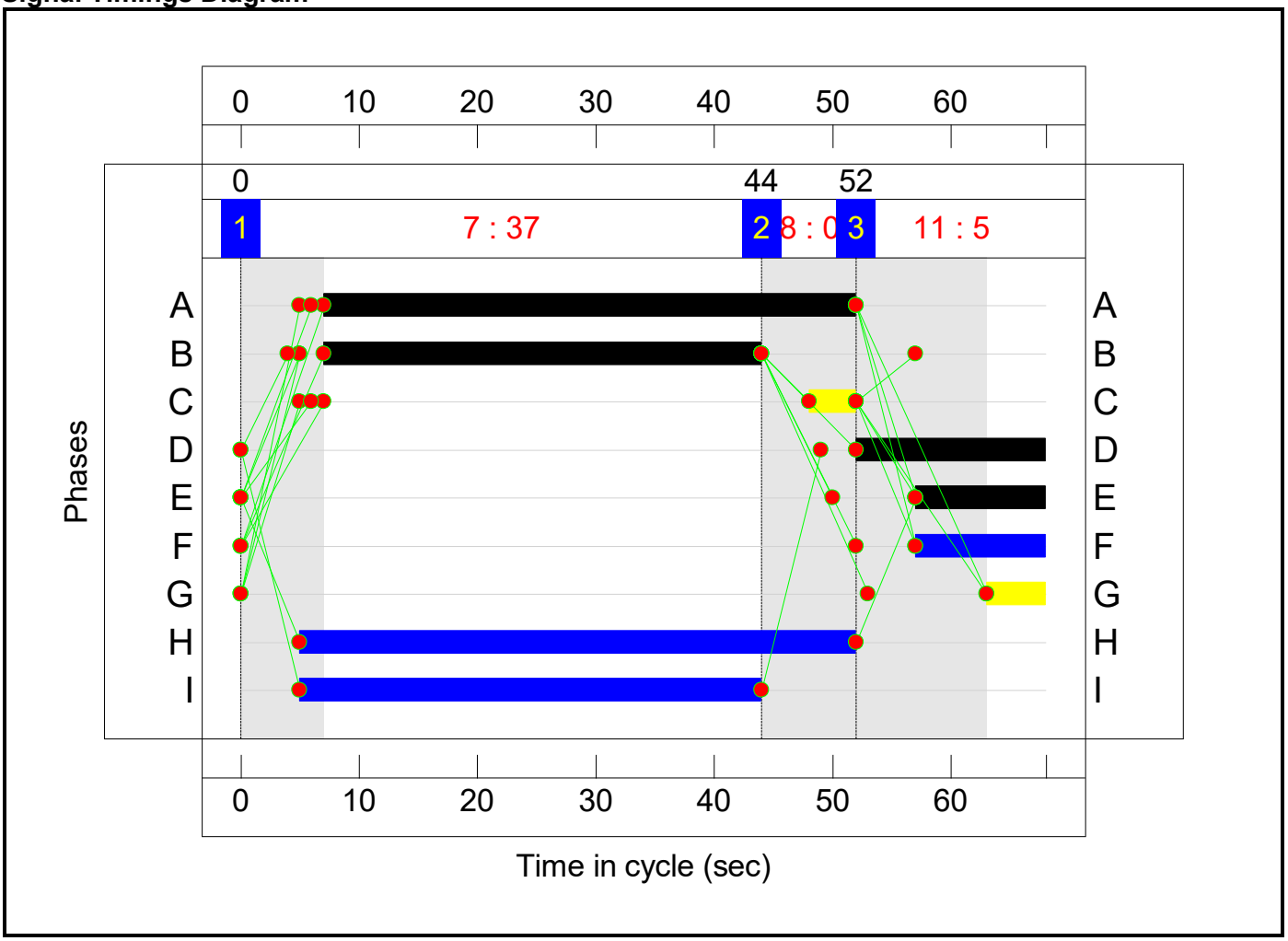
Stage Timings

Stage	1	2	3
Duration	37	0	5
Change Point	0	44	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Enterprise Way NB Ahead Right	Traffic	45	7	52
B	Enterprise Way SB Left Ahead	Traffic	37	7	44
C	Enterprise Way NB Right IGA	Ind. Arrow	4	48	52
D	Aviator Way Left	Traffic	16	52	0
E	Aviator Way Right	Traffic	11	57	0
F	Pedestrians across	Pedestrian	11	57	0
G	Pedestrians across	Pedestrian	5	63	0
H	Pedestrians across	Pedestrian	47	5	52
I	Pedestrians across	Pedestrian	39	5	44

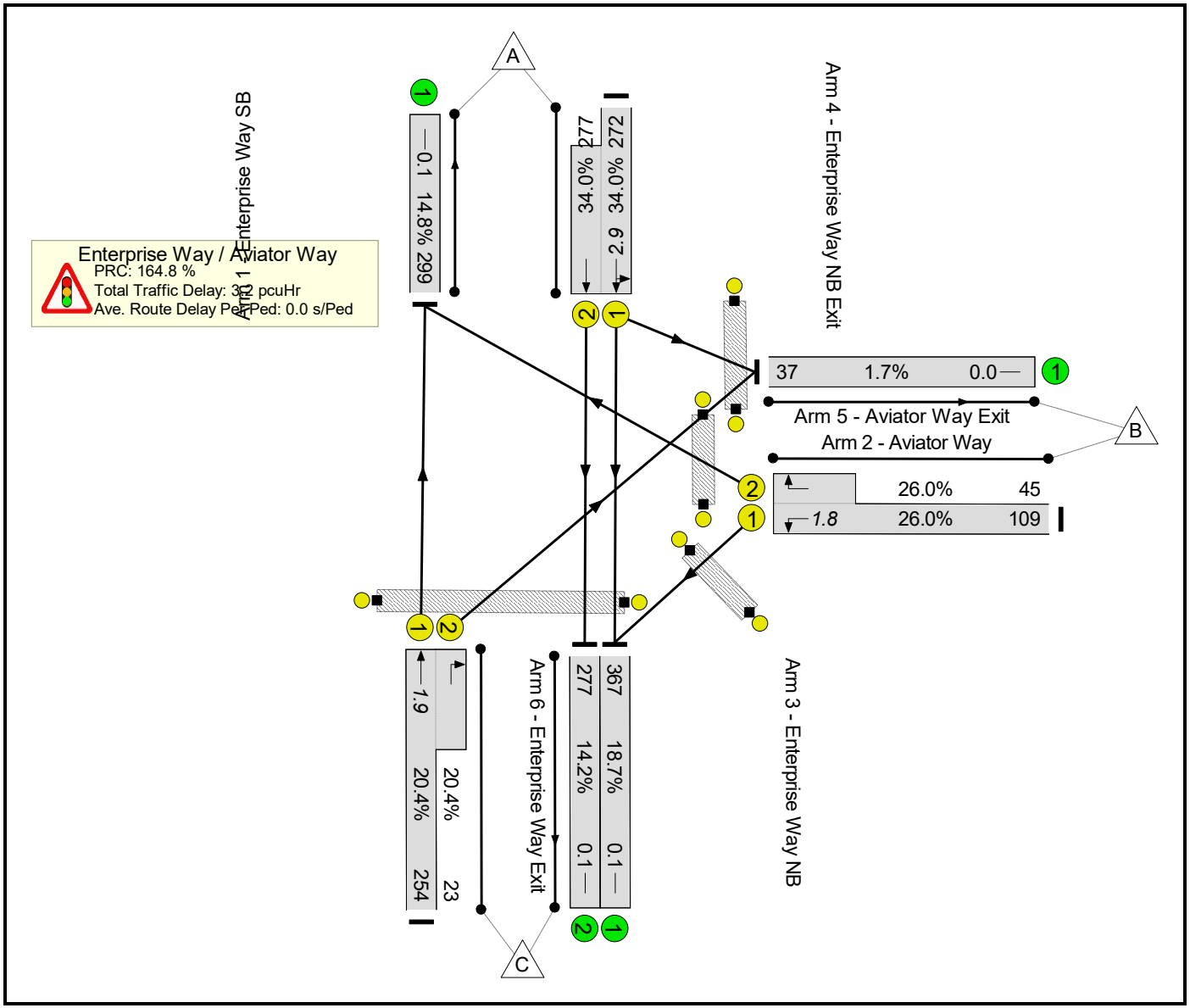
Signal Timings Diagram



Lane Green Times

Junction: Enterprise Way / Aviator Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Enterprise Way SB Left Ahead	U	B	7	44
1/2	Enterprise Way SB Ahead	U	B	7	44
2/1	Aviator Way Left	U	D	52	0
2/2	Aviator Way Right	U	E	57	0
3/1	Enterprise Way NB Ahead	U	A	7	52
3/2	Enterprise Way NB Right	U	A C	7	52

Network Layout Diagram



Network Results

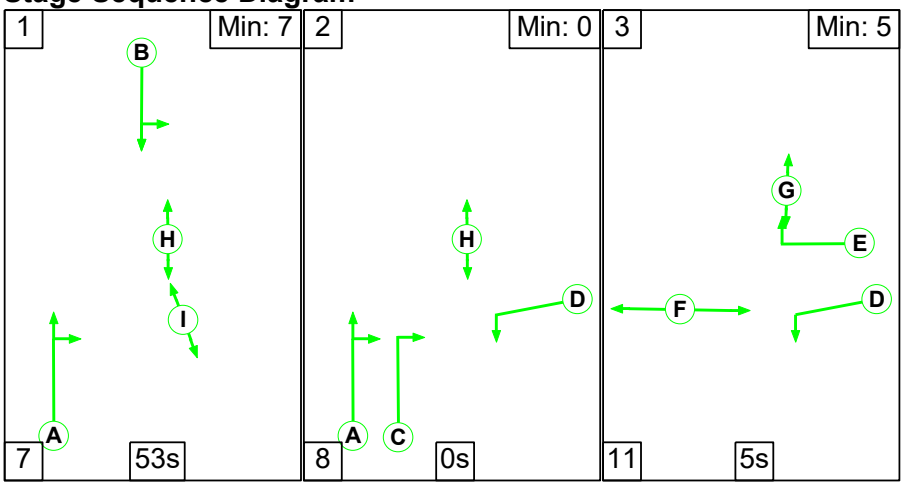
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Enterprise Way / Aviator Way Junction, Manchester	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**34.0%**
Enterprise Way / Aviator Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**34.0%**
1/1+1/2	Enterprise Way SB Left Ahead	U	N/A	N/A	B		1	37	-	-	549	2010:1989	800+815	34.0 : 34.0%
2/1+2/2	Aviator Way Right Left	U	N/A	N/A	D E		1	16:11	-	-	154	1980:1890	419+173	26.0 : 26.0%
3/1+3/2	Enterprise Way NB Ahead Right	U	N/A	N/A	A	C	1	45	4	-	277	1982:1770	1244+113	20.4 : 20.4%
4/1	Enterprise Way NB Exit	U	N/A	N/A	-		-	-	-	-	299	2015	2015	14.8%
5/1	Aviator Way Exit	U	N/A	N/A	-		-	-	-	-	37	2115	2115	1.7%
6/1	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	367	1960	1960	18.7%
6/2	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	277	1950	1950	14.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	39	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	47	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**0**	**0**	**0**	**2.4**	**0.9**	**0.0**	**3.2**	**-**	**-**	**-**	**-**	
Enterprise Way / Aviator Way	**-**	**-**	**0**	**0**	**0**	**2.4**	**0.9**	**0.0**	**3.2**	**-**	**-**	**-**	**-**	
1/1+1/2	549	549	-	-	-	1.2	0.3	-	1.4	9.4	2.6	0.3	2.9	
2/1+2/2	154	154	-	-	-	0.9	0.2	-	1.1	25.4	1.6	0.2	1.8	
3/1+3/2	277	277	-	-	-	0.3	0.1	-	0.4	5.7	1.8	0.1	1.9	
4/1	299	299	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
5/1	37	37	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
6/1	367	367	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
6/2	277	277	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 164.8 Total Delay for Signalled Lanes (pcuHr): 2.95 Cycle Time (s): 68
PRC Over All Lanes (%): 164.8 Total Delay Over All Lanes(pcuHr): 3.25

Scenario 5: '2030 Base + Option 5 B2 Dev AM Peak' (FG5: '2030 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



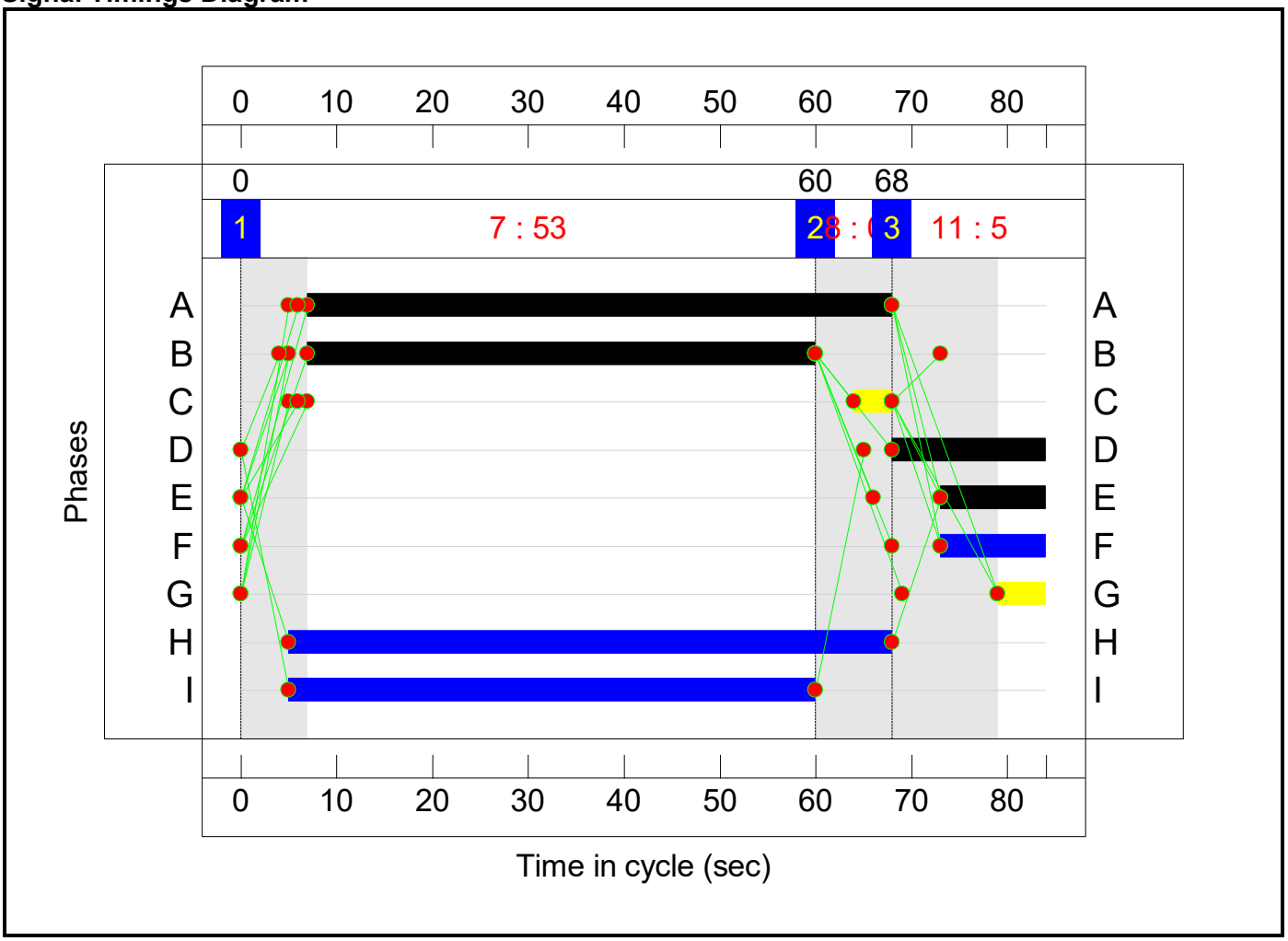
Stage Timings

Stage	1	2	3
Duration	53	0	5
Change Point	0	60	68

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Enterprise Way NB Ahead Right	Traffic	61	7	68
B	Enterprise Way SB Left Ahead	Traffic	53	7	60
C	Enterprise Way NB Right IGA	Ind. Arrow	4	64	68
D	Aviator Way Left	Traffic	16	68	0
E	Aviator Way Right	Traffic	11	73	0
F	Pedestrians across	Pedestrian	11	73	0
G	Pedestrians across	Pedestrian	5	79	0
H	Pedestrians across	Pedestrian	63	5	68
I	Pedestrians across	Pedestrian	55	5	60

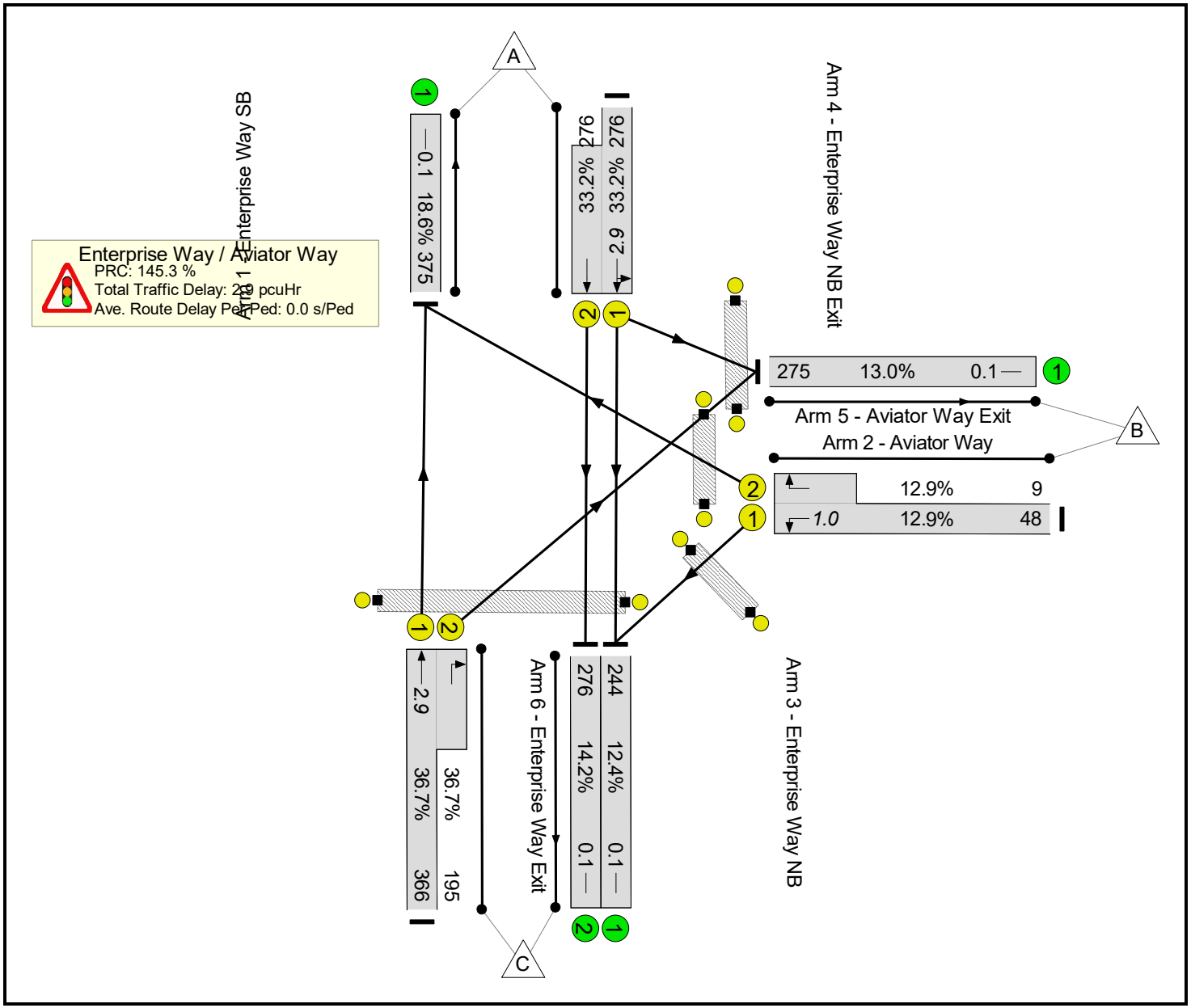
Signal Timings Diagram



Lane Green Times

Junction: Enterprise Way / Aviator Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Enterprise Way SB Left Ahead	U	B	7	60
1/2	Enterprise Way SB Ahead	U	B	7	60
2/1	Aviator Way Left	U	D	68	0
2/2	Aviator Way Right	U	E	73	0
3/1	Enterprise Way NB Ahead	U	A	7	68
3/2	Enterprise Way NB Right	U	A C	7	68

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Enterprise Way / Aviator Way Junction, Manchester	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**36.7%**
Enterprise Way / Aviator Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**36.7%**
1/1+1/2	Enterprise Way SB Left Ahead	U	N/A	N/A	B		1	53	-	-	552	1973:1989	832+832	33.2 : 33.2%
2/1+2/2	Aviator Way Right Left	U	N/A	N/A	D E		1	16:11	-	-	57	1980:1890	371+70	12.9 : 12.9%
3/1+3/2	Enterprise Way NB Ahead Right	U	N/A	N/A	A	C	1	61	4	-	561	1982:1770	998+531	36.7 : 36.7%
4/1	Enterprise Way NB Exit	U	N/A	N/A	-		-	-	-	-	375	2015	2015	18.6%
5/1	Aviator Way Exit	U	N/A	N/A	-		-	-	-	-	275	2115	2115	13.0%
6/1	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	244	1960	1960	12.4%
6/2	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	276	1950	1950	14.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	55	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	63	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

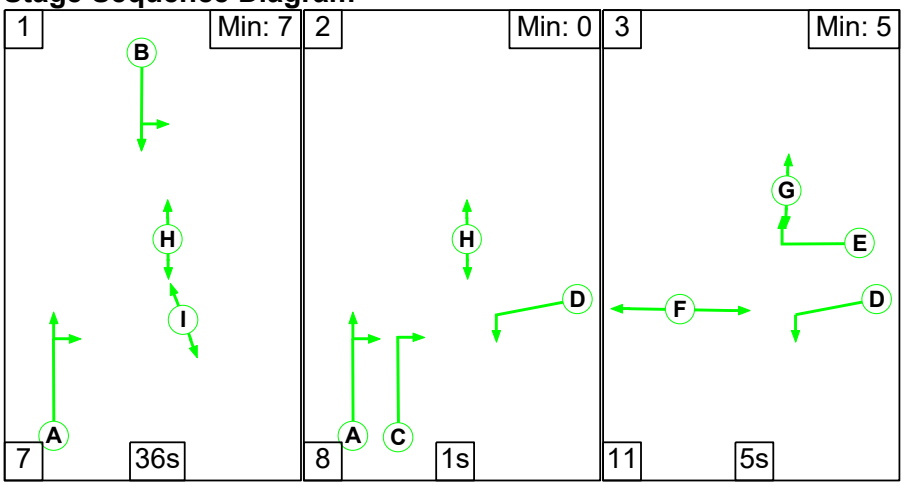
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**0**	**0**	**0**	**1.9**	**1.0**	**0.0**	**2.9**	**-**	**-**	**-**	**-**	
Enterprise Way / Aviator Way	**-**	**-**	**0**	**0**	**0**	**1.9**	**1.0**	**0.0**	**2.9**	**-**	**-**	**-**	**-**	
1/1+1/2	552	552	-	-	-	1.0	0.2	-	1.2	7.8	2.6	0.2	2.9	
2/1+2/2	57	57	-	-	-	0.4	0.1	-	0.5	32.7	0.9	0.1	1.0	
3/1+3/2	561	561	-	-	-	0.5	0.3	-	0.8	5.3	2.6	0.3	2.9	
4/1	375	375	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
5/1	275	275	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
6/1	244	244	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
6/2	276	276	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 145.3 Total Delay for Signalled Lanes (pcuHr): 2.55 Cycle Time (s): 84
PRC Over All Lanes (%): 145.3 Total Delay Over All Lanes(pcuHr): 2.89

Scenario 6: '2030 Base + Option 5 B2 Dev PM Peak' (FG6: '2030 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



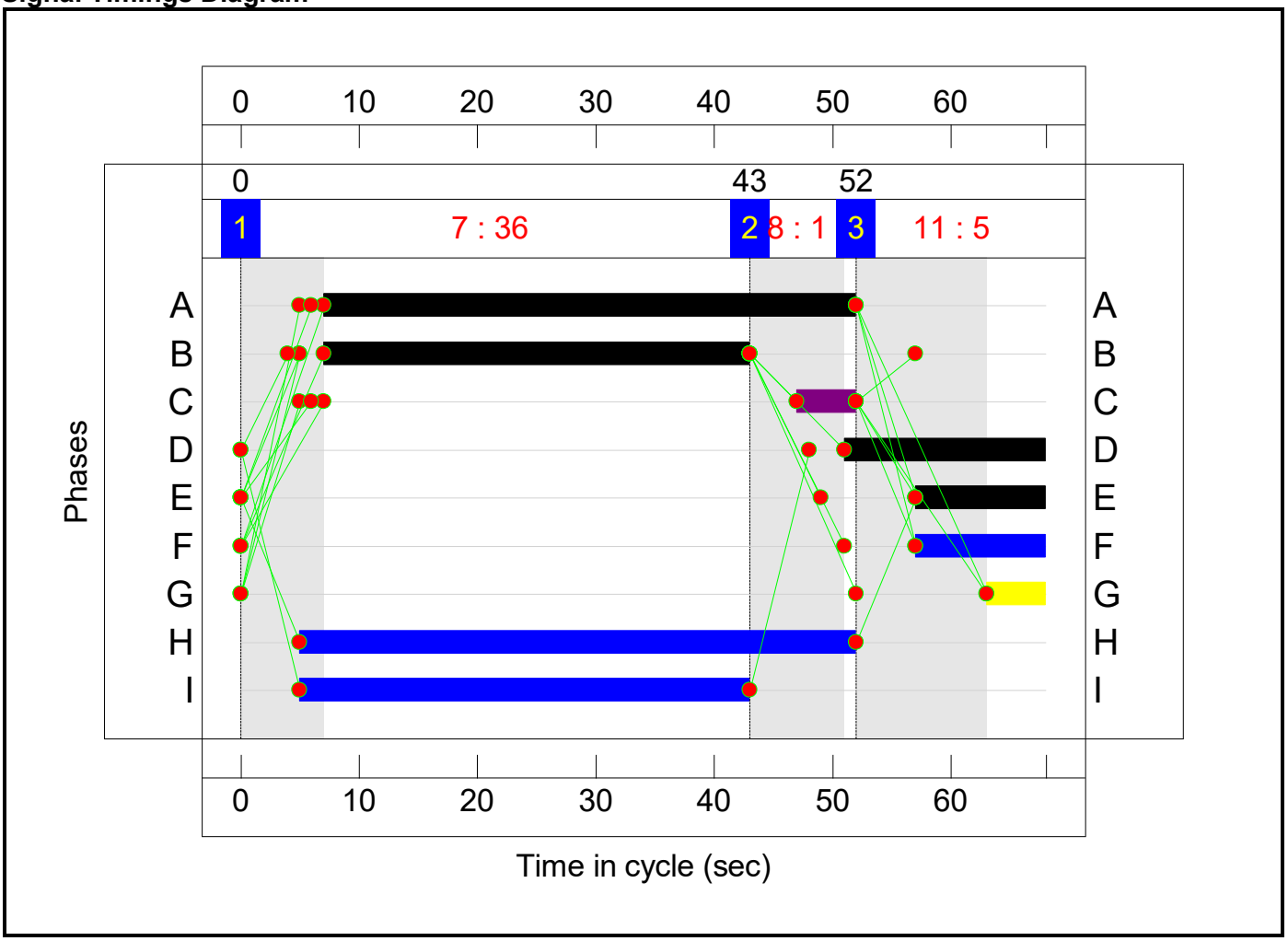
Stage Timings

Stage	1	2	3
Duration	36	1	5
Change Point	0	43	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Enterprise Way NB Ahead Right	Traffic	45	7	52
B	Enterprise Way SB Left Ahead	Traffic	36	7	43
C	Enterprise Way NB Right IGA	Ind. Arrow	5	47	52
D	Aviator Way Left	Traffic	17	51	0
E	Aviator Way Right	Traffic	11	57	0
F	Pedestrians across	Pedestrian	11	57	0
G	Pedestrians across	Pedestrian	5	63	0
H	Pedestrians across	Pedestrian	47	5	52
I	Pedestrians across	Pedestrian	38	5	43

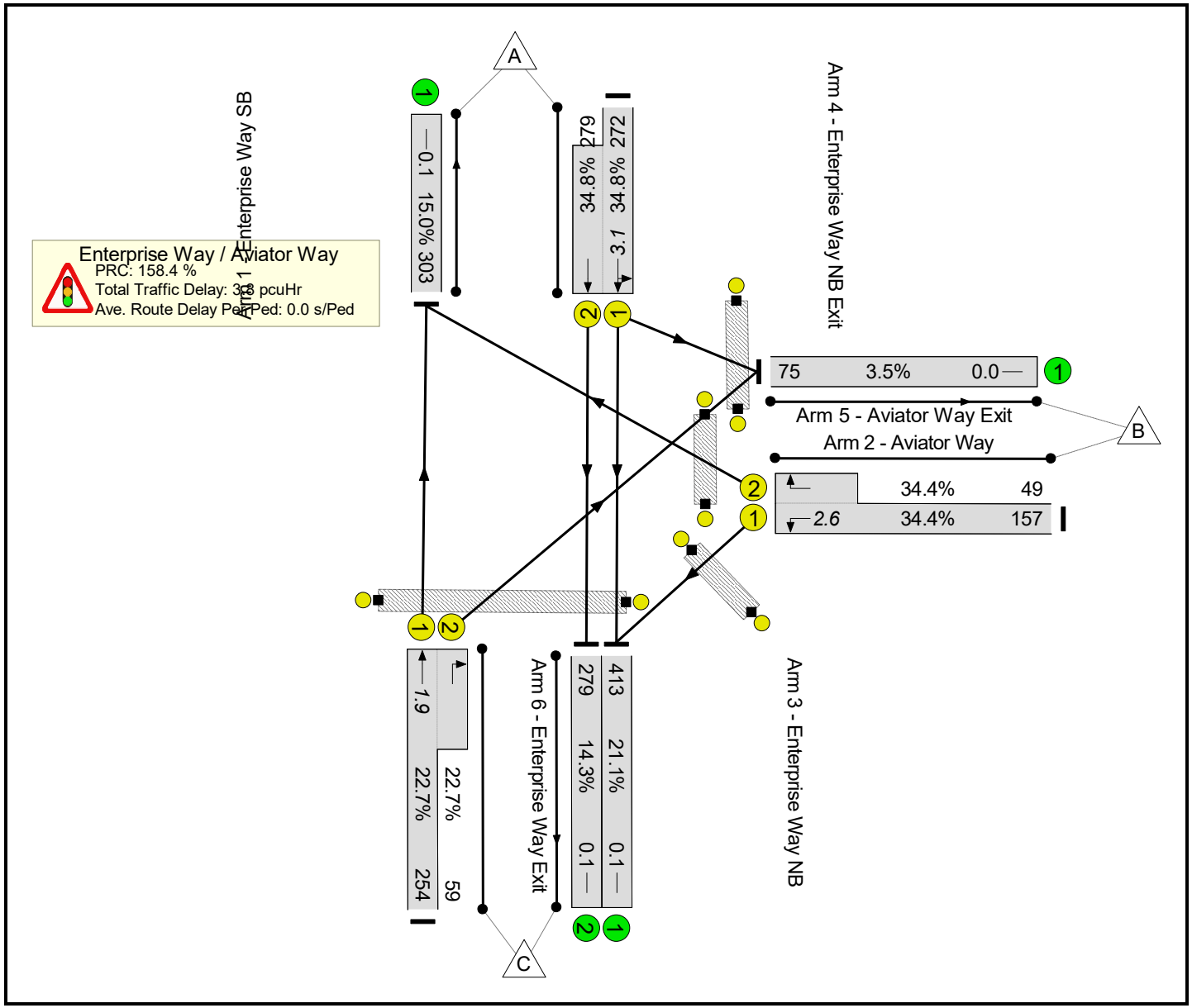
Signal Timings Diagram



Lane Green Times

Junction: Enterprise Way / Aviator Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Enterprise Way SB Left Ahead	U	B	7	43
1/2	Enterprise Way SB Ahead	U	B	7	43
2/1	Aviator Way Left	U	D	51	0
2/2	Aviator Way Right	U	E	57	0
3/1	Enterprise Way NB Ahead	U	A	7	52
3/2	Enterprise Way NB Right	U	A C	7	52

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Enterprise Way / Aviator Way Junction, Manchester	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**34.8%**
Enterprise Way / Aviator Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**34.8%**
1/1+1/2	Enterprise Way SB Left Ahead	U	N/A	N/A	B		1	36	-	-	551	2008:1989	781+801	34.8 : 34.8%
2/1+2/2	Aviator Way Right Left	U	N/A	N/A	D E		1	17:11	-	-	206	1980:1890	457+143	34.4 : 34.4%
3/1+3/2	Enterprise Way NB Ahead Right	U	N/A	N/A	A	C	1	45	5	-	313	1982:1770	1121+260	22.7 : 22.7%
4/1	Enterprise Way NB Exit	U	N/A	N/A	-		-	-	-	-	303	2015	2015	15.0%
5/1	Aviator Way Exit	U	N/A	N/A	-		-	-	-	-	75	2115	2115	3.5%
6/1	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	413	1960	1960	21.1%
6/2	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	279	1950	1950	14.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	38	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	47	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

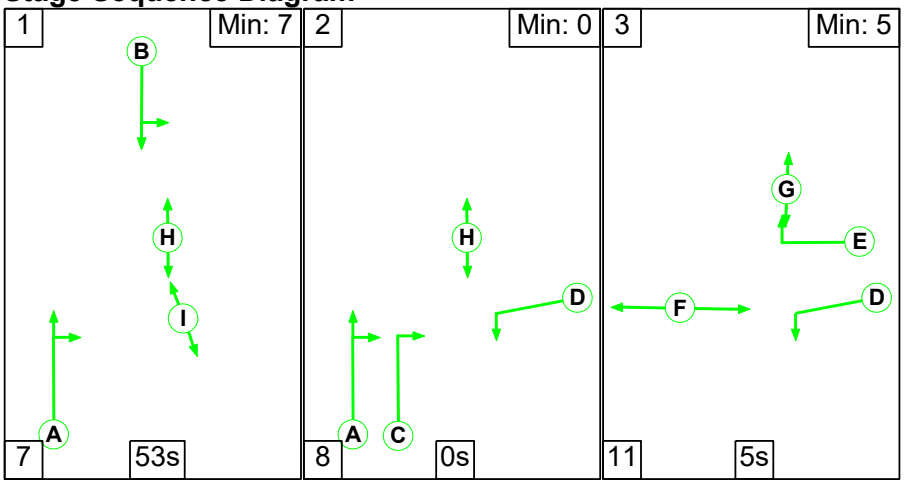
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**0**	**0**	**0**	**2.8**	**1.0**	**0.0**	**3.8**	**-**	**-**	**-**	**-**	
Enterprise Way / Aviator Way	**-**	**-**	**0**	**0**	**0**	**2.8**	**1.0**	**0.0**	**3.8**	**-**	**-**	**-**	**-**	
1/1+1/2	551	551	-	-	-	1.3	0.3	-	1.5	9.9	2.8	0.3	3.1	
2/1+2/2	206	206	-	-	-	1.2	0.3	-	1.5	25.4	2.4	0.3	2.6	
3/1+3/2	313	313	-	-	-	0.3	0.1	-	0.5	5.7	1.8	0.1	1.9	
4/1	303	303	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
5/1	75	75	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
6/1	413	413	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
6/2	279	279	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 158.4 Total Delay for Signalled Lanes (pcuHr): 3.47 Cycle Time (s): 68
PRC Over All Lanes (%): 158.4 Total Delay Over All Lanes(pcuHr): 3.80

Scenario 7: '2035 Base AM Peak' (FG7: '2035 Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



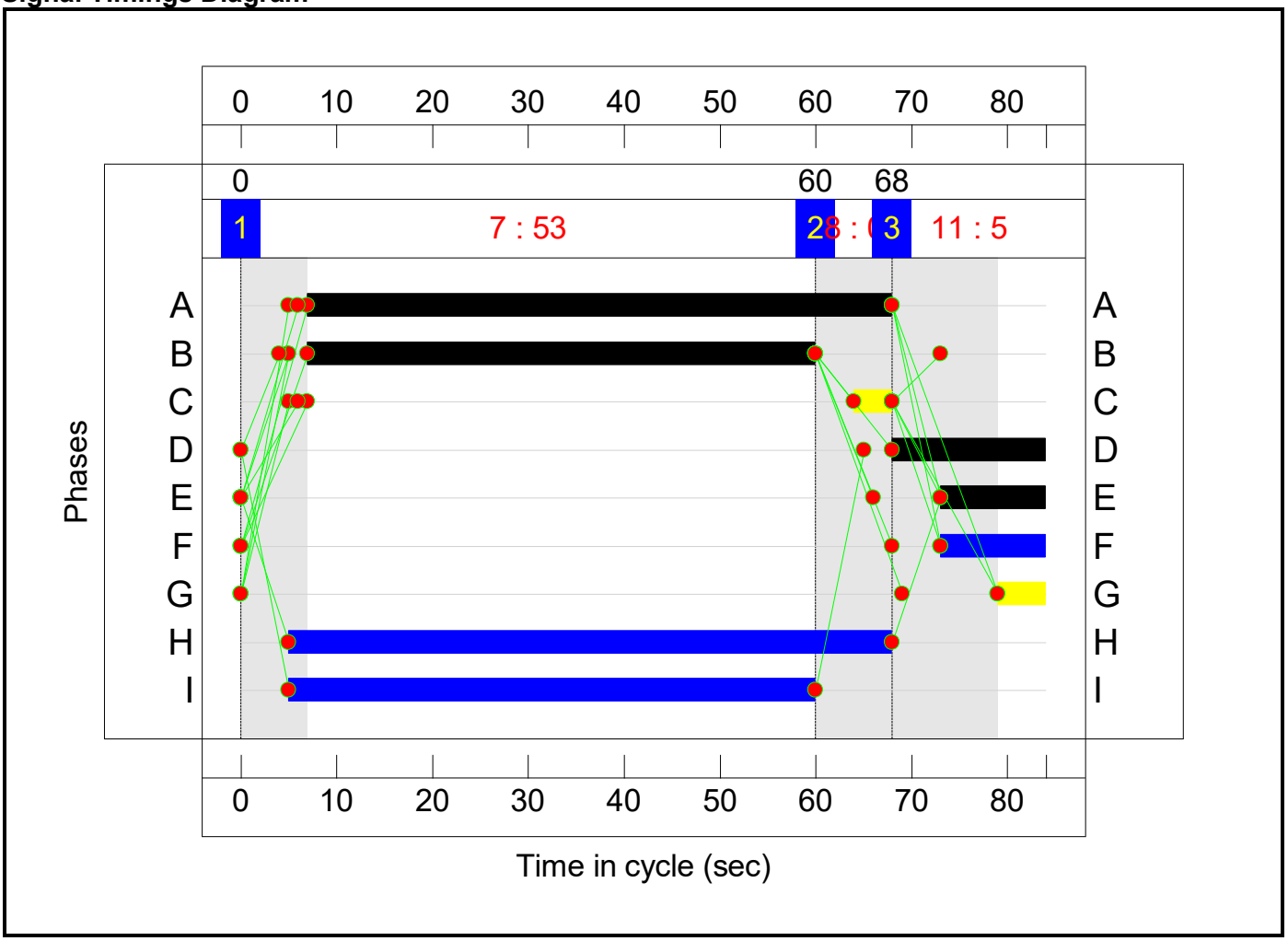
Stage Timings

Stage	1	2	3
Duration	53	0	5
Change Point	0	60	68

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Enterprise Way NB Ahead Right	Traffic	61	7	68
B	Enterprise Way SB Left Ahead	Traffic	53	7	60
C	Enterprise Way NB Right IGA	Ind. Arrow	4	64	68
D	Aviator Way Left	Traffic	16	68	0
E	Aviator Way Right	Traffic	11	73	0
F	Pedestrians across	Pedestrian	11	73	0
G	Pedestrians across	Pedestrian	5	79	0
H	Pedestrians across	Pedestrian	63	5	68
I	Pedestrians across	Pedestrian	55	5	60

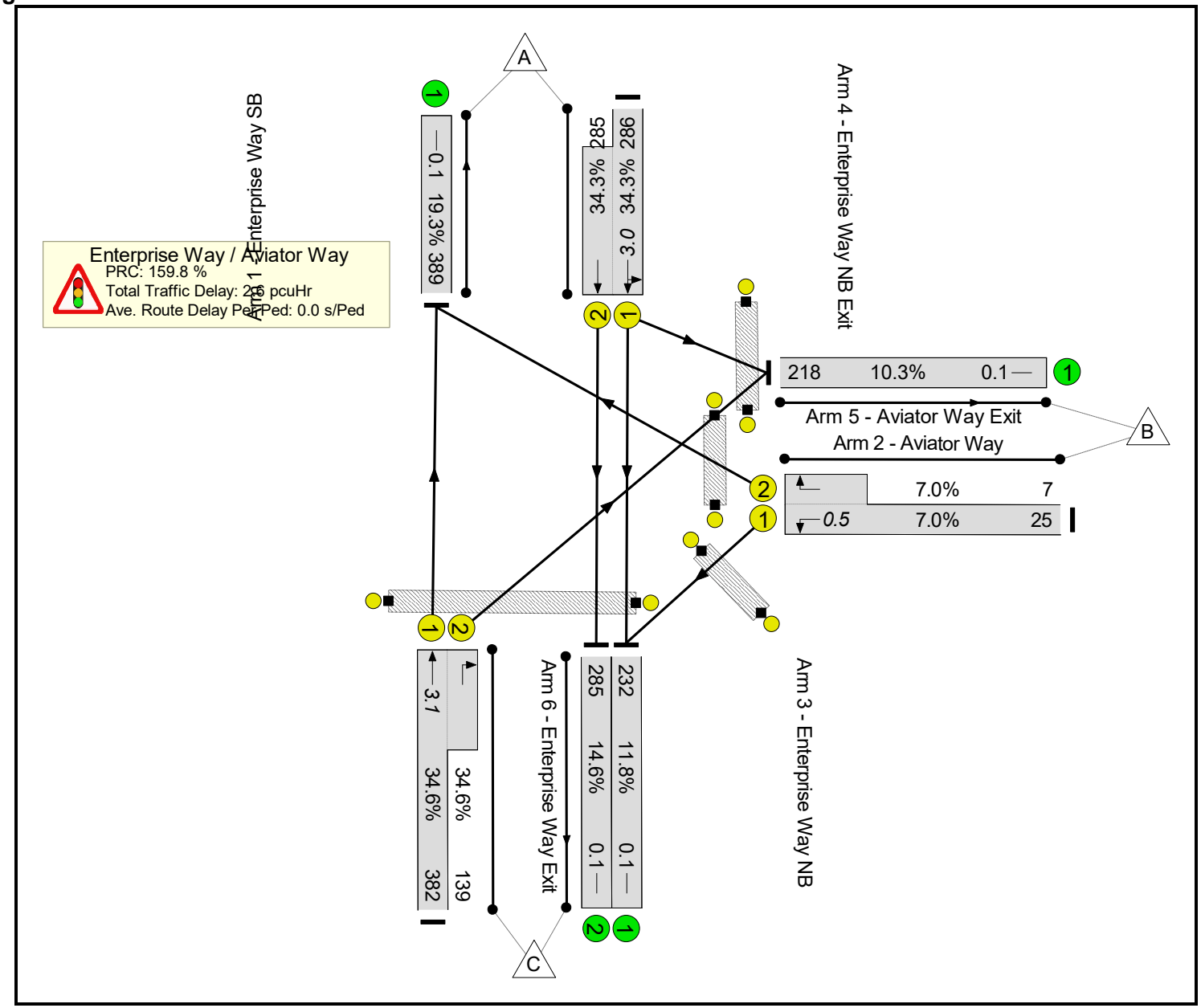
Signal Timings Diagram



Lane Green Times

Junction: Enterprise Way / Aviator Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Enterprise Way SB Left Ahead	U	B	7	60
1/2	Enterprise Way SB Ahead	U	B	7	60
2/1	Aviator Way Left	U	D	68	0
2/2	Aviator Way Right	U	E	73	0
3/1	Enterprise Way NB Ahead	U	A	7	68
3/2	Enterprise Way NB Right	U	A C	7	68

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Enterprise Way / Aviator Way Junction, Manchester	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**34.6%**
Enterprise Way / Aviator Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**34.6%**
1/1+1/2	Enterprise Way SB Left Ahead	U	N/A	N/A	B		1	53	-	-	571	1975:1989	833+830	34.3 : 34.3%
2/1+2/2	Aviator Way Right Left	U	N/A	N/A	D E		1	16:11	-	-	32	1980:1890	357+100	7.0 : 7.0%
3/1+3/2	Enterprise Way NB Ahead Right	U	N/A	N/A	A	C	1	61	4	-	521	1982:1770	1103+401	34.6 : 34.6%
4/1	Enterprise Way NB Exit	U	N/A	N/A	-		-	-	-	-	389	2015	2015	19.3%
5/1	Aviator Way Exit	U	N/A	N/A	-		-	-	-	-	218	2115	2115	10.3%
6/1	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	232	1960	1960	11.8%
6/2	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	285	1950	1950	14.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	55	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	63	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

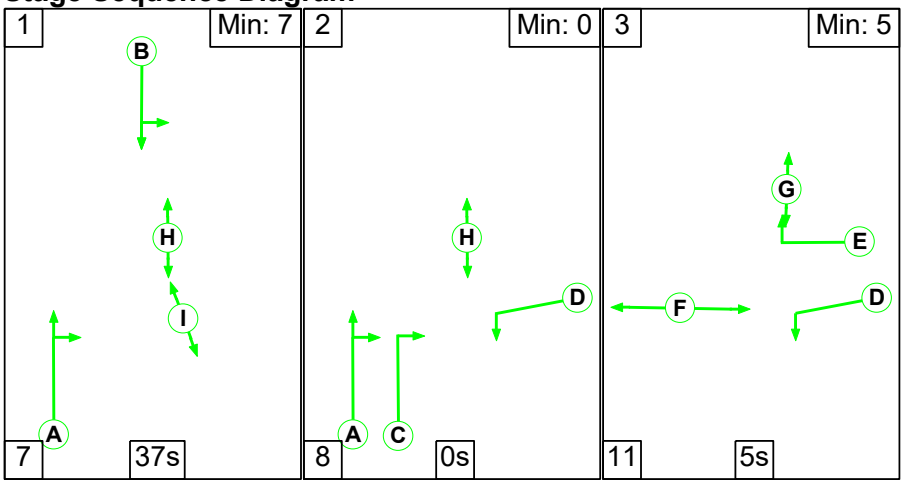
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**0**	**0**	**0**	**1.7**	**0.9**	**0.0**	**2.6**	**-**	**-**	**-**	**-**	
Enterprise Way / Aviator Way	**-**	**-**	**0**	**0**	**0**	**1.7**	**0.9**	**0.0**	**2.6**	**-**	**-**	**-**	**-**	
1/1+1/2	571	571	-	-	-	1.0	0.3	-	1.3	7.9	2.8	0.3	3.0	
2/1+2/2	32	32	-	-	-	0.2	0.0	-	0.3	32.3	0.5	0.0	0.5	
3/1+3/2	521	521	-	-	-	0.5	0.3	-	0.8	5.3	2.9	0.3	3.1	
4/1	389	389	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
5/1	218	218	-	-	-	0.0	0.1	-	0.1	0.9	0.0	0.1	0.1	
6/1	232	232	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
6/2	285	285	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 159.8 Total Delay for Signalled Lanes (pcuHr): 2.31 Cycle Time (s): 84
PRC Over All Lanes (%): 159.8 Total Delay Over All Lanes(pcuHr): 2.64

Scenario 8: '2035 Base PM Peak' (FG8: '2035 Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



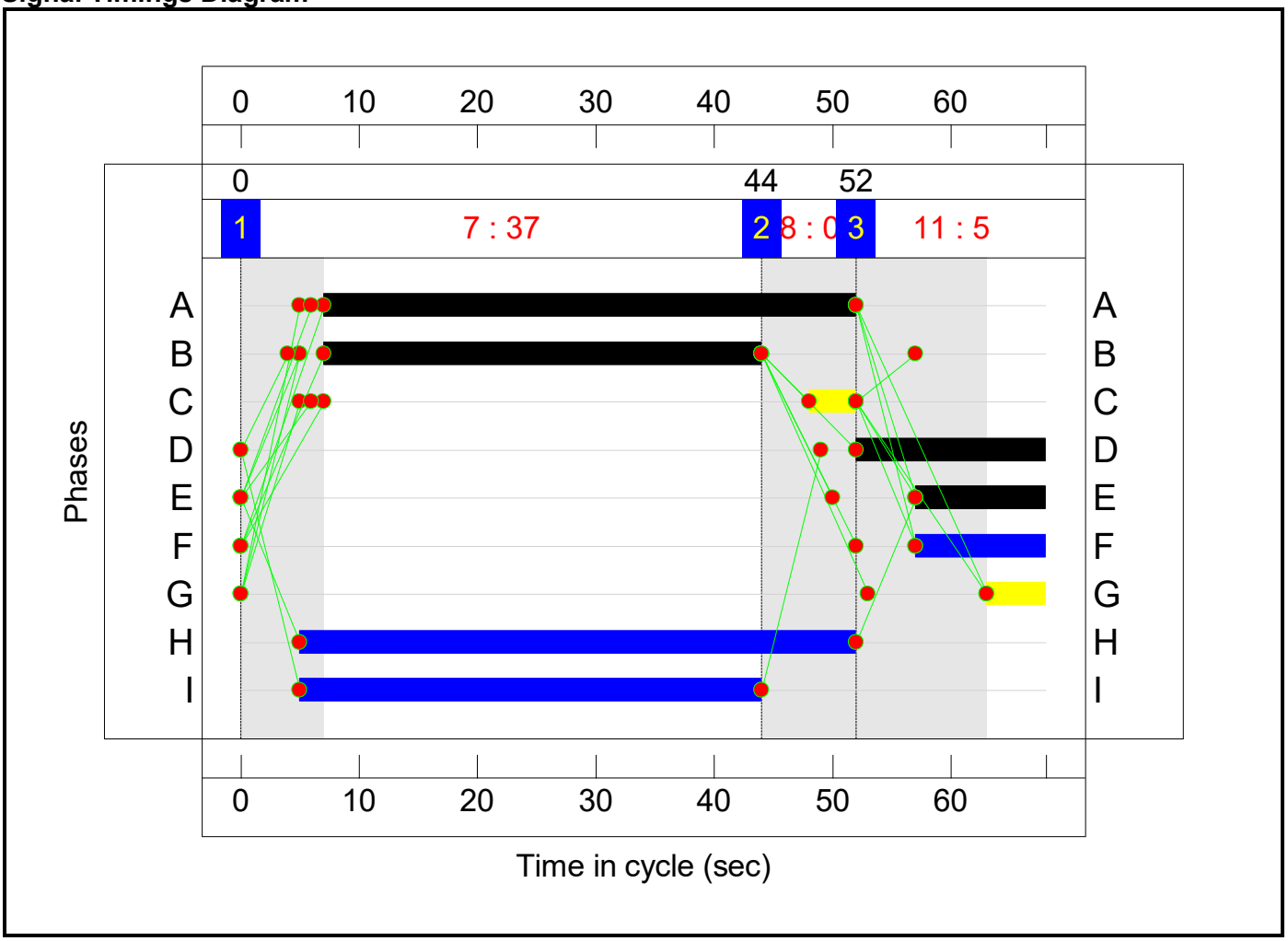
Stage Timings

Stage	1	2	3
Duration	37	0	5
Change Point	0	44	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Enterprise Way NB Ahead Right	Traffic	45	7	52
B	Enterprise Way SB Left Ahead	Traffic	37	7	44
C	Enterprise Way NB Right IGA	Ind. Arrow	4	48	52
D	Aviator Way Left	Traffic	16	52	0
E	Aviator Way Right	Traffic	11	57	0
F	Pedestrians across	Pedestrian	11	57	0
G	Pedestrians across	Pedestrian	5	63	0
H	Pedestrians across	Pedestrian	47	5	52
I	Pedestrians across	Pedestrian	39	5	44

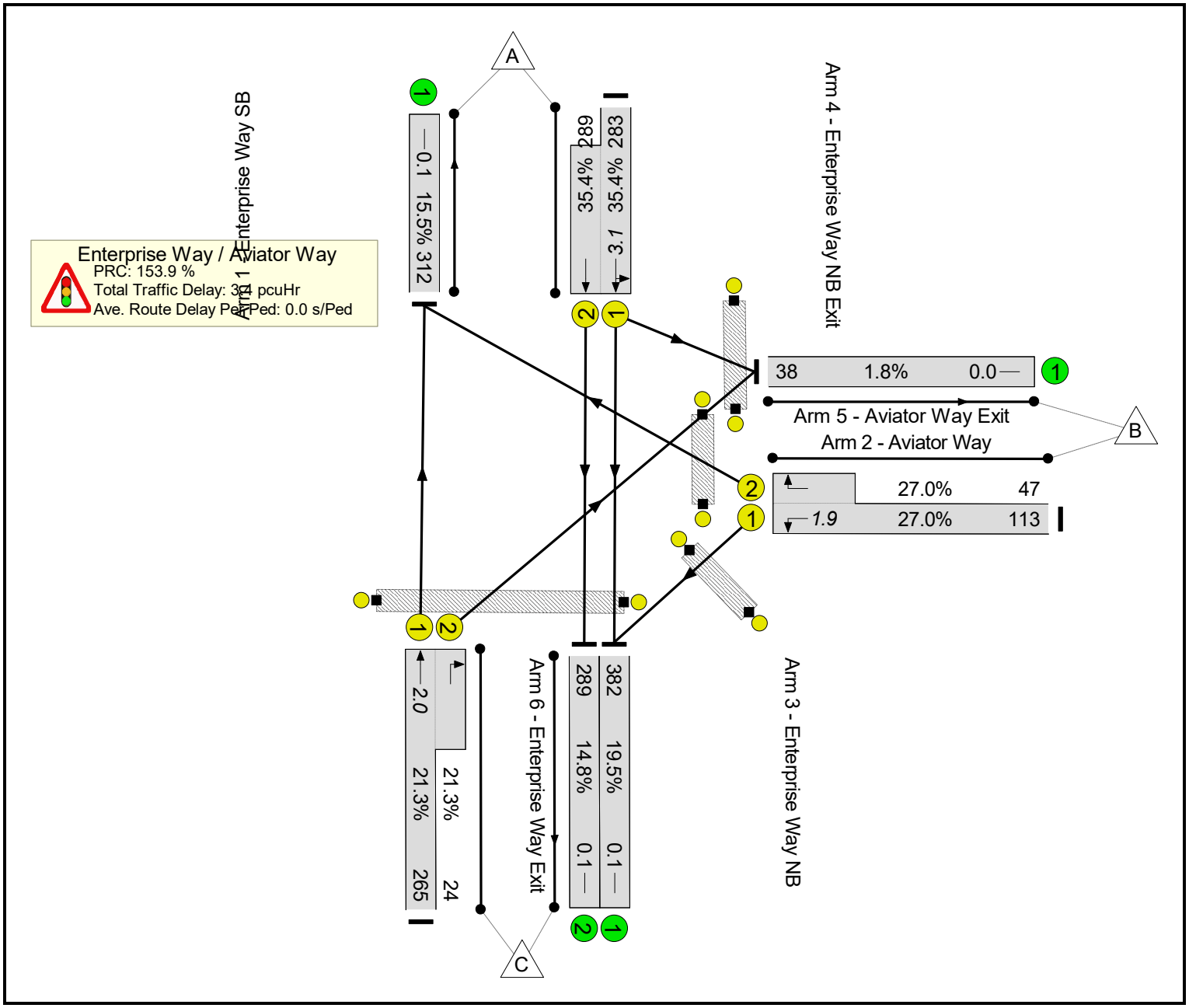
Signal Timings Diagram



Lane Green Times

Junction: Enterprise Way / Aviator Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Enterprise Way SB Left Ahead	U	B	7	44
1/2	Enterprise Way SB Ahead	U	B	7	44
2/1	Aviator Way Left	U	D	52	0
2/2	Aviator Way Right	U	E	57	0
3/1	Enterprise Way NB Ahead	U	A	7	52
3/2	Enterprise Way NB Right	U	A C	7	52

Network Layout Diagram


Enterprise Way / Aviator Way
PRC: 153.9 %
Total Traffic Delay: 3.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
C
Arm 1 - Enterprise Way SB
Arm 4 - Enterprise Way NB Exit
Arm 5 - Aviator Way Exit
Arm 2 - Aviator Way
Arm 6 - Enterprise Way Exit
Arm 3 - Enterprise Way NB
0.1 15.5% 312
289 35.4% 283
3.1 35.4% 283
38 1.8% 0.0
27.0% 47
1.9 27.0% 113
2.0 21.3% 265
21.3% 24
289 14.8% 0.1
382 19.5% 0.1

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**35.4%**
Enterprise Way / Aviator Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**35.4%**
1/1+1/2	Enterprise Way SB Left Ahead	U	N/A	N/A	B		1	37	-	-	572	2010:1989	798+815	35.4 : 35.4%
2/1+2/2	Aviator Way Right Left	U	N/A	N/A	D E		1	16:11	-	-	160	1980:1890	418+174	27.0 : 27.0%
3/1+3/2	Enterprise Way NB Ahead Right	U	N/A	N/A	A	C	1	45	4	-	289	1982:1770	1244+113	21.3 : 21.3%
4/1	Enterprise Way NB Exit	U	N/A	N/A	-		-	-	-	-	312	2015	2015	15.5%
5/1	Aviator Way Exit	U	N/A	N/A	-		-	-	-	-	38	2115	2115	1.8%
6/1	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	382	1960	1960	19.5%
6/2	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	289	1950	1950	14.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	39	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	47	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

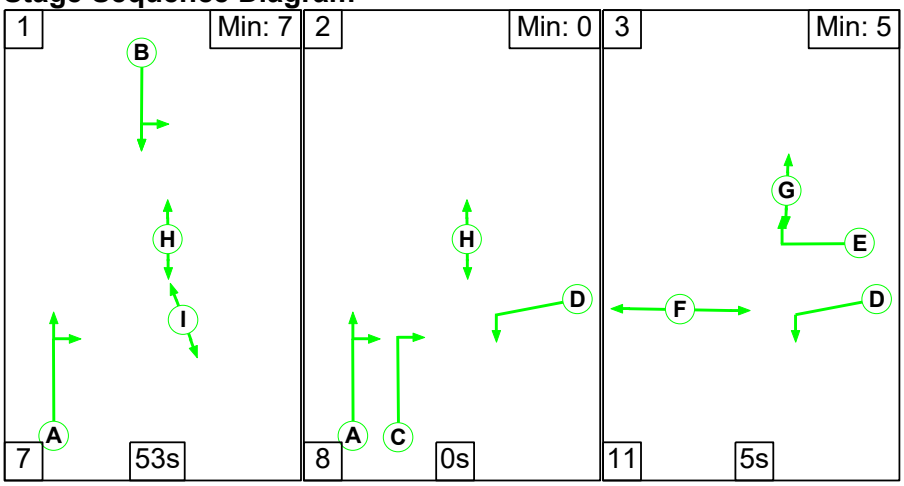
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**0**	**0**	**0**	**2.5**	**0.9**	**0.0**	**3.4**	**-**	**-**	**-**	**-**	
Enterprise Way / Aviator Way	**-**	**-**	**0**	**0**	**0**	**2.5**	**0.9**	**0.0**	**3.4**	**-**	**-**	**-**	**-**	
1/1+1/2	572	572	-	-	-	1.2	0.3	-	1.5	9.5	2.8	0.3	3.1	
2/1+2/2	160	160	-	-	-	0.9	0.2	-	1.1	25.5	1.7	0.2	1.9	
3/1+3/2	289	289	-	-	-	0.3	0.1	-	0.5	5.8	1.8	0.1	2.0	
4/1	312	312	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
5/1	38	38	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
6/1	382	382	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
6/2	289	289	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 153.9 Total Delay for Signalled Lanes (pcuHr): 3.10 Cycle Time (s): 68
PRC Over All Lanes (%): 153.9 Total Delay Over All Lanes(pcuHr): 3.41

Scenario 9: '2035 Base + Option 5 B2 Dev AM Peak' (FG9: '2035 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



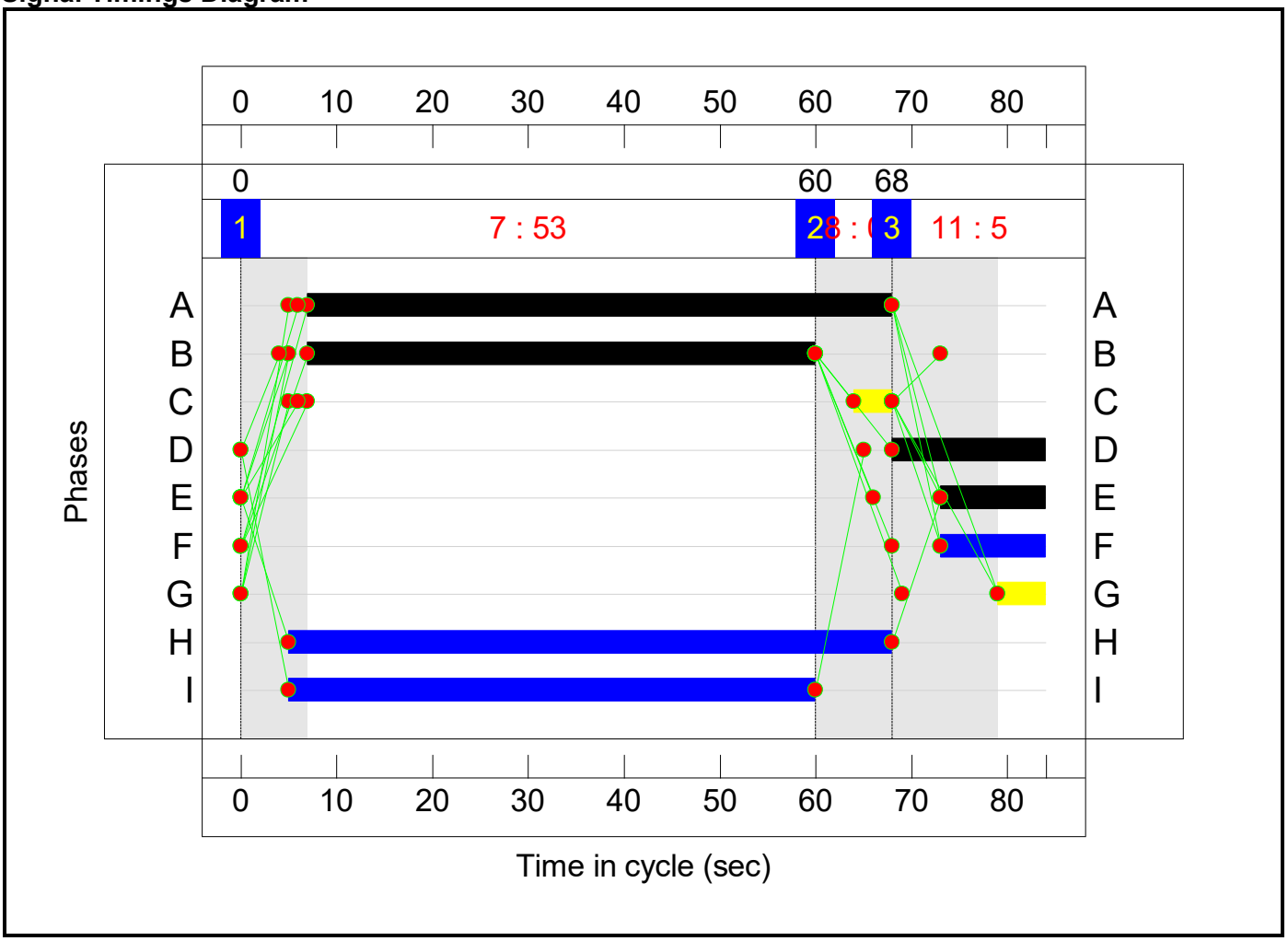
Stage Timings

Stage	1	2	3
Duration	53	0	5
Change Point	0	60	68

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Enterprise Way NB Ahead Right	Traffic	61	7	68
B	Enterprise Way SB Left Ahead	Traffic	53	7	60
C	Enterprise Way NB Right IGA	Ind. Arrow	4	64	68
D	Aviator Way Left	Traffic	16	68	0
E	Aviator Way Right	Traffic	11	73	0
F	Pedestrians across	Pedestrian	11	73	0
G	Pedestrians across	Pedestrian	5	79	0
H	Pedestrians across	Pedestrian	63	5	68
I	Pedestrians across	Pedestrian	55	5	60

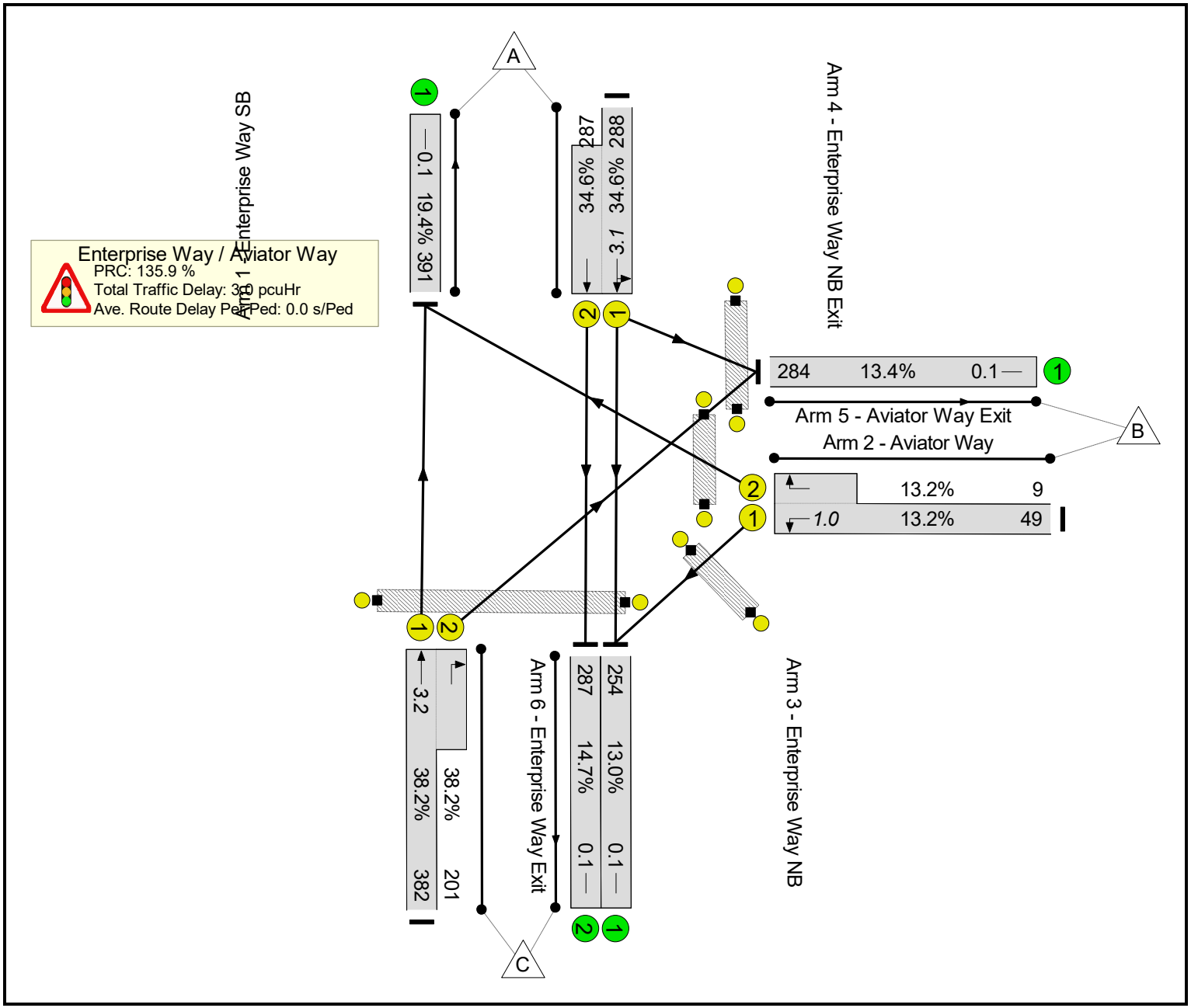
Signal Timings Diagram



Lane Green Times

Junction: Enterprise Way / Aviator Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Enterprise Way SB Left Ahead	U	B	7	60
1/2	Enterprise Way SB Ahead	U	B	7	60
2/1	Aviator Way Left	U	D	68	0
2/2	Aviator Way Right	U	E	73	0
3/1	Enterprise Way NB Ahead	U	A	7	68
3/2	Enterprise Way NB Right	U	A C	7	68

Network Layout Diagram


Enterprise Way / Aviator Way
PRC: 135.9 %
Total Traffic Delay: 3.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped
A
B
C
Arm 1 - Enterprise Way SB
Arm 4 - Enterprise Way NB Exit
Arm 5 - Aviator Way Exit
Arm 2 - Aviator Way
Arm 6 - Enterprise Way Exit
Arm 3 - Enterprise Way NB
0.1 19.4% 391
288 34.6% 287
284 13.4% 0.1
13.2% 9
1.0 13.2% 49
3.2 38.2% 382
38.2% 201
254 13.0% 0.1
287 14.7% 0.1

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**38.2%**
Enterprise Way / Aviator Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**38.2%**
1/1+1/2	Enterprise Way SB Left Ahead	U	N/A	N/A	B		1	53	-	-	575	1973:1989	832+830	34.6 : 34.6%
2/1+2/2	Aviator Way Right Left	U	N/A	N/A	D E		1	16:11	-	-	58	1980:1890	372+68	13.2 : 13.2%
3/1+3/2	Enterprise Way NB Ahead Right	U	N/A	N/A	A	C	1	61	4	-	583	1982:1770	1001+527	38.2 : 38.2%
4/1	Enterprise Way NB Exit	U	N/A	N/A	-		-	-	-	-	391	2015	2015	19.4%
5/1	Aviator Way Exit	U	N/A	N/A	-		-	-	-	-	284	2115	2115	13.4%
6/1	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	254	1960	1960	13.0%
6/2	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	287	1950	1950	14.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	55	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	63	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

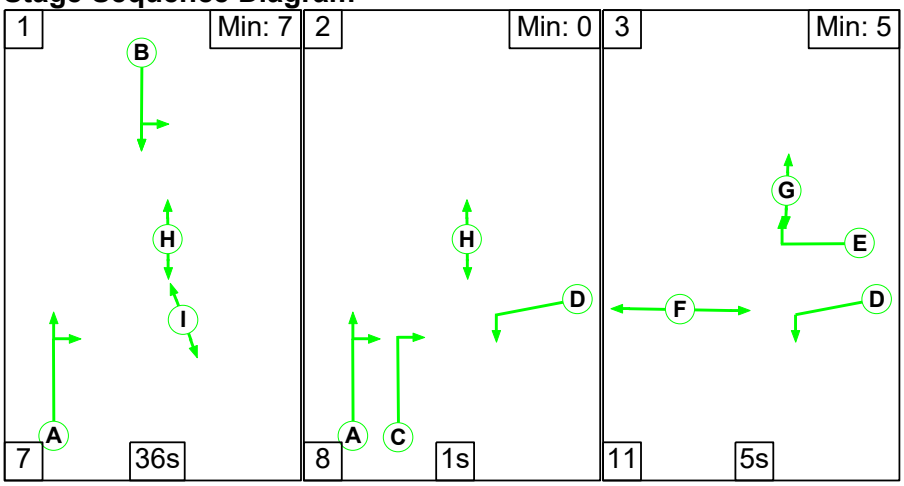
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**0**	**0**	**0**	**2.0**	**1.0**	**0.0**	**3.0**	**-**	**-**	**-**	**-**	
Enterprise Way / Aviator Way	**-**	**-**	**0**	**0**	**0**	**2.0**	**1.0**	**0.0**	**3.0**	**-**	**-**	**-**	**-**	
1/1+1/2	575	575	-	-	-	1.0	0.3	-	1.3	7.9	2.8	0.3	3.1	
2/1+2/2	58	58	-	-	-	0.5	0.1	-	0.5	32.8	0.9	0.1	1.0	
3/1+3/2	583	583	-	-	-	0.6	0.3	-	0.9	5.4	2.9	0.3	3.2	
4/1	391	391	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
5/1	284	284	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1	
6/1	254	254	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
6/2	287	287	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 135.9 Total Delay for Signalled Lanes (pcuHr): 2.66 Cycle Time (s): 84
PRC Over All Lanes (%): 135.9 Total Delay Over All Lanes(pcuHr): 3.02

Scenario 10: '2035 Base + Option 5 B2 Dev PM Peak' (FG10: '2035 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



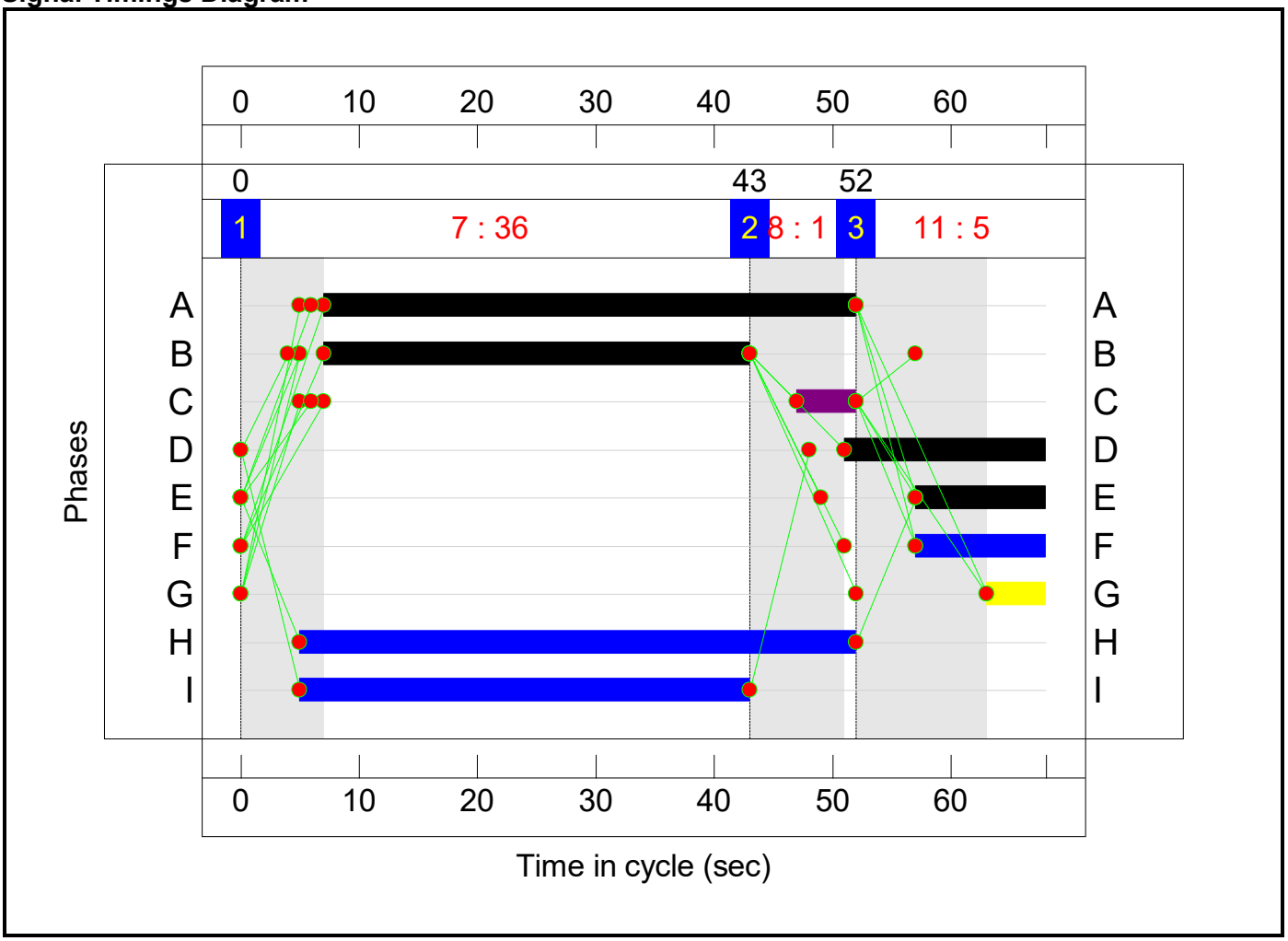
Stage Timings

Stage	1	2	3
Duration	36	1	5
Change Point	0	43	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Enterprise Way NB Ahead Right	Traffic	45	7	52
B	Enterprise Way SB Left Ahead	Traffic	36	7	43
C	Enterprise Way NB Right IGA	Ind. Arrow	5	47	52
D	Aviator Way Left	Traffic	17	51	0
E	Aviator Way Right	Traffic	11	57	0
F	Pedestrians across	Pedestrian	11	57	0
G	Pedestrians across	Pedestrian	5	63	0
H	Pedestrians across	Pedestrian	47	5	52
I	Pedestrians across	Pedestrian	38	5	43

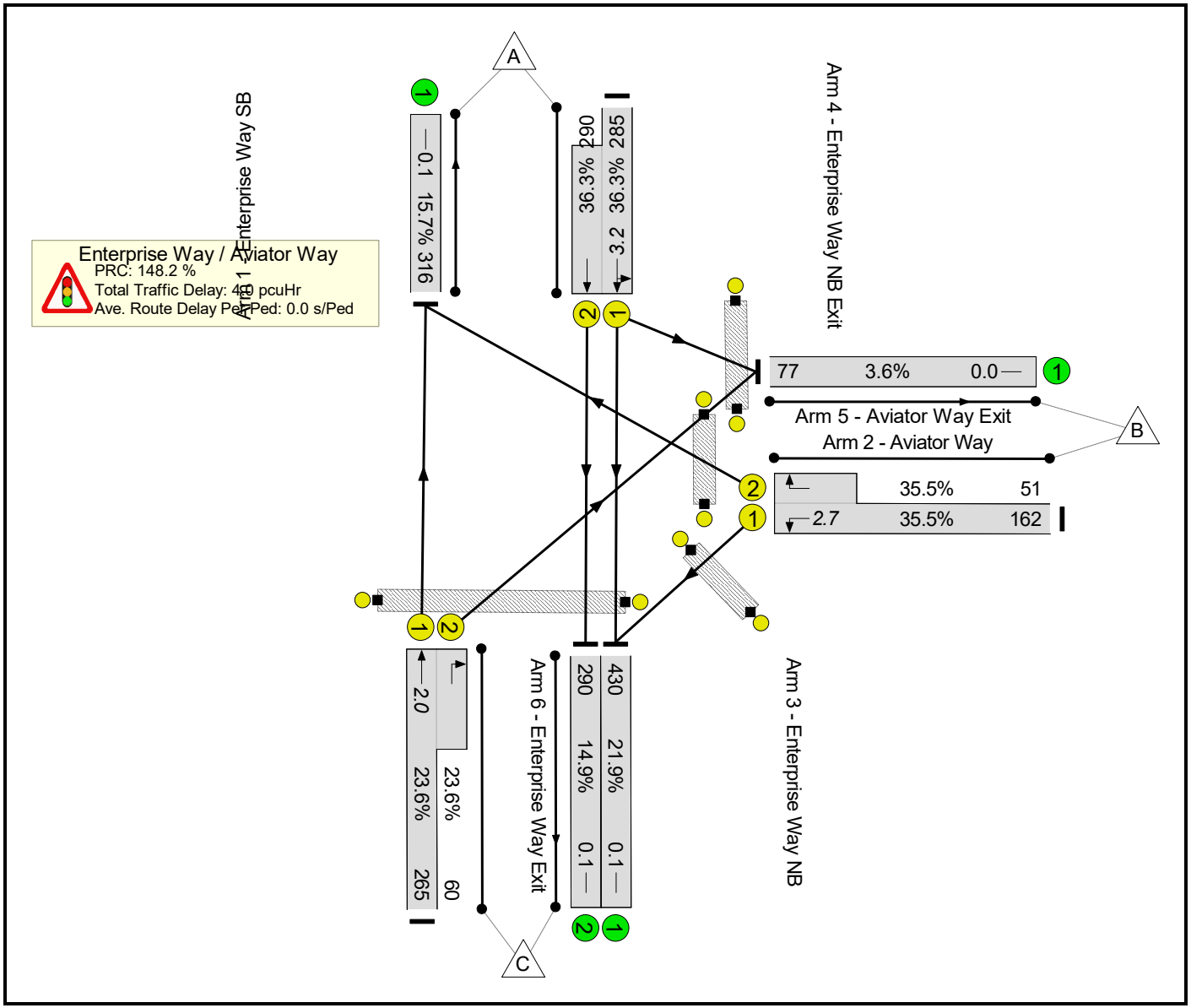
Signal Timings Diagram



Lane Green Times

Junction: Enterprise Way / Aviator Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	Enterprise Way SB Left Ahead	U	B	7	43
1/2	Enterprise Way SB Ahead	U	B	7	43
2/1	Aviator Way Left	U	D	51	0
2/2	Aviator Way Right	U	E	57	0
3/1	Enterprise Way NB Ahead	U	A	7	52
3/2	Enterprise Way NB Right	U	A C	7	52

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Enterprise Way / Aviator Way Junction, Manchester	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**36.3%**
Enterprise Way / Aviator Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**36.3%**
1/1+1/2	Enterprise Way SB Left Ahead	U	N/A	N/A	B		1	36	-	-	575	2008:1989	786+800	36.3 : 36.3%
2/1+2/2	Aviator Way Right Left	U	N/A	N/A	D E		1	17:11	-	-	213	1980:1890	456+144	35.5 : 35.5%
3/1+3/2	Enterprise Way NB Ahead Right	U	N/A	N/A	A	C	1	45	5	-	325	1982:1770	1125+255	23.6 : 23.6%
4/1	Enterprise Way NB Exit	U	N/A	N/A	-		-	-	-	-	316	2015	2015	15.7%
5/1	Aviator Way Exit	U	N/A	N/A	-		-	-	-	-	77	2115	2115	3.6%
6/1	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	430	1960	1960	21.9%
6/2	Enterprise Way Exit	U	N/A	N/A	-		-	-	-	-	290	1950	1950	14.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	11	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	38	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	47	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: Enterprise Way / Aviator Way Junction, Manchester	**-**	**-**	**0**	**0**	**0**	**2.9**	**1.1**	**0.0**	**4.0**	**-**	**-**	**-**	**-**	
Enterprise Way / Aviator Way	**-**	**-**	**0**	**0**	**0**	**2.9**	**1.1**	**0.0**	**4.0**	**-**	**-**	**-**	**-**	
1/1+1/2	575	575	-	-	-	1.3	0.3	-	1.6	10.0	2.9	0.3	3.2	
2/1+2/2	213	213	-	-	-	1.2	0.3	-	1.5	25.6	2.4	0.3	2.7	
3/1+3/2	325	325	-	-	-	0.4	0.2	-	0.5	5.8	1.8	0.2	2.0	
4/1	316	316	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
5/1	77	77	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0	
6/1	430	430	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
6/2	290	290	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 148.2 Total Delay for Signalled Lanes (pcuHr): 3.64 Cycle Time (s): 68
PRC Over All Lanes (%): 148.2 Total Delay Over All Lanes(pcuHr): 3.98

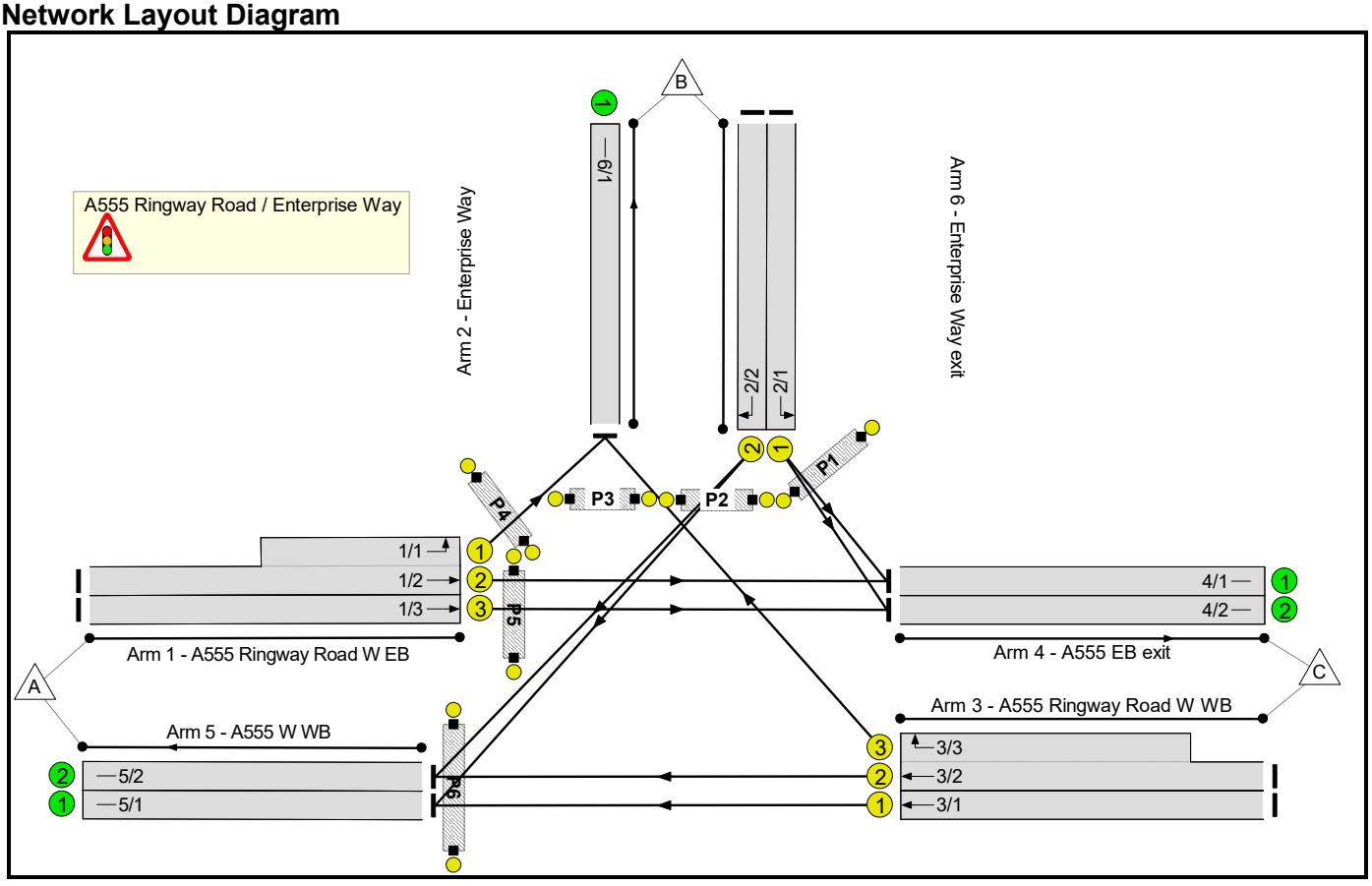
K. Junction Assessment Outputs – Junction 2: A555 Ringway Road West / Enterprise Way

Detailed Input Data And Results

User and Project Details

Project:	**WIE21347 Aviator Way**
Title:	**A555 Ringway Road West / Enterprise Way Junction**
Location:	
Site Ref(s):	J2
Model Purpose:	For Manchester Business Park, Aviator Way, TA
Additional detail:	
File name:	J2) A555_Enterprise Way.lsg3x
Author:	CSMS4
Company:	WIE
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



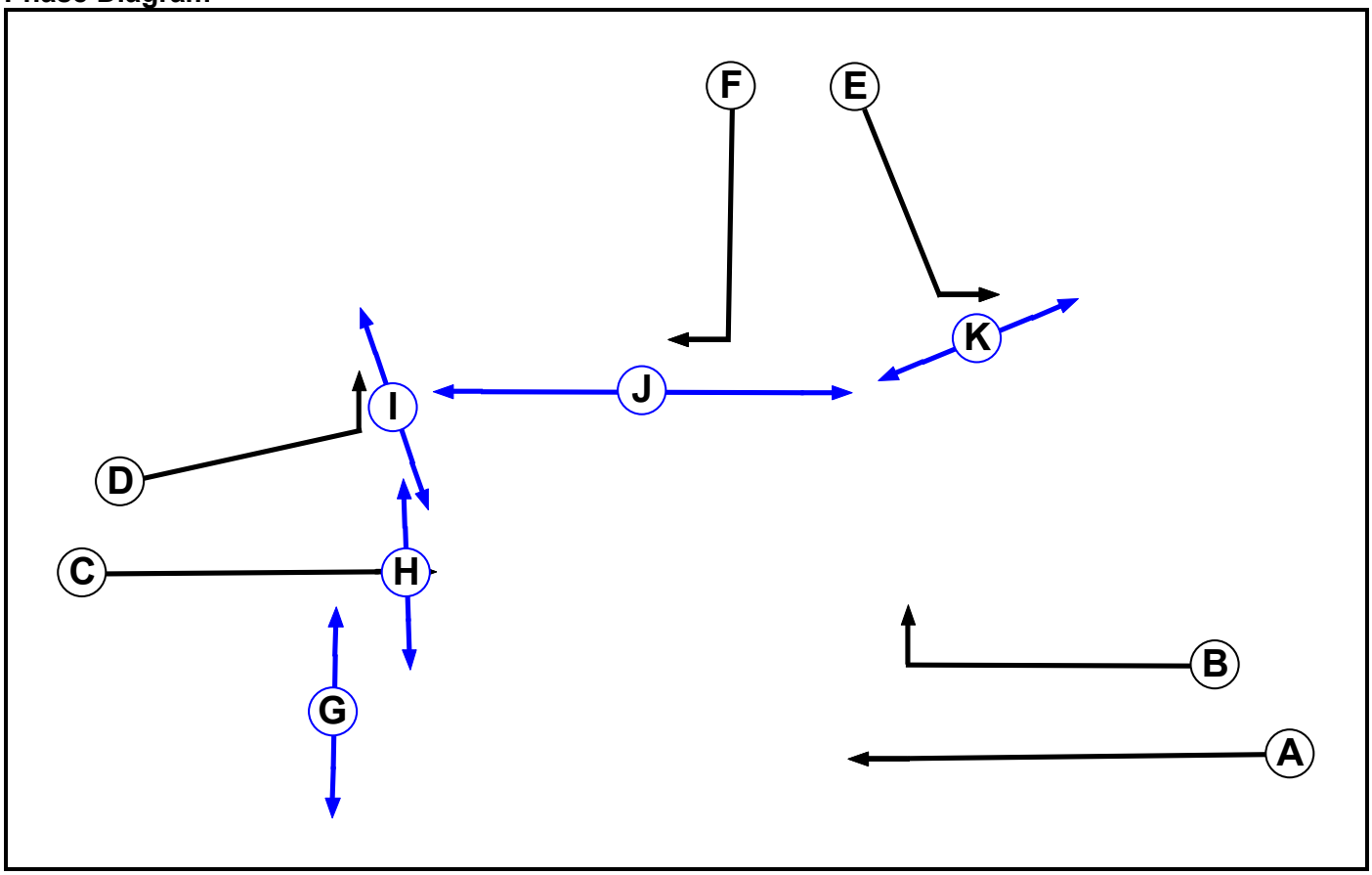
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 Observed AM Peak	2025 AM Peak	Network Control Plan 1	07:45 - 08:45	120	10.5	30.91
2	2025 Observed PM Peak	2025 PM Peak	Network Control Plan 1	15:45 - 16:45	120	14.9	31.06
3	2030 Base AM Peak	2030 Base AM Peak	Network Control Plan 1	07:45 - 08:45	120	4.4	35.65
4	2030 Base PM Peak	2030 Base PM Peak	Network Control Plan 1	15:45 - 16:45	120	8.8	35.03
5	2030 Base + Option 5 B2 Dev AM Peak	2030 Base + Option 5 B2 Dev AM Peak	Network Control Plan 1	07:45 - 08:45	120	2.2	38.37
6	2030 Base + Option 5 B2 Dev PM Peak	2030 Base + Option 5 B2 Dev PM Peak	Network Control Plan 1	15:45 - 16:45	120	7.6	37.73
7	2035 Base AM Peak	2035 Base AM Peak	Network Control Plan 1	07:45 - 08:45	120	0.1	40.86
8	2035 Base PM Peak	2035 Base PM Peak	Network Control Plan 1	15:45 - 16:45	120	4.4	39.02
9	2035 Base + Option 5 B2 Dev AM Peak	2035 Base + Option 5 B2 Dev AM Peak	Network Control Plan 1	07:45 - 08:45	120	-1.9	44.57
10	2035 Base + Option 5 B2 Dev PM Peak	2035 Base + Option 5 B2 Dev PM Peak	Network Control Plan 1	15:45 - 16:45	120	3.1	42.11

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	11	4	A555 Ringway Road / Enterprise Way	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		10	10
K	Pedestrian		5	5

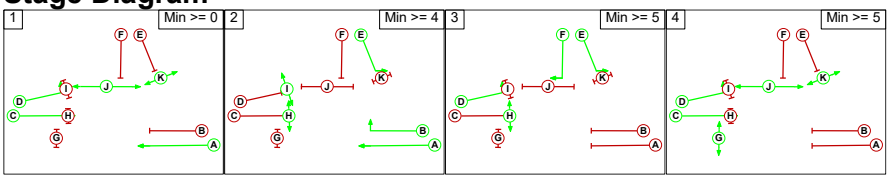
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	-	-	-	6	9	-	-	-	-
B	-		6	8	-	5	-	-	-	9	-
C	-	6		-	9	7	-	6	-	-	-
D	-	5	-		-	-	-	-	6	-	-
E	-	-	5	-		-	-	-	-	-	6
F	8	7	5	-	-		13	-	-	6	-
G	6	-	-	-	-	4		-	-	-	-
H	-	-	6	-	-	-	-		-	-	-
I	-	-	-	5	-	-	-	-		-	-
J	-	6	-	-	-	5	-	-	-		-
K	-	-	-	-	5	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		9	9	9
2	9		8	9
3	8	8		13
4	6	9	9	

Lane Input Data

Junction: A555 Ringway Road / Enterprise Way

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A555 Ringway Road W EB)	U	D	2	3	10.4	Geom	-	4.09	0.00	Y	Arm 6 Left	42.58
1/2 (A555 Ringway Road W EB)	U	C	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 4 Ahead	Inf
1/3 (A555 Ringway Road W EB)	U	C	2	3	60.0	Geom	-	3.79	0.00	N	Arm 4 Ahead	Inf
2/1 (Enterprise Way)	U	E	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 4 Left	33.04
2/2 (Enterprise Way)	U	F	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Right	20.20
3/1 (A555 Ringway Road W WB)	U	A	2	3	60.0	Geom	-	2.52	0.00	Y	Arm 5 Ahead	Inf
3/2 (A555 Ringway Road W WB)	U	A	2	3	60.0	Geom	-	3.54	0.00	N	Arm 5 Ahead	Inf
3/3 (A555 Ringway Road W WB)	U	B	2	3	19.1	Geom	-	2.95	0.00	Y	Arm 6 Right	16.33
4/1 (A555 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (A555 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A555 W WB)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A555 W WB)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Enterprise Way exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A555 Ringway Road / Enterprise Way
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: A555 Ringway Road / Enterprise Way				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	6/1	Internal	5	35
1/2	4/1	Internal	5	35
1/3	4/2	Internal	5	35
2/1	4/1	Internal	5	35
2/1	4/2	Internal	5	35
2/2	5/1	Internal	5	35
2/2	5/2	Internal	5	35
3/1	5/1	Internal	5	35
3/2	5/2	Internal	5	35
3/3	6/1	Internal	5	35

Scenario 1: '2025 Observed AM Peak' (FG1: '2025 AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road / Enterprise Way								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A555 Ringway Road W EB)	4.09	0.00	Y	Arm 6 Left	42.58	100.0 %	1955	1955
1/2 (A555 Ringway Road W EB)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
1/3 (A555 Ringway Road W EB)	3.79	0.00	N	Arm 4 Ahead	Inf	100.0 %	2134	2134
2/1 (Enterprise Way)	5.00	0.00	Y	Arm 4 Left	33.04	100.0 %	2023	2023
2/2 (Enterprise Way)	3.40	0.00	Y	Arm 5 Right	20.20	100.0 %	1820	1820
3/1 (A555 Ringway Road W WB)	2.52	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1867	1867
3/2 (A555 Ringway Road W WB)	3.54	0.00	N	Arm 5 Ahead	Inf	100.0 %	2109	2109
3/3 (A555 Ringway Road W WB)	2.95	0.00	Y	Arm 6 Right	16.33	100.0 %	1749	1749
4/1 (A555 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A555 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A555 W WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A555 W WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Enterprise Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2025 Observed PM Peak' (FG2: '2025 PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road / Enterprise Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road W EB)	4.09	0.00	Y	Arm 6 Left	42.58	100.0 %	1955	1955
1/2 (A555 Ringway Road W EB)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
1/3 (A555 Ringway Road W EB)	3.79	0.00	N	Arm 4 Ahead	Inf	100.0 %	2134	2134
2/1 (Enterprise Way)	5.00	0.00	Y	Arm 4 Left	33.04	100.0 %	2023	2023
2/2 (Enterprise Way)	3.40	0.00	Y	Arm 5 Right	20.20	100.0 %	1820	1820
3/1 (A555 Ringway Road W WB)	2.52	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1867	1867
3/2 (A555 Ringway Road W WB)	3.54	0.00	N	Arm 5 Ahead	Inf	100.0 %	2109	2109
3/3 (A555 Ringway Road W WB)	2.95	0.00	Y	Arm 6 Right	16.33	100.0 %	1749	1749
4/1 (A555 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A555 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A555 W WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A555 W WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Enterprise Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2030 Base AM Peak' (FG3: '2030 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road / Enterprise Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road W EB)	4.09	0.00	Y	Arm 6 Left	42.58	100.0 %	1955	1955
1/2 (A555 Ringway Road W EB)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
1/3 (A555 Ringway Road W EB)	3.79	0.00	N	Arm 4 Ahead	Inf	100.0 %	2134	2134
2/1 (Enterprise Way)	5.00	0.00	Y	Arm 4 Left	33.04	100.0 %	2023	2023
2/2 (Enterprise Way)	3.40	0.00	Y	Arm 5 Right	20.20	100.0 %	1820	1820
3/1 (A555 Ringway Road W WB)	2.52	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1867	1867
3/2 (A555 Ringway Road W WB)	3.54	0.00	N	Arm 5 Ahead	Inf	100.0 %	2109	2109
3/3 (A555 Ringway Road W WB)	2.95	0.00	Y	Arm 6 Right	16.33	100.0 %	1749	1749
4/1 (A555 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A555 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A555 W WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A555 W WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Enterprise Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2030 Base PM Peak' (FG4: '2030 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road / Enterprise Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road W EB)	4.09	0.00	Y	Arm 6 Left	42.58	100.0 %	1955	1955
1/2 (A555 Ringway Road W EB)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
1/3 (A555 Ringway Road W EB)	3.79	0.00	N	Arm 4 Ahead	Inf	100.0 %	2134	2134
2/1 (Enterprise Way)	5.00	0.00	Y	Arm 4 Left	33.04	100.0 %	2023	2023
2/2 (Enterprise Way)	3.40	0.00	Y	Arm 5 Right	20.20	100.0 %	1820	1820
3/1 (A555 Ringway Road W WB)	2.52	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1867	1867
3/2 (A555 Ringway Road W WB)	3.54	0.00	N	Arm 5 Ahead	Inf	100.0 %	2109	2109
3/3 (A555 Ringway Road W WB)	2.95	0.00	Y	Arm 6 Right	16.33	100.0 %	1749	1749
4/1 (A555 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A555 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A555 W WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A555 W WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Enterprise Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2030 Base + Option 5 B2 Dev AM Peak' (FG5: '2030 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road / Enterprise Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road W EB)	4.09	0.00	Y	Arm 6 Left	42.58	100.0 %	1955	1955
1/2 (A555 Ringway Road W EB)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
1/3 (A555 Ringway Road W EB)	3.79	0.00	N	Arm 4 Ahead	Inf	100.0 %	2134	2134
2/1 (Enterprise Way)	5.00	0.00	Y	Arm 4 Left	33.04	100.0 %	2023	2023
2/2 (Enterprise Way)	3.40	0.00	Y	Arm 5 Right	20.20	100.0 %	1820	1820
3/1 (A555 Ringway Road W WB)	2.52	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1867	1867
3/2 (A555 Ringway Road W WB)	3.54	0.00	N	Arm 5 Ahead	Inf	100.0 %	2109	2109
3/3 (A555 Ringway Road W WB)	2.95	0.00	Y	Arm 6 Right	16.33	100.0 %	1749	1749
4/1 (A555 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A555 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A555 W WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A555 W WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Enterprise Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2030 Base + Option 5 B2 Dev PM Peak' (FG6: '2030 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road / Enterprise Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road W EB)	4.09	0.00	Y	Arm 6 Left	42.58	100.0 %	1955	1955
1/2 (A555 Ringway Road W EB)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
1/3 (A555 Ringway Road W EB)	3.79	0.00	N	Arm 4 Ahead	Inf	100.0 %	2134	2134
2/1 (Enterprise Way)	5.00	0.00	Y	Arm 4 Left	33.04	100.0 %	2023	2023
2/2 (Enterprise Way)	3.40	0.00	Y	Arm 5 Right	20.20	100.0 %	1820	1820
3/1 (A555 Ringway Road W WB)	2.52	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1867	1867
3/2 (A555 Ringway Road W WB)	3.54	0.00	N	Arm 5 Ahead	Inf	100.0 %	2109	2109
3/3 (A555 Ringway Road W WB)	2.95	0.00	Y	Arm 6 Right	16.33	100.0 %	1749	1749
4/1 (A555 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A555 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A555 W WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A555 W WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Enterprise Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2035 Base AM Peak' (FG7: '2035 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road / Enterprise Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road W EB)	4.09	0.00	Y	Arm 6 Left	42.58	100.0 %	1955	1955
1/2 (A555 Ringway Road W EB)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
1/3 (A555 Ringway Road W EB)	3.79	0.00	N	Arm 4 Ahead	Inf	100.0 %	2134	2134
2/1 (Enterprise Way)	5.00	0.00	Y	Arm 4 Left	33.04	100.0 %	2023	2023
2/2 (Enterprise Way)	3.40	0.00	Y	Arm 5 Right	20.20	100.0 %	1820	1820
3/1 (A555 Ringway Road W WB)	2.52	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1867	1867
3/2 (A555 Ringway Road W WB)	3.54	0.00	N	Arm 5 Ahead	Inf	100.0 %	2109	2109
3/3 (A555 Ringway Road W WB)	2.95	0.00	Y	Arm 6 Right	16.33	100.0 %	1749	1749
4/1 (A555 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A555 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A555 W WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A555 W WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Enterprise Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2035 Base PM Peak' (FG8: '2035 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road / Enterprise Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road W EB)	4.09	0.00	Y	Arm 6 Left	42.58	100.0 %	1955	1955
1/2 (A555 Ringway Road W EB)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
1/3 (A555 Ringway Road W EB)	3.79	0.00	N	Arm 4 Ahead	Inf	100.0 %	2134	2134
2/1 (Enterprise Way)	5.00	0.00	Y	Arm 4 Left	33.04	100.0 %	2023	2023
2/2 (Enterprise Way)	3.40	0.00	Y	Arm 5 Right	20.20	100.0 %	1820	1820
3/1 (A555 Ringway Road W WB)	2.52	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1867	1867
3/2 (A555 Ringway Road W WB)	3.54	0.00	N	Arm 5 Ahead	Inf	100.0 %	2109	2109
3/3 (A555 Ringway Road W WB)	2.95	0.00	Y	Arm 6 Right	16.33	100.0 %	1749	1749
4/1 (A555 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A555 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A555 W WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A555 W WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Enterprise Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2035 Base + Option 5 B2 Dev AM Peak' (FG9: '2035 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road / Enterprise Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road W EB)	4.09	0.00	Y	Arm 6 Left	42.58	100.0 %	1955	1955
1/2 (A555 Ringway Road W EB)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
1/3 (A555 Ringway Road W EB)	3.79	0.00	N	Arm 4 Ahead	Inf	100.0 %	2134	2134
2/1 (Enterprise Way)	5.00	0.00	Y	Arm 4 Left	33.04	100.0 %	2023	2023
2/2 (Enterprise Way)	3.40	0.00	Y	Arm 5 Right	20.20	100.0 %	1820	1820
3/1 (A555 Ringway Road W WB)	2.52	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1867	1867
3/2 (A555 Ringway Road W WB)	3.54	0.00	N	Arm 5 Ahead	Inf	100.0 %	2109	2109
3/3 (A555 Ringway Road W WB)	2.95	0.00	Y	Arm 6 Right	16.33	100.0 %	1749	1749
4/1 (A555 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A555 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A555 W WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A555 W WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Enterprise Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2035 Base + Option 5 B2 Dev PM Peak' (FG10: '2035 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road / Enterprise Way								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road W EB)	4.09	0.00	Y	Arm 6 Left	42.58	100.0 %	1955	1955
1/2 (A555 Ringway Road W EB)	2.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1890	1890
1/3 (A555 Ringway Road W EB)	3.79	0.00	N	Arm 4 Ahead	Inf	100.0 %	2134	2134
2/1 (Enterprise Way)	5.00	0.00	Y	Arm 4 Left	33.04	100.0 %	2023	2023
2/2 (Enterprise Way)	3.40	0.00	Y	Arm 5 Right	20.20	100.0 %	1820	1820
3/1 (A555 Ringway Road W WB)	2.52	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1867	1867
3/2 (A555 Ringway Road W WB)	3.54	0.00	N	Arm 5 Ahead	Inf	100.0 %	2109	2109
3/3 (A555 Ringway Road W WB)	2.95	0.00	Y	Arm 6 Right	16.33	100.0 %	1749	1749
4/1 (A555 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A555 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (A555 W WB Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A555 W WB Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Enterprise Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Peak'	07:45	08:45	01:00	
2: '2025 PM Peak'	15:45	16:45	01:00	
3: '2030 Base AM Peak'	07:45	08:45	01:00	
4: '2030 Base PM Peak'	15:45	16:45	01:00	
5: '2030 Base + Option 5 B2 Dev AM Peak'	07:45	08:45	01:00	
6: '2030 Base + Option 5 B2 Dev PM Peak'	15:45	16:45	01:00	
7: '2035 Base AM Peak'	07:45	08:45	01:00	
8: '2035 Base PM Peak'	15:45	16:45	01:00	
9: '2035 Base + Option 5 B2 Dev AM Peak'	07:45	08:45	01:00	
10: '2035 Base + Option 5 B2 Dev PM Peak'	15:45	16:45	01:00	

Traffic Flows, Desired

FG1: '2025 AM Peak'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	128	1724	1852
	B	62	0	407	469
	C	1528	356	0	1884
	Tot.	1590	484	2131	4205

FG2: '2025 PM Peak'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	41	1774	1815
	B	110	0	502	612
	C	1487	223	0	1710
	Tot.	1597	264	2276	4137

FG3: '2030 Base AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	135	1821	1956
	B	66	0	430	496
	C	1614	377	0	1991
	Tot.	1680	512	2251	4443

FG4: '2030 Base PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	43	1872	1915
	B	116	0	530	646
	C	1570	235	0	1805
	Tot.	1686	278	2402	4366

FG5: '2030 Base + Option 5 B2 Dev AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	189	1821	2010
	B	86	0	434	520
	C	1614	385	0	1999
	Tot.	1700	574	2255	4529

FG6: '2030 Base + Option 5 B2 Dev PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	74	1872	1946
	B	158	0	536	694
	C	1570	240	0	1810
	Tot.	1728	314	2408	4450

FG7: '2035 Base AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	141	1901	2042
	B	68	0	449	517
	C	1685	393	0	2078
	Tot.	1753	534	2350	4637

FG8: '2035 Base PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	45	1951	1996
	B	121	0	552	673
	C	1636	245	0	1881
	Tot.	1757	290	2503	4550

FG9: '2035 Base + Option 5 B2 Dev AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	195	1901	2096
	B	89	0	452	541
	C	1685	401	0	2086
	Tot.	1774	596	2353	4723

FG10: '2035 Base + Option 5 B2 Dev PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	76	1951	2027
	B	163	0	559	722
	C	1636	249	0	1885
	Tot.	1799	325	2510	4634

Scenario 1: '2025 Observed AM Peak' (FG1: '2025 AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	128	1724	1852
	B	62	0	407	469
	C	1528	356	0	1884
	Tot.	1590	484	2131	4205

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 2: '2025 Observed PM Peak' (FG2: '2025 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	41	1774	1815
	B	110	0	502	612
	C	1487	223	0	1710
	Tot.	1597	264	2276	4137

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 3: '2030 Base AM Peak' (FG3: '2030 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	135	1821	1956
	B	66	0	430	496
	C	1614	377	0	1991
	Tot.	1680	512	2251	4443

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 4: '2030 Base PM Peak' (FG4: '2030 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	43	1872	1915
	B	116	0	530	646
	C	1570	235	0	1805
	Tot.	1686	278	2402	4366

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 5: '2030 Base + Option 5 B2 Dev AM Peak' (FG5: '2030 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	189	1821	2010
	B	86	0	434	520
	C	1614	385	0	1999
	Tot.	1700	574	2255	4529

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 6: '2030 Base + Option 5 B2 Dev PM Peak' (FG6: '2030 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	74	1872	1946
	B	158	0	536	694
	C	1570	240	0	1810
	Tot.	1728	314	2408	4450

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 7: '2035 Base AM Peak' (FG7: '2035 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	141	1901	2042
	B	68	0	449	517
	C	1685	393	0	2078
	Tot.	1753	534	2350	4637

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 8: '2035 Base PM Peak' (FG8: '2035 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	45	1951	1996
	B	121	0	552	673
	C	1636	245	0	1881
	Tot.	1757	290	2503	4550

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 9: '2035 Base + Option 5 B2 Dev AM Peak' (FG9: '2035 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	195	1901	2096
	B	89	0	452	541
	C	1685	401	0	2086
	Tot.	1774	596	2353	4723

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 10: '2035 Base + Option 5 B2 Dev PM Peak' (FG10: '2035 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	76	1951	2027
	B	163	0	559	722
	C	1636	249	0	1885
	Tot.	1799	325	2510	4634

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Traffic Lane Flows

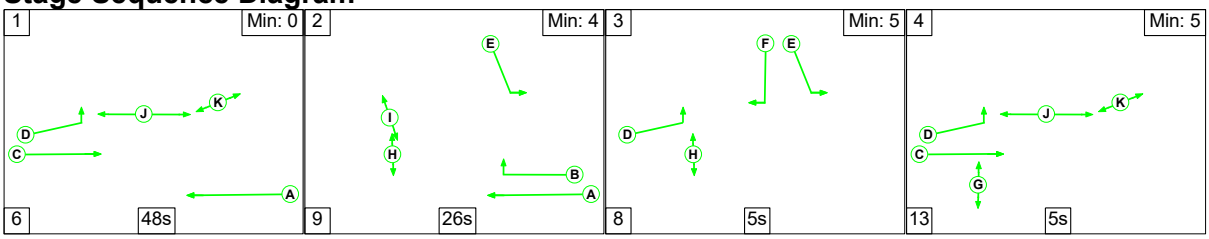
Lane	Scenario 1: 2025 Observed AM Peak	Scenario 2: 2025 Observed PM Peak	Scenario 3: 2030 Base AM Peak	Scenario 4: 2030 Base PM Peak	Scenario 5: 2030 Base + Option 5 B2 Dev AM Peak	Scenario 6: 2030 Base + Option 5 B2 Dev PM Peak
Junction: A555 Ringway Road / Enterprise Way						
1/1 (short)	128	41	135	43	189	74
1/2 (with short)	909(In) 781(Out)	860(In) 819(Out)	958(In) 823(Out)	908(In) 865(Out)	1000(In) 811(Out)	933(In) 859(Out)
1/3	943	955	998	1007	1010	1013
2/1	407	502	430	530	434	536
2/2	62	110	66	116	86	158
3/1	742	692	793	735	798	747
3/2 (with short)	1142(In) 786(Out)	1018(In) 795(Out)	1198(In) 821(Out)	1070(In) 835(Out)	1201(In) 816(Out)	1063(In) 823(Out)
3/3 (short)	356	223	377	235	385	240
4/1	984	1070	1038	1130	1028	1127
4/2	1147	1206	1213	1272	1227	1281
5/1	773	747	826	793	841	826
5/2	817	850	854	893	859	902
6/1	484	264	512	278	574	314

Detailed Input Data And Results

Lane	Scenario 7: 2035 Base AM Peak	Scenario 8: 2035 Base PM Peak	Scenario 9: 2035 Base + Option 5 B2 Dev AM Peak	Scenario 10: 2035 Base + Option 5 B2 Dev PM Peak
Junction: A555 Ringway Road / Enterprise Way				
1/1 (short)	141	45	195	76
1/2 (with short)	999(In) 858(Out)	947(In) 902(Out)	1041(In) 846(Out)	971(In) 895(Out)
1/3	1043	1049	1055	1056
2/1	449	552	452	559
2/2	68	121	89	163
3/1	837	770	841	783
3/2 (with short)	1241(In) 848(Out)	1111(In) 866(Out)	1245(In) 844(Out)	1102(In) 853(Out)
3/3 (short)	393	245	401	249
4/1	1082	1178	1072	1174
4/2	1268	1325	1281	1336
5/1	871	830	885	864
5/2	882	927	889	935
6/1	534	290	596	325

Scenario 1: '2025 Observed AM Peak' (FG1: '2025 AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



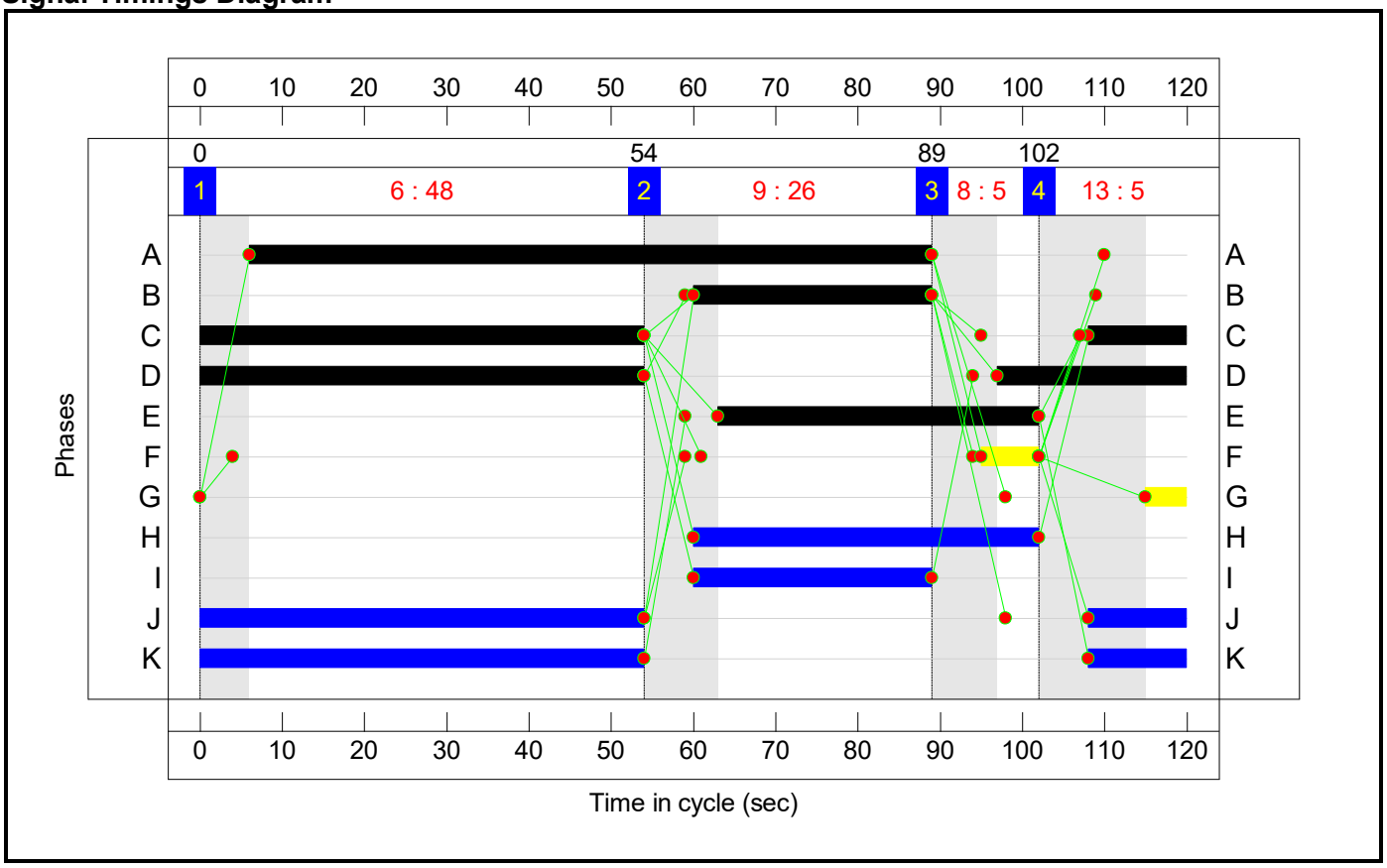
Stage Timings

Stage	1	2	3	4
Duration	48	26	5	5
Change Point	0	54	89	102

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A555 Ringway Road W WB Ahead	Traffic	83	6	89
B	A555 Ringway Road W WB Right	Traffic	29	60	89
C	A555 Ringway Road W EB Ahead	Traffic	66	108	54
D	A555 Ringway Road W EB Left	Traffic	77	97	54
E	Enterprise Way Left	Traffic	39	63	102
F	Enterprise Way Right	Traffic	7	95	102
G	Pedestrians across	Pedestrian	5	115	0
H	Pedestrians across	Pedestrian	42	60	102
I	Pedestrians across	Pedestrian	29	60	89
J	Pedestrians across	Pedestrian	66	108	54
K	Pedestrians across	Pedestrian	66	108	54

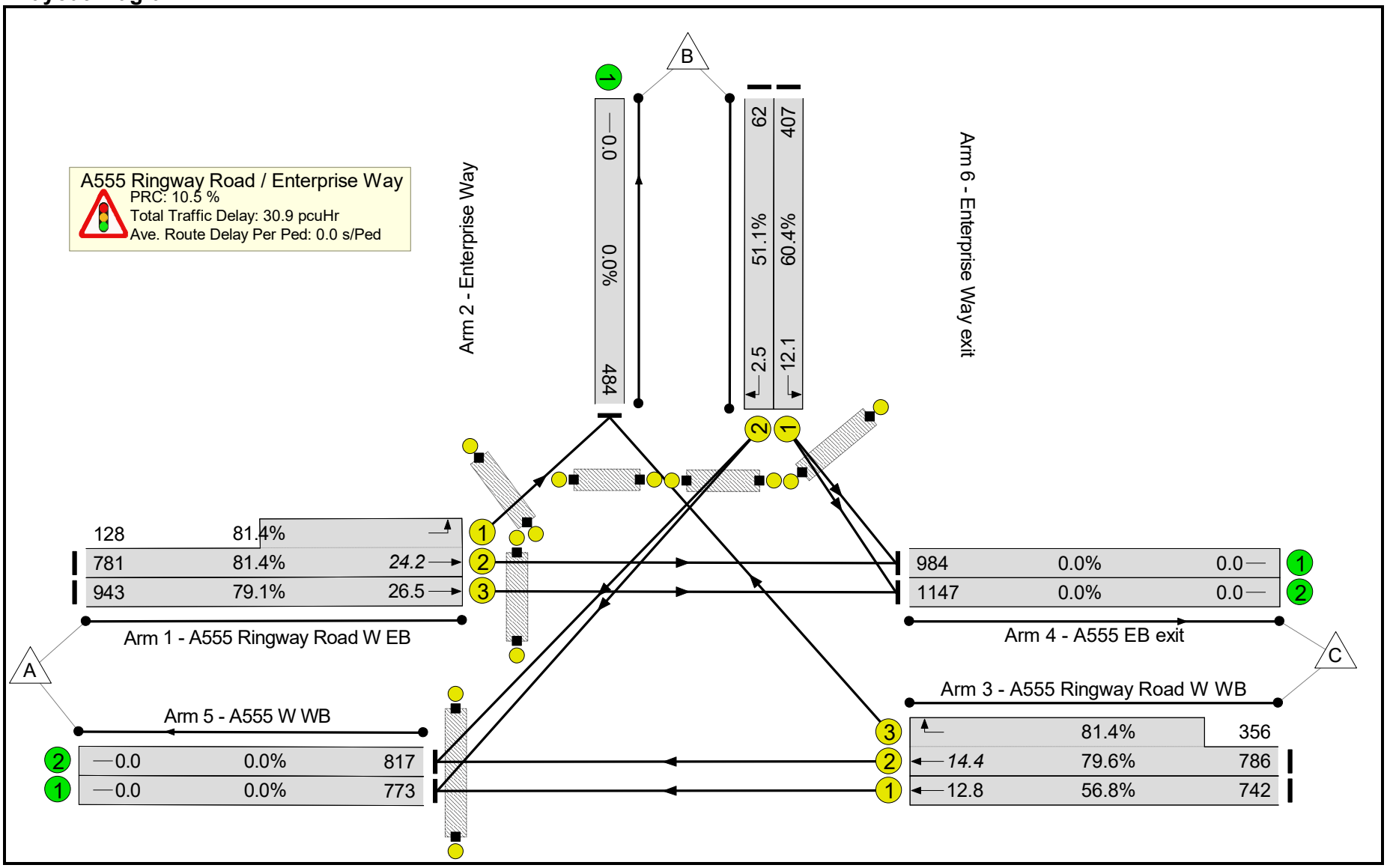
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road / Enterprise Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road W EB Left	U	D	97	54
1/2	A555 Ringway Road W EB Ahead	U	C	108	54
1/3	A555 Ringway Road W EB Ahead	U	C	108	54
2/1	Enterprise Way Left	U	E	63	102
2/2	Enterprise Way Right	U	F	95	102
3/1	A555 Ringway Road W WB Ahead	U	A	6	89
3/2	A555 Ringway Road W WB Ahead	U	A	6	89
3/3	A555 Ringway Road W WB Right	U	B	60	89

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**
A555 Ringway Road / Enterprise Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**
1/2+1/1	A555 Ringway Road W EB Ahead Left	U	N/A	N/A	C D		1	66:77	-	-	909	1890:1955	960+157	81.4 : 81.4%
1/3	A555 Ringway Road W EB Ahead	U	N/A	N/A	C		1	66	-	-	943	2134	1191	79.1%
2/1	Enterprise Way Left	U	N/A	N/A	E		1	39	-	-	407	2023	674	60.4%
2/2	Enterprise Way Right	U	N/A	N/A	F		1	7	-	-	62	1820	121	51.1%
3/1	A555 Ringway Road W WB Ahead	U	N/A	N/A	A		1	83	-	-	742	1867	1307	56.8%
3/2+3/3	A555 Ringway Road W WB Ahead Right	U	N/A	N/A	A B		1	83:29	-	-	1142	2109:1749	988+437	79.6 : 81.4%
4/1	A555 EB exit	U	N/A	N/A	-		-	-	-	-	984	Inf	Inf	0.0%
4/2	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1147	Inf	Inf	0.0%
5/1	A555 W WB	U	N/A	N/A	-		-	-	-	-	773	Inf	Inf	0.0%
5/2	A555 W WB	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
6/1	Enterprise Way exit	U	N/A	N/A	-		-	-	-	-	484	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	66	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	66	-	-	0	-	0	0.0%

Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	66	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	29	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	H		1	42	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

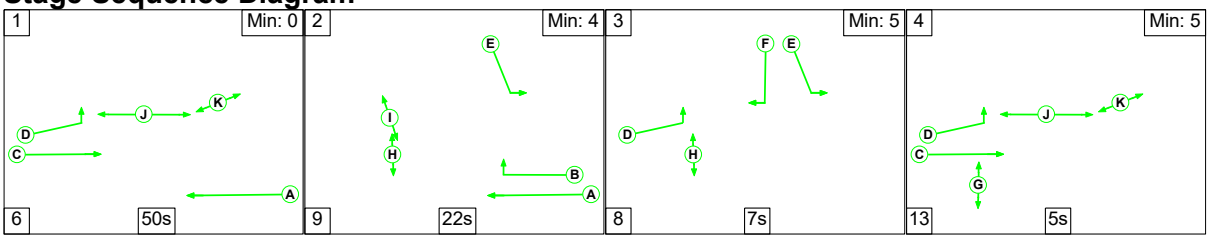
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**0**	**0**	**0**	**23.0**	**7.9**	**0.0**	**30.9**	**-**	**-**	**-**	**-**	
A555 Ringway Road / Enterprise Way	**-**	**-**	**0**	**0**	**0**	**23.0**	**7.9**	**0.0**	**30.9**	**-**	**-**	**-**	**-**	
1/2+1/1	909	909	-	-	-	4.9	2.1	-	7.0	27.7	22.0	2.1	24.2	
1/3	943	943	-	-	-	5.5	1.9	-	7.4	28.1	24.6	1.9	26.5	
2/1	407	407	-	-	-	3.8	0.8	-	4.5	40.1	11.3	0.8	12.1	
2/2	62	62	-	-	-	0.9	0.5	-	1.4	83.9	2.0	0.5	2.5	
3/1	742	742	-	-	-	1.8	0.7	-	2.5	12.1	12.2	0.7	12.8	
3/2+3/3	1142	1142	-	-	-	6.1	2.0	-	8.1	25.4	12.4	2.0	14.4	
4/1	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1147	1147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 10.5 Total Delay for Signalled Lanes (pcuHr): 30.91 Cycle Time (s): 120
PRC Over All Lanes (%): 10.5 Total Delay Over All Lanes(pcuHr): 30.91

Scenario 2: '2025 Observed PM Peak' (FG2: '2025 PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



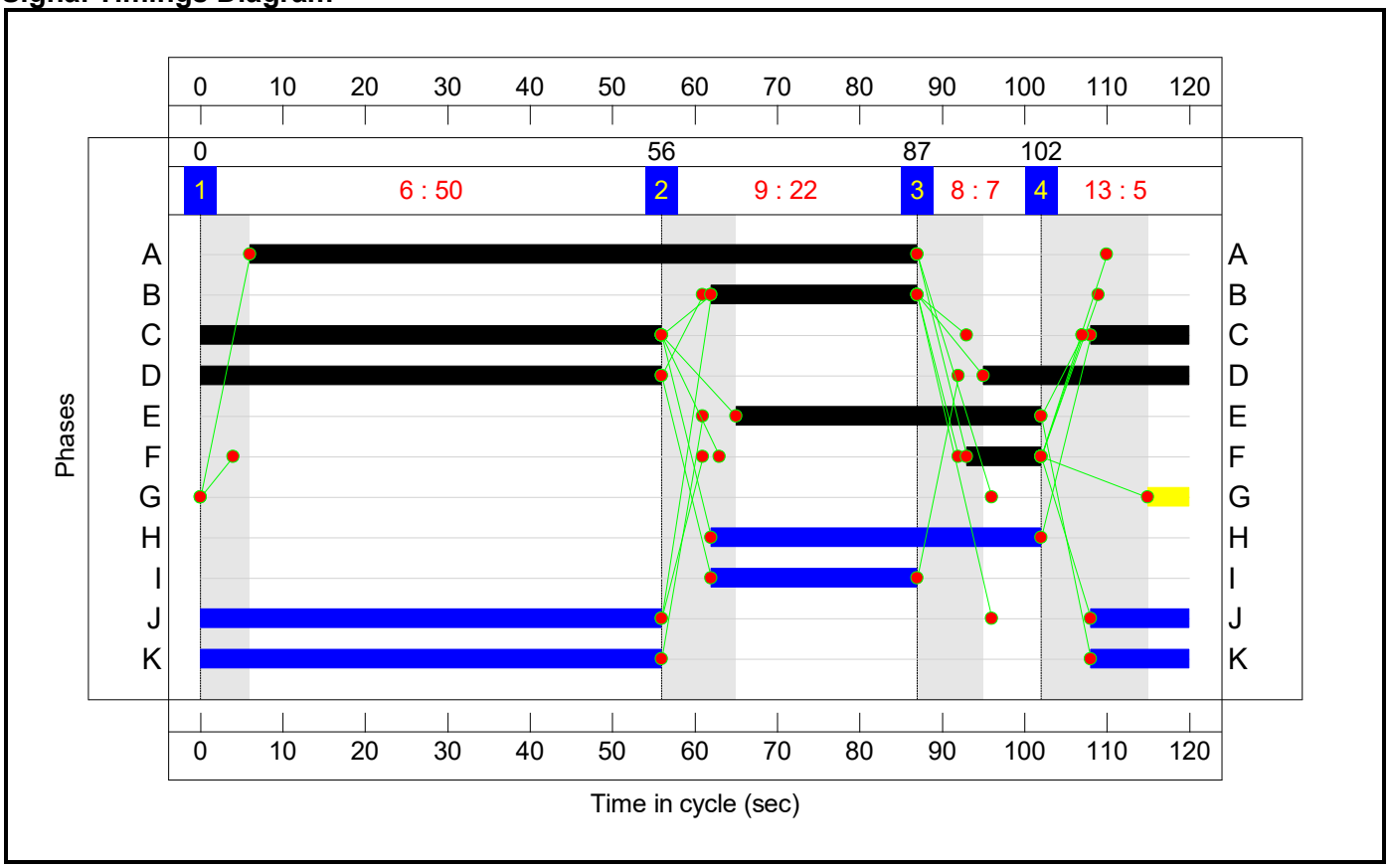
Stage Timings

Stage	1	2	3	4
Duration	50	22	7	5
Change Point	0	56	87	102

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A555 Ringway Road W WB Ahead	Traffic	81	6	87
B	A555 Ringway Road W WB Right	Traffic	25	62	87
C	A555 Ringway Road W EB Ahead	Traffic	68	108	56
D	A555 Ringway Road W EB Left	Traffic	81	95	56
E	Enterprise Way Left	Traffic	37	65	102
F	Enterprise Way Right	Traffic	9	93	102
G	Pedestrians across	Pedestrian	5	115	0
H	Pedestrians across	Pedestrian	40	62	102
I	Pedestrians across	Pedestrian	25	62	87
J	Pedestrians across	Pedestrian	68	108	56
K	Pedestrians across	Pedestrian	68	108	56

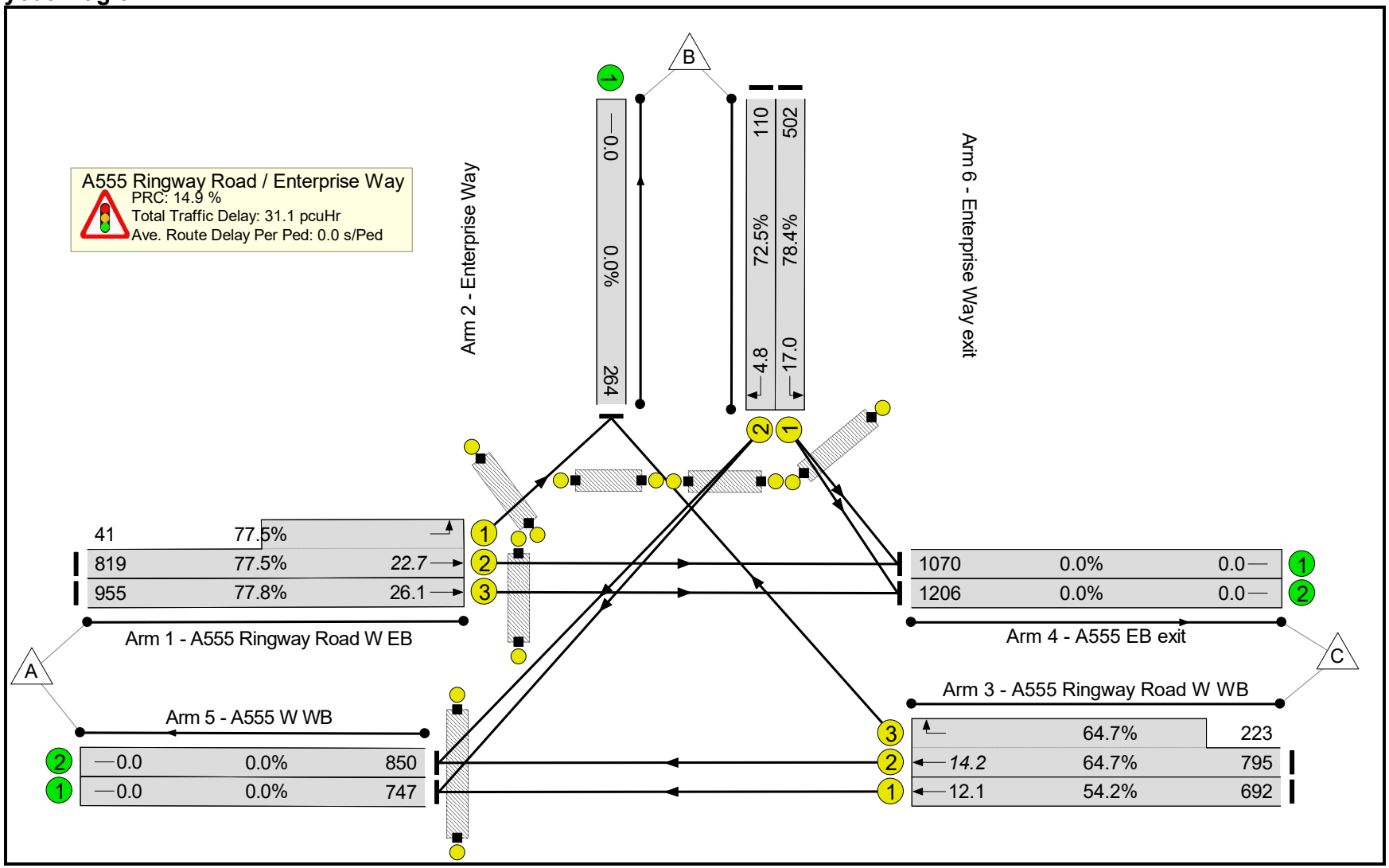
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road / Enterprise Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road W EB Left	U	D	95	56
1/2	A555 Ringway Road W EB Ahead	U	C	108	56
1/3	A555 Ringway Road W EB Ahead	U	C	108	56
2/1	Enterprise Way Left	U	E	65	102
2/2	Enterprise Way Right	U	F	93	102
3/1	A555 Ringway Road W WB Ahead	U	A	6	87
3/2	A555 Ringway Road W WB Ahead	U	A	6	87
3/3	A555 Ringway Road W WB Right	U	B	62	87

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.4%**
A555 Ringway Road / Enterprise Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.4%**
1/2+1/1	A555 Ringway Road W EB Ahead Left	U	N/A	N/A	C D		1	68:81	-	-	860	1890:1955	1057+53	77.5 : 77.5%
1/3	A555 Ringway Road W EB Ahead	U	N/A	N/A	C		1	68	-	-	955	2134	1227	77.8%
2/1	Enterprise Way Left	U	N/A	N/A	E		1	37	-	-	502	2023	641	78.4%
2/2	Enterprise Way Right	U	N/A	N/A	F		1	9	-	-	110	1820	152	72.5%
3/1	A555 Ringway Road W WB Ahead	U	N/A	N/A	A		1	81	-	-	692	1867	1276	54.2%
3/2+3/3	A555 Ringway Road W WB Ahead Right	U	N/A	N/A	A B		1	81:25	-	-	1018	2109:1749	1229+345	64.7 : 64.7%
4/1	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1070	Inf	Inf	0.0%
4/2	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1206	Inf	Inf	0.0%
5/1	A555 W WB	U	N/A	N/A	-		-	-	-	-	747	Inf	Inf	0.0%
5/2	A555 W WB	U	N/A	N/A	-		-	-	-	-	850	Inf	Inf	0.0%
6/1	Enterprise Way exit	U	N/A	N/A	-		-	-	-	-	264	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	68	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	68	-	-	0	-	0	0.0%

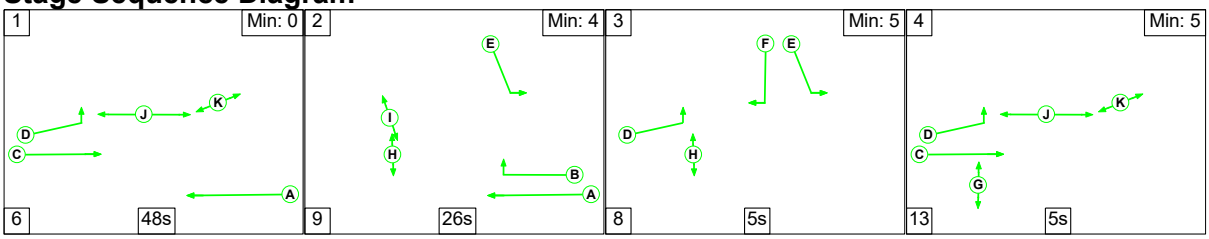
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	68	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	25	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	H		1	40	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**0**	**0**	**0**	**23.1**	**7.9**	**0.0**	**31.1**	**-**	**-**	**-**	**-**	
A555 Ringway Road / Enterprise Way	**-**	**-**	**0**	**0**	**0**	**23.1**	**7.9**	**0.0**	**31.1**	**-**	**-**	**-**	**-**	
1/2+1/1	860	860	-	-	-	4.5	1.7	-	6.2	25.9	21.0	1.7	22.7	
1/3	955	955	-	-	-	5.2	1.7	-	6.9	26.2	24.4	1.7	26.1	
2/1	502	502	-	-	-	5.2	1.8	-	7.0	49.9	15.2	1.8	17.0	
2/2	110	110	-	-	-	1.6	1.2	-	2.9	94.4	3.6	1.2	4.8	
3/1	692	692	-	-	-	1.8	0.6	-	2.4	12.6	11.5	0.6	12.1	
3/2+3/3	1018	1018	-	-	-	4.7	0.9	-	5.7	20.0	13.2	0.9	14.2	
4/1	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1206	1206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	850	850	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 14.9 Total Delay for Signalled Lanes (pcuHr): 31.06 Cycle Time (s): 120
PRC Over All Lanes (%): 14.9 Total Delay Over All Lanes(pcuHr): 31.06

Scenario 3: '2030 Base AM Peak' (FG3: '2030 Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



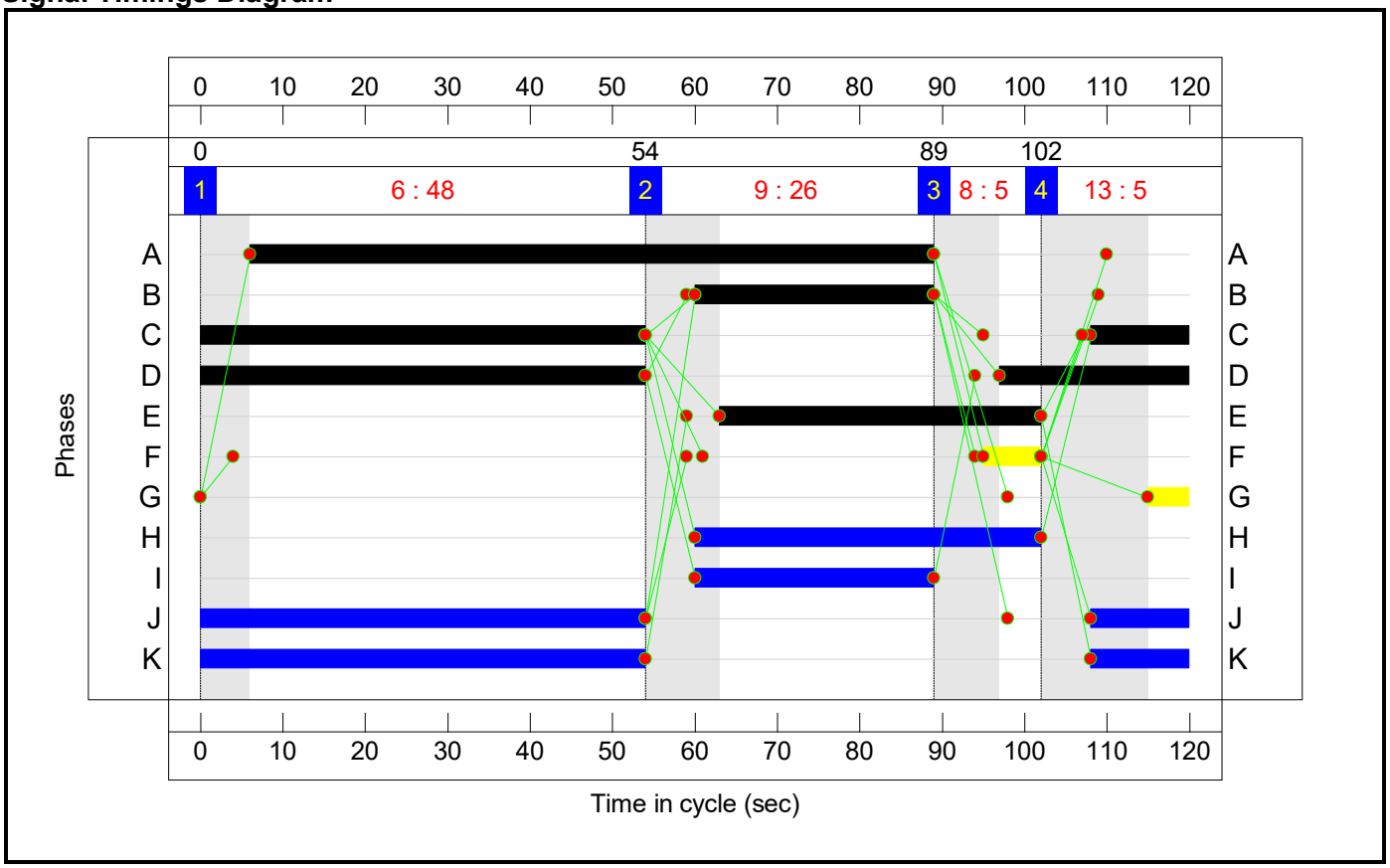
Stage Timings

Stage	1	2	3	4
Duration	48	26	5	5
Change Point	0	54	89	102

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A555 Ringway Road W WB Ahead	Traffic	83	6	89
B	A555 Ringway Road W WB Right	Traffic	29	60	89
C	A555 Ringway Road W EB Ahead	Traffic	66	108	54
D	A555 Ringway Road W EB Left	Traffic	77	97	54
E	Enterprise Way Left	Traffic	39	63	102
F	Enterprise Way Right	Traffic	7	95	102
G	Pedestrians across	Pedestrian	5	115	0
H	Pedestrians across	Pedestrian	42	60	102
I	Pedestrians across	Pedestrian	29	60	89
J	Pedestrians across	Pedestrian	66	108	54
K	Pedestrians across	Pedestrian	66	108	54

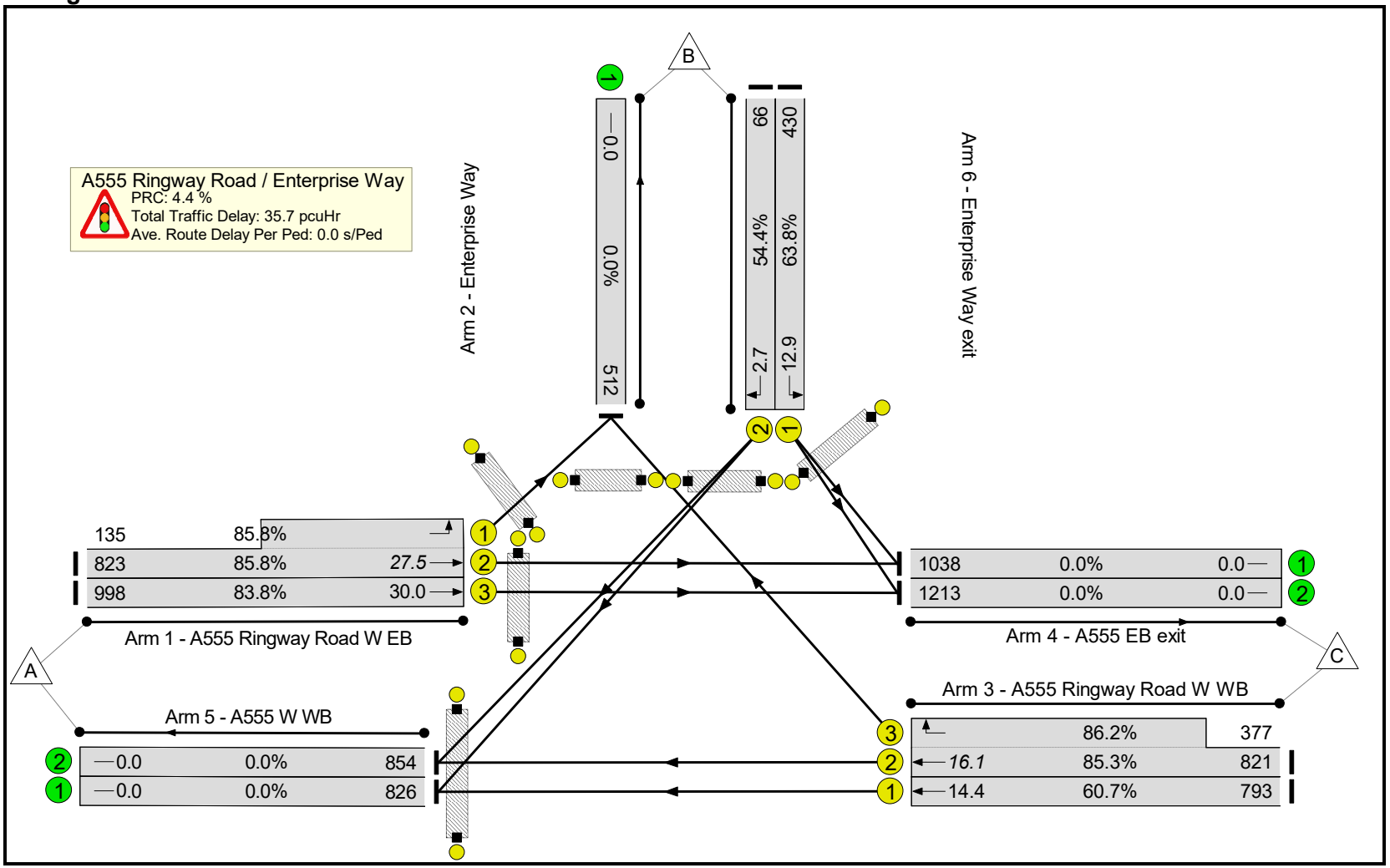
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road / Enterprise Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road W EB Left	U	D	97	54
1/2	A555 Ringway Road W EB Ahead	U	C	108	54
1/3	A555 Ringway Road W EB Ahead	U	C	108	54
2/1	Enterprise Way Left	U	E	63	102
2/2	Enterprise Way Right	U	F	95	102
3/1	A555 Ringway Road W WB Ahead	U	A	6	89
3/2	A555 Ringway Road W WB Ahead	U	A	6	89
3/3	A555 Ringway Road W WB Right	U	B	60	89

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A555 Ringway Road West / Enterprise Way Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.2%**
A555 Ringway Road / Enterprise Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.2%**
1/2+1/1	A555 Ringway Road W EB Ahead Left	U	N/A	N/A	C D		1	66:77	-	-	958	1890:1955	960+157	85.8 : 85.8%
1/3	A555 Ringway Road W EB Ahead	U	N/A	N/A	C		1	66	-	-	998	2134	1191	83.8%
2/1	Enterprise Way Left	U	N/A	N/A	E		1	39	-	-	430	2023	674	63.8%
2/2	Enterprise Way Right	U	N/A	N/A	F		1	7	-	-	66	1820	121	54.4%
3/1	A555 Ringway Road W WB Ahead	U	N/A	N/A	A		1	83	-	-	793	1867	1307	60.7%
3/2+3/3	A555 Ringway Road W WB Ahead Right	U	N/A	N/A	A B		1	83:29	-	-	1198	2109:1749	963+437	85.3 : 86.2%
4/1	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1038	Inf	Inf	0.0%
4/2	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1213	Inf	Inf	0.0%
5/1	A555 W WB	U	N/A	N/A	-		-	-	-	-	826	Inf	Inf	0.0%
5/2	A555 W WB	U	N/A	N/A	-		-	-	-	-	854	Inf	Inf	0.0%
6/1	Enterprise Way exit	U	N/A	N/A	-		-	-	-	-	512	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	66	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	66	-	-	0	-	0	0.0%

Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	66	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	29	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	H		1	42	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

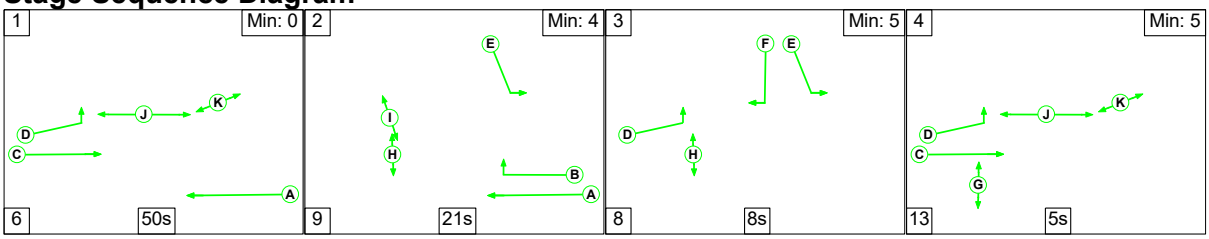
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**0**	**0**	**0**	**25.1**	**10.5**	**0.0**	**35.7**	**-**	**-**	**-**	**-**	
A555 Ringway Road / Enterprise Way	**-**	**-**	**0**	**0**	**0**	**25.1**	**10.5**	**0.0**	**35.7**	**-**	**-**	**-**	**-**	
1/2+1/1	958	958	-	-	-	5.4	2.9	-	8.3	31.2	24.6	2.9	27.5	
1/3	998	998	-	-	-	6.1	2.5	-	8.6	31.1	27.4	2.5	30.0	
2/1	430	430	-	-	-	4.0	0.9	-	4.9	41.2	12.1	0.9	12.9	
2/2	66	66	-	-	-	1.0	0.6	-	1.6	86.1	2.1	0.6	2.7	
3/1	793	793	-	-	-	2.1	0.8	-	2.8	12.9	13.7	0.8	14.4	
3/2+3/3	1198	1198	-	-	-	6.5	2.9	-	9.4	28.3	13.2	2.9	16.1	
4/1	1038	1038	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1213	1213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 4.4 Total Delay for Signalled Lanes (pcuHr): 35.65 Cycle Time (s): 120
PRC Over All Lanes (%): 4.4 Total Delay Over All Lanes(pcuHr): 35.65

Scenario 4: '2030 Base PM Peak' (FG4: '2030 Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



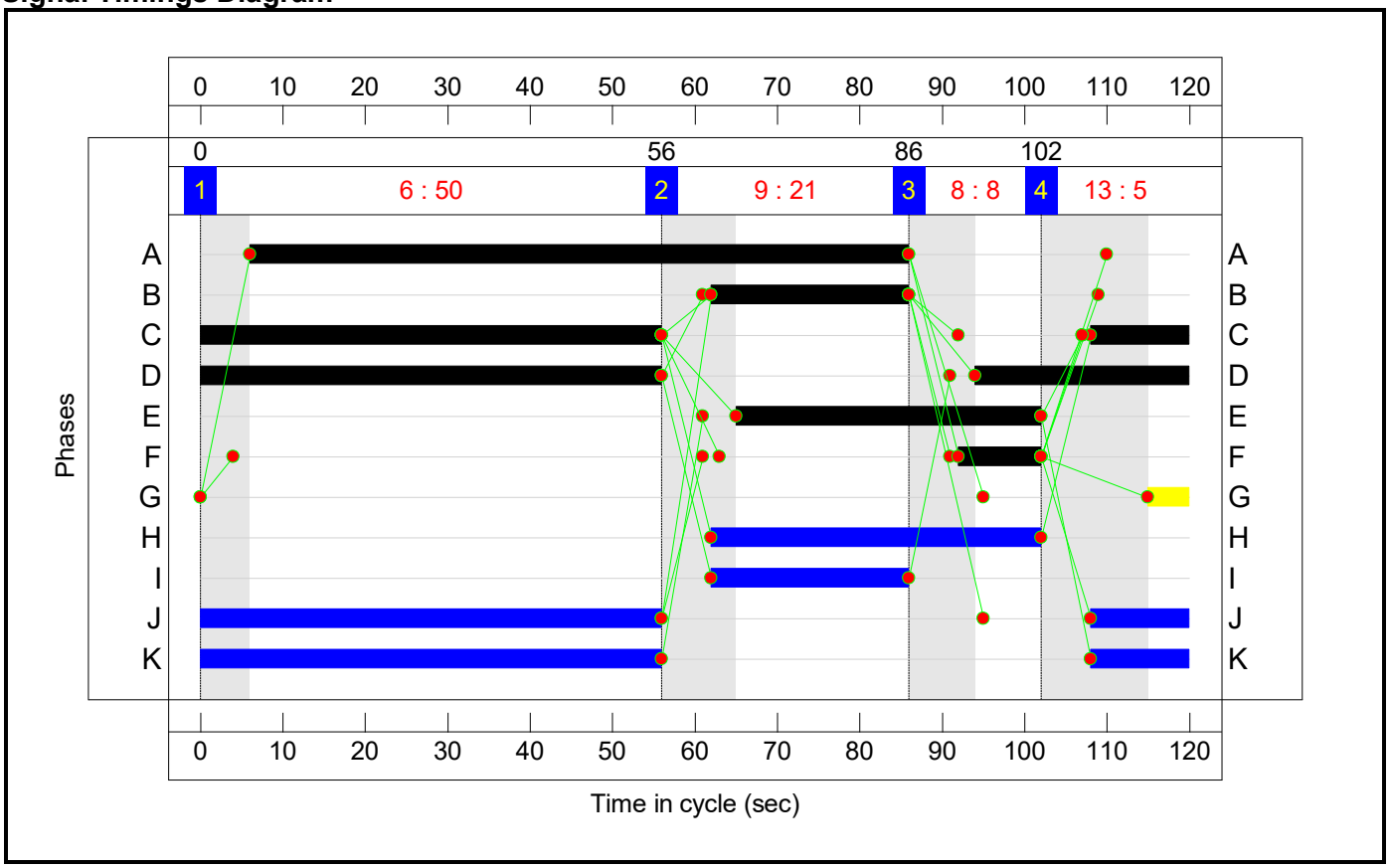
Stage Timings

Stage	1	2	3	4
Duration	50	21	8	5
Change Point	0	56	86	102

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A555 Ringway Road W WB Ahead	Traffic	80	6	86
B	A555 Ringway Road W WB Right	Traffic	24	62	86
C	A555 Ringway Road W EB Ahead	Traffic	68	108	56
D	A555 Ringway Road W EB Left	Traffic	82	94	56
E	Enterprise Way Left	Traffic	37	65	102
F	Enterprise Way Right	Traffic	10	92	102
G	Pedestrians across	Pedestrian	5	115	0
H	Pedestrians across	Pedestrian	40	62	102
I	Pedestrians across	Pedestrian	24	62	86
J	Pedestrians across	Pedestrian	68	108	56
K	Pedestrians across	Pedestrian	68	108	56

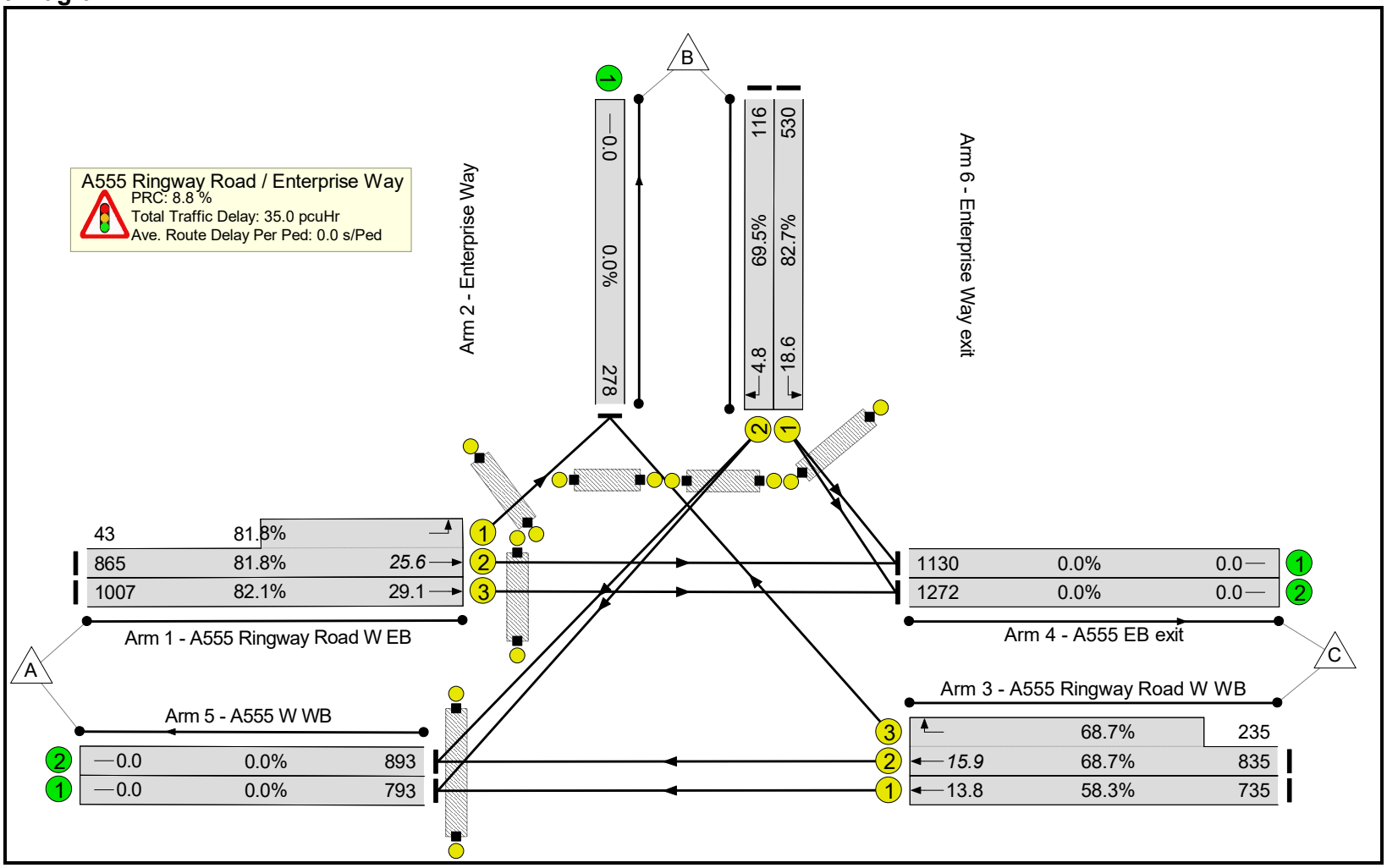
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road / Enterprise Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road W EB Left	U	D	94	56
1/2	A555 Ringway Road W EB Ahead	U	C	108	56
1/3	A555 Ringway Road W EB Ahead	U	C	108	56
2/1	Enterprise Way Left	U	E	65	102
2/2	Enterprise Way Right	U	F	92	102
3/1	A555 Ringway Road W WB Ahead	U	A	6	86
3/2	A555 Ringway Road W WB Ahead	U	A	6	86
3/3	A555 Ringway Road W WB Right	U	B	62	86

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.7%**
A555 Ringway Road / Enterprise Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.7%**
1/2+1/1	A555 Ringway Road W EB Ahead Left	U	N/A	N/A	C D		1	68:82	-	-	908	1890:1955	1058+53	81.8 : 81.8%
1/3	A555 Ringway Road W EB Ahead	U	N/A	N/A	C		1	68	-	-	1007	2134	1227	82.1%
2/1	Enterprise Way Left	U	N/A	N/A	E		1	37	-	-	530	2023	641	82.7%
2/2	Enterprise Way Right	U	N/A	N/A	F		1	10	-	-	116	1820	167	69.5%
3/1	A555 Ringway Road W WB Ahead	U	N/A	N/A	A		1	80	-	-	735	1867	1260	58.3%
3/2+3/3	A555 Ringway Road W WB Ahead Right	U	N/A	N/A	A B		1	80:24	-	-	1070	2109:1749	1215+342	68.7 : 68.7%
4/1	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1130	Inf	Inf	0.0%
4/2	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1272	Inf	Inf	0.0%
5/1	A555 W WB	U	N/A	N/A	-		-	-	-	-	793	Inf	Inf	0.0%
5/2	A555 W WB	U	N/A	N/A	-		-	-	-	-	893	Inf	Inf	0.0%
6/1	Enterprise Way exit	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	68	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	68	-	-	0	-	0	0.0%

Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	68	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	24	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	H		1	40	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

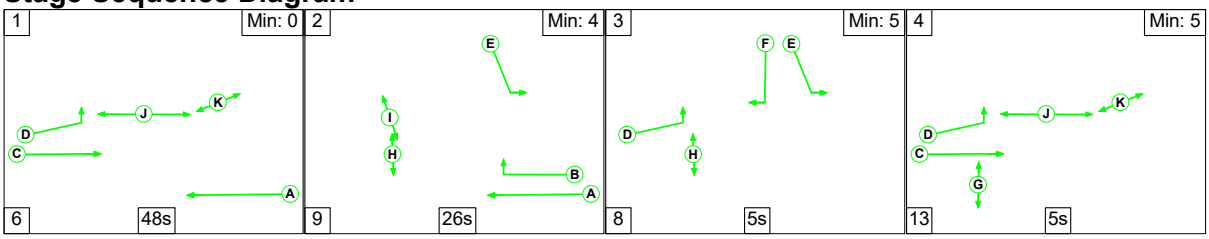
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**0**	**0**	**0**	**25.4**	**9.6**	**0.0**	**35.0**	**-**	**-**	**-**	**-**	
A555 Ringway Road / Enterprise Way	**-**	**-**	**0**	**0**	**0**	**25.4**	**9.6**	**0.0**	**35.0**	**-**	**-**	**-**	**-**	
1/2+1/1	908	908	-	-	-	5.0	2.2	-	7.2	28.4	23.4	2.2	25.6	
1/3	1007	1007	-	-	-	5.7	2.2	-	8.0	28.5	26.9	2.2	29.1	
2/1	530	530	-	-	-	5.6	2.3	-	7.9	53.6	16.3	2.3	18.6	
2/2	116	116	-	-	-	1.7	1.1	-	2.8	86.8	3.7	1.1	4.8	
3/1	735	735	-	-	-	2.1	0.7	-	2.8	13.9	13.1	0.7	13.8	
3/2+3/3	1070	1070	-	-	-	5.3	1.1	-	6.4	21.4	14.8	1.1	15.9	
4/1	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1272	1272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 8.8 Total Delay for Signalled Lanes (pcuHr): 35.03 Cycle Time (s): 120
PRC Over All Lanes (%): 8.8 Total Delay Over All Lanes(pcuHr): 35.03

Detailed Input Data And Results

Scenario 5: '2030 Base + Option 5 B2 Dev AM Peak' (FG5: '2030 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



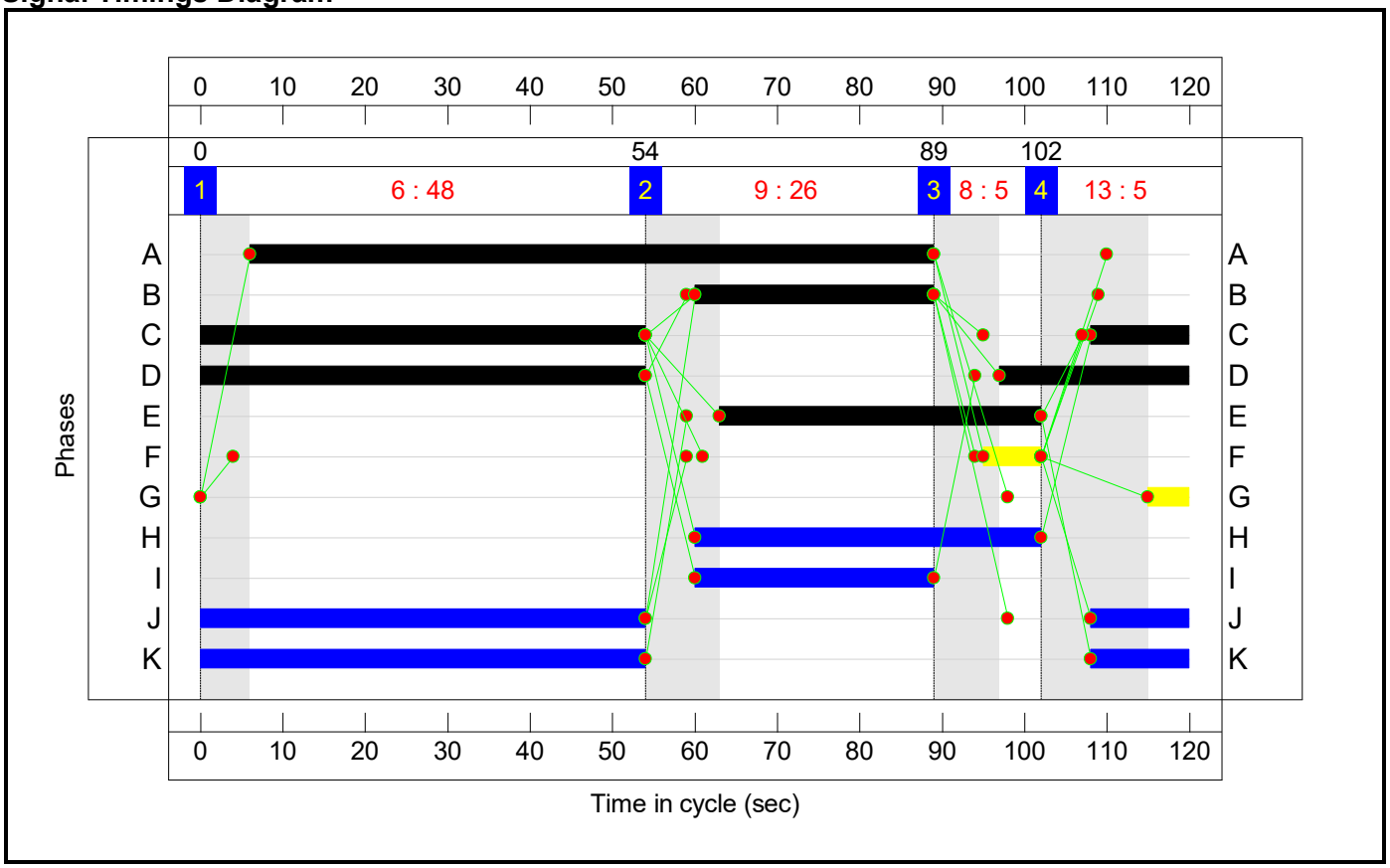
Stage Timings

Stage	1	2	3	4
Duration	48	26	5	5
Change Point	0	54	89	102

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A555 Ringway Road W WB Ahead	Traffic	83	6	89
B	A555 Ringway Road W WB Right	Traffic	29	60	89
C	A555 Ringway Road W EB Ahead	Traffic	66	108	54
D	A555 Ringway Road W EB Left	Traffic	77	97	54
E	Enterprise Way Left	Traffic	39	63	102
F	Enterprise Way Right	Traffic	7	95	102
G	Pedestrians across	Pedestrian	5	115	0
H	Pedestrians across	Pedestrian	42	60	102
I	Pedestrians across	Pedestrian	29	60	89
J	Pedestrians across	Pedestrian	66	108	54
K	Pedestrians across	Pedestrian	66	108	54

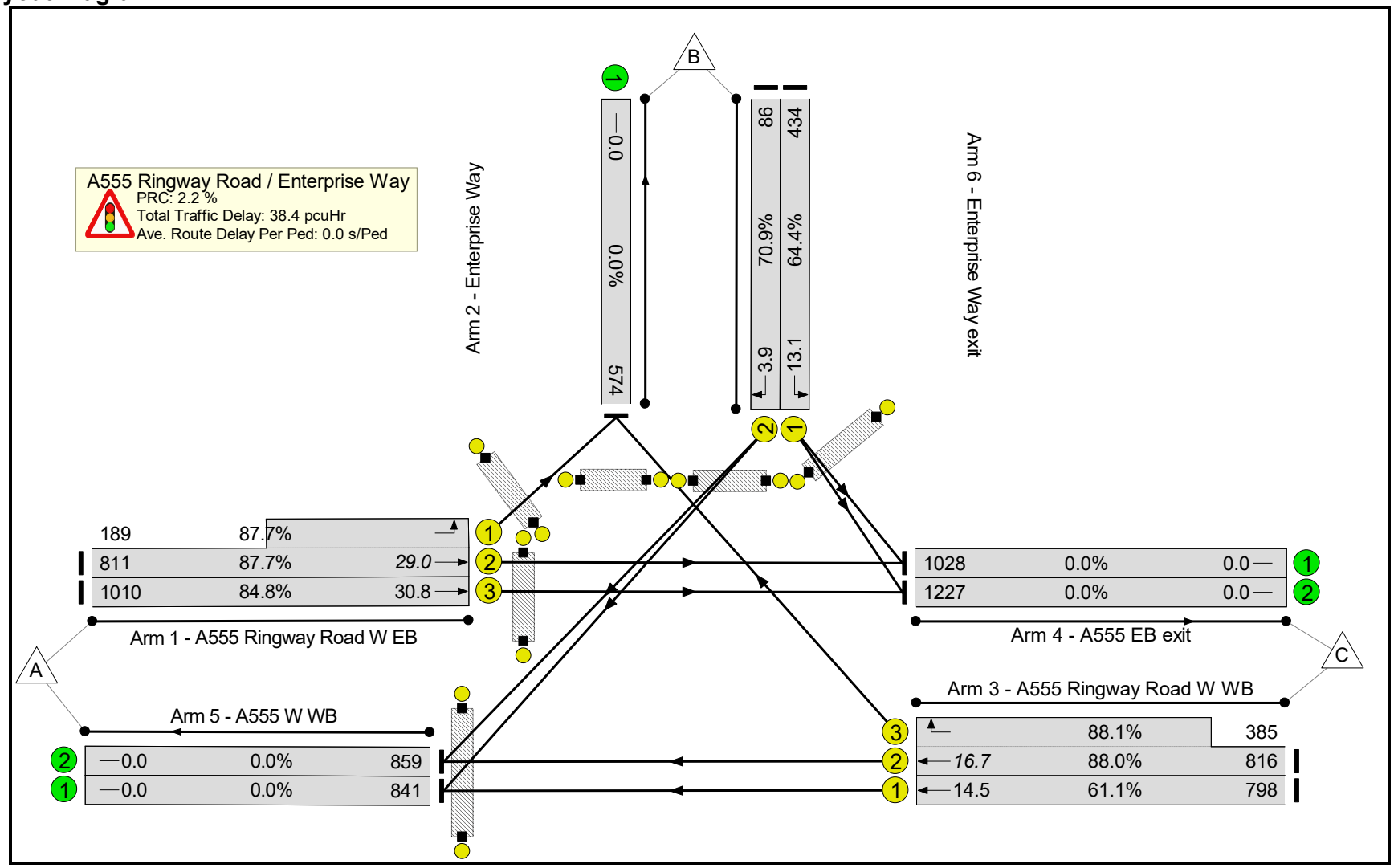
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road / Enterprise Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road W EB Left	U	D	97	54
1/2	A555 Ringway Road W EB Ahead	U	C	108	54
1/3	A555 Ringway Road W EB Ahead	U	C	108	54
2/1	Enterprise Way Left	U	E	63	102
2/2	Enterprise Way Right	U	F	95	102
3/1	A555 Ringway Road W WB Ahead	U	A	6	89
3/2	A555 Ringway Road W WB Ahead	U	A	6	89
3/3	A555 Ringway Road W WB Right	U	B	60	89

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A555 Ringway Road West / Enterprise Way Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.1%**
A555 Ringway Road / Enterprise Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.1%**
1/2+1/1	A555 Ringway Road W EB Ahead Left	U	N/A	N/A	C D		1	66:77	-	-	1000	1890:1955	924+215	87.7 : 87.7%
1/3	A555 Ringway Road W EB Ahead	U	N/A	N/A	C		1	66	-	-	1010	2134	1191	84.8%
2/1	Enterprise Way Left	U	N/A	N/A	E		1	39	-	-	434	2023	674	64.4%
2/2	Enterprise Way Right	U	N/A	N/A	F		1	7	-	-	86	1820	121	70.9%
3/1	A555 Ringway Road W WB Ahead	U	N/A	N/A	A		1	83	-	-	798	1867	1307	61.1%
3/2+3/3	A555 Ringway Road W WB Ahead Right	U	N/A	N/A	A B		1	83:29	-	-	1201	2109:1749	927+437	88.0 : 88.1%
4/1	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1028	Inf	Inf	0.0%
4/2	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1227	Inf	Inf	0.0%
5/1	A555 W WB	U	N/A	N/A	-		-	-	-	-	841	Inf	Inf	0.0%
5/2	A555 W WB	U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
6/1	Enterprise Way exit	U	N/A	N/A	-		-	-	-	-	574	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	66	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	66	-	-	0	-	0	0.0%

Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	66	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	29	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	H		1	42	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

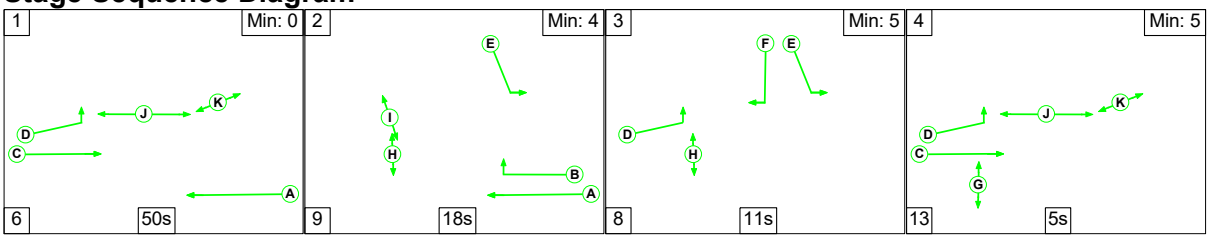
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**0**	**0**	**0**	**25.9**	**12.5**	**0.0**	**38.4**	**-**	**-**	**-**	**-**	
A555 Ringway Road / Enterprise Way	**-**	**-**	**0**	**0**	**0**	**25.9**	**12.5**	**0.0**	**38.4**	**-**	**-**	**-**	**-**	
1/2+1/1	1000	1000	-	-	-	5.6	3.4	-	9.0	32.3	25.6	3.4	29.0	
1/3	1010	1010	-	-	-	6.2	2.7	-	8.9	31.9	28.1	2.7	30.8	
2/1	434	434	-	-	-	4.1	0.9	-	5.0	41.4	12.2	0.9	13.1	
2/2	86	86	-	-	-	1.3	1.1	-	2.5	102.7	2.8	1.1	3.9	
3/1	798	798	-	-	-	2.1	0.8	-	2.9	13.0	13.7	0.8	14.5	
3/2+3/3	1201	1201	-	-	-	6.6	3.5	-	10.2	30.4	13.1	3.5	16.7	
4/1	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1227	1227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 2.2 Total Delay for Signalled Lanes (pcuHr): 38.37 Cycle Time (s): 120
PRC Over All Lanes (%): 2.2 Total Delay Over All Lanes(pcuHr): 38.37

Detailed Input Data And Results

Scenario 6: '2030 Base + Option 5 B2 Dev PM Peak' (FG6: '2030 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



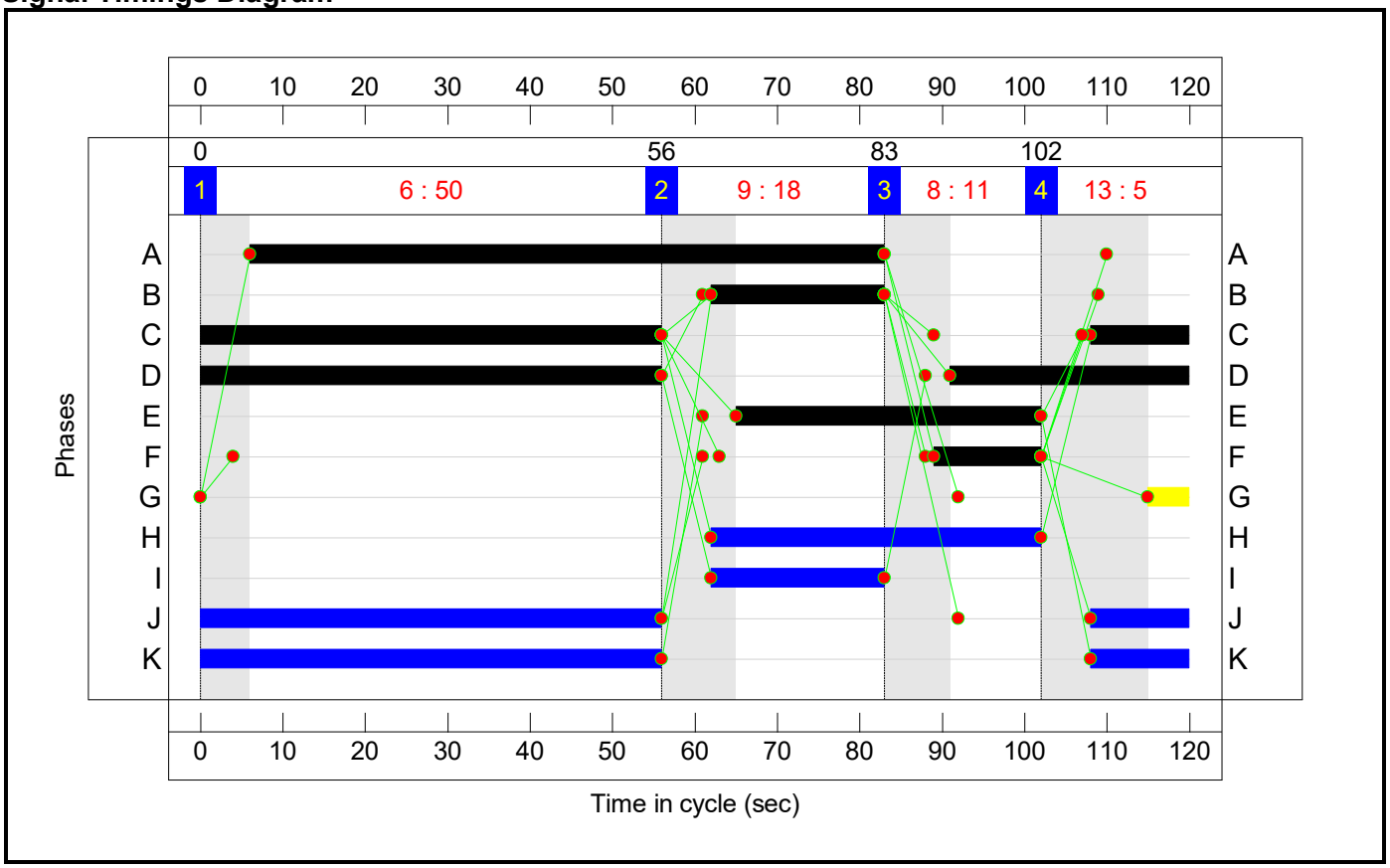
Stage Timings

Stage	1	2	3	4
Duration	50	18	11	5
Change Point	0	56	83	102

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A555 Ringway Road W WB Ahead	Traffic	77	6	83
B	A555 Ringway Road W WB Right	Traffic	21	62	83
C	A555 Ringway Road W EB Ahead	Traffic	68	108	56
D	A555 Ringway Road W EB Left	Traffic	85	91	56
E	Enterprise Way Left	Traffic	37	65	102
F	Enterprise Way Right	Traffic	13	89	102
G	Pedestrians across	Pedestrian	5	115	0
H	Pedestrians across	Pedestrian	40	62	102
I	Pedestrians across	Pedestrian	21	62	83
J	Pedestrians across	Pedestrian	68	108	56
K	Pedestrians across	Pedestrian	68	108	56

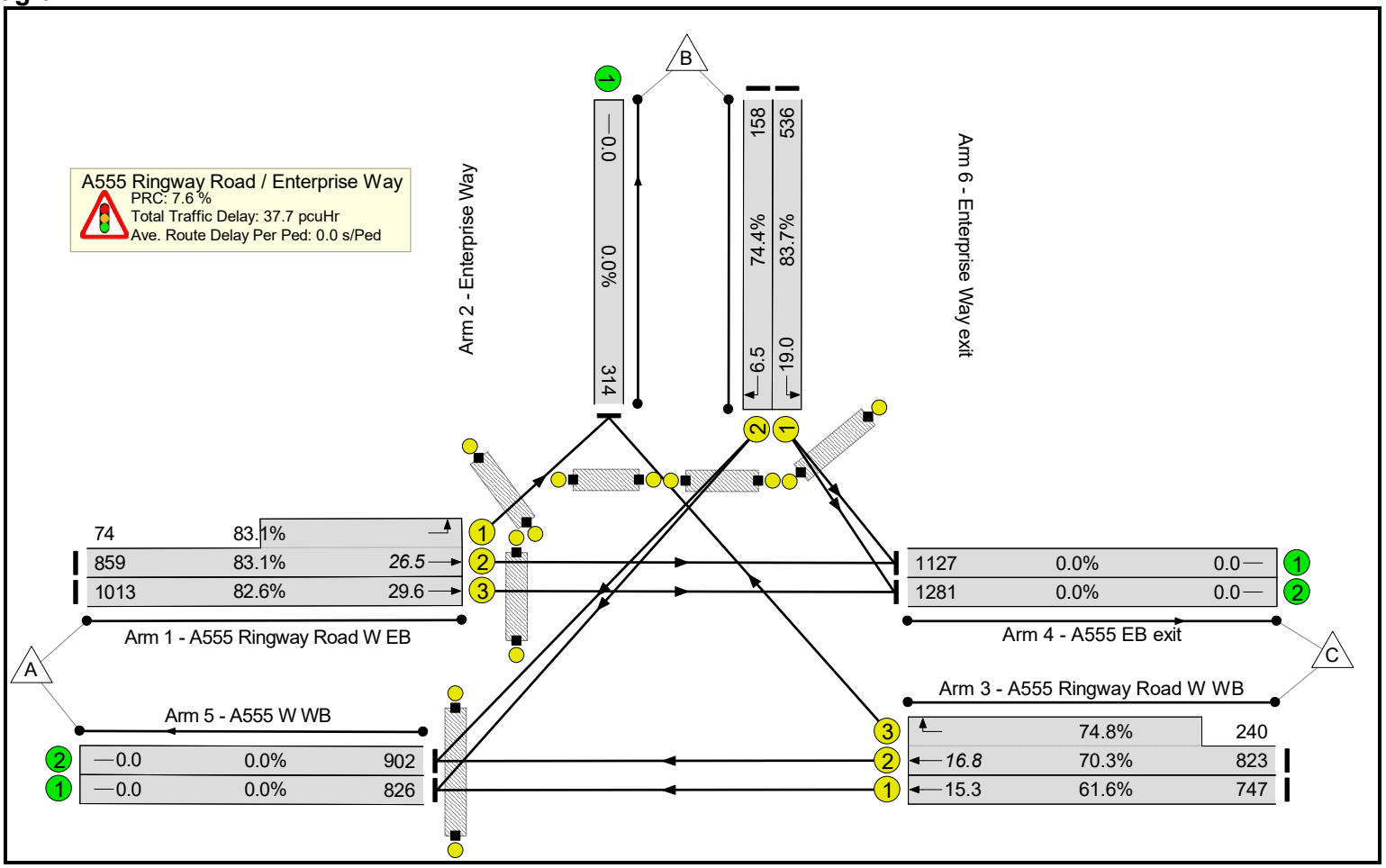
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road / Enterprise Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road W EB Left	U	D	91	56
1/2	A555 Ringway Road W EB Ahead	U	C	108	56
1/3	A555 Ringway Road W EB Ahead	U	C	108	56
2/1	Enterprise Way Left	U	E	65	102
2/2	Enterprise Way Right	U	F	89	102
3/1	A555 Ringway Road W WB Ahead	U	A	6	83
3/2	A555 Ringway Road W WB Ahead	U	A	6	83
3/3	A555 Ringway Road W WB Right	U	B	62	83

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
A555 Ringway Road / Enterprise Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.7%**
1/2+1/1	A555 Ringway Road W EB Ahead Left	U	N/A	N/A	C D		1	68:85	-	-	933	1890:1955	1033+89	83.1 : 83.1%
1/3	A555 Ringway Road W EB Ahead	U	N/A	N/A	C		1	68	-	-	1013	2134	1227	82.6%
2/1	Enterprise Way Left	U	N/A	N/A	E		1	37	-	-	536	2023	641	83.7%
2/2	Enterprise Way Right	U	N/A	N/A	F		1	13	-	-	158	1820	212	74.4%
3/1	A555 Ringway Road W WB Ahead	U	N/A	N/A	A		1	77	-	-	747	1867	1214	61.6%
3/2+3/3	A555 Ringway Road W WB Ahead Right	U	N/A	N/A	A B		1	77:21	-	-	1063	2109:1749	1170+321	70.3 : 74.8%
4/1	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1127	Inf	Inf	0.0%
4/2	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1281	Inf	Inf	0.0%
5/1	A555 W WB	U	N/A	N/A	-		-	-	-	-	826	Inf	Inf	0.0%
5/2	A555 W WB	U	N/A	N/A	-		-	-	-	-	902	Inf	Inf	0.0%
6/1	Enterprise Way exit	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	68	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	68	-	-	0	-	0	0.0%

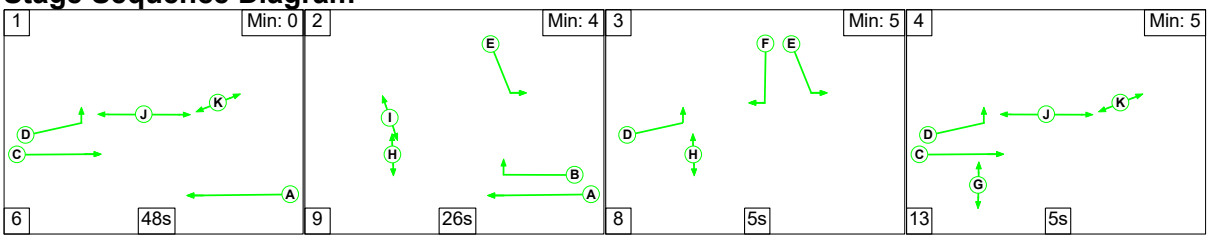
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	68	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	21	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	H		1	40	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**0**	**0**	**0**	**27.1**	**10.6**	**0.0**	**37.7**	**-**	**-**	**-**	**-**	
A555 Ringway Road / Enterprise Way	**-**	**-**	**0**	**0**	**0**	**27.1**	**10.6**	**0.0**	**37.7**	**-**	**-**	**-**	**-**	
1/2+1/1	933	933	-	-	-	5.0	2.4	-	7.4	28.7	24.1	2.4	26.5	
1/3	1013	1013	-	-	-	5.8	2.3	-	8.1	28.9	27.3	2.3	29.6	
2/1	536	536	-	-	-	5.7	2.4	-	8.1	54.6	16.5	2.4	19.0	
2/2	158	158	-	-	-	2.3	1.4	-	3.6	82.8	5.1	1.4	6.5	
3/1	747	747	-	-	-	2.5	0.8	-	3.3	16.1	14.5	0.8	15.3	
3/2+3/3	1063	1063	-	-	-	5.8	1.2	-	7.1	24.0	15.5	1.2	16.8	
4/1	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1281	1281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	902	902	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 7.6 Total Delay for Signalled Lanes (pcuHr): 37.73 Cycle Time (s): 120
PRC Over All Lanes (%): 7.6 Total Delay Over All Lanes(pcuHr): 37.73

Scenario 7: '2035 Base AM Peak' (FG7: '2035 Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



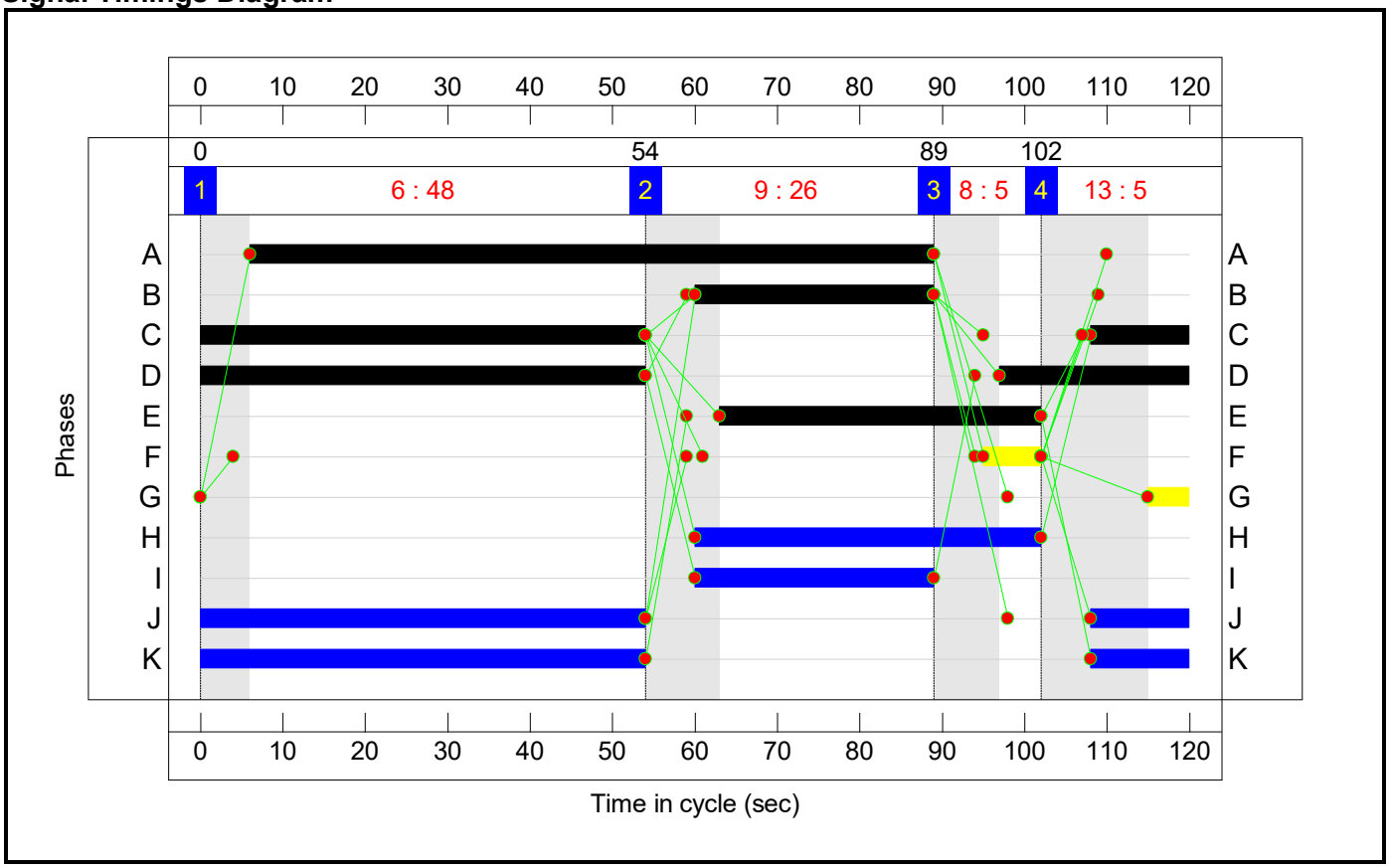
Stage Timings

Stage	1	2	3	4
Duration	48	26	5	5
Change Point	0	54	89	102

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A555 Ringway Road W WB Ahead	Traffic	83	6	89
B	A555 Ringway Road W WB Right	Traffic	29	60	89
C	A555 Ringway Road W EB Ahead	Traffic	66	108	54
D	A555 Ringway Road W EB Left	Traffic	77	97	54
E	Enterprise Way Left	Traffic	39	63	102
F	Enterprise Way Right	Traffic	7	95	102
G	Pedestrians across	Pedestrian	5	115	0
H	Pedestrians across	Pedestrian	42	60	102
I	Pedestrians across	Pedestrian	29	60	89
J	Pedestrians across	Pedestrian	66	108	54
K	Pedestrians across	Pedestrian	66	108	54

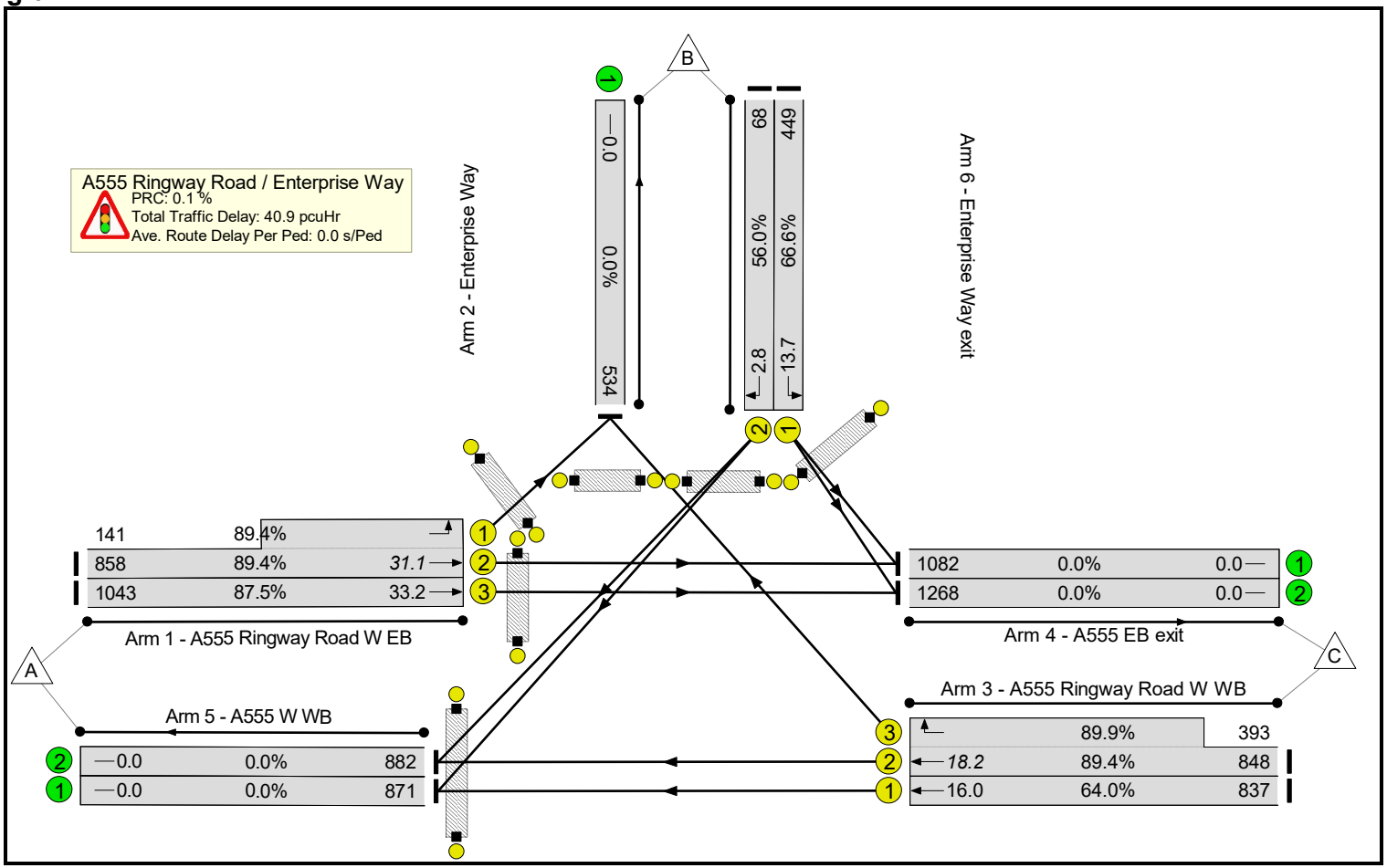
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road / Enterprise Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road W EB Left	U	D	97	54
1/2	A555 Ringway Road W EB Ahead	U	C	108	54
1/3	A555 Ringway Road W EB Ahead	U	C	108	54
2/1	Enterprise Way Left	U	E	63	102
2/2	Enterprise Way Right	U	F	95	102
3/1	A555 Ringway Road W WB Ahead	U	A	6	89
3/2	A555 Ringway Road W WB Ahead	U	A	6	89
3/3	A555 Ringway Road W WB Right	U	B	60	89

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A555 Ringway Road West / Enterprise Way Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.9%**
A555 Ringway Road / Enterprise Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.9%**
1/2+1/1	A555 Ringway Road W EB Ahead Left	U	N/A	N/A	C D		1	66:77	-	-	999	1890:1955	959+158	89.4 : 89.4%
1/3	A555 Ringway Road W EB Ahead	U	N/A	N/A	C		1	66	-	-	1043	2134	1191	87.5%
2/1	Enterprise Way Left	U	N/A	N/A	E		1	39	-	-	449	2023	674	66.6%
2/2	Enterprise Way Right	U	N/A	N/A	F		1	7	-	-	68	1820	121	56.0%
3/1	A555 Ringway Road W WB Ahead	U	N/A	N/A	A		1	83	-	-	837	1867	1307	64.0%
3/2+3/3	A555 Ringway Road W WB Ahead Right	U	N/A	N/A	A B		1	83:29	-	-	1241	2109:1749	948+437	89.4 : 89.9%
4/1	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1082	Inf	Inf	0.0%
4/2	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1268	Inf	Inf	0.0%
5/1	A555 W WB	U	N/A	N/A	-		-	-	-	-	871	Inf	Inf	0.0%
5/2	A555 W WB	U	N/A	N/A	-		-	-	-	-	882	Inf	Inf	0.0%
6/1	Enterprise Way exit	U	N/A	N/A	-		-	-	-	-	534	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	66	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	66	-	-	0	-	0	0.0%

Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	66	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	29	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	H		1	42	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

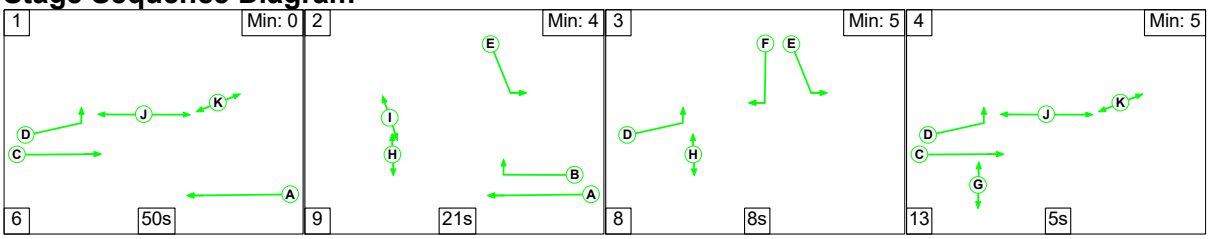
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**0**	**0**	**0**	**27.0**	**13.9**	**0.0**	**40.9**	**-**	**-**	**-**	**-**	
A555 Ringway Road / Enterprise Way	**-**	**-**	**0**	**0**	**0**	**27.0**	**13.9**	**0.0**	**40.9**	**-**	**-**	**-**	**-**	
1/2+1/1	999	999	-	-	-	5.9	4.0	-	9.9	35.5	27.2	4.0	31.1	
1/3	1043	1043	-	-	-	6.6	3.4	-	10.0	34.5	29.8	3.4	33.2	
2/1	449	449	-	-	-	4.3	1.0	-	5.3	42.2	12.7	1.0	13.7	
2/2	68	68	-	-	-	1.0	0.6	-	1.6	87.3	2.2	0.6	2.8	
3/1	837	837	-	-	-	2.3	0.9	-	3.2	13.6	15.1	0.9	16.0	
3/2+3/3	1241	1241	-	-	-	6.9	4.1	-	10.9	31.8	14.1	4.1	18.2	
4/1	1082	1082	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1268	1268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 0.1 Total Delay for Signalled Lanes (pcuHr): 40.86 Cycle Time (s): 120
PRC Over All Lanes (%): 0.1 Total Delay Over All Lanes(pcuHr): 40.86

Scenario 8: '2035 Base PM Peak' (FG8: '2035 Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



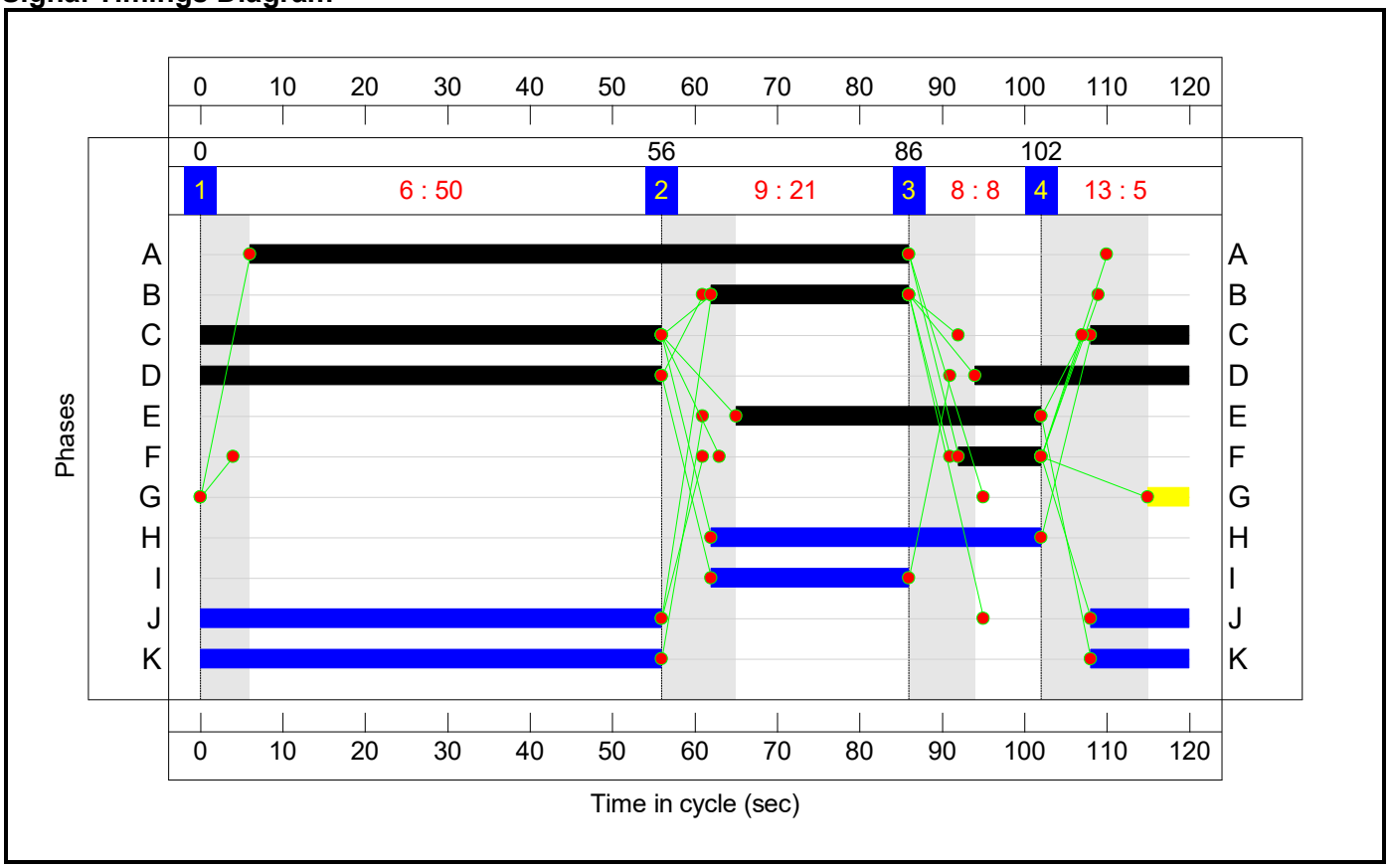
Stage Timings

Stage	1	2	3	4
Duration	50	21	8	5
Change Point	0	56	86	102

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A555 Ringway Road W WB Ahead	Traffic	80	6	86
B	A555 Ringway Road W WB Right	Traffic	24	62	86
C	A555 Ringway Road W EB Ahead	Traffic	68	108	56
D	A555 Ringway Road W EB Left	Traffic	82	94	56
E	Enterprise Way Left	Traffic	37	65	102
F	Enterprise Way Right	Traffic	10	92	102
G	Pedestrians across	Pedestrian	5	115	0
H	Pedestrians across	Pedestrian	40	62	102
I	Pedestrians across	Pedestrian	24	62	86
J	Pedestrians across	Pedestrian	68	108	56
K	Pedestrians across	Pedestrian	68	108	56

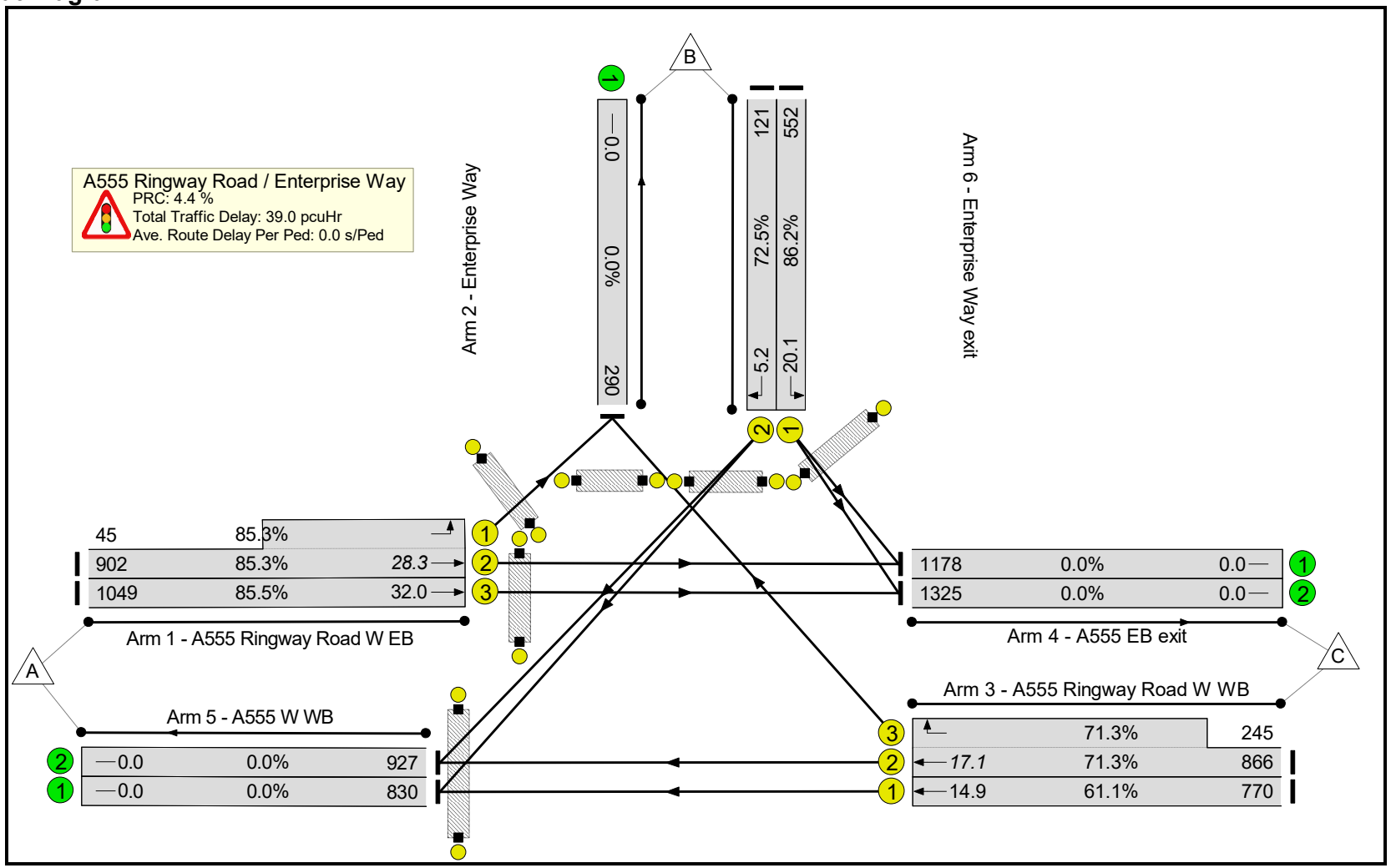
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road / Enterprise Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road W EB Left	U	D	94	56
1/2	A555 Ringway Road W EB Ahead	U	C	108	56
1/3	A555 Ringway Road W EB Ahead	U	C	108	56
2/1	Enterprise Way Left	U	E	65	102
2/2	Enterprise Way Right	U	F	92	102
3/1	A555 Ringway Road W WB Ahead	U	A	6	86
3/2	A555 Ringway Road W WB Ahead	U	A	6	86
3/3	A555 Ringway Road W WB Right	U	B	62	86

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
A555 Ringway Road / Enterprise Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
1/2+1/1	A555 Ringway Road W EB Ahead Left	U	N/A	N/A	C D		1	68:82	-	-	947	1890:1955	1057+53	85.3 : 85.3%
1/3	A555 Ringway Road W EB Ahead	U	N/A	N/A	C		1	68	-	-	1049	2134	1227	85.5%
2/1	Enterprise Way Left	U	N/A	N/A	E		1	37	-	-	552	2023	641	86.2%
2/2	Enterprise Way Right	U	N/A	N/A	F		1	10	-	-	121	1820	167	72.5%
3/1	A555 Ringway Road W WB Ahead	U	N/A	N/A	A		1	80	-	-	770	1867	1260	61.1%
3/2+3/3	A555 Ringway Road W WB Ahead Right	U	N/A	N/A	A B		1	80:24	-	-	1111	2109:1749	1214+343	71.3 : 71.3%
4/1	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1178	Inf	Inf	0.0%
4/2	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1325	Inf	Inf	0.0%
5/1	A555 W WB	U	N/A	N/A	-		-	-	-	-	830	Inf	Inf	0.0%
5/2	A555 W WB	U	N/A	N/A	-		-	-	-	-	927	Inf	Inf	0.0%
6/1	Enterprise Way exit	U	N/A	N/A	-		-	-	-	-	290	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	68	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	68	-	-	0	-	0	0.0%

Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	68	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	24	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	H		1	40	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

Detailed Input Data And Results

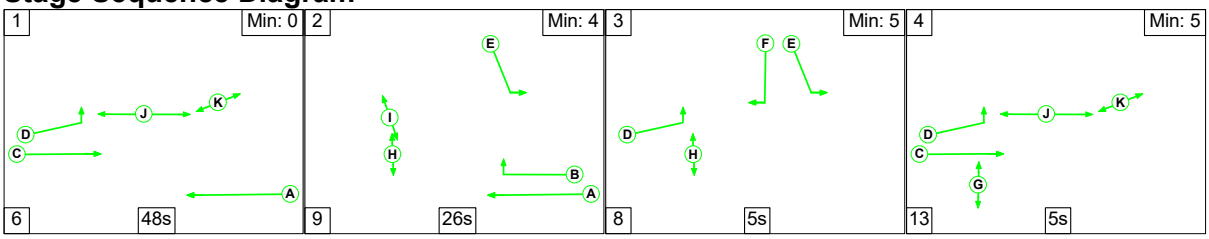
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**0**	**0**	**0**	**27.2**	**11.9**	**0.0**	**39.0**	**-**	**-**	**-**	**-**	
A555 Ringway Road / Enterprise Way	**-**	**-**	**0**	**0**	**0**	**27.2**	**11.9**	**0.0**	**39.0**	**-**	**-**	**-**	**-**	
1/2+1/1	947	947	-	-	-	5.4	2.8	-	8.2	31.2	25.5	2.8	28.3	
1/3	1049	1049	-	-	-	6.2	2.9	-	9.1	31.1	29.1	2.9	32.0	
2/1	552	552	-	-	-	5.9	2.9	-	8.8	57.6	17.2	2.9	20.1	
2/2	121	121	-	-	-	1.8	1.3	-	3.0	90.3	3.9	1.3	5.2	
3/1	770	770	-	-	-	2.3	0.8	-	3.1	14.4	14.1	0.8	14.9	
3/2+3/3	1111	1111	-	-	-	5.6	1.2	-	6.8	22.0	15.9	1.2	17.1	
4/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1325	1325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 4.4 Total Delay for Signalled Lanes (pcuHr): 39.02 Cycle Time (s): 120
PRC Over All Lanes (%): 4.4 Total Delay Over All Lanes(pcuHr): 39.02

Detailed Input Data And Results

Scenario 9: '2035 Base + Option 5 B2 Dev AM Peak' (FG9: '2035 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



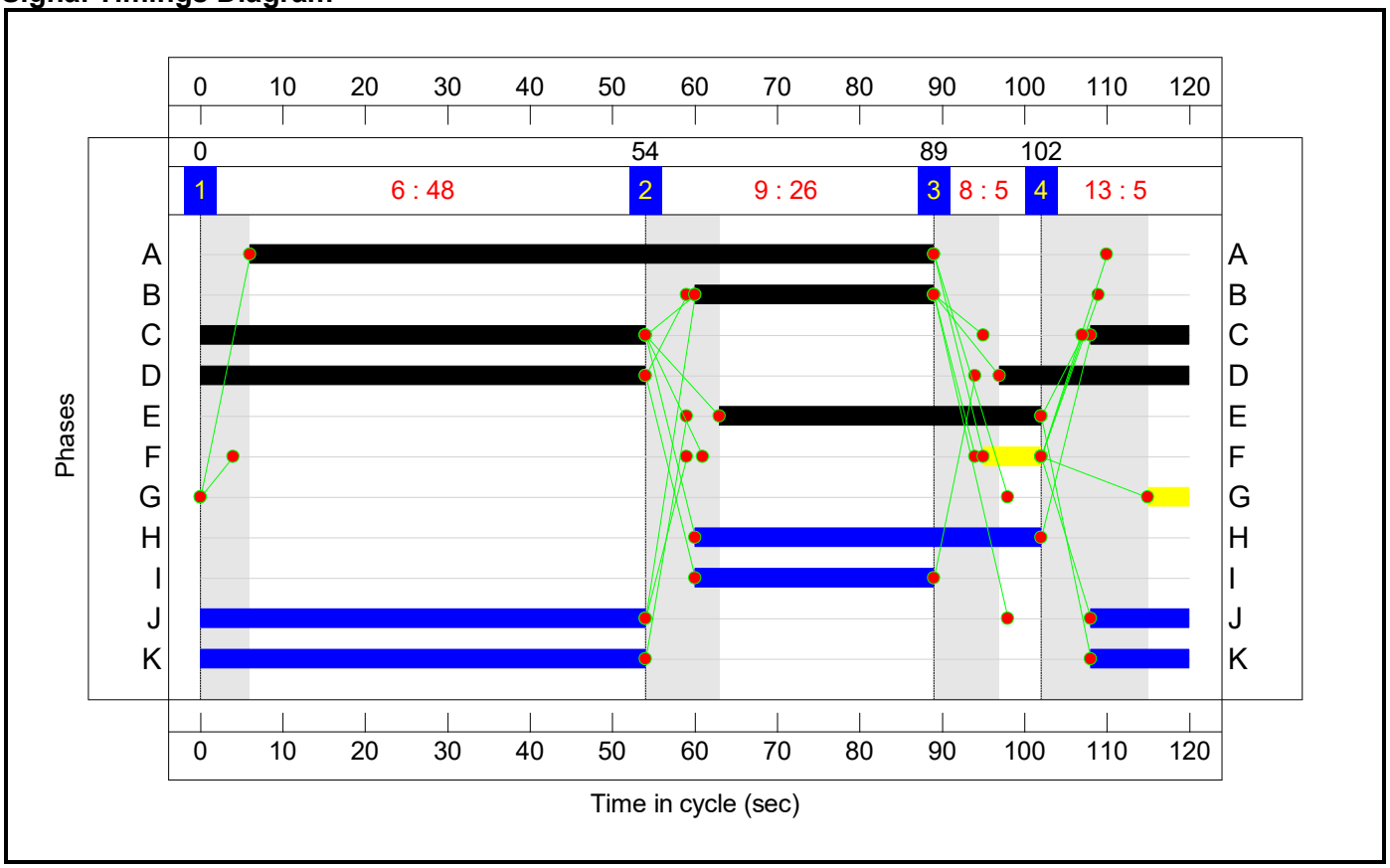
Stage Timings

Stage	1	2	3	4
Duration	48	26	5	5
Change Point	0	54	89	102

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A555 Ringway Road W WB Ahead	Traffic	83	6	89
B	A555 Ringway Road W WB Right	Traffic	29	60	89
C	A555 Ringway Road W EB Ahead	Traffic	66	108	54
D	A555 Ringway Road W EB Left	Traffic	77	97	54
E	Enterprise Way Left	Traffic	39	63	102
F	Enterprise Way Right	Traffic	7	95	102
G	Pedestrians across	Pedestrian	5	115	0
H	Pedestrians across	Pedestrian	42	60	102
I	Pedestrians across	Pedestrian	29	60	89
J	Pedestrians across	Pedestrian	66	108	54
K	Pedestrians across	Pedestrian	66	108	54

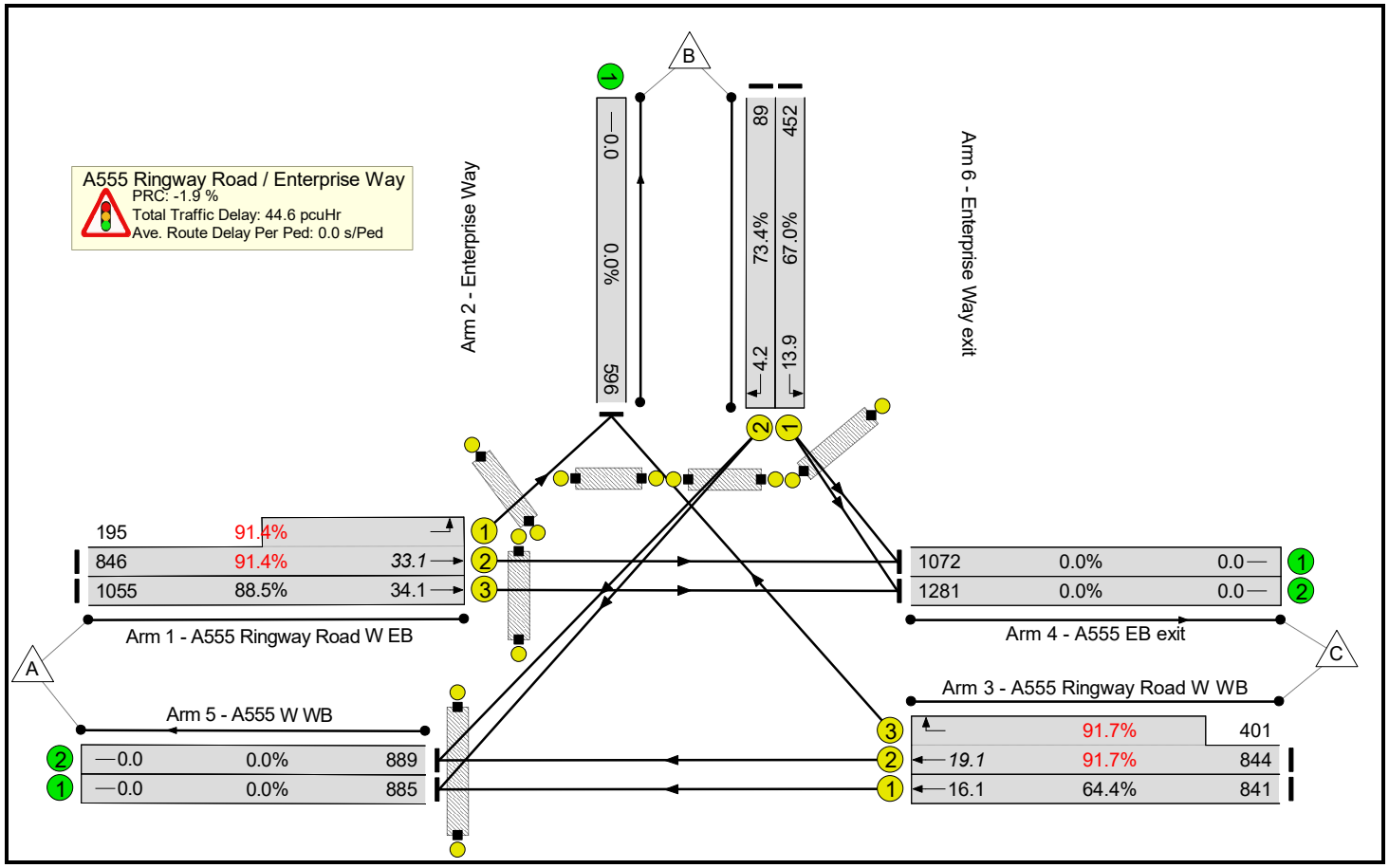
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road / Enterprise Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road W EB Left	U	D	97	54
1/2	A555 Ringway Road W EB Ahead	U	C	108	54
1/3	A555 Ringway Road W EB Ahead	U	C	108	54
2/1	Enterprise Way Left	U	E	63	102
2/2	Enterprise Way Right	U	F	95	102
3/1	A555 Ringway Road W WB Ahead	U	A	6	89
3/2	A555 Ringway Road W WB Ahead	U	A	6	89
3/3	A555 Ringway Road W WB Right	U	B	60	89

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A555 Ringway Road West / Enterprise Way Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.7%**
A555 Ringway Road / Enterprise Way	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**91.7%**
1/2+1/1	A555 Ringway Road W EB Ahead Left	U	N/A	N/A	C D		1	66:77	-	-	1041	1890:1955	926+213	91.4 : 91.4%
1/3	A555 Ringway Road W EB Ahead	U	N/A	N/A	C		1	66	-	-	1055	2134	1191	88.5%
2/1	Enterprise Way Left	U	N/A	N/A	E		1	39	-	-	452	2023	674	67.0%
2/2	Enterprise Way Right	U	N/A	N/A	F		1	7	-	-	89	1820	121	73.4%
3/1	A555 Ringway Road W WB Ahead	U	N/A	N/A	A		1	83	-	-	841	1867	1307	64.4%
3/2+3/3	A555 Ringway Road W WB Ahead Right	U	N/A	N/A	A B		1	83:29	-	-	1245	2109:1749	920+437	91.7 : 91.7%
4/1	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1072	Inf	Inf	0.0%
4/2	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1281	Inf	Inf	0.0%
5/1	A555 W WB	U	N/A	N/A	-		-	-	-	-	885	Inf	Inf	0.0%
5/2	A555 W WB	U	N/A	N/A	-		-	-	-	-	889	Inf	Inf	0.0%
6/1	Enterprise Way exit	U	N/A	N/A	-		-	-	-	-	596	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	66	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	66	-	-	0	-	0	0.0%

Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	66	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	29	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	H		1	42	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

Detailed Input Data And Results

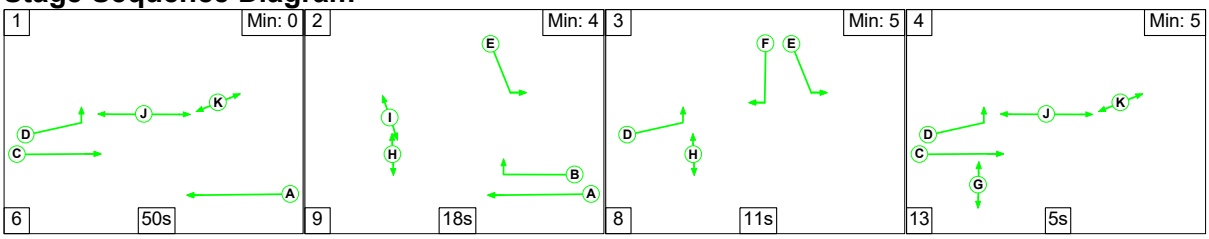
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**0**	**0**	**0**	**27.8**	**16.8**	**0.0**	**44.6**	**-**	**-**	**-**	**-**	
A555 Ringway Road / Enterprise Way	**-**	**-**	**0**	**0**	**0**	**27.8**	**16.8**	**0.0**	**44.6**	**-**	**-**	**-**	**-**	
1/2+1/1	1041	1041	-	-	-	6.1	4.8	-	10.9	37.7	28.3	4.8	33.1	
1/3	1055	1055	-	-	-	6.8	3.7	-	10.5	35.7	30.5	3.7	34.1	
2/1	452	452	-	-	-	4.3	1.0	-	5.3	42.4	12.9	1.0	13.9	
2/2	89	89	-	-	-	1.4	1.3	-	2.6	106.6	2.9	1.3	4.2	
3/1	841	841	-	-	-	2.3	0.9	-	3.2	13.7	15.2	0.9	16.1	
3/2+3/3	1245	1245	-	-	-	7.0	5.1	-	12.1	34.9	14.1	5.1	19.1	
4/1	1072	1072	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1281	1281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): -1.9 Total Delay for Signalled Lanes (pcuHr): 44.57 Cycle Time (s): 120
PRC Over All Lanes (%): -1.9 Total Delay Over All Lanes(pcuHr): 44.57

Detailed Input Data And Results

Scenario 10: '2035 Base + Option 5 B2 Dev PM Peak' (FG10: '2035 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



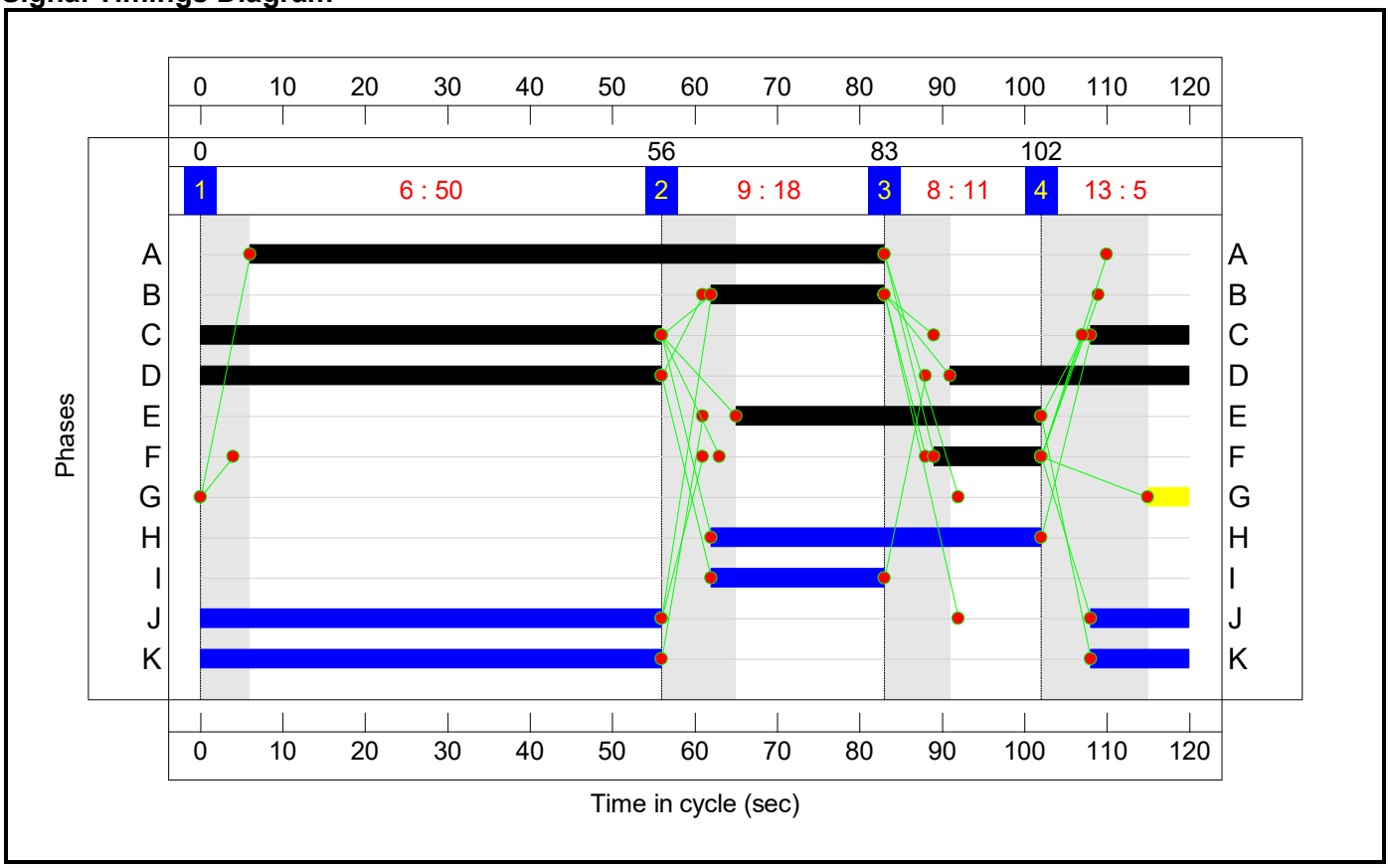
Stage Timings

Stage	1	2	3	4
Duration	50	18	11	5
Change Point	0	56	83	102

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A555 Ringway Road W WB Ahead	Traffic	77	6	83
B	A555 Ringway Road W WB Right	Traffic	21	62	83
C	A555 Ringway Road W EB Ahead	Traffic	68	108	56
D	A555 Ringway Road W EB Left	Traffic	85	91	56
E	Enterprise Way Left	Traffic	37	65	102
F	Enterprise Way Right	Traffic	13	89	102
G	Pedestrians across	Pedestrian	5	115	0
H	Pedestrians across	Pedestrian	40	62	102
I	Pedestrians across	Pedestrian	21	62	83
J	Pedestrians across	Pedestrian	68	108	56
K	Pedestrians across	Pedestrian	68	108	56

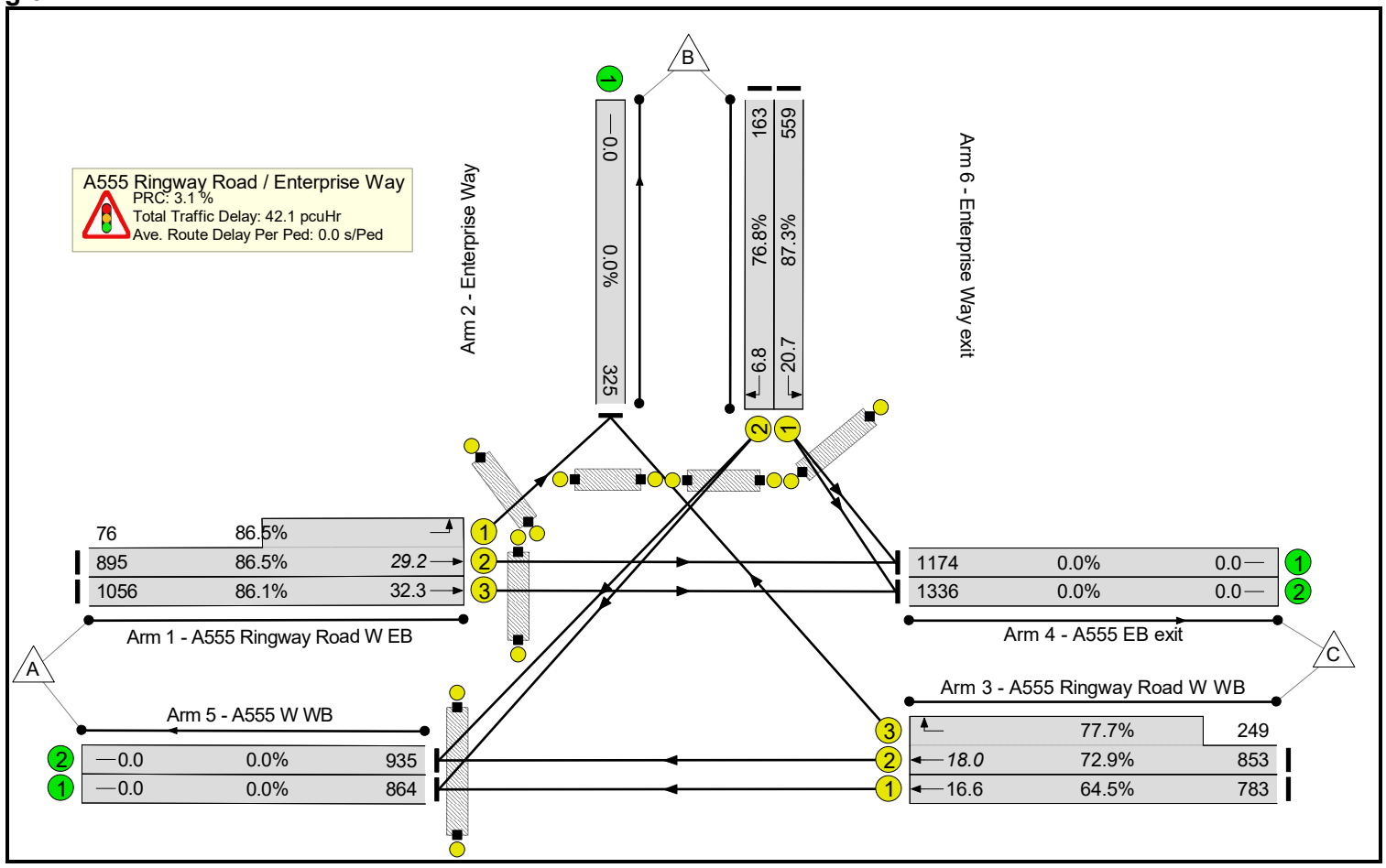
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road / Enterprise Way					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road W EB Left	U	D	91	56
1/2	A555 Ringway Road W EB Ahead	U	C	108	56
1/3	A555 Ringway Road W EB Ahead	U	C	108	56
2/1	Enterprise Way Left	U	E	65	102
2/2	Enterprise Way Right	U	F	89	102
3/1	A555 Ringway Road W WB Ahead	U	A	6	83
3/2	A555 Ringway Road W WB Ahead	U	A	6	83
3/3	A555 Ringway Road W WB Right	U	B	62	83

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.3%**
A555 Ringway Road / Enterprise Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.3%**
1/2+1/1	A555 Ringway Road W EB Ahead Left	U	N/A	N/A	C D		1	68:85	-	-	971	1890:1955	1034+88	86.5 : 86.5%
1/3	A555 Ringway Road W EB Ahead	U	N/A	N/A	C		1	68	-	-	1056	2134	1227	86.1%
2/1	Enterprise Way Left	U	N/A	N/A	E		1	37	-	-	559	2023	641	87.3%
2/2	Enterprise Way Right	U	N/A	N/A	F		1	13	-	-	163	1820	212	76.8%
3/1	A555 Ringway Road W WB Ahead	U	N/A	N/A	A		1	77	-	-	783	1867	1214	64.5%
3/2+3/3	A555 Ringway Road W WB Ahead Right	U	N/A	N/A	A B		1	77:21	-	-	1102	2109:1749	1170+321	72.9 : 77.7%
4/1	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1174	Inf	Inf	0.0%
4/2	A555 EB exit	U	N/A	N/A	-		-	-	-	-	1336	Inf	Inf	0.0%
5/1	A555 W WB	U	N/A	N/A	-		-	-	-	-	864	Inf	Inf	0.0%
5/2	A555 W WB	U	N/A	N/A	-		-	-	-	-	935	Inf	Inf	0.0%
6/1	Enterprise Way exit	U	N/A	N/A	-		-	-	-	-	325	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	K		1	68	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	J		1	68	-	-	0	-	0	0.0%

Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	68	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	21	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	H		1	40	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	G		1	5	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A555 Ringway Road West / Enterprise Way Junction	**-**	**-**	**0**	**0**	**0**	**29.0**	**13.1**	**0.0**	**42.1**	**-**	**-**	**-**	**-**	
A555 Ringway Road / Enterprise Way	**-**	**-**	**0**	**0**	**0**	**29.0**	**13.1**	**0.0**	**42.1**	**-**	**-**	**-**	**-**	
1/2+1/1	971	971	-	-	-	5.5	3.1	-	8.5	31.7	26.1	3.1	29.2	
1/3	1056	1056	-	-	-	6.3	3.0	-	9.3	31.6	29.3	3.0	32.3	
2/1	559	559	-	-	-	6.0	3.2	-	9.2	59.2	17.5	3.2	20.7	
2/2	163	163	-	-	-	2.3	1.6	-	3.9	85.8	5.3	1.6	6.8	
3/1	783	783	-	-	-	2.8	0.9	-	3.7	16.8	15.7	0.9	16.6	
3/2+3/3	1102	1102	-	-	-	6.2	1.4	-	7.6	24.7	16.6	1.4	18.0	
4/1	1174	1174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	1336	1336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): 3.1 Total Delay for Signalled Lanes (pcuHr): 42.11 Cycle Time (s): 120
PRC Over All Lanes (%): 3.1 Total Delay Over All Lanes(pcuHr): 42.11

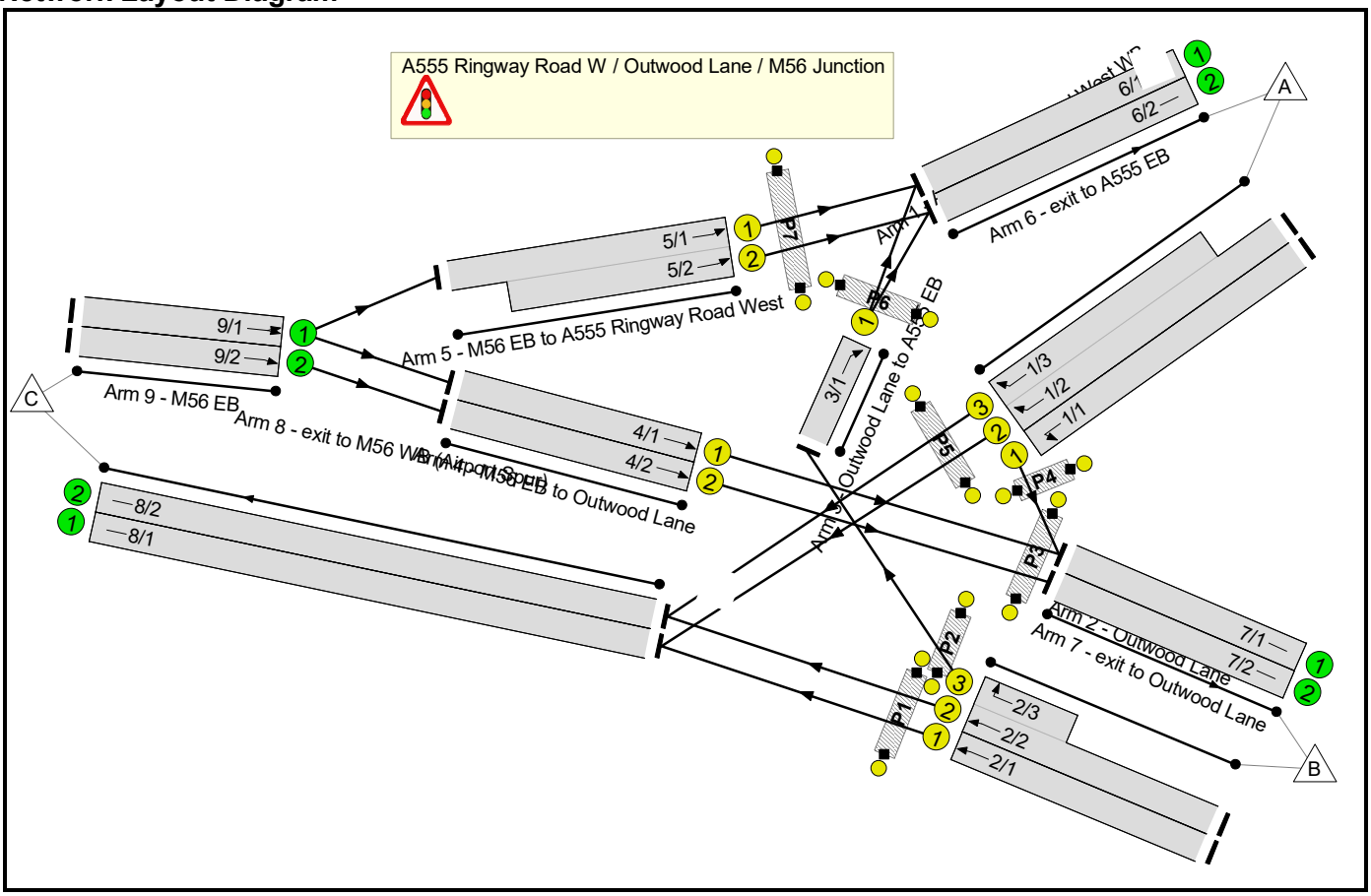
L. Junction Assessment Outputs – Junction 3: M56 / Outwood Lane / A555 Ringway Road West

Detailed Input Data And Results

User and Project Details

Project:	**WIE21347 Aviator Way**
Title:	**M56 / Outwood Lane / A555 Ringway Road West**
Location:	
Design Layout Ref:	J3
Model Purpose:	For Manchester Business Park, Aviator Way, TA
Additional detail:	
File name:	J3) A555_M56_Outwood Lane.lsg3x
Author:	CSMS4
Company:	WIE
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



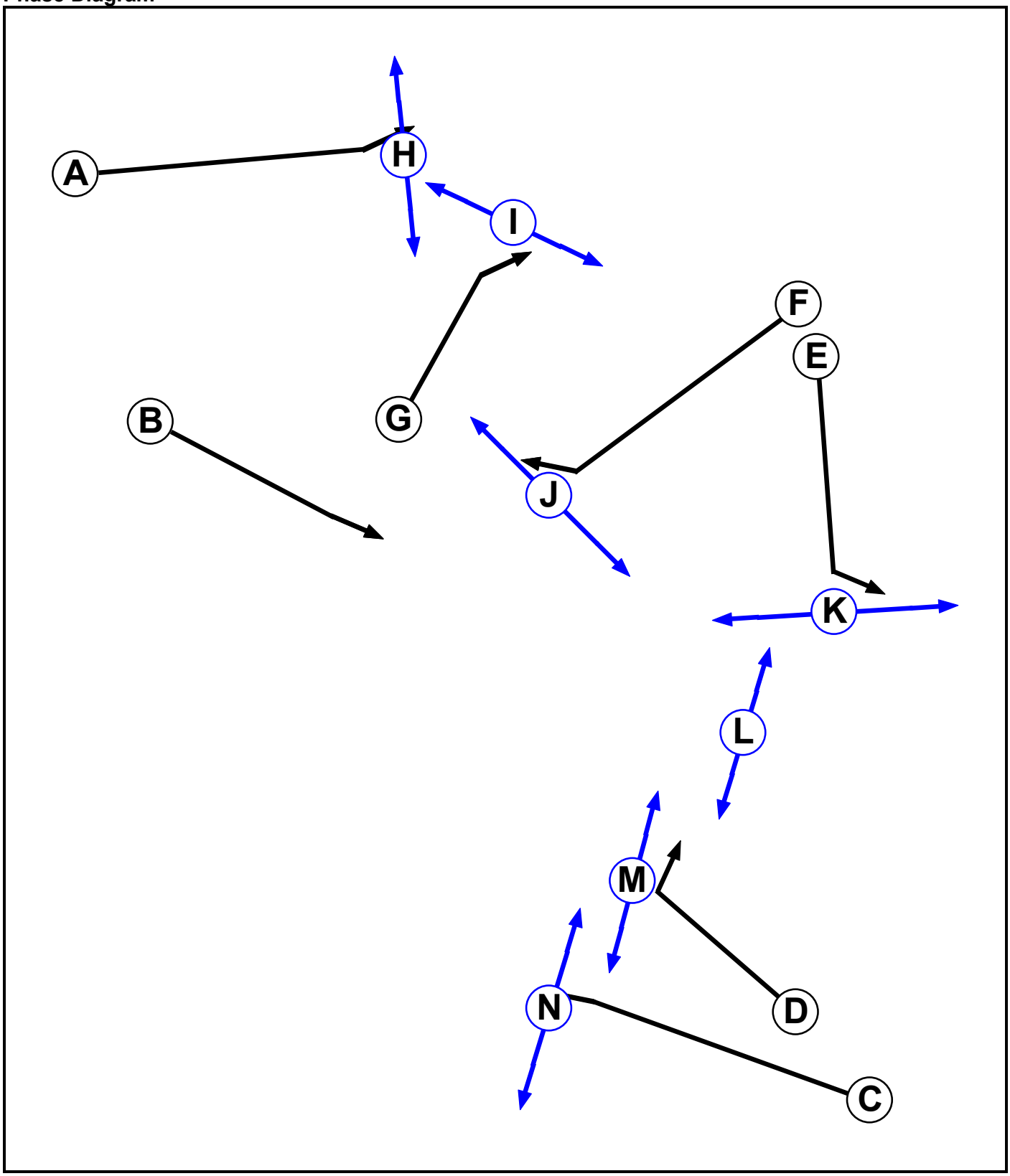
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 Observed AM Peak	2025 Observed AM Peak	Network Control Plan 1	07:45 - 08:45	120	-5.8	53.65
2	2025 Observed PM Peak	2025 Observed PM Peak	Network Control Plan 1	15:45 - 16:45	120	-9.8	70.76
3	2030 Base AM Peak	2030 Base AM Peak	Network Control Plan 1	07:45 - 08:45	120	-11.9	80.42
4	2030 Base PM Peak	2030 Base PM Peak	Network Control Plan 1	15:45 - 16:45	120	-16.0	120.89
5	2030 Base +Option 5 B2 Dev AM Peak	2030 Base + Option 5 B2 Dev AM Peak	Network Control Plan 1	07:45 - 08:45	120	-13.3	91.74
6	2030 Base +Option 5 B2 Dev PM Peak	2030 Base + Option 5 B2 Dev PM Peak	Network Control Plan 1	15:45 - 16:45	120	-18.9	141.82
7	2035 Base AM Peak	2035 Base AM Peak	Network Control Plan 1	07:45 - 08:45	120	-16.8	122.65
8	2035 Base PM Peak	2035 Base PM Peak	Network Control Plan 1	15:45 - 16:45	120	-20.8	176.46
9	2035 Base +Option 5 B2 Dev AM Peak	2035 Base + Option 5 B2 Dev AM Peak	Network Control Plan 1	07:45 - 08:45	120	-18.1	139.86
10	2035 Base +Option 5 B2 Dev PM Peak	2035 Base + Option 5 B2 Dev PM Peak	Network Control Plan 1	15:45 - 16:45	120	-23.5	218.09

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	14	3	A555 Ringway Road W / Outwood Lane / M56 Junction	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		5	5
N	Pedestrian		5	5

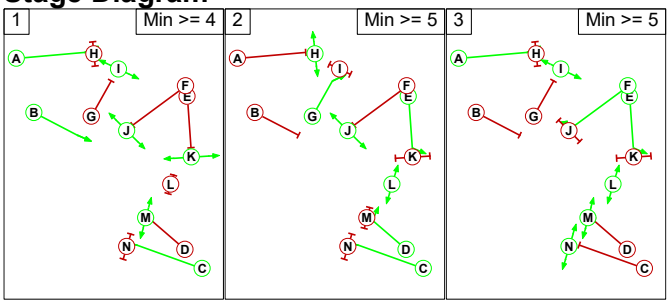
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		-	-	-	-	-	7	7	-	-	-	-	-	-
B	-		-	6	8	6	-	-	-	-	-	9	-	-
C	-	-		-	-	5	-	-	-	-	-	-	-	6
D	-	8	-		-	6	-	-	-	-	-	-	5	-
E	-	6	-	-		-	-	-	-	-	6	-	-	-
F	-	6	9	6	-		-	-	-	5	-	-	-	-
G	7	-	-	-	-	-		-	5	-	-	-	-	-
H	7	-	-	-	-	-	-		-	-	-	-	-	-
I	-	-	-	-	-	-	5	-		-	-	-	-	-
J	-	-	-	-	-	7	-	-	-		-	-	-	-
K	-	-	-	-	6	-	-	-	-	-		-	-	-
L	-	6	-	-	-	-	-	-	-	-	-		-	-
M	-	-	-	5	-	-	-	-	-	-	-	-		-
N	-	-	7	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C I J K M
2	C D E G H J L
3	A E F I L M N

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage			
		1	2	3
From Stage	1		9	9
	2	8		7
	3	9	9	

Lane Input Data

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A555 Ringway Road West WB)	U	E	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 7 Left	18.00
1/2 (A555 Ringway Road West WB)	U	F	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 8 Right	11.00
1/3 (A555 Ringway Road West WB)	U	F	2	3	15.7	Geom	-	3.40	0.00	Y	Arm 8 Right	12.00
2/1 (Outwood Lane)	U	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 8 Ahead	Inf
2/2 (Outwood Lane)	U	C	2	3	60.0	Geom	-	3.60	0.00	N	Arm 8 Ahead	Inf
2/3 (Outwood Lane)	U	D	2	3	5.0	Geom	-	3.70	0.00	Y	Arm 3 Right	20.00
3/1 (Outwood Lane to A555 EB)	U	G	2	3	3.3	Geom	-	5.00	0.00	Y	Arm 6 Ahead	40.00
4/1 (M56 EB to Outwood Lane)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	174.00
4/2 (M56 EB to Outwood Lane)	U	B	2	3	60.0	Geom	-	3.40	0.00	N	Arm 7 Ahead	174.00
5/1 (M56 EB to A555 Ringway Road West)	U	A	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 6 Ahead	Inf
5/2 (M56 EB to A555 Ringway Road West)	U	A	2	3	26.1	Geom	-	3.50	0.00	N	Arm 6 Ahead	Inf
6/1 (exit to A555 EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (exit to A555 EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (exit to Outwood Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-

7/2 (exit to Outwood Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (exit to M56 WB (Airport Spur))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (exit to M56 WB (Airport Spur))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (M56 EB)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (M56 EB)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction				
Org Lane	**Dest Lane**	**Junction**	**Modelled Mean Cruise Time (s)**	**Platoon Dispersion**
1/1	7/1	Internal	5	35
1/2	8/1	Internal	5	35
1/3	8/2	Internal	5	35
2/1	8/1	Internal	5	35
2/2	8/2	Internal	5	35
2/3	3/1	Internal	2	35
3/1	6/1	Internal	5	35
3/1	6/2	Internal	5	35
4/1	7/1	Internal	5	35
4/2	7/2	Internal	5	35
5/1	6/1	Internal	5	35
5/2	6/2	Internal	5	35
9/1	4/1	Internal	1	35
9/1	5/1	Internal	1	35
9/2	4/2	Internal	1	35

Scenario 1: '2025 Observed AM Peak' (FG1: '2025 Observed AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A555 Ringway Road West WB)	5.00	0.00	Y	Arm 7 Left	18.00	100.0 %	1952	1952
1/2 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	11.00	100.0 %	1720	1720
1/3 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	12.00	100.0 %	1738	1738
2/1 (Outwood Lane)	3.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1935	1935
2/2 (Outwood Lane)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
2/3 (Outwood Lane)	3.70	0.00	Y	Arm 3 Right	20.00	100.0 %	1847	1847
3/1 (Outwood Lane to A555 EB)	5.00	0.00	Y	Arm 6 Ahead	40.00	100.0 %	2039	2039
4/1 (M56 EB to Outwood Lane)	3.25	0.00	Y	Arm 7 Ahead	174.00	100.0 %	1923	1923
4/2 (M56 EB to Outwood Lane)	3.40	0.00	N	Arm 7 Ahead	174.00	100.0 %	2077	2077
5/1 (M56 EB to A555 Ringway Road West)	3.60	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1975	1975
5/2 (M56 EB to A555 Ringway Road West)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
6/1 (exit to A555 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit to A555 EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (exit to Outwood Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (exit to Outwood Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (exit to M56 WB (Airport Spur) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (exit to M56 WB (Airport Spur) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M56 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M56 EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2025 Observed PM Peak' (FG2: '2025 Observed PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road West WB)	5.00	0.00	Y	Arm 7 Left	18.00	100.0 %	1952	1952
1/2 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	11.00	100.0 %	1720	1720
1/3 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	12.00	100.0 %	1738	1738
2/1 (Outwood Lane)	3.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1935	1935
2/2 (Outwood Lane)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
2/3 (Outwood Lane)	3.70	0.00	Y	Arm 3 Right	20.00	100.0 %	1847	1847
3/1 (Outwood Lane to A555 EB)	5.00	0.00	Y	Arm 6 Ahead	40.00	100.0 %	2039	2039
4/1 (M56 EB to Outwood Lane)	3.25	0.00	Y	Arm 7 Ahead	174.00	100.0 %	1923	1923
4/2 (M56 EB to Outwood Lane)	3.40	0.00	N	Arm 7 Ahead	174.00	100.0 %	2077	2077
5/1 (M56 EB to A555 Ringway Road West)	3.60	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1975	1975
5/2 (M56 EB to A555 Ringway Road West)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
6/1 (exit to A555 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit to A555 EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (exit to Outwood Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (exit to Outwood Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (exit to M56 WB (Airport Spur) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (exit to M56 WB (Airport Spur) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M56 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M56 EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2030 Base AM Peak' (FG3: '2030 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road West WB)	5.00	0.00	Y	Arm 7 Left	18.00	100.0 %	1952	1952
1/2 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	11.00	100.0 %	1720	1720
1/3 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	12.00	100.0 %	1738	1738
2/1 (Outwood Lane)	3.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1935	1935
2/2 (Outwood Lane)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
2/3 (Outwood Lane)	3.70	0.00	Y	Arm 3 Right	20.00	100.0 %	1847	1847
3/1 (Outwood Lane to A555 EB)	5.00	0.00	Y	Arm 6 Ahead	40.00	100.0 %	2039	2039
4/1 (M56 EB to Outwood Lane)	3.25	0.00	Y	Arm 7 Ahead	174.00	100.0 %	1923	1923
4/2 (M56 EB to Outwood Lane)	3.40	0.00	N	Arm 7 Ahead	174.00	100.0 %	2077	2077
5/1 (M56 EB to A555 Ringway Road West)	3.60	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1975	1975
5/2 (M56 EB to A555 Ringway Road West)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
6/1 (exit to A555 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit to A555 EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (exit to Outwood Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (exit to Outwood Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (exit to M56 WB (Airport Spur) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (exit to M56 WB (Airport Spur) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M56 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M56 EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2030 Base PM Peak' (FG4: '2030 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road West WB)	5.00	0.00	Y	Arm 7 Left	18.00	100.0 %	1952	1952
1/2 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	11.00	100.0 %	1720	1720
1/3 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	12.00	100.0 %	1738	1738
2/1 (Outwood Lane)	3.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1935	1935
2/2 (Outwood Lane)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
2/3 (Outwood Lane)	3.70	0.00	Y	Arm 3 Right	20.00	100.0 %	1847	1847
3/1 (Outwood Lane to A555 EB)	5.00	0.00	Y	Arm 6 Ahead	40.00	100.0 %	2039	2039
4/1 (M56 EB to Outwood Lane)	3.25	0.00	Y	Arm 7 Ahead	174.00	100.0 %	1923	1923
4/2 (M56 EB to Outwood Lane)	3.40	0.00	N	Arm 7 Ahead	174.00	100.0 %	2077	2077
5/1 (M56 EB to A555 Ringway Road West)	3.60	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1975	1975
5/2 (M56 EB to A555 Ringway Road West)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
6/1 (exit to A555 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit to A555 EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (exit to Outwood Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (exit to Outwood Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (exit to M56 WB (Airport Spur) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (exit to M56 WB (Airport Spur) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M56 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M56 EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2030 Base +Option 5 B2 Dev AM Peak' (FG5: '2030 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road West WB)	5.00	0.00	Y	Arm 7 Left	18.00	100.0 %	1952	1952
1/2 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	11.00	100.0 %	1720	1720
1/3 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	12.00	100.0 %	1738	1738
2/1 (Outwood Lane)	3.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1935	1935
2/2 (Outwood Lane)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
2/3 (Outwood Lane)	3.70	0.00	Y	Arm 3 Right	20.00	100.0 %	1847	1847
3/1 (Outwood Lane to A555 EB)	5.00	0.00	Y	Arm 6 Ahead	40.00	100.0 %	2039	2039
4/1 (M56 EB to Outwood Lane)	3.25	0.00	Y	Arm 7 Ahead	174.00	100.0 %	1923	1923
4/2 (M56 EB to Outwood Lane)	3.40	0.00	N	Arm 7 Ahead	174.00	100.0 %	2077	2077
5/1 (M56 EB to A555 Ringway Road West)	3.60	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1975	1975
5/2 (M56 EB to A555 Ringway Road West)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
6/1 (exit to A555 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit to A555 EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (exit to Outwood Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (exit to Outwood Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (exit to M56 WB (Airport Spur) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (exit to M56 WB (Airport Spur) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M56 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M56 EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2030 Base +Option 5 B2 Dev PM Peak' (FG6: '2030 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road West WB)	5.00	0.00	Y	Arm 7 Left	18.00	100.0 %	1952	1952
1/2 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	11.00	100.0 %	1720	1720
1/3 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	12.00	100.0 %	1738	1738
2/1 (Outwood Lane)	3.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1935	1935
2/2 (Outwood Lane)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
2/3 (Outwood Lane)	3.70	0.00	Y	Arm 3 Right	20.00	100.0 %	1847	1847
3/1 (Outwood Lane to A555 EB)	5.00	0.00	Y	Arm 6 Ahead	40.00	100.0 %	2039	2039
4/1 (M56 EB to Outwood Lane)	3.25	0.00	Y	Arm 7 Ahead	174.00	100.0 %	1923	1923
4/2 (M56 EB to Outwood Lane)	3.40	0.00	N	Arm 7 Ahead	174.00	100.0 %	2077	2077
5/1 (M56 EB to A555 Ringway Road West)	3.60	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1975	1975
5/2 (M56 EB to A555 Ringway Road West)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
6/1 (exit to A555 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit to A555 EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (exit to Outwood Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (exit to Outwood Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (exit to M56 WB (Airport Spur) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (exit to M56 WB (Airport Spur) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M56 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M56 EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2035 Base AM Peak' (FG7: '2035 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road West WB)	5.00	0.00	Y	Arm 7 Left	18.00	100.0 %	1952	1952
1/2 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	11.00	100.0 %	1720	1720
1/3 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	12.00	100.0 %	1738	1738
2/1 (Outwood Lane)	3.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1935	1935
2/2 (Outwood Lane)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
2/3 (Outwood Lane)	3.70	0.00	Y	Arm 3 Right	20.00	100.0 %	1847	1847
3/1 (Outwood Lane to A555 EB)	5.00	0.00	Y	Arm 6 Ahead	40.00	100.0 %	2039	2039
4/1 (M56 EB to Outwood Lane)	3.25	0.00	Y	Arm 7 Ahead	174.00	100.0 %	1923	1923
4/2 (M56 EB to Outwood Lane)	3.40	0.00	N	Arm 7 Ahead	174.00	100.0 %	2077	2077
5/1 (M56 EB to A555 Ringway Road West)	3.60	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1975	1975
5/2 (M56 EB to A555 Ringway Road West)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
6/1 (exit to A555 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit to A555 EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (exit to Outwood Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (exit to Outwood Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (exit to M56 WB (Airport Spur) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (exit to M56 WB (Airport Spur) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M56 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M56 EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2035 Base PM Peak' (FG8: '2035 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road West WB)	5.00	0.00	Y	Arm 7 Left	18.00	100.0 %	1952	1952
1/2 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	11.00	100.0 %	1720	1720
1/3 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	12.00	100.0 %	1738	1738
2/1 (Outwood Lane)	3.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1935	1935
2/2 (Outwood Lane)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
2/3 (Outwood Lane)	3.70	0.00	Y	Arm 3 Right	20.00	100.0 %	1847	1847
3/1 (Outwood Lane to A555 EB)	5.00	0.00	Y	Arm 6 Ahead	40.00	100.0 %	2039	2039
4/1 (M56 EB to Outwood Lane)	3.25	0.00	Y	Arm 7 Ahead	174.00	100.0 %	1923	1923
4/2 (M56 EB to Outwood Lane)	3.40	0.00	N	Arm 7 Ahead	174.00	100.0 %	2077	2077
5/1 (M56 EB to A555 Ringway Road West)	3.60	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1975	1975
5/2 (M56 EB to A555 Ringway Road West)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
6/1 (exit to A555 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit to A555 EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (exit to Outwood Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (exit to Outwood Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (exit to M56 WB (Airport Spur) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (exit to M56 WB (Airport Spur) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M56 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M56 EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2035 Base +Option 5 B2 Dev AM Peak' (FG9: '2035 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road West WB)	5.00	0.00	Y	Arm 7 Left	18.00	100.0 %	1952	1952
1/2 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	11.00	100.0 %	1720	1720
1/3 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	12.00	100.0 %	1738	1738
2/1 (Outwood Lane)	3.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1935	1935
2/2 (Outwood Lane)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
2/3 (Outwood Lane)	3.70	0.00	Y	Arm 3 Right	20.00	100.0 %	1847	1847
3/1 (Outwood Lane to A555 EB)	5.00	0.00	Y	Arm 6 Ahead	40.00	100.0 %	2039	2039
4/1 (M56 EB to Outwood Lane)	3.25	0.00	Y	Arm 7 Ahead	174.00	100.0 %	1923	1923
4/2 (M56 EB to Outwood Lane)	3.40	0.00	N	Arm 7 Ahead	174.00	100.0 %	2077	2077
5/1 (M56 EB to A555 Ringway Road West)	3.60	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1975	1975
5/2 (M56 EB to A555 Ringway Road West)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
6/1 (exit to A555 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit to A555 EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (exit to Outwood Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (exit to Outwood Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (exit to M56 WB (Airport Spur) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (exit to M56 WB (Airport Spur) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M56 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M56 EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2035 Base +Option 5 B2 Dev PM Peak' (FG10: '2035 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A555 Ringway Road West WB)	5.00	0.00	Y	Arm 7 Left	18.00	100.0 %	1952	1952
1/2 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	11.00	100.0 %	1720	1720
1/3 (A555 Ringway Road West WB)	3.40	0.00	Y	Arm 8 Right	12.00	100.0 %	1738	1738
2/1 (Outwood Lane)	3.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1935	1935
2/2 (Outwood Lane)	3.60	0.00	N	Arm 8 Ahead	Inf	100.0 %	2115	2115
2/3 (Outwood Lane)	3.70	0.00	Y	Arm 3 Right	20.00	100.0 %	1847	1847
3/1 (Outwood Lane to A555 EB)	5.00	0.00	Y	Arm 6 Ahead	40.00	100.0 %	2039	2039
4/1 (M56 EB to Outwood Lane)	3.25	0.00	Y	Arm 7 Ahead	174.00	100.0 %	1923	1923
4/2 (M56 EB to Outwood Lane)	3.40	0.00	N	Arm 7 Ahead	174.00	100.0 %	2077	2077
5/1 (M56 EB to A555 Ringway Road West)	3.60	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1975	1975
5/2 (M56 EB to A555 Ringway Road West)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
6/1 (exit to A555 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (exit to A555 EB Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (exit to Outwood Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (exit to Outwood Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (exit to M56 WB (Airport Spur) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (exit to M56 WB (Airport Spur) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (M56 EB Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (M56 EB Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Observed AM Peak'	07:45	08:45	01:00	
2: '2025 Observed PM Peak'	15:45	16:45	01:00	
3: '2030 Base AM Peak'	07:45	08:45	01:00	
4: '2030 Base PM Peak'	15:45	16:45	01:00	
5: '2030 Base + Option 5 B2 Dev AM Peak'	07:45	08:45	01:00	
6: '2030 Base + Option 5 B2 Dev PM Peak'	15:45	16:45	01:00	
7: '2035 Base AM Peak'	07:45	08:45	01:00	
8: '2035 Base PM Peak'	15:45	16:45	01:00	
9: '2035 Base + Option 5 B2 Dev AM Peak'	07:45	08:45	01:00	
10: '2035 Base + Option 5 B2 Dev PM Peak'	15:45	16:45	01:00	

Traffic Flows, Desired

FG1: '2025 Observed AM Peak'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	175	1450	1625
	B	128	0	501	629
	C	1633	640	0	2273
	Tot.	1761	815	1951	4527

FG2: '2025 Observed PM Peak'

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	155	1561	1716
	B	129	0	788	917
	C	1589	521	0	2110
	Tot.	1718	676	2349	4743

FG3: '2030 Base AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	185	1533	1718
	B	135	0	529	664
	C	1726	676	0	2402
	Tot.	1861	861	2062	4784

FG4: '2030 Base PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	164	1649	1813
	B	136	0	832	968
	C	1677	550	0	2227
	Tot.	1813	714	2481	5008

FG5: '2030 Base + Option 5 B2 Dev AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	185	1553	1738
	B	135	0	529	664
	C	1780	676	0	2456
	Tot.	1915	861	2082	4858

FG6: '2030 Base + Option 5 B2 Dev PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	164	1691	1855
	B	136	0	832	968
	C	1708	550	0	2258
	Tot.	1844	714	2523	5081

FG7: '2035 Base AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	193	1600	1793
	B	141	0	552	693
	C	1801	706	0	2507
	Tot.	1942	899	2152	4993

FG8: '2035 Base PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	171	1718	1889
	B	142	0	868	1010
	C	1748	574	0	2322
	Tot.	1890	745	2586	5221

FG9: '2035 Base + Option 5 B2 Dev AM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	193	1620	1813
	B	141	0	552	693
	C	1855	706	0	2561
	Tot.	1996	899	2172	5067

FG10: '2035 Base + Option 5 B2 Dev PM Peak'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	171	1761	1932
	B	142	0	868	1010
	C	1779	574	0	2353
	Tot.	1921	745	2629	5295

Scenario 1: '2025 Observed AM Peak' (FG1: '2025 Observed AM Peak', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	175	1450	1625
	B	128	0	501	629
	C	1633	640	0	2273
	Tot.	1761	815	1951	4527

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 2: '2025 Observed PM Peak' (FG2: '2025 Observed PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	155	1561	1716
	B	129	0	788	917
	C	1589	521	0	2110
	Tot.	1718	676	2349	4743

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 3: '2030 Base AM Peak' (FG3: '2030 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	185	1533	1718
	B	135	0	529	664
	C	1726	676	0	2402
	Tot.	1861	861	2062	4784

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 4: '2030 Base PM Peak' (FG4: '2030 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	164	1649	1813
	B	136	0	832	968
	C	1677	550	0	2227
	Tot.	1813	714	2481	5008

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 5: '2030 Base +Option 5 B2 Dev AM Peak' (FG5: '2030 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	185	1553	1738
	B	135	0	529	664
	C	1780	676	0	2456
	Tot.	1915	861	2082	4858

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 6: '2030 Base +Option 5 B2 Dev PM Peak' (FG6: '2030 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	164	1691	1855
	B	136	0	832	968
	C	1708	550	0	2258
	Tot.	1844	714	2523	5081

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 7: '2035 Base AM Peak' (FG7: '2035 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	193	1600	1793
	B	141	0	552	693
	C	1801	706	0	2507
	Tot.	1942	899	2152	4993

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 8: '2035 Base PM Peak' (FG8: '2035 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	171	1718	1889
	B	142	0	868	1010
	C	1748	574	0	2322
	Tot.	1890	745	2586	5221

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 9: '2035 Base +Option 5 B2 Dev AM Peak' (FG9: '2035 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	193	1620	1813
	B	141	0	552	693
	C	1855	706	0	2561
	Tot.	1996	899	2172	5067

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 10: '2035 Base +Option 5 B2 Dev PM Peak' (FG10: '2035 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	171	1761	1932
	B	142	0	868	1010
	C	1779	574	0	2353
	Tot.	1921	745	2629	5295

Traffic Flows, Difference

Difference :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

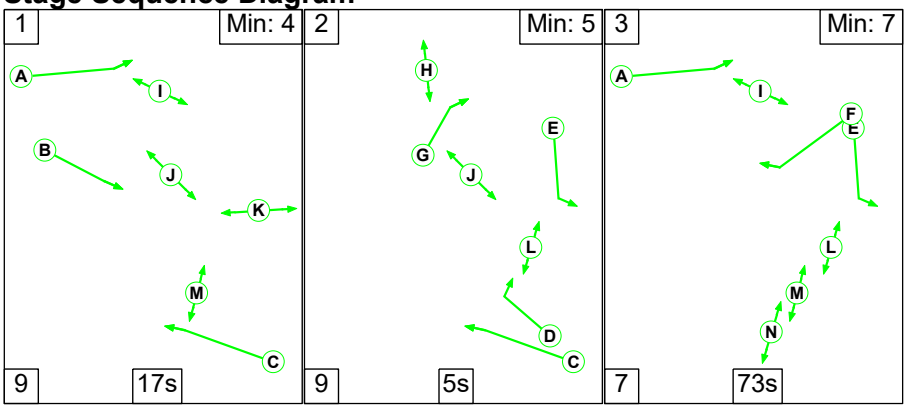
Traffic Lane Flows

Lane	Scenario 1: 2025 Observed AM Peak	Scenario 2: 2025 Observed PM Peak	Scenario 3: 2030 Base AM Peak	Scenario 4: 2030 Base PM Peak	Scenario 5: 2030 Base +Option 5 B2 Dev AM Peak	Scenario 6: 2030 Base +Option 5 B2 Dev PM Peak
Junction: A555 Ringway Road W / Outwood Lane / M56 Junction						
1/1	175	155	185	164	185	164
1/2 (with short)	1450(In) 700(Out)	1561(In) 754(Out)	1533(In) 740(Out)	1649(In) 796(Out)	1553(In) 750(Out)	1691(In) 816(Out)
1/3 (short)	750	807	793	853	803	875
2/1	422	400	432	425	432	425
2/2 (with short)	207(In) 79(Out)	517(In) 388(Out)	232(In) 97(Out)	543(In) 407(Out)	232(In) 97(Out)	543(In) 407(Out)
2/3 (short)	128	129	135	136	135	136
3/1	128	129	135	136	135	136
4/1	305	249	323	263	323	263
4/2	335	272	353	287	353	287
5/1 (with short)	1633(In) 790(Out)	1589(In) 769(Out)	1726(In) 836(Out)	1677(In) 812(Out)	1780(In) 862(Out)	1708(In) 827(Out)
5/2 (short)	843	820	890	865	918	881
6/1	854	833	903	880	929	895
6/2	907	885	958	933	986	949
7/1	480	404	508	427	508	427
7/2	335	272	353	287	353	287
8/1	1122	1154	1172	1221	1182	1241
8/2	829	1195	890	1260	900	1282
9/1	1938	1838	2049	1940	2103	1971
9/2	335	272	353	287	353	287

Lane	Scenario 7: 2035 Base AM Peak	Scenario 8: 2035 Base PM Peak	Scenario 9: 2035 Base +Option 5 B2 Dev AM Peak	Scenario 10: 2035 Base +Option 5 B2 Dev PM Peak
Junction: A555 Ringway Road W / Outwood Lane / M56 Junction				
1/1	193	171	193	171
1/2 (with short)	1600(In) 772(Out)	1718(In) 829(Out)	1620(In) 782(Out)	1761(In) 850(Out)
1/3 (short)	828	889	838	911
2/1	442	447	442	447
2/2 (with short)	251(In) 110(Out)	563(In) 421(Out)	251(In) 110(Out)	563(In) 421(Out)
2/3 (short)	141	142	141	142
3/1	141	142	141	142
4/1	338	275	338	275
4/2	368	299	368	299
5/1 (with short)	1801(In) 872(Out)	1748(In) 846(Out)	1855(In) 898(Out)	1779(In) 861(Out)
5/2 (short)	929	902	957	918
6/1	942	917	968	932
6/2	1000	973	1028	989
7/1	531	446	531	446
7/2	368	299	368	299
8/1	1214	1276	1224	1297
8/2	938	1310	948	1332
9/1	2139	2023	2193	2054
9/2	368	299	368	299

Scenario 1: '2025 Observed AM Peak' (FG1: '2025 Observed AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



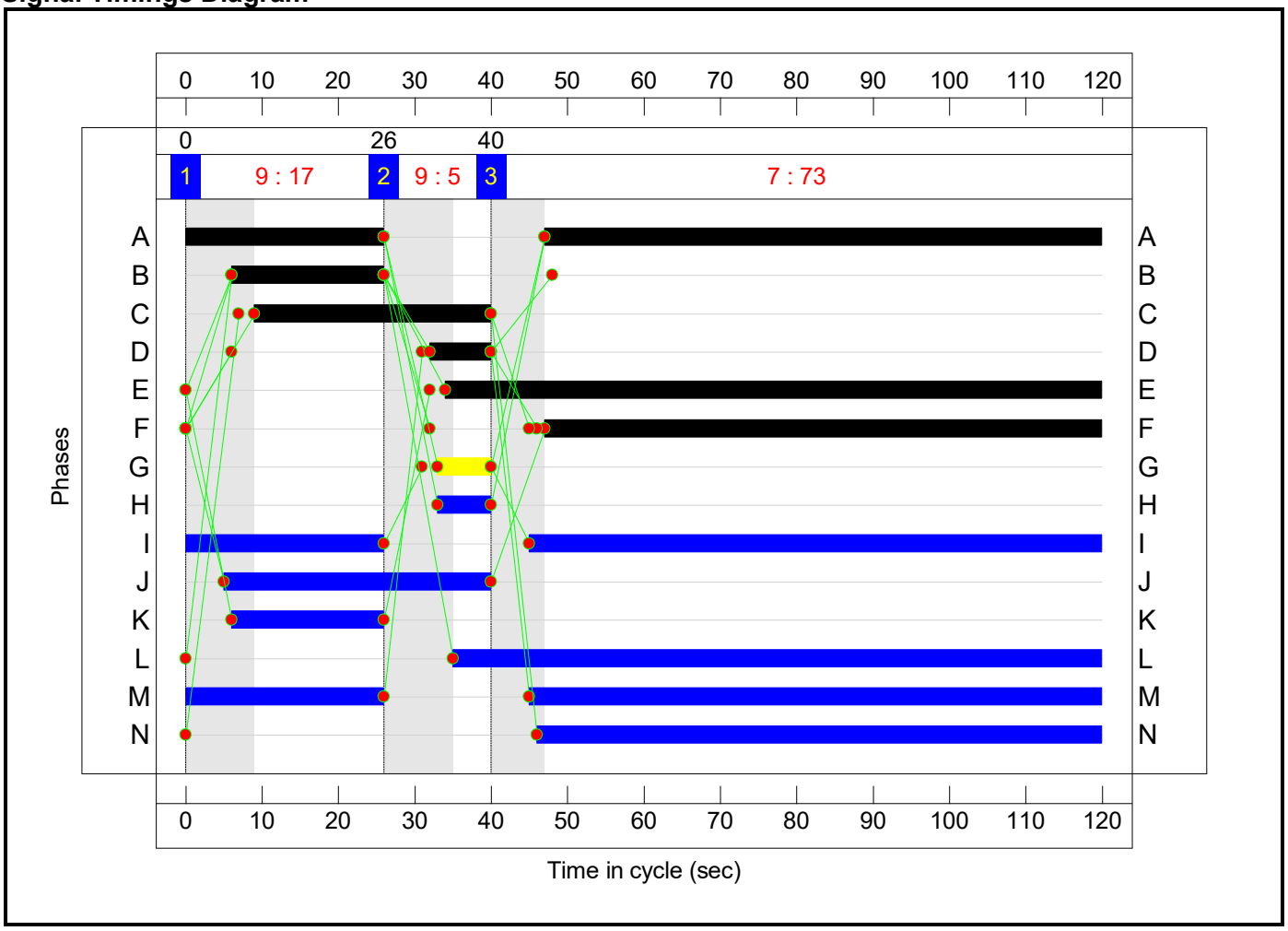
Stage Timings

Stage	1	2	3
Duration	17	5	73
Change Point	0	26	40

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M56 EB to A555 Ringway Road West Ahead	Traffic	99	47	26
B	M56 EB to Outwood Lane Ahead	Traffic	20	6	26
C	Outwood Lane Ahead	Traffic	31	9	40
D	Outwood Lane Right	Traffic	8	32	40
E	A555 Ringway Road West WB Left	Traffic	86	34	0
F	A555 Ringway Road West WB Right	Traffic	73	47	0
G	Outwood Lane to A555 EB Ahead	Traffic	7	33	40
H	Pedestrians across	Pedestrian	7	33	40
I	Pedestrians across	Pedestrian	101	45	26
J	Pedestrians across	Pedestrian	35	5	40
K	Pedestrians across	Pedestrian	20	6	26
L	Pedestrians across	Pedestrian	85	35	0
M	Pedestrians across	Pedestrian	101	45	26
N	Pedestrians across	Pedestrian	74	46	0

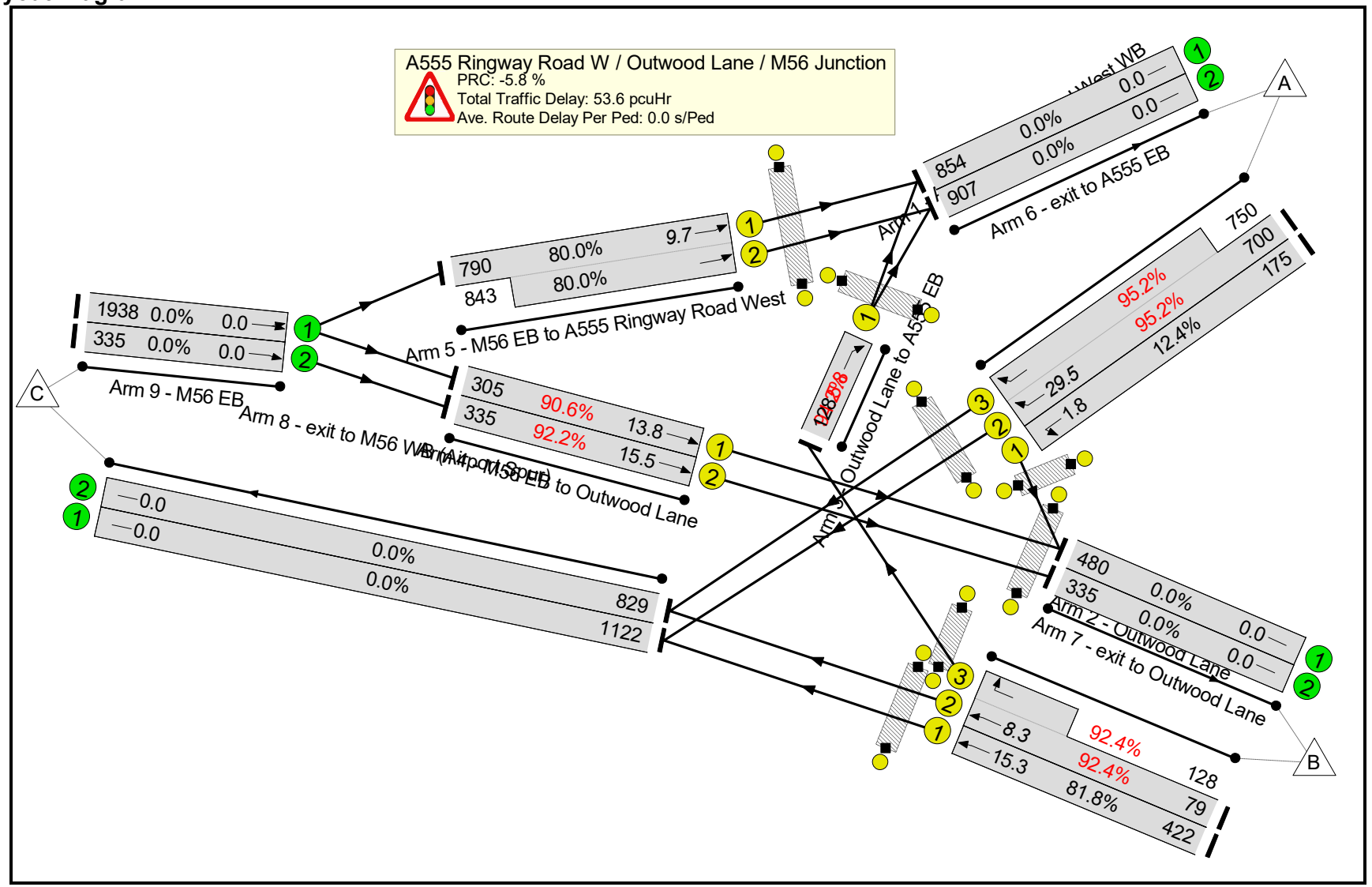
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road West WB Left	U	E	34	0
1/2	A555 Ringway Road West WB Right	U	F	47	0
1/3	A555 Ringway Road West WB Right	U	F	47	0
2/1	Outwood Lane Ahead	U	C	9	40
2/2	Outwood Lane Ahead	U	C	9	40
2/3	Outwood Lane Right	U	D	32	40
3/1	Outwood Lane to A555 EB Ahead	U	G	33	40
4/1	M56 EB to Outwood Lane Ahead	U	B	6	26
4/2	M56 EB to Outwood Lane Ahead	U	B	6	26
5/1	M56 EB to A555 Ringway Road West Ahead	U	A	47	26
5/2	M56 EB to A555 Ringway Road West Ahead	U	A	47	26

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M56 / Outwood Lane / A555 Ringway Road West	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.2%**
A555 Ringway Road W / Outwood Lane / M56 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.2%**
1/1	A555 Ringway Road West WB Left	U	N/A	N/A	E		1	86	-	-	175	1952	1415	12.4%
1/2+1/3	A555 Ringway Road West WB Right	U	N/A	N/A	F		1	73	-	-	1450	1720:1738	735+787	95.2 : 95.2%
2/1	Outwood Lane Ahead	U	N/A	N/A	C		1	31	-	-	422	1935	516	81.8%
2/2+2/3	Outwood Lane Right Ahead	U	N/A	N/A	C D		1	31:8	-	-	207	2115:1847	85+139	92.4 : 92.4%
3/1	Outwood Lane to A555 EB Ahead	U	N/A	N/A	G		1	7	-	-	128	2039	136	94.2%
4/1	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	20	-	-	305	1923	337	90.6%
4/2	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	20	-	-	335	2077	363	92.2%
5/1+5/2	M56 EB to A555 Ringway Road West Ahead	U	N/A	N/A	A		1	99	-	-	1633	1975:2105	987+1053	80.0 : 80.0%
6/1	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	854	Inf	Inf	0.0%
6/2	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	907	Inf	Inf	0.0%
7/1	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%

7/2	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	335	Inf	Inf	0.0%
8/1	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1122	Inf	Inf	0.0%
8/2	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	829	Inf	Inf	0.0%
9/1	M56 EB Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	1938	Inf	Inf	0.0%
9/2	M56 EB Ahead	U	N/A	N/A	-		-	-	-	-	335	Inf	Inf	0.0%
Ped Link: P1	Outwood Lane WB	-	N/A	-	N		1	74	-	-	0	-	0	0.0%
Ped Link: P2	Outwood Lane RT-TN	-	N/A	-	M		1	101	-	-	0	-	0	0.0%
Ped Link: P3	Outwood Lane EB	-	N/A	-	L		1	85	-	-	0	-	0	0.0%
Ped Link: P4	A555 LT-TN	-	N/A	-	K		1	20	-	-	0	-	0	0.0%
Ped Link: P5	A	-	N/A	-	J		1	35	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	I		1	101	-	-	0	-	0	0.0%
Ped Link: P7	M56 EB to A555	-	N/A	-	H		1	7	-	-	0	-	0	0.0%

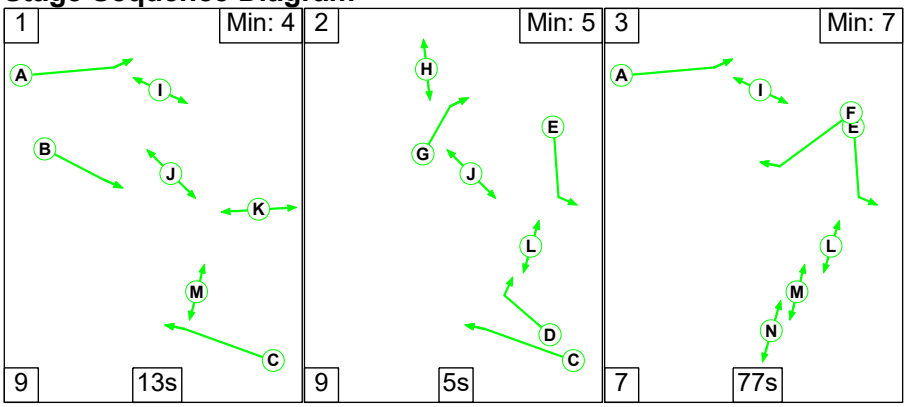
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M56 / Outwood Lane / A555 Ringway Road West	**-**	**-**	**0**	**0**	**0**	**24.8**	**28.8**	**0.0**	**53.6**	**-**	**-**	**-**	**-**	
A555 Ringway Road W / Outwood Lane / M56 Junction	**-**	**-**	**0**	**0**	**0**	**24.8**	**28.8**	**0.0**	**53.6**	**-**	**-**	**-**	**-**	
1/1	175	175	-	-	-	0.2	0.1	-	0.3	6.4	1.7	0.1	1.8	
1/2+1/3	1450	1450	-	-	-	6.2	8.2	-	14.3	35.6	21.3	8.2	29.5	
2/1	422	422	-	-	-	4.8	2.1	-	7.0	59.6	13.1	2.1	15.3	
2/2+2/3	207	207	-	-	-	2.7	4.1	-	6.8	118.3	4.2	4.1	8.3	
3/1	128	128	-	-	-	1.0	4.0	-	5.0	139.9	1.8	4.0	5.8	
4/1	305	305	-	-	-	4.1	3.9	-	8.0	94.4	9.9	3.9	13.8	
4/2	335	335	-	-	-	4.5	4.5	-	9.0	96.8	11.0	4.5	15.5	
5/1+5/2	1633	1633	-	-	-	1.3	2.0	-	3.2	7.2	7.7	2.0	9.7	
6/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1938	1938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): -5.8 Total Delay for Signalled Lanes (pcuHr): 53.65 Cycle Time (s): 120
PRC Over All Lanes (%): -5.8 Total Delay Over All Lanes(pcuHr): 53.65

Scenario 2: '2025 Observed PM Peak' (FG2: '2025 Observed PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



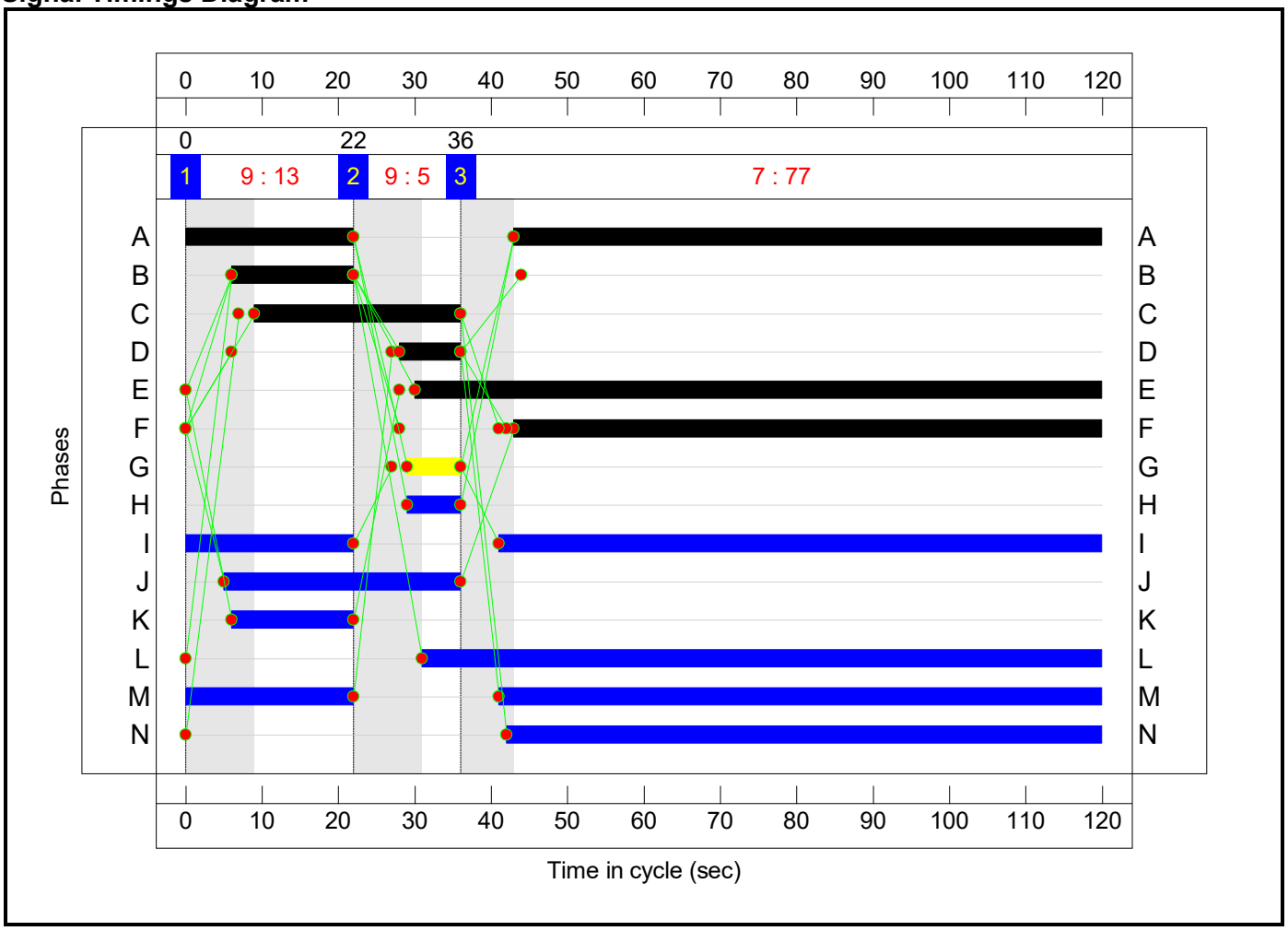
Stage Timings

Stage	1	2	3
Duration	13	5	77
Change Point	0	22	36

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M56 EB to A555 Ringway Road West Ahead	Traffic	99	43	22
B	M56 EB to Outwood Lane Ahead	Traffic	16	6	22
C	Outwood Lane Ahead	Traffic	27	9	36
D	Outwood Lane Right	Traffic	8	28	36
E	A555 Ringway Road West WB Left	Traffic	90	30	0
F	A555 Ringway Road West WB Right	Traffic	77	43	0
G	Outwood Lane to A555 EB Ahead	Traffic	7	29	36
H	Pedestrians across	Pedestrian	7	29	36
I	Pedestrians across	Pedestrian	101	41	22
J	Pedestrians across	Pedestrian	31	5	36
K	Pedestrians across	Pedestrian	16	6	22
L	Pedestrians across	Pedestrian	89	31	0
M	Pedestrians across	Pedestrian	101	41	22
N	Pedestrians across	Pedestrian	78	42	0

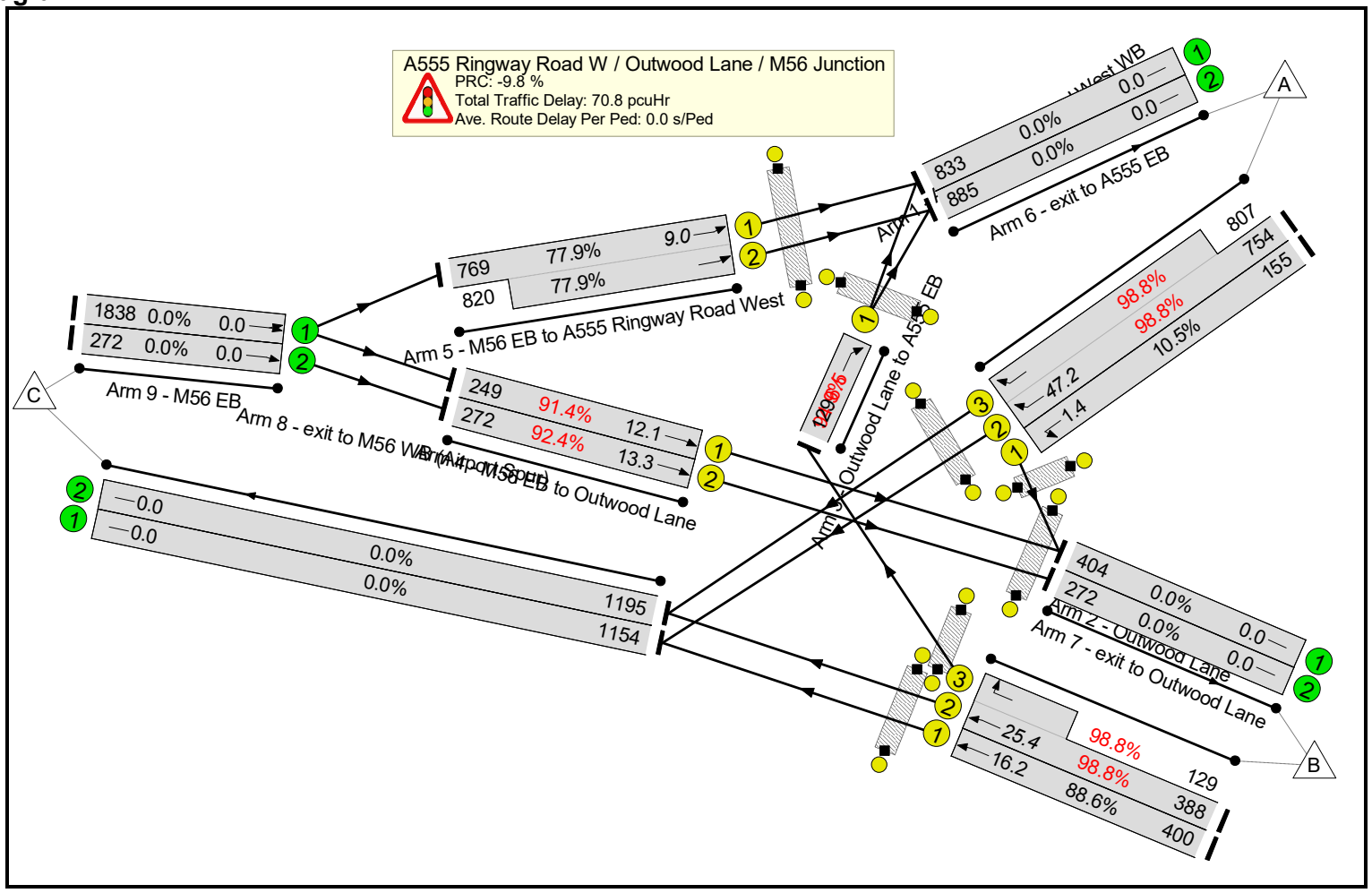
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road West WB Left	U	E	30	0
1/2	A555 Ringway Road West WB Right	U	F	43	0
1/3	A555 Ringway Road West WB Right	U	F	43	0
2/1	Outwood Lane Ahead	U	C	9	36
2/2	Outwood Lane Ahead	U	C	9	36
2/3	Outwood Lane Right	U	D	28	36
3/1	Outwood Lane to A555 EB Ahead	U	G	29	36
4/1	M56 EB to Outwood Lane Ahead	U	B	6	22
4/2	M56 EB to Outwood Lane Ahead	U	B	6	22
5/1	M56 EB to A555 Ringway Road West Ahead	U	A	43	22
5/2	M56 EB to A555 Ringway Road West Ahead	U	A	43	22

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M56 / Outwood Lane / A555 Ringway Road West	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.8%**
A555 Ringway Road W / Outwood Lane / M56 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.8%**
1/1	A555 Ringway Road West WB Left	U	N/A	N/A	E		1	90	-	-	155	1952	1480	10.5%
1/2+1/3	A555 Ringway Road West WB Right	U	N/A	N/A	F		1	77	-	-	1561	1720:1738	763+817	98.8 : 98.8%
2/1	Outwood Lane Ahead	U	N/A	N/A	C		1	27	-	-	400	1935	452	88.6%
2/2+2/3	Outwood Lane Right Ahead	U	N/A	N/A	C D		1	27:8	-	-	517	2115:1847	393+131	98.8 : 98.8%
3/1	Outwood Lane to A555 EB Ahead	U	N/A	N/A	G		1	7	-	-	129	2039	136	94.9%
4/1	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	16	-	-	249	1923	272	91.4%
4/2	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	16	-	-	272	2077	294	92.4%
5/1+5/2	M56 EB to A555 Ringway Road West Ahead	U	N/A	N/A	A		1	99	-	-	1589	1975:2105	987+1053	77.9 : 77.9%
6/1	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	833	Inf	Inf	0.0%
6/2	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	885	Inf	Inf	0.0%
7/1	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	404	Inf	Inf	0.0%

7/2	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	272	Inf	Inf	0.0%
8/1	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1154	Inf	Inf	0.0%
8/2	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1195	Inf	Inf	0.0%
9/1	M56 EB Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	1838	Inf	Inf	0.0%
9/2	M56 EB Ahead	U	N/A	N/A	-		-	-	-	-	272	Inf	Inf	0.0%
Ped Link: P1	Outwood Lane WB	-	N/A	-	N		1	78	-	-	0	-	0	0.0%
Ped Link: P2	Outwood Lane RT-TN	-	N/A	-	M		1	101	-	-	0	-	0	0.0%
Ped Link: P3	Outwood Lane EB	-	N/A	-	L		1	89	-	-	0	-	0	0.0%
Ped Link: P4	A555 LT-TN	-	N/A	-	K		1	16	-	-	0	-	0	0.0%
Ped Link: P5	A	-	N/A	-	J		1	31	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	I		1	101	-	-	0	-	0	0.0%
Ped Link: P7	M56 EB to A555	-	N/A	-	H		1	7	-	-	0	-	0	0.0%

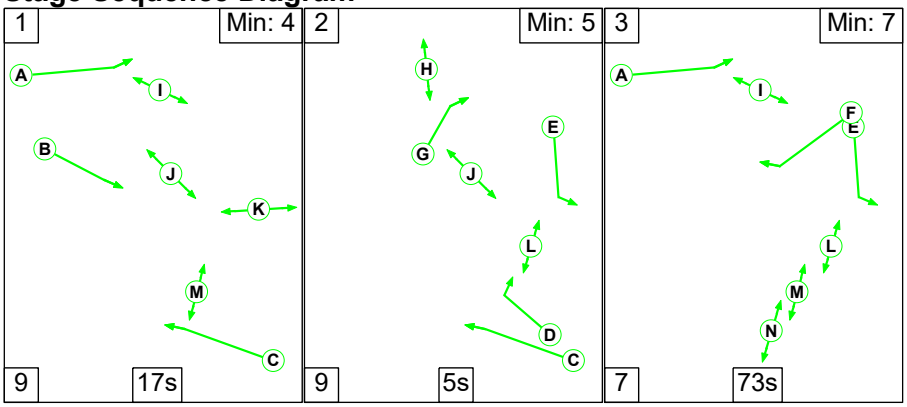
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M56 / Outwood Lane / A555 Ringway Road West	**-**	**-**	**0**	**0**	**0**	**27.5**	**43.2**	**0.0**	**70.8**	**-**	**-**	**-**	**-**	
A555 Ringway Road W / Outwood Lane / M56 Junction	**-**	**-**	**0**	**0**	**0**	**27.5**	**43.2**	**0.0**	**70.8**	**-**	**-**	**-**	**-**	
1/1	155	155	-	-	-	0.2	0.1	-	0.2	5.2	1.3	0.1	1.4	
1/2+1/3	1561	1561	-	-	-	6.0	15.5	-	21.5	49.5	31.7	15.5	47.2	
2/1	400	400	-	-	-	4.9	3.4	-	8.4	75.3	12.8	3.4	16.2	
2/2+2/3	517	517	-	-	-	6.9	10.0	-	16.8	117.2	15.4	10.0	25.4	
3/1	129	129	-	-	-	1.0	4.2	-	5.2	145.1	2.3	4.2	6.5	
4/1	249	249	-	-	-	3.5	4.0	-	7.5	108.2	8.2	4.0	12.1	
4/2	272	272	-	-	-	3.8	4.4	-	8.2	108.9	8.9	4.4	13.3	
5/1+5/2	1589	1589	-	-	-	1.2	1.7	-	3.0	6.7	7.3	1.7	9.0	
6/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1154	1154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	1195	1195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1838	1838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): -9.8 Total Delay for Signalled Lanes (pcuHr): 70.76 Cycle Time (s): 120
PRC Over All Lanes (%): -9.8 Total Delay Over All Lanes(pcuHr): 70.76

Scenario 3: '2030 Base AM Peak' (FG3: '2030 Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



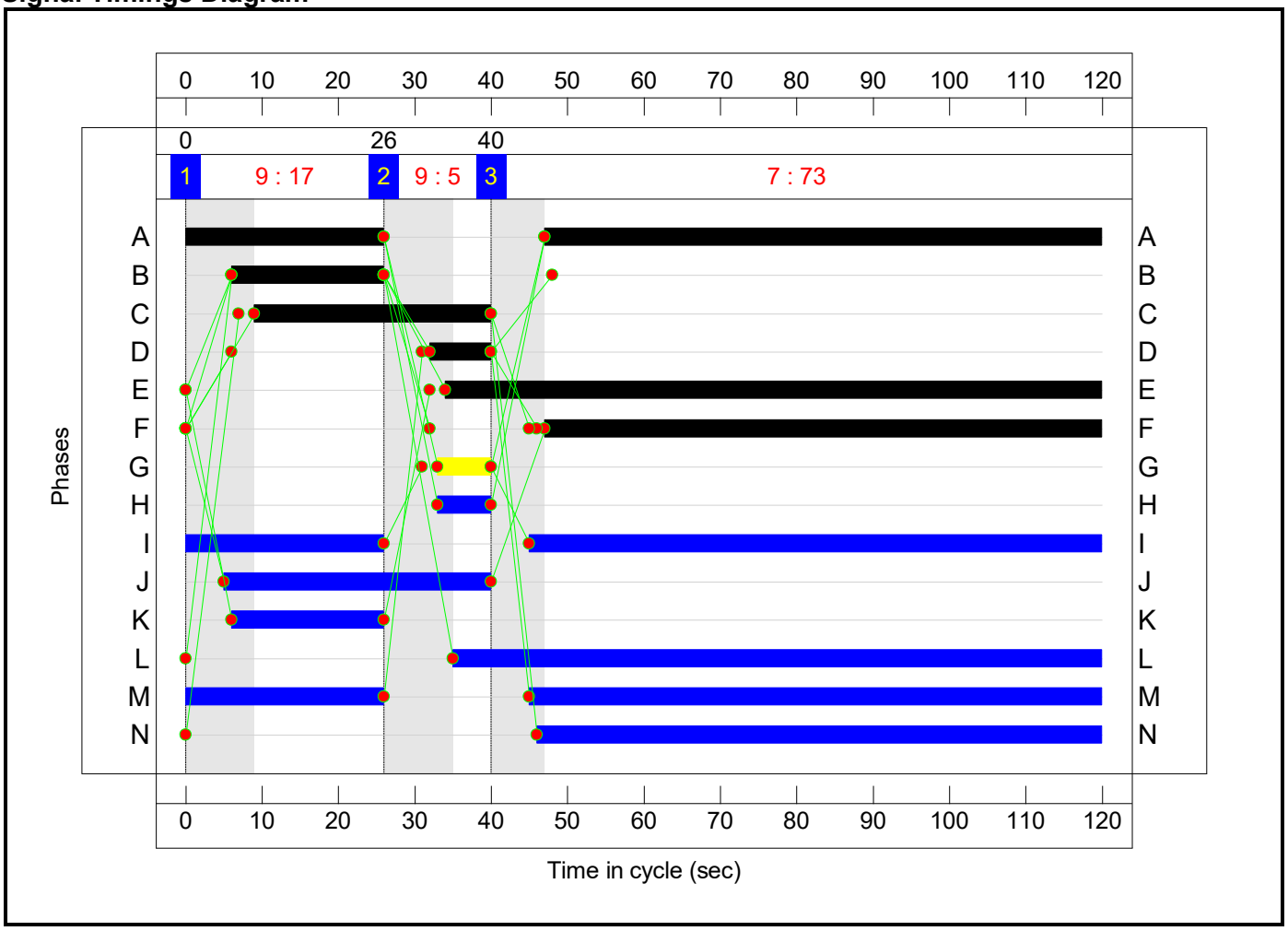
Stage Timings

Stage	1	2	3
Duration	17	5	73
Change Point	0	26	40

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M56 EB to A555 Ringway Road West Ahead	Traffic	99	47	26
B	M56 EB to Outwood Lane Ahead	Traffic	20	6	26
C	Outwood Lane Ahead	Traffic	31	9	40
D	Outwood Lane Right	Traffic	8	32	40
E	A555 Ringway Road West WB Left	Traffic	86	34	0
F	A555 Ringway Road West WB Right	Traffic	73	47	0
G	Outwood Lane to A555 EB Ahead	Traffic	7	33	40
H	Pedestrians across	Pedestrian	7	33	40
I	Pedestrians across	Pedestrian	101	45	26
J	Pedestrians across	Pedestrian	35	5	40
K	Pedestrians across	Pedestrian	20	6	26
L	Pedestrians across	Pedestrian	85	35	0
M	Pedestrians across	Pedestrian	101	45	26
N	Pedestrians across	Pedestrian	74	46	0

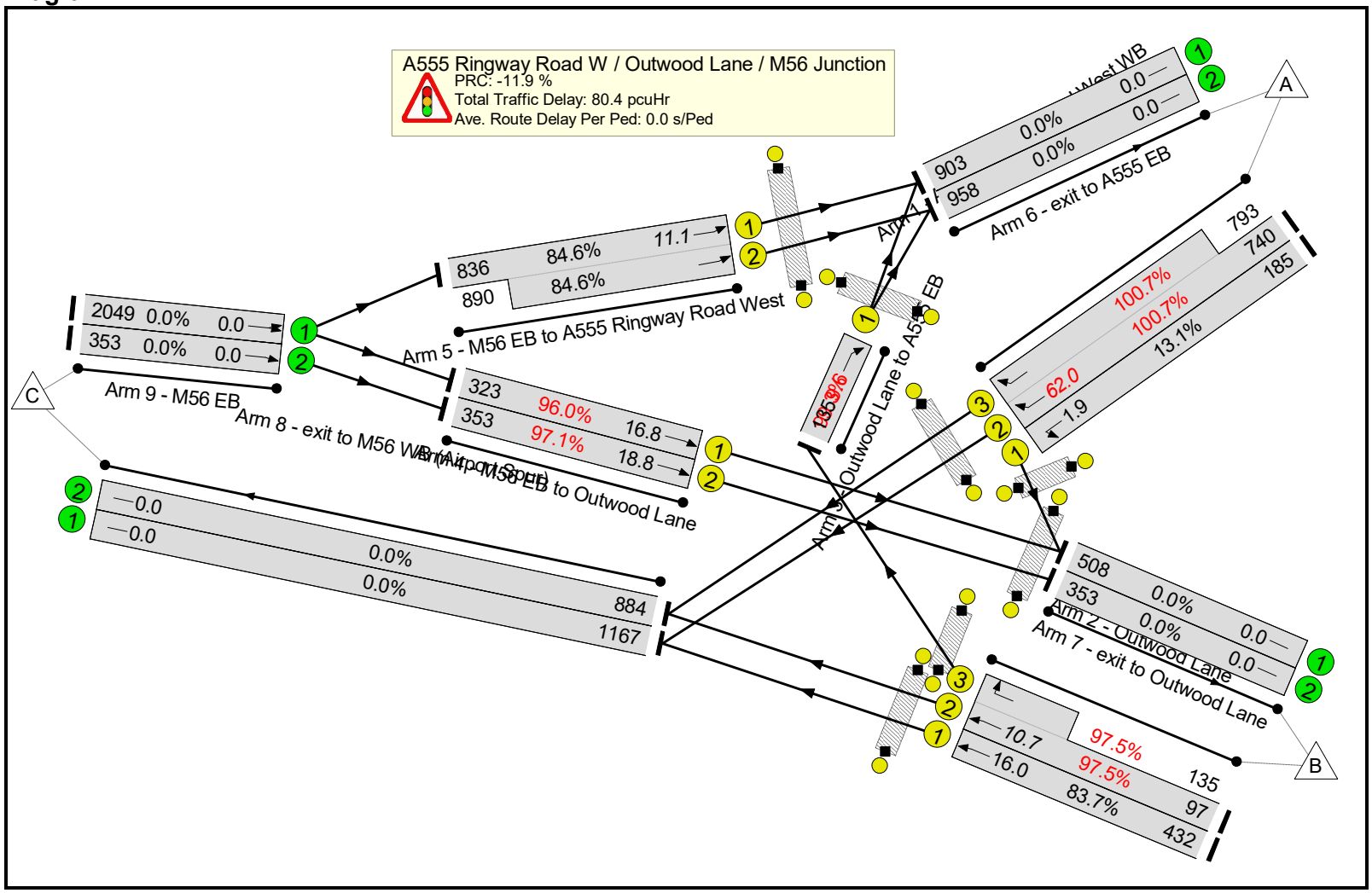
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road West WB Left	U	E	34	0
1/2	A555 Ringway Road West WB Right	U	F	47	0
1/3	A555 Ringway Road West WB Right	U	F	47	0
2/1	Outwood Lane Ahead	U	C	9	40
2/2	Outwood Lane Ahead	U	C	9	40
2/3	Outwood Lane Right	U	D	32	40
3/1	Outwood Lane to A555 EB Ahead	U	G	33	40
4/1	M56 EB to Outwood Lane Ahead	U	B	6	26
4/2	M56 EB to Outwood Lane Ahead	U	B	6	26
5/1	M56 EB to A555 Ringway Road West Ahead	U	A	47	26
5/2	M56 EB to A555 Ringway Road West Ahead	U	A	47	26

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M56 / Outwood Lane / A555 Ringway Road West	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.7%**
A555 Ringway Road W / Outwood Lane / M56 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.7%**
1/1	A555 Ringway Road West WB Left	U	N/A	N/A	E		1	86	-	-	185	1952	1415	13.1%
1/2+1/3	A555 Ringway Road West WB Right	U	N/A	N/A	F		1	73	-	-	1533	1720:1738	735+787	100.7 : 100.7%
2/1	Outwood Lane Ahead	U	N/A	N/A	C		1	31	-	-	432	1935	516	83.7%
2/2+2/3	Outwood Lane Right Ahead	U	N/A	N/A	C D		1	31:8	-	-	232	2115:1847	100+139	97.5 : 97.5%
3/1	Outwood Lane to A555 EB Ahead	U	N/A	N/A	G		1	7	-	-	135	2039	136	99.3%
4/1	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	20	-	-	323	1923	337	96.0%
4/2	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	20	-	-	353	2077	363	97.1%
5/1+5/2	M56 EB to A555 Ringway Road West Ahead	U	N/A	N/A	A		1	99	-	-	1726	1975:2105	988+1052	84.6 : 84.6%
6/1	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	903	Inf	Inf	0.0%
6/2	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	958	Inf	Inf	0.0%
7/1	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	508	Inf	Inf	0.0%

7/2	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	353	Inf	Inf	0.0%
8/1	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1172	Inf	Inf	0.0%
8/2	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	890	Inf	Inf	0.0%
9/1	M56 EB Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	2049	Inf	Inf	0.0%
9/2	M56 EB Ahead	U	N/A	N/A	-		-	-	-	-	353	Inf	Inf	0.0%
Ped Link: P1	Outwood Lane WB	-	N/A	-	N		1	74	-	-	0	-	0	0.0%
Ped Link: P2	Outwood Lane RT-TN	-	N/A	-	M		1	101	-	-	0	-	0	0.0%
Ped Link: P3	Outwood Lane EB	-	N/A	-	L		1	85	-	-	0	-	0	0.0%
Ped Link: P4	A555 LT-TN	-	N/A	-	K		1	20	-	-	0	-	0	0.0%
Ped Link: P5	A	-	N/A	-	J		1	35	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	I		1	101	-	-	0	-	0	0.0%
Ped Link: P7	M56 EB to A555	-	N/A	-	H		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M56 / Outwood Lane / A555 Ringway Road West	**-**	**-**	**0**	**0**	**0**	**27.6**	**52.8**	**0.0**	**80.4**	**-**	**-**	**-**	**-**	
A555 Ringway Road W / Outwood Lane / M56 Junction	**-**	**-**	**0**	**0**	**0**	**27.6**	**52.8**	**0.0**	**80.4**	**-**	**-**	**-**	**-**	
1/1	185	185	-	-	-	0.3	0.1	-	0.3	6.5	1.9	0.1	1.9	
1/2+1/3	1533	1522	-	-	-	7.6	22.4	-	30.0	70.4	39.5	22.4	62.0	
2/1	432	432	-	-	-	5.0	2.4	-	7.4	61.8	13.6	2.4	16.0	
2/2+2/3	232	232	-	-	-	3.0	6.3	-	9.2	143.4	4.5	6.3	10.7	
3/1	135	135	-	-	-	1.2	5.6	-	6.8	180.5	4.0	5.6	9.6	
4/1	323	323	-	-	-	4.4	6.2	-	10.6	118.4	10.6	6.2	16.8	
4/2	353	353	-	-	-	4.8	7.1	-	12.0	122.0	11.7	7.1	18.8	
5/1+5/2	1726	1726	-	-	-	1.4	2.7	-	4.1	8.5	8.4	2.7	11.1	
6/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1167	1167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	2049	2049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1

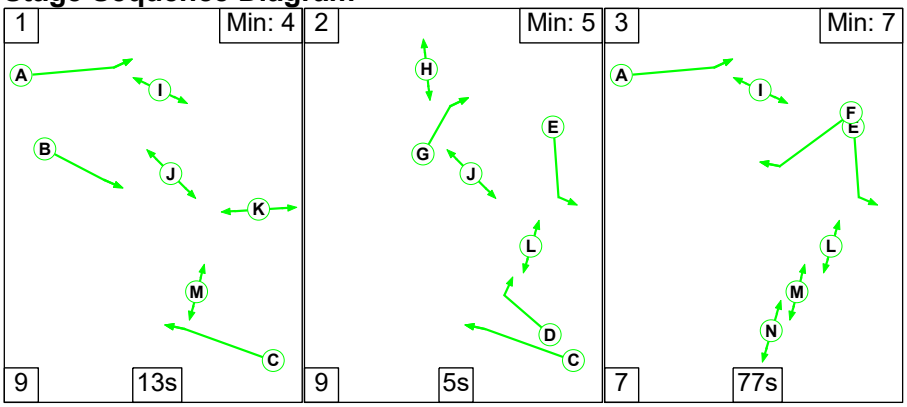
PRC for Signalled Lanes (%): -11.9
PRC Over All Lanes (%): -11.9

Total Delay for Signalled Lanes (pcuHr): 80.42
Total Delay Over All Lanes(pcuHr): 80.42

Cycle Time (s): 120

Scenario 4: '2030 Base PM Peak' (FG4: '2030 Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



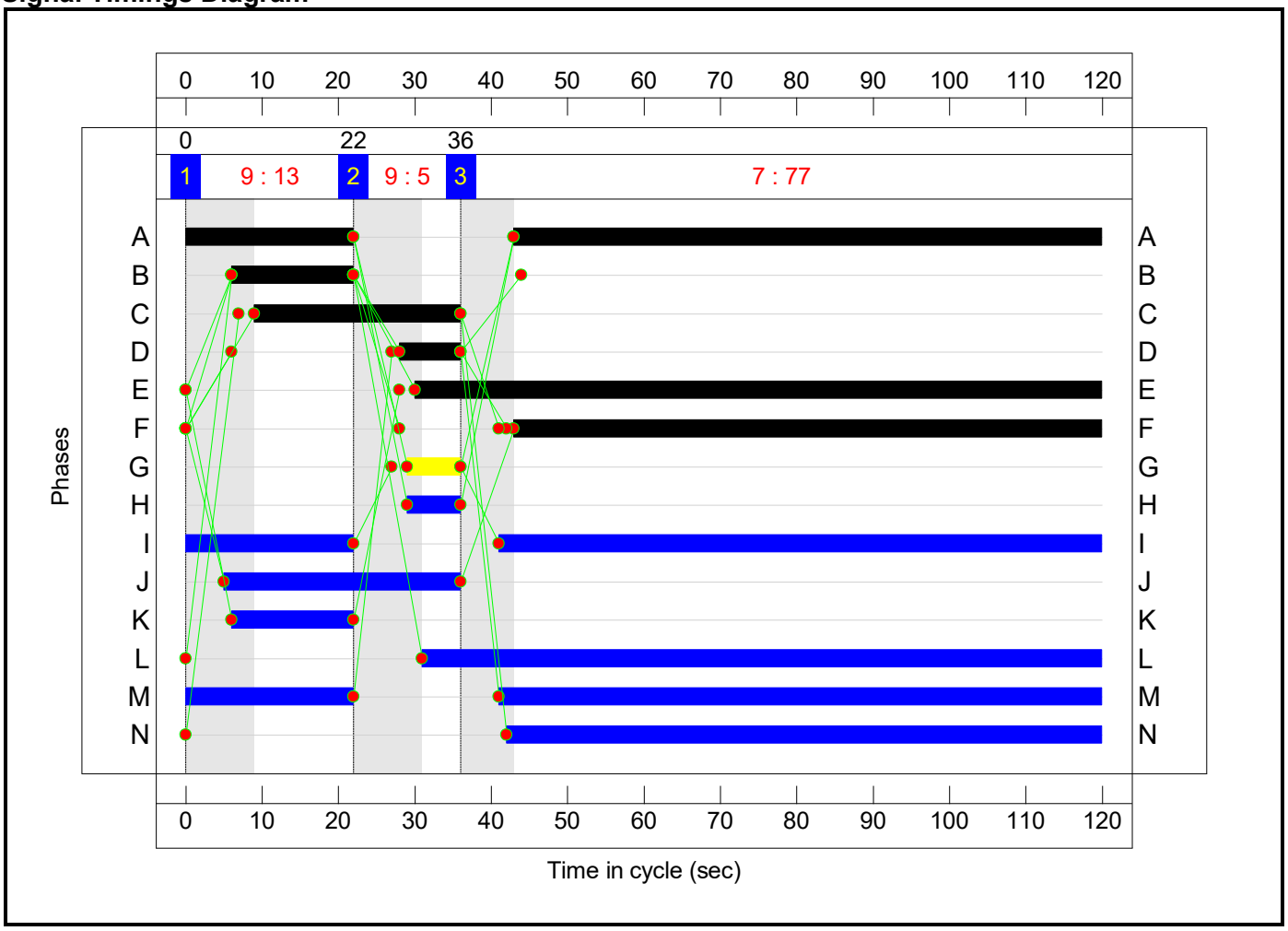
Stage Timings

Stage	1	2	3
Duration	13	5	77
Change Point	0	22	36

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M56 EB to A555 Ringway Road West Ahead	Traffic	99	43	22
B	M56 EB to Outwood Lane Ahead	Traffic	16	6	22
C	Outwood Lane Ahead	Traffic	27	9	36
D	Outwood Lane Right	Traffic	8	28	36
E	A555 Ringway Road West WB Left	Traffic	90	30	0
F	A555 Ringway Road West WB Right	Traffic	77	43	0
G	Outwood Lane to A555 EB Ahead	Traffic	7	29	36
H	Pedestrians across	Pedestrian	7	29	36
I	Pedestrians across	Pedestrian	101	41	22
J	Pedestrians across	Pedestrian	31	5	36
K	Pedestrians across	Pedestrian	16	6	22
L	Pedestrians across	Pedestrian	89	31	0
M	Pedestrians across	Pedestrian	101	41	22
N	Pedestrians across	Pedestrian	78	42	0

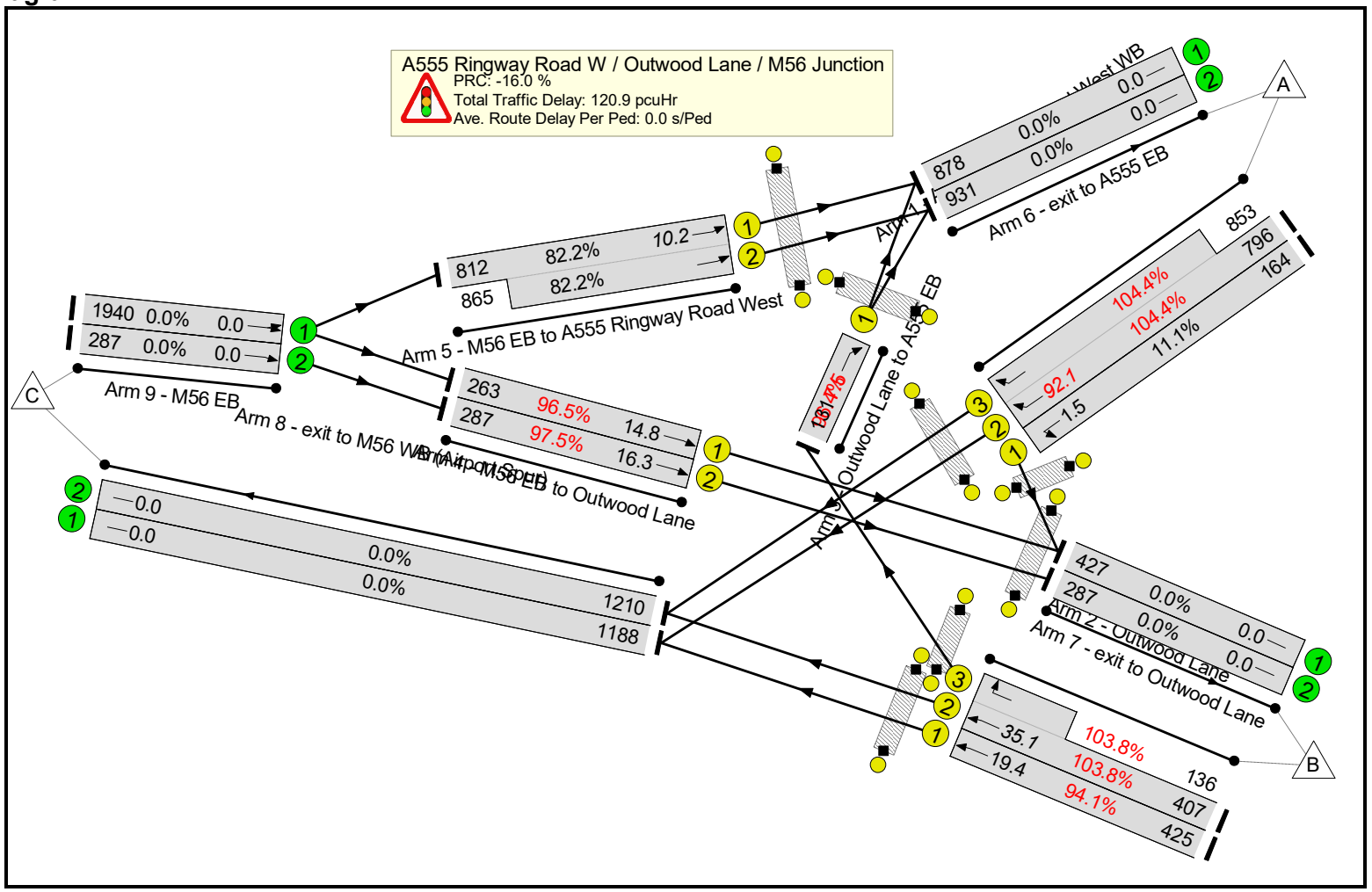
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road West WB Left	U	E	30	0
1/2	A555 Ringway Road West WB Right	U	F	43	0
1/3	A555 Ringway Road West WB Right	U	F	43	0
2/1	Outwood Lane Ahead	U	C	9	36
2/2	Outwood Lane Ahead	U	C	9	36
2/3	Outwood Lane Right	U	D	28	36
3/1	Outwood Lane to A555 EB Ahead	U	G	29	36
4/1	M56 EB to Outwood Lane Ahead	U	B	6	22
4/2	M56 EB to Outwood Lane Ahead	U	B	6	22
5/1	M56 EB to A555 Ringway Road West Ahead	U	A	43	22
5/2	M56 EB to A555 Ringway Road West Ahead	U	A	43	22

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M56 / Outwood Lane / A555 Ringway Road West	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**104.4%**
A555 Ringway Road W / Outwood Lane / M56 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**104.4%**
1/1	A555 Ringway Road West WB Left	U	N/A	N/A	E		1	90	-	-	164	1952	1480	11.1%
1/2+1/3	A555 Ringway Road West WB Right	U	N/A	N/A	F		1	77	-	-	1649	1720:1738	763+817	104.4 : 104.4%
2/1	Outwood Lane Ahead	U	N/A	N/A	C		1	27	-	-	425	1935	452	94.1%
2/2+2/3	Outwood Lane Right Ahead	U	N/A	N/A	C D		1	27:8	-	-	543	2115:1847	392+131	103.8 : 103.8%
3/1	Outwood Lane to A555 EB Ahead	U	N/A	N/A	G		1	7	-	-	136	2039	136	96.4%
4/1	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	16	-	-	263	1923	272	96.5%
4/2	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	16	-	-	287	2077	294	97.5%
5/1+5/2	M56 EB to A555 Ringway Road West Ahead	U	N/A	N/A	A		1	99	-	-	1677	1975:2105	988+1052	82.2 : 82.2%
6/1	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	880	Inf	Inf	0.0%
6/2	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	933	Inf	Inf	0.0%
7/1	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	427	Inf	Inf	0.0%

7/2	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	287	Inf	Inf	0.0%
8/1	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1221	Inf	Inf	0.0%
8/2	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1260	Inf	Inf	0.0%
9/1	M56 EB Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	1940	Inf	Inf	0.0%
9/2	M56 EB Ahead	U	N/A	N/A	-		-	-	-	-	287	Inf	Inf	0.0%
Ped Link: P1	Outwood Lane WB	-	N/A	-	N		1	78	-	-	0	-	0	0.0%
Ped Link: P2	Outwood Lane RT-TN	-	N/A	-	M		1	101	-	-	0	-	0	0.0%
Ped Link: P3	Outwood Lane EB	-	N/A	-	L		1	89	-	-	0	-	0	0.0%
Ped Link: P4	A555 LT-TN	-	N/A	-	K		1	16	-	-	0	-	0	0.0%
Ped Link: P5	A	-	N/A	-	J		1	31	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	I		1	101	-	-	0	-	0	0.0%
Ped Link: P7	M56 EB to A555	-	N/A	-	H		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M56 / Outwood Lane / A555 Ringway Road West	**-**	**-**	**0**	**0**	**0**	**33.8**	**87.0**	**0.0**	**120.9**	**-**	**-**	**-**	**-**	
A555 Ringway Road W / Outwood Lane / M56 Junction	**-**	**-**	**0**	**0**	**0**	**33.8**	**87.0**	**0.0**	**120.9**	**-**	**-**	**-**	**-**	
1/1	164	164	-	-	-	0.2	0.1	-	0.2	5.2	1.4	0.1	1.5	
1/2+1/3	1649	1580	-	-	-	9.7	43.9	-	53.6	117.0	48.2	43.9	92.1	
2/1	425	425	-	-	-	5.3	5.6	-	11.0	92.9	13.8	5.6	19.4	
2/2+2/3	543	523	-	-	-	8.5	17.6	-	26.0	172.7	17.5	17.6	35.1	
3/1	131	131	-	-	-	1.1	4.6	-	5.7	156.4	2.8	4.6	7.5	
4/1	263	263	-	-	-	3.7	6.1	-	9.8	134.5	8.7	6.1	14.8	
4/2	287	287	-	-	-	4.1	6.9	-	10.9	137.2	9.5	6.9	16.3	
5/1+5/2	1677	1677	-	-	-	1.3	2.3	-	3.6	7.7	7.9	2.3	10.2	
6/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1188	1188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	1210	1210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1940	1940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

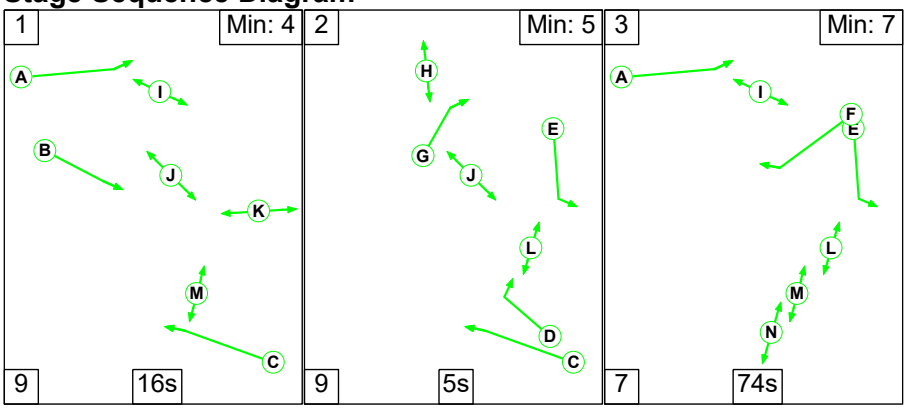
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): -16.0 Total Delay for Signalled Lanes (pcuHr): 120.89 Cycle Time (s): 120
PRC Over All Lanes (%): -16.0 Total Delay Over All Lanes(pcuHr): 120.89

Detailed Input Data And Results

Scenario 5: '2030 Base +Option 5 B2 Dev AM Peak' (FG5: '2030 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



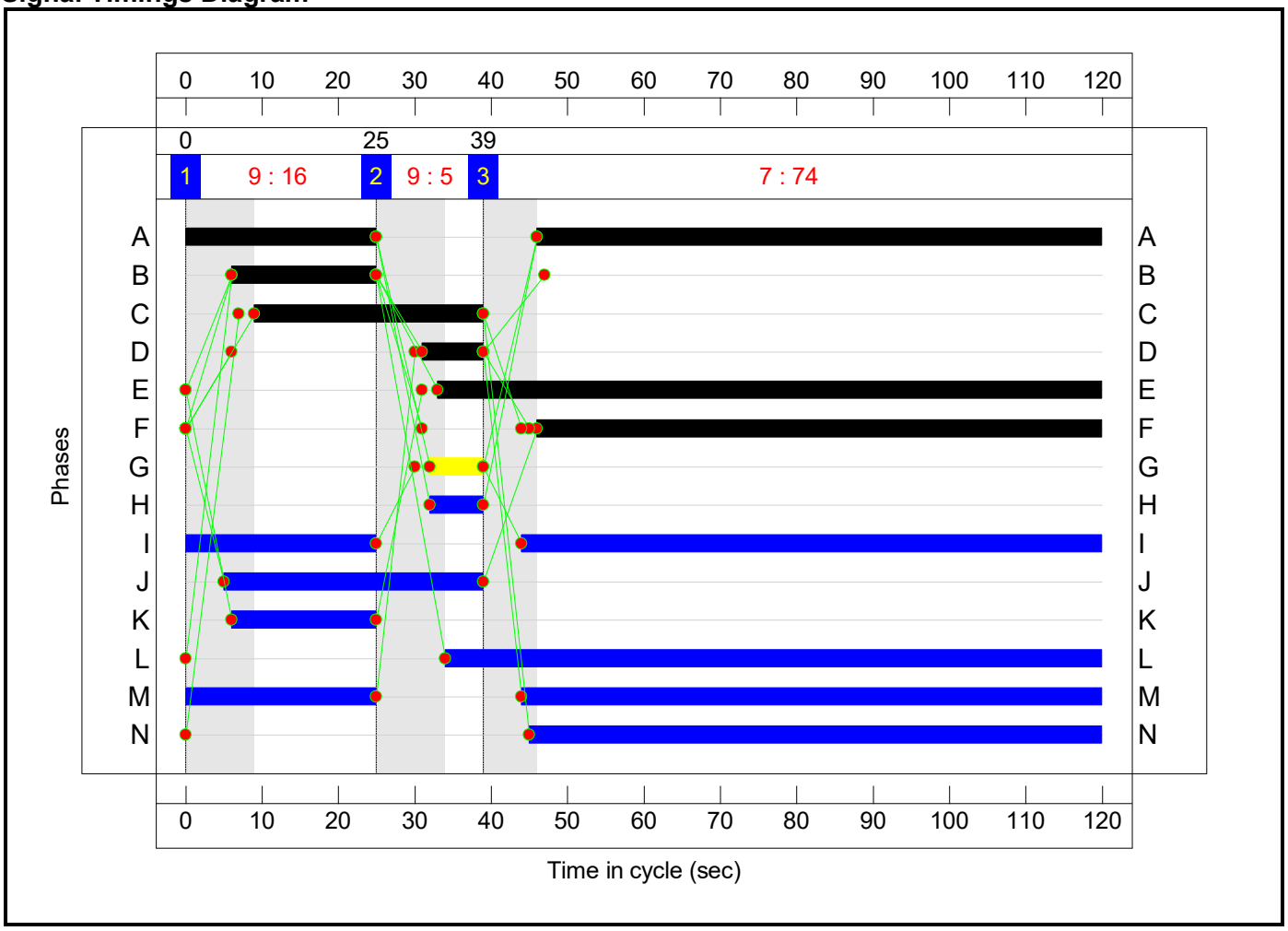
Stage Timings

Stage	1	2	3
Duration	16	5	74
Change Point	0	25	39

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M56 EB to A555 Ringway Road West Ahead	Traffic	99	46	25
B	M56 EB to Outwood Lane Ahead	Traffic	19	6	25
C	Outwood Lane Ahead	Traffic	30	9	39
D	Outwood Lane Right	Traffic	8	31	39
E	A555 Ringway Road West WB Left	Traffic	87	33	0
F	A555 Ringway Road West WB Right	Traffic	74	46	0
G	Outwood Lane to A555 EB Ahead	Traffic	7	32	39
H	Pedestrians across	Pedestrian	7	32	39
I	Pedestrians across	Pedestrian	101	44	25
J	Pedestrians across	Pedestrian	34	5	39
K	Pedestrians across	Pedestrian	19	6	25
L	Pedestrians across	Pedestrian	86	34	0
M	Pedestrians across	Pedestrian	101	44	25
N	Pedestrians across	Pedestrian	75	45	0

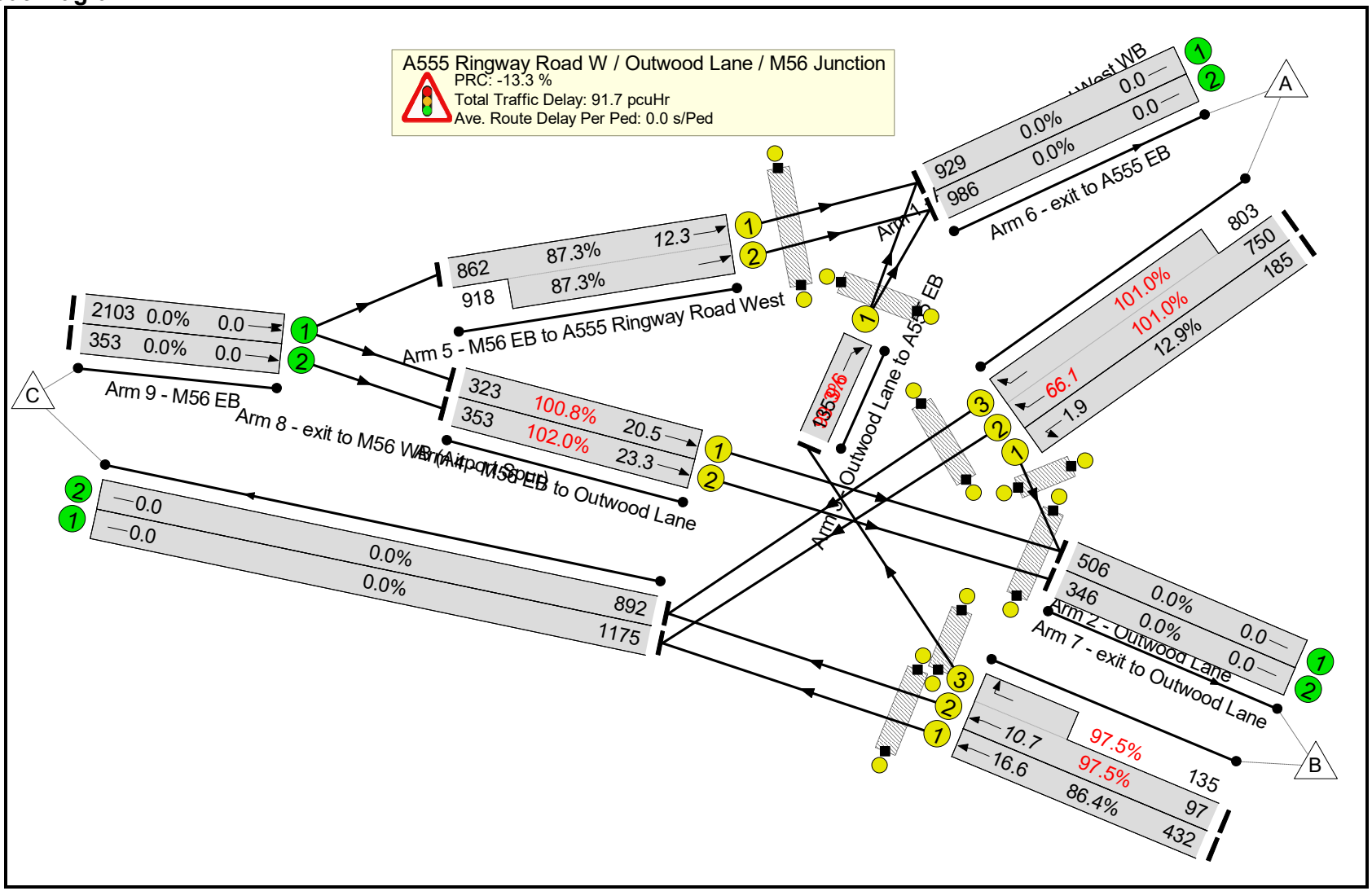
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road West WB Left	U	E	33	0
1/2	A555 Ringway Road West WB Right	U	F	46	0
1/3	A555 Ringway Road West WB Right	U	F	46	0
2/1	Outwood Lane Ahead	U	C	9	39
2/2	Outwood Lane Ahead	U	C	9	39
2/3	Outwood Lane Right	U	D	31	39
3/1	Outwood Lane to A555 EB Ahead	U	G	32	39
4/1	M56 EB to Outwood Lane Ahead	U	B	6	25
4/2	M56 EB to Outwood Lane Ahead	U	B	6	25
5/1	M56 EB to A555 Ringway Road West Ahead	U	A	46	25
5/2	M56 EB to A555 Ringway Road West Ahead	U	A	46	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M56 / Outwood Lane / A555 Ringway Road West	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.0%**
A555 Ringway Road W / Outwood Lane / M56 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.0%**
1/1	A555 Ringway Road West WB Left	U	N/A	N/A	E		1	87	-	-	185	1952	1431	12.9%
1/2+1/3	A555 Ringway Road West WB Right	U	N/A	N/A	F		1	74	-	-	1553	1720:1738	742+795	101.0 : 101.0%
2/1	Outwood Lane Ahead	U	N/A	N/A	C		1	30	-	-	432	1935	500	86.4%
2/2+2/3	Outwood Lane Right Ahead	U	N/A	N/A	C D		1	30:8	-	-	232	2115:1847	100+139	97.5 : 97.5%
3/1	Outwood Lane to A555 EB Ahead	U	N/A	N/A	G		1	7	-	-	135	2039	136	99.3%
4/1	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	19	-	-	323	1923	321	100.8%
4/2	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	19	-	-	353	2077	346	102.0%
5/1+5/2	M56 EB to A555 Ringway Road West Ahead	U	N/A	N/A	A		1	99	-	-	1780	1975:2105	988+1052	87.3 : 87.3%
6/1	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	929	Inf	Inf	0.0%
6/2	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	986	Inf	Inf	0.0%
7/1	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	508	Inf	Inf	0.0%

7/2	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	353	Inf	Inf	0.0%
8/1	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1182	Inf	Inf	0.0%
8/2	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	900	Inf	Inf	0.0%
9/1	M56 EB Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	2103	Inf	Inf	0.0%
9/2	M56 EB Ahead	U	N/A	N/A	-		-	-	-	-	353	Inf	Inf	0.0%
Ped Link: P1	Outwood Lane WB	-	N/A	-	N		1	75	-	-	0	-	0	0.0%
Ped Link: P2	Outwood Lane RT-TN	-	N/A	-	M		1	101	-	-	0	-	0	0.0%
Ped Link: P3	Outwood Lane EB	-	N/A	-	L		1	86	-	-	0	-	0	0.0%
Ped Link: P4	A555 LT-TN	-	N/A	-	K		1	19	-	-	0	-	0	0.0%
Ped Link: P5	A	-	N/A	-	J		1	34	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	I		1	101	-	-	0	-	0	0.0%
Ped Link: P7	M56 EB to A555	-	N/A	-	H		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M56 / Outwood Lane / A555 Ringway Road West	**-**	**-**	**0**	**0**	**0**	**28.6**	**63.1**	**0.0**	**91.7**	**-**	**-**	**-**	**-**	
A555 Ringway Road W / Outwood Lane / M56 Junction	**-**	**-**	**0**	**0**	**0**	**28.6**	**63.1**	**0.0**	**91.7**	**-**	**-**	**-**	**-**	
1/1	185	185	-	-	-	0.2	0.1	-	0.3	6.2	1.8	0.1	1.9	
1/2+1/3	1553	1538	-	-	-	7.6	24.1	-	31.7	73.5	42.0	24.1	66.1	
2/1	432	432	-	-	-	5.1	2.9	-	8.0	66.9	13.7	2.9	16.6	
2/2+2/3	232	232	-	-	-	3.0	6.3	-	9.3	143.7	4.5	6.3	10.7	
3/1	135	135	-	-	-	1.2	5.6	-	6.8	180.5	4.0	5.6	9.6	
4/1	323	321	-	-	-	4.6	9.6	-	14.3	159.1	10.8	9.6	20.5	
4/2	353	346	-	-	-	5.3	11.3	-	16.6	169.1	12.0	11.3	23.3	
5/1+5/2	1780	1780	-	-	-	1.5	3.3	-	4.8	9.7	8.9	3.3	12.3	
6/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1175	1175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	2103	2103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1

PRC for Signalled Lanes (%): -13.3
PRC Over All Lanes (%): -13.3

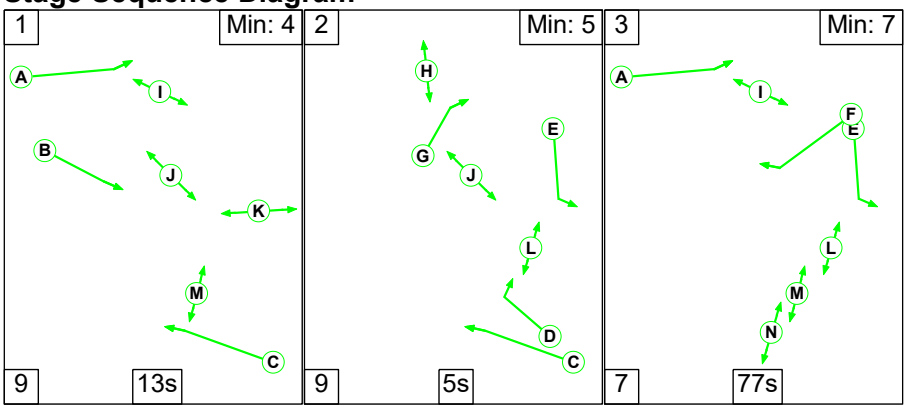
Total Delay for Signalled Lanes (pcuHr): 91.74
Total Delay Over All Lanes(pcuHr): 91.74

Cycle Time (s): 120

Detailed Input Data And Results

Scenario 6: '2030 Base +Option 5 B2 Dev PM Peak' (FG6: '2030 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



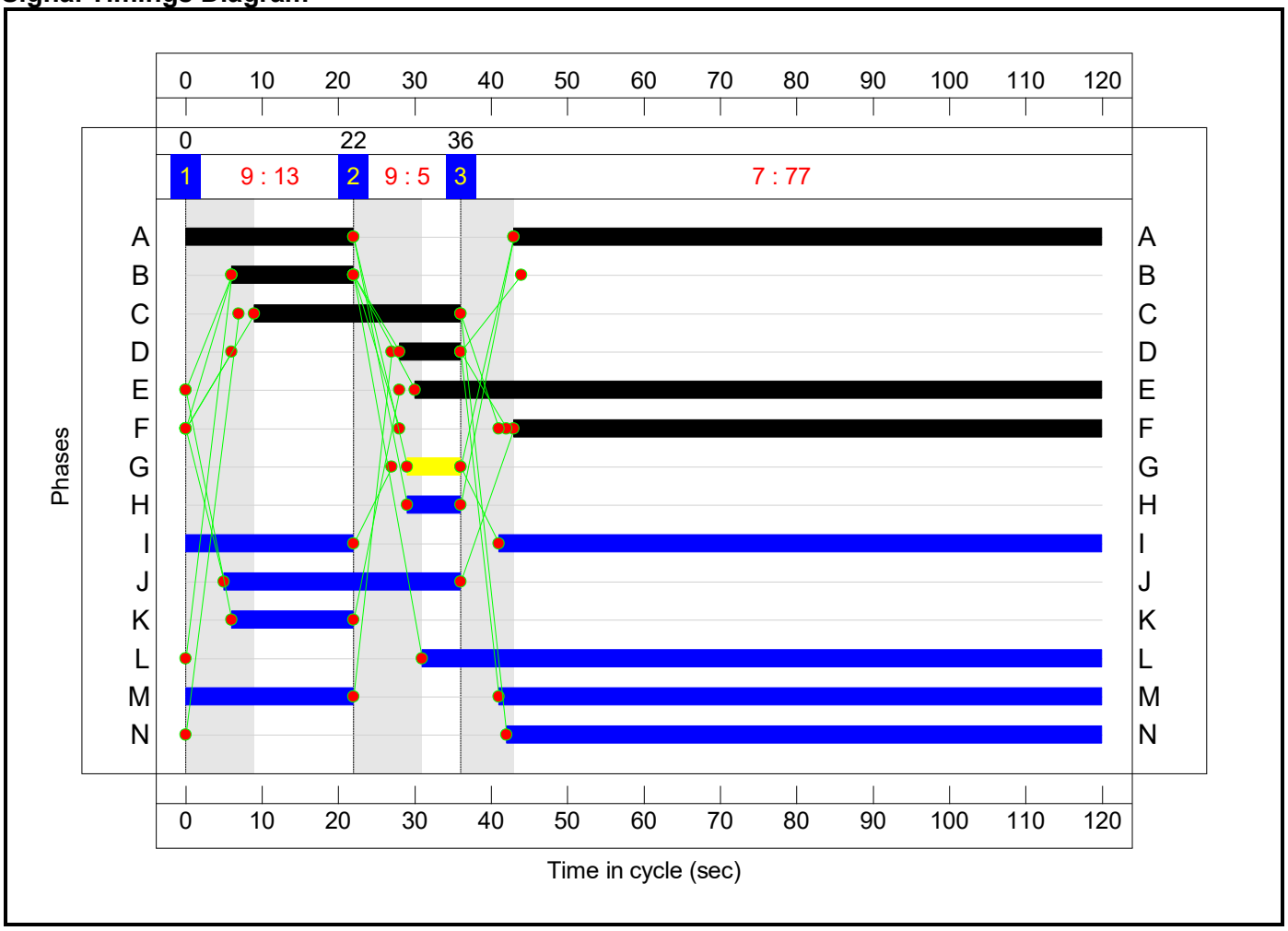
Stage Timings

Stage	1	2	3
Duration	13	5	77
Change Point	0	22	36

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M56 EB to A555 Ringway Road West Ahead	Traffic	99	43	22
B	M56 EB to Outwood Lane Ahead	Traffic	16	6	22
C	Outwood Lane Ahead	Traffic	27	9	36
D	Outwood Lane Right	Traffic	8	28	36
E	A555 Ringway Road West WB Left	Traffic	90	30	0
F	A555 Ringway Road West WB Right	Traffic	77	43	0
G	Outwood Lane to A555 EB Ahead	Traffic	7	29	36
H	Pedestrians across	Pedestrian	7	29	36
I	Pedestrians across	Pedestrian	101	41	22
J	Pedestrians across	Pedestrian	31	5	36
K	Pedestrians across	Pedestrian	16	6	22
L	Pedestrians across	Pedestrian	89	31	0
M	Pedestrians across	Pedestrian	101	41	22
N	Pedestrians across	Pedestrian	78	42	0

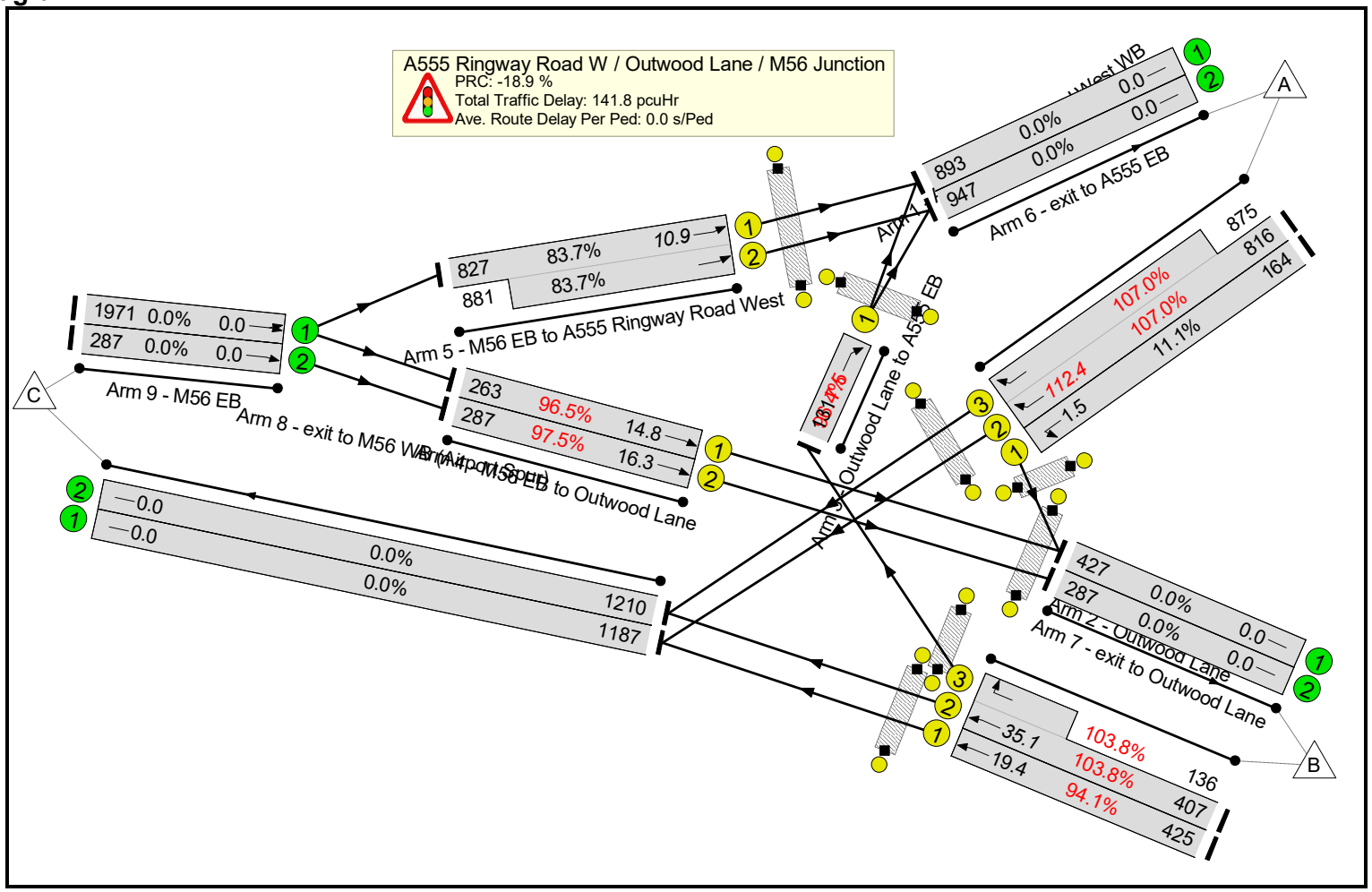
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road West WB Left	U	E	30	0
1/2	A555 Ringway Road West WB Right	U	F	43	0
1/3	A555 Ringway Road West WB Right	U	F	43	0
2/1	Outwood Lane Ahead	U	C	9	36
2/2	Outwood Lane Ahead	U	C	9	36
2/3	Outwood Lane Right	U	D	28	36
3/1	Outwood Lane to A555 EB Ahead	U	G	29	36
4/1	M56 EB to Outwood Lane Ahead	U	B	6	22
4/2	M56 EB to Outwood Lane Ahead	U	B	6	22
5/1	M56 EB to A555 Ringway Road West Ahead	U	A	43	22
5/2	M56 EB to A555 Ringway Road West Ahead	U	A	43	22

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M56 / Outwood Lane / A555 Ringway Road West	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.0%**
A555 Ringway Road W / Outwood Lane / M56 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.0%**
1/1	A555 Ringway Road West WB Left	U	N/A	N/A	E		1	90	-	-	164	1952	1480	11.1%
1/2+1/3	A555 Ringway Road West WB Right	U	N/A	N/A	F		1	77	-	-	1691	1720:1738	762+817	107.0 : 107.0%
2/1	Outwood Lane Ahead	U	N/A	N/A	C		1	27	-	-	425	1935	452	94.1%
2/2+2/3	Outwood Lane Right Ahead	U	N/A	N/A	C D		1	27:8	-	-	543	2115:1847	392+131	103.8 : 103.8%
3/1	Outwood Lane to A555 EB Ahead	U	N/A	N/A	G		1	7	-	-	136	2039	136	96.4%
4/1	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	16	-	-	263	1923	272	96.5%
4/2	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	16	-	-	287	2077	294	97.5%
5/1+5/2	M56 EB to A555 Ringway Road West Ahead	U	N/A	N/A	A		1	99	-	-	1708	1975:2105	988+1052	83.7 : 83.7%
6/1	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	895	Inf	Inf	0.0%
6/2	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	949	Inf	Inf	0.0%
7/1	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	427	Inf	Inf	0.0%

7/2	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	287	Inf	Inf	0.0%
8/1	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1241	Inf	Inf	0.0%
8/2	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1282	Inf	Inf	0.0%
9/1	M56 EB Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	1971	Inf	Inf	0.0%
9/2	M56 EB Ahead	U	N/A	N/A	-		-	-	-	-	287	Inf	Inf	0.0%
Ped Link: P1	Outwood Lane WB	-	N/A	-	N		1	78	-	-	0	-	0	0.0%
Ped Link: P2	Outwood Lane RT-TN	-	N/A	-	M		1	101	-	-	0	-	0	0.0%
Ped Link: P3	Outwood Lane EB	-	N/A	-	L		1	89	-	-	0	-	0	0.0%
Ped Link: P4	A555 LT-TN	-	N/A	-	K		1	16	-	-	0	-	0	0.0%
Ped Link: P5	A	-	N/A	-	J		1	31	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	I		1	101	-	-	0	-	0	0.0%
Ped Link: P7	M56 EB to A555	-	N/A	-	H		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M56 / Outwood Lane / A555 Ringway Road West	**-**	**-**	**0**	**0**	**0**	**36.0**	**105.8**	**0.0**	**141.8**	**-**	**-**	**-**	**-**	
A555 Ringway Road W / Outwood Lane / M56 Junction	**-**	**-**	**0**	**0**	**0**	**36.0**	**105.8**	**0.0**	**141.8**	**-**	**-**	**-**	**-**	
1/1	164	164	-	-	-	0.2	0.1	-	0.2	5.2	1.4	0.1	1.5	
1/2+1/3	1691	1580	-	-	-	11.8	62.4	-	74.2	158.0	50.0	62.4	112.4	
2/1	425	425	-	-	-	5.3	5.6	-	11.0	92.9	13.8	5.6	19.4	
2/2+2/3	543	523	-	-	-	8.5	17.6	-	26.0	172.7	17.5	17.6	35.1	
3/1	131	131	-	-	-	1.1	4.6	-	5.7	156.4	2.8	4.6	7.5	
4/1	263	263	-	-	-	3.7	6.1	-	9.8	134.5	8.7	6.1	14.8	
4/2	287	287	-	-	-	4.1	6.9	-	10.9	137.2	9.5	6.9	16.3	
5/1+5/2	1708	1708	-	-	-	1.4	2.5	-	3.9	8.2	8.3	2.5	10.9	
6/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	1210	1210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	1971	1971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1

PRC for Signalled Lanes (%): -18.9
PRC Over All Lanes (%): -18.9

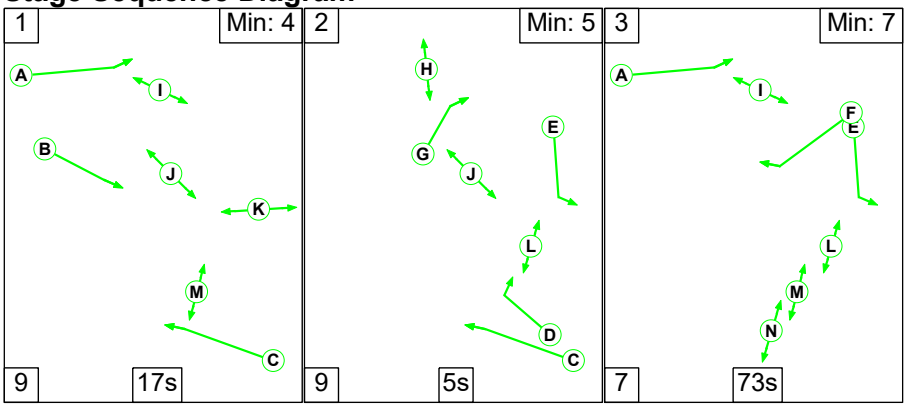
Total Delay for Signalled Lanes (pcuHr): 141.82
Total Delay Over All Lanes(pcuHr): 141.82

Cycle Time (s): 120

Detailed Input Data And Results

Scenario 7: '2035 Base AM Peak' (FG7: '2035 Base AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



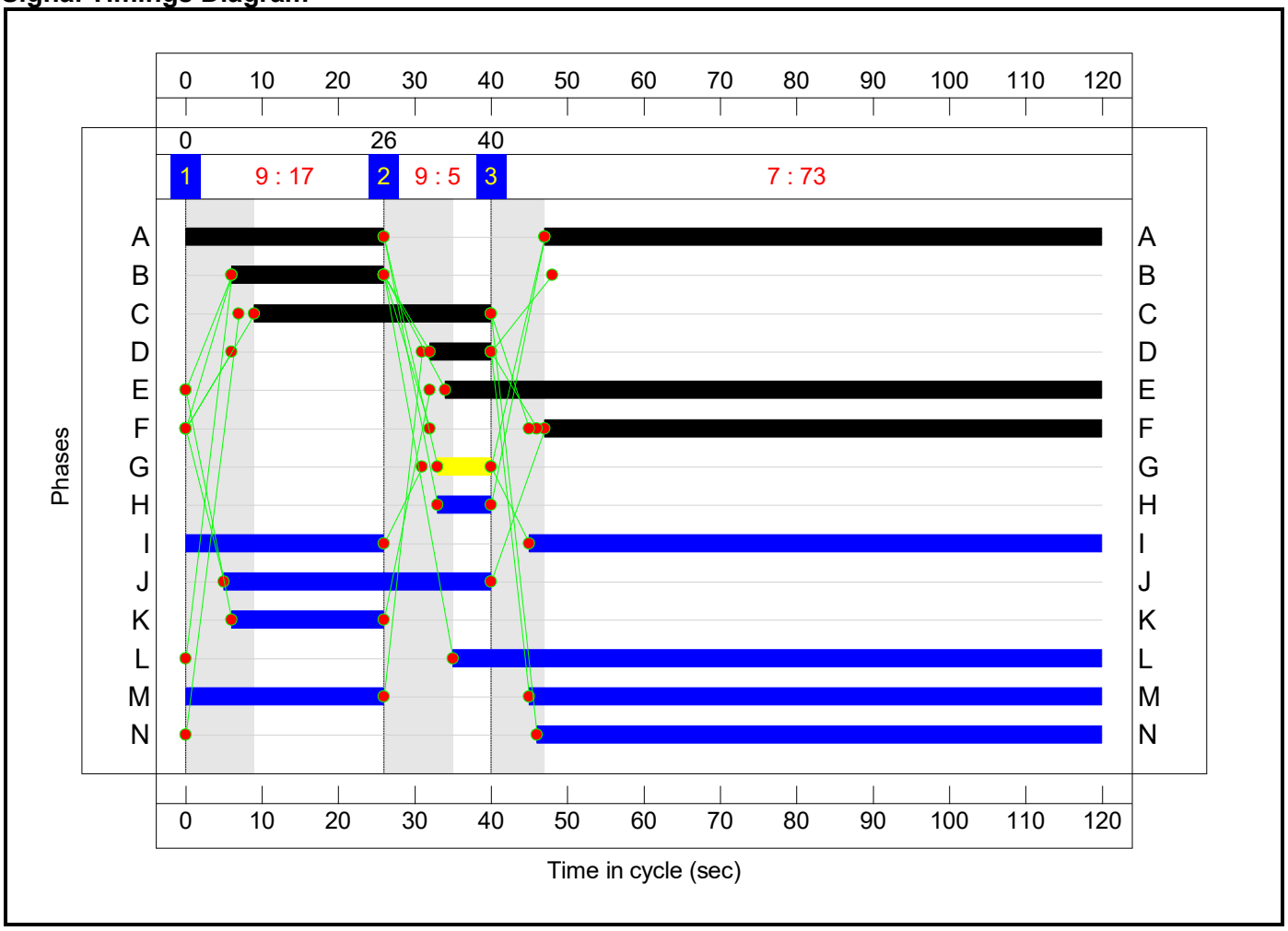
Stage Timings

Stage	1	2	3
Duration	17	5	73
Change Point	0	26	40

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M56 EB to A555 Ringway Road West Ahead	Traffic	99	47	26
B	M56 EB to Outwood Lane Ahead	Traffic	20	6	26
C	Outwood Lane Ahead	Traffic	31	9	40
D	Outwood Lane Right	Traffic	8	32	40
E	A555 Ringway Road West WB Left	Traffic	86	34	0
F	A555 Ringway Road West WB Right	Traffic	73	47	0
G	Outwood Lane to A555 EB Ahead	Traffic	7	33	40
H	Pedestrians across	Pedestrian	7	33	40
I	Pedestrians across	Pedestrian	101	45	26
J	Pedestrians across	Pedestrian	35	5	40
K	Pedestrians across	Pedestrian	20	6	26
L	Pedestrians across	Pedestrian	85	35	0
M	Pedestrians across	Pedestrian	101	45	26
N	Pedestrians across	Pedestrian	74	46	0

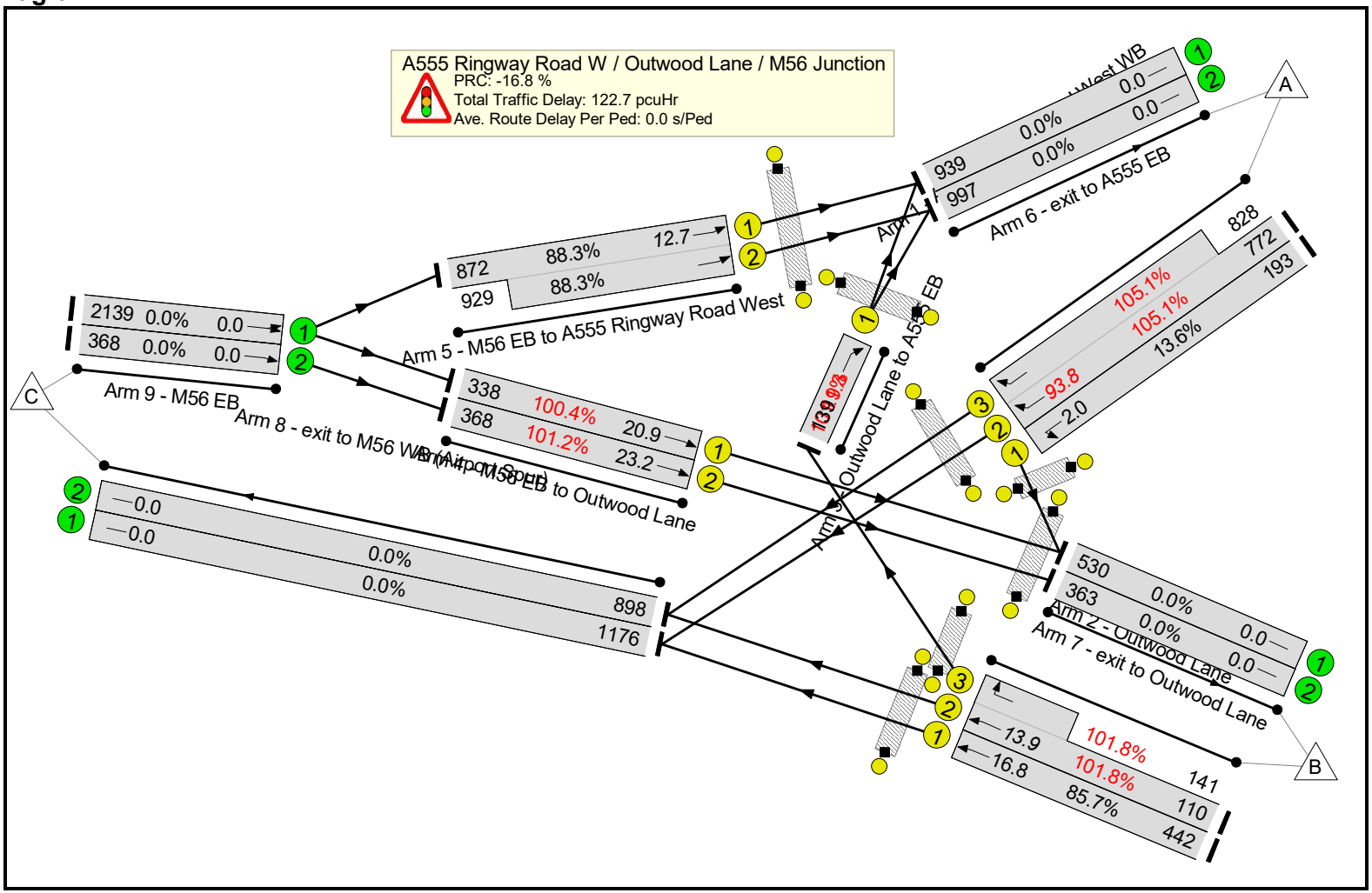
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road West WB Left	U	E	34	0
1/2	A555 Ringway Road West WB Right	U	F	47	0
1/3	A555 Ringway Road West WB Right	U	F	47	0
2/1	Outwood Lane Ahead	U	C	9	40
2/2	Outwood Lane Ahead	U	C	9	40
2/3	Outwood Lane Right	U	D	32	40
3/1	Outwood Lane to A555 EB Ahead	U	G	33	40
4/1	M56 EB to Outwood Lane Ahead	U	B	6	26
4/2	M56 EB to Outwood Lane Ahead	U	B	6	26
5/1	M56 EB to A555 Ringway Road West Ahead	U	A	47	26
5/2	M56 EB to A555 Ringway Road West Ahead	U	A	47	26

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M56 / Outwood Lane / A555 Ringway Road West	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**105.1%**
A555 Ringway Road W / Outwood Lane / M56 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**105.1%**
1/1	A555 Ringway Road West WB Left	U	N/A	N/A	E		1	86	-	-	193	1952	1415	13.6%
1/2+1/3	A555 Ringway Road West WB Right	U	N/A	N/A	F		1	73	-	-	1600	1720:1738	734+788	105.1 : 105.1%
2/1	Outwood Lane Ahead	U	N/A	N/A	C		1	31	-	-	442	1935	516	85.7%
2/2+2/3	Outwood Lane Right Ahead	U	N/A	N/A	C D		1	31:8	-	-	251	2115:1847	108+139	101.8 : 101.8%
3/1	Outwood Lane to A555 EB Ahead	U	N/A	N/A	G		1	7	-	-	141	2039	136	101.9%
4/1	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	20	-	-	338	1923	337	100.4%
4/2	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	20	-	-	368	2077	363	101.2%
5/1+5/2	M56 EB to A555 Ringway Road West Ahead	U	N/A	N/A	A		1	99	-	-	1801	1975:2105	988+1052	88.3 : 88.3%
6/1	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	942	Inf	Inf	0.0%
6/2	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	1000	Inf	Inf	0.0%
7/1	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	531	Inf	Inf	0.0%

7/2	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	368	Inf	Inf	0.0%
8/1	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1214	Inf	Inf	0.0%
8/2	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	938	Inf	Inf	0.0%
9/1	M56 EB Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	2139	Inf	Inf	0.0%
9/2	M56 EB Ahead	U	N/A	N/A	-		-	-	-	-	368	Inf	Inf	0.0%
Ped Link: P1	Outwood Lane WB	-	N/A	-	N		1	74	-	-	0	-	0	0.0%
Ped Link: P2	Outwood Lane RT-TN	-	N/A	-	M		1	101	-	-	0	-	0	0.0%
Ped Link: P3	Outwood Lane EB	-	N/A	-	L		1	85	-	-	0	-	0	0.0%
Ped Link: P4	A555 LT-TN	-	N/A	-	K		1	20	-	-	0	-	0	0.0%
Ped Link: P5	A	-	N/A	-	J		1	35	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	I		1	101	-	-	0	-	0	0.0%
Ped Link: P7	M56 EB to A555	-	N/A	-	H		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M56 / Outwood Lane / A555 Ringway Road West	**-**	**-**	**0**	**0**	**0**	**32.7**	**90.0**	**0.0**	**122.7**	**-**	**-**	**-**	**-**	
A555 Ringway Road W / Outwood Lane / M56 Junction	**-**	**-**	**0**	**0**	**0**	**32.7**	**90.0**	**0.0**	**122.7**	**-**	**-**	**-**	**-**	
1/1	193	193	-	-	-	0.3	0.1	-	0.3	6.5	1.9	0.1	2.0	
1/2+1/3	1600	1522	-	-	-	10.9	47.5	-	58.3	131.3	46.4	47.5	93.8	
2/1	442	442	-	-	-	5.1	2.8	-	7.9	64.4	14.0	2.8	16.8	
2/2+2/3	251	249	-	-	-	3.4	9.1	-	12.5	178.6	4.8	9.1	13.9	
3/1	139	136	-	-	-	1.4	6.6	-	8.0	208.2	4.7	6.6	11.3	
4/1	338	337	-	-	-	4.7	9.6	-	14.3	152.4	11.3	9.6	20.9	
4/2	368	363	-	-	-	5.3	10.8	-	16.1	157.8	12.4	10.8	23.2	
5/1+5/2	1801	1801	-	-	-	1.5	3.7	-	5.1	10.3	9.0	3.7	12.7	
6/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1176	1176	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	2139	2139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1

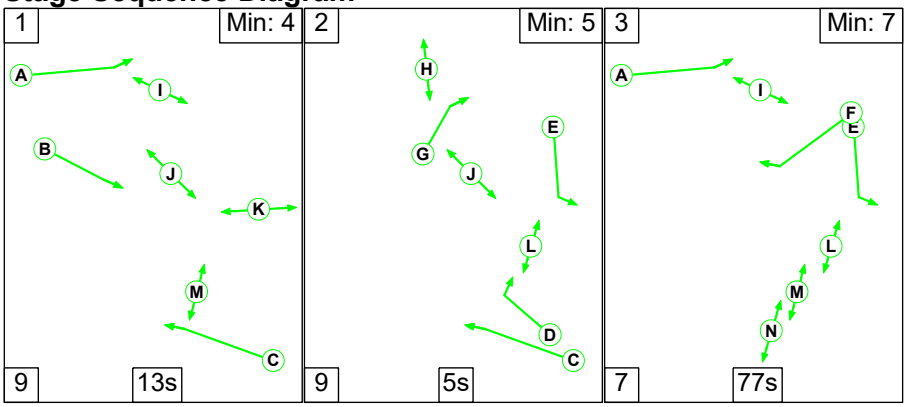
PRC for Signalled Lanes (%): -16.8
PRC Over All Lanes (%): -16.8

Total Delay for Signalled Lanes (pcuHr): 122.65
Total Delay Over All Lanes(pcuHr): 122.65

Cycle Time (s): 120

Scenario 8: '2035 Base PM Peak' (FG8: '2035 Base PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



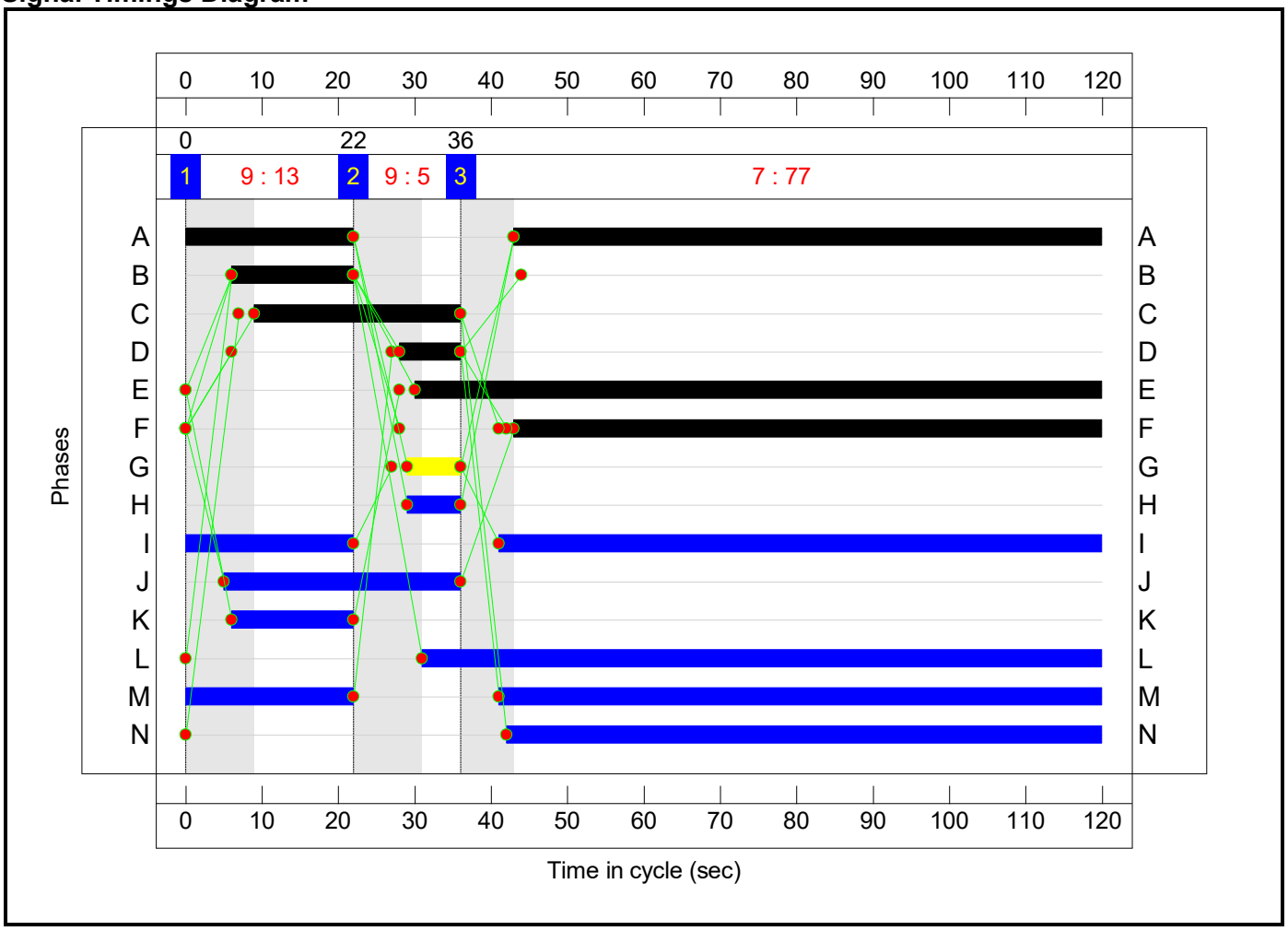
Stage Timings

Stage	1	2	3
Duration	13	5	77
Change Point	0	22	36

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M56 EB to A555 Ringway Road West Ahead	Traffic	99	43	22
B	M56 EB to Outwood Lane Ahead	Traffic	16	6	22
C	Outwood Lane Ahead	Traffic	27	9	36
D	Outwood Lane Right	Traffic	8	28	36
E	A555 Ringway Road West WB Left	Traffic	90	30	0
F	A555 Ringway Road West WB Right	Traffic	77	43	0
G	Outwood Lane to A555 EB Ahead	Traffic	7	29	36
H	Pedestrians across	Pedestrian	7	29	36
I	Pedestrians across	Pedestrian	101	41	22
J	Pedestrians across	Pedestrian	31	5	36
K	Pedestrians across	Pedestrian	16	6	22
L	Pedestrians across	Pedestrian	89	31	0
M	Pedestrians across	Pedestrian	101	41	22
N	Pedestrians across	Pedestrian	78	42	0

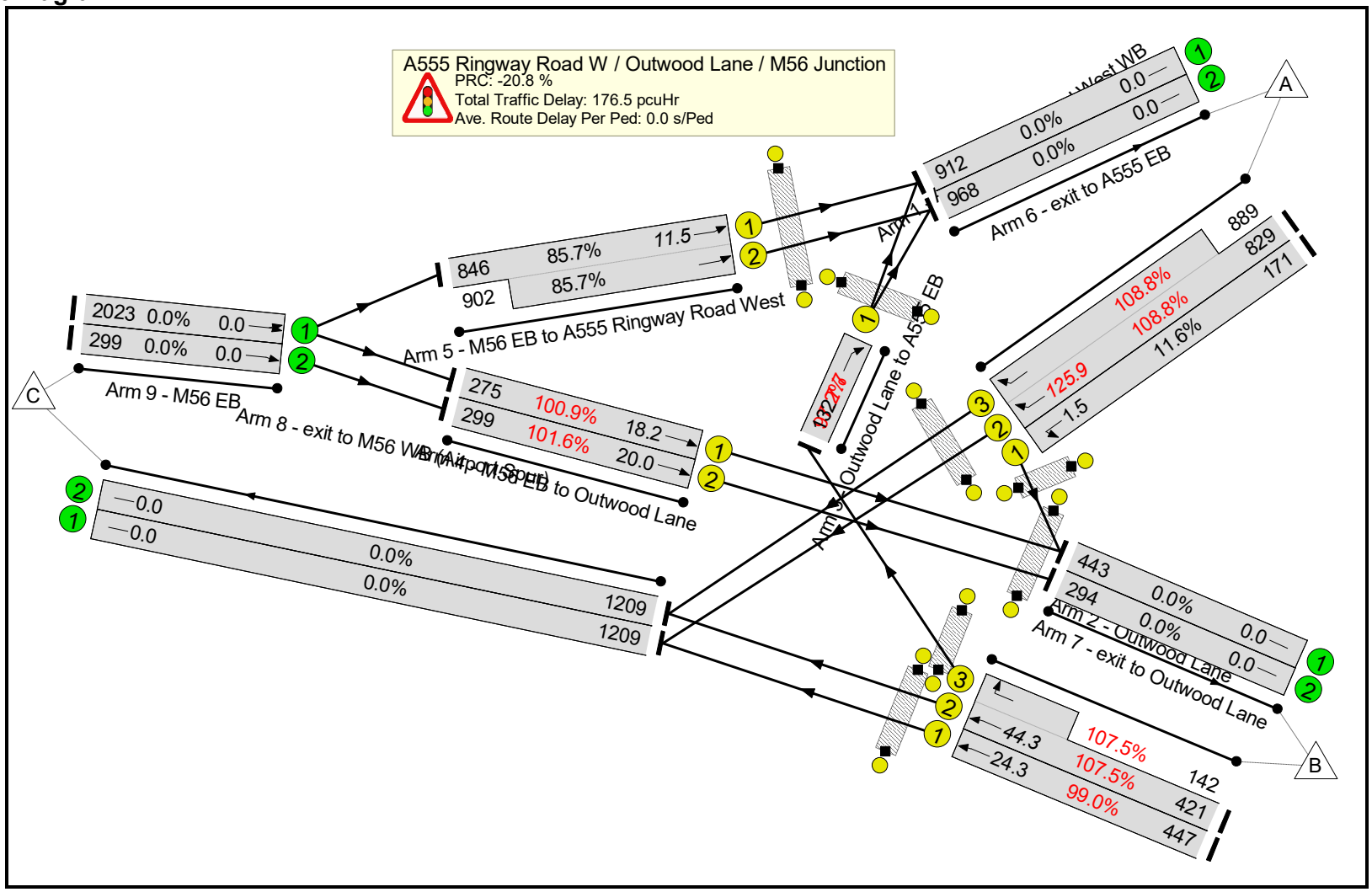
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road West WB Left	U	E	30	0
1/2	A555 Ringway Road West WB Right	U	F	43	0
1/3	A555 Ringway Road West WB Right	U	F	43	0
2/1	Outwood Lane Ahead	U	C	9	36
2/2	Outwood Lane Ahead	U	C	9	36
2/3	Outwood Lane Right	U	D	28	36
3/1	Outwood Lane to A555 EB Ahead	U	G	29	36
4/1	M56 EB to Outwood Lane Ahead	U	B	6	22
4/2	M56 EB to Outwood Lane Ahead	U	B	6	22
5/1	M56 EB to A555 Ringway Road West Ahead	U	A	43	22
5/2	M56 EB to A555 Ringway Road West Ahead	U	A	43	22

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M56 / Outwood Lane / A555 Ringway Road West	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**108.8%**
A555 Ringway Road W / Outwood Lane / M56 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**108.8%**
1/1	A555 Ringway Road West WB Left	U	N/A	N/A	E		1	90	-	-	171	1952	1480	11.6%
1/2+1/3	A555 Ringway Road West WB Right	U	N/A	N/A	F		1	77	-	-	1718	1720:1738	762+817	108.8 : 108.8%
2/1	Outwood Lane Ahead	U	N/A	N/A	C		1	27	-	-	447	1935	452	99.0%
2/2+2/3	Outwood Lane Right Ahead	U	N/A	N/A	C D		1	27:8	-	-	563	2115:1847	392+132	107.5 : 107.5%
3/1	Outwood Lane to A555 EB Ahead	U	N/A	N/A	G		1	7	-	-	142	2039	136	97.2%
4/1	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	16	-	-	275	1923	272	100.9%
4/2	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	16	-	-	299	2077	294	101.6%
5/1+5/2	M56 EB to A555 Ringway Road West Ahead	U	N/A	N/A	A		1	99	-	-	1748	1975:2105	987+1053	85.7 : 85.7%
6/1	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	917	Inf	Inf	0.0%
6/2	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	973	Inf	Inf	0.0%
7/1	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	446	Inf	Inf	0.0%

7/2	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	299	Inf	Inf	0.0%
8/1	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1276	Inf	Inf	0.0%
8/2	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1310	Inf	Inf	0.0%
9/1	M56 EB Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	2023	Inf	Inf	0.0%
9/2	M56 EB Ahead	U	N/A	N/A	-		-	-	-	-	299	Inf	Inf	0.0%
Ped Link: P1	Outwood Lane WB	-	N/A	-	N		1	78	-	-	0	-	0	0.0%
Ped Link: P2	Outwood Lane RT-TN	-	N/A	-	M		1	101	-	-	0	-	0	0.0%
Ped Link: P3	Outwood Lane EB	-	N/A	-	L		1	89	-	-	0	-	0	0.0%
Ped Link: P4	A555 LT-TN	-	N/A	-	K		1	16	-	-	0	-	0	0.0%
Ped Link: P5	A	-	N/A	-	J		1	31	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	I		1	101	-	-	0	-	0	0.0%
Ped Link: P7	M56 EB to A555	-	N/A	-	H		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M56 / Outwood Lane / A555 Ringway Road West	**-**	**-**	**0**	**0**	**0**	**40.1**	**136.4**	**0.0**	**176.5**	**-**	**-**	**-**	**-**	
A555 Ringway Road W / Outwood Lane / M56 Junction	**-**	**-**	**0**	**0**	**0**	**40.1**	**136.4**	**0.0**	**176.5**	**-**	**-**	**-**	**-**	
1/1	171	171	-	-	-	0.2	0.1	-	0.2	5.2	1.5	0.1	1.5	
1/2+1/3	1718	1580	-	-	-	13.1	74.9	-	88.0	184.4	51.0	74.9	125.9	
2/1	447	447	-	-	-	5.7	9.5	-	15.2	122.4	14.8	9.5	24.3	
2/2+2/3	563	524	-	-	-	9.9	25.3	-	35.1	224.7	19.0	25.3	44.3	
3/1	132	132	-	-	-	1.1	4.9	-	6.0	162.3	2.9	4.9	7.7	
4/1	275	272	-	-	-	4.1	9.0	-	13.1	170.9	9.3	9.0	18.2	
4/2	299	294	-	-	-	4.6	9.9	-	14.5	174.5	10.1	9.9	20.0	
5/1+5/2	1748	1748	-	-	-	1.4	2.9	-	4.3	9.0	8.5	2.9	11.5	
6/1	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1209	1209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	1209	1209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	2023	2023	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1

PRC for Signalled Lanes (%): -20.8
PRC Over All Lanes (%): -20.8

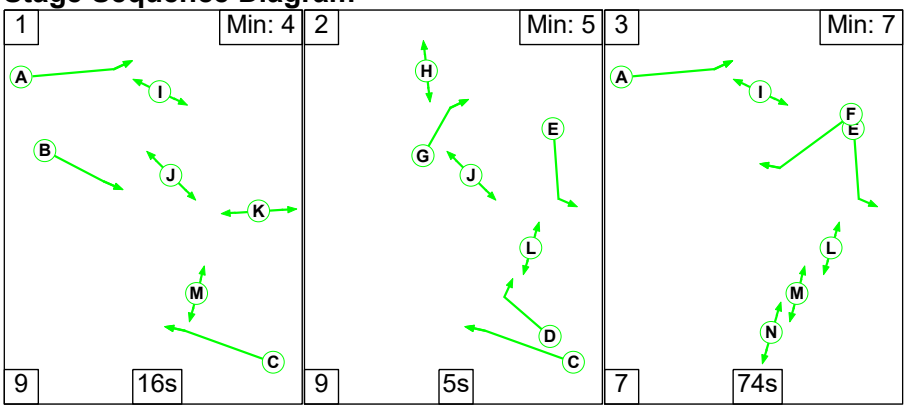
Total Delay for Signalled Lanes (pcuHr): 176.46
Total Delay Over All Lanes(pcuHr): 176.46

Cycle Time (s): 120

Detailed Input Data And Results

Scenario 9: '2035 Base +Option 5 B2 Dev AM Peak' (FG9: '2035 Base + Option 5 B2 Dev AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



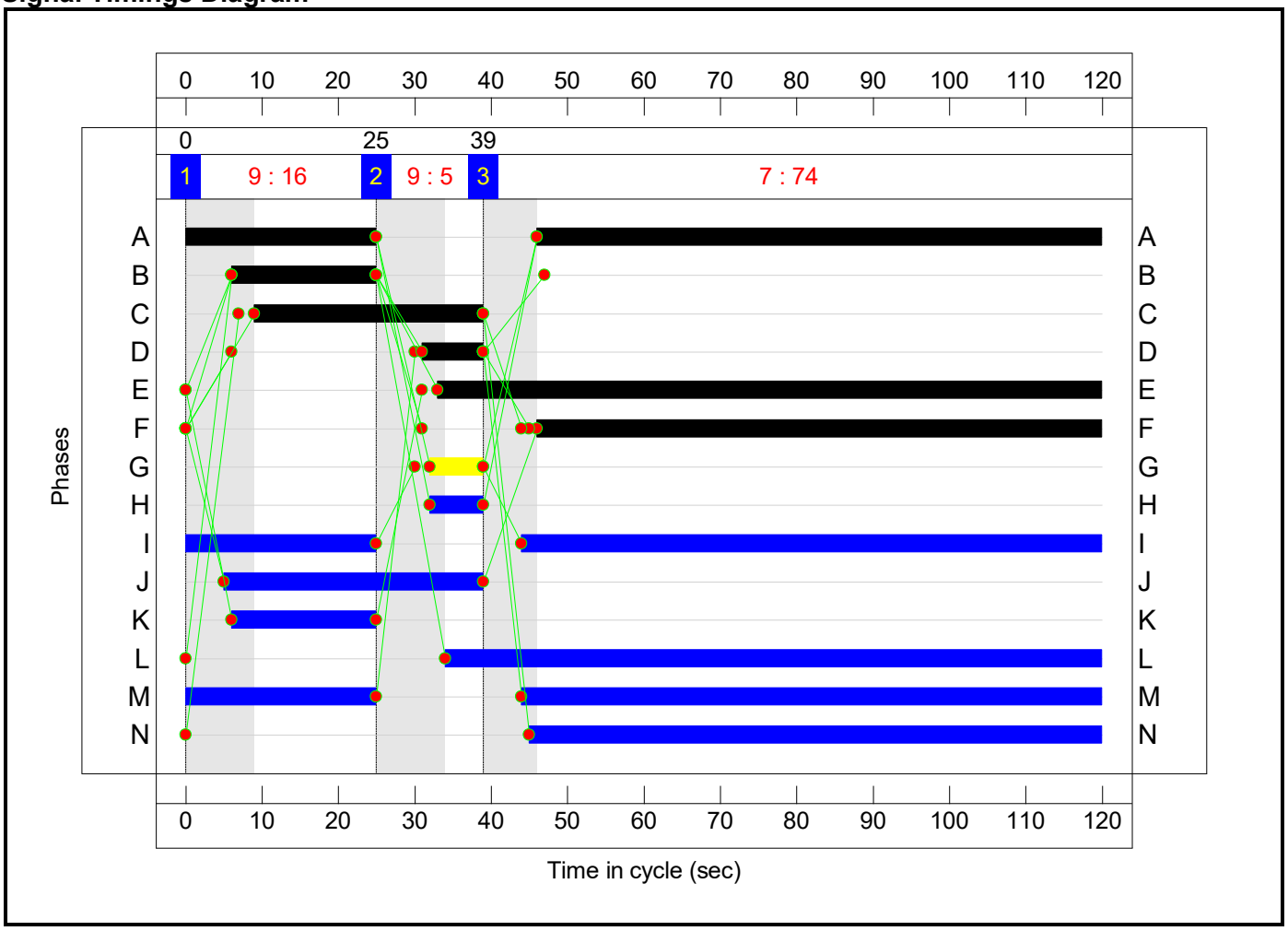
Stage Timings

Stage	1	2	3
Duration	16	5	74
Change Point	0	25	39

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M56 EB to A555 Ringway Road West Ahead	Traffic	99	46	25
B	M56 EB to Outwood Lane Ahead	Traffic	19	6	25
C	Outwood Lane Ahead	Traffic	30	9	39
D	Outwood Lane Right	Traffic	8	31	39
E	A555 Ringway Road West WB Left	Traffic	87	33	0
F	A555 Ringway Road West WB Right	Traffic	74	46	0
G	Outwood Lane to A555 EB Ahead	Traffic	7	32	39
H	Pedestrians across	Pedestrian	7	32	39
I	Pedestrians across	Pedestrian	101	44	25
J	Pedestrians across	Pedestrian	34	5	39
K	Pedestrians across	Pedestrian	19	6	25
L	Pedestrians across	Pedestrian	86	34	0
M	Pedestrians across	Pedestrian	101	44	25
N	Pedestrians across	Pedestrian	75	45	0

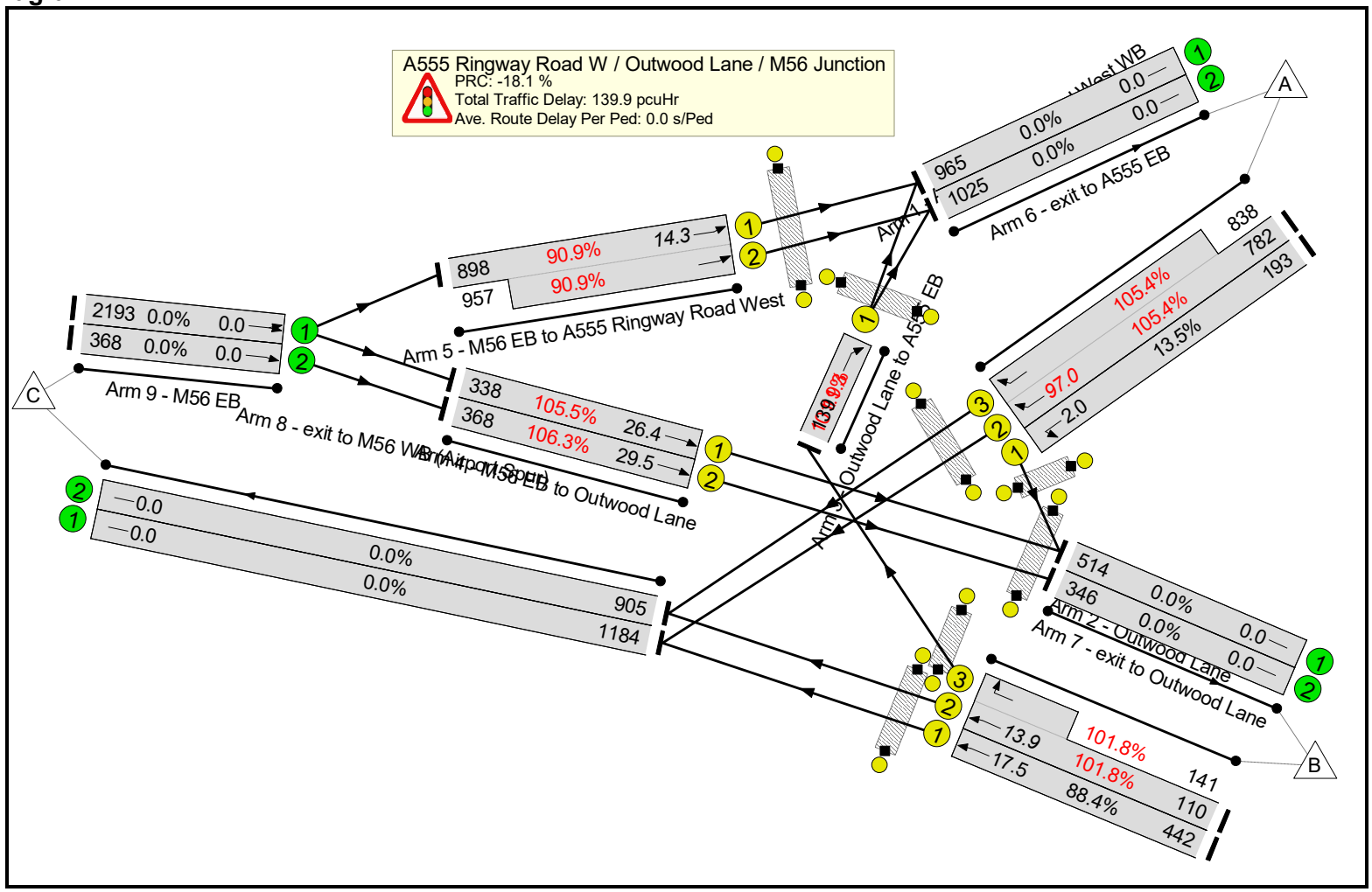
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road West WB Left	U	E	33	0
1/2	A555 Ringway Road West WB Right	U	F	46	0
1/3	A555 Ringway Road West WB Right	U	F	46	0
2/1	Outwood Lane Ahead	U	C	9	39
2/2	Outwood Lane Ahead	U	C	9	39
2/3	Outwood Lane Right	U	D	31	39
3/1	Outwood Lane to A555 EB Ahead	U	G	32	39
4/1	M56 EB to Outwood Lane Ahead	U	B	6	25
4/2	M56 EB to Outwood Lane Ahead	U	B	6	25
5/1	M56 EB to A555 Ringway Road West Ahead	U	A	46	25
5/2	M56 EB to A555 Ringway Road West Ahead	U	A	46	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M56 / Outwood Lane / A555 Ringway Road West	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**106.3%**
A555 Ringway Road W / Outwood Lane / M56 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**106.3%**
1/1	A555 Ringway Road West WB Left	U	N/A	N/A	E		1	87	-	-	193	1952	1431	13.5%
1/2+1/3	A555 Ringway Road West WB Right	U	N/A	N/A	F		1	74	-	-	1620	1720:1738	742+795	105.4 : 105.4%
2/1	Outwood Lane Ahead	U	N/A	N/A	C		1	30	-	-	442	1935	500	88.4%
2/2+2/3	Outwood Lane Right Ahead	U	N/A	N/A	C D		1	30:8	-	-	251	2115:1847	108+139	101.8 : 101.8%
3/1	Outwood Lane to A555 EB Ahead	U	N/A	N/A	G		1	7	-	-	141	2039	136	101.9%
4/1	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	19	-	-	338	1923	321	105.5%
4/2	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	19	-	-	368	2077	346	106.3%
5/1+5/2	M56 EB to A555 Ringway Road West Ahead	U	N/A	N/A	A		1	99	-	-	1855	1975:2105	988+1052	90.9 : 90.9%
6/1	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	968	Inf	Inf	0.0%
6/2	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	1028	Inf	Inf	0.0%
7/1	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	531	Inf	Inf	0.0%

7/2	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	368	Inf	Inf	0.0%
8/1	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1224	Inf	Inf	0.0%
8/2	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	948	Inf	Inf	0.0%
9/1	M56 EB Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	2193	Inf	Inf	0.0%
9/2	M56 EB Ahead	U	N/A	N/A	-		-	-	-	-	368	Inf	Inf	0.0%
Ped Link: P1	Outwood Lane WB	-	N/A	-	N		1	75	-	-	0	-	0	0.0%
Ped Link: P2	Outwood Lane RT-TN	-	N/A	-	M		1	101	-	-	0	-	0	0.0%
Ped Link: P3	Outwood Lane EB	-	N/A	-	L		1	86	-	-	0	-	0	0.0%
Ped Link: P4	A555 LT-TN	-	N/A	-	K		1	19	-	-	0	-	0	0.0%
Ped Link: P5	A	-	N/A	-	J		1	34	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	I		1	101	-	-	0	-	0	0.0%
Ped Link: P7	M56 EB to A555	-	N/A	-	H		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M56 / Outwood Lane / A555 Ringway Road West	**-**	**-**	**0**	**0**	**0**	**35.1**	**104.8**	**0.0**	**139.9**	**-**	**-**	**-**	**-**	
A555 Ringway Road W / Outwood Lane / M56 Junction	**-**	**-**	**0**	**0**	**0**	**35.1**	**104.8**	**0.0**	**139.9**	**-**	**-**	**-**	**-**	
1/1	193	193	-	-	-	0.3	0.1	-	0.3	6.2	1.9	0.1	2.0	
1/2+1/3	1620	1537	-	-	-	11.0	49.8	-	60.7	135.0	47.2	49.8	97.0	
2/1	442	442	-	-	-	5.3	3.4	-	8.7	70.6	14.1	3.4	17.5	
2/2+2/3	251	249	-	-	-	3.4	9.1	-	12.5	178.9	4.8	9.1	13.9	
3/1	139	136	-	-	-	1.4	6.6	-	8.0	208.3	4.7	6.6	11.3	
4/1	338	321	-	-	-	5.8	14.6	-	20.3	216.5	11.9	14.6	26.4	
4/2	368	346	-	-	-	6.5	16.5	-	23.0	224.6	13.0	16.5	29.5	
5/1+5/2	1855	1855	-	-	-	1.6	4.8	-	6.3	12.3	9.6	4.8	14.3	
6/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	1025	1025	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	2193	2193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

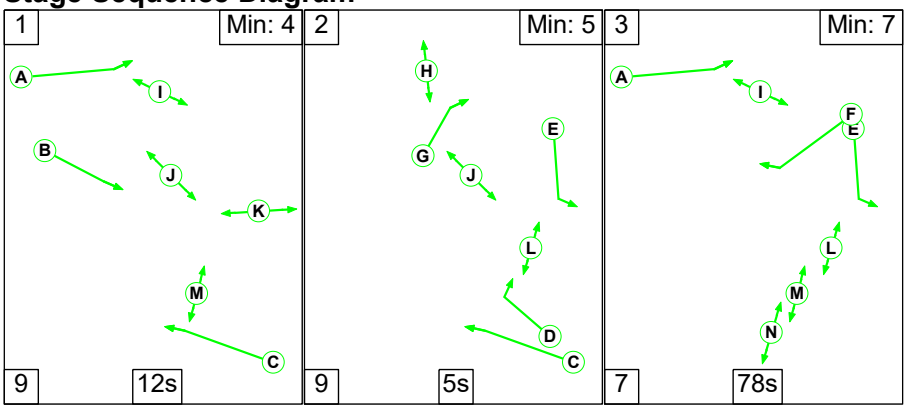
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1 PRC for Signalled Lanes (%): -18.1 Total Delay for Signalled Lanes (pcuHr): 139.86 Cycle Time (s): 120
PRC Over All Lanes (%): -18.1 Total Delay Over All Lanes(pcuHr): 139.86

Detailed Input Data And Results

Scenario 10: '2035 Base +Option 5 B2 Dev PM Peak' (FG10: '2035 Base + Option 5 B2 Dev PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



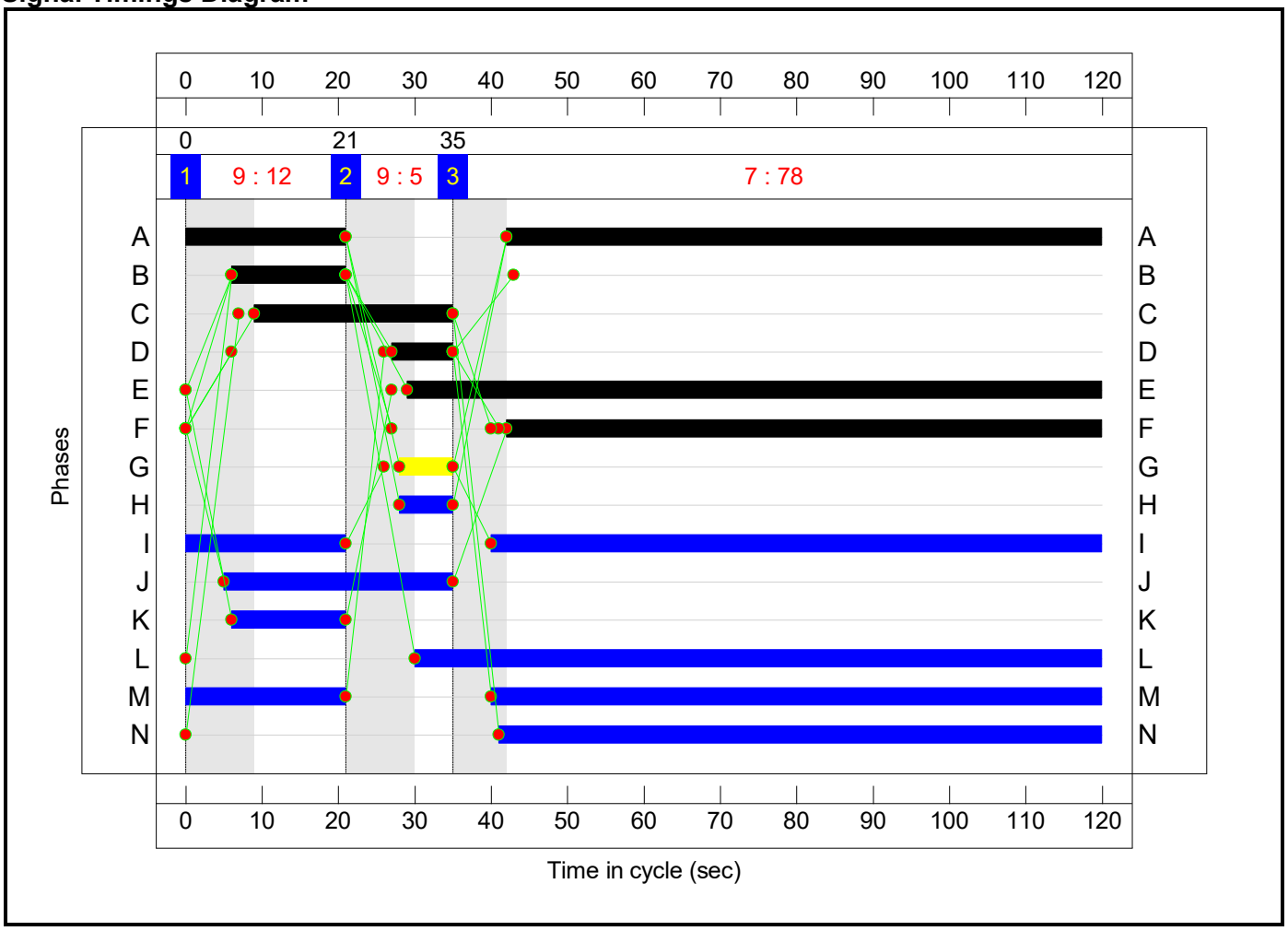
Stage Timings

Stage	1	2	3
Duration	12	5	78
Change Point	0	21	35

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M56 EB to A555 Ringway Road West Ahead	Traffic	99	42	21
B	M56 EB to Outwood Lane Ahead	Traffic	15	6	21
C	Outwood Lane Ahead	Traffic	26	9	35
D	Outwood Lane Right	Traffic	8	27	35
E	A555 Ringway Road West WB Left	Traffic	91	29	0
F	A555 Ringway Road West WB Right	Traffic	78	42	0
G	Outwood Lane to A555 EB Ahead	Traffic	7	28	35
H	Pedestrians across	Pedestrian	7	28	35
I	Pedestrians across	Pedestrian	101	40	21
J	Pedestrians across	Pedestrian	30	5	35
K	Pedestrians across	Pedestrian	15	6	21
L	Pedestrians across	Pedestrian	90	30	0
M	Pedestrians across	Pedestrian	101	40	21
N	Pedestrians across	Pedestrian	79	41	0

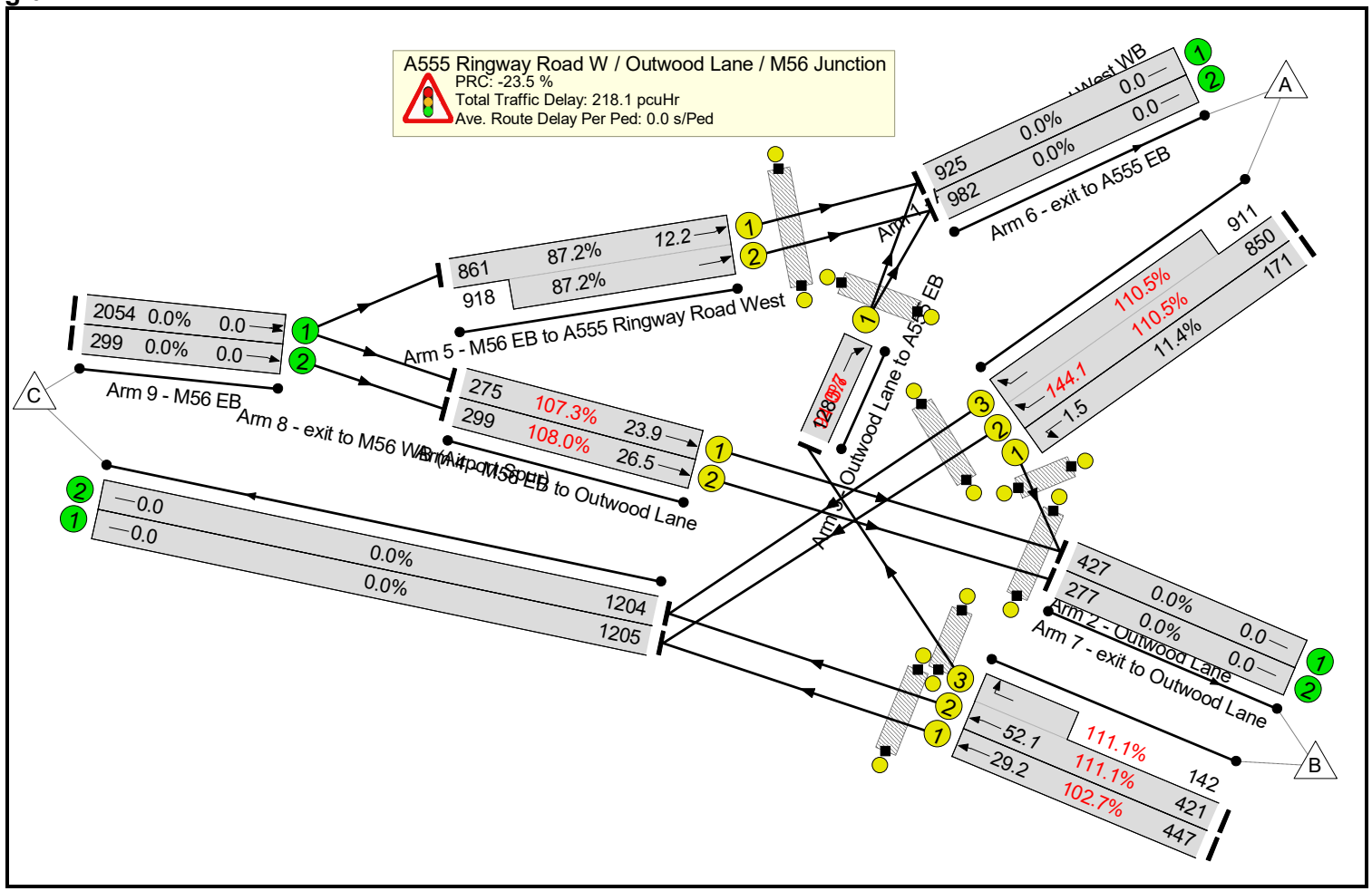
Signal Timings Diagram



Lane Green Times

Junction: A555 Ringway Road W / Outwood Lane / M56 Junction					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A555 Ringway Road West WB Left	U	E	29	0
1/2	A555 Ringway Road West WB Right	U	F	42	0
1/3	A555 Ringway Road West WB Right	U	F	42	0
2/1	Outwood Lane Ahead	U	C	9	35
2/2	Outwood Lane Ahead	U	C	9	35
2/3	Outwood Lane Right	U	D	27	35
3/1	Outwood Lane to A555 EB Ahead	U	G	28	35
4/1	M56 EB to Outwood Lane Ahead	U	B	6	21
4/2	M56 EB to Outwood Lane Ahead	U	B	6	21
5/1	M56 EB to A555 Ringway Road West Ahead	U	A	42	21
5/2	M56 EB to A555 Ringway Road West Ahead	U	A	42	21

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M56 / Outwood Lane / A555 Ringway Road West	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**111.1%**
A555 Ringway Road W / Outwood Lane / M56 Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**111.1%**
1/1	A555 Ringway Road West WB Left	U	N/A	N/A	E		1	91	-	-	171	1952	1497	11.4%
1/2+1/3	A555 Ringway Road West WB Right	U	N/A	N/A	F		1	78	-	-	1761	1720:1738	770+825	110.5 : 110.5%
2/1	Outwood Lane Ahead	U	N/A	N/A	C		1	26	-	-	447	1935	435	102.7%
2/2+2/3	Outwood Lane Right Ahead	U	N/A	N/A	C D		1	26:8	-	-	563	2115:1847	379+128	111.1 : 111.1%
3/1	Outwood Lane to A555 EB Ahead	U	N/A	N/A	G		1	7	-	-	142	2039	136	94.0%
4/1	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	15	-	-	275	1923	256	107.3%
4/2	M56 EB to Outwood Lane Ahead	U	N/A	N/A	B		1	15	-	-	299	2077	277	108.0%
5/1+5/2	M56 EB to A555 Ringway Road West Ahead	U	N/A	N/A	A		1	99	-	-	1779	1975:2105	987+1053	87.2 : 87.2%
6/1	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	932	Inf	Inf	0.0%
6/2	exit to A555 EB	U	N/A	N/A	-		-	-	-	-	989	Inf	Inf	0.0%
7/1	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	446	Inf	Inf	0.0%

7/2	exit to Outwood Lane	U	N/A	N/A	-		-	-	-	-	299	Inf	Inf	0.0%
8/1	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1297	Inf	Inf	0.0%
8/2	exit to M56 WB (Airport Spur)	U	N/A	N/A	-		-	-	-	-	1332	Inf	Inf	0.0%
9/1	M56 EB Ahead Ahead2	U	N/A	N/A	-		-	-	-	-	2054	Inf	Inf	0.0%
9/2	M56 EB Ahead	U	N/A	N/A	-		-	-	-	-	299	Inf	Inf	0.0%
Ped Link: P1	Outwood Lane WB	-	N/A	-	N		1	79	-	-	0	-	0	0.0%
Ped Link: P2	Outwood Lane RT-TN	-	N/A	-	M		1	101	-	-	0	-	0	0.0%
Ped Link: P3	Outwood Lane EB	-	N/A	-	L		1	90	-	-	0	-	0	0.0%
Ped Link: P4	A555 LT-TN	-	N/A	-	K		1	15	-	-	0	-	0	0.0%
Ped Link: P5	A	-	N/A	-	J		1	30	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	I		1	101	-	-	0	-	0	0.0%
Ped Link: P7	M56 EB to A555	-	N/A	-	H		1	7	-	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M56 / Outwood Lane / A555 Ringway Road West	**-**	**-**	**0**	**0**	**0**	**46.1**	**172.0**	**0.0**	**218.1**	**-**	**-**	**-**	**-**	
A555 Ringway Road W / Outwood Lane / M56 Junction	**-**	**-**	**0**	**0**	**0**	**46.1**	**172.0**	**0.0**	**218.1**	**-**	**-**	**-**	**-**	
1/1	171	171	-	-	-	0.2	0.1	-	0.2	4.9	1.4	0.1	1.5	
1/2+1/3	1761	1594	-	-	-	15.2	88.3	-	103.6	211.7	55.8	88.3	144.1	
2/1	447	435	-	-	-	6.5	13.9	-	20.3	163.8	15.3	13.9	29.2	
2/2+2/3	563	507	-	-	-	11.0	32.5	-	43.5	278.0	19.6	32.5	52.1	
3/1	128	128	-	-	-	1.0	4.0	-	4.9	138.8	1.8	4.0	5.7	
4/1	275	256	-	-	-	5.1	14.2	-	19.3	252.5	9.8	14.2	23.9	
4/2	299	277	-	-	-	5.7	15.8	-	21.5	258.5	10.7	15.8	26.5	
5/1+5/2	1779	1779	-	-	-	1.5	3.3	-	4.8	9.7	8.9	3.3	12.2	
6/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	1204	1204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	2054	2054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	

Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-	

C1

PRC for Signalled Lanes (%): -23.5
PRC Over All Lanes (%): -23.5

Total Delay for Signalled Lanes (pcuHr): 218.09
Total Delay Over All Lanes(pcuHr): 218.09

Cycle Time (s): 120

M. Junction Assessment Outputs – Junction 4: Site Access / Aviator Way

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: Site Access_Aviator Way Jnc.j11
Path: H:\Projects\WIE21347\101\01_Deliverables\01_WIP\CA\4) Models\J4 Site Access Jnc
Report generation date: 26/11/2025 19:06:47

»D1 - 2030 | Base+Option 5 B2 Dev | AM
»D2 - 2030 | Base+Option 5 B2 Dev | PM
»D3 - 2035 | Base+Option 5 B2 Dev | AM
»D4 - 2035 | Base+Option 5 B2 Dev | PM

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
	2030 - Base+Option 5 B2 Dev			
Stream B-C	0.0	0.00	0.0	0.00
Stream B-A	0.1	0.05	0.1	0.10
Stream C-AB	0.0	0.00	0.0	0.00
	2035 - Base+Option 5 B2 Dev			
Stream B-C	0.0	0.00	0.0	0.00
Stream B-A	0.1	0.05	0.1	0.10
Stream C-AB	0.0	0.00	0.0	0.00

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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	Site Access / Aviator Way Junction
Location	Manchester
Site number	J4
Date	24/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WATERLOO\CSMS4
Description	

Units

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

Analysis Options

PICADY short flare model	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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Base+Option 5 B2 Dev	AM	ONE HOUR	07:30	09:00	15	✓
D2	2030	Base+Option 5 B2 Dev	PM	ONE HOUR	15:30	17:00	15	✓
D3	2035	Base+Option 5 B2 Dev	AM	ONE HOUR	07:30	09:00	15	✓
D4	2035	Base+Option 5 B2 Dev	PM	ONE HOUR	15:30	17:00	15	✓

Analysis Set Details

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

D1 - 2030 | Base+Option 5 B2 Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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		1.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.19	A

Arms

Arms

Arm	Name	Description	Arm type
A	Aviator Way (west)		Major
B	Site Access		Minor
C	Aviator Way (east)		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	10.03			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.35	4.48	3.66	3.65	✓	1.00	112	30

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	601	0.090	0.228	0.143	0.326
B-C	565	0.071	0.180	-	-
C-B	690	0.220	0.220	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Base+Option 5 B2 Dev	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	135	100.000
B		ONE HOUR	✓	26	100.000
C		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	66	69
	B	26	0	0
	C	10	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	11	0
	B	19	0	0
	C	0	0	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-C	0.00	0.00	0.0	A	0	0
B-A	0.05	7.84	0.1	A	24	36
C-AB	0.00	0.00	0.0	A	0	0
C-A					9	14
A-B					61	91
A-C					63	95

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	547	0.000	0	0.0	0.0	0.000	A
B-A	20	5	0.00	583	0.034	19	0.0	0.0	7.595	A
C-AB	0	0	0.00	667	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	50	12	0.00			50				
A-C	52	13	0.00			52				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	544	0.000	0	0.0	0.0	0.000	A
B-A	23	6	0.00	580	0.040	23	0.0	0.0	7.696	A
C-AB	0	0	0.00	663	0.000	0	0.0	0.0	0.000	A
C-A	9	2	0.00			9				
A-B	59	15	0.00			59				
A-C	62	16	0.00			62				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	539	0.000	0	0.0	0.0	0.000	A
B-A	29	7	0.00	575	0.050	29	0.0	0.1	7.836	A
C-AB	0	0	0.00	657	0.000	0	0.0	0.0	0.000	A
C-A	11	3	0.00			11				
A-B	73	18	0.00			73				
A-C	76	19	0.00			76				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	539	0.000	0	0.0	0.0	0.000	A
B-A	29	7	0.00	575	0.050	29	0.1	0.1	7.836	A
C-AB	0	0	0.00	657	0.000	0	0.0	0.0	0.000	A
C-A	11	3	0.00			11				
A-B	73	18	0.00			73				
A-C	76	19	0.00			76				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	544	0.000	0	0.0	0.0	0.000	A
B-A	23	6	0.00	580	0.040	23	0.1	0.1	7.698	A
C-AB	0	0	0.00	663	0.000	0	0.0	0.0	0.000	A
C-A	9	2	0.00			9				
A-B	59	15	0.00			59				
A-C	62	16	0.00			62				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	547	0.000	0	0.0	0.0	0.000	A
B-A	20	5	0.00	583	0.034	20	0.1	0.0	7.601	A
C-AB	0	0	0.00	667	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	50	12	0.00			50				
A-C	52	13	0.00			52				

D2 - 2030 | Base+Option 5 B2 Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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		2.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	Base+Option 5 B2 Dev	PM	ONE HOUR	15:30	17:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	51	100.000
B		ONE HOUR	✓	52	100.000
C		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	38	13
	B	52	0	0
	C	62	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	10	13
	B	7	0	0
	C	0	0	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-C	0.00	0.00	0.0	A	0	0
B-A	0.10	7.31	0.1	A	48	72
C-AB	0.00	0.00	0.0	A	0	0
C-A					57	85
A-B					35	52
A-C					12	18

Main Results for each time segment

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	551	0.000	0	0.0	0.0	0.000	A
B-A	39	10	0.00	589	0.066	39	0.0	0.1	6.996	A
C-AB	0	0	0.00	681	0.000	0	0.0	0.0	0.000	A
C-A	47	12	0.00			47				
A-B	29	7	0.00			29				
A-C	10	2	0.00			10				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
B-A	47	12	0.00	587	0.080	47	0.1	0.1	7.129	A
C-AB	0	0	0.00	680	0.000	0	0.0	0.0	0.000	A
C-A	56	14	0.00			56				
A-B	34	9	0.00			34				
A-C	12	3	0.00			12				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	545	0.000	0	0.0	0.0	0.000	A
B-A	57	14	0.00	584	0.098	57	0.1	0.1	7.313	A
C-AB	0	0	0.00	677	0.000	0	0.0	0.0	0.000	A
C-A	68	17	0.00			68				
A-B	42	10	0.00			42				
A-C	14	4	0.00			14				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	545	0.000	0	0.0	0.0	0.000	A
B-A	57	14	0.00	584	0.098	57	0.1	0.1	7.313	A
C-AB	0	0	0.00	677	0.000	0	0.0	0.0	0.000	A
C-A	68	17	0.00			68				
A-B	42	10	0.00			42				
A-C	14	4	0.00			14				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
B-A	47	12	0.00	587	0.080	47	0.1	0.1	7.134	A
C-AB	0	0	0.00	680	0.000	0	0.0	0.0	0.000	A
C-A	56	14	0.00			56				
A-B	34	9	0.00			34				
A-C	12	3	0.00			12				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	551	0.000	0	0.0	0.0	0.000	A
B-A	39	10	0.00	589	0.066	39	0.1	0.1	7.006	A
C-AB	0	0	0.00	681	0.000	0	0.0	0.0	0.000	A
C-A	47	12	0.00			47				
A-B	29	7	0.00			29				
A-C	10	2	0.00			10				

D3 - 2035 | Base+Option 5 B2 Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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		1.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035	Base+Option 5 B2 Dev	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	138	100.000
B		ONE HOUR	✓	26	100.000
C		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	66	72
	B	26	0	0
	C	10	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	11	0
	B	19	0	0
	C	0	0	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-C	0.00	0.00	0.0	A	0	0
B-A	0.05	7.85	0.1	A	24	36
C-AB	0.00	0.00	0.0	A	0	0
C-A					9	14
A-B					61	91
A-C					66	99

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	547	0.000	0	0.0	0.0	0.000	A
B-A	20	5	0.00	583	0.034	19	0.0	0.0	7.601	A
C-AB	0	0	0.00	667	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	50	12	0.00			50				
A-C	54	14	0.00			54				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	543	0.000	0	0.0	0.0	0.000	A
B-A	23	6	0.00	579	0.040	23	0.0	0.0	7.705	A
C-AB	0	0	0.00	662	0.000	0	0.0	0.0	0.000	A
C-A	9	2	0.00			9				
A-B	59	15	0.00			59				
A-C	65	16	0.00			65				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	538	0.000	0	0.0	0.0	0.000	A
B-A	29	7	0.00	575	0.050	29	0.0	0.1	7.847	A
C-AB	0	0	0.00	656	0.000	0	0.0	0.0	0.000	A
C-A	11	3	0.00			11				
A-B	73	18	0.00			73				
A-C	79	20	0.00			79				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	538	0.000	0	0.0	0.0	0.000	A
B-A	29	7	0.00	575	0.050	29	0.1	0.1	7.847	A
C-AB	0	0	0.00	656	0.000	0	0.0	0.0	0.000	A
C-A	11	3	0.00			11				
A-B	73	18	0.00			73				
A-C	79	20	0.00			79				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	543	0.000	0	0.0	0.0	0.000	A
B-A	23	6	0.00	579	0.040	23	0.1	0.1	7.708	A
C-AB	0	0	0.00	662	0.000	0	0.0	0.0	0.000	A
C-A	9	2	0.00			9				
A-B	59	15	0.00			59				
A-C	65	16	0.00			65				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	547	0.000	0	0.0	0.0	0.000	A
B-A	20	5	0.00	583	0.034	20	0.1	0.0	7.608	A
C-AB	0	0	0.00	667	0.000	0	0.0	0.0	0.000	A
C-A	8	2	0.00			8				
A-B	50	12	0.00			50				
A-C	54	14	0.00			54				

D4 - 2035 | Base+Option 5 B2 Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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		2.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Base+Option 5 B2 Dev	PM	ONE HOUR	15:30	17:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	51	100.000
B		ONE HOUR	✓	52	100.000
C		ONE HOUR	✓	65	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	38	13
	B	52	0	0
	C	65	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	10	13
	B	7	0	0
	C	0	0	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-C	0.00	0.00	0.0	A	0	0
B-A	0.10	7.32	0.1	A	48	72
C-AB	0.00	0.00	0.0	A	0	0
C-A					60	89
A-B					35	52
A-C					12	18

Main Results for each time segment

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	551	0.000	0	0.0	0.0	0.000	A
B-A	39	10	0.00	589	0.066	39	0.0	0.1	7.000	A
C-AB	0	0	0.00	681	0.000	0	0.0	0.0	0.000	A
C-A	49	12	0.00			49				
A-B	29	7	0.00			29				
A-C	10	2	0.00			10				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
B-A	47	12	0.00	587	0.080	47	0.1	0.1	7.134	A
C-AB	0	0	0.00	680	0.000	0	0.0	0.0	0.000	A
C-A	58	15	0.00			58				
A-B	34	9	0.00			34				
A-C	12	3	0.00			12				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	545	0.000	0	0.0	0.0	0.000	A
B-A	57	14	0.00	583	0.098	57	0.1	0.1	7.319	A
C-AB	0	0	0.00	677	0.000	0	0.0	0.0	0.000	A
C-A	72	18	0.00			72				
A-B	42	10	0.00			42				
A-C	14	4	0.00			14				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	545	0.000	0	0.0	0.0	0.000	A
B-A	57	14	0.00	583	0.098	57	0.1	0.1	7.319	A
C-AB	0	0	0.00	677	0.000	0	0.0	0.0	0.000	A
C-A	72	18	0.00			72				
A-B	42	10	0.00			42				
A-C	14	4	0.00			14				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	549	0.000	0	0.0	0.0	0.000	A
B-A	47	12	0.00	587	0.080	47	0.1	0.1	7.139	A
C-AB	0	0	0.00	680	0.000	0	0.0	0.0	0.000	A
C-A	58	15	0.00			58				
A-B	34	9	0.00			34				
A-C	12	3	0.00			12				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	551	0.000	0	0.0	0.0	0.000	A
B-A	39	10	0.00	589	0.066	39	0.1	0.1	7.007	A
C-AB	0	0	0.00	681	0.000	0	0.0	0.0	0.000	A
C-A	49	12	0.00			49				
A-B	29	7	0.00			29				
A-C	10	2	0.00			10				

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