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Atlas Park Development, Wythenshawe

Transport Assessment

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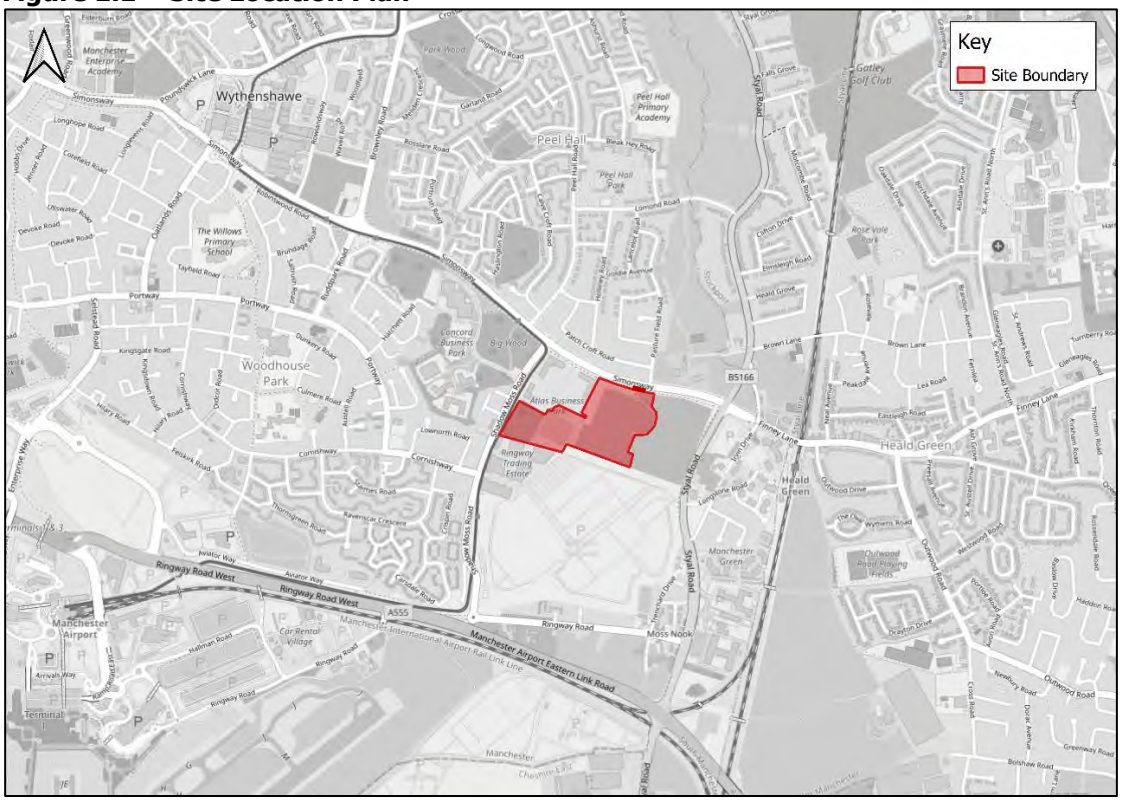
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1 INTRODUCTION

1.1 TTP Consulting has been appointed by Aviva Life & Pensions UK Ltd to provide transport consultancy services with regard to a proposed development on land at Atlas Business Park, in the Wythenshawe area of Manchester.

1.2 The application site area partly overlaps, and extends to the east of, Atlas Business Park, as shown indicatively on the plan in **Figure 1.1**. The south side of the site is bounded by a large surface car park, beyond the eastern boundary lies land within the Greater Manchester Green Belt, whilst the northern frontage is to the unclassified road, Simonsway.

Figure 1.1 – Site Location Plan



1.3 The site comprises vacant brownfield land associated with the former Ferranti factory, which previously occupied part of the site. This area retains remnants of hardstanding associated with the former buildings and infrastructure. The site also includes an existing surface-level car park, a vacant office building (previously occupied by Vodafone), and an area of vacant, undeveloped land located between the office building and the western boundary. Access onto the local highway will be taken onto Simonsway through amendments to an existing bell mouth. Alternative vehicle access to Simonsway can be gained through the existing Atlas Business Park and the connecting internal road route.

1.4 A previous application for full planning permission on the former Ferranti factory site, but also extending east into the green belt land, was submitted for five units within Use Classes E(g)(iii), B2 and B8, with a total gross floor area of 36,706sqm. This represented a reduction from the 38,211sqm originally applied for under LPA Ref: 135952/FO/2023.

1.5 Although the application was refused planning permission, by reference to the officers' report (OR) to the 16/11/23 committee, the local highway authority stated no objection or concern with the proposals in terms of highway capacity, highway or pedestrian safety, subject to conditions to secure off-site works, a delivery and servicing management plan, a travel plan and construction management plan. Mitigation in the form of contributions to upgrade and revalidate the urban traffic control (UTC) systems at three signal-controlled junctions was also required.

1.6 This new proposal, for a total of 35,935sqm (GEA) of Class E(g)(iii), B2 and B8 uses, comprises 22,995sqm in 4 buildings (5 units) on the former Ferranti factory site and 12,940sqm in 2 buildings within the existing Atlas Business Park, in part on a vacant plot in the south west corner and in part replacing "Building M", the former Vodafone office building, of circa 8,397sqm.

1.7 This Transport Assessment report considers the effect of development in transport terms including site access, accessibility, transport demand, trip attraction and highway impacts. It has been prepared following consultation with Manchester City Council (MCC) as highway authority. A copy of correspondence with MCC is included at **Appendix A.** A draft Travel Plan document has been prepared separately to accompany the planning application.

1.8 The remainder of the report is structured as follows:

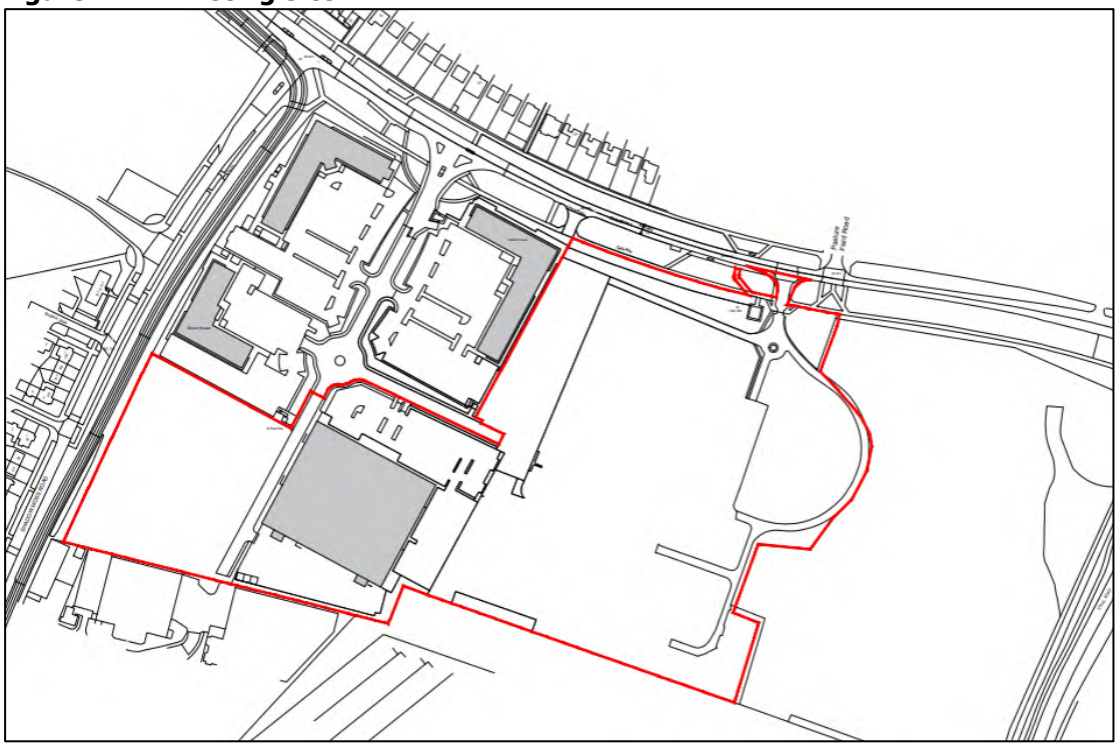
- Section 2 summarises the existing situation;
- Section 3 reviews relevant transport policies;
- Section 4 sets out the development proposals;
- Section 5 considers the trip attraction arising from the development;
- Section 6 provides a summary of the highway impact assessment and results; and'
- Section 7 summarises the findings of this assessment and provides a conclusion.

2 THE EXISTING CONDITION

Site and Surrounding Area

2.1 As previously described, the application site predominantly comprises a parcel of vacant brownfield land with frontage to Simonsway, and also includes an undeveloped plot within the existing Atlas Park as well as the vacant former Vodafone building, as shown at **Figure 2.1**. The Manchester Airport JetParks Ringway car park and the Ringway Trading Estate sit to the south whilst the site's eastern boundary is with the Greater Manchester Green Belt. Beyond this lies the B5166 Styal Road.

Figure 2.1 – Existing Site



Local Highway Network

2.2 Simonsway is a two-way single carriageway road with a 30mph speed limit. The street runs in a broadly northwest to southeast direction between Trufley Road and junction 4 of the M56 in the northwest and Finney Lane and Styal Road in the southeast and is a public transport corridor for several bus routes and, in part, also a route for the Manchester Metrolink tram network. In the vicinity of the site Simonsway is characterised by wide grass verges and tree planting, with footways to both sides and in particular on its south side also accommodates the route of the Airport Orbital Cycleway.

2.3 Styal Road meets Finney Lane and Simonsway at a four-arm traffic signal-controlled junction which incorporates pedestrian crossing facilities and advance cycle stop lines.

2.4 Atlas Business Park is served by a priority junction with right turning lane, whilst the three-arm Simonsway / Shadowmoss Road junction operates under traffic signal control, with pedestrian crossing facilities and advance cycle stop lines. This junction accommodates the route of the tram network as it turns south towards Manchester Airport.

2.5 The application site in context with the local road network is shown at Figure 2.2.

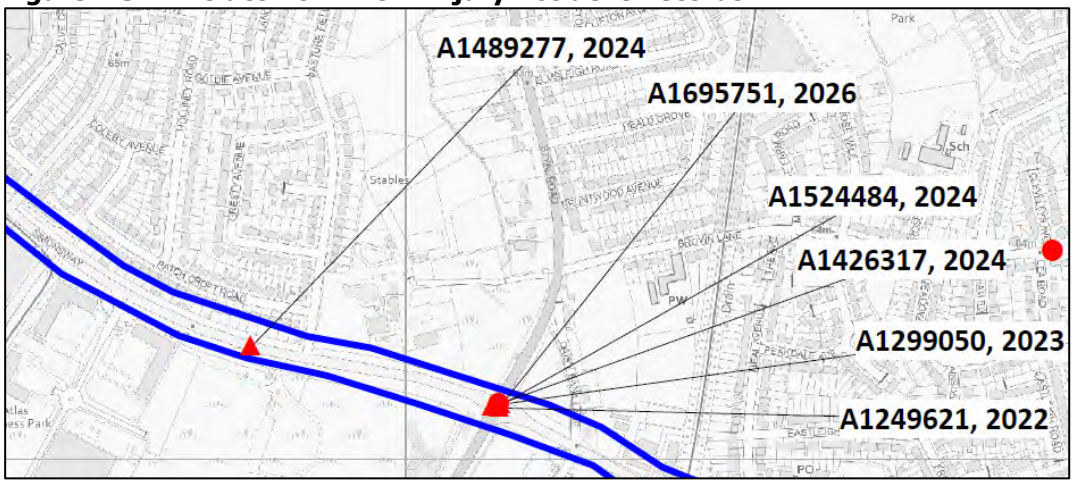
Figure 2.2 – Application Site in Context with Local Roads



Accident Data

2.6 Transport for Greater Manchester (TfGM) has provided personal injury accident data for the most recently available 5-year period to 31st July 2026 (Data for 2025/26 remains provisional). The data set is presented in full at **Appendix B** whist **Figure 2.3** provides a location map of incidents in the vicinity of the application site over the 5-year period.

Figure 2.3 – Extract from TfGM Injury Accident Records



2.7 A total of recorded injury accidents were reported over this period, one along the Simonsway frontage of the application site and five a the Simonsway / Styal Road signal controlled crossroads. The reported details of these accidents may be summarised as follows:

- A1489277, 09/09/2024: 2 vehicles, 3 casualties, car going ahead east to west, car going ahead west to east, both first contacted at front, driver and passenger of car travelling west to east slightly injured, passenger of vehicle travelling west to east slightly injured.

  Neither vehicle is reported as turning to or from a side road.

- A1695751, 14/01/2026 (provisional): 2 vehicles, 2 casualties, car travelling northeast on Styal Road is struck by a vehicle reported as travelling eastbound on Simonsway and turning right across the path of the Styal Road vehicle, resulting in both drivers being slightly injured.

  Given that this junction is under signal control the details of the accident are such that one or both drivers has ignored their signal as these turning movements should not conflict with each other.

- A1524484, 02/12/2024: 2 vehicles, 1 casualty (slight), car travelling east along Simonsway turns right across the path of a vehicle travelling westbound along Simonsway.

- A1426317, 27/03/2024: 2 vehicles, 1 casualty (slight), light goods vehicle travelling north east along Styal Road turns right to Finney Lane and collides with cyclist travelling in the same direction.

- A1299050, 27/03/2023: 2 vehicles, 2 casualties (less serious), car travelling southbound on Styal Road reported as going through red signal and collides with car travelling northbound on Styal Road reported as going through amber signal and colliding.

  The details of this incident are not clear, as the junction layout and the signal staging allows Styal Road vehicles to run opposed with each other and as such this incident would be expected to involve one or both vehicles making a turn rather than proceeding straight ahead, or for one or both drivers to simply have drifted toward the middle of the junction by not paying attention.

- A1249621, 30/11/2022: 2 vehicles, 1 casualty (slight), car travelling westbound on Finney Lane to Simonsway is struck by an opposing vehicle turning right from Simonsway to Styal Road.

2.8 The infrequent nature of accidents in the vicinity of the site and the location of the proposed access suggest there is no issue with the road layout. At Styal Road / Finney Lane / Simonsway the accidents suggest drivers are not waiting in a suitable location in the middle of the junction before they turn right, are misjudging the gaps to oncoming vehicles or are wrongfully under the impression they have priority.

2.9 It is noted that none of the personal injury accidents involved pedestrians, that only one incident involved a cyclist and that no accidents involved HGVs.

Surveys

2.10 In order to establish the existing traffic conditions on the local highway network, and in consultation with MCC, traffic surveys were undertaken in July 2026. The surveys comprised a mix of fully classified manual turning counts, queue length surveys, link counts and saturation flows.

2.11 The counts covered the highway network in the vicinity of the site, extending down to the Airport Relief Road and including link flows on the motorway. The agreed survey scope reflected the same study network which was considered to accompany the previous planning application at Atlas Park. Full details of the surveys are included in Section 5 of this report.

Accessibility

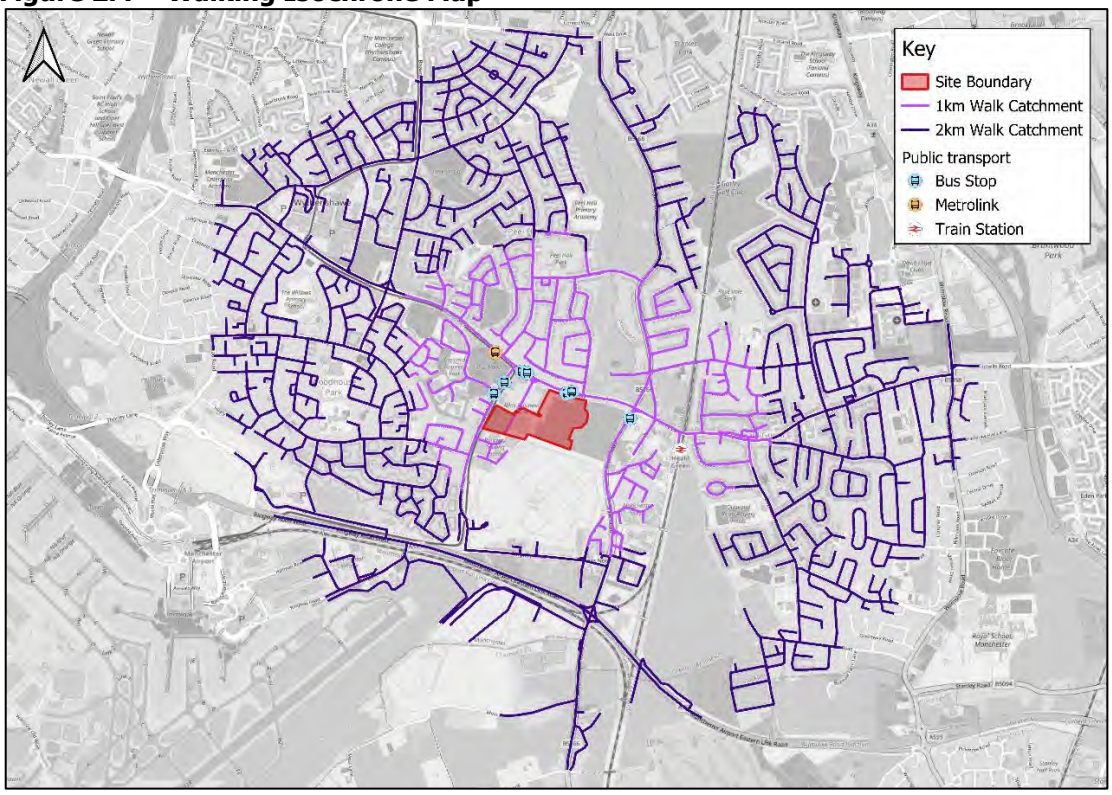
2.12 The site is accessible by a variety of modes of transport with a number of amenities within a reasonable walking distance of the site. The following paragraphs summarise the site's accessibility by non-car modes.

Walking

2.13 It is generally considered that walking has the greatest potential to replace short car journeys, up to 2km in distance. This relates to a walking time of 25 minutes based on an average walking speed of 80m per minute (as advised by the Chartered Institution of Highways and Transportation).

2.14 **Figure 2.4** provides details of a 1km and 2km catchment zone surrounding the site. The map shows that a number of facilities and public transport opportunities could be accessed on foot, with Wythenshawe District Centre approximately 1.5km to the west and Heald Green Large Local Centre approximately 0.8km to the east.

Figure 2.4 – Walking Isochrone Map



2.15 The walking environment in the vicinity of the site is such that footways are provided on both sides of Simonsway, Styal Road and Shadowmoss Road; all are flat, with good surface conditions in general and falling within a street lit environment. The dominant feature of the local walking environment is the shared footway / cycleway route which runs immediately along the frontage of the application site at the rear of the verge to Simonsway and known as the Airport Orbital Cycleway.

2.16 The signal-controlled junctions at Styal Road / Simonsway and Simonsway / Shadowmoss Road offer push-button controls with the crossings installed with dropped kerbs, tactile paving and

central refuge islands. The priority junction serving the existing Atlas Park access from Simonsway offers dropped kerbs at the intended crossing point but no tactile paving.

Figure 2.5: Crossings at existing Atlas Park junction





2.17 The site is well connected to the main pedestrian routes that serve public transport facilities and local amenities. **Table 2.1** sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance.

Table 2.1 – Approximate Distances to Local Public Transport Opportunities

Stop / Station	Location	Distance	Approximate Walking Time*
Atlas Business Park (bus)	Simonsway	100m	1-2 minutes
Peel Hall (tram)	Simonsway	500m	6-7 minutes
Heald Green Station (rail)	Finney Lane	650m	8-9 minutes
*Based on 80m per minute			

2.18 Local facilities and amenities including a primary school, banks, a post office, convenience stores and cafes are located a short walking distance from the site, a summary of which is shown in **Table 2.2.**

Table 2.2 – Approximate Distances to Local Facilities			
Amenity	**Location**	**Distance**	**Approximate Walking Time***
Big Wood Park	Shadowmoss Road	400m	5 minutes
Little Aaron Day Care	Finney Lane	650m	8-9 minutes
Pharmacy One	Finney Lane	650m	8-9 minutes
Flying Horse pub/rest'	Styal Road	650m	8-9 minutes
Heald Green Post Office	Finney Lane	650m	8-9 minutes
Heald Green Pre-School	Brown Lane	750m	9-10 minutes
Tesco Express (& ATM)	Finney Lane	850m	11 minutes
Prospect Vale Primary School	Prospect Way	1.1km	14 minutes
Asda Superstore	Rowlands Way	1.5km	20 minutes

Cycling

2.19 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. The site is well connected to local cycle route infrastructure with the Airport Orbital Cycleway (route 85) running along the immediate Simonsway frontage and offering an off-road route which offers connections and permeability into several residential areas. In some locations the surfacing is not in good condition and the road markings are worn and signs are missing.

Figure 2.6: Existing cycle route conditions





2.20 The off-road routes continue west across the M56 motorway at Junction 4 to serve the Newall Green area and routes leading north. Many residential areas operate with a 20mph speed limit and as such offer a calmer traffic environment for on-road cycling.

2.21 **Figure 2.7** shows a 5km and 8km cycling catchment from the site. Wythenshawe, Cheadle, Bramhall, Didsbury, Wilmslow and Woodford are all within an 8km cycle catchment from the site. An extract from the City of Manchester Bee Network cycle route map is shown at **Figure 2.8**

Figure 2.7 – Cycling Isochrone Map

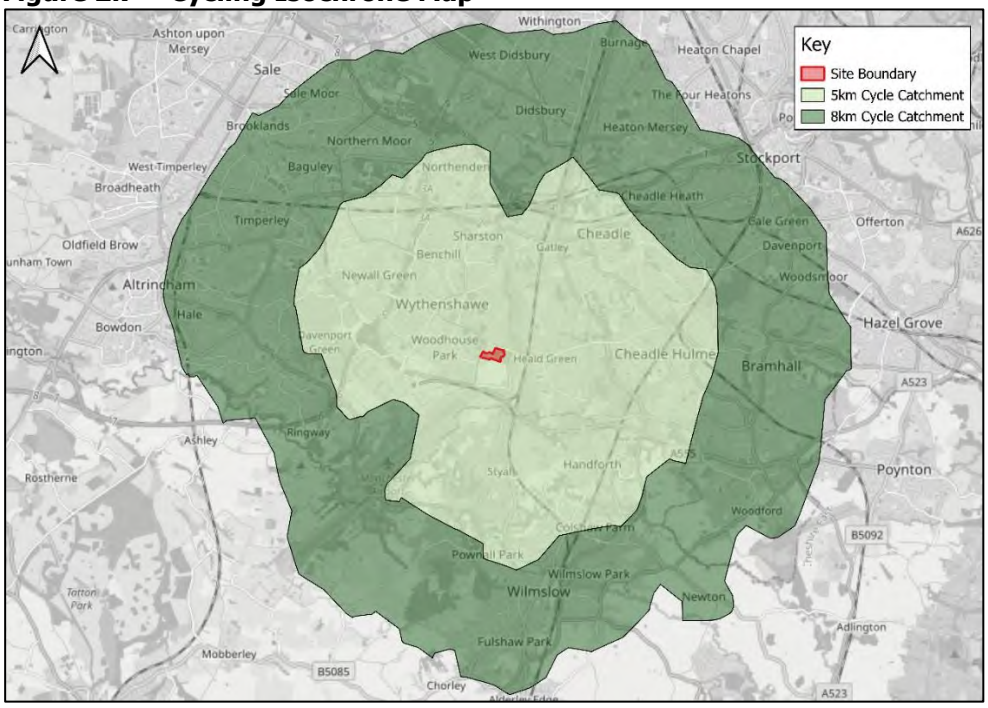


Figure 2.8 – Extract from City of Manchester Cycle Route Map



2.22 The Starling e-bike hire scheme is not currently operational within the Wythenshawe area of Manchester.

Public Transport Accessibility

By Bus

2.23 The closest bus stops are located on Simonsway to the front of the site with additional routes accessible on Shadowmoss Road.

2.24 **Figure 2.9** sets out the site's proximity to local bus stops whilst **Table 2.3** provides a summary of the local bus routes.

Figure 2.9 – Local Bus Stop Locations

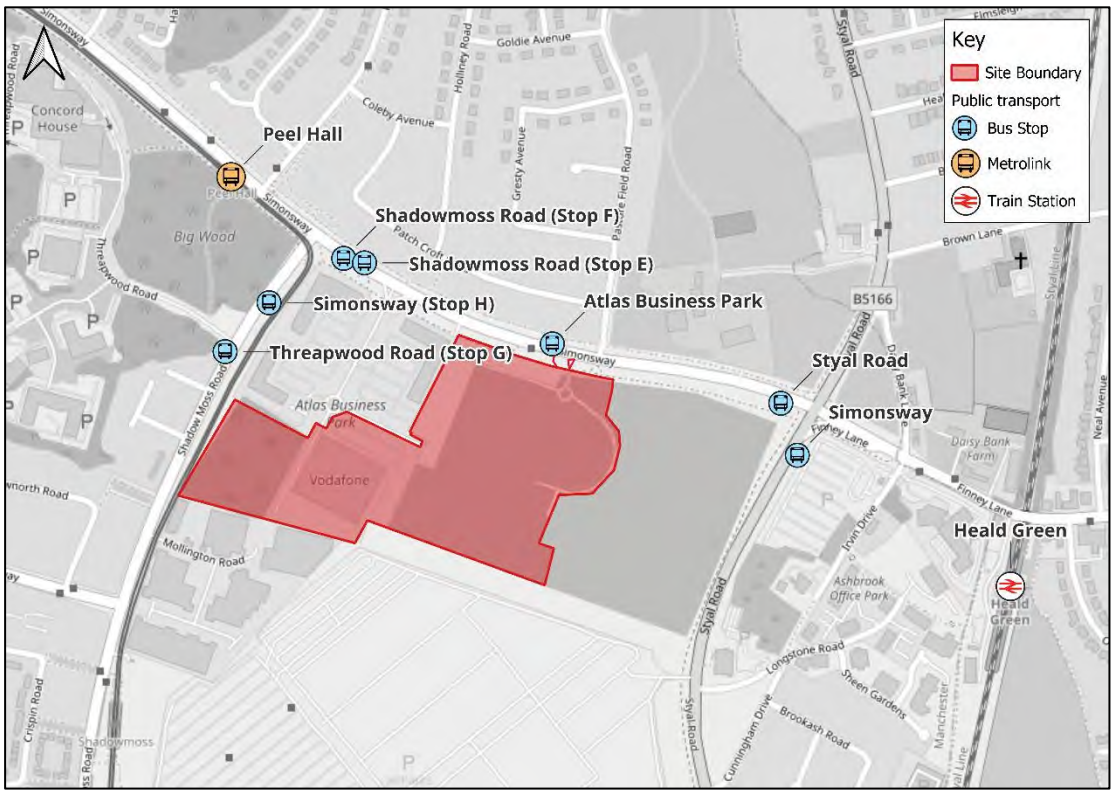


Table 2.3 – Summary of Local Bus Services					
Bus Stop	**Route**		**Frequency (every 'x' minutes)**		
	No.	**Destination**	**Mon-Fri**	**Sat**	**Sun**
Atlas Business Park	368	Wythenshawe – Stockport	15	20	30
	752	Rosehill – Cheadle Heath	60	60	60
	130	Macclesfield – Manchester Airport	60	60	-
Simonsway (Stop H)	103	Piccadilly Gardens – Manchester Airport	30	30	60

By Metrolink

2.25 Peel Hall Metrolink stop is located on the Airport Line. Services generally operate every 12 minutes Monday to Sunday, with a combined daytime frequency of approximately every 6 minutes Monday to Saturday. Metrolink services operate between approximately 06:00 and 00:00, with Airport Line services commencing from Deansgate-Castlefield from 03:00.

2.26 Metrolink stops provide passenger facilities including shelters, seating and real-time journey information. Step-free access is available across the Metrolink network, with stops incorporating accessibility features such as tactile paving and dropped kerbs. Peel Hall also offers individual cycle lockers.

By Rail

2.27 The closest station is Heald Green, approximately 750m from the site to the east. The station is located on the Styal Line and provides access to numerous destinations including Manchester city centre, Manchester Airport, Salford Crescent, Preston Lancaster, Bolton, Chorley and more local destinations including East Didsbury and Burgage. Step-free access is available to both platforms, with northbound services accessible at street level via the station building and southbound services reliant on a ramp between Finney Lane and platform level.

Accessibility Index

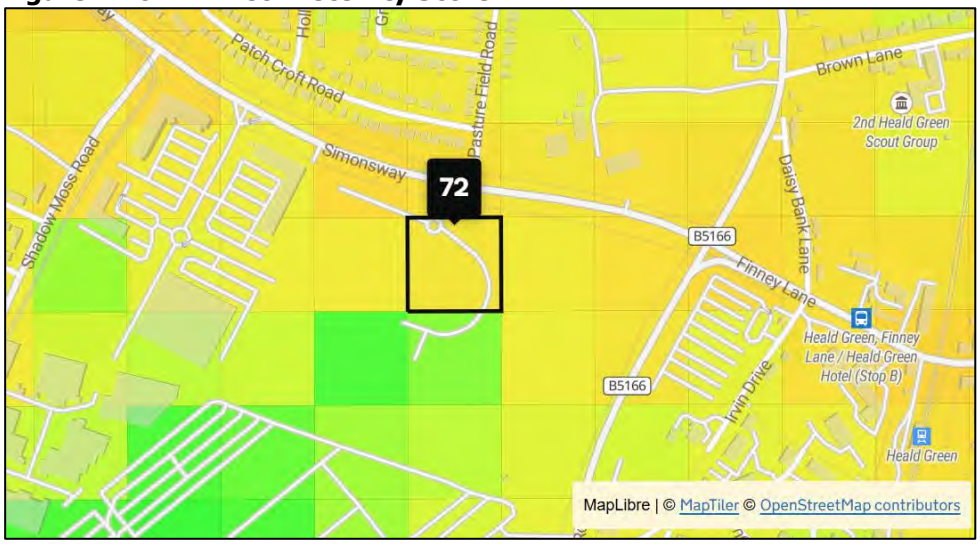
2.28 Under the BREEAM guidance for New Construction (ver 6) consideration is given to the Accessibility Index of a location, having regard to the distance from a building to a public transport stop or station, the type of public transport available (e.g. bus, rail, tram) and the average number of services stopping per hour during the operational hours of the building for a typical day. Per the guidance, for a campus or business park setting it is considered reasonable to measure distances from the entrance to the first, or main, building. All bus stops within 650m and stations within 1000m of the main entrance fall within scope.

2.29 The Accessibility Index for Atlas Park has been calculated as 6.8, and is presented at **Appendix C**.

DfT Connectivity Score

2.30 The Department for Transport (DfT) Connectivity Tool provides a useful tool that represents the accessibility of a particular location having regard to walking, cycling, public transport and driving in relation to access to education, shopping, health and leisure. **Figure 2.10** provides an extract of the site's score for non-car modes, which with an overall score of 72 is higher than the national average. The site scores 76 and 77 each for public transport and cycling access, and 65 for walking. The Connectivity report is included at **Appendix D**.

Figure 2.10 – DfT Connectivity Score



Method of Travel to Work

2.31 The 2011 Census has been examined to establish the method of journey to work for the workplace population of the data for the super output area – middle layer (Manchester 052) in which the site is located is summarised in **Table 2.4**. However, it is noted that since the 2011 census was conducted, the expansion of Metrolink through Wythenshawe to Manchester Airport was completed in 2014 and the introduction of the Bee Network integrated transport network has encouraged more public transport journeys.

2.32 As a result of this, 2021 Census data was also consulted and compared to the 2011 data to identify an adjusted scenario which accounts for the Metrolink expansion and Bee Network. The 2021 census data is not an appropriate reference in isolation as it was conducted during the aftermath of Covid-19 when a proportion of the workforce were either furloughed or working from home which skewed the results.

Table 2.4 – Census Method of Travel to Work [Manchester 052]

Mode	2011	2021
Overground / Metro / Tram	0%	6%
Rail	3%	1%
Bus	6%	7%
Taxi	1%	2%
Motorcycle	1%	1%
Car Driver	77%	61%
Car Passenger	4%	6%
Bicycle	2%	4%
Walking	6%	11%
Total	**100%**	**100%**

3 POLICY

National Planning Policy Framework (NPPF)

3.1 The National Planning Policy Framework (NPPF) was most recently updated in August 2026. It sets out the Government's planning policies for England and how these are expected to be applied.

3.2 Policy TR6: Assessing transport impacts sets out that developments generating significant amounts of movement will need to be supported by a Transport Statement / Assessment and a Travel Plan proportionate to the scale and nature of the development. TR6, paragraph 3, outlines that assessment of impacts should consider reasonable future scenarios, potential cumulative impacts and the transport vision for the development.

3.3 Specifically, at TR6 paragraph 4 it states, "*Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.*"

Places for Everyone Joint Development Plan (March 2024)

3.4 This document, which was adopted in March 2024, covers the period through to 2039 and seeks to deliver more affordable homes along with better jobs, transport and infrastructure for everyone to make the best use of brownfield land while protecting green spaces including Green Belt land from unplanned development. The Manchester City Council Core Strategy 2012 remains valid and was updated in 2024 following the publication of the Joint Development Plan.

3.5 The strategy has been developed alongside the Greater Manchester Five-Year Transport Delivery Plan with the aim of ensuring that new residential and commercial sites are supported by good transport infrastructure.

3.6 The plan includes a host of policies including JP-C1 through JP-C8 on transport related topics; the policies cover everything from digital connectivity through to streets, walking & cycling, public transport and freight along with transport requirements for development.

3.7 Policy JP-S1: *Sustainable Development* encourages development to maximise economic, social and environmental benefits while minimising adverse impacts, including through sustainable construction and securing net gains. It supports the effective reuse of suitable brownfield land and vacant buildings, with appropriate mitigation and remediation where contamination or land stability issues are present.

3.8 *Walking and cycling* (Policy JP-C6) sets out requirements to be incorporated into development proposals and plans. Including a list of measures such as creating safe and integrated infrastructure for connecting neighbourhoods and community as well as making permeable networks that provide incentives for walking and cycling compared to the private car.

3.9 *Freight and Logistics* (Policy JP-C7) sets out requirements for the more efficient and sustainable movement of freight. The policy covers the protection of existing infrastructure along with enabling the use of low- and zero-emission vehicles where possible.

3.10 Policy JP-C8: *Transport Requirements of New Development* sets out the requirements for transport that need to be considered by developers when bringing forward a site through the planning process. These considerations include access, accessibility, design and contributions along with material to be included when making an application. The primary aim of the policy is to promote sustainable travel while recognising that there will still be a need to use vehicles.

3.11 Criteria 17 of Policy JP-C8 relates to the effect of development on Holcroft Moss, stating:

"Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."

3.12 The Holcroft Moss Obligations Joint Supplementary Planning Document has since been adopted by Manchester City Council and sets out how contributions will be calculated for new developments that impact on Holcroft Moss.

Manchester's Local Development Framework Core Strategy (July 2012)

3.13 The Manchester Core Strategy sets out the long-term strategic policies for Manchester's future development. The Strategy was amended following adoption of the Places for Everyone Development Plan and some policies have been removed or replaced.

3.14 Policy T1 Sustainable Transport has been retained with the exception of the user hierarchy. Overall, the policy seeks to deliver a sustainable, high quality and integrated transport network seek improvements to pedestrian and cycle route environment and to encourage a modal shift away from car travel. It confirms that the Council will support proposals that align with these aims.

3.15 Policy T2 notes that the Council will manage the pattern of development so that it is easily accessible by walking, cycling and public transport. New development should include

proportionate traffic impact assessments and travel plans and car parking standards will be interpreted as maximums, with cycle and disabled car parking standards applied as minimums.

3.16 Appendix B of the Core Strategy advises the following parking standards for B2 and B8 uses:

Table 3.1: Parking Requirements (as per Appendix B, Core Strategy 2012-2027)			
Use	Car parking (Max)	Disabled Parking (Min)	Cycles (Min)
B2 General Industry	1 space / 45sqm	5% of total (min 2)	1 space / 450sqm
B8 Warehousing	1 space / 100sqm	5% of total (min 2)	1 space / 850sqm

Greater Manchester Transport Strategy

3.17 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.

3.18 The vision is for Greater Manchester to have world class connections that support long-term, sustainable economic growth and access to opportunity for all. The Transport Vision aims are as follows:

- Supporting sustainable economic growth and better access to opportunity;
- Integration across transport modes;
- Prioritising walking, cycling and public transport modes;
- Protecting the environment;
- Improving quality of life for all; and
- Developing an innovative city region by supporting new developments in locations that can be served sustainably.

3.19 With regard to development, Policy 4 states, "*we will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network*".

3.20 The Manchester Active Travel Strategy (published in draft, 2023) reports that 30% of journeys in Greater Manchester under 1km in length are made in a car, increasing to 62% for journeys between 1km and 2km, and states an ambition to reduce such car journeys to 50% or less by 2040. In respect of cycling, a target mode share of 12% by 2028 is set out, doubling from 6%.

Policy Summary

3.21 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations should be reduced.

3.22 It is evident that the site is in a sustainable location, being accessible by a choice of travel modes, and a restraint-based approach to car parking provision is suitable.

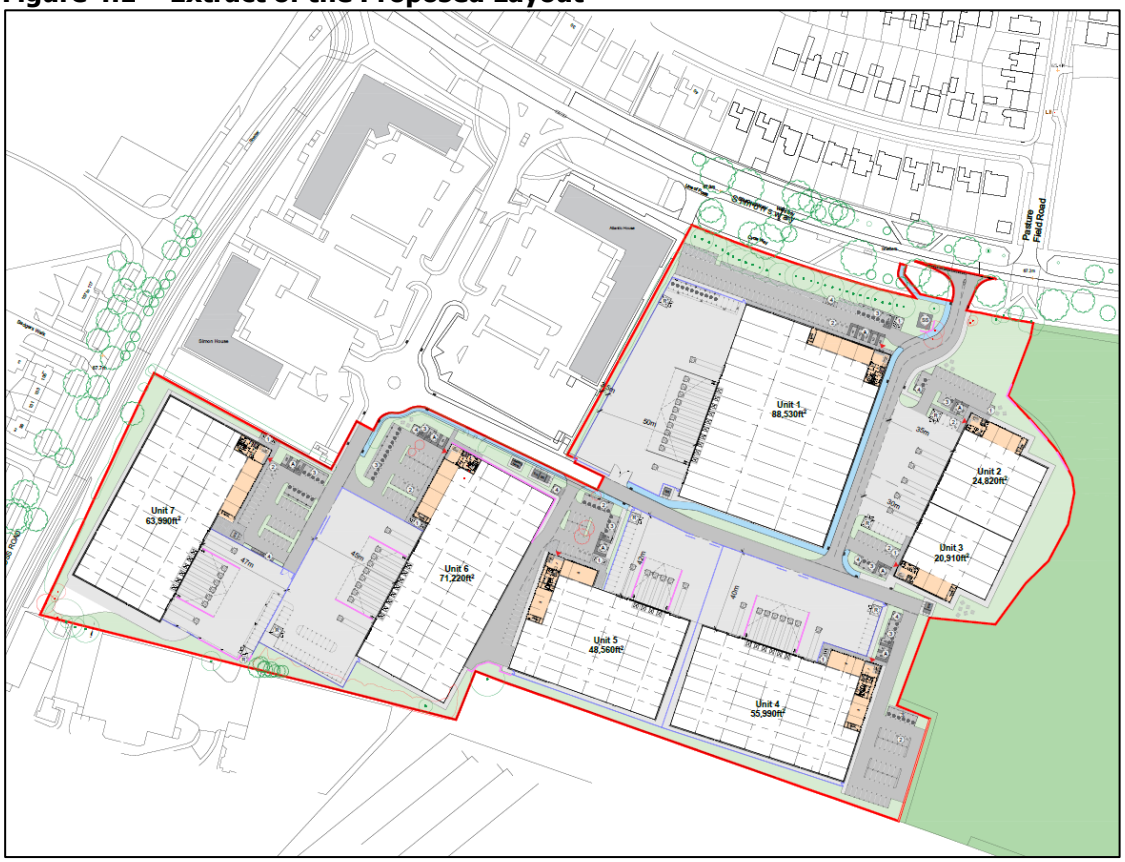
4 DEVELOPMENT PROPOSAL

4.1 Permission is sought for the demolition of one unit and the construction of seven units (light industrial (Use Class E(g)(iii), general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)); and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway.

4.2 Four buildings (5 units) are proposed on the former Ferranti factory site, and two buildings (2 units) are proposed within the existing Atlas Business Park, one on a vacant plot in the southwest corner and one in replacement of the former Vodafone building, an office building of circa 8,397sqm.

4.3 An extract of the proposed layout plan is provided at **Figure 4.1**, and is shown in full at **Appendix E**.

Figure 4.1 – Extract of the Proposed Layout



4.4 A breakdown of the units and their GFA is summarised in **Table 4.1**.

Table 4.1 – Proposed Area Schedule		
Unit	**GIA (sqm)**	**GEA (sqm)**
1	8224.6	8465.3
2	2305.8	2411.7
3	1942.6	2041.1
4	5201.6	5389.3
5	4511.3	4687.9
6	6616.5	6859.0
7	5851.9	6080.5
All Units	34654.3	35934.8

Access

4.5 Vehicle access into the development will be taken from Simonsway, formalising an existing but unused access serving the former Ferranti factory. Whilst this will act as the primary access, it may be preferred that some units take access from the existing Atlas Business Park via Simonsway.

4.6 An internal link road will route through east to west to meet the existing Atlas Park road network, with the new units each taking individual access from internal roads.

4.7 The site layout has been designed to accommodate pedestrian and cycle movements and facilitate permeability, offering convenient access to all units including to the parking areas and building entrances. Of particular note, cyclists from the Airport Orbital cycle route on Simonsway may enter the proposed development along the western side of the new spine road through the development, with a shared footway/cycleway offering traffic-free cycling to the frontage of each unit.

4.8 The proposed modifications to the vehicle access are shown on **Drawing 2026-5672-002 C**, at **Appendix F.** The proposed amendments involve a relaxation of the radii on both sides of the junction and the introduction of a separation island at the give-way line to Simonsway. This is required to accommodate articulated vehicle turning movements, as indicated on the vehicle swept path drawings at **Appendix G**. Visibility splays for a 30mph speed limit and measuring 2.4m x 43m (based on Manual for Streets) and 2.4m x 70m (based on DMRB CD109) are indicated.

4.9 A short length of new footway connects the shared walking and cycling route to the existing length of footway at the front of the Simonsway verge and completing the connection to the westbound bus stop. A new footway route running immediately alongside the modified kerb radii was considered but dismissed due to the impact on root protection area of the nearest tree.

4.10 Drop kerbs and tactile paving are proposed where the route of the Airport Orbital footway/cycleway crosses the vehicle access, ensuring continuity of the route.

4.11 On the east side of the access there are apparent lengths of footway across the verge which are considered to be redundant, insofar as they do not offer drop kerbs and invite a crossing to the radii of the junction opposite (Pasture Field Road). The existing cycle route connection to Simonsway in this location is retained but with the road markings and traffic signs replaced.

4.12 A new pedestrian crossing of Simonsway is proposed on the east side of the Pasture Field Road junction, also indicated on **Drawing 2026-5672-002 C** with 2m x 40m visibility splays. This uncontrolled crossing location requires new footway construction across the grass verge and will provide step-free access with drop kerbs and tactile paving.

4.13 On the west side of the proposed vehicle access it is proposed to increase the separation distances between the existing east and westbound bus stops, relocating the westbound bus stop and shelter by approximately 17.5m, and consequently creating an opportunity to propose a new uncontrolled crossing location between the opposing bus stops and accommodating the desire line for movement between the proposed development and the eastbound bus stop. It is generally accepted that such crossings are most appropriately located on the exit side of a bus stop, i.e. behind a potentially waiting bus, such that vision for pedestrians towards oncoming vehicles in the leading direction of travel are not blocked.

4.14 It is also proposed to undertake additional pedestrian and cycle infrastructure improvements along Simonsway as follows:

- Remove the former vehicle access at the northwest corner of the application site and reinstate the grass verge, introducing full height kerbs to Simonsway and resurfacing the route of the Airport Orbital cycleway to improve continuity.
- At the Atlas Park /Simonsway junction install tactile paving at the crossing points including the relevant blister paving to define the cycle route.
- At the Pasture Field Road junction introduce tactile paving at the existing drop kerbs.

Road Safety Audit

4.15 The proposed access works have been submitted for an independent Stage 1 Road Safety Audit; the GG119 Brief and resulting Audit Report are copied at **Appendix H**. The issues raised such as drainage and lighting details, the relationship between signage and visibility splays and the treatment of the cycleway are all capable of being addressed at the next design stage and considered at Stage 2 Road Safety Audit. An observation is also made in respect of the proximity of the access to the bus stops; however the development proposals

rely on an existing vehicle access which was previously operational with the bus stops in their current location. The observation is noted.

Parking

Car Parking

4.16 Separate parking areas will be provided for the individual units, with a total of 360 parking spaces across the development, equivalent to one space per 96sqm. **Table 4.2** breaks down the car parking spaces for each unit.

Table 4.2 – Schedule of Parking

Unit	Total Parking Spaces	Disabled Spaces	EV Spaces	Motorbike Spaces
1	82	6	17	5
2	25	2	5	2
3	20	2	4	2
4	54	3	11	3
5	55	3	11	3
6	66	4	14	3
7	58	3	12	3
Combined	**360**	**23**	**74**	**21**

Cycle Parking

4.17 A total of 90 cycle parking spaces is proposed and will be provided in the form of 45 Sheffield stands distributed appropriately amongst the seven units, a breakdown of the cycle parking spaces for each unit is provided in **Table 4.3**.

Table 4.3 – Schedule of Cycle Parking

Unit	Number of Cycle Stands	Number of Cycle Spaces
1	10	20
2	3	6
3	3	6
4	7	14
5	6	12
6	8	16
7	8	16
Total	**45**	**90**

4.18 The number of cycle spaces aligns with the Core Strategy's level of parking provision for a B2 use (one space per 450sqm would require 80 spaces) and significantly exceeds the level of cycle parking which is required for a B8 use (one space per 850sqm).

4.19 It is relevant that BREEAM considers cycle parking provision for developments of this nature on the basis of one space per 10 staff, and as such the 90 spaces proposed could theoretically

meet the needs of an on-site workforce of up to 900 staff. This compares with an anticipated workforce of up to 580.

Servicing and Refuse

4.20 Goods vehicle movements to the proposed development will be a combination of articulated (44t, up to 16.5m in length) and rigid bodied (17t, 10m long and 7.5t, 8m long) HGVs. There will additionally be a number of light goods vehicle (LGVs) movements, e.g. 3.5t vans characterised typically by Ford Transit and Mercedes Sprinter type vehicles. The number and type of vehicles attending each unit will be a function of the end user's specific business.

4.21 For the purpose of demonstrating the suitable operation of the proposed site layout consideration has been given only to the vehicle swept path requirements of articulated HGVs, as these represent the worst case in terms of spatial requirements.

4.22 A suite of swept path drawings demonstrating movements to and from each of the 7 proposed units are shown at **Appendix I**.

4.23 Each unit offers a refuse store within its car park or courtyard area and waste will be collected under commercial contract with a frequency of collection suited to the type and volumes of waste being generated, again this being dependent on each end user's specific business.

Travel Plan

4.24 A draft Travel Plan document for the proposed development has been prepared alongside this Transport Assessment report. The main objectives are to reduce single occupancy car trips, to increase participation in car sharing and to double cycling trips (based on Census journey to work data for the local area).

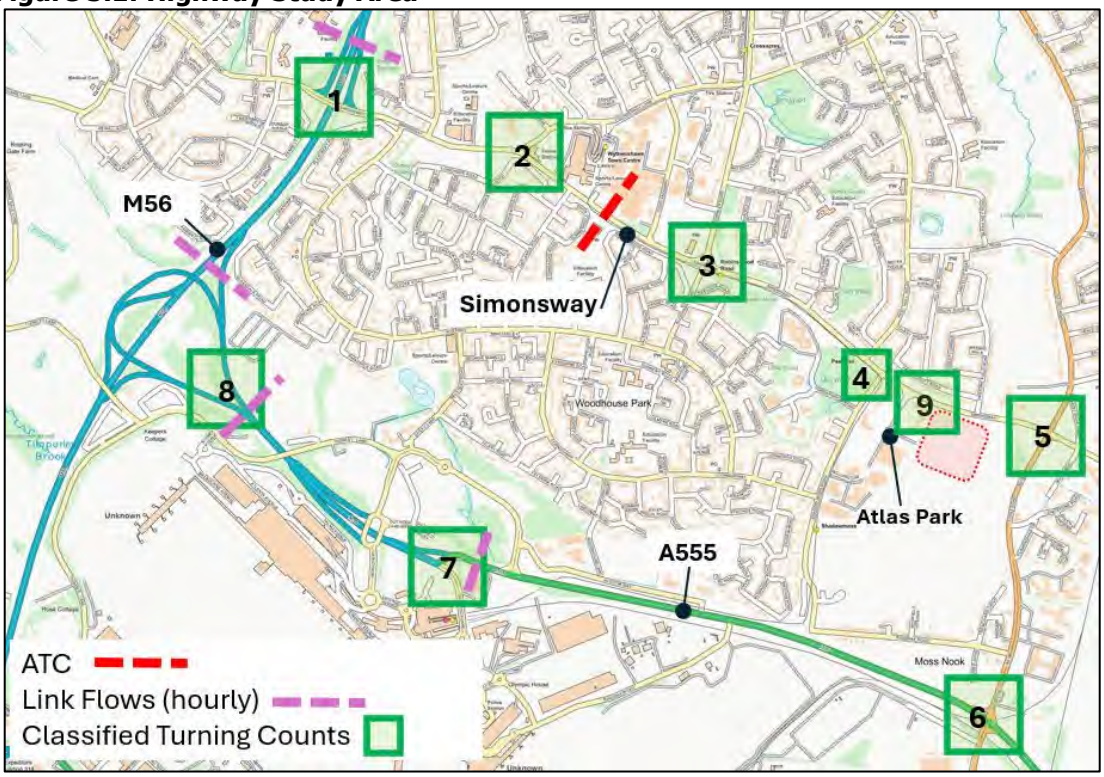
5 EFFECT OF DEVELOPMENT

5.1 This section sets out the approach and methodology used to determine the anticipated traffic impact of the proposed development. It considers the existing traffic conditions on the local highway network, the assumptions which have been made with regard to background traffic growth and presents the trip rates, traffic distribution and vehicle movements associated with the proposals.

Scope of Assessment

5.2 The extent of the highway assessment has been established following early scoping discussions with MCC highways officers. Broadly it is considered that the traffic effects of the proposals will be centred on the roads adjacent to the site and those leading to the wider strategic road network. The following junctions and links have been identified for consideration, replicating the study network for the previous application (135952/FO/2023):

Figure 5.1: Highway Study Area



1 - M56 / Simonsway;
2 - Simonsway / Poundswick Lane;
3 - Ruddpark Rd / Simonsway / Brownley Rd;
4 - Simonsway / Shadowmoss Road;
5 - Simonsway / Styal Road / Finney Lane
6 - Styal Road / Airport Relief Road
7 - Airport Relief Road / Outwood Lane
8 - M56 Junctions 4 & 5 slip roads
9 -Simonsway / Atlas Park existing access;

Traffic Surveys

5.3 In order to establish existing conditions across the network a number of traffic surveys were commissioned. These comprised a mix of automated and manual counts as follows:

Table 5.1 – Survey Summary

Point of Interest	Survey Reference	Type of Survey	Survey Period
M56 / Simonsway	1	MCC; Queues;	0700 -1000; 1600 – 1900;
Simonsway / Poundswick Lane	2	MCC; Queues;	0700 -1000; 1600 – 1900;
Ruddpark Road / Simonsway / Brownley Road	3	MCC; Queues;	0700 -1000; 1600 – 1900;
Simonsway / Shadowmoss Road	4	MCC; Queues;	0700 -1000; 1600 – 1900;
Simonsway / Atlas Park existing access	9	MCC; Queues;	0700 -1000; 1600 – 1900;
Simonsway / Styal Road / Finney Lane	5	MCC; Queues;	0700 -1000; 1600 – 1900;
Styal Road / Airport Relief Road	6	MCC; Queues;	0700 -1000; 1600 – 1900;
Airport Relief Road / Outwood Lane	7	MCC; Queues;	0700 -1000; 1600 – 1900;
M56 Junction 4 slips and mainline	1A	Link Count	0700 - 1900
M56 Junction 5 slips and mainline	8	Link Count	0700 - 1900
Simonsway west of Brownley Road	n/a	ATC	14 day 24 hours
Airport Relief Road east of Outwood Lane	C1	Link Count	7 day 24 hour

5.4 The manual classified counts were recorded on Wednesday 15th July 2026, and the 24 hour counts were undertaken during the period commencing Monday 6th July 2026. Full survey results are included at **Appendix J** of this TA and traffic flow diagrams showing the identified AM and PM peak hour flows are included at **Appendix K**.

5.5 It is noted that at the time the surveys were undertaken, Atlas Park was not fully occupied with some buildings having been vacated and others undergoing refurbishment. The traffic flows recorded entering and exiting Atlas Park do not therefore accurately reflect typical conditions and the vacant areas have been taken into account in developing the assessment scenarios.

Trip Generation

5.6 The application seeks consent for 35,935 square metres (GEA) Class E(g)(iii), B2 and B8 use. As part of the proposals, building M (the former Vodafone offices), comprising 8,397 square metres office space, within the boundary of the existing Atlas Park, will be demolished.

5.7 In order to establish the likely trip attraction to the proposed development, reference has been made to the TRICS database of travel surveys. Trip rates have been extracted from the database to reflect the potential B2 and B8 land uses and these are summarised in **Table 5.2**.

Table 5.2–Comparison of Mixed Industrial & B8 Warehouse Vehicle Trip Rates

Time Period	Industrial Estate Trip Rates (per 100sqm)		Commercial Warehousing Trip Rates (per 100sqm)	
	In	Out	In	Out
AM Peak (0800 – 0900)	0.571	0.226	0.215	0.068
PM Peak (1700 – 1800)	0.210	0.511	0.061	0.253
Daily (0500 – 2100)	4.169	4.134	1.407	1.392

5.8 It is noted that the TRICS database does not categorise sites according to planning land uses but rather by type of use. The industrial estate category includes sites which comprise a range of tenants including warehousing whereas the commercial warehousing category is limited to warehousing only. The TRICS analysis for both land uses is included as **Appendix L.**

5.9 Given the trip rates associated with industrial estates are significantly higher than those associated with commercial warehousing and in order to consider the effects of the proposed development robustly, the industrial estate trip rates have been used to estimate traffic arising from the proposals.

5.10 Applying these trip rates to the proposed floor area results in total vehicle and heavy goods vehicle (HGV) trips as summarised in **Table 5.3**.

Table 5.3 – Anticipated Vehicle Trips (35,935 square metres)

Time Period	Total Vehicles		Heavy Goods Vehicles	
	In	Out	In	Out
AM Peak (0800 – 0900)	205	81	10	6
PM Peak (1700 – 1800)	75	184	3	3
Daily (0500 – 2100)	1,498	1,486	97	93

Trip Distribution

5.11 It is intended that an Operational Management Plan be put in place for the proposals. This will include a vehicle routing plan to manage the arrival and departure of HGVs to and from the site. HGVs will be required to approach the site from the east, turning left into the site at the new

access. Departing HGVs will be required to exit to the east onto Simonsway. HGVs are expected to route to/from the M56 via the A555 Airport Relief Road and Styal Road. The purpose of the route management plan is to minimise the number of HGV movements passing along Simonsway to the west of the application site and passing Wythenshawe centre and residential frontages.

5.12 Beyond Atlas Park and the requirements of the vehicle routing plan, development traffic is expected to disperse throughout the highway network in proportion to the turning movements recorded during the traffic surveys.

Traffic Growth

5.13 There are a number of consented schemes in the area which will have an effect on local traffic. The most significant of these are considered to be Aviator Way (planning reference 144691_FO_2025), which comprises over 10,000 square metres floorspace, and Concord Business Park (planning reference 144802_FO_2025), which will see the loss of office space to be replaced by almost 12,000 square metres commercial floorspace.

5.14 Traffic flows have been extracted from the transport reports accompanying the relevant applications and these have been included in the future year assessments.

5.15 These two schemes, alongside the Atlas Park development are considered to represent the likely traffic growth in the area over the coming years and as such, no additional background traffic growth has been applied to the local highway network.

5.16 For those junctions/ links which form part of the National Highways network, and which could be expected to experience traffic growth based on wider regional changes, traffic growth rates have been derived using TEMPRO. Consideration has been given to a future year 10 years from the survey year.

Assessment Scenarios

5.17 A number of scenarios have been considered within this assessment to determine the likely effect of the Atlas Park proposals on the operation of the local highway network. These are described in the following paragraphs.

Local Highway Network

<u>Baseline Scenario</u>

5.18 This reflects conditions if the existing Atlas Park was fully occupied. In order to generate flows to represent full occupation, reference has been made to the surveyed traffic flows entering and exiting the park. The ratio of occupied floorspace to total floorspace has been applied to

the surveyed flows in order to represent full occupation. It assumes that Building M (which is currently unoccupied and would be demolished under the development proposals) is retained and occupied. The additional traffic thus calculated has then been added to the surrounding highway network in accordance with the existing traffic distribution obtained from surveys.

Future Year (2031) without Development

5.19 This scenario includes the addition of traffic from committed developments onto the baseline traffic flows. No additional background traffic growth has been included as the committed developments are considered to represent likely traffic growth.

Future Year (2031) with Development

5.20 The baseline traffic flows have been adjusted to reflect the removal of Building M (Vodafone) as part of the proposals. Traffic from committed developments has again been distributed onto the network. The anticipated development traffic has been included in accordance with the distribution assumptions set out earlier in this section.

5.21 The various traffic flow scenarios are shown on figures presented at **Appendix M**.

National Highways Network

5.22 Additional scenarios have been prepared for those links which form part of the National Highways Network.

Future Year (2036) without Development

5.23 Growth rates derived from TEMPRO have been applied to the surveyed flows to represent a future year of 2036.

Future Year (2036) with Development

5.24 The traffic flows associated with the proposed development have been added to the 2036 future year including traffic growth.

6 HIGHWAY ASSESSMENT

6.1 This section sets out the results of the highway impact assessment. The assessment includes junction modelling, merge / diverge assessments and consideration of the Holcroft Moss Special Area for Conservation. The various result data sheets are presented at **Appendix N**.

Junction Modelling

6.2 The junctions have been modelled for the scenarios described in Section 5 using the appropriate industry standard software - Junctions 11 for priority junctions and Linsig for signalised junctions. The signalised junction models were created using signal phasing diagrams and timings obtained from Transport for Greater Manchester.

M56 / Simonsway

6.3 The results of the junction modelling for the M56 / Simonsway signalised junction without background traffic growth are shown in **Table 6.1**.

Table 6.1 – M56 / Simonsway Linsig Modelling Results

2026 Baseline	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Ahead	57.3%	9.4	41.8%	7.1
Simonsway WB Ahead	48.0%	7.5	40.7%	6.8
Simonsway EB Ahead	57.3%	2.0	49.5%	1.4
Simonsway EB Ahead	57.3%	2.0	49.5%	1.4
M56 SB slip Left	58.1%	9.1	0.0%	0.0
M56 SB slip Right	60.2%	9.0	61.1%	7.3
Simonsway WB	44.5%	0.4	37.9%	0.3
Simonsway WB Ahead	45.4%	0.4	38.6%	0.3
Simonsway WB Right	61.3 : 61.3%	6.3	60.4 : 60.4%	5.2
Simonsway EB Left	23.9 : 23.9%	2.0	27.7 : 27.7%	2.6
Simonsway EB Ahead	60.2 : 60.2%	5.7	61.7 : 61.7%	6.6
2031 Without Development	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Ahead	55.7%	9.2	42.7%	7.2
Simonsway WB Ahead	47.1%	7.4	36.9%	6.0
Simonsway EB Ahead	57.3%	2.0	45.8%	1.2
Simonsway EB Ahead	57.3%	2.0	45.8%	1.2
M56 SB slip Left	0.0%	0.0	0.0%	0.0
M56 SB slip Right	61.7%	9.3	59.1%	7.2
Simonsway WB	44.5%	0.4	37.9%	0.3
Simonsway WB Ahead	45.4%	0.4	38.6%	0.3
Simonsway WB Right	59.8 : 59.8%	6.3	59.1 : 59.1%	4.8
Simonsway EB Left	24.2 : 24.2%	2.1	26.5 : 26.5%	2.4
Simonsway EB Ahead	60.2 : 60.2%	5.7	58.8 : 58.8%	6.3
2031 With Development	**AM Peak**		**PM Peak**	

Arm / Movement	DoS	Queue	DoS	Queue
Simonsway WB Ahead	56.9%	9.5	45.0%	7.8
Simonsway WB Ahead	48.3%	7.6	39.2%	6.5
Simonsway EB Ahead	57.5%	2.1	48.1%	1.3
Simonsway EB Ahead	57.5%	2.1	48.1%	1.3
M56 SB slip Left	0.0%	0.0	0.0%	0.0
M56 SB slip Right	61.7%	9.3	59.1%	7.2
Simonsway WB	45.0%	0.4	39.1%	0.3
Simonsway WB Ahead	45.9%	0.4	39.9%	0.3
Simonsway WB Right	61.1 : 61.1%	6.3	60.7 : 60.7%	5.1
Simonsway EB Left	24.2 : 24.2%	2.1	26.9 : 26.9%	2.4
Simonsway EB Ahead	60.5 : 60.5%	5.7	60.9 : 60.9%	6.5

6.4 It can be seen that the junction can be expected to continue to operate within capacity in the future year scenarios allowing for both committed and the proposed development traffic.

6.5 As the M56 falls within the remit of National Highways and may be subject to regional changes in traffic over a longer term, additional junction modelling has been undertaken for a future year scenario 10 years after the traffic surveys were undertaken, both without and with the proposed development. The results of this additional modelling are summarised in **Table 6.2**.

Table 6.2 – M56 / Simonsway Linsig Modelling Results 2036

2036 Without Development	AM Peak		PM Peak	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Ahead	64.8%	11.0	46.8%	8.1
Simonsway WB Ahead	54.8%	8.7	40.9%	6.8
Simonsway EB Ahead	62.8%	2.6	63.1%	2.3
Simonsway EB Ahead	62.5%	2.6	63.1%	2.3
M56 SB slip Left	58.8%	9.3	75.3%	14.5
M56 SB slip Right	67.2%	10.8	67.5%	8.7
Simonsway WB	49.9%	0.5	42.2%	0.4
Simonsway WB Ahead	50.9%	1.6	43.1%	0.4
Simonsway WB Right	67.8 : 67.8%	7.7	56.1 : 56.1%	4.8
Simonsway EB Left	27.3 : 27.3%	2.4	32.5 : 32.5%	3.1
Simonsway EB Ahead	64.7 : 64.5%	6.1	74.7 : 74.7%	8.4
2036 With Development	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Ahead	64.6%	11.3	49.9%	9.0
Simonsway WB Ahead	54.6%	9.0	43.9%	7.5
Simonsway EB Ahead	64.9%	2.7	64.8%	2.4
Simonsway EB Ahead	64.9%	2.7	64.8%	2.4
M56 SB slip Left	65.8%	11.3	77.1%	15.1
M56 SB slip Right	70.5%	11.4	69.9%	8.9
Simonsway WB	51.3%	0.5	44.4%	0.4
Simonsway WB Ahead	52.3%	1.6	45.3%	0.4
Simonsway WB Right	69.2 : 69.2%	8.3	59.9 : 59.9%	5.7
Simonsway EB Left	27.7 : 27.7%	2.5	33.0 : 33.0%	3.2
Simonsway EB Ahead	68.2 : 68.2%	6.8	76.6 : 76.6%	8.8

6.6 The results of the modelling, including background traffic growth, demonstrate that there would remain ample spare capacity at the junction to accommodate demand from the proposed development. The additional of development traffic to the junction would result in negligible changes to the operation of the junction.

Simonsway / Poundswick Lane

6.7 This junction is operated under SCOOT control, coordinating timing with adjacent lights to optimise traffic flows. **Table 6.3** provides a summary of the junction modelling results for the Simonsway / Poundswick Lane signalised junction.

Table 6.3 –Simonsway / Poundswick Lane Linsig Modelling Results				
2026 Baseline	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Ahead	37.7%	7.6	42.8%	9.0
Simonsway WB Right	71.4%	4.4	67.1%	5.1
Poundswick Left Right	71.5%	7.8	72.0%	7.5
Simonsway EB Ahead Left	70.5%	20.3	73.5%	21.5
2031 Without Development	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Ahead	14.7%	2.5	38.8%	7.9
Simonsway WB Right	63.5%	4.0	73.8%	5.5
Poundswick Left Right	64.3%	7.4	72.0%	7.5
Simonsway EB Ahead Left	66.9%	18.3	73.6%	21.7
2031 With Development	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Ahead	40.7%	8.5	42.8%	9.0
Simonsway WB Right	66.7%	4.3	73.4%	5.8
Poundswick Left Right	64.6%	7.4	72.8%	7.6
Simonsway EB Ahead Left	67.4%	18.4	76.0%	22.9

6.8 The results demonstrate that the junction operates within capacity under all the modelled scenarios. It is noted that there is a reduction in the degree of saturation experienced at the junction during the morning peak hour in the future year without development but including committed schemes. This reflects the net reduction in vehicle movements resulting from the change in land use from office to B2 / B8 as part of the Concord Business Park proposals. The addition of the proposed Atlas Park development traffic is expected to result in a marginal increase in the degree of saturation but the junction will continue to operate within capacity.

Simonsway / Ruddpark Road / Brownley Road

6.9 This junction operates under SCOOT control, and signal timings are variable throughout the day depending on traffic conditions. The junction includes Metrolink (tram) phases which only appear when demanded. In order to provide a robust assessment, the junction model has allowed for these phases to be included in every cycle. The maximum cycle time for the junction is 120 seconds. The results of the modelling are summarised in **Table 6.4**.

Table 6.4 –Simonsway / Ruddpark Road / Brownley Road Linsig Modelling Results				
2026 Baseline	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Left Ahead Right	56.2 : 56.2%	11.5	60.4 : 60.4%	13.4
Ruddpark Road Left Ahead	56.8 : 56.8%	6.9	60.9 : 60.9%	7.0
Ruddpark Road Right	38.4%	3.2	53.0%	3.7
Simonsway WB Ahead Left	52.3 : 52.3%	11.2	61.4 : 61.4%	14.5
Simonsway WB Right	23.6%	1.5	38.6%	3.3
Brownley Road Left Ahead	54.4 : 54.4%	5.3	58.8 : 58.8%	6.0
Brownley Road Right	19.8%	1.2	39.1%	2.1
2031 Without Development	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Left Ahead Right	56.6 : 56.6%	11.7	55.3 : 55.3%	11.3
Ruddpark Road Left Ahead	56.8 : 56.8%	6.9	60.9 : 60.9%	7.0
Ruddpark Road Right	38.4%	3.2	53.0%	3.7
Simonsway WB Ahead Left	44.0 : 44.0%	8.8	62.8 : 62.8%	15.1
Simonsway WB Right	24.0%	1.6	33.9%	3.1
Brownley Road Left Ahead	54.4 : 54.4%	5.3	58.8 : 58.8%	6.0
Brownley Road Right	19.8%	1.2	39.1%	2.1
2031 With Development	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Left Ahead Right	59.0 : 59.0%	12.5	62.2 : 62.2%	14.0
Ruddpark Road Left Ahead	58.4 : 58.4%	7.0	63.0 : 63.0%	7.2
Ruddpark Road Right	40.4%	3.3	57.6%	4.0
Simonsway WB Ahead Left	43.8 : 43.8%	8.8	63.3 : 63.3%	15.3
Simonsway WB Right	24.9%	1.5	39.5%	3.3
Brownley Road Left Ahead	55.9 : 55.9%	5.4	61.1 : 61.1%	6.2
Brownley Road Right	21.0%	1.2	42.1%	2.1

6.10 The results of the modelling indicate that this junction currently operates within capacity and will continue to do so under the modelled future year scenarios both without and with the proposed Atlas Park development. A minor increase in the DoS and queueing on Simonsway can be expected but this is considered to be negligible.

Simonsway / Shadowmoss Road

6.11 This junction operates on a vehicle actuated basis and signal timings are variable throughout the day depending on traffic conditions. The junction includes Metrolink (tram) phases which only appear when demanded. In order to provide a robust assessment, the junction model has allowed for these phases to be included in every cycle.

Table 6.5 – Simonsway / Shadowmoss Road Linsig Modelling Results

2026 Baseline	AM Peak		PM Peak	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Left	6.3%	1.0	5.6%	0.9
Simonsway WB Ahead	34.8%	6.9	47.2%	10.5
Shadowmoss Road Left	43.3%	2.4	55.7%	4.6
Shadowmoss Road Right	44.7%	2.5	36.2%	2.8
Simonsway EB Ahead	49.5%	11.3	54.9%	13.2
Simonsway EB Right	28.4%	2.1	29.7%	1.8
2026 Baseline	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Left	3.2%	0.5	5.9%	0.9
Simonsway WB Ahead	34.8%	6.9	44.7%	9.7
Shadowmoss Road Left	46.0%	2.5	47.0%	2.8
Shadowmoss Road Right	46.7%	2.6	19.8%	1.1
Simonsway EB Ahead	49.5%	11.3	52.0%	12.1
Simonsway EB Right	13.5%	1.0	30.7%	1.9
2026 Baseline	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Simonsway WB Left	3.2%	0.5	5.8%	0.9
Simonsway WB Ahead	37.4%	7.5	50.7%	11.6
Shadowmoss Road Left	46.0%	2.5	52.2%	3.0
Shadowmoss Road Right	46.7%	2.6	22.0%	1.1
Simonsway EB Ahead	50.2%	11.4	53.0%	12.5
Simonsway EB Right	14.3%	1.0	35.3%	1.9

6.12 The results demonstrate that the junction operates within capacity under all the modelled scenarios. The reduction in DoS for the Simonsway right turn into Shadowmoss Road and the right turn out from Shadowmoss Road reflects the changes resulting from the Concord Business Park proposals with these being most noticeable at this junction as the business park is accessed from Shadowmoss Road. The addition of the proposed Atlas Park development traffic is expected to result in a marginal increase in the degree of saturation but the junction will continue to operate within capacity.

Simonsway / Atlas Park Access

6.13 This is an existing priority junction and has been modelled using the PICADY module of Junctions 11. The modelling results are included in **Table 6.6**.

Table 6.6 – Simonsway / Atlas Park Access PICADY Modelling Results				
2026 Baseline	**AM Peak**		**PM Peak**	
Arm / Movement	**RFC**	**Queue**	**RFC**	**Queue**
Atlas left turn	0.14	0.2	0.25	0.3
Atlas right turn	0.09	0.1	0.25	0.3
Simonsway right turn	0.68	2.1	0.10	0.1
2031 Without Development	**AM Peak**		**PM Peak**	
Arm / Movement	**RFC**	**Queue**	**RFC**	**Queue**
Atlas left turn	0.14	0.2	0.25	0.3
Atlas right turn	0.09	0.1	0.25	0.3
Simonsway right turn	0.67	1.9	0.10	0.1
2031 With Development	**AM Peak**		**PM Peak**	
Arm / Movement	**RFC**	**Queue**	**RFC**	**Queue**
Atlas left turn	0.08	0.1	0.19	0.2
Atlas right turn	0.07	0.1	0.21	0.3
Simonsway right turn	0.39	0.6	0.07	0.1

6.14 The modelling results demonstrate that the junction currently operates within capacity and will continue to do so under anticipated conditions. The ratio of flow to capacity (RFC) remains below 0.85 and the results indicate minimal queuing. It is noted that the there is an increase in spare capacity at the junction in the future year with development scenario. This reflects the change in land use as a result of the proposals (reduction in office-related vehicle trips on the former Vodafone plot).

Simonsway / Proposed Access

6.15 This junction is proposed to serve the Atlas Park development and has been modelled for the future year with development scenario only. The junction will operate on a priority basis and has been modelled using the PICADY module of Junctions 11 with the results summarised in **Table 6.7**.

Table 6.7 – Simonsway / Proposed Access PICADY Modelling Results				
2031 With Development	**AM Peak**		**PM Peak**	
Arm / Movement	**RFC**	**Queue**	**RFC**	**Queue**
Proposed Access left turn	0.19	0.2	0.47	0.9
Simonsway right turn	0.35	0.9	0.13	0.3
Sensitivity Analysis	**AM Peak**		**PM Peak**	
Arm / Movement	**RFC**	**Queue**	**RFC**	**Queue**
Proposed Access left turn	0.19	0.2	0.48	0.9
Simonsway right turn	0.36	1.0	0.14	0.4

6.16 In addition to the anticipated scenario which precludes HGVs from right turn movements into the site at this junction under the vehicle routeing plan, a sensitivity analysis has been undertaken to assess the effect if HGVs were to undertake this movement. The sensitivity analysis tested the case if 5% of all vehicles turning right in and right out of the junction were HGVs. As can be seen from the results, both in the anticipated scenario and the sensitivity analysis, the junction is expected to operate well within capacity with no queuing.

Simonsway / Styal Road / Finney Lane

6.17 This junction is operated under MOVA control adjusting signal times throughout the day in response to variations in traffic demand. The modelling results are summarised in **Table 6.8**.

Table 6.8 – Simonsway / Styal Road / Finney Lane Linsig Modelling Results				
2026 Baseline	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Finney Lane Left Ahead	64.4 : 64.4%	11.5	57.2 : 57.2%	9.5
Finney Lane Ahead Right	70.4%	7.7	83.7%	8.0
Styal Road NB Left Ahead	71.1%	15.6	88.4%	22.2
Styal Road NB Right Ahead	72.0%	7.5	83.2%	10.1
Simonsway EB Ahead Left	67.5%	8.4	77.2%	12.8
Simonsway EB Ahead Right	72.7%	8.7	88.5%	14.8
Styal Road SB Left Ahead	70.4%	9.6	80.1%	10.6
Styal Road SB Ahead Right	70.4%	9.6	80.1%	10.6
2031 Without Development	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Finney Lane Left Ahead	64.4 : 64.4%	11.5	57.2 : 57.2%	9.5
Finney Lane Ahead Right	70.4%	7.7	83.7%	8.0
Styal Road NB Left Ahead	71.1%	15.6	88.4%	22.2
Styal Road NB Right Ahead	72.0%	7.5	83.2%	10.1
Simonsway EB Ahead Left	67.8%	8.5	71.7%	11.5
Simonsway EB Ahead Right	72.8%	8.8	88.3%	13.9
Styal Road SB Left Ahead	70.4%	9.6	80.1%	10.6
Styal Road SB Ahead Right	70.4%	9.6	80.1%	10.6
2031 With Development	**AM Peak**		**PM Peak**	

Arm / Movement	DoS	Queue	DoS	Queue
Finney Lane Left Ahead	63.5 : 63.5%	11.4	57.5 : 57.5%	9.7
Finney Lane Ahead Right	70.4%	7.7	90.7%	9.3
Styal Road NB Left Ahead	74.1%	16.3	92.0%	24.4
Styal Road NB Right Ahead	73.1%	7.7	88.1%	11.0
Simonsway EB Ahead Left	67.0%	8.7	71.8%	12.2
Simonsway EB Ahead Right	73.8%	9.0	93.8%	16.9
Styal Road SB Left Ahead	73.7%	9.9	80.4%	10.7
Styal Road SB Ahead Right	73.4%	9.8	80.4%	10.7

6.18 The modelling results indicate that the junction currently operates within capacity and will continue to do so under anticipated conditions with the exception of the afternoon peak when some arms will be operating above practical capacity. It is noted that there is minimal difference between the baseline and without development scenario results. This is reflective of changes in traffic resulting from committed developments having dissipated by the time they have reached this junction.

6.19 While queuing can be expected at the junction during peak hours this remains at a similar level to current conditions and is considered to be negligible in the context of daily fluctuations in traffic flows, with the left turn from Styal Road into Simonsway during the AM peak remaining at 16 vehicles and the right turn from Simonsway to Styal Road during the PM peak increasing from 14 to 17 vehicles.

A555 Airport Relief Road / Styal Road

6.20 The junction of Styal Road with the A555 Airport Relief Road is operated under MOVA control, with green times changing throughout the day to respond to changing traffic demands.

Table 6.9 – A555 Airport Relief Road / Styal Road Linsig Modelling Results

2026 Baseline	AM Peak		PM Peak	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Airport Relief Road WB Left Ahead	95.1 : 95.1%	41.4	81.5 : 81.5%	28.9
Airport Relief Road WB Ahead	91.3%	36.6	78.5%	27.3
Airport Relief Road WB Right	93.8%	22.2	106.0%	33.0
Styal Road S Left	31.7%	7.1	46.9%	10.7
Styal Road S Right Ahead	93.9%	16.4	106.1%	29.6
Airport Relief Road EB Left	65.9%	18.5	44.9%	11.4
Airport Relief Road EB Ahead	96.5%	38.8	107.4%	70.1
Airport Relief Road EB Ahead	96.5%	38.8	107.2%	69.5
Airport Relief Road EB Right	94.9%	18.0	79.7%	9.7
Styal Road N Left Ahead	57.6 : 57.6%	15.1	84.8 : 84.8%	27.4
Styal Road N Ahead Right	96.4 : 96.4%	17.4	108.1 : 108.1%	35.7

2031 Without Development	AM Peak		PM Peak	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Airport Relief Road WB Left Ahead	93.7 : 93.7%	39.9	82.0 : 82.0%	29.1
Airport Relief Road WB Ahead	90.0%	35.6	79.0%	27.5
Airport Relief Road WB Right	93.8%	22.2	106.0%	33.0
Styal Road S Left	36.8%	8.2	46.9%	10.7
Styal Road S Right Ahead	93.2%	14.9	106.1%	29.6
Airport Relief Road EB Left	64.8%	18.3	44.9%	11.4
Airport Relief Road EB Ahead	95.0%	37.1	107.9%	72.2
Airport Relief Road EB Ahead	95.0%	37.1	107.9%	72.2
Airport Relief Road EB Right	94.9%	18.0	79.7%	9.7
Styal Road N Left Ahead	56.8 : 56.8%	14.9	84.8 : 84.8%	27.4
Styal Road N Ahead Right	92.0 : 92.0%	15.1	108.1 : 108.1%	35.7

2031 With Development	AM Peak		PM Peak	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Airport Relief Road WB Left Ahead	93.7 : 93.7%	39.9	82.0 : 82.0%	29.1
Airport Relief Road WB Ahead	90.0%	35.6	79.0%	27.5
Airport Relief Road WB Right	94.6%	22.7	107.2%	35.1
Styal Road S Left	36.8%	8.2	47.9%	10.8
Styal Road S Right Ahead	93.6%	15.1	106.5%	30.0
Airport Relief Road EB Left	66.1%	18.8	46.4%	11.8
Airport Relief Road EB Ahead	95.0%	37.1	109.7%	77.8
Airport Relief Road EB Ahead	95.0%	37.1	109.7%	77.8
Airport Relief Road EB Right	94.9%	18.0	84.1%	10.3
Styal Road N Left Ahead	57.5 : 57.5%	15.2	85.1 : 85.1%	28.1
Styal Road N Ahead Right	93.6 : 93.6%	16.0	105.8 : 105.8%	32.6

6.21 The modelling results indicate that the junction is operating over practical capacity (DoS of 90%) in the baseline scenario. The DoS exceeds 90% on all arms during the morning peak and is above 100% during afternoon peak, indicating congested conditions for some turning movements. The modelling shows queue lengths of over 40 vehicles in the morning peak and up to 70 in the afternoon peak under existing conditions. This broadly corresponds with queue lengths recorded at the junction during surveys.

6.22 Given the junction is currently operating outside capacity, the addition of committed and proposed development traffic results in an increase in modelled queuing on the over-capacity arms, but it is notable that the turning movements associated with the proposed development experience negligible change when comparing the without and with development scenarios.

A555 Airport Relief Road / Outwood Lane

6.23 This junction operates under MOVA control and green times are variable throughout the day dependent on traffic conditions. The results of the modelling are included in **Table 6.10.**

Table 6.10 – A555 Airport Relief Road / Outwood Lane Linsig Modelling Results				
2026 Baseline	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Airport Relief Road WB Left	8.8%	1.7	10.8%	2.0
Airport Relief Road WB Ahead	57.9%	19.6	63.0%	22.5
Airport Relief Road WB Ahead	57.8%	19.3	63.0%	22.5
Outwood Lane Ahead	20.8%	4.1	53.4%	12.5
Outwood Lane Ahead	20.6%	4.1	53.2%	12.5
Outwood Lane Right	55.3%	4.1	60.6%	5.8
Airport Spur Ahead	56.6%	9.5	63.1%	10.6
Airport Spur Ahead	56.3%	9.4	63.1%	10.6
Outwood Lane West Ahead	53.7%	13.0	48.2%	11.5
Outwood Lane West Ahead	53.7%	13.0	48.1%	11.5
Airport Spur (internal) Ahead	56.6%	1.2	63.1%	1.4
Outwood Lane (internal) Right	14.1%	0.2	19.4%	0.2
2031 Without Development	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Airport Relief Road WB Left	8.7%	1.6	10.8%	2.0
Airport Relief Road WB Ahead	58.3%	19.7	64.3%	23.2
Airport Relief Road WB Ahead	58.3%	19.7	64.3%	23.2
Outwood Lane Ahead	21.3%	4.2	54.5%	12.6
Outwood Lane Ahead	21.1%	4.1	54.3%	12.6
Outwood Lane Right	55.3%	4.1	64.6%	5.9
Airport Spur Ahead	58.4%	9.6	63.1%	10.6
Airport Spur Ahead	58.2%	9.5	63.1%	10.6
Outwood Lane West Ahead	55.6%	13.7	48.9%	11.5
Outwood Lane West Ahead	55.6%	13.7	48.9%	11.5
Airport Spur (internal) Ahead	58.4%	1.2	63.1%	1.4
Outwood Lane (internal) Right	14.4%	0.2	19.8%	0.3
2031 With Development	**AM Peak**		**PM Peak**	
Arm / Movement	**DoS**	**Queue**	**DoS**	**Queue**
Airport Relief Road WB Left	8.7%	1.6	10.8%	2.0
Airport Relief Road WB Ahead	58.5%	19.7	64.6%	23.3
Airport Relief Road WB Ahead	58.5%	19.7	64.6%	23.3
Outwood Lane Ahead	21.3%	4.2	54.5%	12.6
Outwood Lane Ahead	21.1%	4.1	54.3%	12.6
Outwood Lane Right	55.3%	4.1	64.6%	5.9
Airport Spur Ahead	58.4%	9.6	63.1%	10.6
Airport Spur Ahead	58.2%	9.5	63.1%	10.6
Outwood Lane West Ahead	55.9%	13.8	49.0%	11.6
Outwood Lane West Ahead	55.8%	13.8	49.0%	11.6
Airport Spur (internal) Ahead	58.4%	1.2	63.1%	1.4
Outwood Lane (internal) Right	14.4%	0.2	19.8%	0.3

6.24 The results of the model demonstrate that while queueing can be expected at the junction during peak hours, the junction is operating within capacity with the degree of saturation (DoS) remaining below 90% under all scenarios. The increase in traffic due to the proposed development is expected to result in only marginal increases in the DoS and anticipated queues.

Merge / Diverge Assessment

6.25 In order to consider the effect of the proposals on the operation of the M56 in the vicinity of the site, merge and diverge assessments have been undertaken for Junctions 4 and 5. These have been carried out with reference to the Design Manual for Roads and Bridges, CD122 – Geometric design of grade separated junctions, Figures 3.12b and 3.26b, which specify the requirements for merge and diverge layouts respectively having regard to mainline, merging and diverging traffic flows.

6.26 The results of the assessments for the future year both with and without the development for Junction 4 are shown in **Tables 6.11 and 6.12**.

Table 6.11 - M56 Junction 4 2036 Without Development						
Flow	**AM Peak**			**PM Peak**		
	Mainline	**Merge**	**Slip Road**	**Mainline**	**Merge**	**Slip Road**
Northbound Merge	6,339	845	D	5,823	907	B
Flow	**AM Peak**			**PM Peak**		
	Mainline	**Diverge**	**Slip Road**	**Mainline**	**Diverge**	**Slip Road**
Southbound Diverge	6,794	1,113	C	6,852	1,076	C

Table 6.12 - M56 Junction 4 2036 With Development						
Flow	**AM Peak**			**PM Peak**		
	Mainline	**Merge**	**Slip Road**	**Mainline**	**Merge**	**Slip Road**
Northbound Merge	6,339	862	D	5,823	941	B
Flow	**AM Peak**			**PM Peak**		
	Mainline	**Diverge**	**Slip Road**	**Mainline**	**Diverge**	**Slip Road**
Southbound Diverge	6,794	1,149	C	6,852	1,089	C

6.27 The assessment demonstrates that the change in traffic resulting from the development is not expected to require any alterations from the existing slip road arrangement at Junction 4.

6.28 The results of the assessments for the future year both with and without the development for Junction 5 are shown in **Tables 6.13 and 6.14**.

Table 6.13 - M56 Junction 5 2036 Without Development						
Flow	**AM Peak**			**PM Peak**		
	Mainline	**Merge**	**Slip Road**	**Mainline**	**Merge**	**Slip Road**
Southbound Merge	5,168	1,559	E	5,517	1,939	E
Flow	**AM Peak**			**PM Peak**		
	Mainline	**Diverge**	**Slip Road**	**Mainline**	**Diverge**	**Slip Road**
Northbound Diverge	5,162	2,101	E	4,362	1,705	D

Table 6.14 - M56 Junction 5 2036 With Development						
Flow	**AM Peak**			**PM Peak**		
	Mainline	**Merge**	**Slip Road**	**Mainline**	**Merge**	**Slip Road**
Southbound Merge	5,168	1,560	E	5,517	1,943	E
Flow	**AM Peak**			**PM Peak**		
	Mainline	**Diverge**	**Slip Road**	**Mainline**	**Diverge**	**Slip Road**
Northbound Diverge	5,162	2,108	E	4,362	1,708	D

6.29 The assessment demonstrates that the change in traffic resulting from the development is not expected to require any alterations from the existing slip road arrangement at Junction 5.

Holcroft Moss Assessment

6.30 In accordance with criteria 17 of Policy JP-C8 relating to the effect of development on Holcroft Moss, an assessment has been made of the potential for the development to result in an increase in traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 HGVs per day.

6.31 Holcroft Moss is located between junctions 11 and 12 on the M62. The M62 provides a link between Manchester and Liverpool to the west. However, the most direct routes to join the M62 to access the west or to travel north through Manchester, from the proposed development do not pass along this section of the M62. As such, it is not expected that the development would result in movements exceeding the threshold for requiring detailed assessment and as such there is no requirement to contribute towards the conservation of Holcroft Moss as a consequence of development.

7 SUMMARY AND CONCLUSION

Summary

7.1 TTP Consulting has been appointed by Aviva Life & Pensions to provide traffic and transport advice in relation to the proposed Atlas Park Development located in the Wythenshawe area of Manchester. The proposed development occupies part of the existing Atlas Business Park and extends east to encompass the former Ferranti factory site., representing a wholly brownfield development.

7.2 The local area is mixed with commercial (employment) and residential uses along Simonsway. Manchester Airport is less than 1km to the south, Wythenshawe District Centre is 1.5km to the west and Heald Green is approximately 0.8km to the east. The application site is very well served by public transport options, with bus routes along Simonsway, rail services to Heald Green and tram services to Peel Hall.

7.3 The proposals involve the removal of 8,397sqm office floor space and the construction of 35,935sqm of Class E(g)(iii) light industrial / B2 / B8 floorspace in 6 buildings (7 units) with associated access, turning, car parking and landscaping.

7.4 An existing vehicle access from Simonsway will be reused, with minor amendments, to offer a priority junction for vehicles to/from the development. In addition the development will be linked with the existing Atlas Park and vehicles will also be able to use the existing junction on Simonsway.

7.5 Drawings are presented which demonstrate suitable vehicle turning movements and visibility splays. In addition to the access improvements, works are proposed to improve local pedestrian and cycle connections, with new crossings of Simonsway and resurfacing of sections of the Airport Orbital cycleway along the frontage of the site.

7.6 The proposed levels of car and cycle parking accord with the relevant development plan standards and additionally include EV charging infrastructure.

7.7 An assessment of highway impact has been undertaken based on a robust approach to vehicle trip-rate derivation, with design year modelling showing that the impact of additional development traffic is negligible, albeit there are some junction approaches which are experiencing short periods of congestion.

7.8 The effect of development on the merge / diverge to / from the M56 has been considered and the proposals do not trigger a need for any improvements to the junction layouts.

7.9 In conclusion, the proposals for new employment use on the former Ferranti factory site are appropriate in terms of transport and highway matters and by reference to NPPF paragraph 6

will not have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety.

ttp consulting

transport planning specialists

Aviva Life & Pensions UK Ltd

Atlas Park Development, Wythenshawe

Transport Assessment Appendices A to D

September 2026

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Appendix A

(Pre-application scoping advice)

Sheila Gough

From: Stuart Davies
Sent: 03 June 2026 18:15
To: Rebecca Hesketh
Cc: Robert Griffin; Sheila Gough; Alli Croft
Subject: RE: Atlas Business Park, Wythenshawe - pre-app' request in respect of scope of traffic surveys

Hi Rebecca
Thank you very much for your quick response to this, very helpful and I will use this to update the survey brief. The main task at present is to ensure we secure the video footage at the required junctions before the holidays; we can engage in further scoping discussions to agree what time periods are necessary and which junctions might be left out of any detailed analysis by reference to your +30vph reference.
May I ask if you have a recommended contact at National Highways?
Kind regards
Stuart

Stuart Davies
Director | TTP Consulting
27 Beak Street
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From: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Sent: 29 May 2026 17:46
To: Stuart Davies <sbdavies@ttp-consulting.co.uk>
Cc: Robert Griffin <robert.griffin@manchester.gov.uk>
Subject: RE: Atlas Business Park, Wythenshawe - pre-app' request in respect of scope of traffic surveys

Hi Stuart

Please see below comments – I have also discussed the following with TfGM. I would recommend that you liaise directly with National Highways, MAG (and potentially neighbouring authorities) regarding operational assessment and impacts.

- Overall, the proposal outlines undertaking new counts at the previously assessed junctions – which were undertaken in 2022. A plan shows the location of the proposed counts which are fairly comprehensive with four turn counts and two link counts in the vicinity of the proposed development. It may well be prudent to have turn counts/analysis at the A555/Outwood Lane and at the M56 Junction 5 to ensure that both the Airport and National Highways are reassured that the development combined with other committed developments does not have a detrimental impact.
- However, please note that **all junctions exceeding 30vph should be modelled**. This would need to be informed based on an updated trip assignment exercise for the revised scheme.

- Please note that a thorough assessment of the Simonsway / Styal Road / Finney Lane junction will be required. There are established local concerns regarding its current operation, and it is therefore likely to be particularly sensitive to any increase in traffic flows arising from the development.
- The junction analysis should also capture any impact on the Metrolink network.
- A revised Transport Assessment would be required taking into consideration all of the above (including assessment of committed development). It is recommended that the full TA scope is agreed prior to submission - we would be happy to provide feedback when required on the TA scope and site layout proposals.
- As an update: we now do request that all S278 works are supported by a Stage 1 Road Safety Audit which should be submitted as part of the planning application.

Hope that's helpful.

Kind Regards,

Becky Hesketh
BSc (Hons) MSc MCIHT MSoRSA
Highways Development Control Team Manager
Manchester City Council

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POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA

From: Stuart Davies <sbdavies@ttp-consulting.co.uk>
Sent: 20 May 2026 18:03
To: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Subject: Atlas Business Park, Wythenshawe - pre-app' request in respect of scope of traffic surveys

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Hi Becky
Thank you for taking my call earlier this afternoon.
As discussed, I have prepared some background which is relevant to a development proposal on land at, and adjacent to, Atlas Park located on Simonsway, Wythenshawe.
A previous scheme was refused permission on green belt matters but agreement with highway officers was reached (subject to conditions). We would like to rely on that previous study and propose to undertake some validatory counts rather than repeat the full survey set. The attached letter sets out the key points from the previous application, briefly describes the new proposal, and suggests locations for some validatory traffic counts which we would ideally schedule to take place in June.
Kind regards
Stuart

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transport planning specialists

20th May 2026

Highways Development Control Team Manager
Manchester City Council
The Highways Service
PO Box 532, Town Hall,
Manchester, M60 2LA

Via email: rebecca.hesketh@manchester.gov.uk

Our Reference: 2026-5672/sbd/L01

Dear Becky

Request for pre-application advice | Traffic Surveys | Atlas Business Park, Wythenshawe

We are inviting feedback from the highway development control team for the suggested brief of a traffic survey relating to proposals on land at and adjacent to Atlas Business Park, located on Simonsway, Wythenshawe, M22 5RR. Given the proximity of the school summer holidays your early feedback would be much appreciated so that data collection can be instructed during a neutral period before the end of term.

There is a relevant planning history at this location (LPA Ref: 135952/FO/2023) and a previously submitted Transport Assessment (Vectos, dated December 2022) was based on surveys over an extensive study network. The background of the previous scheme, the conclusions drawn and the suggested brief for additional surveys is set out over the following paragraphs.

Background
Planning permission was sought on land immediately east of the Atlas Business Park and fronting Simonsway to the north and Styal Road to the east.

The proposals comprised 5 units of Class E(g)(iii), B2 and B8 use with a total area of 36,706sqm GFA. This was a reduction from the 38,211sqm originally applied for.

The application site relied on an existing vehicle access located opposite and slightly west of the priority junction between Simonsway / Pasture Field Road. Localised widening would create a ghost-island right turn and the access proposal was subject to a Stage 1 Road Safety Audit.

A total of 382 parking spaces and 84 cycle spaces were proposed, assessed against Manchester City Council standards for a B8 use. All service and refuse activity was demonstrated to take place within the site.

Land east of Atlas Business Park



Traffic surveys were undertaken in October 2022 and identified 7.30am-8.30am and 4.15pm-5.15pm as the respective AM and PM peak hours. The study network extended to include 9 junctions (including the site access) on the Manchester Relief Road and Simonsway corridors, from the M56 slip roads to the west of the site and to Styal Road to the east.

For robustness the trip generation rates were based on a B2 use (which has higher rates than B8) and resulted in 299 two-way trips and 340 two-way trips, based on the originally applied for 38,211sqm GFA.

The highway assessment was based on separate traffic distributions for staff trips and operational traffic, the latter having a greater focus on the strategic highway network such as routes to the M56.

An extensive junction assessment was undertaken (see **Annex A** for locations), and additionally a merge/diverge assessment for the M56 J4 and J5 slip roads. Analysis considered the baseline year (2022), 5-years after opening (2030) and 10-years after baseline (2032) for the National Highways junctions only. There was no evidence of traffic growth on the M56 but a TEMPRO factor was applied to the strategic road network flows in the 2032 study. No growth was applied to the local roads, albeit an analysis of committed development flows was undertaken.

Although the application was refused planning permission, by reference to the officers report (OR) to the 16/11/23 committee, the local highway authority stated no objection or concern with the proposals in terms of highway capacity, highway or pedestrian safety. Mitigation works at 3 out of 4 junctions predicted to experience some capacity issues were the subject of funding to allow the highway authority to implement MOVA / SCOOT as appropriate.

Furthermore, National Highways did not object to the proposals; Active Travel England sought improved pedestrian and cyclist connectivity into and across the development, all of which were considered capable of being dealt with by condition.

In summary, the proposals were considered to be an acceptable form and scale of development from a highways and transport perspective, subject to mitigation and planning conditions.

New Proposal

An alternative form of development is now proposed within an amended application site boundary which also incorporates an area of the existing Atlas Business Park. A total of 36,376sqm of Class E(g)(iii), B2 and B8 is now proposed, of which 23,353.8sqm is 4 buildings (5 units) within the previous application site boundary (135952/FO/2023) and 13,022sqm is within the existing Atlas Business Park, in part on a vacant plot in the south west corner and in part in replacement of Building M, an office building of circa 7,525sqm. The indicative site boundary in context with the previous scheme is shown below.

New development area in context with previous site area



In summary, there was no objection to the highway impacts arising from 36,706sqm of E(g)(iii)/B2/B8 floorspace (assessed as B2 for robustness) and the revised proposal instead seeks a similar scale development of 36,376sqm of E(g)(iii)/B2/B8 floorspace as well as the removal of circa 7,525sqm of office floorspace.

Survey Discussion

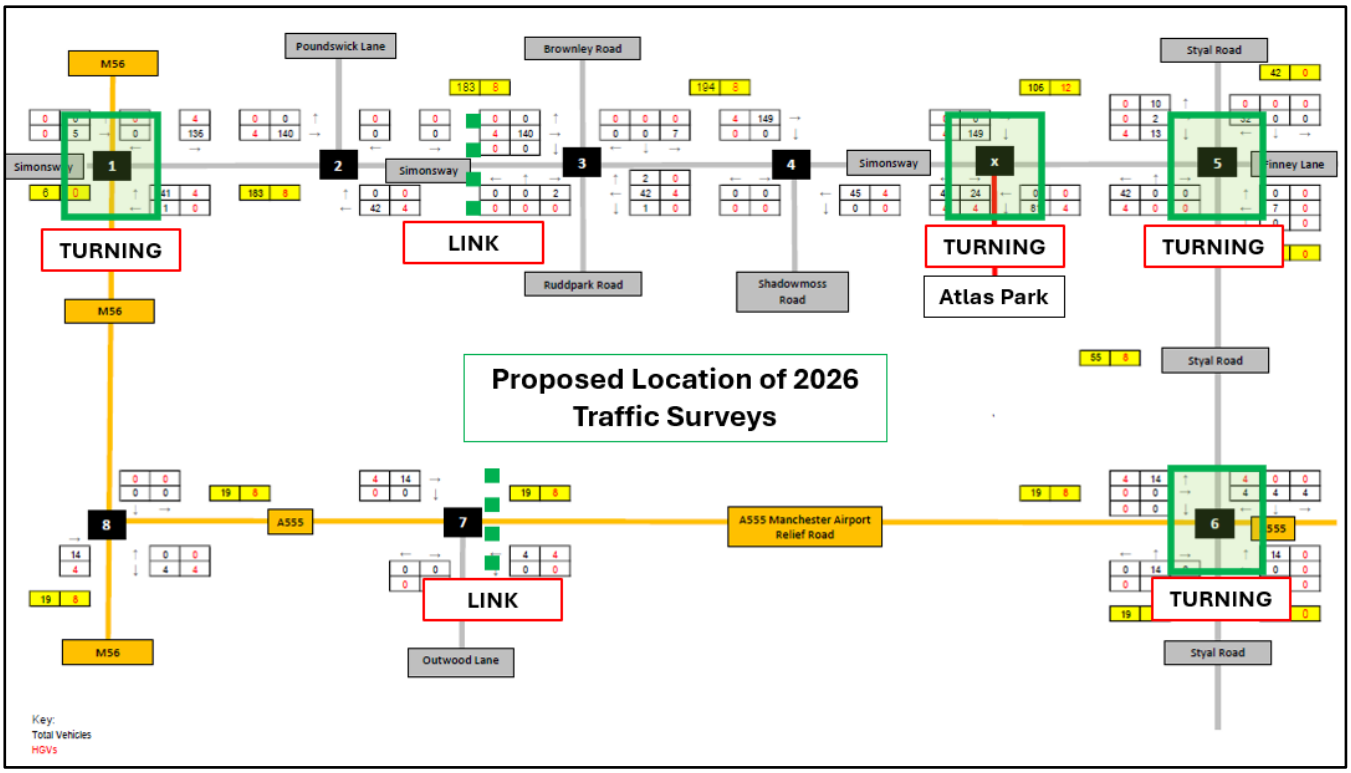
The new proposals will clearly generate significantly less vehicle movements than the previously considered scheme, particularly during the traditional peak hours, given the loss of office floorspace and reduced overall floor area.

The purpose of this pre-application request therefore is to enquire on the extent to which the previous highway studies may be relied upon, specifically if the October 2022 traffic surveys across what is an extensive study network need to be repeated in full or if, alternatively, a more limited set of data collection would be considered appropriate, using it either to validate retention of the 2022 dataset or to identify appropriate growth factors, should that be required.

The following is proposed, as identified on plans at **Annex A**:

- Full turning count at M56/Simonsway signal junction
- Link flows on Simonsway west of Brownley Road junction
- Full turning count at existing Atlas Business Park / Simonsway junction
- Full turning count at Simonsway/ Styal Road / Finney Lane
- Full turning count at Styal Road/ Manchester Airport Relief Road
- Link flows A555 Ringway Road W (east of Outwood Lane junction).

This focusses on those junctions which were previously observed to be operating at the highest levels of capacity as well as offering guidance with regard to the M56, and the detail for Atlas Business Park as existing, and are shown below (based on an extract from the December 2022 Transport Assessment).

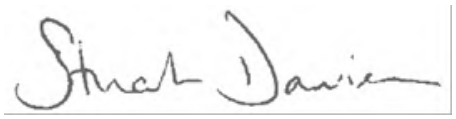


Given that the volume of development traffic on the local network will be much less than was tested and considered acceptable for the previous application we consider this dataset to be appropriate in complementing the historic dataset and allow a meaningful highway impact assessment of the new proposals to be prepared.

With the school summer holidays starting in a few weeks your early attention to this request would be most welcome, in order to avoid a delay which would otherwise postpone any traffic data collection until September.

Thank you for your consideration of this matter.

Yours sincerely,



Stuart Davies
Director
For **TTP Consulting**

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Mobile: 07701 090900
Office: 020 7100 0753

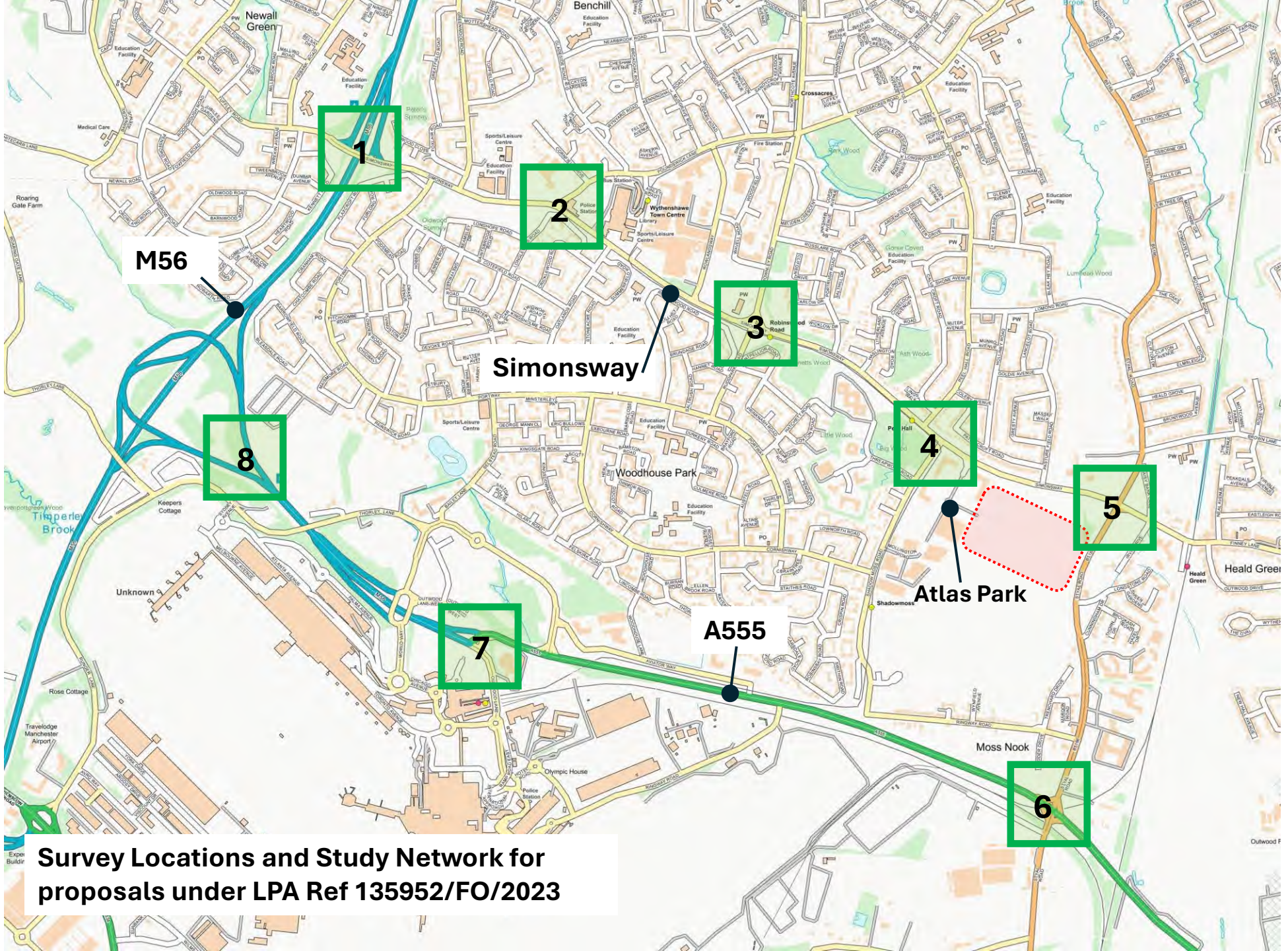
Encs

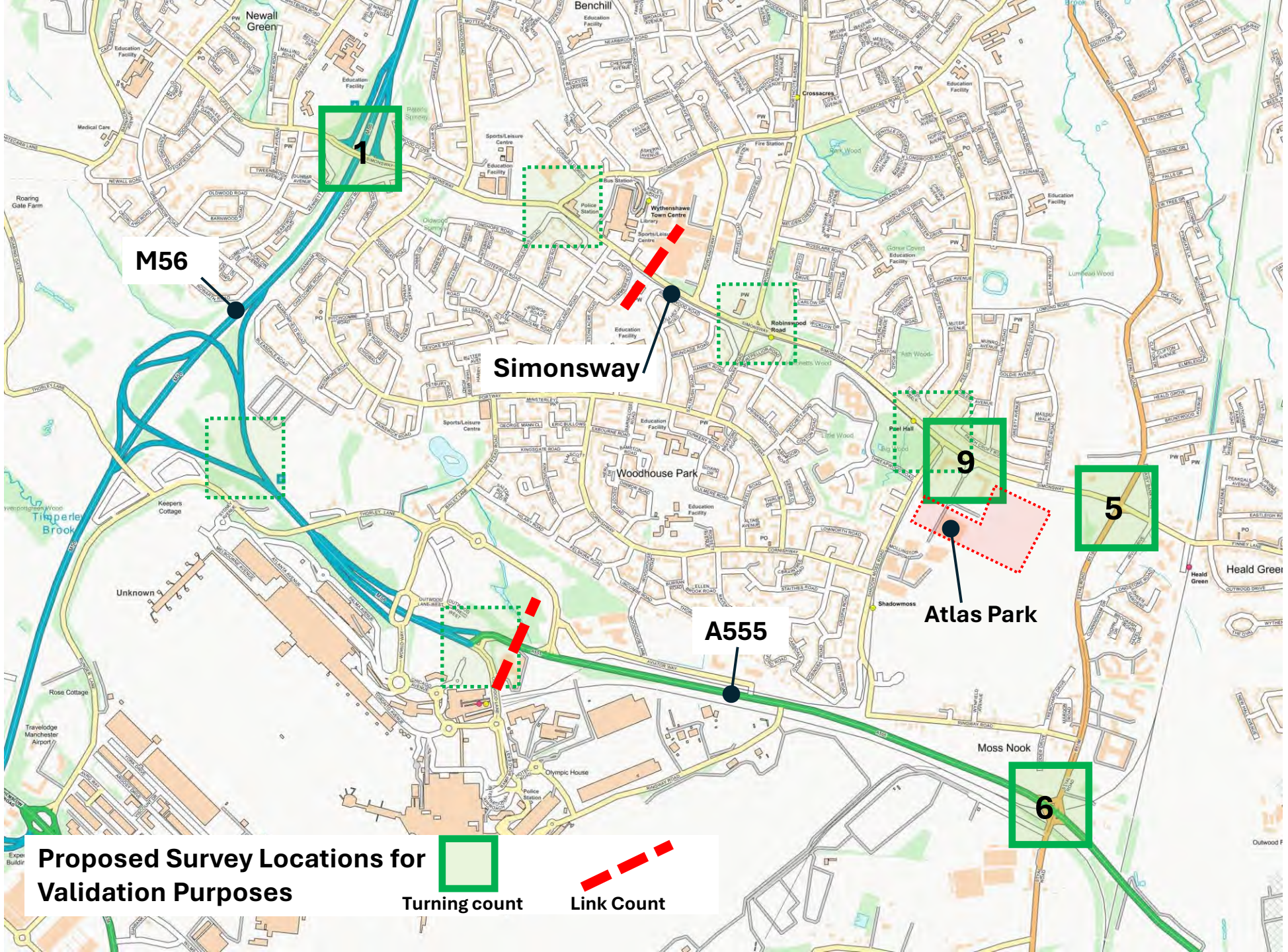
Annex A

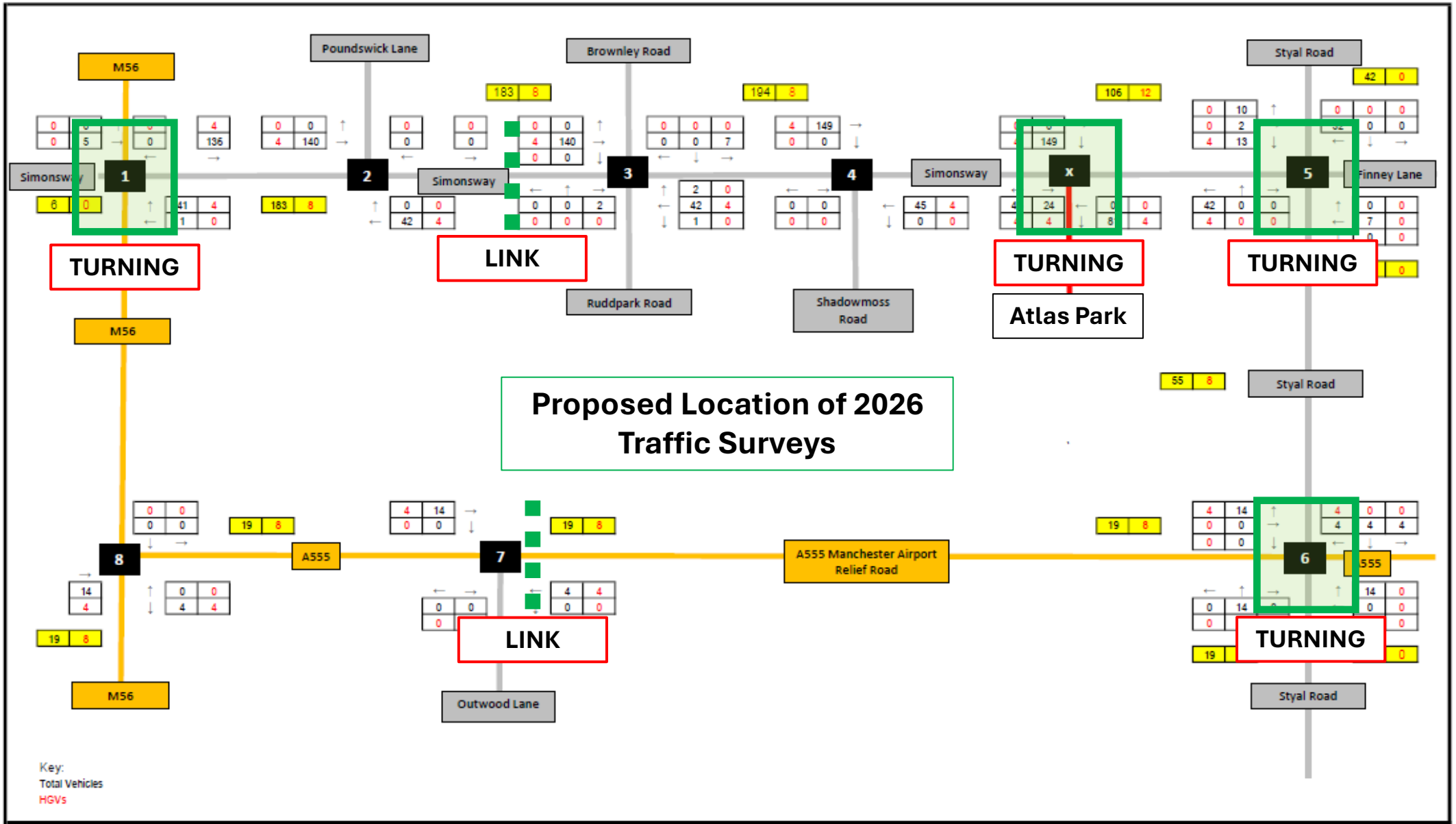
- Plan showing location of traffic surveys for previous application
- Plan showing suggested location of validation counts
- Plan showing identifying the suggested validation counts in context with the previous study network (as per the previous Transport Assessment)

ttp consulting
transport planning specialists

ANNEX A


1
2
3
4
5
6
7
8
M56
Simonsway
A555
Atlas Park
Woodhouse Park
Benchill
Newall Green
Wythenshawe Town Centre
Moss Nook
Heald Green
Unknown
Survey Locations and Study Network for proposals under LPA Ref 135952/FO/2023


1
M56
Simonsway
9
5
Atlas Park
A555
6
Proposed Survey Locations for Validation Purposes
Turning count
Link Count



Atlas Business Park, Wythenshawe

(TRIP GENERATION - AM (TOTAL))

vectos. | PART OF SLR

Appendix B

(Accident Data)

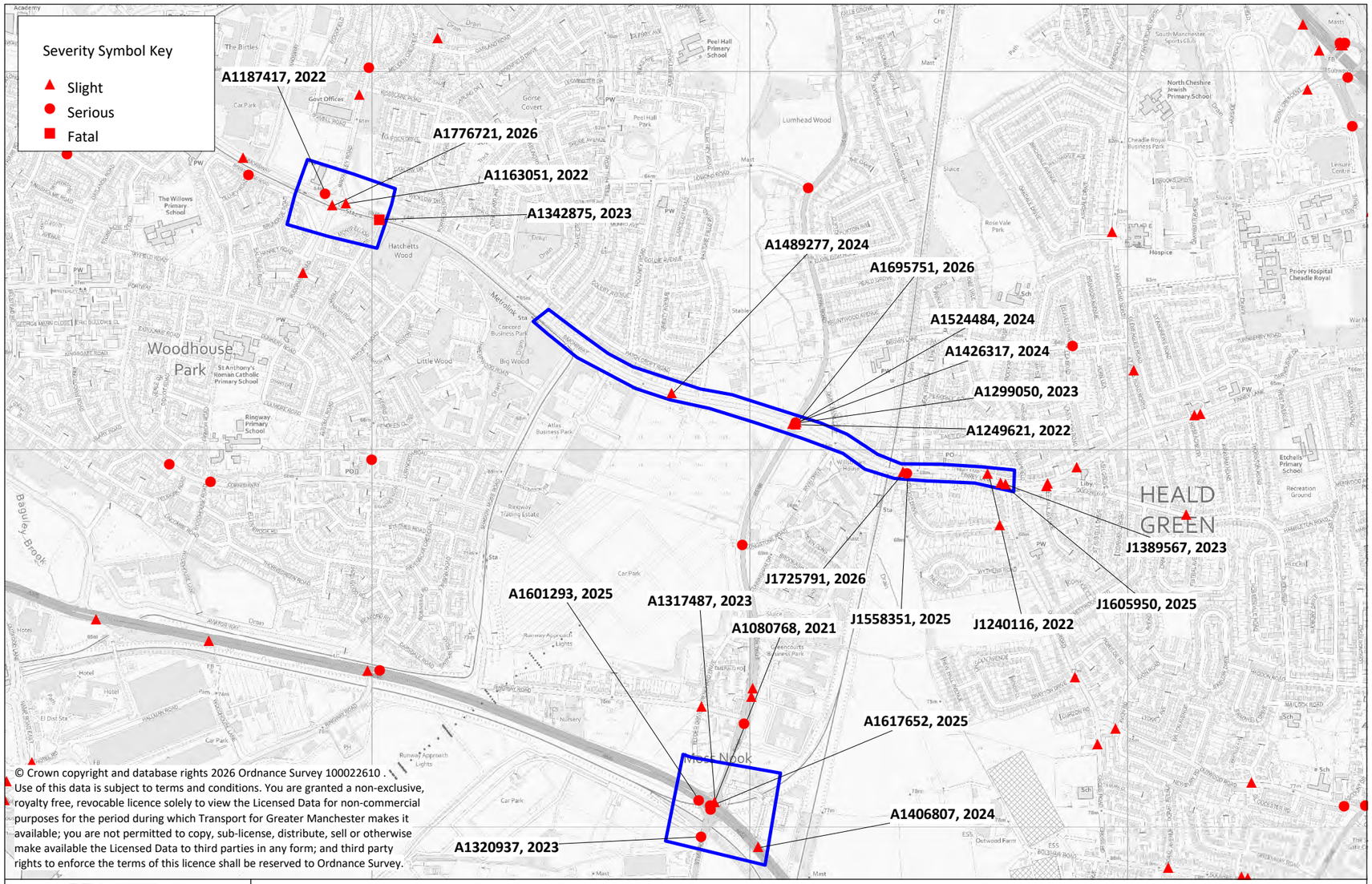
TRANSPORT FOR GREATER MANCHESTER



Traffic Accident Data for

TTP Consulting

Reported Injury in Specified Areas of three Junctions in Heald Green, Manchester, 01/08/2021 to 31/07/2026



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Transport for Greater Manchester
2 Piccadilly Place,
Manchester,
M1 3BG

Reported Injury in Specified Areas of three Junctions in Heald Green, Manchester, 01/08/2021 to 31/07/2026

Drawn By : liuj	Note: A road accident which occurs at or within 20m of a junction, is coded as a junction accident	Date : 26/08/2026	

TRANSPORT FOR GREATER MANCHESTER



Reported Road Injury Collisions in the Specified Areas of Three Junctions in Heald Green, Manchester. 01/08/2021 to 31/07/2026

Injury Accidents	Aug - Dec 2021	2022	2023	2024	2025	Jan - Jul 2026	Total
1: Fatal	0	0	1	0	0	0	**1**
2:Serious	0	0	0	0	0	0	**0**
5:Very Serious	0	0	0	0	2	0	**2**
6:Moderately Serious	1	0	1	0	0	0	**2**
7:Less Serious	0	1	1	0	1	0	**3**
3:Slight	0	3	2	4	1	3	**13**
Total	**1**	**4**	**5**	**4**	**4**	**3**	**21**

Standard Totals Report : Reported Injury in Specified Areas of three Junctions in Heald Green, Manchester, 01/08/2021 to 31/07/2026

Accidents

Fatal	1
Slight	13
Very serious	2
Moderately serious	2
Less serious	3
Total Accidents	**21**

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal					
Male	0	0	0	1	1
Total	**0**	**0**	**0**	**1**	**1**
Slight					
Male	1	9	1	0	11
Female	0	9	0	1	10
Total	**1**	**18**	**1**	**1**	**21**
Very serious					
Male	0	1	0	0	1
Female	0	2	0	0	2
Total	**0**	**3**	**0**	**0**	**3**
Moderately serious					
Male	0	1	1	0	2
Total	**0**	**1**	**1**	**0**	**2**
Less serious					
Male	0	5	0	0	5
Total	**0**	**5**	**0**	**0**	**5**
Total Casualties	**1**	**27**	**2**	**2**	**32**

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal					
Driver or rider	0	0	0	1	1
Total	**0**	**0**	**0**	**1**	**1**
Slight					
Driver or rider	0	13	1	0	14
Veh or pillion pas	1	5	0	1	7
Total	**1**	**18**	**1**	**1**	**21**
Very serious					
Driver or rider	0	2	0	0	2
Veh or pillion pas	0	1	0	0	1
Total	**0**	**3**	**0**	**0**	**3**
Moderately serious					
Driver or rider	0	1	1	0	2
Total	**0**	**1**	**1**	**0**	**2**
Less serious					
Driver or rider	0	5	0	0	5
Total	**0**	**5**	**0**	**0**	**5**
Total Casualties	**1**	**27**	**2**	**2**	**32**

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal	0	0	0	1	1
Slight	0	3	0	0	3
Moderately serious	0	0	1	0	1
Less serious	0	1	0	0	1

Casualties Broken Down By Type

Car (Driver)	**0-15**	**16+**	**Total**
Slight	0	11	11
Very seriou	0	2	2
Moderately	0	1	1
Less seriou	0	2	2
Total	**0**	**16**	**16**
Car (Passenger)	**0-15**	**16+**	**Total**
Slight	1	6	7
Very seriou	0	1	1
Total	**1**	**7**	**8**
TWPV (Rider)	**0-15**	**16+**	**Total**
Less seriou	0	2	2
Total	**0**	**2**	**2**
Cyclist (Rider)	**0-15**	**16+**	**Total**
Fatal	0	1	1
Slight	0	3	3
Moderately	0	1	1
Less seriou	0	1	1
Total	**0**	**6**	**6**
Total	**1**	**31**	**32**

Total Casualties	**0**	**4**	**1**	**1**	**6**

Standard Report - Reported Injury in Specified Areas of three Junctions in Heald Green, Manchester, 01/08/2021 to 31/07/2026

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number: A1187417 **Day:** Monday **Date:** 06/06/2022 **Time:** 22:30

Place Reported: Scene **District:** Manchester

Location: Simonsway 20 metres NW Of Brownley Road

Description: Both Vehs Trav Se Simonsway. V2 Begins To Turn Left At Crossroads, V1 (Motorcycle) U/takes V2 & Attempts To Go Straight Ahead, O/s Of V1 Hits N/s Of V2

Locational Details				Conditions		Accident Details	
Road:	C/C	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Less seri
OSGR:	382877 386677	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
m/s	U/T	NW	SE	
Car	TurnL	NW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	37	Less se	Un

Accident Reference Number: A1776721 **Day:** Tuesday **Date:** 30/06/2026 **Time:** 18:04

Place Reported: Self **District:** Manchester

Location: Ruddpark Road 10 metres S Of Simonsway

Description: V2 Stationary At Traffic-light Junction. Front Of V1 Collided Into Rear Of V2. V1 Fts

Locational Details				Conditions		Accident Details	
Road:	C/C	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Slight
OSGR:	382896 386646	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	ATS	Weather Conditions:	Rain	No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	O/Tkg	S	N	Unkn
Car	Stopg	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	28	Slight	Oo

Accident Reference Number: A1163051 **Day:** Tuesday **Date:** 01/02/2022 **Time:** 15:20

Place Reported: Scene **District:** Manchester

Location: Simonsway 20 metres E Of Brownley Road

Description: Both Vehs Trav W Simonsway. V2 Waiting To Go Ahead But Held Up At Jct Approach, Front Of V1 Collides With Rear Of V2

Locational Details				Conditions		Accident Details	
Road:	C/C	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Slight
OSGR:	382932 386651	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Rain	No. of Casualties:	2

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	E	W						
Car	Waitg	E	W		1 Drv	F	28	Slight	Un
					2 Pas	M	29	Slight	Un

Accident Reference Number: A1342875 **Day:** Thursday **Date:** 17/08/2023 **Time:** 14:20

Place Reported: Scene **District:** Manchester

Location: Simonsway 155 metres NW Of Portrush Road

Description: V1 (Tram) Trav Se Simonsway Along Tram Line, V2 (Pedal Cycle) Trav N-bd Across Simonsway Turns Left Into Path Of V1, Front Of V2 Collides With O/s Of V1

Locational Details				Conditions		Accident Details	
Road:	C	Junction Details:		Road Surface:	Dry	Severity:	Fatal
OSGR:	383020 386609	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	Ref	Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Tram	Ahead	NW	SE						
p/c	TurnL	S	NW		1 Rid	M	77	Fatal	Un

Accident Reference Number: A1489277 **Day:** Monday **Date:** 09/09/2024 **Time:** 18:50

Place Reported: Scene **District:** Manchester

Location: Simonsway 46 Metres West From Junction With Unclassified Road

Description: V2 Trav E Simonsway, V1 Trav W Same Enters Opp C/way & Colls Head On With V2. V1 Fts

Locational Details				Conditions		Accident Details	
Road:	C	Junction Details:		Road Surface:	Dry	Severity:	Slight
OSGR:	383795 386148	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	3

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	E	W		2 Pas	F	40	Slight	Oo
Car	Ahead	W	E		1 Drv	F	45	Slight	Oo
					3 Pas	F	19	Slight	Oo

Accident Reference Number: A1601293 **Day:** Wednesday **Date:** 19/02/2025 **Time:** 21:02

Place Reported: Scene **District:** Manchester

Location: Manchester Airport Relief Road at junction with Styal Road

Description: V1 Trav Nw Styal Rd Enters Manchester Airport Relief Rd Through Red Traffic Light & Collides With N/s Of V2 Trav W Manchester Airport Relief Rd

Locational Details				Conditions		Accident Details	
Road:	A555/B5166	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Very seri
OSGR:	383866 385070	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	ATS	Weather Conditions:	Fine	No. of Casualties:	3

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	SE	NW		1 Drv	M	17	Very ser	Oo
Car	Ahead	E	W		2 Drv	M	19	Slight	Oo
					3 Pas	F	19	Very ser	Oo

Accident Reference Number: A1320937 **Day:** Tuesday **Date:** 20/06/2023 **Time:** 18:04

Place Reported: Scene **District:** Manchester

Location: Styal Road at junction with Entrance Of Manchester Airport Jet Parks 3

Description: V2 Trav Ne Styal Rd, V1 Trav Sw Styal Rd T/R Onto Manchester Airport Jet Parks 3 & Front Hits Front Of V2, V1 Then Hits Front Of V3 Trav Se Exits Car Park Waiting To T/L

Locational Details				Conditions		Accident Details	
Road:	B5166/U	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Moderat
OSGR:	383873 384974	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	3
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	TurnR	NE	NW						
Car	Ahead	SW	NE		2 Drv	M	53	Moderat	Un
Car	wtgTL	NW	NE						

Accident Reference Number: A1617652 **Day:** Wednesday **Date:** 16/07/2025 **Time:** 21:50

Place Reported: Scene **District:** Manchester

Location: Manchester Airport Relief Road at junction with Styal Road

Description: V2 Trav Nw Manchester Airport Relief Rd, V1 Trav Se Manchester Airport Relief Rd Turns Right Onto Styal Rd & Front Colldies With O/s Of V2

Locational Details				Conditions		Accident Details	
Road:	A555/B5166	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Very seri
OSGR:	383897 385056	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	40	Ped Crossing:	PedX	Weather Conditions:	Fine	No. of Casualties:	3

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	TurnR	NW	S		1 Drv	F	25	Very ser	Oo
					3 Pas	F	33	Slight	Oo
Car	Ahead	SE	NW		2 Drv	M	36	Less se	Oo

Accident Reference Number: A1080768 **Day:** Tuesday **Date:** 24/08/2021 **Time:** 18:15

Place Reported: Scene **District:** Manchester

Location: Manchester Airport Relief Road at junction with Styal Road

Description: V1 (Pedal Cycle) Trav N Styal Rd, While V2 (Motorcycle) Trav W Manchester Airport Relief Rd. V1 Fails To Look Properly, Enters Jct & O/s Collides With Front Of V2

Locational Details				Conditions		Accident Details	
Road:	A555/B5166	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Moderat
OSGR:	383898 385046	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	40	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	2

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
p/c	Ahead	S	N		1 Rid	M	68	Moderat	Un
m/cl	Ahead	E	W		2 Rid	M	23	Less se	Un

Accident Reference Number: A1317487 **Day:** Monday **Date:** 12/06/2023 **Time:** 07:18

Place Reported: Scene **District:** Manchester

Location: Manchester Airport Relief Road at junction with Styal Road

Description: V2 Trav Se A555 Manchester Airport Relief Rd, V1 Trav Nw Manchester Airport Relief Rd In Straight Dedicated Lane But T/R Onto Styal Rd, Front Of V1 Collides With Front Of V2

Locational Details				Conditions		Accident Details	
Road:	A555/B5166	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Slight
OSGR:	383908 385065	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	50	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	TurnR	SE	NE						
Car	Ahead	NW	SE		1 Drv	M	46	Slight	Un

Accident Reference Number: A1406807 **Day:** Thursday **Date:** 01/02/2024 **Time:** 22:00

Place Reported: Scene **District:** Manchester

Location: Manchester Airport Eastern Link Road (A555) 150 metres SE Of Styal Road

Description: V1 Trav Nw Manchester Airport Eastern Link Rd On Wrong Side C/way, V2 Trav Se Manchester Airport Eastern Link Rd, O/s Of V1 Colls With O/s Of V2

Locational Details				Conditions		Accident Details	
Road:	A555	Junction Details:		Road Surface:	Dry	Severity:	Slight
OSGR:	384024 384945	Junction Control:	n/a	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	50	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	SE	NW						
Car	Ahead	NW	SE		1 Drv	F	23	Slight	Un

Accident Reference Number: A1426317 **Day:** Wednesday **Date:** 27/03/2024 **Time:** 16:00

Place Reported: Scene **District:** Manchester

Location: Styal Road at junction with Simonsway

Description: Both Vehs Trav Ne Styal Rd, V1 (LGV) Turns Right Onto Finney La & Across Path Of V2 (Pedal Cycle), O/s Of V1 Collides With Front Of V2

Locational Details				Conditions		Accident Details	
Road:	B5166/C	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Slight
OSGR:	384114 386068	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Rain	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
LGV	TurnR	SW	SE						
p/c	Ahead	SW	NE		1 Rid	M	58	Slight	Un

Accident Reference Number: A1524484 **Day:** Monday **Date:** 02/12/2024 **Time:** 14:55

Place Reported: Scene **District:** Manchester

Location: Styal Road At Junction With Finney Lane

Description: V1 Trav E Simonsway Turns Right Across Path Of V2 Trav Opp Dir.

Locational Details				Conditions		Accident Details	
Road:	B5166/C	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Slight
OSGR:	384119 386067	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	ATS	Weather Conditions:	Rain	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	TurnR	W	S						
Car	Ahead	E	W						

Accident Reference Number: A1249621 **Day:** Wednesday **Date:** 30/11/2022 **Time:** 19:30

Place Reported: Scene **District:** Manchester

Location: Styal Road at junction with Finney Lane

Description: V1 Trav Nw Finney La Towards Simonsway. V2 Trav Se Simonsway Turns Right Onto Styal Rd & Across Path Of V1, N/s Of V2 Colls With Front Of V1

Locational Details				Conditions		Accident Details	
Road:	B5166/C	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Slight
OSGR:	384123 386066	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	SE	NW						
Car	TurnR	NW	SW		1 Drv	M	62	Slight	Un

Accident Reference Number: A1299050 **Day:** Monday **Date:** 27/03/2023 **Time:** 11:15

Place Reported: Self **District:** Manchester

Location: Styal Road at junction with Simonsway

Description: V1 Trav Sw Styal Rd Goes Through Red Ats At Crossroads. V2 Trav Ne Styal Rd Goes Through An Amber Ats At Crossroads. Front Of V1 Collides With N/s Of V2

Locational Details

Road:	B5166/C	Junction Details:	Xrds		
OSGR:	384123 386070	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less seri
No. of Vehicles:	2
No. of Casualties:	2

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NE	SW	
Car	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	F	30	Slight	Un
2 Drv	M	30	Less se	Un

Accident Reference Number: A1695751 **Day:** Wednesday **Date:** 14/01/2026 **Time:** 16:50

Place Reported: Scene **District:** Manchester

Location: Styal Road at junction with Finney Lane

Description: V1 Trav Ne Styal Rd, V2 Trav E Simonsway Turns Right Onto Styal Rd & Front Collides With Front Of V1

Locational Details

Road:	B5166/C	Junction Details:	Xrds		
OSGR:	384125 386070	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	ATS		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	TurnR	W	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	32	Slight	Oo
2 Drv	F	51	Slight	Oo

Accident Reference Number: J1725791 **Day:** Sunday **Date:** 22/03/2026 **Time:** 12:14

Place Reported: Self **District:** Stockport

Location: Finney Lane Near Junction With Outwood Drive, Heald Green, Cheadle, Stockport

Description: I Was Driving Down Finney Lane Towards Heald Green Pharmacy When A Car Pulled Out From From A Parking Bay Into My Car I Pulled Into Neal Avenue To Get Off The Main Road The Other Car Turned Right Into Outwood Avenue And Made Off I Then Called 999 As The Car Made Off From The Scene I Was Advised To Report This Online The Driver Of The Other Vehicle Returned To The Car Around 12.35 And Details Where Exchanged

Locational Details

Road:	C/U	Junction Details:	Tjun		
OSGR:	384408 385940	Junction Control:	GW		
Speed Limit:	20	Ped Crossing:	PedX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	2

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	Unk	Unk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	34	Slight	Oo
2 Pas	M	4	Slight	Oo

Accident Reference Number: J1558351 **Day:** Tuesday **Date:** 25/02/2025 **Time:** 20:33

Place Reported: Scene **District:** Stockport

Location: Outwood Drive at junction with Finney Lane

Description: V2 (Pedal Cycle) Trav W Finney La Across Jct With Outwood Drive, V1 Trav N Outwood Drive Appr Jct & O/s Colls With Front Of V2

Locational Details

Road:	U/C	Junction Details:	Tjun		
OSGR:	384418 385936	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Less seri
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Taxi	Start	S	N	
p/c	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	17	Less se	Oo

Accident Reference Number: J1240116 **Day:** Friday **Date:** 28/10/2022 **Time:** 16:45

Place Reported: Self **District:** Stockport

Location: Finney Lane Service Road 30 metres W Of Finney Lane, 65 metres W Of Outwood Road

Description: Both Vehs Trav W Finney La Service Rd. V1 Pulls Out After Being Parked & Front Collides With O/s Of V2 (Pedal Cycle). V1 Fts

Locational Details				Conditions		Accident Details	
Road:	U	Junction Details:		Road Surface:	Dry	Severity:	Slight
OSGR:	384632 385935	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Start	E	W						
p/c	Ahead	E	W		1 Rid	M	39	Slight	Un

Accident Reference Number: J1605950 **Day:** Saturday **Date:** 21/06/2025 **Time:** 14:00

Place Reported: Self **District:** Stockport

Location: Finney Lane Near Junction With Outwood Road, Heald Green, Cheadle, Stockport

Description: I Was Driving As Normal On The Main Road Finney Lane When Suddenly A Grey Car Pulled Out And Collided Into My Drivers Side With Great Force. He Was Trying To Come Onto Finney By Turning Right Onto The Road. He Turned With Speed Without Looking At Oncoming Vehicles On His Left Hand Side.

Locational Details				Conditions		Accident Details	
Road:	C/C	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Slight
OSGR:	384666 385911	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	20	Ped Crossing:	Unkn	Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	Unk	Unk		1 Drv	F	37	Slight	Oo
Car	TurnR	Unk	Unk						

Accident Reference Number: J1389567 **Day:** Monday **Date:** 11/12/2023 **Time:** 06:55

Place Reported: Self **District:** Stockport

Location: Finney Lane at junction with Outwood Road

Description: V2 (Pedal Cycle) Trav W Finney La. V1 Trav N Outwood Rd, Fails To Give Way At Jct & Front Collides With N/s Of V2

Locational Details				Conditions		Accident Details	
Road:	C/C	Junction Details:	Tjun	Road Surface:	Wet	Severity:	Slight
OSGR:	384679 385907	Junction Control:	GW	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Rain	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	S	N						
p/c	Ahead	E	W		1 Rid	M	26	Slight	Un

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -
Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT
Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced
Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	PIllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR

Mapping from new road safety factor (RSF) codes to previous contributory factor (CF) codes

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

Filters are active in row 5 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L]'.

RSF section	RSF code	RSF label	CF section	CF section name	CF code	CF name	Participants [note 1]
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	301	Disobeyed automatic traffic signal	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	302	Disobeyed 'Give Way' or 'Stop' sign or markings	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	304	Disobeyed pedestrian crossing facility	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	305	Illegal turn or direction of travel	V
B	B2	Driver/rider disobeyed double white lines	300	Injudicious action	303	Disobeyed double white lines	V
B	B3	Driver / rider overshot junction or poor turn / manoeuvre	400	Driver/Rider error or reaction	401	Junction overshoot	V
B	B3	Driver / rider overshot junction or poor turn / manoeuvre	400	Driver/Rider error or reaction	403	Poor turn or manoeuvre	V
B	B4	Ineffective observation by either the driver, rider or pedestrian	400	Driver/Rider error or reaction	405	Driver/Rider failed to look properly	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	400	Driver/Rider error or reaction	406	Driver/Rider failed to judge other person`s path or speed	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	800	Pedestrian only (casualty or uninjured)	802	Pedestrian failed to look properly	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	800	Pedestrian only (casualty or uninjured)	803	Pedestrian failed to judge vehicle`s path or speed	VCU
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	603	Driver/Rider nervous, uncertain or panic	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	605	Learner or inexperienced driver/rider	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	606	Inexperience of driving on the left	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	607	Unfamiliar with model of vehicle	V
B	B6	Driver/rider passing too close to another road user or pedestrian	400	Driver/Rider error or reaction	407	Too close to cyclist, horse rider or pedestrian	V
B	B7	Vehicle door opened into path of another road user or pedestrian	900	Special codes	904	Vehicle door opened or closed negligently	V
B	B8	Sudden braking or braking in a way unsuitable for conditions	400	Driver/Rider error or reaction	408	Sudden braking	V
D	D1	Affected by alcohol	500	Impairment or distraction	501	Driver/Rider impaired by alcohol	VCU
D	D1	Affected by alcohol	800	Pedestrian only (casualty or uninjured)	806	Pedestrian impaired by alcohol	VCU
D	D2	Affected by drugs	500	Impairment or distraction	502	Driver/Rider impaired by drugs (illicit or medicinal)	VCU
D	D2	Affected by drugs	800	Pedestrian only (casualty or uninjured)	807	Pedestrian impaired by drugs (illicit or medicinal)	VCU
D	D3	Driver/rider too tired to drive/ride safely	500	Impairment or distraction	503	Fatigue	V
D	D4	Driver/rider had uncorrected or defective eyesight	500	Impairment or distraction	504	Uncorrected, defective eyesight	V
D	D5	Illness or disability	500	Impairment or distraction	505	Driver/Rider illness or disability, mental or physical	VCU
D	D5	Illness or disability	800	Pedestrian only (casualty or uninjured)	810	Pedestrian disability or illness, mental or physical	VCU
D	D6	Using mobile device	500	Impairment or distraction	508	Driver using mobile phone	VCU
D	D7	Distraction to driver/rider from inside/outside or on vehicle	500	Impairment or distraction	509	Distraction in vehicle	V
D	D7	Distraction to driver/rider from inside/outside or on vehicle	500	Impairment or distraction	510	Distraction outside vehicle	V
D	D7	Distraction to driver/rider from inside/outside or on vehicle	700	Vision affected by external factors	705	Dazzling headlights	V
P	P1	Incorrect use of crossing facility by person crossing the road	800	Pedestrian only (casualty or uninjured)	804	Pedestrian wrong use of pedestrian crossing facility	VCU
P	P2	Vehicle entering road from pavement	300	Injudicious action	310	Cyclist entering road from pavement	V
P	P3	Pedestrian showing risk taking behaviour in carriageway	800	Pedestrian only (casualty or uninjured)	805	Dangerous action in carriageway (eg. playing)	CU
P	P4	Pedestrian careless or in a hurry	800	Pedestrian only (casualty or uninjured)	808	Pedestrian careless, reckless or in a hurry	CU
P	P5	Pedestrian, cyclist, equestrian hard to see	500	Impairment or distraction	507	Rider wearing dark clothing	VCU
P	P5	Pedestrian, cyclist, equestrian hard to see	800	Pedestrian only (casualty or uninjured)	809	Pedestrian wearing dark clothing at night	VCU
R	R1	Poor or defective road surface or deposits on road	100	Road environment contributed	101	Poor or defective road surface	VCU
R	R1	Poor or defective road surface or deposits on road	100	Road environment contributed	102	Deposit on road (eg. oil, mud, chippings)	VCU
R	R2	Road surface was slippery due to weather	100	Road environment contributed	103	Slippery road (due to weather)	VCU
R	R3	Driver/riders view obscured by stationary or parked vehicles	700	Vision affected by external factors	701	Stationary or parked vehicle(s)	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	702	Vegetation	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	703	Road layout (eg. bend, winding road, hill crest)	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	704	Buildings, road signs, street furniture	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	706	Dazzling sun	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	707	Rain, sleet, snow, or fog	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	708	Spray from other vehicles	V
S	S1	Driver/rider exceeding speed limit	300	Injudicious action	306	Exceeding speed limit	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	300	Injudicious action	307	Travelling too fast for conditions	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	400	Driver/Rider error or reaction	409	Swerved	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	400	Driver/Rider error or reaction	410	Loss of control	V
S	S3	Vehicle used in course of crime	900	Special codes	902	Vehicle in course of crime	V

Mapping from new road safety factor (RSF) codes to previous contributory factor (CF) codes

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

Filters are active in row 5 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L]'.

RSF section	RSF code	RSF label	CF section	CF section name	CF code	CF name	Participants [note 1]
S	S4	Driver/rider being aggressive, dangerous or reckless	300	Injudicious action	308	Following too close	V
S	S4	Driver/rider being aggressive, dangerous or reckless	600	Behaviour or inexperience	601	Aggressive driving	V
S	S4	Driver/rider being aggressive, dangerous or reckless	600	Behaviour or inexperience	602	Driver/Rider careless, reckless or in a hurry	V
S	S5	Driver/rider moving too slowly for conditions	600	Behaviour or inexperience	604	Driving too slow for conditions or slow veh (eg tractor)	V
V	V1	Vehicle defective tyres	200	Vehicle defects	201	Tyres illegal, defective or under inflated	V
V	V2	Vehicle defect (excluding tyres and light)	200	Vehicle defects	203	Defective brakes	V
V	V2	Vehicle defect (excluding tyres and light)	200	Vehicle defects	204	Defective steering or suspension	V
V	V3	Vehicle or trailer was overloaded or poorly loaded	200	Vehicle defects	206	Overloaded or poorly loaded vehicle or trailer	V
V	V4	Driver/Rider view obscured by blind spot	700	Vision affected by external factors	710	Vehicle blind spot	V
V	V5	Vehicle with defective lights or not using headlights when visibility is reduced	200	Vehicle defects	202	Defective lights or indicators	V
V	V5	Vehicle with defective lights or not using headlights when visibility is reduced	500	Impairment or distraction	506	Not displaying lights at night or in poor visibility	V

Appendix C

(Accessibility Index)

BREEAM 2018 Tra01/02 Accessibility Index calculator

BREEAM® UK delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type [redacted]

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	325									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3.4	0.9	0.1	0.1						

NODE 2

Public transport type	Rail									
Distance to node (m)	595									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	4									

NODE 3

Public transport type	Rail									
Distance to node (m)	965									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2.7	1.7	1							

NODE 4

Public transport type	Bus									
Distance to node (m)	645									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.1	0.1								

NODE 5

Public transport type	Bus									
Distance to node (m)	500									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2	0.1								

NODE 6

Public transport type	Bus									
Distance to node (m)	630									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.1	0.1								

NODE 7

Public transport type	Bus									
Distance to node (m)	600									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.1									

NODE 8

Public transport type	Rail									
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 9

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 10

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

Accessibility Index	6.81

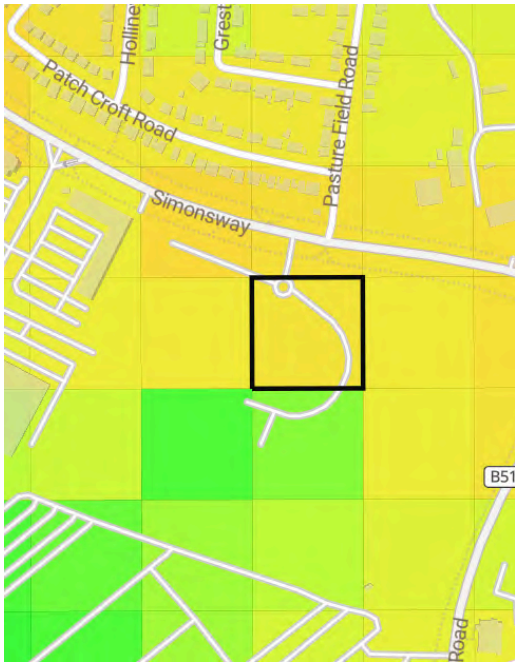
Appendix D

(DfT Connectivity Report)

Explore the score

Please see Interpreting Connectivity Scores (/help/interpreting-connectivity-scores) for guidance

Square ID	383850_386050
Local authorities	Manchester Greater Manchester
Latitude	53.371062
Longitude	-2.244191



Overall

Type	National score	National Distribution
Overall (except driving)	72	Above average (60-70%)
Public transport	76	High (70-80%)
Walking	65	Slightly above average (50-60%)
Cycling	77	High (70-80%)
Driving	91	Very high (80-90%)

Education

Type	National score	National Distribution
Overall (except driving)	60	Below average (30-40%)
Public transport	74	Slightly above average (50-60%)
Walking	47	Low (20-30%)
Cycling	74	Slightly below average (40-50%)
Driving	82	Slightly above average (50-60%)

Leisure

Type	National score	National Distribution
Overall (except driving)	69	Above average (60-70%)
Public transport	71	Above average (60-70%)
Walking	66	Above average (60-70%)
Cycling	77	Above average (60-70%)
Driving	86	Slightly above average (50-60%)

Health

Type	National score	National Distribution
Overall (except driving)	69	Above average (60-70%)
Public transport	73	Above average (60-70%)
Walking	62	Above average (60-70%)
Cycling	75	Above average (60-70%)
Driving	87	High (70-80%)

Shopping

Type	National score	National Distribution
Overall (except driving)	78	Slightly above average (50-60%)
Public transport	80	Slightly above average (50-60%)
Walking	74	Slightly above average (50-60%)
Cycling	83	Slightly above average (50-60%)
Driving	93	Above average (60-70%)

Residential

Type	National score	National Distribution
Overall (except driving)	75	High (70-80%)
Public transport	74	Very high (80-90%)
Walking	74	Above average (60-70%)
Cycling	80	High (70-80%)
Driving	95	Very high (80-90%)

Workplaces

Type	National score	National Distribution
Overall (except driving)	71	Very high (80-90%)
Public transport	75	Very high (80-90%)
Walking	59	Very high (80-90%)
Cycling	72	Very high (80-90%)
Driving	88	Very high (80-90%)

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Atlas Park Development, Wythenshawe

Transport Assessment Appendices E to G

September 2026

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London W1F 9RU
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

Appendix E

(Proposed Site Layout)



AREA SCHEDULE

UNIT 1	**88,530 ft²**
Warehouse	80,920 ft²
Office (FF)	3,860 ft²
Office (SF)	3,750 ft²
Car Parking spaces	82
Accessible Bays	*6*
EV Charging spaces	*17*
Shared spaces	*5*
Cycle spaces	*20*
Motorcycle spaces	*5*
UNIT 2	**24,820 ft²**
Warehouse	22,130 ft²
Office (FF only)	2,690 ft²
Car Parking spaces	25
Accessible Bays	*2*
EV Charging spaces	*5*
Shared spaces	*2*
Cycle spaces	*6*
Motorcycle spaces	*2*
UNIT 3	**20,910 ft²**
Warehouse	18,220 ft²
Office (FF only)	2,690 ft²
Car Parking spaces	20
Accessible Bays	*2*
EV Charging spaces	*4*
Shared spaces	*2*
Cycle spaces	*6*
Motorcycle spaces	*2*
UNIT 4	**55,990 ft²**
Warehouse	51,890 ft²
Office (FF)	4,100 ft²
Car Parking spaces	54
Accessible Bays	*3*
EV Charging spaces	*11*
Shared spaces	*3*
Cycle spaces	*14*
Motorcycle spaces	*3*
UNIT 5	**48,560 ft²**
Warehouse	44,490 ft²
Office (FF)	4,070 ft²
Car Parking spaces	55
Accessible Bays	*3*
EV Charging spaces	*11*
Shared spaces	*3*
Cycle spaces	*12*
Motorcycle spaces	*3*
UNIT 6	**71,220 ft²**
Warehouse	63,600 ft²
Office (FF)	3,880 ft²
Office (SF)	3,740 ft²
Car Parking spaces	66
Accessible Bays	*4*
EV Charging spaces	*14*
Shared spaces	*4*
Cycle spaces	*16*
Motorcycle spaces	*3*
UNIT 7	**62,990 ft²**
Warehouse	55,400 ft²
Office (FF)	3,860 ft²
Office (SF)	3,730 ft²
Car Parking spaces	58
Accessible Bays	*3*
EV Charging spaces	*12*
Shared spaces	*3*
Cycle spaces	*16*
Motorcycle spaces	*3*
Total GIA	**373,020 ft²**
Total Parking Spaces	**360**

Disclaimer:
Subject to survey.

Notes:

0 10 20 30 40 50
SCALE 1:1000 @ A1

N

KEY

- Site Boundary (847,890 ft² / 78,770 m² / 19.44 acres / 7.87 ha)
- Existing Substation
- Pedestrian & Cycle Route
- Proposed Fence Line
- Existing Fence Line
- Proposed Retaining Wall
- Refuse Store
- Amenity Area
- Insitu Concrete (with light brush finish)
- Truck Pave
- Asphalt
- Block paving
- Soft Landscaping
- New Entrance
- (1) Cycle Stands
- (2) Car Share Spaces
- (3) EV Charging Bays
- (4) Motorcycle Spaces
- (R) Refuse
- (A) Accessible Parking Bays
- (SS) Sub-Station
- Existing Trees
- Existing Trees to be Removed

Rev:	Notes:	Date:	Dwn:	Iss:
P07	Amendments to red boundary line	11.09.2026	CM	HA
P06	Amendments to unit 7 & Tree retention highlighted	09.09.2026	CM	HA
P04	Amendments to Layout	21.08.2026	AH	HA
P03	Amendments to Layout	14.08.2026	AH	HA
P02	Amendments to Layout	12.08.2026	AH	HA
P01	First Issue	06.08.2026	AH	HA

Suitability Code:
PLANNING

Client:
AVIVA INVESTORS

hale
ARCHITECTURE | DESIGN MANAGEMENT
22c Leathermarket Street, London, SE1 3HP

Project:
Atlas Business Park
Manchester

Drawing Title:
Proposed Site Plan

Project No: 20071
Scale @ A1 / A3: 1:1000 / 1:2000
Drawing No: 20071-HAL-ZZ-ZZ-DR-A-PL003
Revision: P07

Appendix F

(Proposed Site Access Works & off-site improvements)

Rev	Details	Drawn	Checked	Date
A	Pedestrian / cycle infrastructure improvements added.	DW	SD	23.08.2026
B	Site layout updated.	DW	SD	04.09.2026
C	Topographical survey incorporated, site layout updated and proposed footways revised.	DW	SD	14.09.2026
D	Site layout updated.	DW	SG	18.09.2026

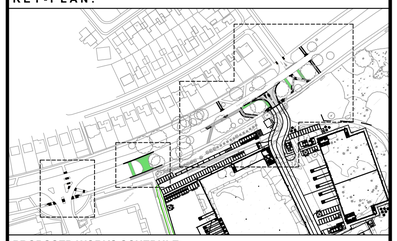
NOTES:

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KEY:

	APPLICATION BOUNDARY
	PROPOSED KERBS
	PROPOSED EDGINGS
	CARRIAGEWAY WORKS
	FOOTWAY / CYCLEWAY WORKS
	GRASS VERGE WORKS
	PROPOSED BLISTER TACTILE PAVING (BUFF)
	PROPOSED HAZARD WARNING "CORDUROY" TACTILE PAVING (BUFF), LAID IN "TRAMLINE" PATTERN
	PROPOSED HAZARD WARNING "CORDUROY" TACTILE PAVING (BUFF), LAID IN "LADDER" PATTERN
	2.4m X 43m SITE ACCESS VISIBILITY
	4.5m X 70m SITE ACCESS VISIBILITY
	2m X 40m PEDESTRIAN CROSSING VISIBILITY

KEY-PLAN:



PROPOSED WORKS SCHEDULE:

1. Existing site access to be reconfigured.
2. Proposed 1.2m wide traffic island.
3. Existing cycleway markings to be refreshed.
4. Existing tarmac construction to be broken up and replaced with grass verge.
5. Proposed footway.
6. Proposed uncontrolled pedestrian crossing facility incorporating dropped kerbs and tactile paving.
7. Existing footway to be resurfaced.
8. Existing bus shelter to be relocated.
9. Existing bus stop flag sign to be relocated and fixed on a new post.
10. Existing footway to be extended.
11. Existing uncontrolled pedestrian crossing facility to be upgraded with tactile paving.
12. Proposed footway / cycleway hazard warning paving.
13. Proposed full height kerbs.
14. Proposed sign to Dig. 955 on a new post.

Client

AVIVA

Project

Atlas Park, Wythenshawe

Drawing Title

Proposed Site Access and Highway Improvements

Scale	1:250	Size	A1
Drawn	DW	16.08.2026	
Checked	SD	16.08.2026	

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transport planning specialists

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London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number	Rev
2026-5672-001	D

2026-5672-001_D - PORPOSED SITE ACCESS.DWG

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NOTES:

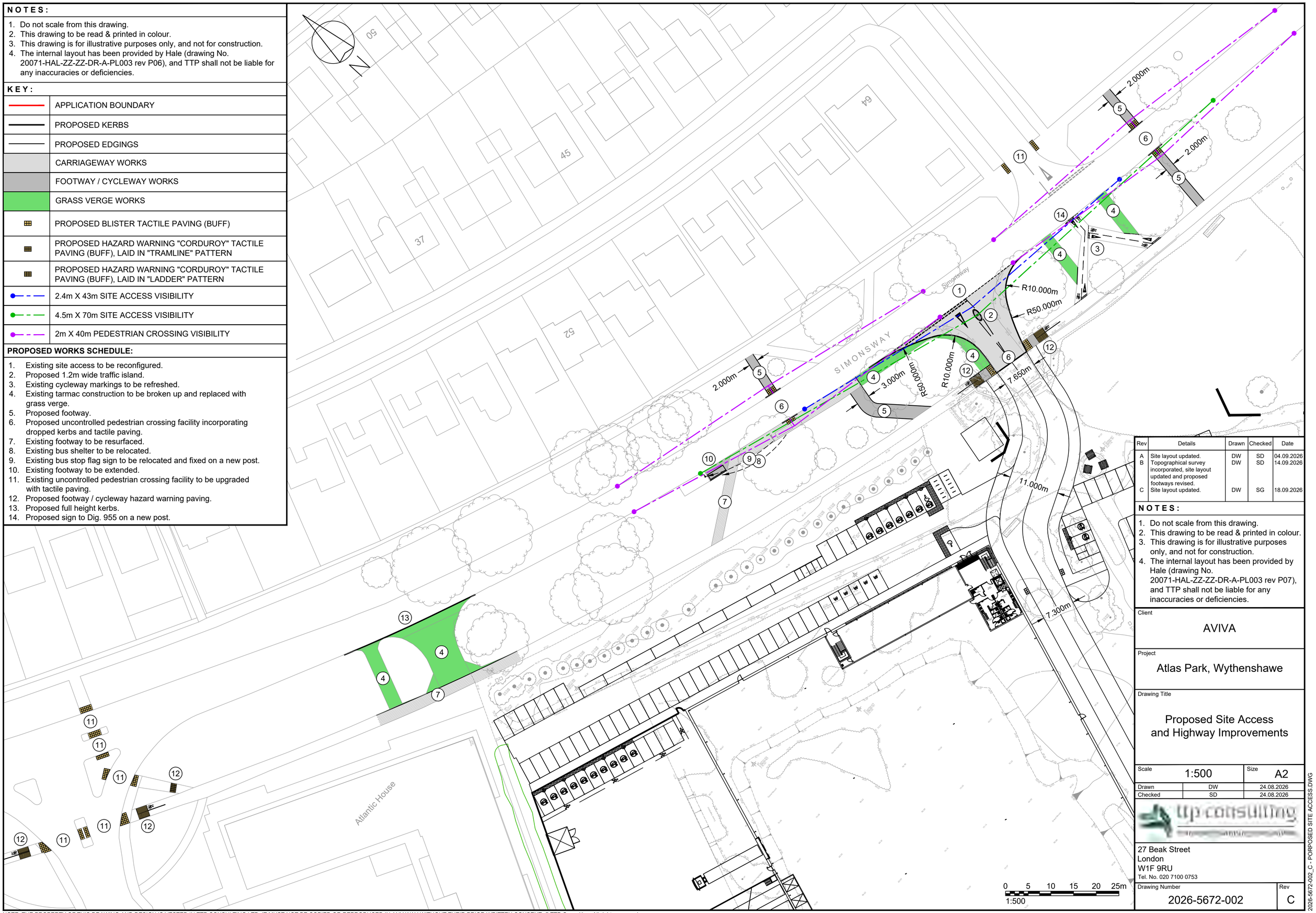
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KEY:

	APPLICATION BOUNDARY
	PROPOSED KERBS
	PROPOSED EDGINGS
	CARRIAGEWAY WORKS
	FOOTWAY / CYCLEWAY WORKS
	GRASS VERGE WORKS
	PROPOSED BLISTER TACTILE PAVING (BUFF)
	PROPOSED HAZARD WARNING "CORDUROY" TACTILE PAVING (BUFF), LAID IN "TRAMLINE" PATTERN
	PROPOSED HAZARD WARNING "CORDUROY" TACTILE PAVING (BUFF), LAID IN "LADDER" PATTERN
	2.4m X 43m SITE ACCESS VISIBILITY
	4.5m X 70m SITE ACCESS VISIBILITY
	2m X 40m PEDESTRIAN CROSSING VISIBILITY

PROPOSED WORKS SCHEDULE:

1. Existing site access to be reconfigured.
2. Proposed 1.2m wide traffic island.
3. Existing cycleway markings to be refreshed.
4. Existing tarmac construction to be broken up and replaced with grass verge.
5. Proposed footway.
6. Proposed uncontrolled pedestrian crossing facility incorporating dropped kerbs and tactile paving.
7. Existing footway to be resurfaced.
8. Existing bus shelter to be relocated.
9. Existing bus stop flag sign to be relocated and fixed on a new post.
10. Existing footway to be extended.
11. Existing uncontrolled pedestrian crossing facility to be upgraded with tactile paving.
12. Proposed footway / cycleway hazard warning paving.
13. Proposed full height kerbs.
14. Proposed sign to Dig. 955 on a new post.



Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	04.09.2026
B	Topographical survey incorporated, site layout updated and proposed footways revised.	DW	SD	14.09.2026
C	Site layout updated.	DW	SG	18.09.2026

NOTES:

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Client
AVIVA

Project
Atlas Park, Wythenshawe

Drawing Title
Proposed Site Access and Highway Improvements

Scale	1:500	Size	A2
Drawn	DW	24.08.2026	
Checked	SD	24.08.2026	

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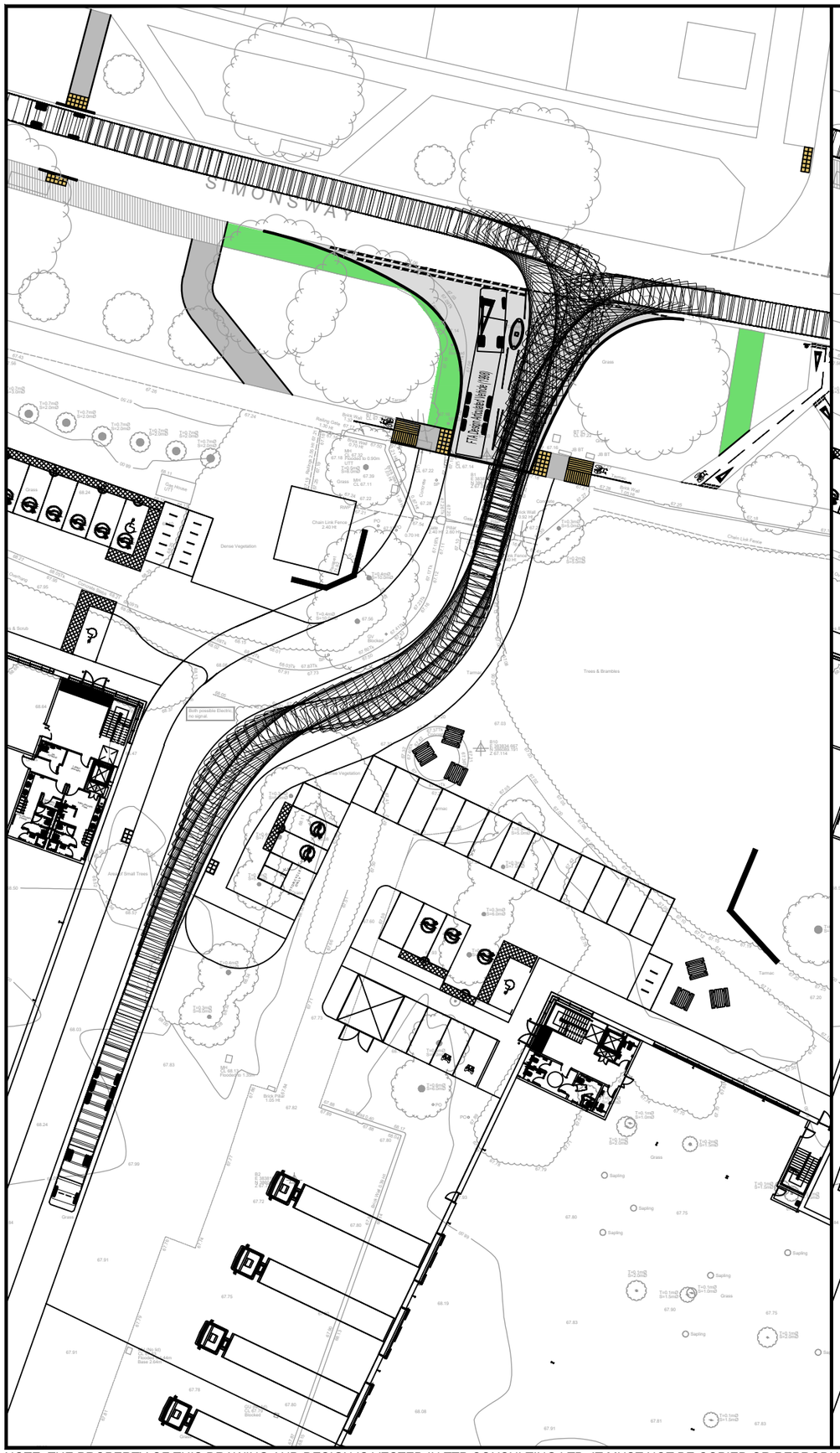
Drawing Number: 2026-5672-002
Rev: C

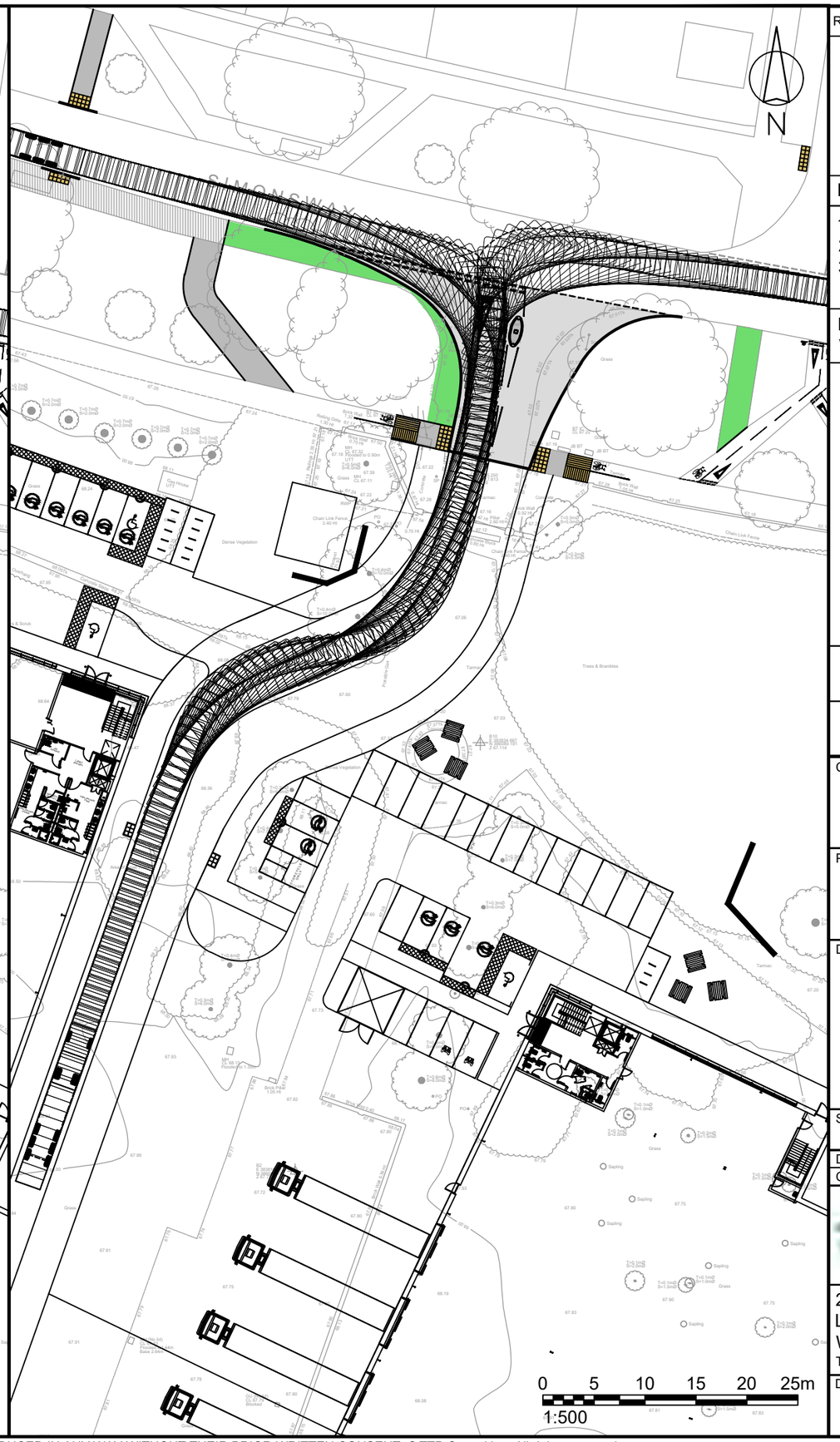
2026-5672-002_C - PORPOSED SITE ACCESS.DWG

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Appendix G

(Vehicle Swept Paths - Access)



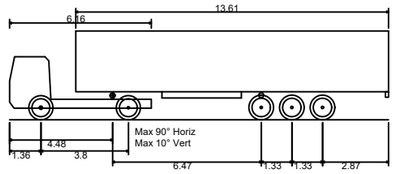


Rev	Details	Drawn	Checked	Date
A	Site access and internal layout updated.	DW	SD	14.09.2026
B	Site layout updated.	DW	SG	18.09.2026

NOTES:

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3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

AVIVA

Project

Atlas Park, Wythenshawe

Drawing Title

Site Access
Vehicular Swept Paths Analysis

Scale	1:500	Size	A3
Drawn	DW	16.08.2026	
Checked	SD	16.08.2026	

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transport planning specialists

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London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number	Rev
2026-5672-AT-109	B

2026-5672-AT-109_B - SITE ACCESS V.S.P.A.DWG

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Transport Assessment Appendix H

September 2026

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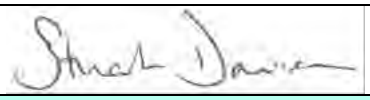
Registered in England: 09931399

Appendix H

(Road Safety Audit)

ROAD SAFETY AUDIT BRIEF

Project Summary

Date:	Insert date 27th August 2026
Document Reference:	Insert unique document reference 2026/5762/N01
Prepared by:	Insert Design Organisation TTP Consulting
On behalf of:	Insert Overseeing Organisation Manchester City Council (MCC).
AUTHORISATION SHEET	
Project:	Insert highway scheme name Atlas Park, Wythenshawe, Manchester
Report title:	Include RSA Stage Stage 1 RSA – Junction Amendments
PREPARED BY	
Name:	Insert author of Audit Brief Stuart Davies
Signed:	
Organisation:	Insert Design Organisation TTP Consulting
Date:	Insert date 27/08/2026
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION *(to be completed by MCC):*	
Name:	
Signed:	
Overseeing Orgainisation	
Date:	

General Details

Highway scheme name and road number and nearest postcode:	Insert scheme title and road number/name		
	Atlas Park Access, Simonsway (unclassified), M22 5PR		
Type of scheme:	e.g. highway/junction improvement scheme, development led scheme, traffic signs and road markings improvement, traffic calming scheme, etc.		
	Kerb radii amendments, introduction of a splitter island, relocation of a bus stop, footway improvements, tactile paving at existing crossing points and amendments to uncontrolled crossings		
RSA Stage: (**X** as appropriate)	**Stage**	**Full**	**Interim**
	1 – Preliminary Design	**X**	
	2 – Detailed Design		
	Combined Stage 1&2		
	3 – Scheme Opening		

Overseeing Organisation details	**Design Organisation Details**
Insert address/contact details	Insert address/contact details
Manchester City Council	TTP Consulting 27 Beak Street London W1F 9RU

RSA Team Members	Meraki Alliance Team TBA
Terms of reference for RSA	Make reference to relevant DMRB documents and other guidance where appropriate
	CD123 Geometric Design of at-grade priority junctions

Site Location





Scheme Description

Scheme description/objective
General
Define the extents of the RSA, include a brief scheme description, the scheme objectives, a start date for construction if known and a completion date.
The proposed highway works are shown on Drawings 2026-5672-001 A (1:250 at A2) and 2026-5672-002 (1:500 at A2). An indicative site layout plan for the development is also attached. Alterations are proposed to the existing disused bellmouth located on Simonsway in order to serve a development plot adjacent to and including part of the existing Atlas Park site. The six new buildings and one replacement building will provide an increase in floorspace in the order of 26,600 sqm, to be served by both the existing Atlas Park vehicle access (by light traffic) and by a new access (by light and heavy traffic). For the purpose of road safety analysis and the flow diagrams and modelling which form part of this brief, all development traffic is assumed to use the new access. It is proposed that the existing access has increased radii in order to accommodate turning vehicles without a need for vehicles to oversail the opposing traffic lane. Visibility for drivers leaving the junction are shown at 2.4m x 43m and 2.4m x 70m A separation island is proposed such that vehicles waiting to turn right out of the access are not in conflict with vehicles turning into the access. A vehicle swept path drawing for an articulated vehicle is appended. The island is not intended to be used as a pedestrian crossing point. The desire line for pedestrian and cycle movement is at the back of the verge, immediately along the site frontage. This route is accommodated as part of the design proposals. Opportunities to cross Simonsway are not considered to be suitably located. Neither do all existing crossing location provide drop kerbs and/or tactile paving. New crossing locations are proposed in the form of drop kerbs and tactile paving with new sections of footway across the existing grass verges where required. The crossing width of Simonsway is approximately 7m. To the west of the proposed access a pair of bus stops creates a desire line for pedestrians to cross. It is proposed to relocate the westbound bus stop so that a new crossing point can be introduced in between the stops, thereby ensuring a pedestrian's view towards the leading direction of traffic will not be obstructed by a bus using the stop. All new crossing locations are indicated with 2m x 40m visibility splays. At the existing Atlas Park access the existing crossing locations are proposed to be installed with tactile paving. In between the existing and proposed Atlas Park junctions an existing redundant access is proposed to be reinstated as grass verge with full-height kerbs and the route of the footway/cycleway reconstructed in order to maintain continuity.
Design standards applied to the scheme design
For example: DMRB, MfS, etc.
CD123
Design speeds
Provide details of applied and/or existing design speeds
60kph (note that ATC data on Simonsway, recorded west of the Rolandsway junction, was 85th percentile = 29.4mph)

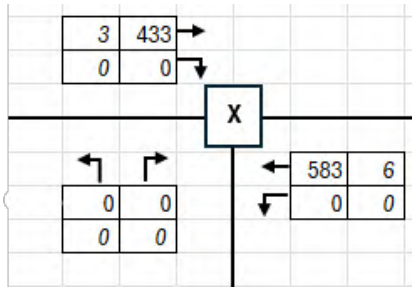
Speed limits
State whether mandatory or advisory, available speed data
30pmh

Forecast traffic flows

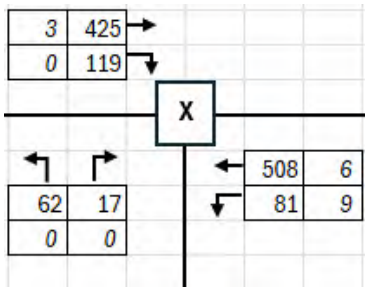
Where available and relevant, provide future traffic flow data including vehicle proportions.

The "with-development" and "without-development" traffic flows at the site access are shown for the 7.45-8.45 AM peak and 4.00-5.00 PM peak periods in the images below:

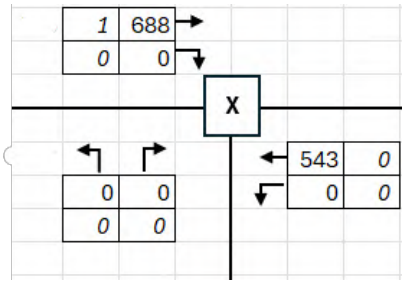
AM PEAK – NO DEVELOPMENT



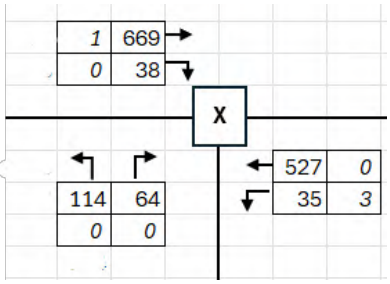
AM PEAK – WITH DEVELOPMENT



PM PEAK – NO DEVELOPMENT



PM PEAK – WITH DEVELOPMENT



It is relevant that the existing access to the Atlas Park site will also offer access to the new proposals, but no physical changes are proposed here except for the addition of tactile paving.

Pedestrian, cyclist and equestrian desire lines

Include details of pedestrian, cyclist and equestrian movements in the vicinity of the scheme and, when applicable the relevant walking, cycling and horse riding assessment and review reports GG142 [Ref 7.1]

During a site visit undertaken between 9am-noon on a weekday there was minimal pedestrian and cycle activity observed on the footway and shared footway/cycleway which runs along the site's frontage (the "Airport Orbital Cycleway"). On the carriageway the surveys noted in the order of 2-3 cyclists each way during the AM and PM peak hours.

Environmental constraints

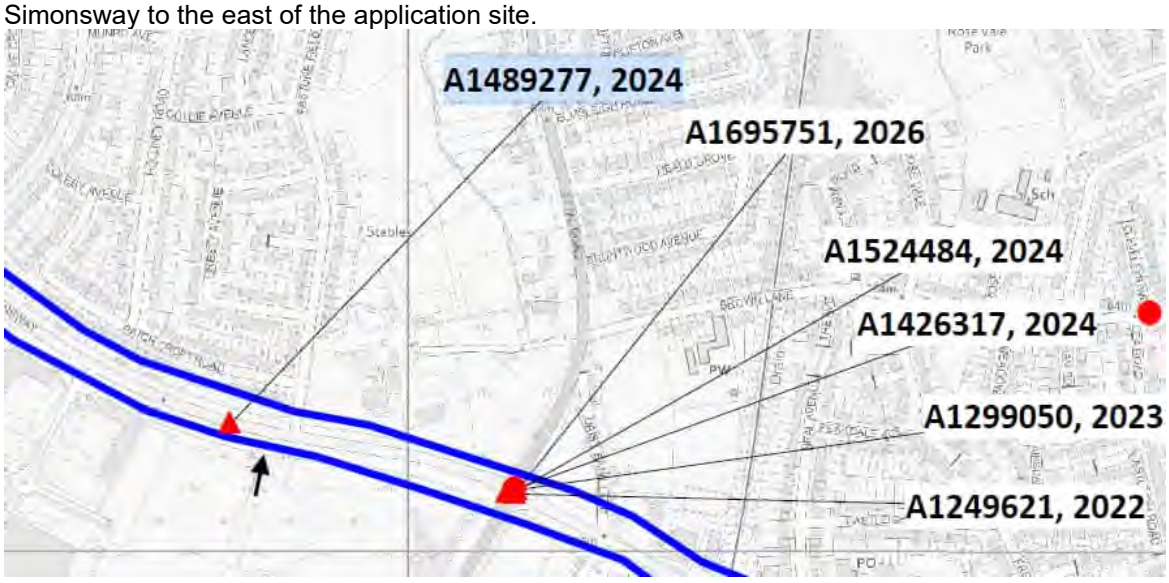
Include all environmental constraints within the scheme extents, for example sites of special scientific interest (SSSI), conservation areas, listed properties, etc.

N/A

Locality

General description of locality
Include road network, road type, relevant land uses, etc.
The dominant feature of the local area is Manchester Airport, with the end of the runway approximately 1km to the south and with the development site under the flight path. In the wider area the strategic road network is the A555 Airport Relief Road which runs west-east on the north side of the airport and offers a link to the M56 motorway at junction 5, approximately 3km west of the site. Styal Road provides a link from the Airport Relief Road to Simonsway. Simonsway itself is a two-way single lane route, approximately 7m in width, providing access to residential areas along its north side and to commercial developments along its south side. It is a wide and relatively straight movement corridor, characterised by wide grass verges, and tree planting. It is served by several bus routes.
Relevant factors which may affect road safety
Factors known to the design organisation and considered as part of the design. This should also include anything that would not be immediately obvious to the RSA team – such as school crossing patrols and large events for example.

Analysis

Collision data analysis
At stages 1, 2 and 3 provide a summary of road traffic collision data covering both the extent of the scheme and the adjoining sections of the highway. As a minimum the most recent 36 months of data. Raw data should be provided as an appendix.
The highway authority has supplied personal injury collision data for the latest available 5-year period for an approximate 1.3km length of Simonsway between Peel Hall Road and Outwood Road. In the vicinity of the proposed access one injury accident has been recorded on 9/9/24 (ref A1489277). Five injury accidents were recorded at the signal controlled crossroads of Styal Road / Simonsway to the east of the application site.  The collision involved two cars in a head-on collision as a result of one vehicle veering to the oncoming traffic lane. Three casualties experienced slight injuries. The accident did not involve vehicles turning to or from a junction.

Departures from standards
Include status details, i.e. approved/pending/rejected, and any design strategy records produced for improvements to existing trunk roads and motorways.
There are no departures from standards but a briefing note is attached in respect of the choice of access as a simple priority junction.
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions
Attach previous reports to the RSA brief, or provide an explanation where these are not available.
A previous development proposal at this site proposed this access location as the sole point of access and included a right turning lane. A road safety audit was prepared by Meraki Alliance but it is not considered to be directly relevant to the current proposal.
Strategic decisions
Includes items outside the scope of this RSA which will not change irrespective of the RSA, for example route choice, junction type, approved departures from standard.
A vehicle routing plan & servicing management plan will be adopted by tenants at the proposed development with a commitment to promote all HGV access in from and returning to the east, i.e. HGVS will predominantly turn left into the development and right out of the development. Vehicles are then expected to route to the strategic road network via Styal Road and the Airport Relief Road.

Scheme Design Details and Documents

List of included documents and drawings		
Document Title Including (where relevant), e.g.: Road Safety Audit Brief, Previous RSA Reports, Previous RSA Response Reports, Departures Reports, Transport Assessment/Statement Reports, WCHA Reports, Collision Reports/Plots	**Issue Date**	**Reference**
Proposed Site Access and Highway Improvements (1:250 @ A2)	23.08.26	2026-5672-001 A
Proposed Site Access and Highway Improvements (1:500 @A2)	24.08.26	2026-5672-002
Vehicle Swept Path (Articulated HGV)	16.08.26	2026-5672-AT-109
Hale Architects Site Layout Plan (for information)		Appendix B
Accident Data from Manchester City Council		Appendix C
Note on junction type		Appendix D

Checklist

Check **[X]** all that are included and provide reasons for those that are not included		
Item	**Check**	**Notes**
Site location plan	**x**	
Scale layout plans	**x**	
Departures and relaxations from standards	**x**	**None (see Appendix D)**

Construction typical details	**-**	
Previous RSA reports	**-**	**n/a**
Previous RSA response reports and evidence of agreed actions	**-**	**n/a**
Collision data and collision data analysis	**x**	**Appendix C**
Road traffic collision plot	**x**	**Appendix C**
Traffic signal staging	**-**	**n/a**
Traffic counts	**x**	
Speed surveys	**-**	**n/a**
Pedestrian, cyclist and horse riding desire lines	**-**	
Walking, cycling and horse riding assessment and reviews	**-**	
Items outside the scope of the RSA/ strategic decisions	**-**	
Other factors that may impact on road safety	**-**	
Design speeds/ speed limit	**x**	
Design standards used	**x**	
Adjacent land uses	**x**	

Appendix A
Drawings

Rev	Details	Drawn	Checked	Date
A	Pedestrian / cycle infrastructure improvements added.	DW	SD	23.08.2026

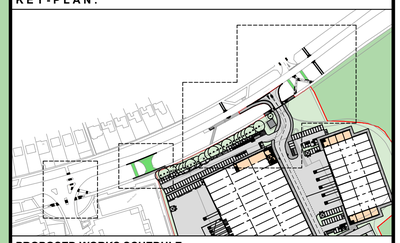
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4. The internal layout has been provided by Hale (drawing No. 20071-HAL-ZZ-ZZ-DR-A-PL003 rev P02), and TTP shall not be liable for any inaccuracies or deficiencies.

KEY:

	APPLICATION BOUNDARY
	PROPOSED KERBS
	PROPOSED EDGINGS
	CARRIAGEWAY WORKS
	FOOTWAY / CYCLEWAY WORKS
	GRASS VERGE WORKS
	PROPOSED BLISTER TACTILE PAVING (BUFF)
	PROPOSED HAZARD WARNING "CORDUROY" TACTILE PAVING (BUFF), LAID IN "TRAMLINE" PATTERN
	PROPOSED HAZARD WARNING "CORDUROY" TACTILE PAVING (BUFF), LAID IN "LADDER" PATTERN
	2.4m X 43m SITE ACCESS VISIBILITY
	4.5m X 70m SITE ACCESS VISIBILITY
	2m X 40m PEDESTRIAN CROSSING VISIBILITY

KEY-PLAN:



PROPOSED WORKS SCHEDULE:

1. Existing site access to be reconfigured.
2. Proposed 1.2m wide traffic island.
3. Existing cycleway markings to be refreshed.
4. Existing tarmac construction to be broken up and replaced with grass verge.
5. Proposed 2m wide footway.
6. Proposed uncontrolled pedestrian crossing facility incorporating dropped kerbs and tactile paving.
7. Existing footway to be resurfaced.
8. Existing bus shelter to be relocated.
9. Existing bus stop flag sign to be relocated and fixed on a new post.
10. Existing footway to be extended.
11. Existing uncontrolled pedestrian crossing facility to be upgraded with tactile paving.
12. Proposed footway / cycleway hazard warning paving.
13. Proposed full height kerbs.
14. Proposed sign to Dig. 955 on a new post.

Client

AVIVA

Project

Atlas Park, Wythenshawe

Drawing Title

Proposed Site Access and Highway Improvements

Scale	1:250	Size	A1
Drawn	DW		16.08.2026
Checked	SD		16.08.2026

ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number	Rev
2026-5672-001	A

2026-5672-001_A - PORPOSED SITE ACCESS.DWG

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KEY:

	APPLICATION BOUNDARY
	PROPOSED KERBS
	PROPOSED EDGINGS
	CARRIAGEWAY WORKS
	FOOTWAY / CYCLEWAY WORKS
	GRASS VERGE WORKS
	PROPOSED BLISTER TACTILE PAVING (BUFF)
	PROPOSED HAZARD WARNING "CORDUROY" TACTILE PAVING (BUFF), LAID IN "TRAMLINE" PATTERN
	PROPOSED HAZARD WARNING "CORDUROY" TACTILE PAVING (BUFF), LAID IN "LADDER" PATTERN
	2.4m X 43m SITE ACCESS VISIBILITY
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12. Proposed footway / cycleway hazard warning paving.
13. Proposed full height kerbs.
14. Proposed sign to Dig. 955 on a new post.

SIMONSWAY

Atlantic House

R10.000m
R50.000m
R50.000m
R10.000m
7.650m
11.000m
7.300m

0 5 10 15 20 25m
1:500

Rev	Details	Drawn	Checked	Date
...	...	...	...	...

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Client
AVIVA

Project
Atlas Park, Wythenshawe

Drawing Title
Proposed Site Access and Highway Improvements

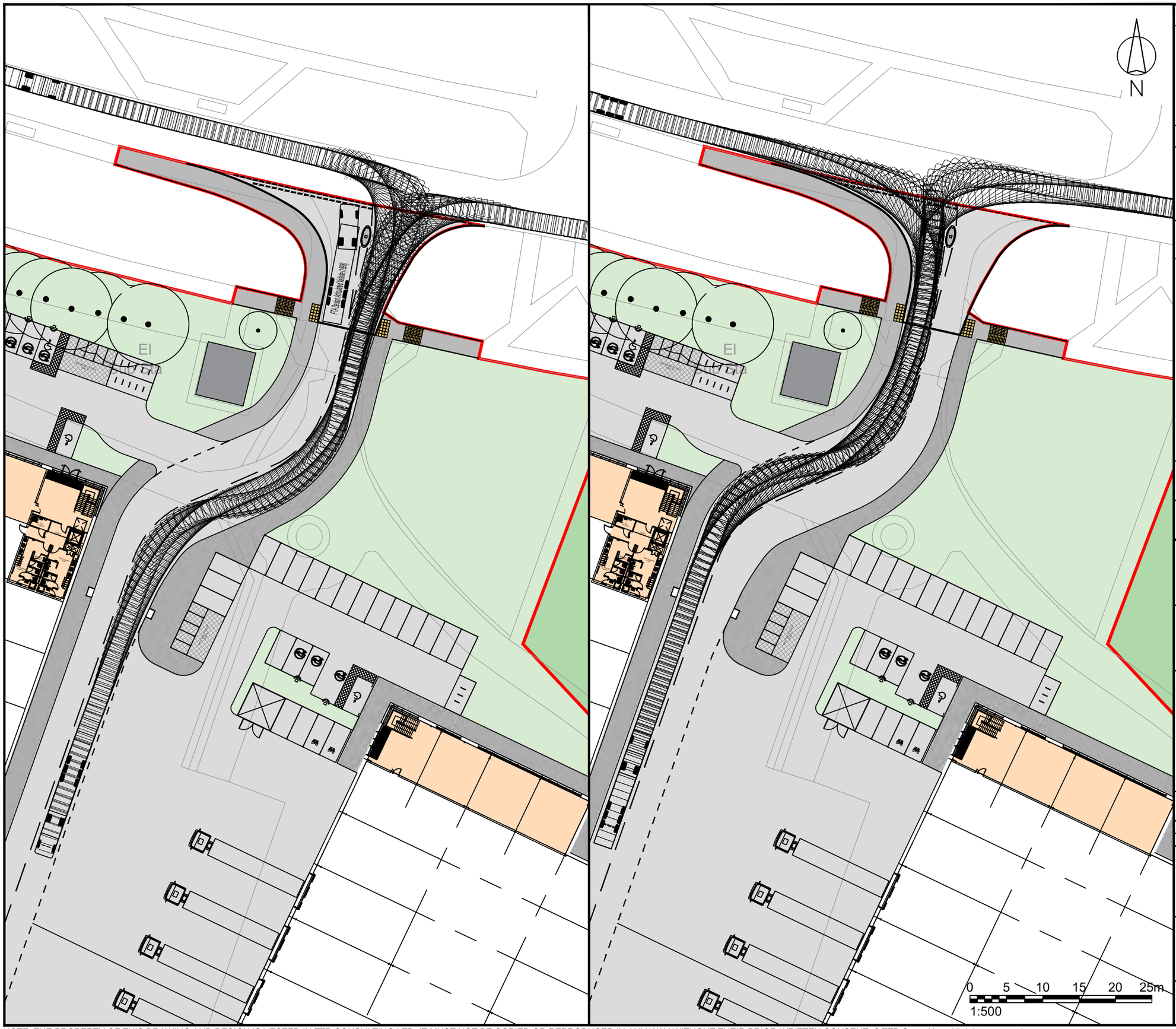
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Drawn	DW		24.08.2026
Checked	SD		24.08.2026

ttp consulting
transport planning specialists
27 Beak Street
London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number: 2026-5672-002
Rev: ...

2026-5672-002 - PORPOSED SITE ACCESS.DWG

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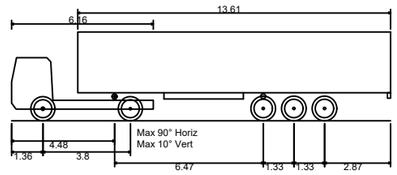


Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

1. Do not scale from this drawing.
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3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

AVIVA

Project

Atlas Park, Wythenshawe

Drawing Title

Site Access
Vehicular Swept Paths Analysis

Scale	1:500	Size	A3
Drawn	DW	16.08.2026	
Checked	SD	16.08.2026	

ttp consulting
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number: 2026-5672-AT-109

Rev:

2026-5672-AT-109 - SITE ACCESS V.S.P.A.DWG

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Appendix B
Architectural Site Plan



AREA SCHEDULE

UNIT 1	**88,530 ft²**
Warehouse	80,920 ft²
Office (FF)	3,860 ft²
Office (SF)	3,750 ft²
Car Parking spaces	84
Accessible Bays	*6*
EV Charging spaces	*17*
Shared spaces	*5*
Cycle spaces	*20*
Motorcycle spaces	*5*
UNIT 2	**24,820 ft²**
Warehouse	22,130 ft²
Office (FF only)	2,690 ft²
Car Parking spaces	25
Accessible Bays	*2*
EV Charging spaces	*5*
Shared spaces	*2*
Cycle spaces	*6*
Motorcycle spaces	*2*
UNIT 3	**20,910 ft²**
Warehouse	18,220 ft²
Office (FF only)	2,690 ft²
Car Parking spaces	20
Accessible Bays	*2*
EV Charging spaces	*4*
Shared spaces	*2*
Cycle spaces	*6*
Motorcycle spaces	*2*
UNIT 4	**55,990 ft²**
Warehouse	51,890 ft²
Office (FF)	4,100 ft²
Car Parking spaces	54
Accessible Bays	*3*
EV Charging spaces	*11*
Shared spaces	*3*
Cycle spaces	*14*
Motorcycle spaces	*3*
UNIT 5	**48,560 ft²**
Warehouse	44,490 ft²
Office (FF)	4,070 ft²
Car Parking spaces	55
Accessible Bays	*3*
EV Charging spaces	*11*
Shared spaces	*3*
Cycle spaces	*12*
Motorcycle spaces	*3*
UNIT 6	**71,220 ft²**
Warehouse	63,600 ft²
Office (FF)	3,880 ft²
Office (SF)	3,740 ft²
Car Parking spaces	66
Accessible Bays	*4*
EV Charging spaces	*14*
Shared spaces	*4*
Cycle spaces	*16*
Motorcycle spaces	*3*
UNIT 7	**62,990 ft²**
Warehouse	55,400 ft²
Office (FF)	3,860 ft²
Office (SF)	3,730 ft²
Car Parking spaces	58
Accessible Bays	*3*
EV Charging spaces	*12*
Shared spaces	*3*
Cycle spaces	*16*
Motorcycle spaces	*3*
Total GIA	**373,020 ft²**
Total Parking Spaces	**362**

Disclaimer:
Subject to survey.

Notes:

0 10 20 30 40 50
SCALE 1:1000 @ A1

N

KEY

- Site Boundary (848,127 ft² / 78,793 m² / 19.46 acres / 7.87 ha)
- Existing Substation
- Pedestrian & Cycle Route
- Proposed Fence Line
- Proposed Retaining Wall
- Refuse Store
- New Entrance
- (1) Cycle Stands
- (2) Car Share Spaces
- (3) EV Charging Bays
- (4) Motorcycle Spaces
- (R) Refuse
- (A) Accessible Parking Bays
- (SS) Sub-Station
- Existing Trees
- Existing Trees to be Removed

Rev:	Notes:	Date:	Dwn:	Iss:
P04	Amendments to Layout	21.08.2026	AH	HA
P03	Amendments to Layout	14.08.2026	AH	HA
P02	Amendments to Layout	12.08.2026	AH	HA
P01	First Issue	06.08.2026	AH	HA

Suitability Code:
PLANNING

Client:
AVIVA INVESTORS

hale
ARCHITECTURE | DESIGN MANAGEMENT
22c Leathermarket Street, London, SE1 3HP

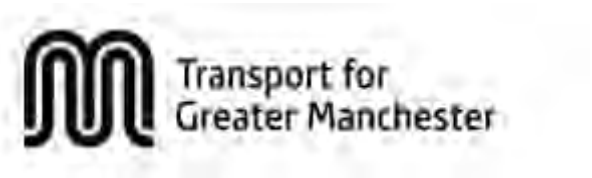
Project:
Atlas Business Park
Manchester

Drawing Title:
Proposed Site Plan

Project No: 20071
Scale @ A1 / A3: 1:1000 / 1:2000
Drawing No: 20071-HAL-ZZ-ZZ-DR-A-PL003
Revision: P04

Appendix C
Accident Data

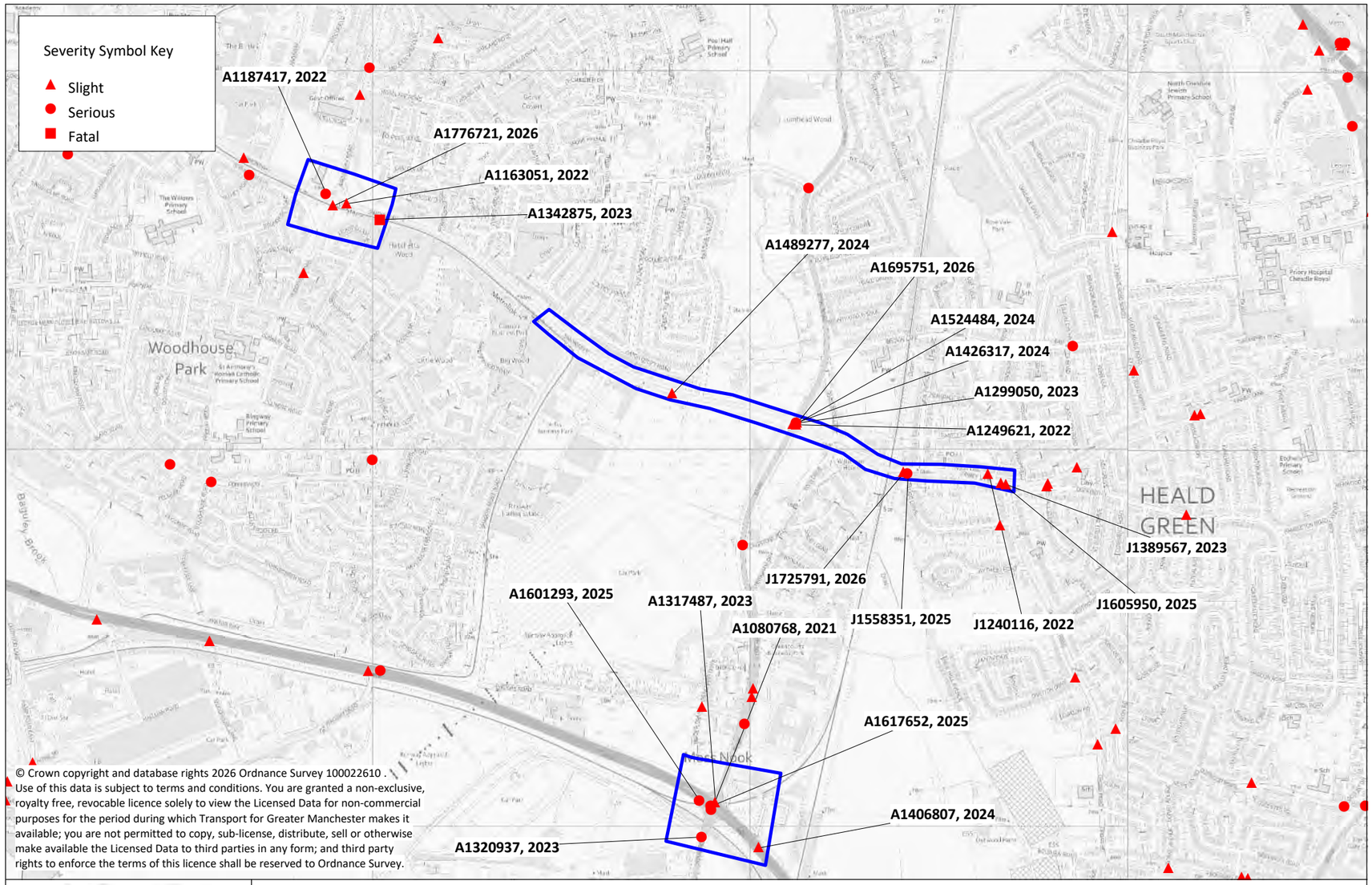
TRANSPORT FOR GREATER MANCHESTER



Traffic Accident Data for

TTP Consulting

Reported Injury in Specified Areas of three Junctions in Heald Green, Manchester, 01/08/2021 to 31/07/2026



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2 Piccadilly Place,
Manchester,
M1 3BG

Reported Injury in Specified Areas of three Junctions in Heald Green, Manchester, 01/08/2021 to 31/07/2026

Drawn By : liuj	Note: A road accident which occurs at or within 20m of a junction, is coded as a junction accident	Date : 26/08/2026	

TRANSPORT FOR GREATER MANCHESTER

Reported Road Injury Collisions in the Specified Areas of Three Junctions in Heald Green, Manchester. 01/08/2021 to 31/07/2026

Injury Accidents	Aug - Dec 2021	2022	2023	2024	2025	Jan - Jul 2026	Total
1: Fatal	0	0	1	0	0	0	**1**
2:Serious	0	0	0	0	0	0	**0**
5:Very Serious	0	0	0	0	2	0	**2**
6:Moderately Serious	1	0	1	0	0	0	**2**
7:Less Serious	0	1	1	0	1	0	**3**
3:Slight	0	3	2	4	1	3	**13**
Total	**1**	**4**	**5**	**4**	**4**	**3**	**21**

Standard Totals Report : Reported Injury in Specified Areas of three Junctions in Heald Green, Manchester, 01/08/2021 to 31/07/2026

Accidents

Fatal	1
Slight	13
Very serious	2
Moderately serious	2
Less serious	3
Total Accidents	**21**

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal					
Male	0	0	0	1	1
Total	**0**	**0**	**0**	**1**	**1**
Slight					
Male	1	9	1	0	11
Female	0	9	0	1	10
Total	**1**	**18**	**1**	**1**	**21**
Very serious					
Male	0	1	0	0	1
Female	0	2	0	0	2
Total	**0**	**3**	**0**	**0**	**3**
Moderately serious					
Male	0	1	1	0	2
Total	**0**	**1**	**1**	**0**	**2**
Less serious					
Male	0	5	0	0	5
Total	**0**	**5**	**0**	**0**	**5**
Total Casualties	**1**	**27**	**2**	**2**	**32**

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal					
Driver or rider	0	0	0	1	1
Total	**0**	**0**	**0**	**1**	**1**
Slight					
Driver or rider	0	13	1	0	14
Veh or pillion pas	1	5	0	1	7
Total	**1**	**18**	**1**	**1**	**21**
Very serious					
Driver or rider	0	2	0	0	2
Veh or pillion pas	0	1	0	0	1
Total	**0**	**3**	**0**	**0**	**3**
Moderately serious					
Driver or rider	0	1	1	0	2
Total	**0**	**1**	**1**	**0**	**2**
Less serious					
Driver or rider	0	5	0	0	5
Total	**0**	**5**	**0**	**0**	**5**
Total Casualties	**1**	**27**	**2**	**2**	**32**

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal	0	0	0	1	1
Slight	0	3	0	0	3
Moderately serious	0	0	1	0	1
Less serious	0	1	0	0	1

Casualties Broken Down By Type

Car (Driver)	**0-15**	**16+**	**Total**
Slight	0	11	11
Very seriou	0	2	2
Moderately	0	1	1
Less seriou	0	2	2
Total	**0**	**16**	**16**
Car (Passenger)	**0-15**	**16+**	**Total**
Slight	1	6	7
Very seriou	0	1	1
Total	**1**	**7**	**8**
TWPV (Rider)	**0-15**	**16+**	**Total**
Less seriou	0	2	2
Total	**0**	**2**	**2**
Cyclist (Rider)	**0-15**	**16+**	**Total**
Fatal	0	1	1
Slight	0	3	3
Moderately	0	1	1
Less seriou	0	1	1
Total	**0**	**6**	**6**
Total	**1**	**31**	**32**

Total Casualties	**0**	**4**	**1**	**1**	**6**

Standard Report - Reported Injury in Specified Areas of three Junctions in Heald Green, Manchester, 01/08/2021 to 31/07/2026

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number: A1187417 **Day:** Monday **Date:** 06/06/2022 **Time:** 22:30

Place Reported: Scene **District:** Manchester

Location: Simonsway 20 metres NW Of Brownley Road

Description: Both Vehs Trav Se Simonsway. V2 Begins To Turn Left At Crossroads, V1 (Motorcycle) U/takes V2 & Attempts To Go Straight Ahead, O/s Of V1 Hits N/s Of V2

Locational Details				Conditions		Accident Details	
Road:	C/C	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Less seri
OSGR:	382877 386677	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
m/s	U/T	NW	SE		1 Rid	M	37	Less se	Un
Car	TurnL	NW	NE						

Accident Reference Number: A1776721 **Day:** Tuesday **Date:** 30/06/2026 **Time:** 18:04

Place Reported: Self **District:** Manchester

Location: Ruddpark Road 10 metres S Of Simonsway

Description: V2 Stationary At Traffic-light Junction. Front Of V1 Collided Into Rear Of V2. V1 Fts

Locational Details				Conditions		Accident Details	
Road:	C/C	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Slight
OSGR:	382896 386646	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	ATS	Weather Conditions:	Rain	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	O/Tkg	S	N	Unkn					
Car	Stopg	S	N		1 Drv	M	28	Slight	Oo

Accident Reference Number: A1163051 **Day:** Tuesday **Date:** 01/02/2022 **Time:** 15:20

Place Reported: Scene **District:** Manchester

Location: Simonsway 20 metres E Of Brownley Road

Description: Both Vehs Trav W Simonsway. V2 Waiting To Go Ahead But Held Up At Jct Approach, Front Of V1 Collides With Rear Of V2

Locational Details				Conditions		Accident Details	
Road:	C/C	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Slight
OSGR:	382932 386651	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Rain	No. of Casualties:	2

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	E	W						
Car	Waitg	E	W		1 Drv	F	28	Slight	Un
					2 Pas	M	29	Slight	Un

Accident Reference Number: A1342875 **Day:** Thursday **Date:** 17/08/2023 **Time:** 14:20

Place Reported: Scene **District:** Manchester

Location: Simonsway 155 metres NW Of Portrush Road

Description: V1 (Tram) Trav Se Simonsway Along Tram Line, V2 (Pedal Cycle) Trav N-bd Across Simonsway Turns Left Into Path Of V1, Front Of V2 Collides With O/s Of V1

Locational Details				Conditions		Accident Details	
Road:	C	Junction Details:		Road Surface:	Dry	Severity:	Fatal
OSGR:	383020 386609	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	Ref	Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Tram	Ahead	NW	SE						
p/c	TurnL	S	NW		1 Rid	M	77	Fatal	Un

Accident Reference Number: A1489277 **Day:** Monday **Date:** 09/09/2024 **Time:** 18:50

Place Reported: Scene **District:** Manchester

Location: Simonsway 46 Metres West From Junction With Unclassified Road

Description: V2 Trav E Simonsway, V1 Trav W Same Enters Opp C/way & Colls Head On With V2. V1 Fts

Locational Details				Conditions		Accident Details	
Road:	C	Junction Details:		Road Surface:	Dry	Severity:	Slight
OSGR:	383795 386148	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	3

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	E	W		2 Pas	F	40	Slight	Oo
Car	Ahead	W	E		1 Drv	F	45	Slight	Oo
					3 Pas	F	19	Slight	Oo

Accident Reference Number: A1601293 **Day:** Wednesday **Date:** 19/02/2025 **Time:** 21:02

Place Reported: Scene **District:** Manchester

Location: Manchester Airport Relief Road at junction with Styal Road

Description: V1 Trav Nw Styal Rd Enters Manchester Airport Relief Rd Through Red Traffic Light & Collides With N/s Of V2 Trav W Manchester Airport Relief Rd

Locational Details				Conditions		Accident Details	
Road:	A555/B5166	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Very seri
OSGR:	383866 385070	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	ATS	Weather Conditions:	Fine	No. of Casualties:	3

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	SE	NW		1 Drv	M	17	Very ser	Oo
Car	Ahead	E	W		2 Drv	M	19	Slight	Oo
					3 Pas	F	19	Very ser	Oo

Accident Reference Number: A1320937 **Day:** Tuesday **Date:** 20/06/2023 **Time:** 18:04

Place Reported: Scene **District:** Manchester

Location: Styal Road at junction with Entrance Of Manchester Airport Jet Parks 3

Description: V2 Trav Ne Styal Rd, V1 Trav Sw Styal Rd T/R Onto Manchester Airport Jet Parks 3 & Front Hits Front Of V2, V1 Then Hits Front Of V3 Trav Se Exits Car Park Waiting To T/L

Locational Details				Conditions		Accident Details	
Road:	B5166/U	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Moderat
OSGR:	383873 384974	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	3
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	TurnR	NE	NW						
Car	Ahead	SW	NE		2 Drv	M	53	Moderat	Un
Car	wtgTL	NW	NE						

Accident Reference Number: A1617652 **Day:** Wednesday **Date:** 16/07/2025 **Time:** 21:50

Place Reported: Scene **District:** Manchester

Location: Manchester Airport Relief Road at junction with Styal Road

Description: V2 Trav Nw Manchester Airport Relief Rd, V1 Trav Se Manchester Airport Relief Rd Turns Right Onto Styal Rd & Front Colldies With O/s Of V2

Locational Details				Conditions		Accident Details	
Road:	A555/B5166	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Very seri
OSGR:	383897 385056	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	40	Ped Crossing:	PedX	Weather Conditions:	Fine	No. of Casualties:	3

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	TurnR	NW	S		1 Drv	F	25	Very ser	Oo
					3 Pas	F	33	Slight	Oo
Car	Ahead	SE	NW		2 Drv	M	36	Less se	Oo

Accident Reference Number: A1080768 **Day:** Tuesday **Date:** 24/08/2021 **Time:** 18:15

Place Reported: Scene **District:** Manchester

Location: Manchester Airport Relief Road at junction with Styal Road

Description: V1 (Pedal Cycle) Trav N Styal Rd, While V2 (Motorcycle) Trav W Manchester Airport Relief Rd. V1 Fails To Look Properly, Enters Jct & O/s Collides With Front Of V2

Locational Details				Conditions		Accident Details	
Road:	A555/B5166	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Moderat
OSGR:	383898 385046	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	40	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	2

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
p/c	Ahead	S	N		1 Rid	M	68	Moderat	Un
m/cl	Ahead	E	W		2 Rid	M	23	Less se	Un

Accident Reference Number: A1317487 **Day:** Monday **Date:** 12/06/2023 **Time:** 07:18

Place Reported: Scene **District:** Manchester

Location: Manchester Airport Relief Road at junction with Styal Road

Description: V2 Trav Se A555 Manchester Airport Relief Rd, V1 Trav Nw Manchester Airport Relief Rd In Straight Dedicated Lane But T/R Onto Styal Rd, Front Of V1 Collides With Front Of V2

Locational Details				Conditions		Accident Details	
Road:	A555/B5166	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Slight
OSGR:	383908 385065	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	50	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	TurnR	SE	NE						
Car	Ahead	NW	SE		1 Drv	M	46	Slight	Un

Accident Reference Number: A1406807 **Day:** Thursday **Date:** 01/02/2024 **Time:** 22:00

Place Reported: Scene **District:** Manchester

Location: Manchester Airport Eastern Link Road (A555) 150 metres SE Of Styal Road

Description: V1 Trav Nw Manchester Airport Eastern Link Rd On Wrong Side C/way, V2 Trav Se Manchester Airport Eastern Link Rd, O/s Of V1 Colls With O/s Of V2

Locational Details				Conditions		Accident Details	
Road:	A555	Junction Details:		Road Surface:	Dry	Severity:	Slight
OSGR:	384024 384945	Junction Control:	n/a	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	50	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	SE	NW						
Car	Ahead	NW	SE		1 Drv	F	23	Slight	Un

Accident Reference Number: A1426317 **Day:** Wednesday **Date:** 27/03/2024 **Time:** 16:00

Place Reported: Scene **District:** Manchester

Location: Styal Road at junction with Simonsway

Description: Both Vehs Trav Ne Styal Rd, V1 (LGV) Turns Right Onto Finney La & Across Path Of V2 (Pedal Cycle), O/s Of V1 Collides With Front Of V2

Locational Details				Conditions		Accident Details	
Road:	B5166/C	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Slight
OSGR:	384114 386068	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Rain	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
LGV	TurnR	SW	SE						
p/c	Ahead	SW	NE		1 Rid	M	58	Slight	Un

Accident Reference Number: A1524484 **Day:** Monday **Date:** 02/12/2024 **Time:** 14:55

Place Reported: Scene **District:** Manchester

Location: Styal Road At Junction With Finney Lane

Description: V1 Trav E Simonsway Turns Right Across Path Of V2 Trav Opp Dir.

Locational Details				Conditions		Accident Details	
Road:	B5166/C	Junction Details:	Xrds	Road Surface:	Wet	Severity:	Slight
OSGR:	384119 386067	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	ATS	Weather Conditions:	Rain	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	TurnR	W	S						
Car	Ahead	E	W						

Accident Reference Number: A1249621 **Day:** Wednesday **Date:** 30/11/2022 **Time:** 19:30

Place Reported: Scene **District:** Manchester

Location: Styal Road at junction with Finney Lane

Description: V1 Trav Nw Finney La Towards Simonsway. V2 Trav Se Simonsway Turns Right Onto Styal Rd & Across Path Of V1, N/s Of V2 Colls With Front Of V1

Locational Details				Conditions		Accident Details	
Road:	B5166/C	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Slight
OSGR:	384123 386066	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Ahead	SE	NW						
Car	TurnR	NW	SW		1 Drv	M	62	Slight	Un

Accident Reference Number: A1299050 **Day:** Monday **Date:** 27/03/2023 **Time:** 11:15

Place Reported: Self **District:** Manchester

Location: Styal Road at junction with Simonsway

Description: V1 Trav Sw Styal Rd Goes Through Red Ats At Crossroads. V2 Trav Ne Styal Rd Goes Through An Amber Ats At Crossroads. Front Of V1 Collides With N/s Of V2

Locational Details

Road:	B5166/C	Junction Details:	Xrds		
OSGR:	384123 386070	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less seri
No. of Vehicles:	2
No. of Casualties:	2

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NE	SW	
Car	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	F	30	Slight	Un
2 Drv	M	30	Less se	Un

Accident Reference Number: A1695751 **Day:** Wednesday **Date:** 14/01/2026 **Time:** 16:50

Place Reported: Scene **District:** Manchester

Location: Styal Road at junction with Finney Lane

Description: V1 Trav Ne Styal Rd, V2 Trav E Simonsway Turns Right Onto Styal Rd & Front Collides With Front Of V1

Locational Details

Road:	B5166/C	Junction Details:	Xrds		
OSGR:	384125 386070	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	ATS		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	TurnR	W	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	32	Slight	Oo
2 Drv	F	51	Slight	Oo

Accident Reference Number: J1725791 **Day:** Sunday **Date:** 22/03/2026 **Time:** 12:14

Place Reported: Self **District:** Stockport

Location: Finney Lane Near Junction With Outwood Drive, Heald Green, Cheadle, Stockport

Description: I Was Driving Down Finney Lane Towards Heald Green Pharmacy When A Car Pulled Out From From A Parking Bay Into My Car I Pulled Into Neal Avenue To Get Off The Main Road The Other Car Turned Right Into Outwood Avenue And Made Off I Then Called 999 As The Car Made Off From The Scene I Was Advised To Report This Online The Driver Of The Other Vehicle Returned To The Car Around 12.35 And Details Where Exchanged

Locational Details

Road:	C/U	Junction Details:	Tjun		
OSGR:	384408 385940	Junction Control:	GW		
Speed Limit:	20	Ped Crossing:	PedX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	2

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	Unk	Unk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	34	Slight	Oo
2 Pas	M	4	Slight	Oo

Accident Reference Number: J1558351 **Day:** Tuesday **Date:** 25/02/2025 **Time:** 20:33

Place Reported: Scene **District:** Stockport

Location: Outwood Drive at junction with Finney Lane

Description: V2 (Pedal Cycle) Trav W Finney La Across Jct With Outwood Drive, V1 Trav N Outwood Drive Appr Jct & O/s Colls With Front Of V2

Locational Details

Road:	U/C	Junction Details:	Tjun		
OSGR:	384418 385936	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Less seri
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Taxi	Start	S	N	
p/c	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	17	Less se	Oo

Accident Reference Number: J1240116 **Day:** Friday **Date:** 28/10/2022 **Time:** 16:45

Place Reported: Self **District:** Stockport

Location: Finney Lane Service Road 30 metres W Of Finney Lane, 65 metres W Of Outwood Road

Description: Both Vehs Trav W Finney La Service Rd. V1 Pulls Out After Being Parked & Front Collides With O/s Of V2 (Pedal Cycle). V1 Fts

Locational Details

Road:	U	Junction Details:			
OSGR:	384632	385935	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Start	E	W	
p/c	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	39	Slight	Un

Accident Reference Number: J1605950 **Day:** Saturday **Date:** 21/06/2025 **Time:** 14:00

Place Reported: Self **District:** Stockport

Location: Finney Lane Near Junction With Outwood Road, Heald Green, Cheadle, Stockport

Description: I Was Driving As Normal On The Main Road Finney Lane When Suddenly A Grey Car Pulled Out And Collided Into My Drivers Side With Great Force. He Was Trying To Come Onto Finney By Turning Right Onto The Road. He Turned With Speed Without Looking At Oncoming Vehicles On His Left Hand Side.

Locational Details

Road:	C/C		Junction Details:	Tjun	
OSGR:	384666	385911	Junction Control:	GW	
Speed Limit:	20		Ped Crossing:	Unkn	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	Unk	Unk	
Car	TurnR	Unk	Unk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	37	Slight	Oo

Accident Reference Number: J1389567 **Day:** Monday **Date:** 11/12/2023 **Time:** 06:55

Place Reported: Self **District:** Stockport

Location: Finney Lane at junction with Outwood Road

Description: V2 (Pedal Cycle) Trav W Finney La. V1 Trav N Outwood Rd, Fails To Give Way At Jct & Front Collides With N/s Of V2

Locational Details

Road:	C/C		Junction Details:	Tjun	
OSGR:	384679	385907	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	S	N	
p/c	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	26	Slight	Un

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -
Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT
Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced
Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	PIllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR

Mapping from new road safety factor (RSF) codes to previous contributory factor (CF) codes

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

Filters are active in row 5 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L]'.

RSF section	RSF code	RSF label	CF section	CF section name	CF code	CF name	Participants [note 1]
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	301	Disobeyed automatic traffic signal	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	302	Disobeyed 'Give Way' or 'Stop' sign or markings	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	304	Disobeyed pedestrian crossing facility	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	305	Illegal turn or direction of travel	V
B	B2	Driver/rider disobeyed double white lines	300	Injudicious action	303	Disobeyed double white lines	V
B	B3	Driver / rider overshot junction or poor turn / manoeuvre	400	Driver/Rider error or reaction	401	Junction overshoot	V
B	B3	Driver / rider overshot junction or poor turn / manoeuvre	400	Driver/Rider error or reaction	403	Poor turn or manoeuvre	V
B	B4	Ineffective observation by either the driver, rider or pedestrian	400	Driver/Rider error or reaction	405	Driver/Rider failed to look properly	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	400	Driver/Rider error or reaction	406	Driver/Rider failed to judge other person`s path or speed	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	800	Pedestrian only (casualty or uninjured)	802	Pedestrian failed to look properly	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	800	Pedestrian only (casualty or uninjured)	803	Pedestrian failed to judge vehicle`s path or speed	VCU
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	603	Driver/Rider nervous, uncertain or panic	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	605	Learner or inexperienced driver/rider	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	606	Inexperience of driving on the left	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	607	Unfamiliar with model of vehicle	V
B	B6	Driver/rider passing too close to another road user or pedestrian	400	Driver/Rider error or reaction	407	Too close to cyclist, horse rider or pedestrian	V
B	B7	Vehicle door opened into path of another road user or pedestrian	900	Special codes	904	Vehicle door opened or closed negligently	V
B	B8	Sudden braking or braking in a way unsuitable for conditions	400	Driver/Rider error or reaction	408	Sudden braking	V
D	D1	Affected by alcohol	500	Impairment or distraction	501	Driver/Rider impaired by alcohol	VCU
D	D1	Affected by alcohol	800	Pedestrian only (casualty or uninjured)	806	Pedestrian impaired by alcohol	VCU
D	D2	Affected by drugs	500	Impairment or distraction	502	Driver/Rider impaired by drugs (illicit or medicinal)	VCU
D	D2	Affected by drugs	800	Pedestrian only (casualty or uninjured)	807	Pedestrian impaired by drugs (illicit or medicinal)	VCU
D	D3	Driver/rider too tired to drive/ride safely	500	Impairment or distraction	503	Fatigue	V
D	D4	Driver/rider had uncorrected or defective eyesight	500	Impairment or distraction	504	Uncorrected, defective eyesight	V
D	D5	Illness or disability	500	Impairment or distraction	505	Driver/Rider illness or disability, mental or physical	VCU
D	D5	Illness or disability	800	Pedestrian only (casualty or uninjured)	810	Pedestrian disability or illness, mental or physical	VCU
D	D6	Using mobile device	500	Impairment or distraction	508	Driver using mobile phone	VCU
D	D7	Distraction to driver/rider from inside/outside or on vehicle	500	Impairment or distraction	509	Distraction in vehicle	V
D	D7	Distraction to driver/rider from inside/outside or on vehicle	500	Impairment or distraction	510	Distraction outside vehicle	V
D	D7	Distraction to driver/rider from inside/outside or on vehicle	700	Vision affected by external factors	705	Dazzling headlights	V
P	P1	Incorrect use of crossing facility by person crossing the road	800	Pedestrian only (casualty or uninjured)	804	Pedestrian wrong use of pedestrian crossing facility	VCU
P	P2	Vehicle entering road from pavement	300	Injudicious action	310	Cyclist entering road from pavement	V
P	P3	Pedestrian showing risk taking behaviour in carriageway	800	Pedestrian only (casualty or uninjured)	805	Dangerous action in carriageway (eg. playing)	CU
P	P4	Pedestrian careless or in a hurry	800	Pedestrian only (casualty or uninjured)	808	Pedestrian careless, reckless or in a hurry	CU
P	P5	Pedestrian, cyclist, equestrian hard to see	500	Impairment or distraction	507	Rider wearing dark clothing	VCU
P	P5	Pedestrian, cyclist, equestrian hard to see	800	Pedestrian only (casualty or uninjured)	809	Pedestrian wearing dark clothing at night	VCU
R	R1	Poor or defective road surface or deposits on road	100	Road environment contributed	101	Poor or defective road surface	VCU
R	R1	Poor or defective road surface or deposits on road	100	Road environment contributed	102	Deposit on road (eg. oil, mud, chippings)	VCU
R	R2	Road surface was slippery due to weather	100	Road environment contributed	103	Slippery road (due to weather)	VCU
R	R3	Driver/riders view obscured by stationary or parked vehicles	700	Vision affected by external factors	701	Stationary or parked vehicle(s)	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	702	Vegetation	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	703	Road layout (eg. bend, winding road, hill crest)	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	704	Buildings, road signs, street furniture	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	706	Dazzling sun	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	707	Rain, sleet, snow, or fog	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	708	Spray from other vehicles	V
S	S1	Driver/rider exceeding speed limit	300	Injudicious action	306	Exceeding speed limit	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	300	Injudicious action	307	Travelling too fast for conditions	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	400	Driver/Rider error or reaction	409	Swerved	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	400	Driver/Rider error or reaction	410	Loss of control	V
S	S3	Vehicle used in course of crime	900	Special codes	902	Vehicle in course of crime	V

Mapping from new road safety factor (RSF) codes to previous contributory factor (CF) codes

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

Filters are active in row 5 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L]'.

RSF section	RSF code	RSF label	CF section	CF section name	CF code	CF name	Participants [note 1]
S	S4	Driver/rider being aggressive, dangerous or reckless	300	Injudicious action	308	Following too close	V
S	S4	Driver/rider being aggressive, dangerous or reckless	600	Behaviour or inexperience	601	Aggressive driving	V
S	S4	Driver/rider being aggressive, dangerous or reckless	600	Behaviour or inexperience	602	Driver/Rider careless, reckless or in a hurry	V
S	S5	Driver/rider moving too slowly for conditions	600	Behaviour or inexperience	604	Driving too slow for conditions or slow veh (eg tractor)	V
V	V1	Vehicle defective tyres	200	Vehicle defects	201	Tyres illegal, defective or under inflated	V
V	V2	Vehicle defect (excluding tyres and light)	200	Vehicle defects	203	Defective brakes	V
V	V2	Vehicle defect (excluding tyres and light)	200	Vehicle defects	204	Defective steering or suspension	V
V	V3	Vehicle or trailer was overloaded or poorly loaded	200	Vehicle defects	206	Overloaded or poorly loaded vehicle or trailer	V
V	V4	Driver/Rider view obscured by blind spot	700	Vision affected by external factors	710	Vehicle blind spot	V
V	V5	Vehicle with defective lights or not using headlights when visibility is reduced	200	Vehicle defects	202	Defective lights or indicators	V
V	V5	Vehicle with defective lights or not using headlights when visibility is reduced	500	Impairment or distraction	506	Not displaying lights at night or in poor visibility	V

Appendix D
Note on junction type

1 JUNCTION SUITABILITY

Design Standards

1.1 The Design Manual for Roads and Bridges (DMRB) is a suite of documents published by National Highways which contains requirements and advice relating to works on the motorway and all-purpose trunk road network. One of these documents, '*CD123 Geometric Design of at-grade and signal controlled junctions'* , provides requirements and advice on the geometrical design of at-grade priority and signal-controlled junctions with the scope and implementation of the document confirmed at paragraph 1.3:

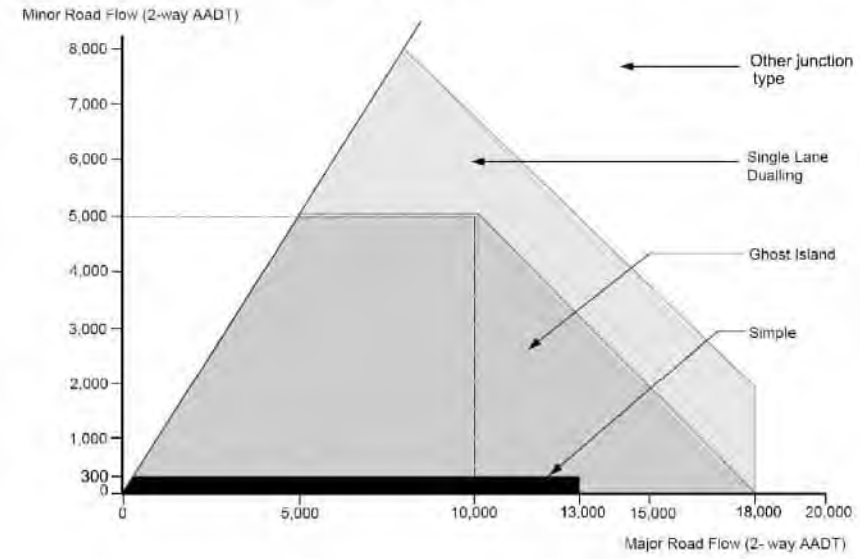
"This document shall be implemented forthwith on all schemes involving the geometric design of at-grade priority and/or signal controlled junctions on the Overseeing Organisations' [National Highways'] *all-purpose trunk roads."*

1.2 Notably, Simonsway is not an all-purpose trunk road.

1.3 With regard to the selection of priority junctions, paragraph 2.3.1 of CD123 advises that, *"the selection of priority junction and major road central treatment for single carriageway roads should be determined based on the standard of major road and traffic flows on both the major and minor roads",* adding that, *"Figure 2.3.1* (copied below*) illustrates approximate levels of provision for varying traffic flows"*, and noting that, *"the 2-way AADT design year flows are used to determine the approximate level of junction provision prior to more detailed traffic modelling to check capacity."*

Extract from CD123

Figure 2.3.1 Approximate priority junction provision on single carriageway roads based on flows only



1.4 Figure 2.3.1 of CD123 indicates that a simple priority junction is suited to a minor road flow of 300 (2-way AADT) or less, but this should be treated only as a starting point to determine the choice of junction type prior to undertaking a detailed analysis through traffic modelling to check junction capacity. More importantly, Figure 2.3.1 does not represent a design criteria which must be applied in isolation of other relevant considerations, but instead offers an approximation.

Junction Performance

1.5 Capacity assessments at the new access for Atlas Park has been undertaken as part of the planning application submission. The results of a Junctions 11 (PICADY) assessment are presented at Table 1.1:

Table 1.1: Proposed Additional Access for Atlas Park

Arm	2031 including Development				2031 Sensitivity Analysis			
	AM (07:45-08:45)		PM (16:00-17:00)		AM (07:45-08:45)		PM (16:00-17:00)	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Site Access	0.19	0.2	0.47	0.9	0.19	0.2	0.48	0.9
Simonsway	0.35	0.9	0.13	0.3	0.36	1.0	0.14	0.4

1.6 The traffic modelling clearly demonstrates that the simple priority junction is expected to operate well within capacity during both peak periods for the future year 2031 with development in place and including committed developments. All RFC values are significantly below the standard thresholds used for junction assessment (ratio of flow to capacity = 0.85) with negligible queuing on Simonsway.

1.7 The proposals include traffic routing plans which will direct HGVs to arrive from the east only, turning left in at the proposed access, and leave via the existing Atlas Park access, turning right out to the east. A sensitivity analysis has been undertaken to assess the effect of right turning HGVs at the proposed access junction in the event that occasional vehicles do not follow the prescribed routing. The results of this assessment demonstrate that there would be a negligible effect on the operation of the junction under this scenario. Hence based on a detailed traffic modelling exercise the proposed simple priority junction layout is considered to be suitable with regard to a capacity check.

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Atlas Park, Simonsway – Proposed Development

Stage 1 Road Safety Audit

Atlas Park, Simonsway – Proposed Development

Stage 1 Road Safety Audit

Report Title:	Atlas Park, Simonsway – Proposed Development
Report Produced for:	Manchester City Council
Report Dated:	09 September 2026
Document Reference & Revision:	MAL/APSPD/RSA1 Rev1
Report Produced by:	Meraki Alliance, Watkin Avenue, Old Colwyn, Conway LL29 9NN Neil Jones 07737682487
On behalf of:	TTP Consulting

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	08 Sept 2026	NJ
1	0	FINAL REPORT	08 Sept 2026	NJ/NC
1	1	FINAL REPORT	09 Sept 2026	NJ/NC

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date	
S Davies	TTP Consulting	Electronic	08 Sept 2026	09 Sept 2026
-	Manchester City Council	Electronic	-	-
N Cook	Meraki Alliance Ltd	Electronic	08 Sept 2026	09 Sept 2026

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	1.4	*Departures or Relaxations from Standards*	*3*
	1.5	*Details of Site Visit*	*4*
	1.6	*Items Outside the Scope of the Road Safety Audit*	*5*
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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by TTP Consulting, on behalf of Manchester City Council. The scheme submitted for audit is a proposed priority access for a new development located on the south side of Simonsway, Wythenshawe.

Wythenshawe is an area of Manchester and is located directly to the south of the city centre. Simonsway, at this location, is in a residential area with commercial units on the south side and residential properties on the north side. The development site is currently disused land bounded by commercial properties to the west, residential properties to the north and Airport carparking to the east and south. It is two-way single carriageway with a segregated facility on the southside and a footways on the northern side. The carriageway is lit. The proposed access is located within a 30mph speed limit.

The proposed works included with this RSA Stage 1 consist of:

- New priority controlled T-junction with associated carriageway markings and central refuge
- Uncontrolled crossing with associated tactile paving over the proposed access
- Relocation of the bus stop on the westbound carriageway
- Tactile paving at existing crossing points on Pasture Field Road and at the Atlas Park junction
- New pedestrian crossings with associated tactile paving at two locations over Simonsway

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by TTP Consulting, on behalf of Manchester City Council. The documents forming this RSA are listed in **Appendix 1**.

The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Manchester City Council

Client: Aviva

Design Organisation: TTP Consulting

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Neil Jones BA(hons) Dip FCIHT MSoRSA**

Holder of HE RSA Certificate of Competency

Audit Team Member: **Naomi Cook MSc FCIHT**

Holder of HE RSA Certificate of Competency

1.3 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2021-2025), as shown in **Figure 1**:

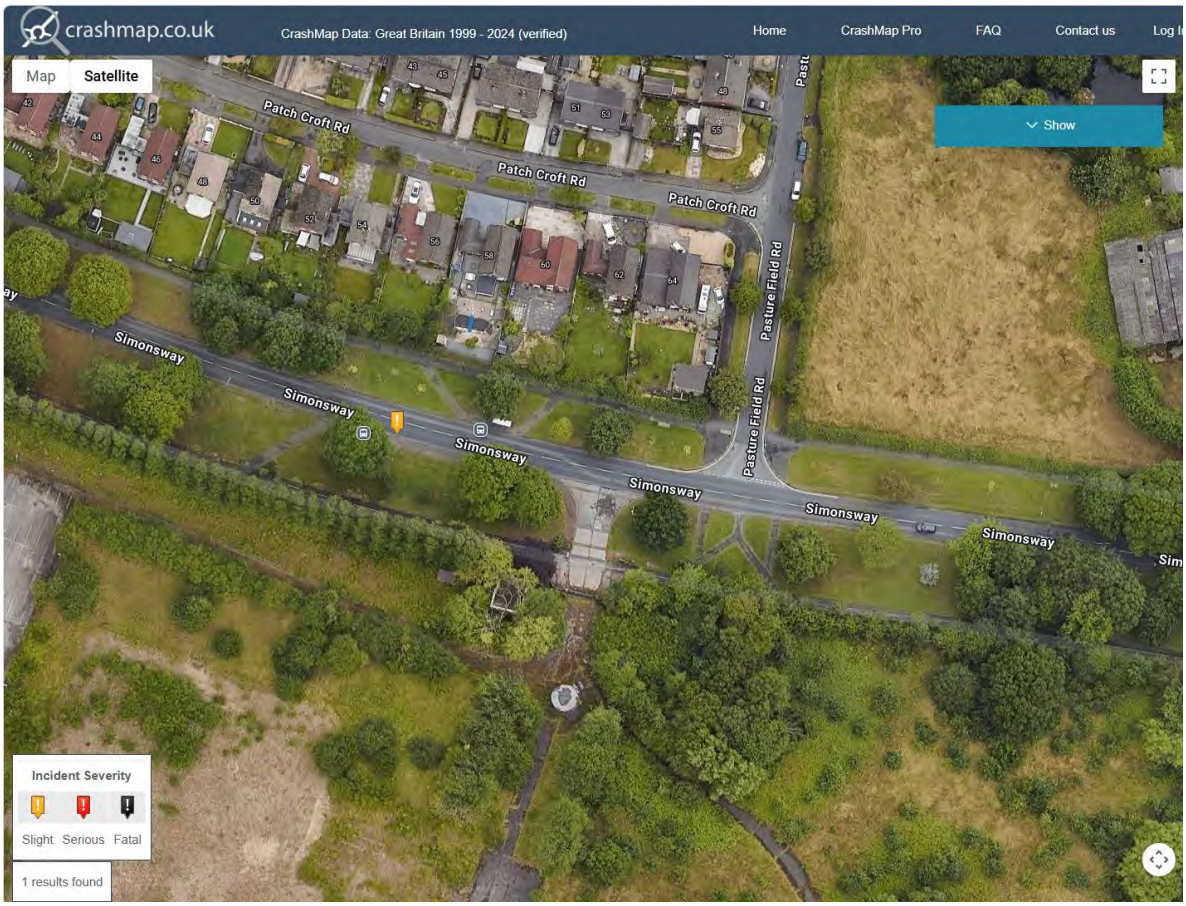


Figure 1: Collision data

Examination of the data indicates that there has been one PIC recorded in the vicinity of the proposed development. The PIC was slight in severity and occurred in 2024 to the west of the proposed access. The collision involved two cars travelling in opposite directions colliding head-on.

1.4 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.5 Details of Site Visit

A site visit was undertaken on the evening of 07 September 2026 between 18:40 and 19:05hrs. Whilst on site the weather was overcast and the road surface was damp. No incidents were noted. Pedestrian movements were observed along Simonsway, but no cycle activity was noted during the site visit. Traffic flows were moderate and free flowing.

1.6 Items Outside the Scope of the Road Safety Audit

The segregated facility alongside Simonway is in poor state of repair with uneven surfacing and encroaching vegetation which could deter users (see **photo**).



1.7 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in **Appendix 1** of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 Road Safety Audit - Problems Stage 1

PROBLEM	**1-1**
Location:	General to the scheme
Summary:	Increase in collisions during darkness or low light conditions
Simonsway is currently street lit. Details of alterations to the street lighting were not provided as part of the RSA information. The proposed junctions will introduce areas of potential conflict, which if not lit sufficiently during the hours of darkness or low light conditions, could result in an increase in collisions associated with vehicle movements during the hours of darkness. There is also a risk of cyclists and pedestrians being unseen by drivers, as they use the proposed crossings on Saddleworth Road, resulting in an increase in collisions.	
RECOMMENDATION	
Review the street lighting in the vicinity of the proposed junctions to ensure sufficient lighting levels are achieved. Provide additional lighting as required at detailed design.	

PROBLEM	**1-2**
Location:	General to the scheme
Summary:	Increase in collisions resulting from ineffective surface water drainage
No details of any proposed highway drainage works have been provided as part of the RSA information. The introduction of a new access increases the impermeable area and standing water was observed within the existing junction at the time of the site visit. If surface water cannot drain effectively there is a risk of surfacing water ponding and encroaching into the wheel paths of vehicles on the internal highway network. This can result in a loss of friction and subsequent collisions resulting from aquaplaning or loss of control.	
RECOMMENDATION	
Review the highway need for improved highway drainage at detailed design.	

PROBLEM	**1-3**
Location:	Bus stop to the west of the access
Summary:	Increase in collisions resulting from drivers on Simonsway overtaking the stationary buses

The bus stop located on Simonsway eastbound carriageway immediately to the west of the access is to remain in its current location (see photo). Should a bus be stationary at the bus stop, eastbound vehicles will be forced to overtake the bus and encroach into the westbound carriageway. Potential traffic flows turning left out of the development are shown as 62 vehicles in the AM Peak hour and 114 vehicles in the PM peak hour. Drivers turning left out of the development access could be unaware of vehicles potentially being on the wrong side of the carriageway and exit the access into the path of the vehicle, resulting in a head-on collision.



RECOMMENDATION

Relocate or remove the bus stop

PROBLEM	1-4
Location:	Proposed development access
Summary:	Increase in cross path collisions or pedestrian collisions, due to obstructed visibility

Proposed visibility splays at the junction indicated on the design drawings are achieved through a large advertisement sign within the verge, which could impede intervisibility between users at the proposed access and vehicles on Simonsway. The photo below shows the visibility to the right, 4.5m back from the giveway markings. If intervisibility is impeded there is a risk of collisions resulting from vehicles pulling across the path of an approaching vehicle to exit the access.



RECOMMENDATION

Ensure that the visibility splay is achieved and is kept free of obstructions in perpetuity.

PROBLEM	1-5
Location:	Proposed development access
Summary:	Failure to provide adequate indication of the segregated facility could increase the risk of collisions between cyclists and pedestrians

There is a segregated pedestrian/cycleway alongside Simonsway either side of the development access (see photo). The proposals include the provision of corduroy paving either side of the access and tactile paving at the kerb edges. The drawings do not indicate whether the appropriate signing will also be provided to indicate to users the change in facility type and the appropriate side of the facility they should be travelling upon. Failure to provide appropriate signage could result in collisions between cyclists and pedestrians.



RECOMMENDATION

Provide adequate signage at detailed design.

PROBLEM		1-6
Location:	Proposed development access	
Summary:	Failure to provide adequate visibility between vehicles exiting the development and cyclists could increase the risk of collisions	
There is a segregated pedestrian/cycleway alongside Simonsway either side of the development access. Its unclear to what extent drivers exiting the development will have visibility of cyclists attempting to cross the development access. Failure to provide adequate visibility between the drivers and the cyclists could result in a cyclist attempting to cross the access and being struck by a vehicle exiting the development resulting in injuries.		
RECOMMENDATION		
Provide adequate visibility between drivers and cyclists at the development access and review the need to provide warning signage to increase drivers' awareness of the risk.		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	NEIL JONES
SIGNED:	
POSITION:	PRINCIPAL ENGINEER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	09 SEPTEMBER 2026
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	09 SEPTEMBER 2026

Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
2026/5762/N01	Road Safety Audit Brief	-
2026-5672-001 A	Proposed Site Access and Highway Improvement	A
2026-5672-AT-109	Site Access Vehicular Swept Paths Analysis	-
2026-5672-002	Proposed Site access and Highway Improvements (1:500)	-
20071-HAL-ZZ-ZZ-DR-A-PL003	Proposed Site Plan	P04

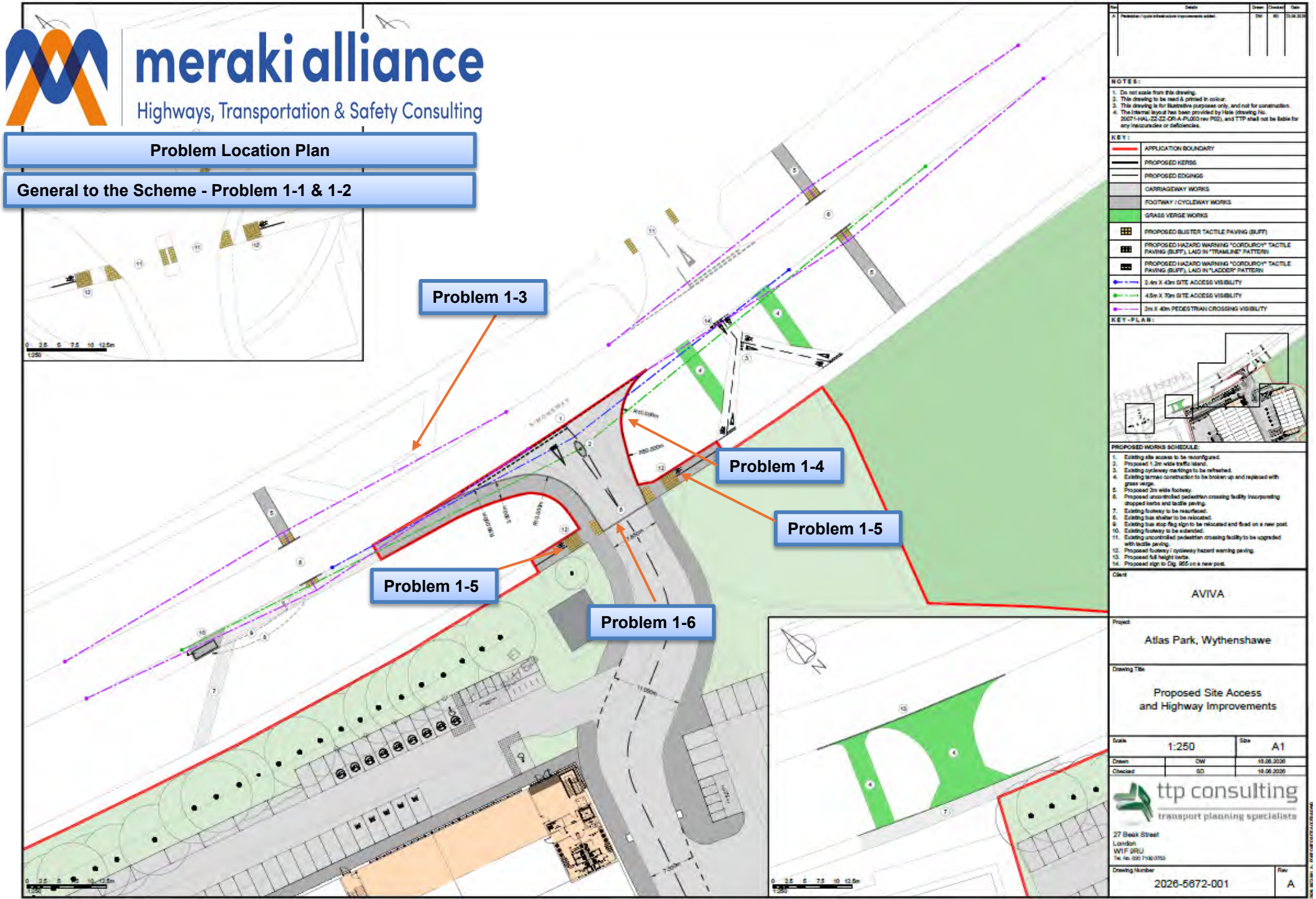
Appendix 2 – Problem Location Plan

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Problem Location Plan

General to the Scheme - Problem 1-1 & 1-2



ttp consulting

transport planning specialists

Aviva Life & Pensions UK Ltd

Atlas Park Development, Wythenshawe

Transport Assessment Appendix I

September 2026

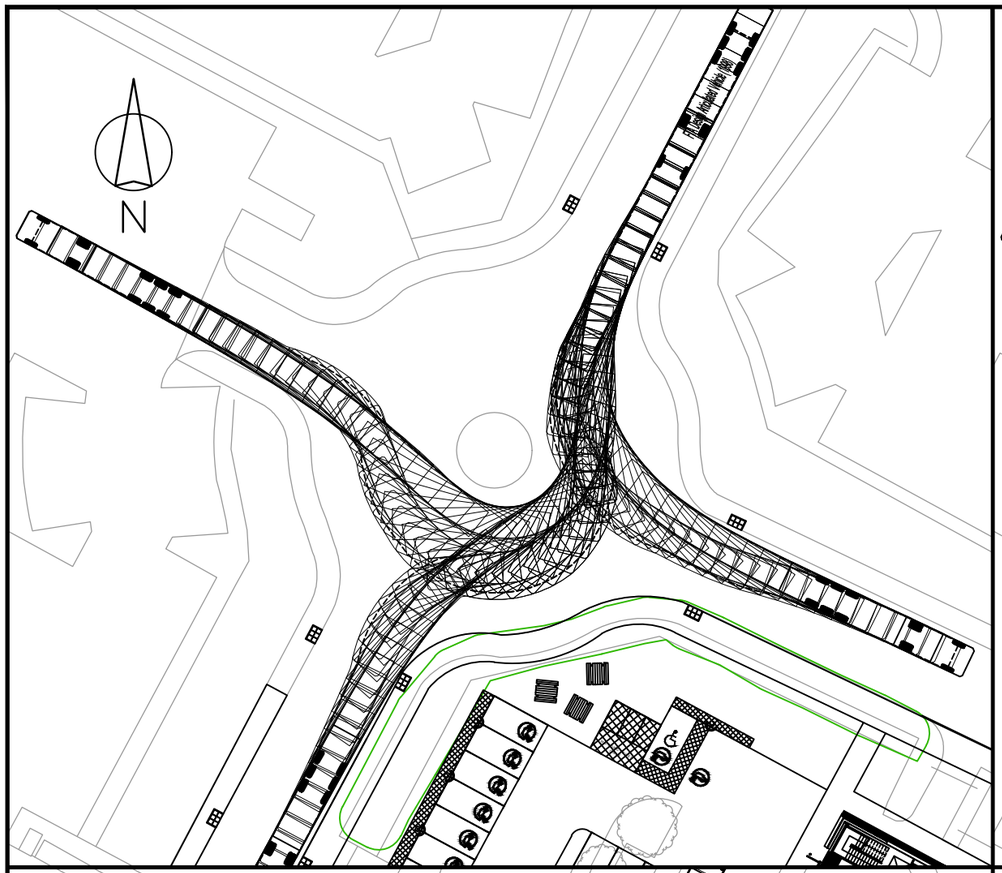
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London W1F 9RU
Tel: 020 7100 0753

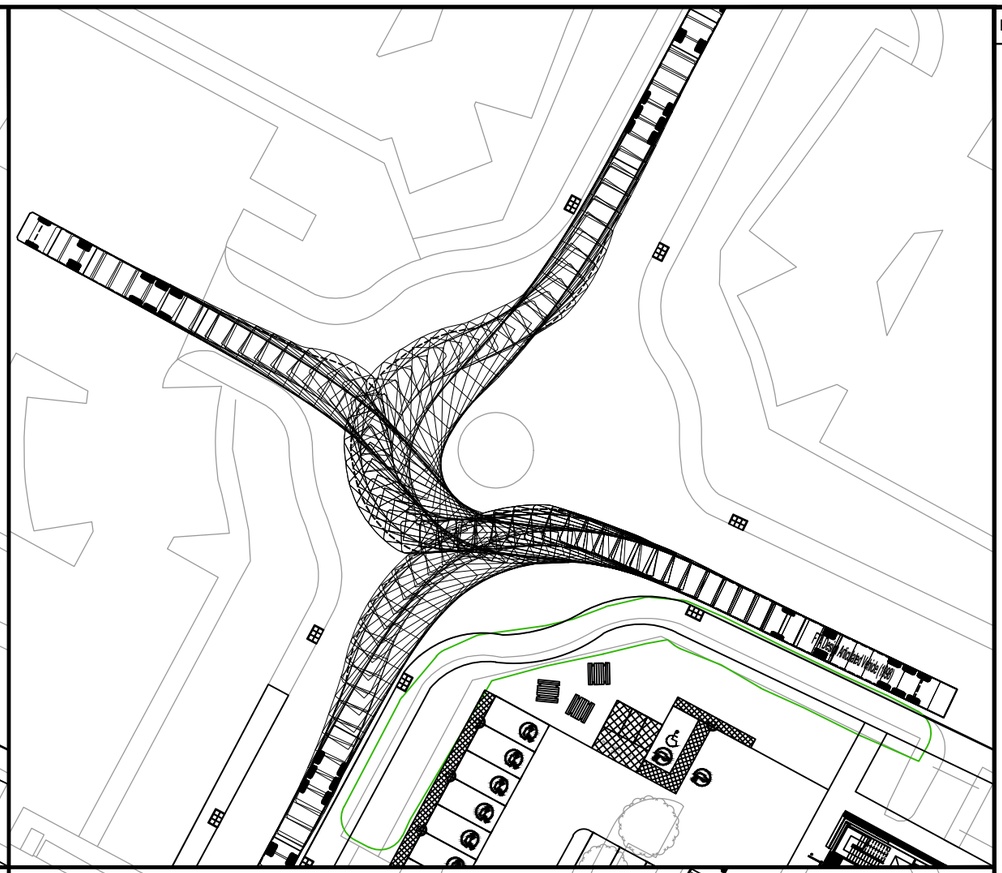
www.ttp-consulting.co.uk

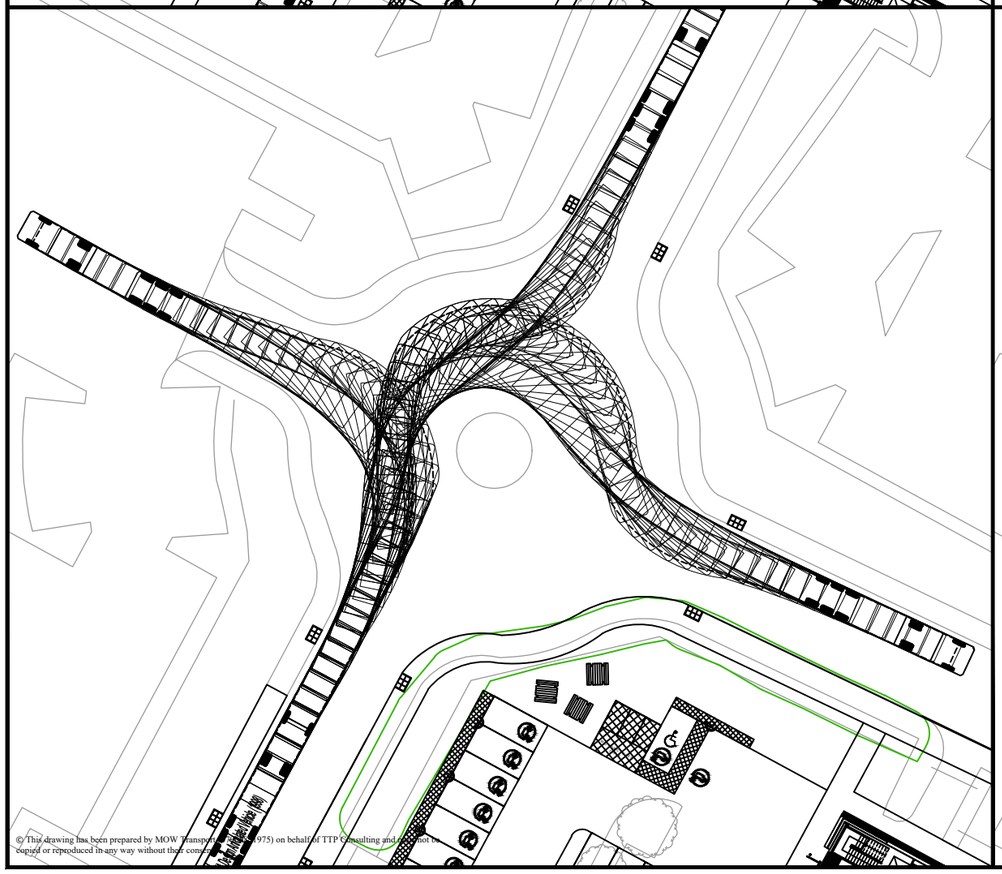
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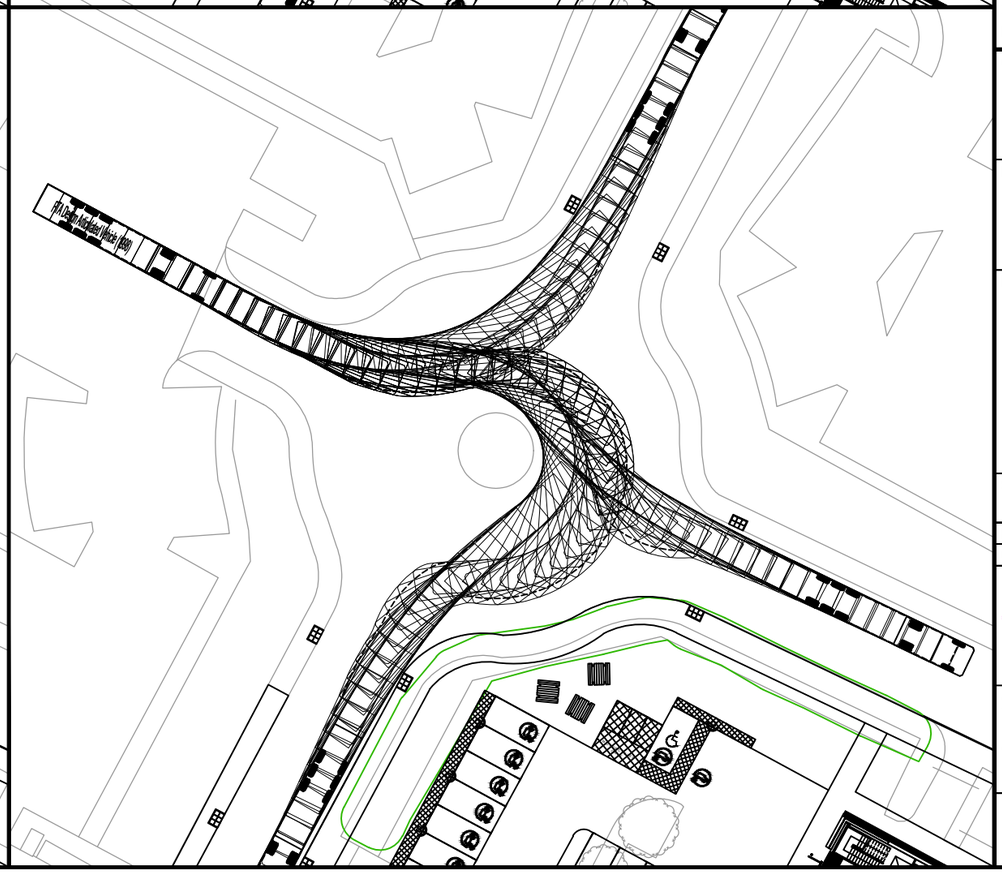
Appendix I

(Vehicle Swept Paths - Internal)



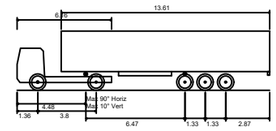






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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	14.09.206



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	25.06.26
Checked	SD	25.06.26

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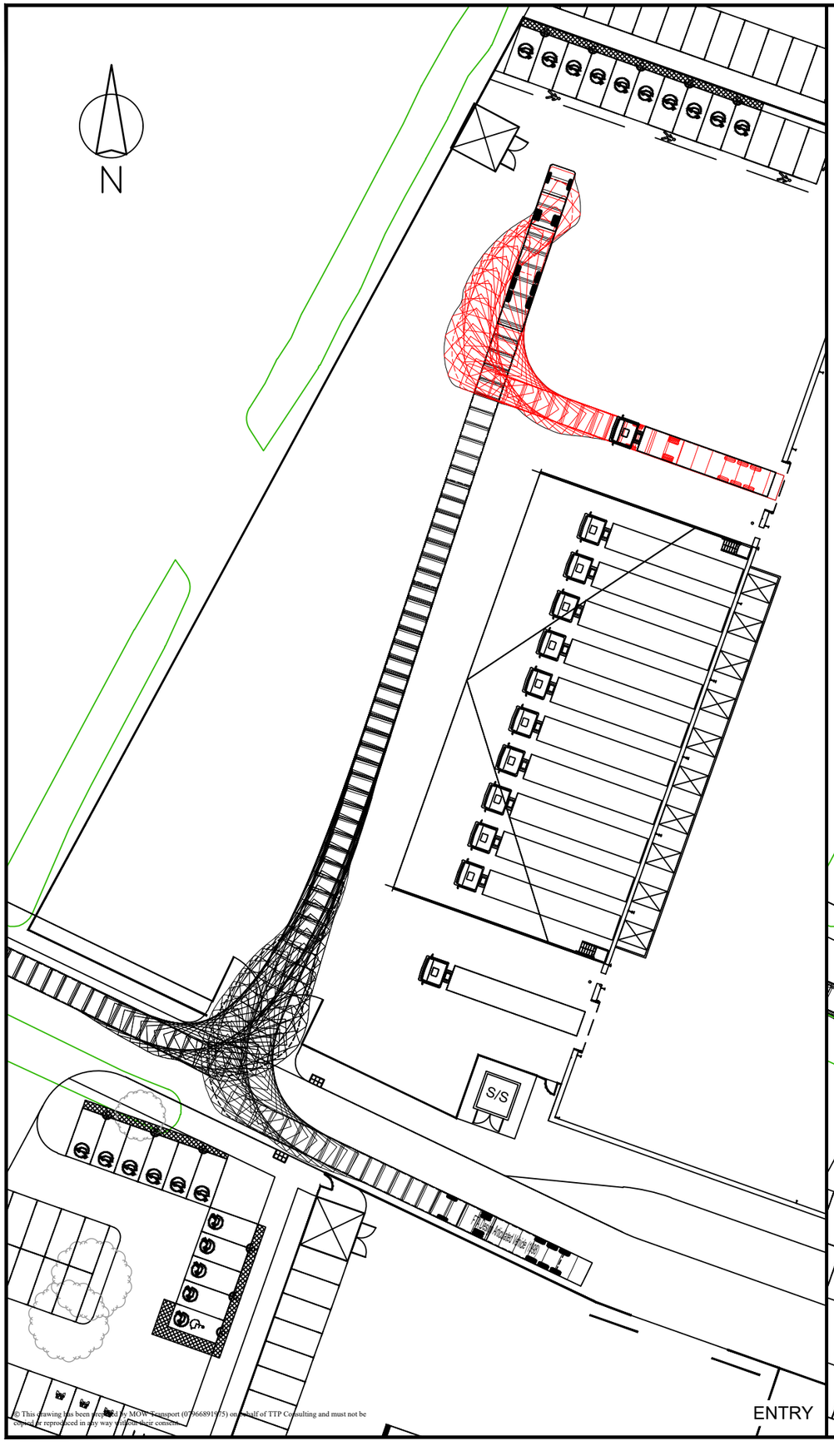
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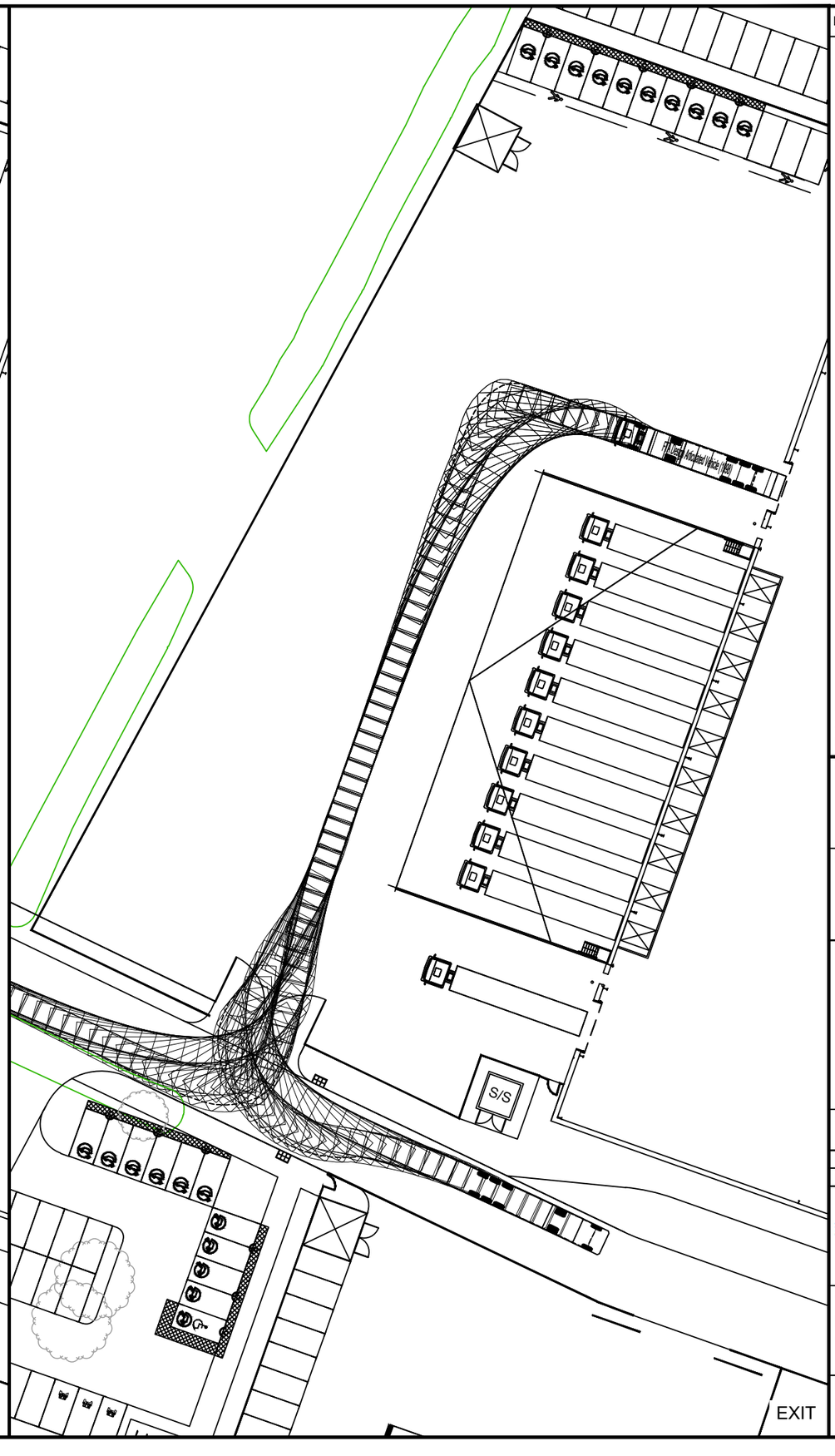
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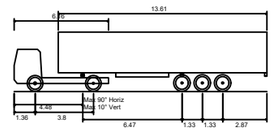
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A





Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	14.09.206



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Overall Length	16.480m
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Notes:
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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	25.06.26
Checked	SD	25.06.26

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transport planning specialists

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London
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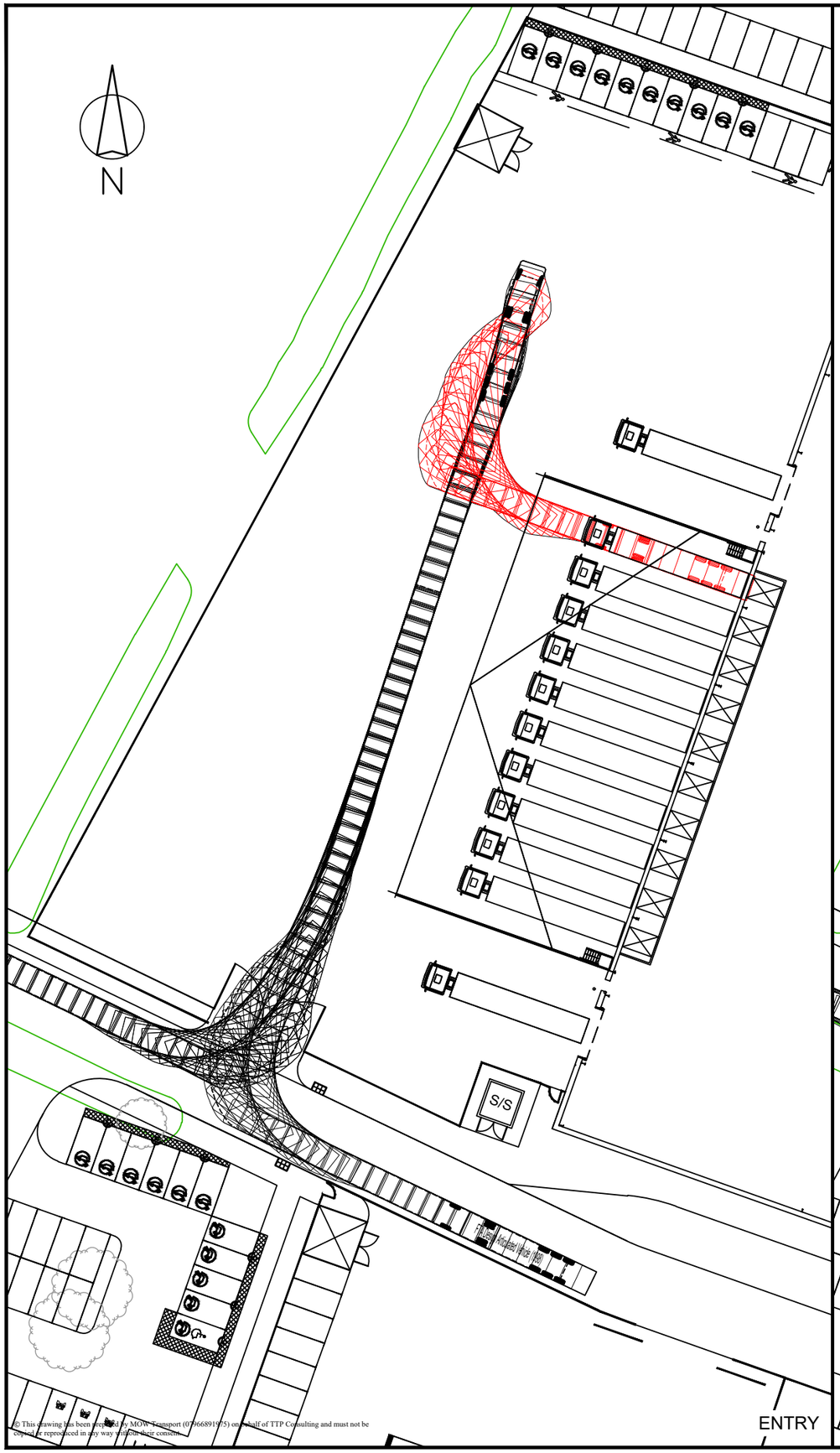
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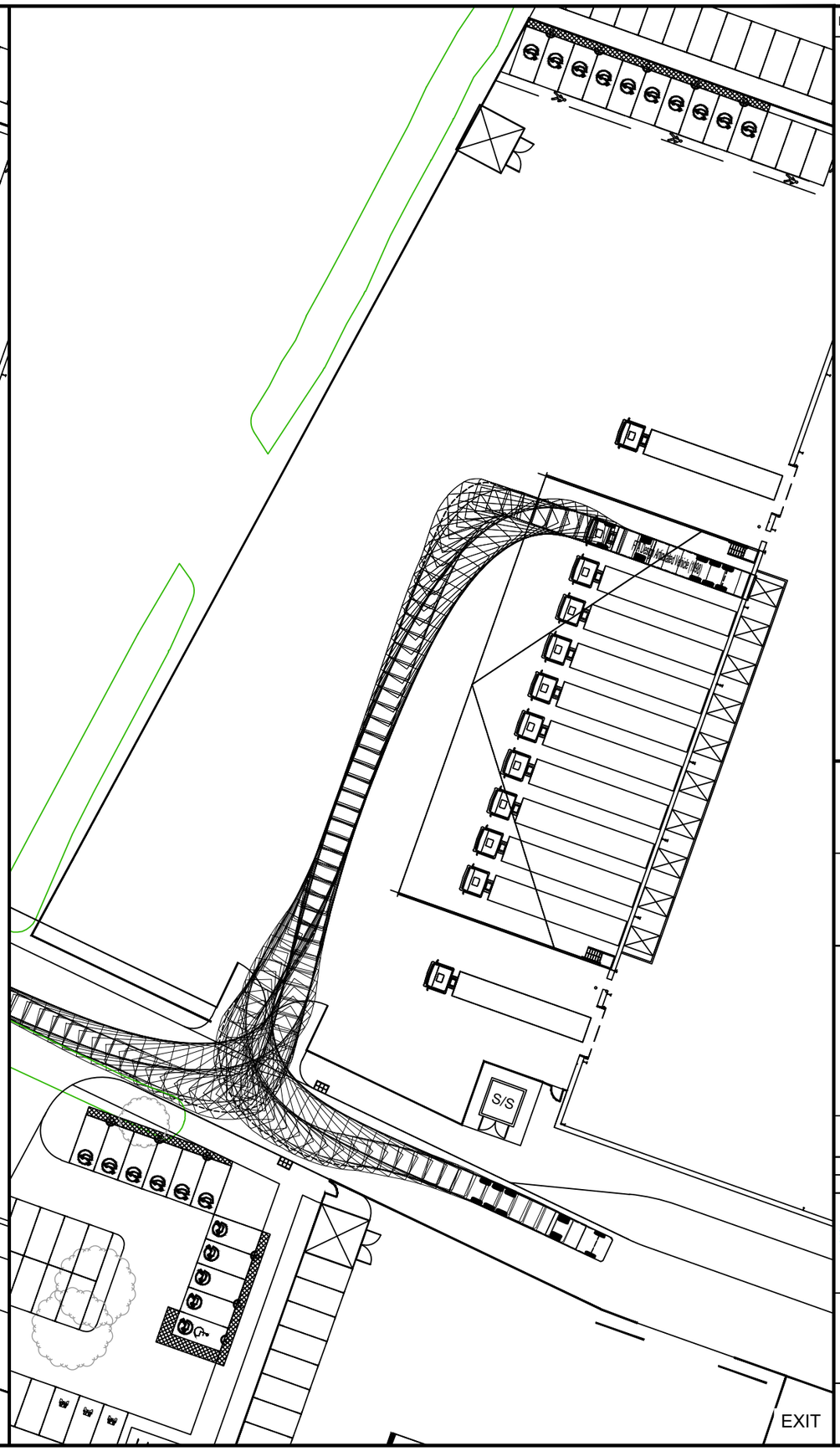
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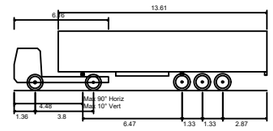
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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	04.09.206



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
Aviva

Project
Atlas Park, Wythenshawe

Drawing Title
Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale
1:500 at A3

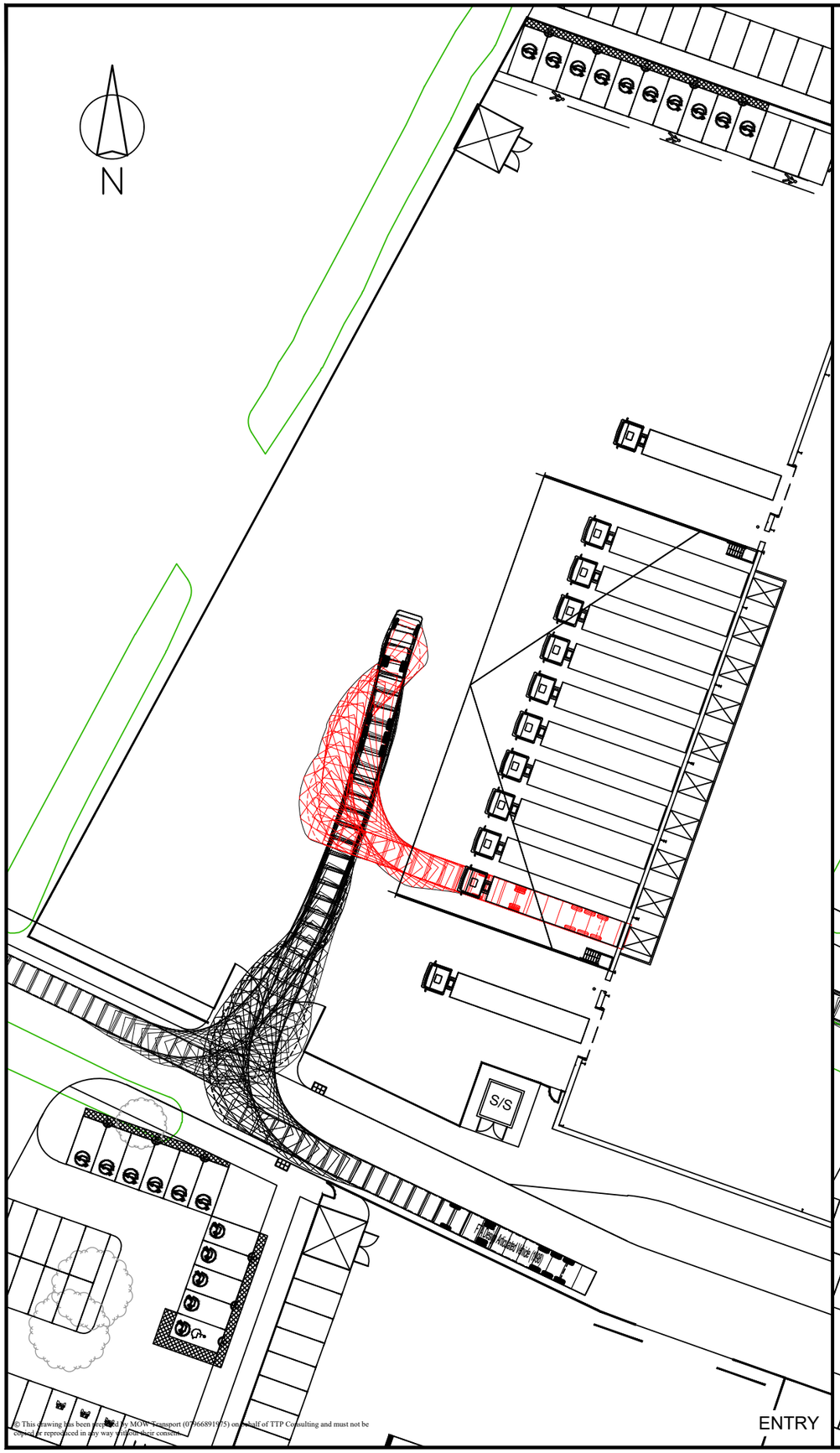
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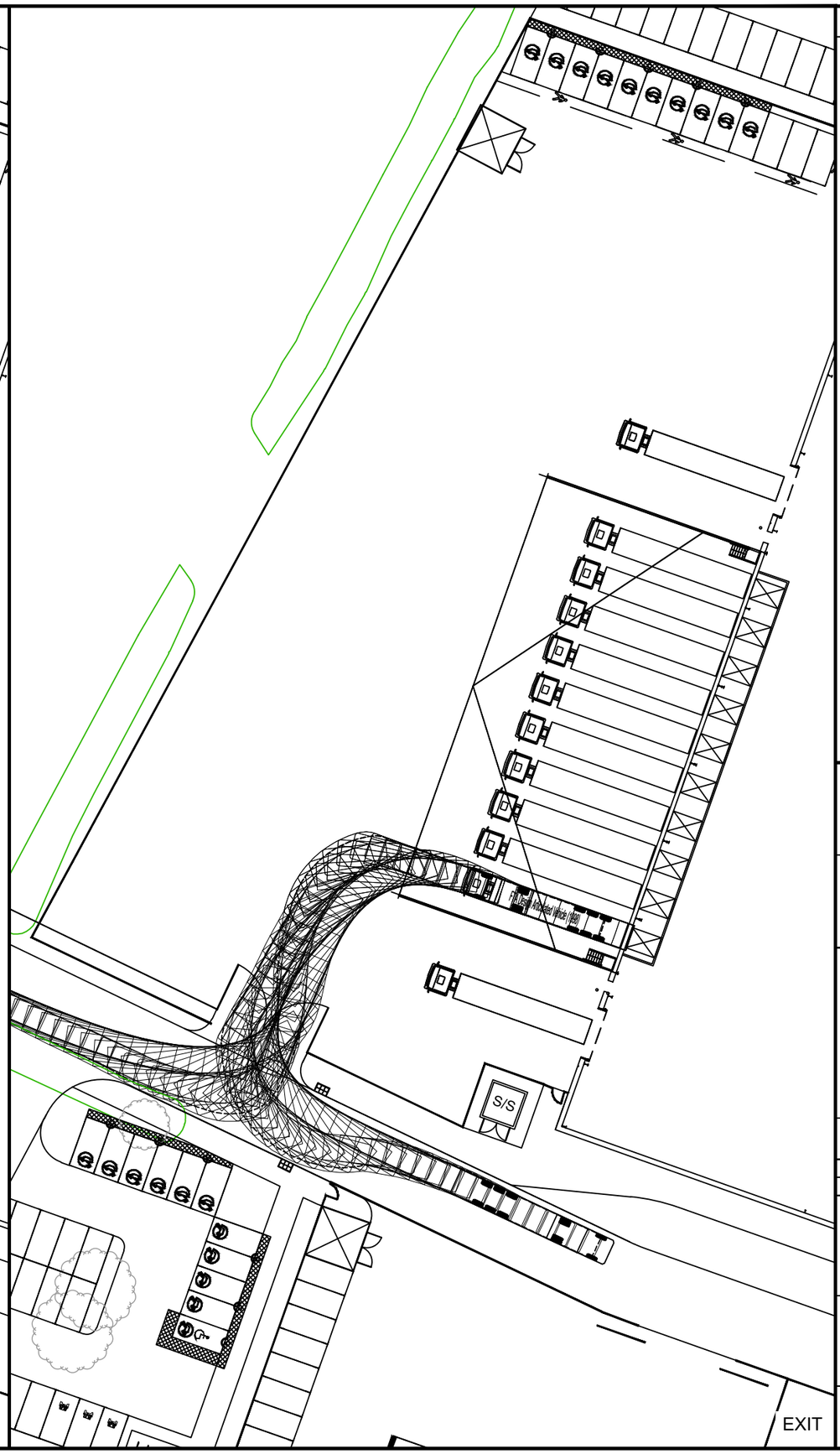
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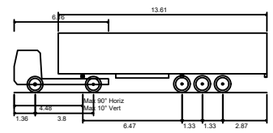
Drawing Number
2026-5672-AT-103(2)

Rev
A





Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	04.09.206



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

Notes:
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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	25.06.26
Checked	SD	25.06.26

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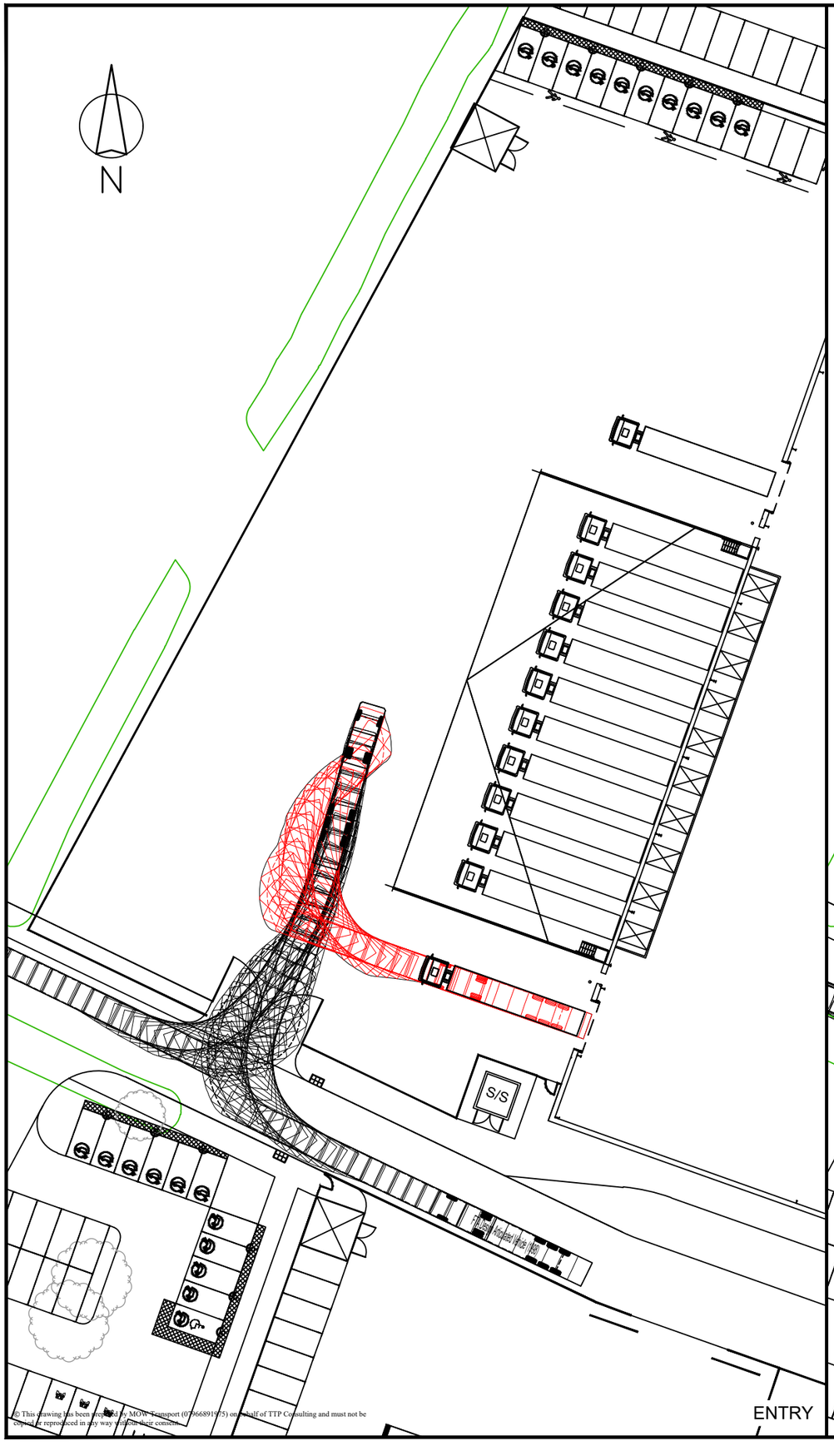
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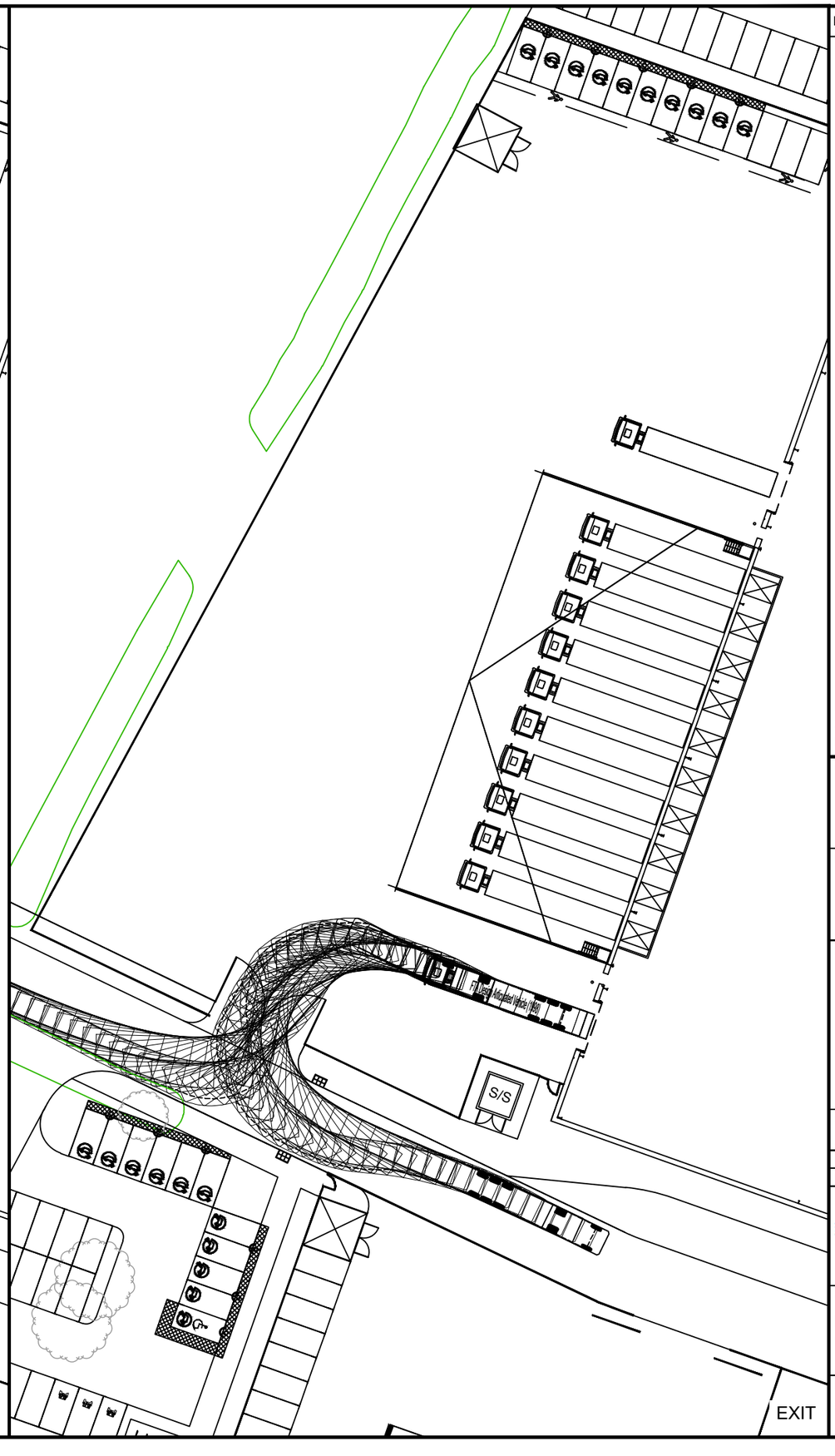
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Rev

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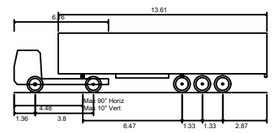
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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	04.09.206



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	25.06.26
Checked	SD	25.06.26

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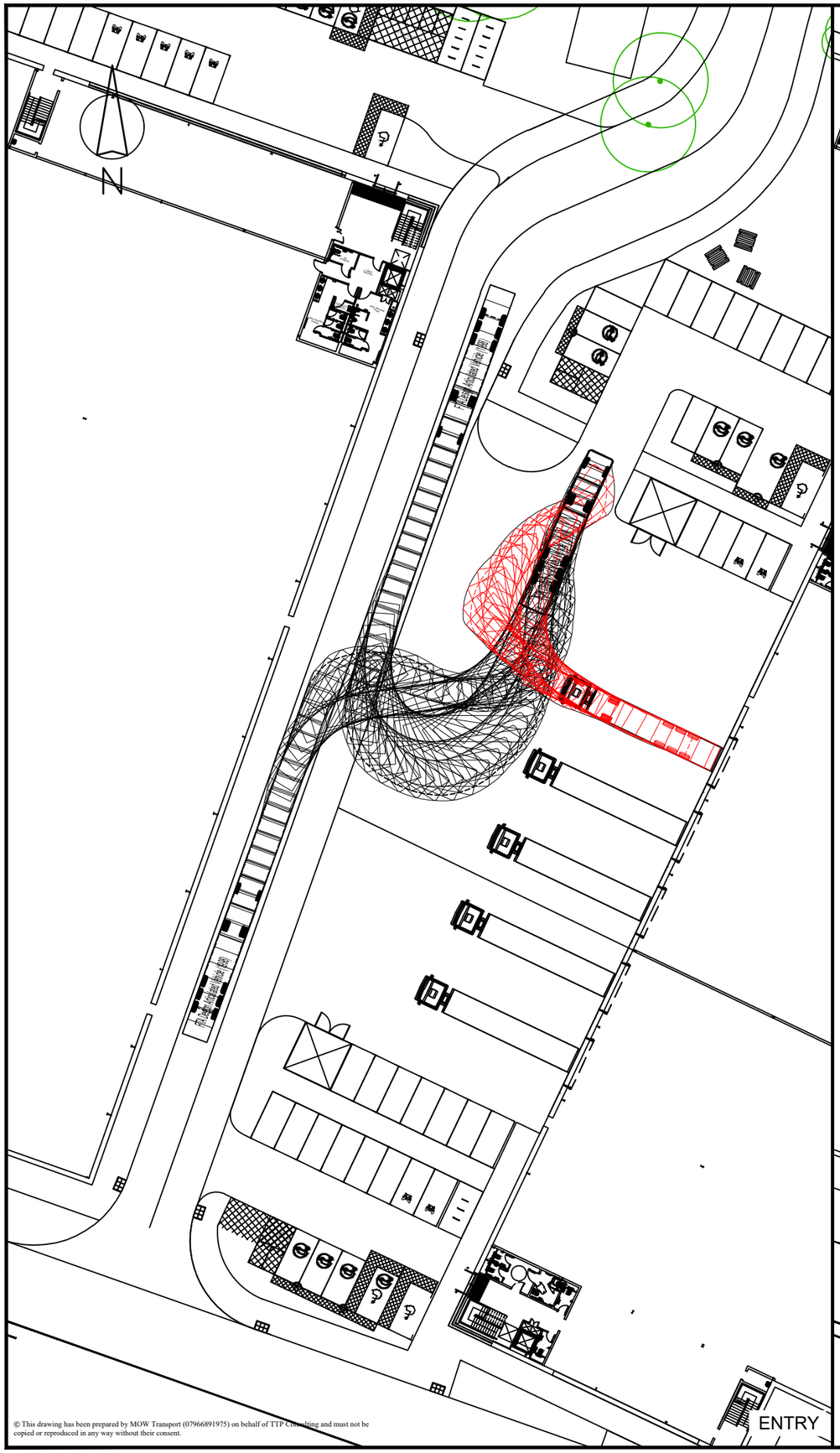
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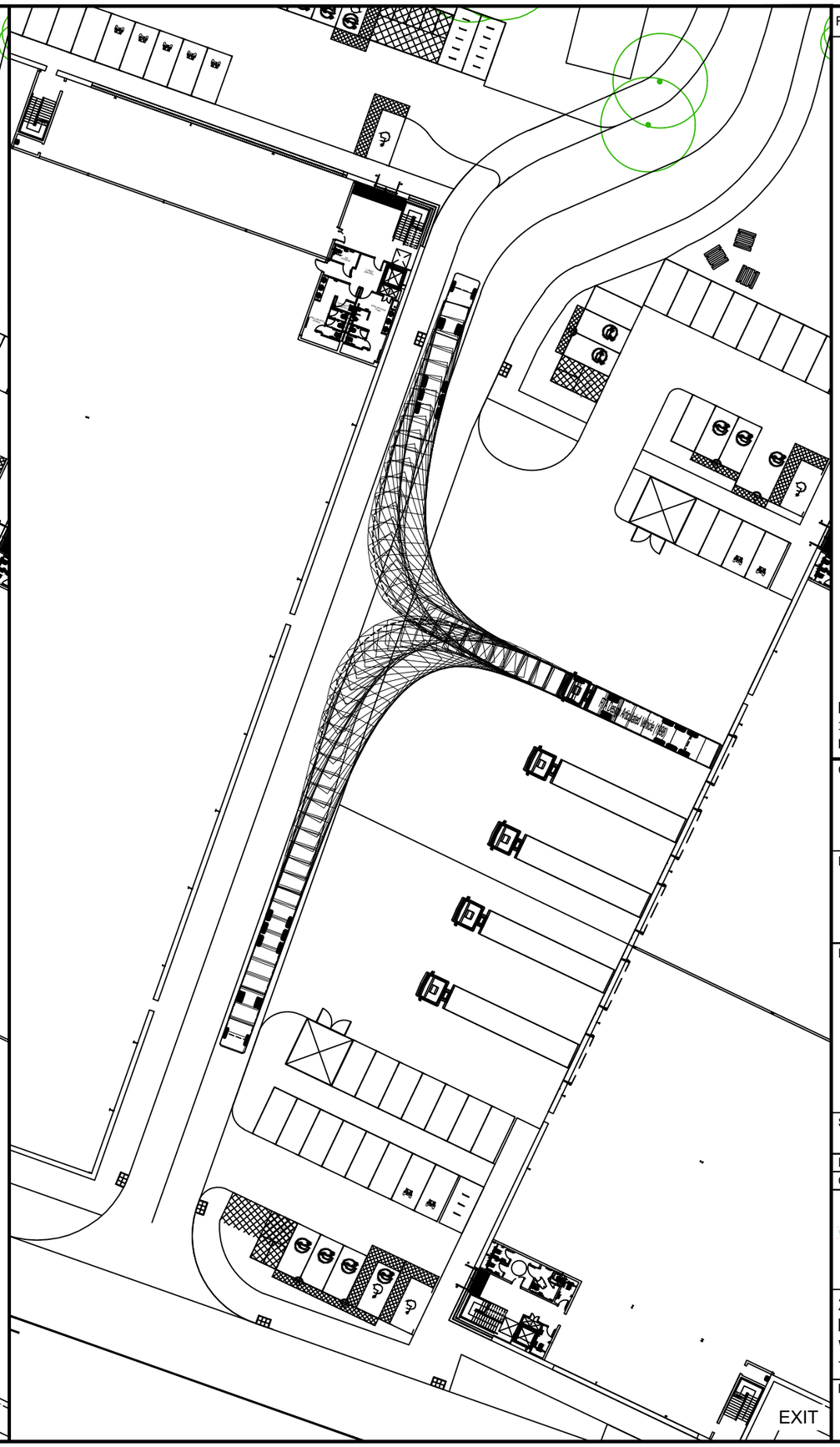
Drawing Number

2026-5672-AT-103(4)

Rev

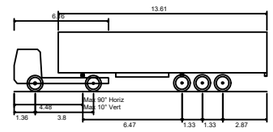
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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	14.09.206



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
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Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	25.06.26
Checked	SD	25.06.26

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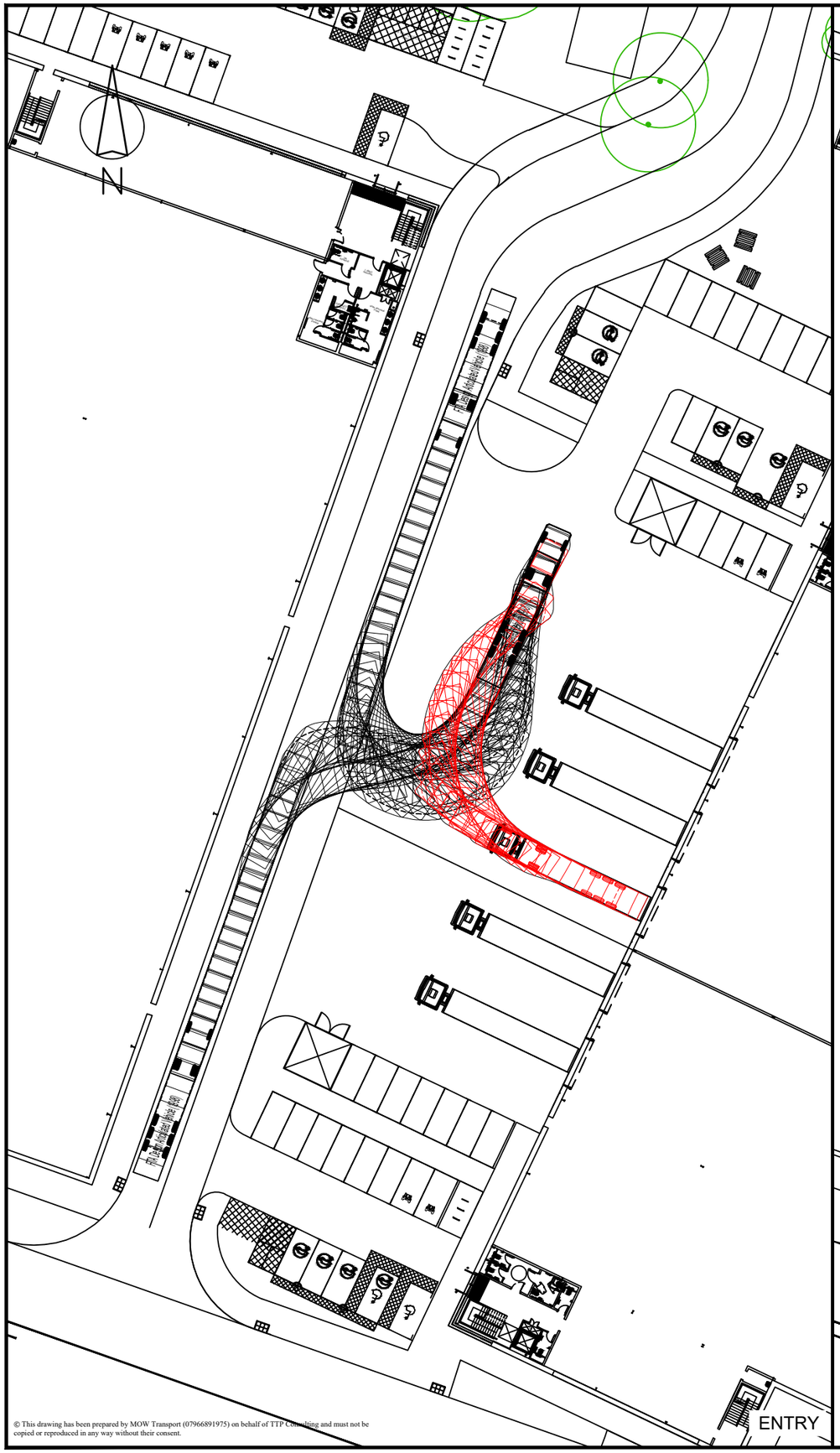
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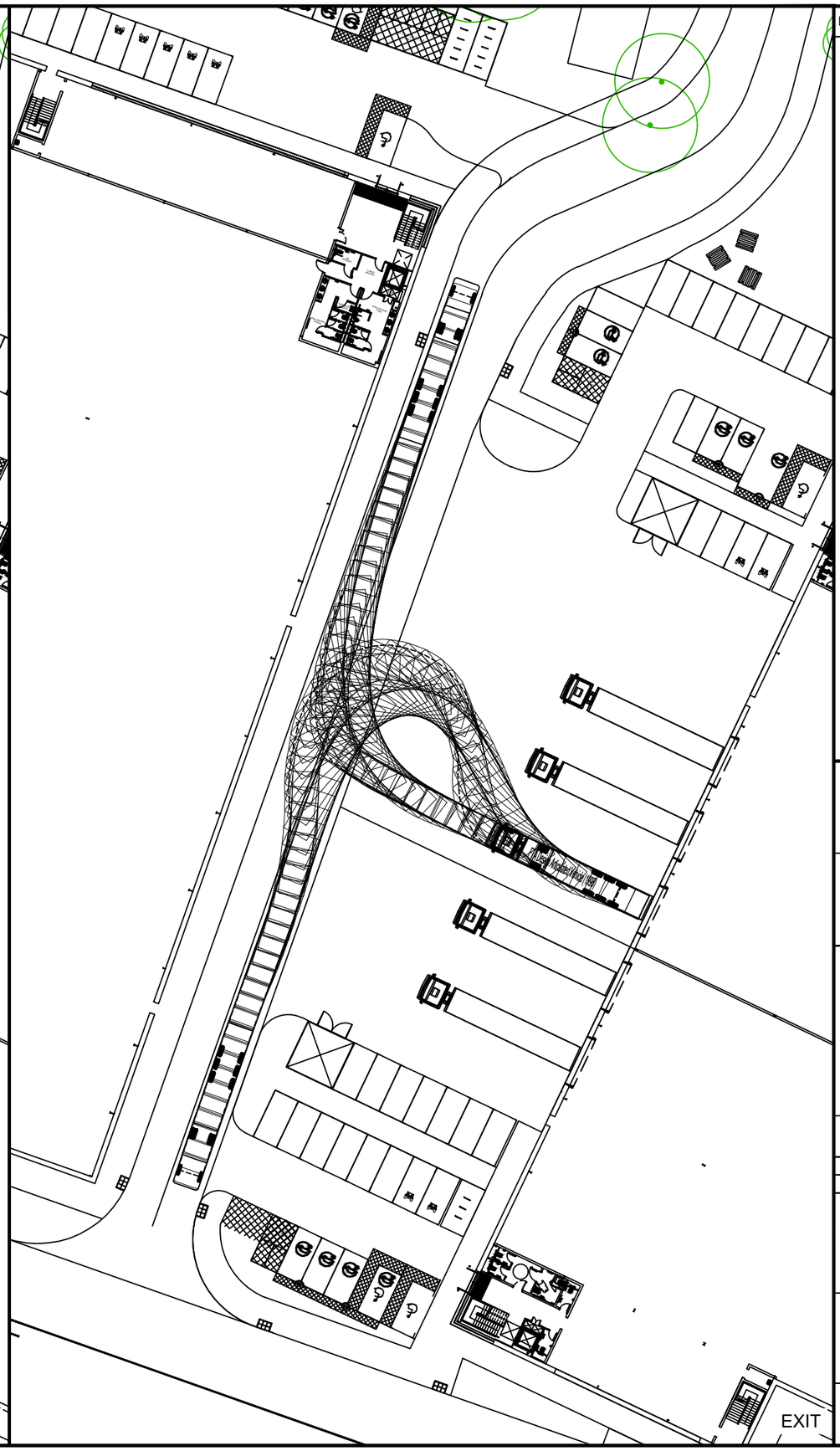
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2026-5672-AT-104(1)

Rev

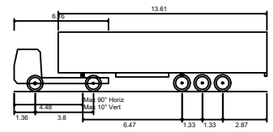
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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	14.09.206



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

Notes:
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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	25.06.26
Checked	SD	25.06.26

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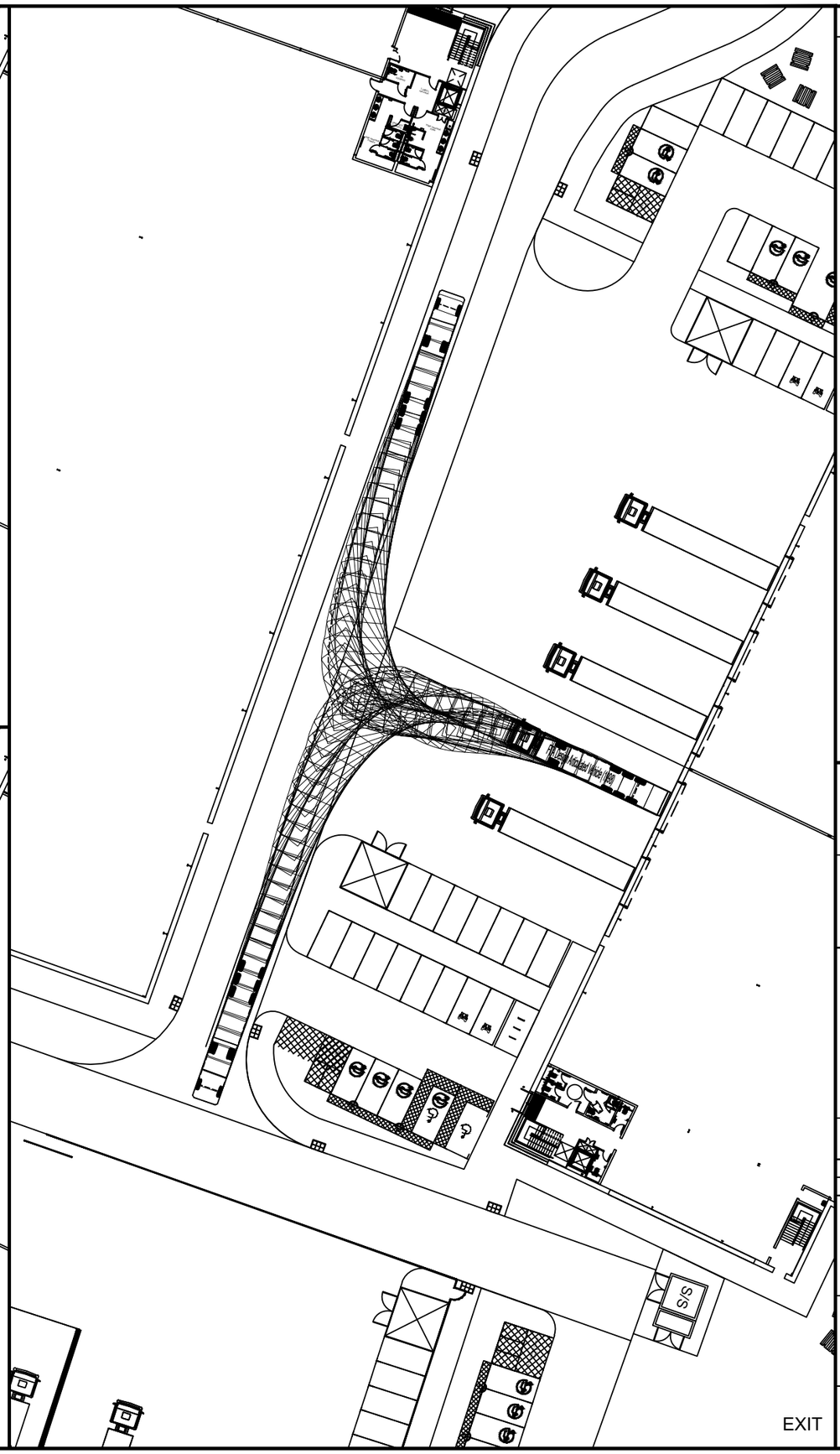
Drawing Number

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Rev

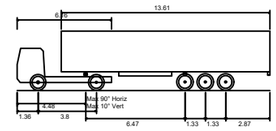
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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	14.09.206



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

Notes:
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Client
Aviva

Project
Atlas Park, Wythenshawe

Drawing Title
Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale
1:500 at A3

Drawn	MW	25.06.26
Checked	SD	25.06.26

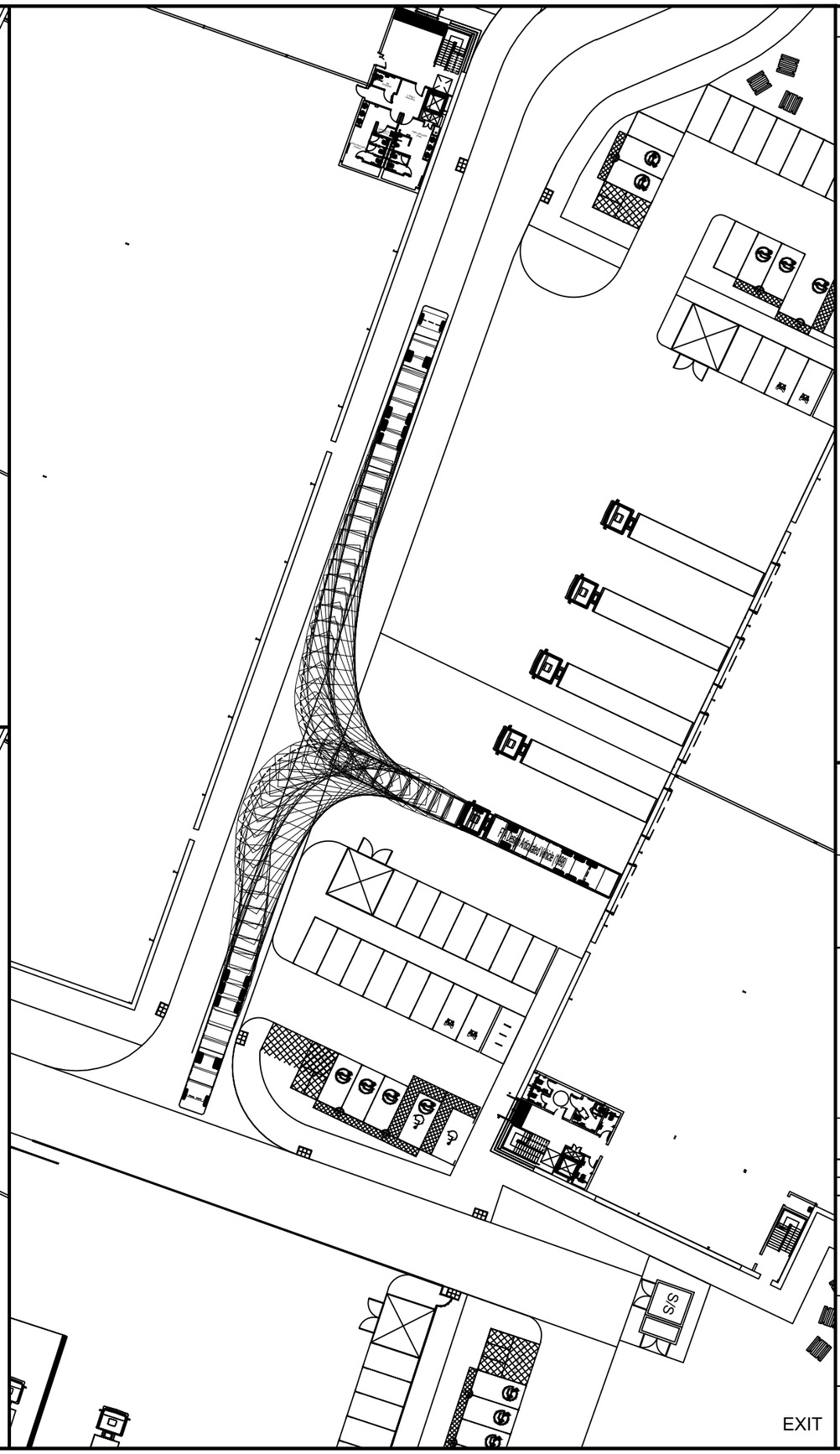
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Drawing Number
2026-5672-AT-104(3)

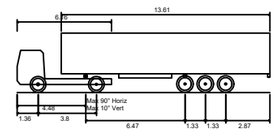
Rev
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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	14.09.206



FTA Design Articulated Vehicle (1998)

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Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	25.06.26
Checked	SD	25.06.26

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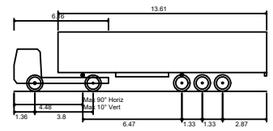
Drawing Number

2026-5672-AT-104(4)

Rev

A

Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MV	SD	14.07.26
B	Site layout updated.	DW	SD	14.09.26



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

ENTRY

EXIT

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	26.06.26
Checked	SD	26.06.26

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Drawing Number

2026-5672-AT-105(1)

Rev

B

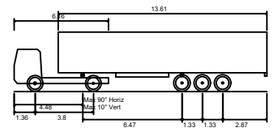
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MV	SD	14.07.26
B	Site layout updated.	DW	SD	14.09.26



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
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Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	26.06.26
Checked	SD	26.06.26

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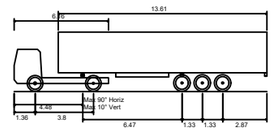
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2026-5672-AT-105(2)

Rev

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A	Scheme and swept paths updated.	MV	SD	14.07.26
B	Site layout updated.	DW	SD	14.09.26



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

ENTRY

EXIT

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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	26.06.26
Checked	SD	26.06.26

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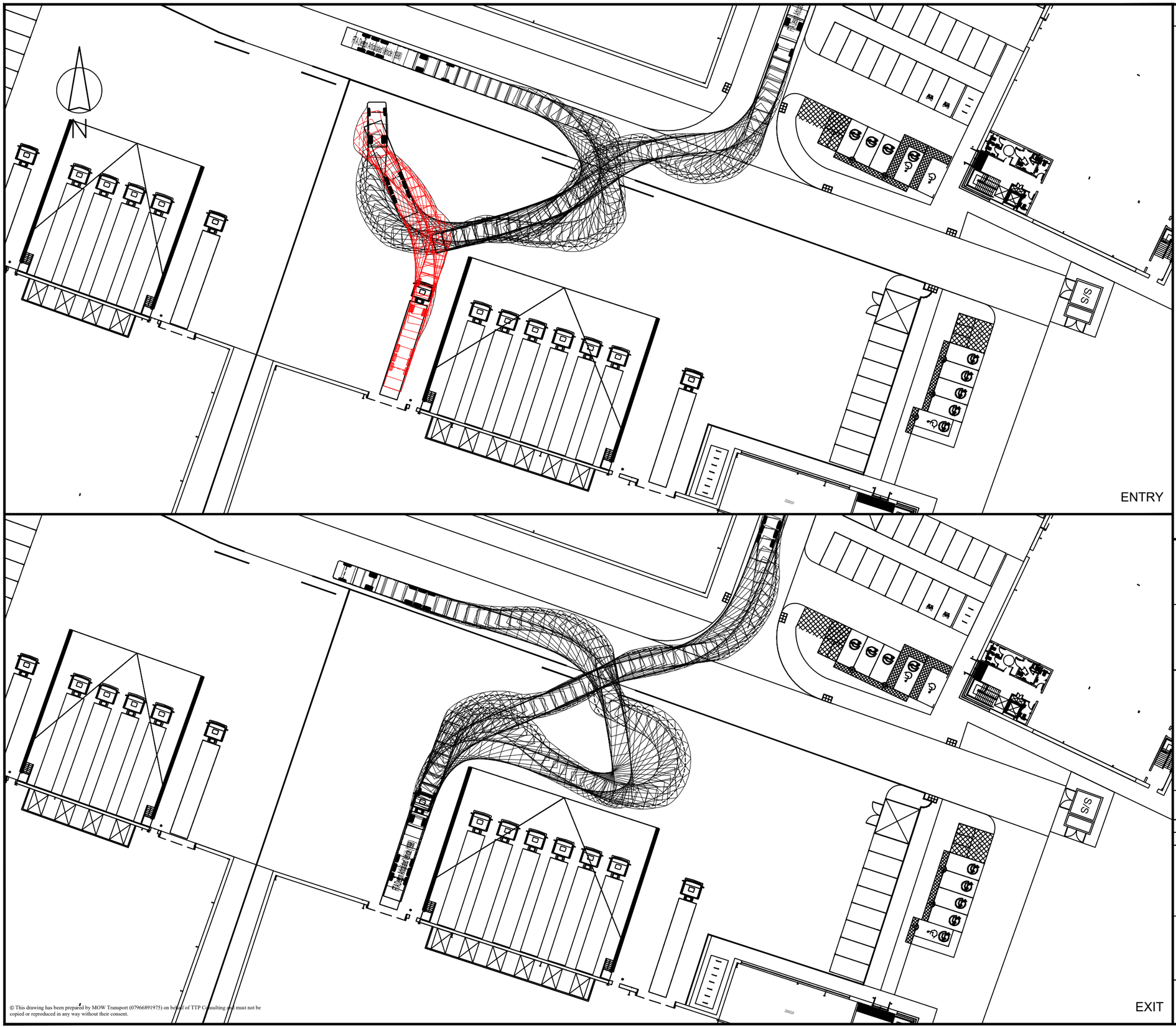
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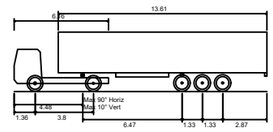
Rev

B

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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MV	SD	14.07.26
B	Site layout updated.	DW	SD	14.09.26



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
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Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

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Drawn	MW	26.06.26
Checked	SD	26.06.26

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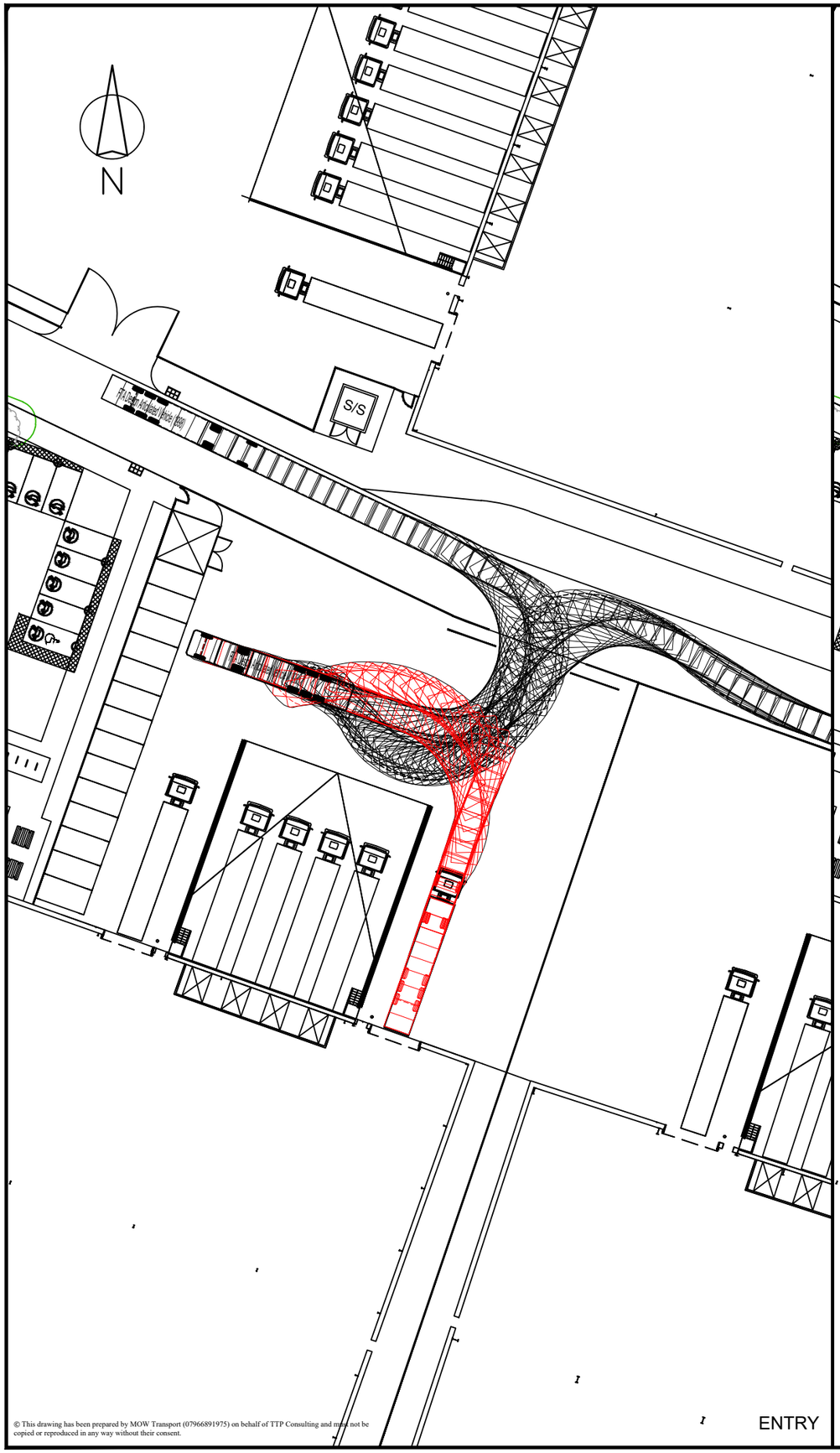
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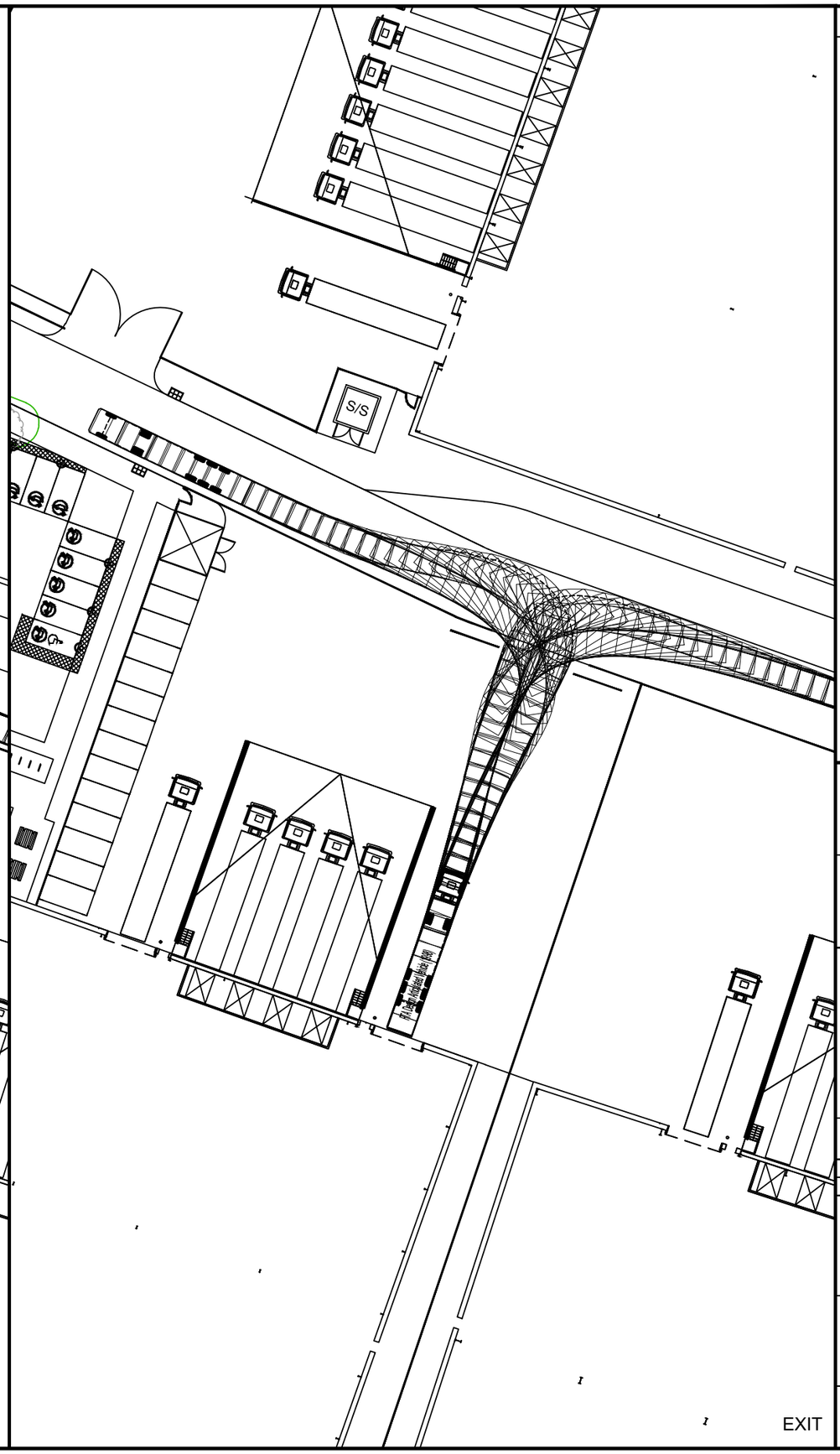
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Rev

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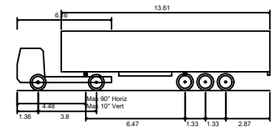
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	SD	14.07.26
B	Further swept paths included.	MW	SD	16.07.26
C	Site layout updated.	DW	SD	14.09.26



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
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Scale

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Drawn	MW	26.06.26
Checked	SD	26.06.26

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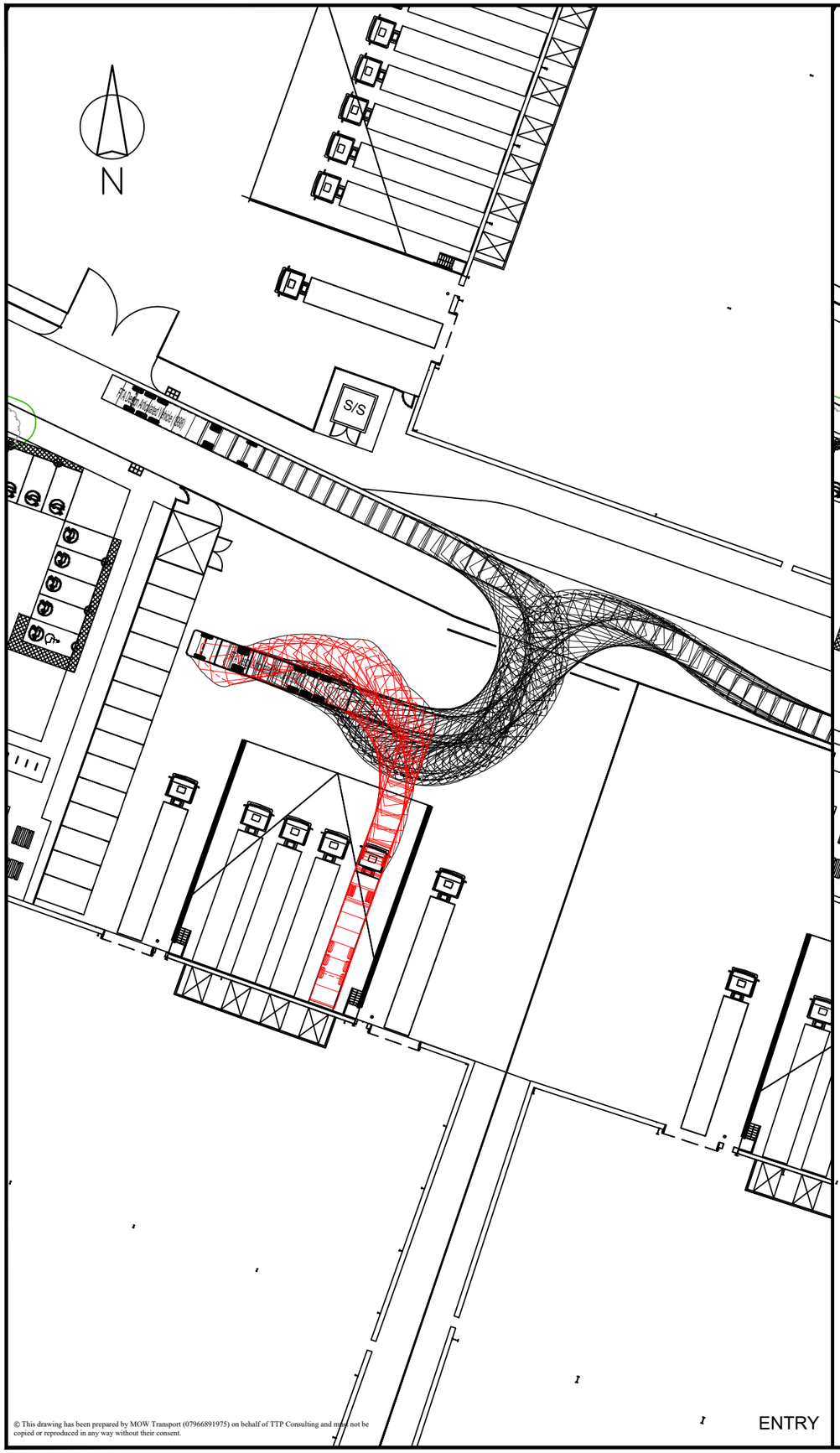
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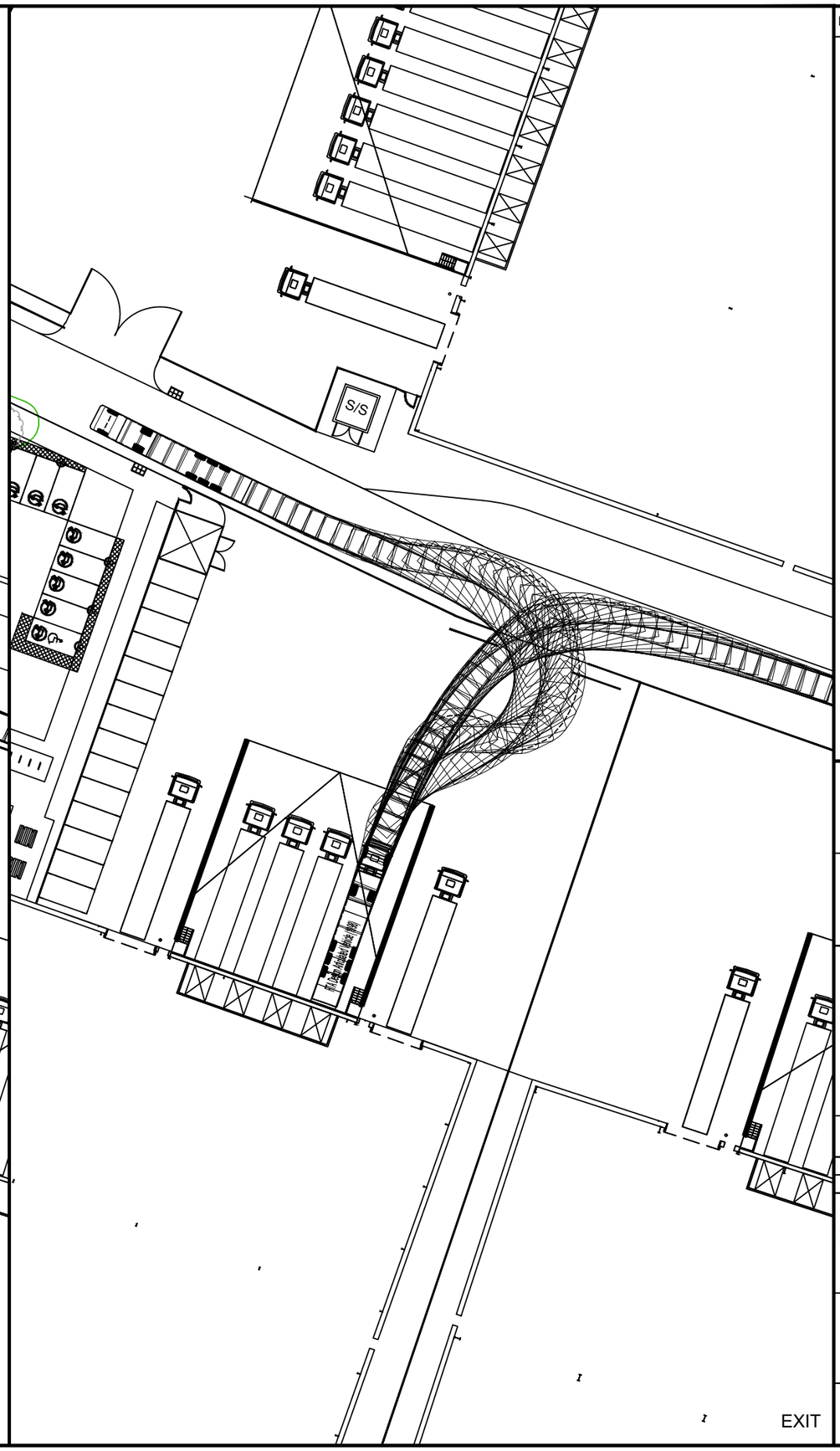
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Rev

C



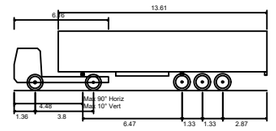
ENTRY



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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	SD	14.07.26
B	Further swept paths included.	MW	SD	16.07.26
C	Site layout updated.	DW	SD	04.09.26



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Client
Aviva

Project
Atlas Park, Wythenshawe

Drawing Title
Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale
1:500 at A3

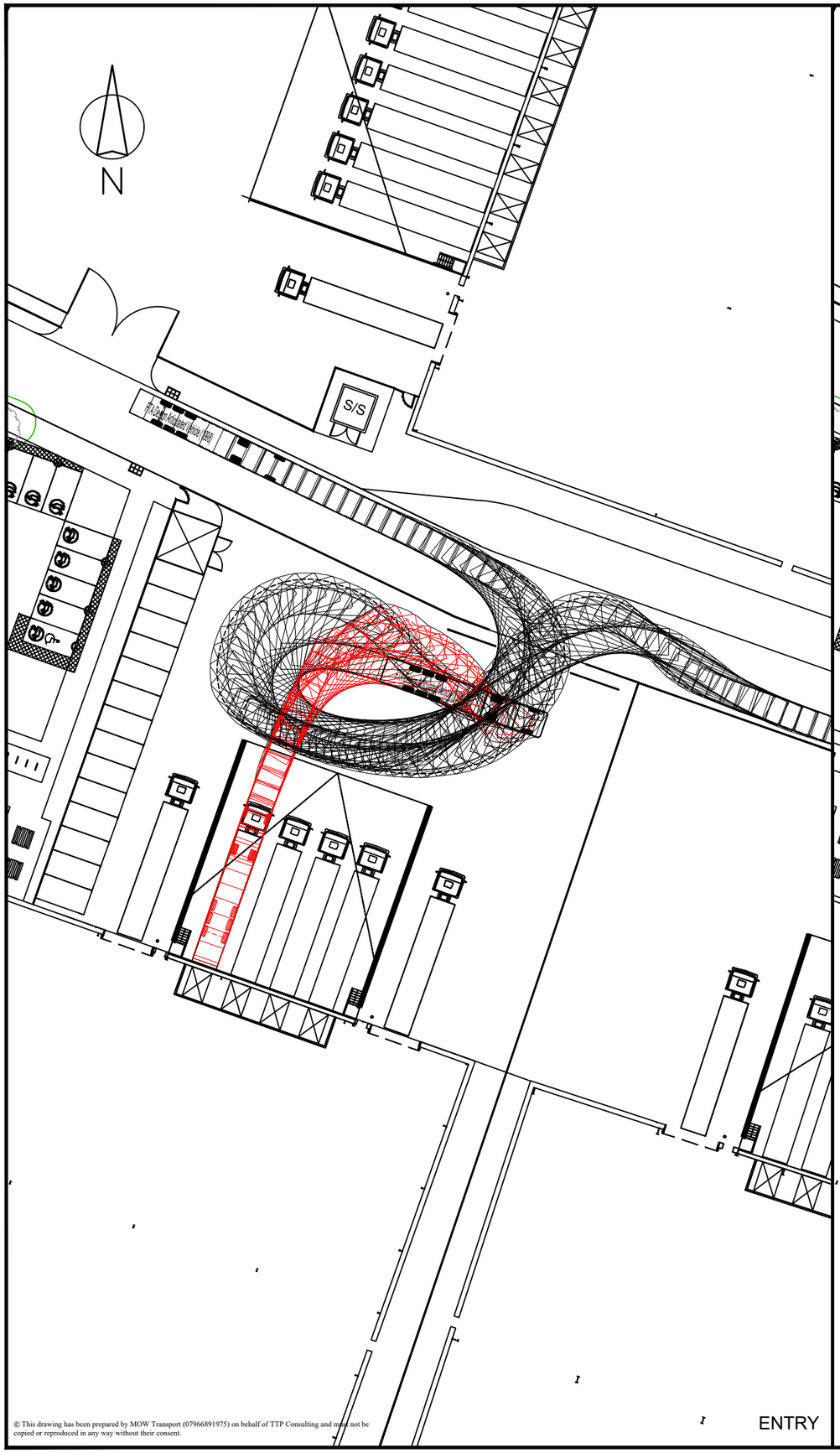
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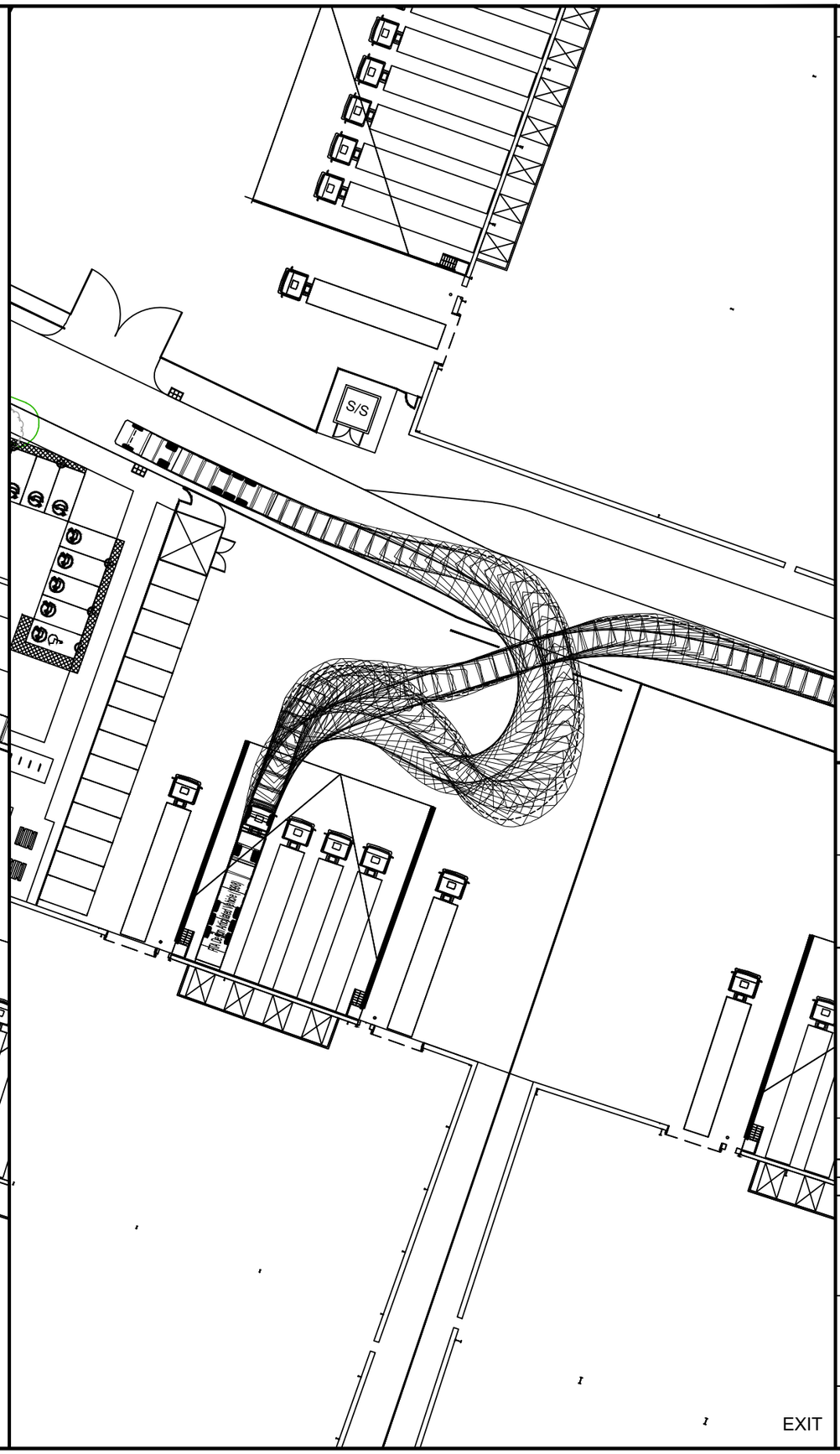
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London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number
2026-5672-AT-106(2)

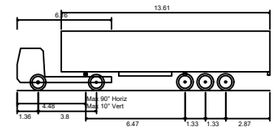
Rev
B





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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	SD	14.07.26
B	Further swept paths included.	MW	SD	16.07.26
C	Site layout updated.	DW	SD	04.09.26



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	26.06.26
Checked	SD	26.06.26

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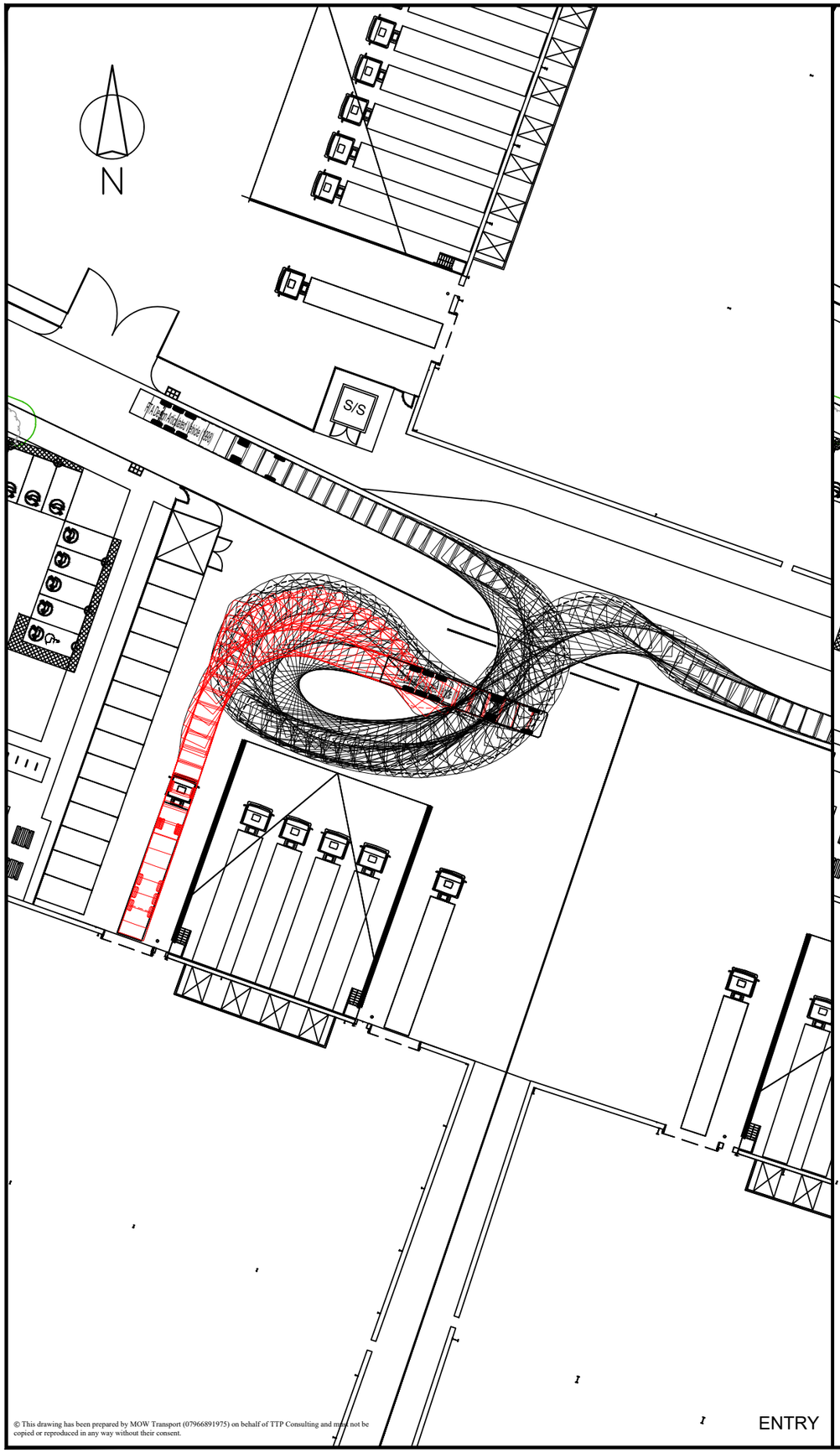
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London
W1F 9RU
Tel. No. 020 7100 0753

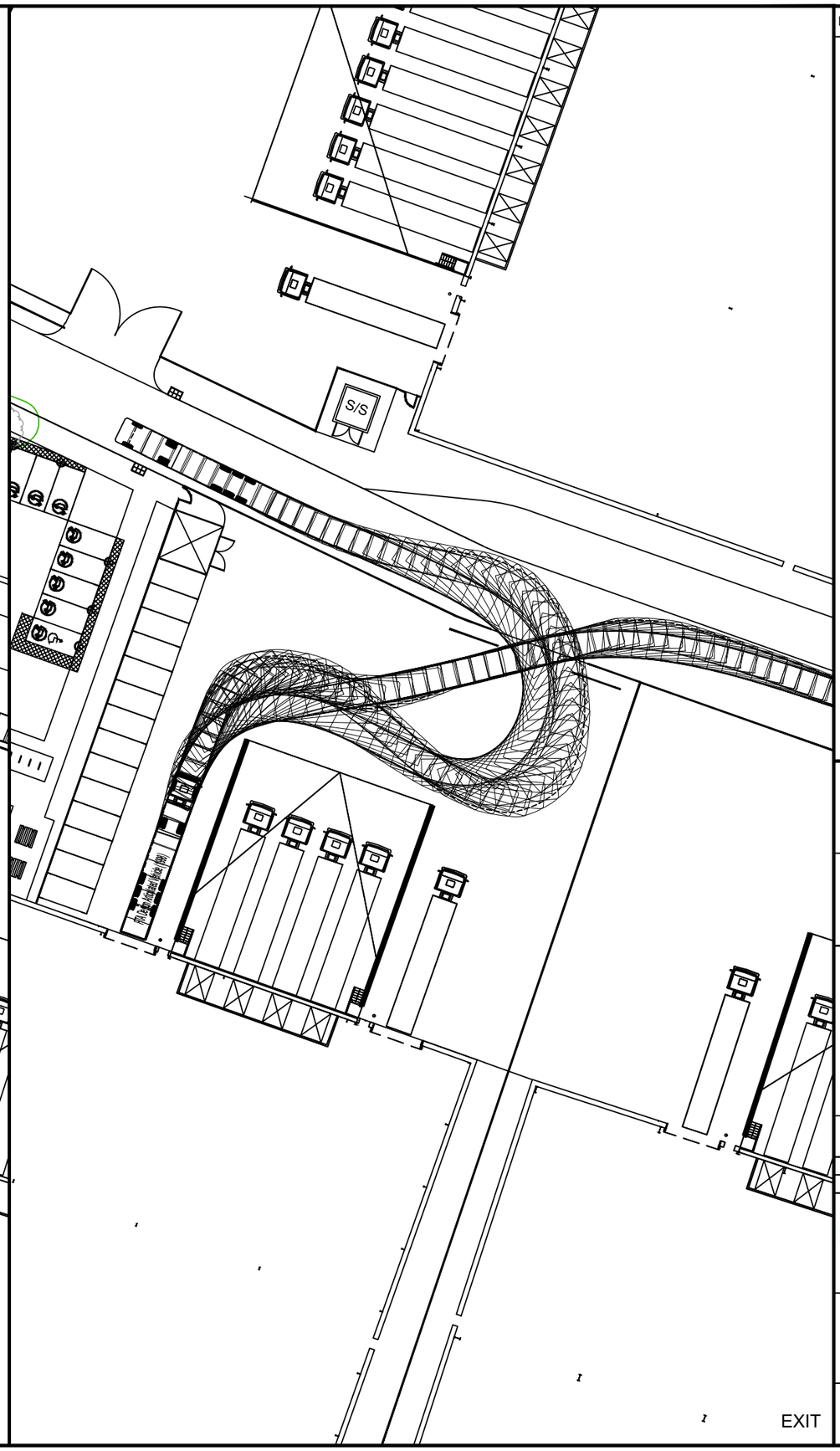
Drawing Number

2026-5672-AT-106(3)

Rev

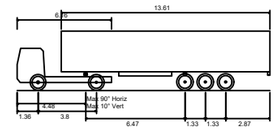
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Rev	Details	Drawn	Checked	Date
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B	Further swept paths included.	MW	SD	16.07.26
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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	26.06.26
Checked	SD	26.06.26

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Drawing Number

2026-5672-AT-106(4)

Rev

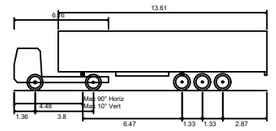
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ENTRY

EXIT

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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	14.09.206



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
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Max Track Width	2.470m
Lock to Lock Time	3.00 sec
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Client
Aviva

Project
Atlas Park, Wythenshawe

Drawing Title
Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale
1:500 at A3

Drawn	MW	26.06.26
Checked	SD	26.06.26

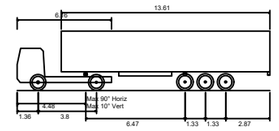
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Tel. No. 020 7100 0753

Drawing Number
2026-5672-AT-107(1)

Rev
A

Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	04.09.206



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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	26.06.26
Checked	SD	26.06.26

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Drawing Number

2026-5672-AT-107(2)

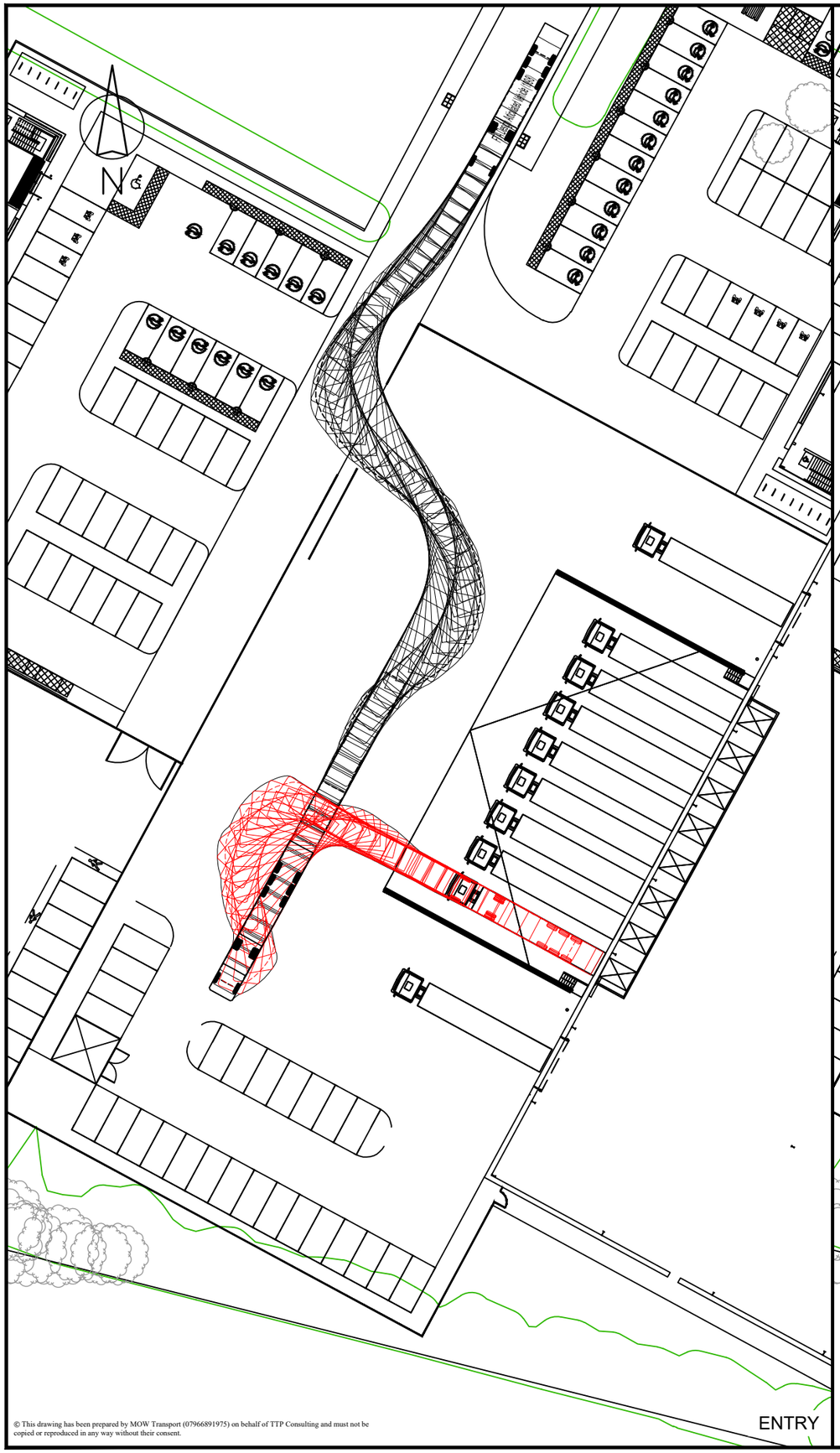
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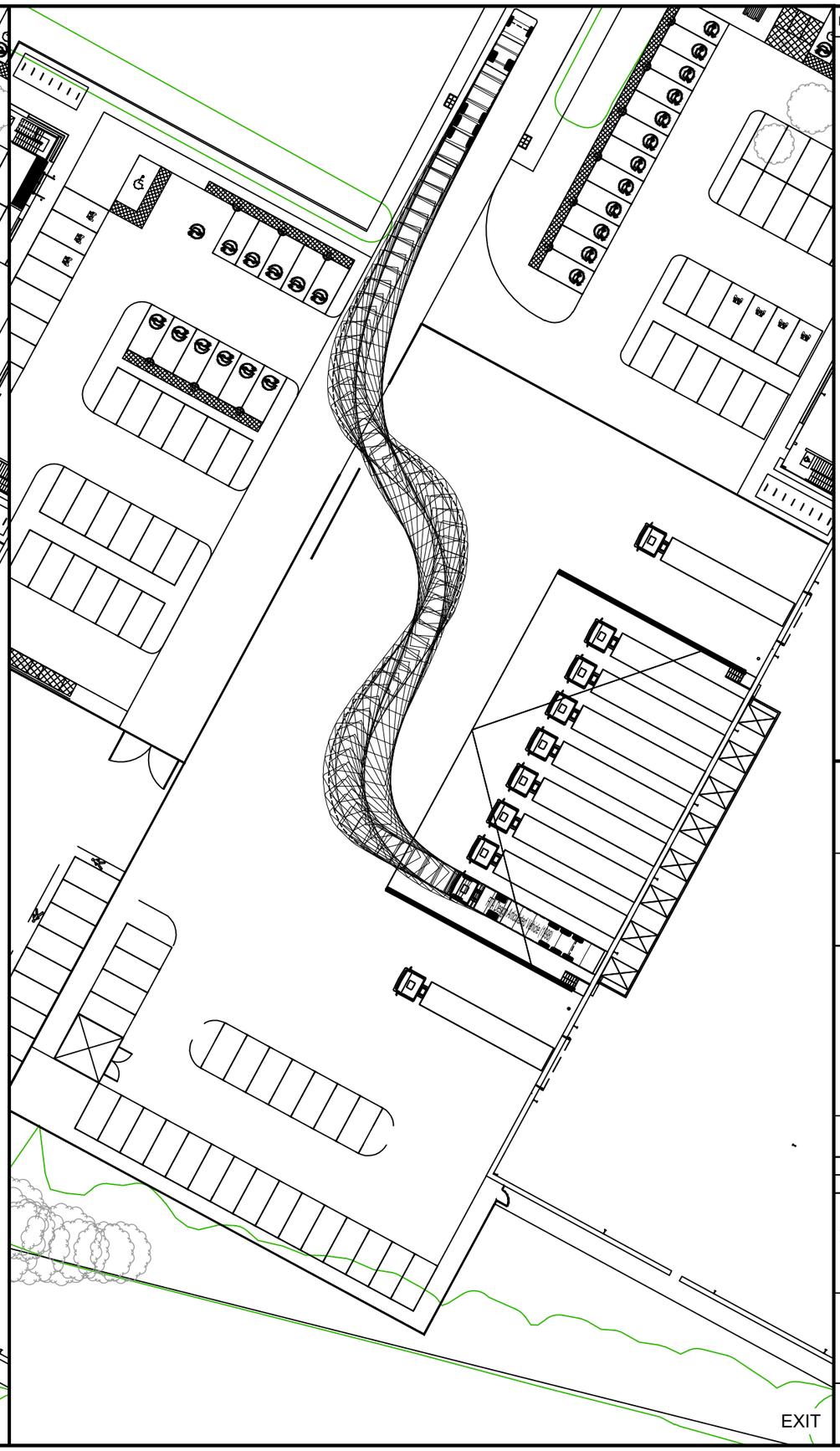
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ENTRY

EXIT

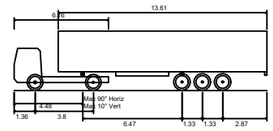
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Client
Aviva

Project
Atlas Park, Wythenshawe

Drawing Title
Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale
1:500 at A3

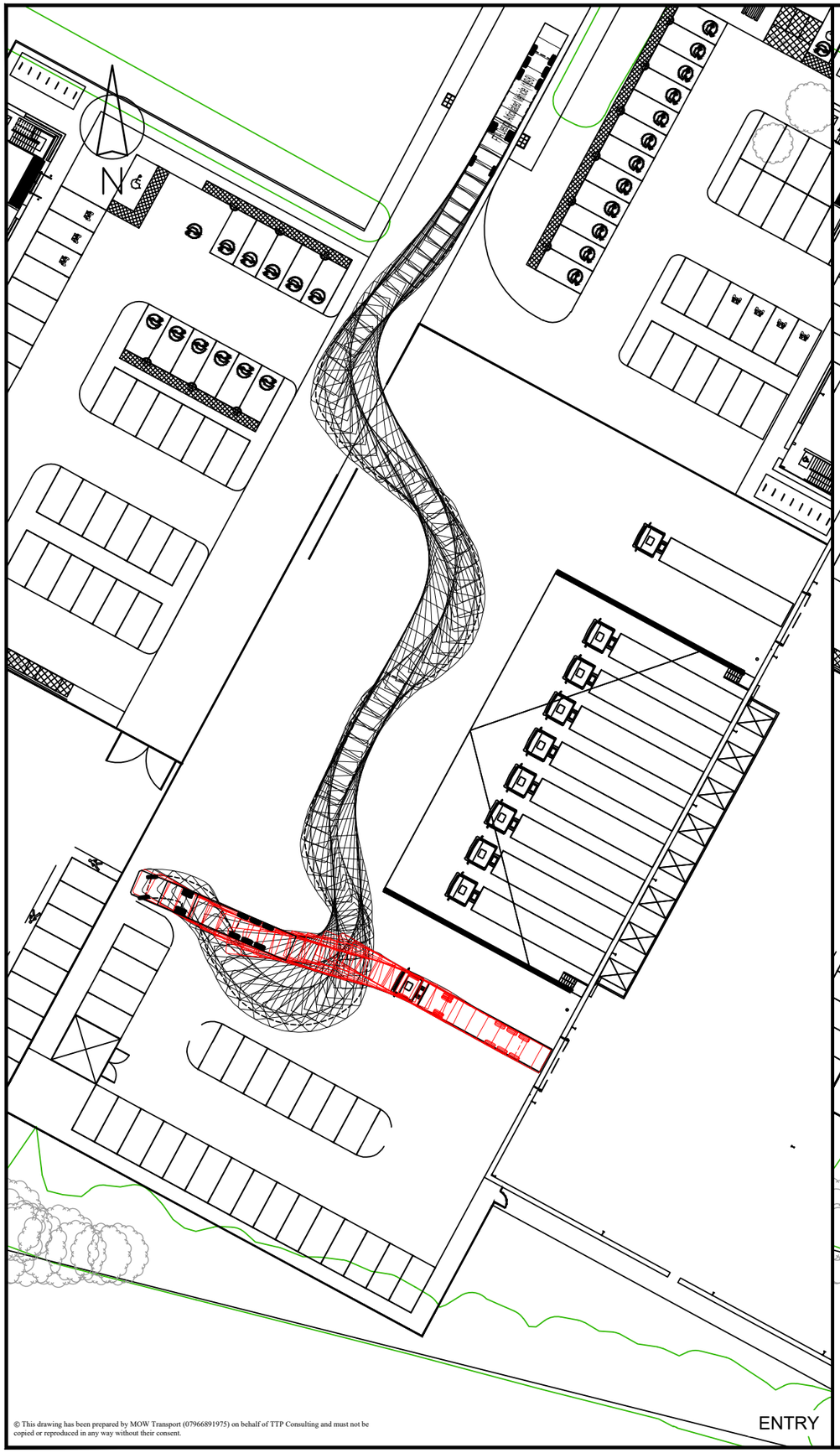
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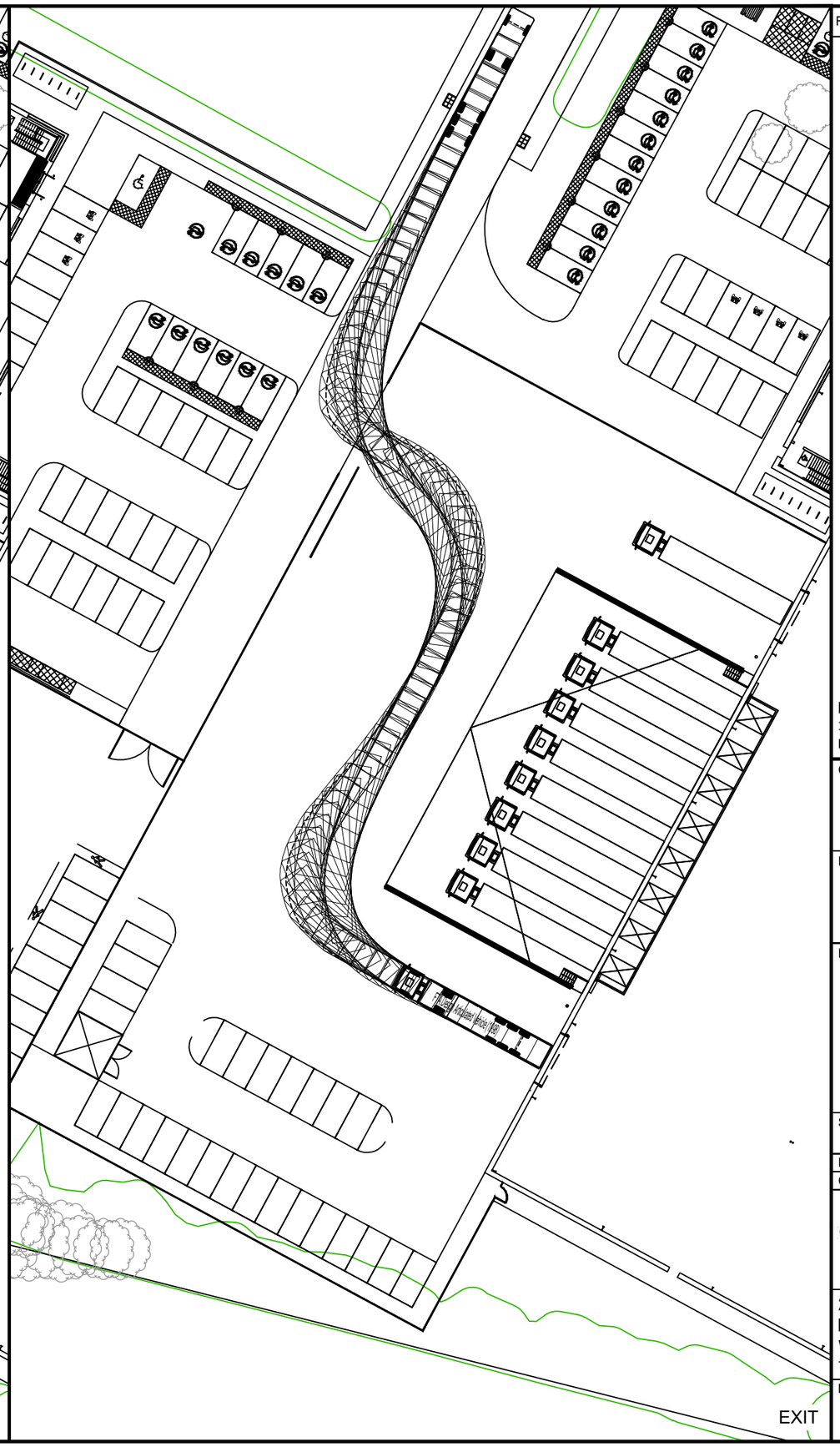
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transport planning specialists

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W1F 9RU
Tel. No. 020 7100 0753

Drawing Number
2026-5672-AT-107(3)

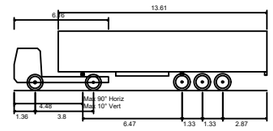
Rev
A





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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	14.09.206



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Client

Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	26.06.26
Checked	SD	26.06.26

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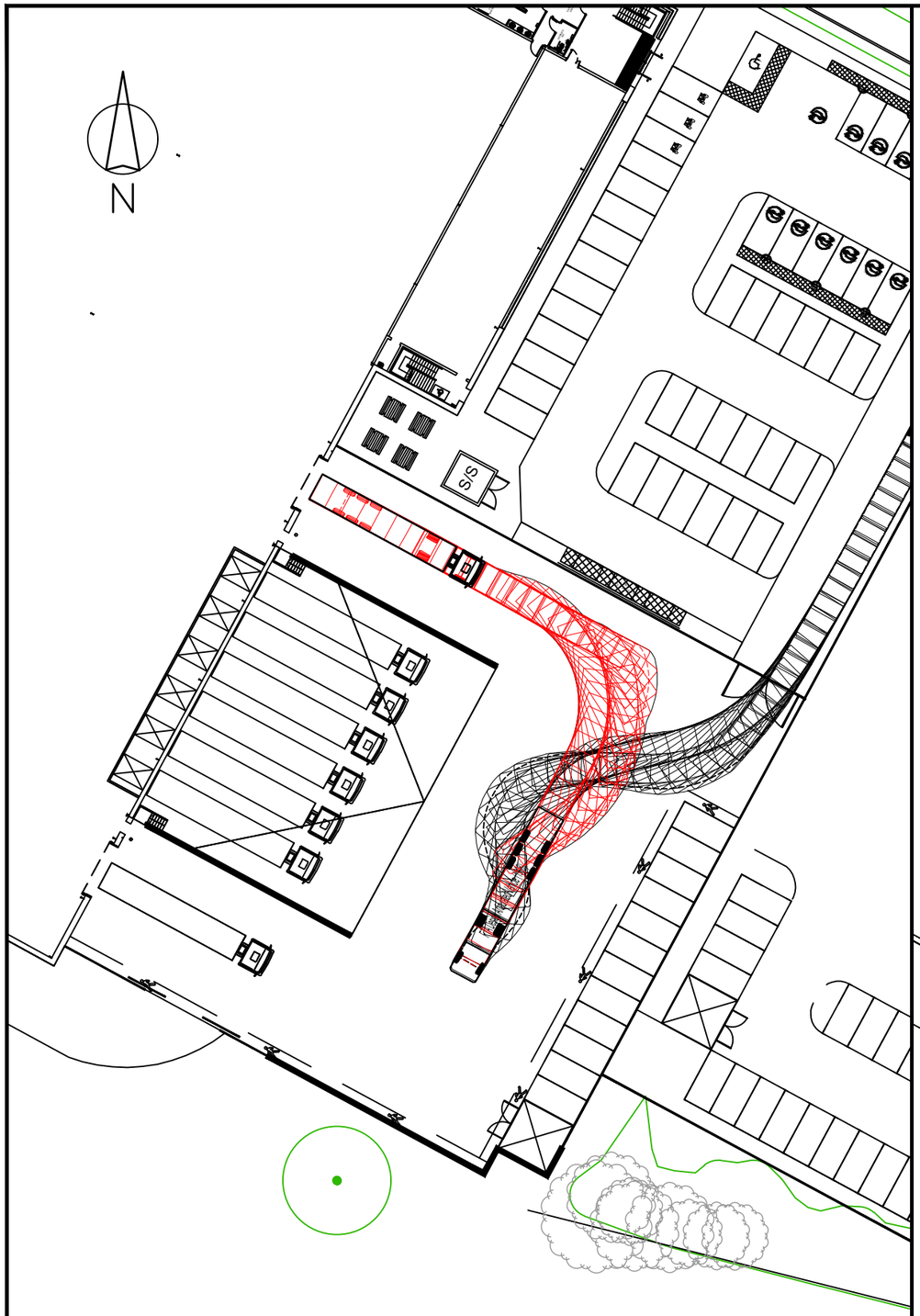
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W1F 9RU
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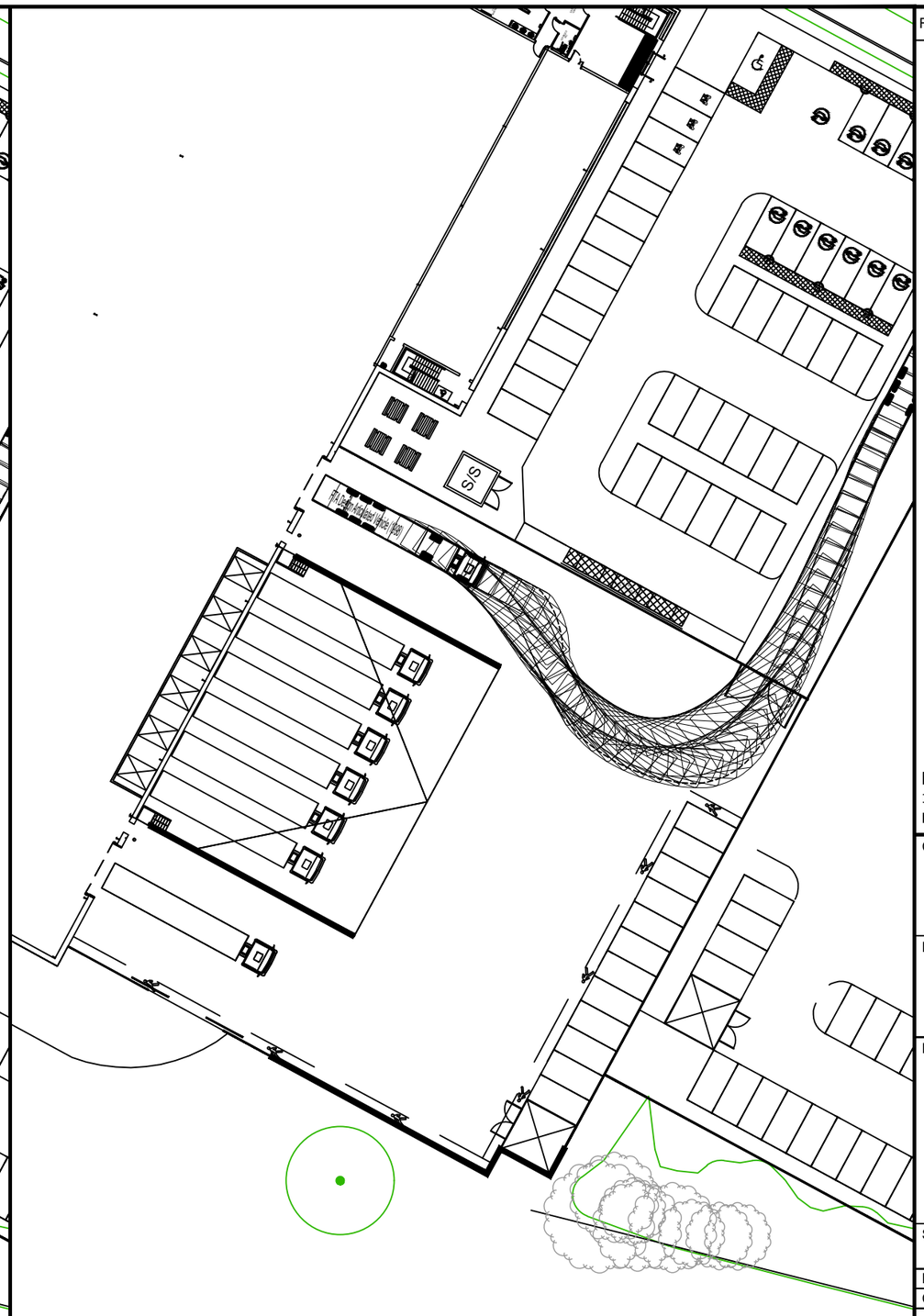
2026-5672-AT-107(4)

Rev

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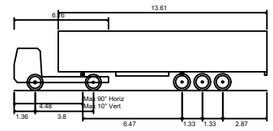


ENTRY



EXIT

Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	14.09.206



FTA Design Articulated Vehicle (1998)

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Client
Aviva

Project
Atlas Park, Wythenshawe

Drawing Title
Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale
1:500 at A3

Drawn	MW	26.06.26
Checked	SD	26.06.26

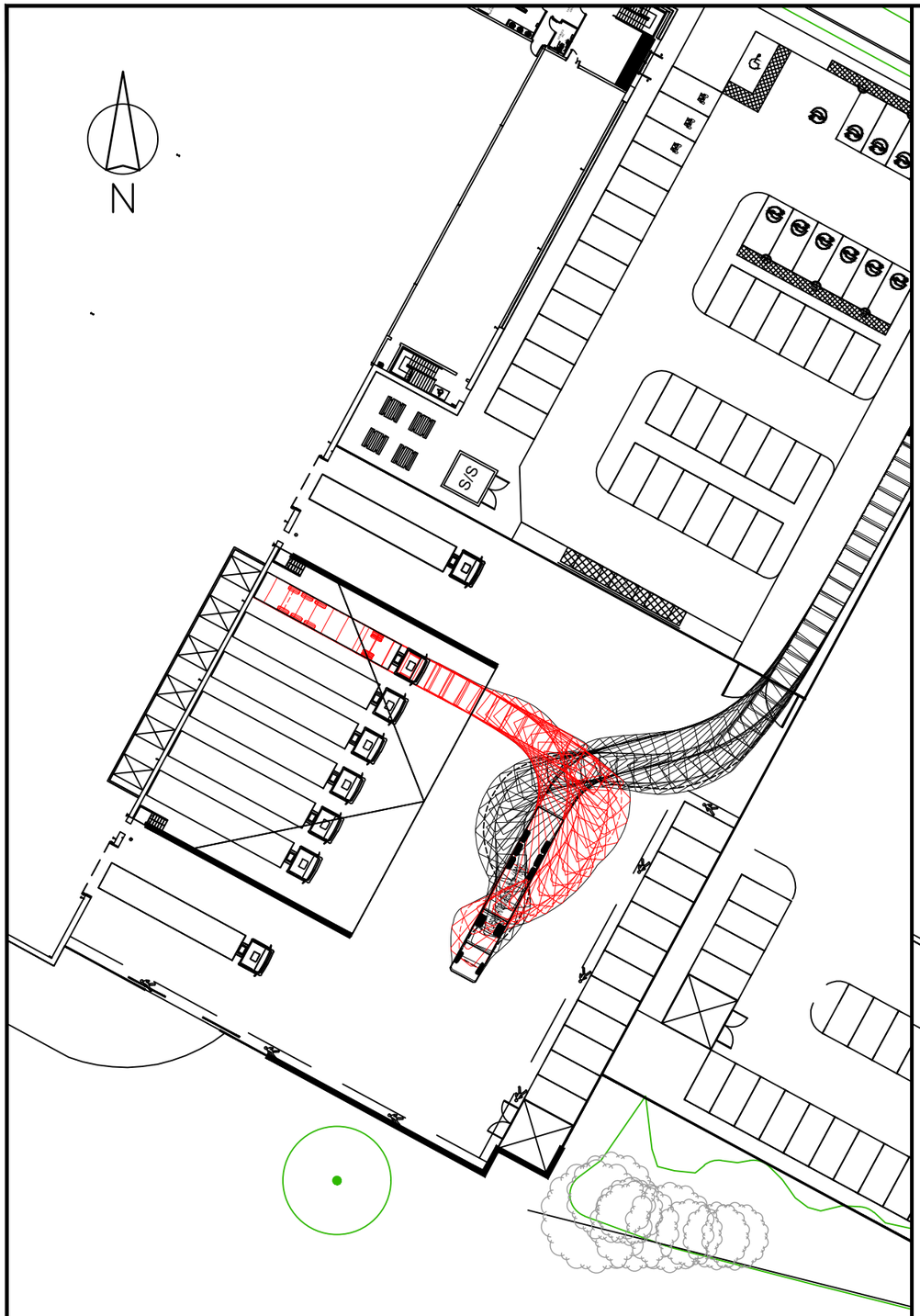
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Tel. No. 020 7100 0753

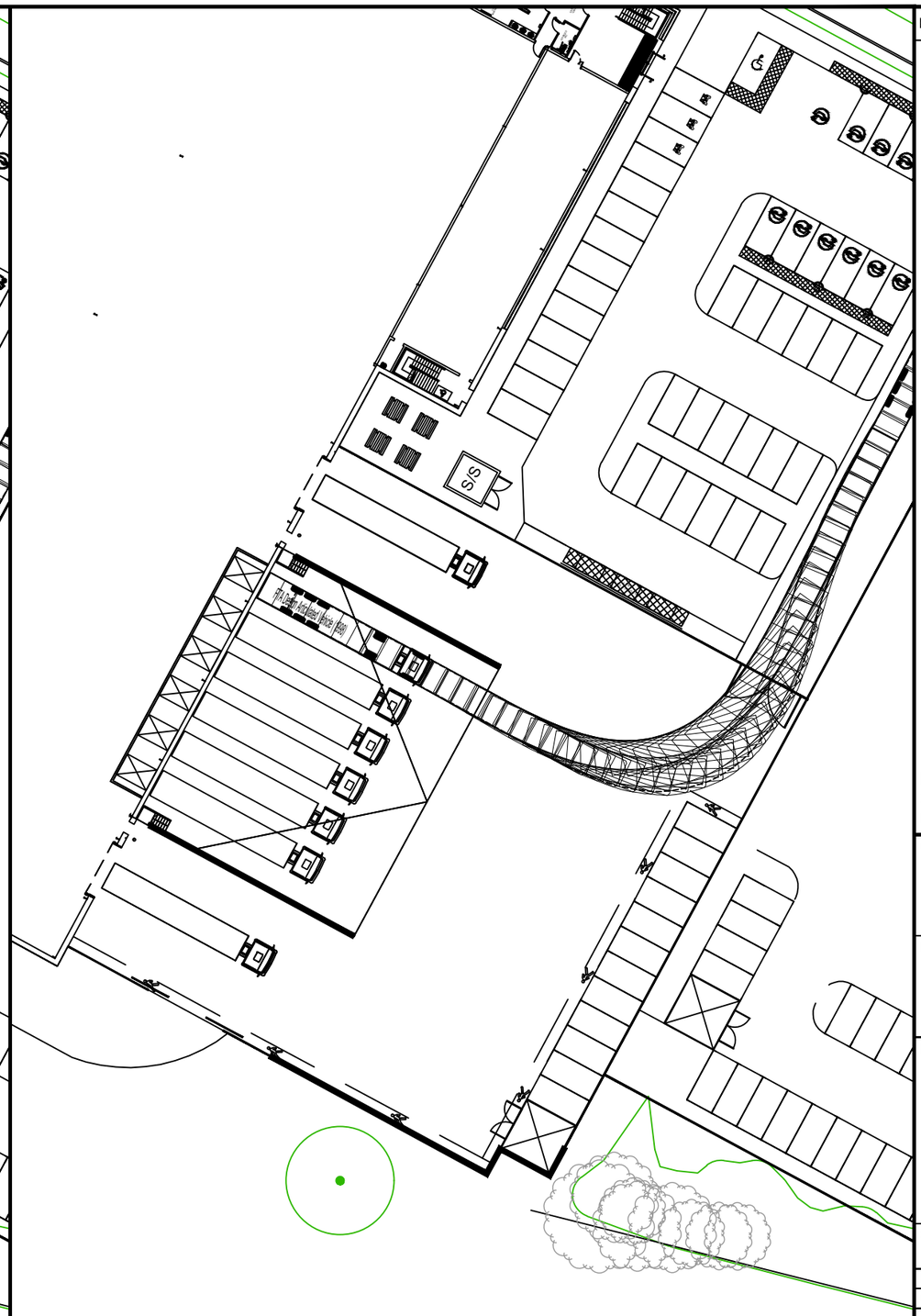
Drawing Number
2026-5672-AT-108(1)

Rev
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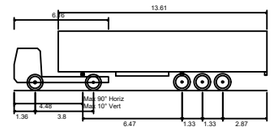
ENTRY



EXIT

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Rev	Details	Drawn	Checked	Date
A	Site layout updated.	DW	SD	14.09.206



FTA Design Articulated Vehicle (1998)

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Client
Aviva

Project
Atlas Park, Wythenshawe

Drawing Title
Swept Path Analysis Using a 16.5m Articulated Vehicle

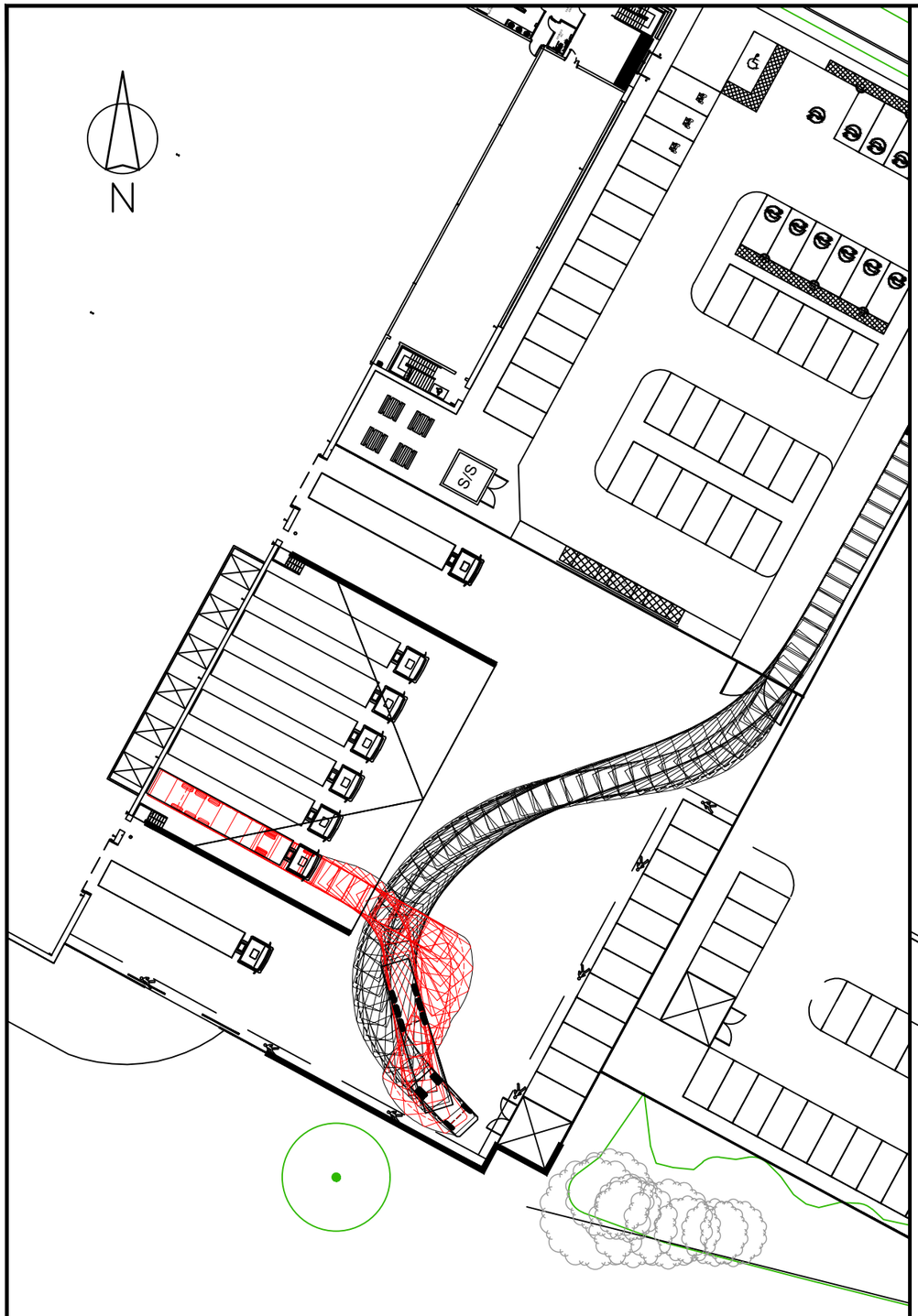
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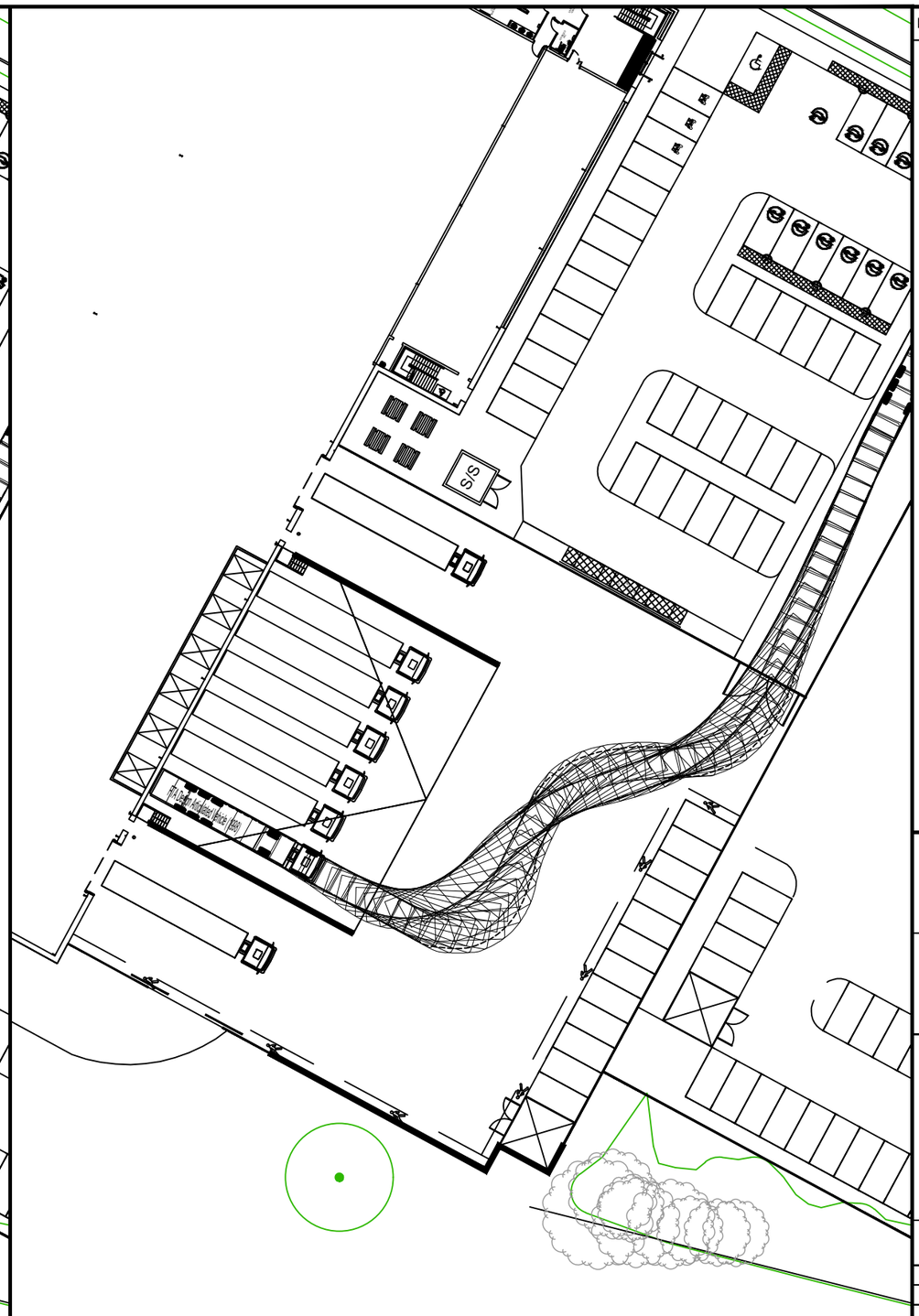
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transport planning specialists

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W1F 9RU
Tel. No. 020 7100 0753

Drawing Number	Rev
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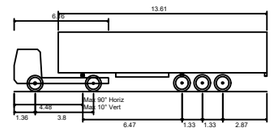


ENTRY



EXIT

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Aviva

Project

Atlas Park, Wythenshawe

Drawing Title

Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale

1:500 at A3

Drawn	MW	26.06.26
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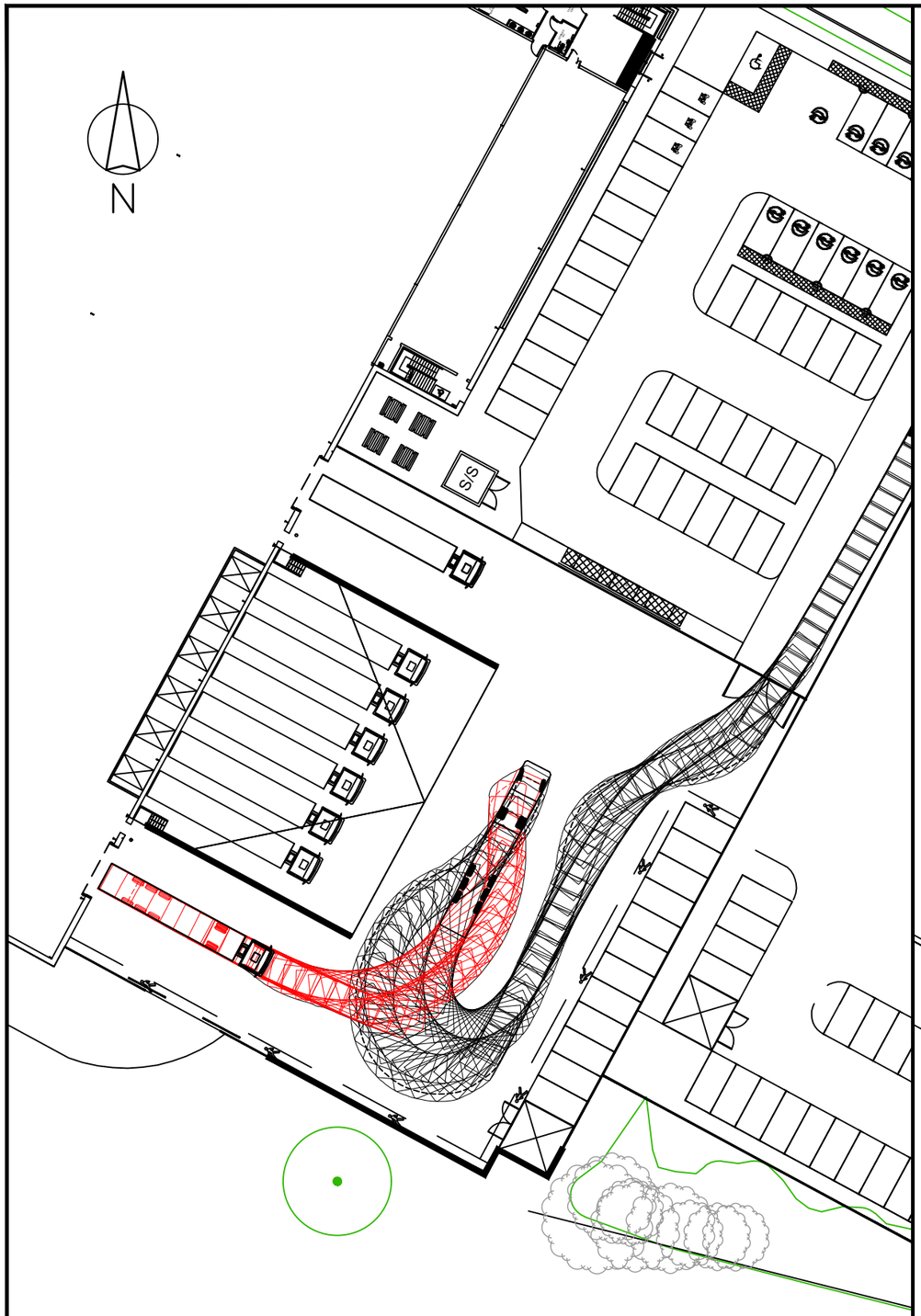
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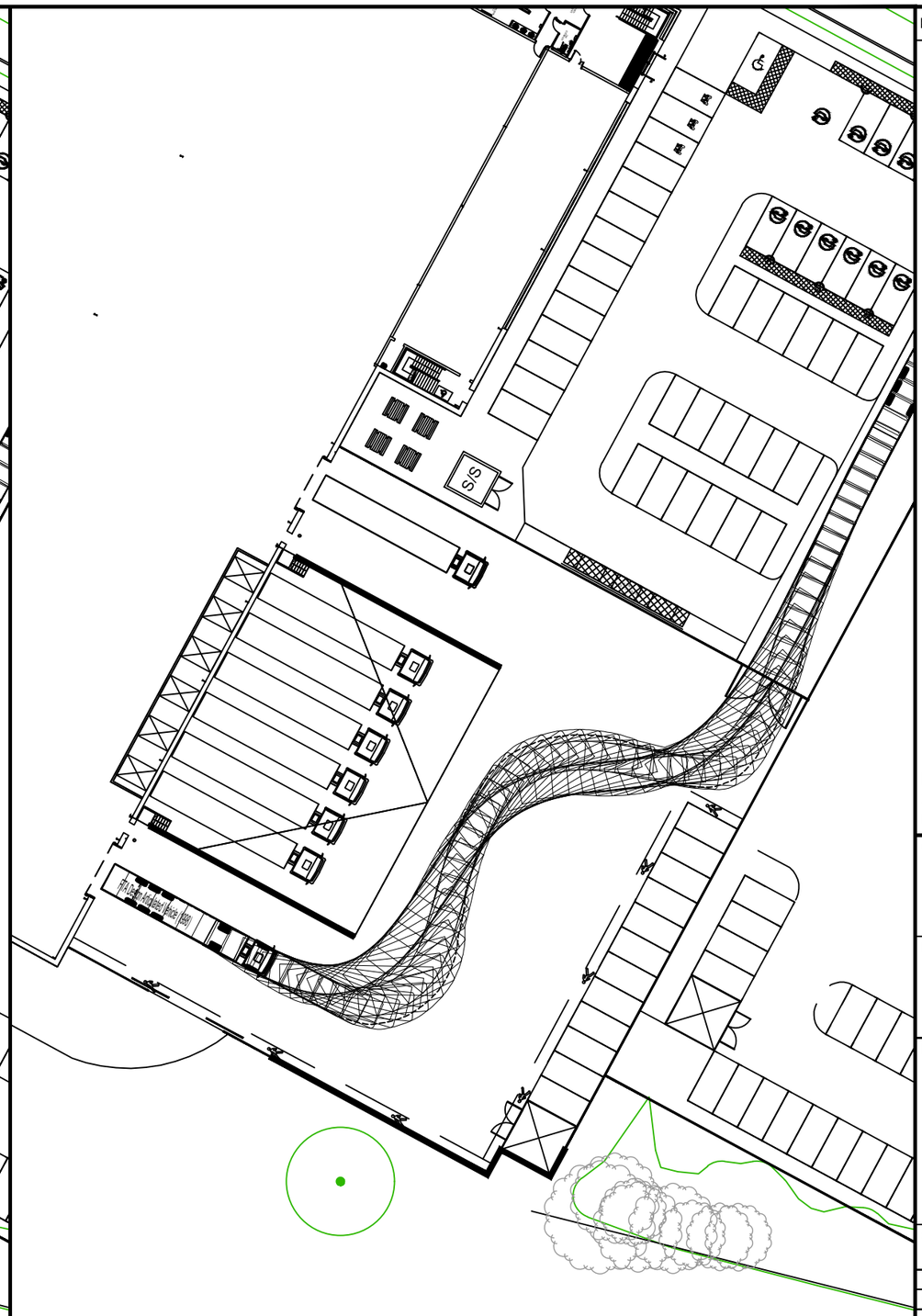
Rev

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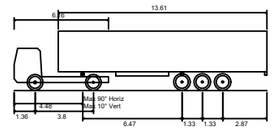
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Aviva

Project
Atlas Park, Wythenshawe

Drawing Title
Swept Path Analysis Using a 16.5m Articulated Vehicle

Scale
1:500 at A3

Drawn	MW	26.06.26
Checked	SD	26.06.26

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Drawing Number
2026-5672-AT-108(4)

Rev
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Aviva Life & Pensions UK Ltd

Atlas Park Development, Wythenshawe

Transport Assessment Appendix J

September 2026

TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

Appendix J

(Traffic Surveys)



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Simonsway [53.377992,-2.263293]	**Project No:**	18433	**Site No:**	01-	**Drawn By:**	RN
	Survey Date:	Monday, 06 July 2026 - Sunday, 19 July 2026	**Project Name:**		Manchester			
	Survey Times:	00:00 - 00:00 (24 Hour)	**Title:**		Site Photograph			

18433
Manchester
Monday, 06 July 2026
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
01-	Simonsway [53.377992,-2.263293]	East Bound	30	Monday, 06 July 2026	Sunday, 19 July 2026	103993	7867	7428	12059	11.6	2081	2.0	164	0.2	24.0	29.3
		West Bound	30	Monday, 06 July 2026	Sunday, 19 July 2026	103850	7796	7418	13306	12.8	2301	2.2	116	0.1	24.1	29.5
		Both Directions	30	Monday, 06 July 2026	Sunday, 19 July 2026	207843	15662	14846	25365	12.2	4382	2.1	280	0.1	24.1	29.4

ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DFT (Department For Transport) standard. DFT is PSL plus 10mph.
>SL2% DfT	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site C1, Ringway Rd W	**Project No:**	18433	**Drawing No:**	18433-01	**Drawn By:** BVR
	Survey Date:	Monday 6th to Sunday 12th July 2026	**Project Name:**	Manchester			
	Survey Times:	00:00 to 24:00	**Drawing Title:**	Site Layout and Observed Movements			

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 06/07/2026

LOCATION: Ringway Rd W DAY: Monday

	EASTBOUND								WESTBOUND							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
00:00	113	4	1	1	1	0	0	120	54	1	0	0	3	0	0	58
00:15	85	1	0	3	0	0	0	89	46	2	1	2	1	0	0	52
00:30	76	3	0	1	0	0	0	80	61	1	1	0	0	0	0	63
00:45	75	1	0	1	1	0	0	78	65	1	0	0	3	0	0	69
H/TOT	349	9	1	6	2	0	0	367	226	5	2	2	7	0	0	242
01:00	106	0	1	3	0	0	0	110	75	4	0	0	2	0	0	81
01:15	107	1	0	6	0	0	0	114	59	6	0	1	1	0	0	67
01:30	94	3	0	4	3	0	0	104	41	3	0	0	1	0	0	45
01:45	68	1	1	4	2	0	0	76	52	1	0	4	2	0	0	59
H/TOT	375	5	2	17	5	0	0	404	227	14	0	5	6	0	0	252
02:00	39	2	0	2	1	0	0	44	27	0	0	0	1	0	0	28
02:15	56	3	0	1	0	0	0	60	39	1	0	0	2	0	0	42
02:30	46	3	1	3	1	0	0	54	34	4	0	2	1	0	0	41
02:45	66	2	1	3	0	0	0	72	53	1	0	2	1	0	0	57
H/TOT	207	10	2	9	2	0	0	230	153	6	0	4	5	0	0	168
03:00	72	2	0	3	2	0	0	79	43	4	0	1	2	0	0	50
03:15	48	2	0	0	2	0	0	52	44	3	0	4	2	0	0	53
03:30	64	3	2	1	1	0	0	71	56	3	0	3	3	0	0	65
03:45	79	2	0	2	1	0	0	84	58	2	0	2	2	0	0	64
H/TOT	263	9	2	6	6	0	0	286	201	12	0	10	9	0	0	232
04:00	97	6	0	4	0	0	0	107	72	7	0	2	7	0	0	88
04:15	113	4	0	0	0	1	0	118	69	1	0	5	4	0	0	79
04:30	104	3	1	1	0	0	0	109	87	3	0	5	4	0	0	99
04:45	84	5	1	3	0	0	0	93	66	2	0	2	3	0	0	73
H/TOT	398	18	2	8	0	1	0	427	294	13	0	14	18	0	0	339
05:00	83	2	0	9	1	4	0	99	82	5	2	9	1	1	0	100
05:15	81	6	0	5	0	0	0	92	86	9	2	13	4	1	0	115
05:30	115	9	2	7	2	0	0	135	86	8	3	7	3	1	0	108
05:45	83	8	2	5	1	0	0	99	92	20	1	9	5	0	0	127
H/TOT	362	25	4	26	4	4	0	425	346	42	8	38	13	3	0	450
06:00	86	17	3	6	3	1	0	116	101	15	2	11	3	2	0	134
06:15	131	17	3	5	1	1	0	158	126	24	2	5	5	1	1	164
06:30	171	31	1	15	2	1	0	221	143	30	4	14	2	1	0	194
06:45	238	44	5	10	2	2	0	301	164	45	4	14	4	0	0	231
H/TOT	626	109	12	36	8	5	0	796	534	114	12	44	14	4	1	723
07:00	216	69	9	10	2	2	0	308	230	50	5	9	2	0	0	296
07:15	279	65	10	12	2	1	0	369	231	55	3	11	6	2	0	308
07:30	319	53	6	18	2	1	0	399	303	51	6	8	5	3	0	376
07:45	309	70	2	15	2	0	0	398	306	47	3	9	5	0	0	370
H/TOT	1123	257	27	55	8	4	0	1474	1070	203	17	37	18	5	0	1350
08:00	270	78	10	11	1	0	0	370	237	57	6	8	1	0	0	309
08:15	323	67	12	10	0	2	0	414	288	49	6	11	3	2	0	359
08:30	314	58	4	7	2	0	0	385	254	41	1	6	6	0	0	308
08:45	246	71	7	19	0	2	0	345	258	35	8	13	1	1	0	316
H/TOT	1153	274	33	47	3	4	0	1514	1037	182	21	38	11	3	0	1292
09:00	251	41	7	20	3	0	0	322	234	38	7	10	4	1	0	294
09:15	242	56	10	11	1	0	0	320	221	35	3	9	3	0	0	271
09:30	225	30	2	15	3	1	0	276	221	37	6	13	5	1	0	283
09:45	208	59	8	11	2	0	0	288	248	36	2	14	4	0	0	304
H/TOT	926	186	27	57	9	1	0	1206	924	146	18	46	16	2	0	1152
10:00	198	44	5	9	2	0	0	258	194	38	6	11	4	1	0	254
10:15	168	31	1	15	4	2	0	221	217	42	5	21	1	0	0	286
10:30	213	39	4	20	4	0	0	280	206	39	2	15	5	0	0	267
10:45	195	31	3	12	0	1	0	242	200	45	9	14	3	2	1	274
H/TOT	774	145	13	56	10	3	0	1001	817	164	22	61	13	3	1	1081
11:00	213	32	9	12	2	0	0	268	205	52	6	15	2	0	0	280
11:15	209	46	9	6	1	0	0	271	206	41	4	10	2	0	0	263
11:30	197	31	10	8	2	0	0	248	203	35	8	12	5	1	0	264
11:45	230	37	3	6	1	1	0	278	201	39	6	8	4	1	0	259
H/TOT	849	146	31	32	6	1	0	1065	815	167	24	45	13	2	0	1066

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 06/07/2026

LOCATION: Ringway Rd W DAY: Monday

	EASTBOUND								WESTBOUND							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
12:00	249	36	6	7	2	1	0	301	214	43	7	12	4	1	0	281
12:15	231	37	4	10	2	2	0	286	226	38	4	13	5	0	0	286
12:30	230	32	4	10	3	0	0	279	184	35	3	11	2	1	0	236
12:45	226	41	4	9	0	0	0	280	218	31	6	10	3	1	0	269
H/TOT	936	146	18	36	7	3	0	1146	842	147	20	46	14	3	0	1072
13:00	232	46	2	15	3	3	0	301	204	25	5	9	2	2	1	248
13:15	222	40	5	14	1	2	0	284	218	33	5	17	1	0	0	274
13:30	229	34	3	11	2	0	0	279	226	30	6	6	5	0	0	273
13:45	217	23	5	15	0	0	0	260	232	40	4	7	1	3	0	287
H/TOT	900	143	15	55	6	5	0	1124	880	128	20	39	9	5	1	1082
14:00	212	44	7	8	3	0	0	274	199	54	3	7	1	0	0	264
14:15	208	41	6	13	0	0	0	268	237	38	4	7	1	0	0	287
14:30	283	36	2	12	1	1	0	335	234	37	7	9	2	1	0	290
14:45	262	36	1	9	0	1	0	309	216	59	7	7	1	0	0	290
H/TOT	965	157	16	42	4	2	0	1186	886	188	21	30	5	1	0	1131
15:00	252	44	3	10	1	1	0	311	253	71	4	5	2	1	0	336
15:15	280	50	3	5	3	2	0	343	278	63	6	4	0	0	0	351
15:30	278	58	1	14	2	0	0	353	294	58	4	2	5	2	0	365
15:45	300	49	0	10	2	1	0	362	337	67	4	6	2	0	0	416
H/TOT	1110	201	7	39	8	4	0	1369	1162	259	18	17	9	3	0	1468
16:00	331	59	0	9	2	2	0	403	316	54	5	5	2	0	0	382
16:15	328	43	2	6	0	1	0	380	292	62	0	5	2	1	0	362
16:30	362	52	1	6	3	1	0	425	345	62	3	2	1	1	0	414
16:45	370	43	1	5	1	2	0	422	340	44	1	5	2	2	0	394
H/TOT	1391	197	4	26	6	6	0	1630	1293	222	9	17	7	4	0	1552
17:00	400	36	0	7	2	0	0	445	339	32	1	7	2	1	0	382
17:15	321	28	0	5	1	0	0	355	354	31	1	3	3	0	0	392
17:30	307	30	0	3	1	1	0	342	316	26	0	7	2	0	0	351
17:45	308	25	0	3	0	1	0	337	288	14	2	6	2	0	0	312
H/TOT	1336	119	0	18	4	2	0	1479	1297	103	4	23	9	1	0	1437
18:00	259	22	0	4	1	0	0	286	276	23	2	6	1	0	0	308
18:15	257	19	1	5	0	1	0	283	281	17	1	3	2	5	0	309
18:30	202	15	2	1	1	1	0	222	244	8	0	4	5	1	0	262
18:45	207	14	1	5	0	0	0	227	196	9	0	9	1	1	0	216
H/TOT	925	70	4	15	2	2	0	1018	997	57	3	22	9	7	0	1095
19:00	188	10	0	0	1	0	0	199	178	16	2	4	2	2	0	204
19:15	163	16	0	2	1	0	0	182	171	10	2	2	1	0	0	186
19:30	172	6	0	3	2	1	0	184	162	12	2	4	1	0	0	181
19:45	175	6	1	3	0	1	0	186	142	7	0	3	1	1	0	154
H/TOT	698	38	1	8	4	2	0	751	653	45	6	13	5	3	0	725
20:00	128	6	1	1	0	0	0	136	145	7	0	1	4	1	0	158
20:15	142	15	0	0	1	0	0	158	163	8	0	3	4	1	0	179
20:30	125	5	2	4	0	0	0	136	127	15	0	2	1	0	0	145
20:45	139	5	1	6	0	1	0	152	110	7	0	0	2	0	0	119
H/TOT	534	31	4	11	1	1	0	582	545	37	0	6	11	2	0	601
21:00	92	9	0	4	2	1	0	108	115	9	0	3	5	0	0	132
21:15	108	7	0	1	2	1	0	119	114	6	0	1	2	0	0	123
21:30	109	11	0	1	2	0	0	123	88	2	0	3	2	0	0	95
21:45	113	9	1	3	1	0	0	127	80	7	0	2	2	0	0	91
H/TOT	422	36	1	9	7	2	0	477	397	24	0	9	11	0	0	441
22:00	117	8	1	2	3	1	0	132	87	4	1	1	3	1	0	97
22:15	124	6	0	3	2	0	0	135	100	0	0	3	2	0	0	105
22:30	112	6	1	6	2	0	0	127	95	4	0	2	3	0	0	104
22:45	86	7	1	3	1	0	0	98	69	3	1	2	3	0	0	78
H/TOT	439	27	3	14	8	1	0	492	351	11	2	8	11	1	0	384
23:00	72	4	0	4	4	0	0	84	83	4	0	2	4	0	0	93
23:15	61	3	0	1	4	0	0	69	69	5	0	1	2	0	0	77
23:30	53	3	0	6	3	0	0	65	61	4	0	1	2	0	0	68
23:45	39	2	0	0	3	1	0	45	50	3	0	0	2	0	0	55
H/TOT	225	12	0	11	14	1	0	263	263	16	0	4	10	0	0	293
P/TOT	17286	2370	229	639	134	54	0	20712	16210	2305	227	578	253	52	3	19628

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 07/07/2026

LOCATION: Ringway Rd W DAY: Tuesday

	EASTBOUND								WESTBOUND							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
00:00	43	0	0	2	2	0	0	47	45	2	0	0	2	0	0	49
00:15	56	1	0	1	2	1	0	61	61	0	1	1	3	0	0	66
00:30	56	2	0	1	3	0	0	62	57	1	0	1	1	0	0	60
00:45	44	3	0	2	1	0	0	50	45	0	0	1	4	0	0	50
H/TOT	199	6	0	6	8	1	0	220	208	3	1	3	10	0	0	225
01:00	49	0	0	2	4	0	0	55	52	1	0	1	2	0	0	56
01:15	49	1	0	2	2	0	0	54	42	1	0	1	3	0	0	47
01:30	34	0	1	1	2	0	0	38	40	1	1	1	2	0	0	45
01:45	30	1	0	1	1	0	0	33	26	3	0	3	2	0	0	34
H/TOT	162	2	1	6	9	0	0	180	160	6	1	6	9	0	0	182
02:00	39	1	1	2	2	0	0	45	34	6	0	3	2	0	0	45
02:15	50	2	0	3	1	0	0	56	50	2	0	3	2	0	0	57
02:30	53	0	0	2	3	0	0	58	54	5	1	2	2	0	0	64
02:45	48	1	0	1	1	0	0	51	40	3	0	1	3	0	0	47
H/TOT	190	4	1	8	7	0	0	210	178	16	1	9	9	0	0	213
03:00	52	2	0	2	2	0	0	58	50	6	0	0	2	0	0	58
03:15	72	2	1	3	1	0	0	79	69	4	0	1	2	0	0	76
03:30	59	1	0	0	2	0	1	63	63	5	0	6	2	0	0	76
03:45	84	0	0	5	2	0	0	91	60	5	1	1	3	0	0	70
H/TOT	267	5	1	10	7	0	1	291	242	20	1	8	9	0	0	280
04:00	97	0	0	7	2	0	0	106	72	0	1	2	4	0	0	79
04:15	109	1	1	2	1	0	0	114	60	5	0	2	3	1	0	71
04:30	100	4	3	2	2	0	0	111	73	3	1	8	4	0	0	89
04:45	87	1	0	6	1	0	0	95	65	5	0	5	7	1	0	83
H/TOT	393	6	4	17	6	0	0	426	270	13	2	17	18	2	0	322
05:00	85	2	1	2	1	0	0	91	80	5	0	11	0	0	0	96
05:15	81	7	1	12	1	0	0	102	74	8	1	12	4	1	0	100
05:30	85	9	3	5	2	0	0	104	88	11	2	15	2	0	0	118
05:45	93	12	1	6	0	0	0	112	73	20	3	12	0	0	0	108
H/TOT	344	30	6	25	4	0	0	409	315	44	6	50	6	1	0	422
06:00	103	22	4	7	1	0	0	137	105	23	3	14	3	2	0	150
06:15	164	27	7	8	2	1	0	209	139	21	7	8	1	1	0	177
06:30	213	38	5	18	1	0	0	275	150	42	2	13	0	1	0	208
06:45	232	63	8	14	1	0	0	318	208	49	4	15	2	1	0	279
H/TOT	712	150	24	47	5	1	0	939	602	135	16	50	6	5	0	814
07:00	231	56	10	14	0	2	0	313	264	59	2	6	3	2	0	336
07:15	293	71	6	11	1	3	0	385	327	57	7	12	4	0	0	407
07:30	328	69	9	13	0	0	0	419	296	67	6	10	0	1	0	380
07:45	360	82	8	16	1	0	0	467	385	45	5	7	3	2	0	447
H/TOT	1212	278	33	54	2	5	0	1584	1272	228	20	35	10	5	0	1570
08:00	360	68	9	18	0	2	0	457	364	47	3	11	0	2	0	427
08:15	328	65	8	7	1	1	0	410	377	43	7	11	1	0	0	439
08:30	381	59	7	14	6	2	0	469	288	53	5	11	8	0	0	365
08:45	332	57	5	11	0	0	0	405	308	45	8	10	7	0	0	378
H/TOT	1401	249	29	50	7	5	0	1741	1337	188	23	43	16	2	0	1609
09:00	289	68	5	21	2	0	0	385	286	43	9	15	2	0	0	355
09:15	298	68	13	25	1	0	0	405	255	31	8	13	1	2	0	310
09:30	246	44	5	14	3	0	0	312	211	37	6	15	2	1	0	272
09:45	235	54	8	12	4	0	0	313	215	39	7	16	2	0	0	279
H/TOT	1068	234	31	72	10	0	0	1415	967	150	30	59	7	3	0	1216
10:00	199	48	8	7	2	0	0	264	204	34	5	13	3	0	0	259
10:15	221	30	4	16	1	1	0	273	233	34	14	12	0	1	0	294
10:30	204	32	8	12	1	6	0	263	210	35	5	13	3	0	0	266
10:45	223	36	6	17	0	0	0	282	183	35	4	15	2	1	0	240
H/TOT	847	146	26	52	4	7	0	1082	830	138	28	53	8	2	0	1059
11:00	198	38	5	10	2	1	0	254	188	39	8	9	4	1	0	249
11:15	210	28	3	25	1	1	0	268	196	35	7	15	3	2	0	258
11:30	213	35	5	10	2	1	0	266	197	37	8	13	3	1	0	259
11:45	225	42	11	9	0	0	0	287	220	33	7	12	0	1	0	273
H/TOT	846	143	24	54	5	3	0	1075	801	144	30	49	10	5	0	1039

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 07/07/2026

LOCATION: Ringway Rd W DAY: Tuesday

	EASTBOUND								WESTBOUND							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
12:00	235	38	4	17	2	2	0	298	200	49	9	5	3	1	0	267
12:15	215	41	3	10	0	0	0	269	232	32	7	12	1	1	0	285
12:30	201	35	2	17	1	0	0	256	199	21	4	19	2	0	0	245
12:45	219	38	2	15	0	0	0	274	212	42	9	10	3	0	0	276
H/TOT	870	152	11	59	3	2	0	1097	843	144	29	46	9	2	0	1073
13:00	238	35	4	15	1	1	0	294	192	36	9	9	2	4	0	252
13:15	237	42	5	12	0	2	0	298	211	43	6	12	1	0	0	273
13:30	183	38	3	14	1	0	1	240	208	45	3	10	3	0	0	269
13:45	194	36	6	15	0	1	0	252	197	34	9	10	2	0	0	252
H/TOT	852	151	18	56	2	4	1	1084	808	158	27	41	8	4	0	1046
14:00	208	44	5	7	1	2	0	267	197	50	5	10	5	1	0	268
14:15	229	44	1	14	1	1	0	290	212	40	6	17	1	0	0	276
14:30	253	30	8	12	1	0	0	304	194	47	8	10	6	1	0	266
14:45	262	40	6	9	0	2	0	319	205	49	6	13	2	0	0	275
H/TOT	952	158	20	42	3	5	0	1180	808	186	25	50	14	2	0	1085
15:00	300	35	0	12	1	1	0	349	242	55	3	9	8	0	0	317
15:15	300	47	3	6	2	1	0	359	291	72	7	9	1	4	0	384
15:30	297	48	6	11	4	0	0	366	320	66	5	6	4	1	0	402
15:45	335	69	5	8	4	1	0	422	329	65	5	8	2	0	0	409
H/TOT	1232	199	14	37	11	3	0	1496	1182	258	20	32	15	5	0	1512
16:00	355	67	1	8	3	2	0	436	344	80	8	4	3	0	0	439
16:15	370	47	1	4	3	0	0	425	345	67	8	7	1	2	0	430
16:30	315	39	3	4	2	4	0	367	360	56	3	6	2	2	0	429
16:45	241	36	2	3	1	1	0	284	343	45	2	6	2	4	0	402
H/TOT	1281	189	7	19	9	7	0	1512	1392	248	21	23	8	8	0	1700
17:00	231	23	3	4	1	1	0	263	244	57	1	4	3	1	0	310
17:15	274	26	0	7	2	0	0	309	355	35	1	7	1	1	0	400
17:30	297	25	3	5	1	0	0	331	398	27	2	6	3	2	0	438
17:45	313	16	3	1	1	3	0	337	388	28	1	3	2	1	0	423
H/TOT	1115	90	9	17	5	4	0	1240	1385	147	5	20	9	5	0	1571
18:00	344	18	1	4	1	1	0	369	313	27	2	8	4	2	0	356
18:15	359	17	1	3	0	3	0	383	295	23	1	5	1	1	0	326
18:30	246	11	0	3	1	1	0	262	232	12	0	5	2	0	0	251
18:45	209	15	3	2	0	2	1	232	228	10	0	4	3	1	0	246
H/TOT	1158	61	5	12	2	7	1	1246	1068	72	3	22	10	4	0	1179
19:00	203	9	0	4	1	0	0	217	199	11	0	4	4	0	0	218
19:15	199	6	1	3	0	0	0	209	196	13	1	3	0	0	0	213
19:30	169	10	1	4	2	0	0	186	172	10	0	1	2	0	0	185
19:45	160	8	0	1	0	3	0	172	166	5	0	1	1	0	0	173
H/TOT	731	33	2	12	3	3	0	784	733	39	1	9	7	0	0	789
20:00	183	12	0	2	0	0	0	197	153	10	0	2	1	2	0	168
20:15	170	10	0	3	1	2	0	186	174	13	0	1	0	2	0	190
20:30	136	2	0	6	0	2	0	146	142	2	0	2	1	4	0	151
20:45	136	9	0	2	1	2	0	150	132	15	0	1	5	3	0	156
H/TOT	625	33	0	13	2	6	0	679	601	40	0	6	7	11	0	665
21:00	108	9	0	2	1	1	0	121	100	5	2	2	2	0	0	111
21:15	160	14	0	2	1	0	0	177	115	7	0	3	2	1	0	128
21:30	165	10	1	3	4	1	0	184	108	5	0	3	3	0	0	119
21:45	137	22	0	7	1	1	0	168	105	1	0	1	3	2	0	112
H/TOT	570	55	1	14	7	3	0	650	428	18	2	9	10	3	0	470
22:00	124	10	0	2	2	0	0	138	77	3	0	3	4	1	0	88
22:15	80	9	0	3	1	0	0	93	97	4	0	2	1	1	0	105
22:30	68	5	0	4	3	0	0	80	76	4	1	5	3	1	0	90
22:45	94	10	1	1	2	0	0	108	83	5	0	0	3	0	0	91
H/TOT	366	34	1	10	8	0	0	419	333	16	1	10	11	3	0	374
23:00	77	2	1	1	2	0	0	83	59	2	0	2	2	0	0	65
23:15	48	0	0	2	4	0	0	54	67	5	2	2	0	0	0	76
23:30	77	3	0	2	1	0	0	83	63	2	0	2	2	0	0	69
23:45	54	3	1	3	2	1	0	64	53	3	0	1	4	0	0	61
H/TOT	256	8	2	8	9	1	0	284	242	12	2	7	8	0	0	271
P/TOT	17649	2416	270	700	138	67	3	21243	17005	2423	295	657	234	72	0	20686

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 08/07/2026

LOCATION: Ringway Rd W DAY: Wednesday

	EASTBOUND								WESTBOUND							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
00:00	67	2	0	3	1	0	0	73	86	1	2	0	1	0	0	90
00:15	52	0	0	6	2	1	0	61	63	1	1	1	2	0	0	68
00:30	45	0	0	2	1	0	0	48	59	3	0	4	1	0	0	67
00:45	33	1	0	0	2	0	0	36	37	2	0	1	3	0	0	43
H/TOT	197	3	0	11	6	1	0	218	245	7	3	6	7	0	0	268
01:00	34	4	1	2	1	0	0	42	49	2	0	0	1	0	0	52
01:15	37	0	0	3	0	0	0	40	32	0	1	2	4	0	0	39
01:30	36	2	2	1	1	0	0	42	55	0	0	3	2	0	0	60
01:45	37	1	1	1	2	0	0	42	46	0	0	1	3	0	0	50
H/TOT	144	7	4	7	4	0	0	166	182	2	1	6	10	0	0	201
02:00	49	2	1	3	1	0	0	56	43	2	0	1	1	0	0	47
02:15	47	0	2	1	0	0	0	50	39	2	1	1	2	0	0	45
02:30	47	1	2	1	2	0	0	53	30	1	1	1	1	0	0	34
02:45	35	2	0	5	1	0	0	43	32	3	0	4	4	0	0	43
H/TOT	178	5	5	10	4	0	0	202	144	8	2	7	8	0	0	169
03:00	48	3	1	2	2	0	0	56	50	1	1	2	2	0	0	56
03:15	83	2	0	3	1	0	0	89	54	3	0	1	4	0	0	62
03:30	60	0	0	2	2	0	0	64	58	6	2	3	1	0	0	70
03:45	80	2	1	5	1	0	0	89	72	6	0	1	5	1	0	85
H/TOT	271	7	2	12	6	0	0	298	234	16	3	7	12	1	0	273
04:00	83	2	1	5	2	0	0	93	70	5	0	3	3	0	0	81
04:15	92	2	0	2	1	0	0	97	91	5	1	7	2	1	0	107
04:30	94	2	0	1	2	0	0	99	58	1	1	4	6	1	0	71
04:45	89	4	0	4	1	1	0	99	74	3	0	3	3	0	0	83
H/TOT	358	10	1	12	6	1	0	388	293	14	2	17	14	2	0	342
05:00	80	4	1	7	2	0	0	94	79	10	1	9	3	0	0	102
05:15	77	5	0	6	1	0	0	89	75	14	0	12	3	0	0	104
05:30	85	9	3	5	1	0	0	103	79	14	3	9	5	1	0	111
05:45	120	12	2	2	1	0	0	137	91	16	1	20	3	0	0	131
H/TOT	362	30	6	20	5	0	0	423	324	54	5	50	14	1	0	448
06:00	99	21	2	1	3	0	0	126	121	21	3	10	6	0	0	161
06:15	157	31	1	13	1	1	0	204	131	25	6	11	4	3	0	180
06:30	204	40	1	8	1	2	0	256	162	46	4	5	2	1	1	221
06:45	254	62	4	13	1	1	0	335	214	48	2	9	3	0	0	276
H/TOT	714	154	8	35	6	4	0	921	628	140	15	35	15	4	1	838
07:00	259	56	10	18	1	1	0	345	290	57	3	6	4	1	0	361
07:15	268	66	9	11	2	3	0	359	335	73	8	10	4	0	0	430
07:30	298	73	4	14	0	1	0	390	338	53	3	3	4	0	0	401
07:45	319	69	7	12	1	0	0	408	399	61	5	7	5	1	0	478
H/TOT	1144	264	30	55	4	5	0	1502	1362	244	19	26	17	2	0	1670
08:00	304	76	6	15	2	2	0	405	321	47	6	9	1	3	0	387
08:15	313	61	11	16	1	1	0	403	322	57	7	10	2	1	0	399
08:30	327	55	7	21	1	0	0	411	308	48	4	11	6	3	0	380
08:45	320	59	11	12	1	2	0	405	266	53	8	18	2	0	0	347
H/TOT	1264	251	35	64	5	5	0	1624	1217	205	25	48	11	7	0	1513
09:00	283	62	10	24	2	0	0	381	271	48	4	13	2	1	0	339
09:15	243	43	3	13	2	0	0	304	213	33	8	5	3	2	0	264
09:30	207	43	5	14	2	0	0	271	217	37	8	19	3	1	0	285
09:45	211	43	5	10	3	0	0	272	198	44	7	15	4	1	0	269
H/TOT	944	191	23	61	9	0	0	1228	899	162	27	52	12	5	0	1157
10:00	221	49	7	14	3	0	0	294	199	45	4	11	3	0	0	262
10:15	222	22	6	8	2	0	0	260	190	50	3	16	1	0	0	260
10:30	222	32	7	8	3	0	0	272	181	42	2	5	8	1	0	239
10:45	205	37	2	20	0	1	0	265	218	50	7	10	2	2	0	289
H/TOT	870	140	22	50	8	1	0	1091	788	187	16	42	14	3	0	1050
11:00	219	38	6	15	2	1	0	281	203	39	5	14	4	2	0	267
11:15	193	35	7	13	2	1	0	251	219	46	10	10	4	0	0	289
11:30	220	43	2	8	2	1	0	276	182	35	7	12	2	0	0	238
11:45	230	43	6	10	1	1	0	291	228	35	9	14	3	1	0	290
H/TOT	862	159	21	46	7	4	0	1099	832	155	31	50	13	3	0	1084

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 08/07/2026

LOCATION: Ringway Rd W DAY: Wednesday

	EASTBOUND								WESTBOUND							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
12:00	198	38	5	15	2	1	0	259	195	43	1	12	5	0	0	256
12:15	252	39	2	7	1	2	0	303	193	40	3	10	1	3	0	250
12:30	242	37	5	12	3	2	0	301	201	35	8	13	5	2	0	264
12:45	238	44	3	12	1	0	0	298	206	36	7	17	1	1	0	268
H/TOT	930	158	15	46	7	5	0	1161	795	154	19	52	12	6	0	1038
13:00	234	33	3	6	3	0	0	279	195	30	6	11	5	1	0	248
13:15	222	39	4	16	2	1	0	284	209	44	6	10	2	0	0	271
13:30	233	34	7	15	3	0	0	292	187	32	9	11	5	2	0	246
13:45	183	34	3	8	1	0	0	229	228	34	3	8	3	2	0	278
H/TOT	872	140	17	45	9	1	0	1084	819	140	24	40	15	5	0	1043
14:00	221	39	4	15	2	0	0	281	208	46	3	9	3	2	0	271
14:15	274	37	4	16	1	0	0	332	222	46	5	9	1	2	0	285
14:30	255	47	4	14	1	0	1	322	232	40	7	8	5	2	0	294
14:45	272	60	3	8	1	2	0	346	220	53	4	7	1	2	0	287
H/TOT	1022	183	15	53	5	2	1	1281	882	185	19	33	10	8	0	1137
15:00	281	55	1	9	1	1	0	348	276	70	8	6	4	0	0	364
15:15	318	64	4	9	0	2	0	397	314	77	10	7	2	1	0	411
15:30	308	69	6	14	1	1	0	399	289	81	5	4	5	1	0	385
15:45	285	51	3	3	3	0	0	345	315	65	3	6	5	3	0	397
H/TOT	1192	239	14	35	5	4	0	1489	1194	293	26	23	16	5	0	1557
16:00	284	72	6	9	4	2	0	377	282	60	4	6	1	1	0	354
16:15	295	53	0	6	3	3	0	360	173	30	2	5	1	1	0	212
16:30	196	27	4	8	2	1	0	238	253	35	1	14	1	3	0	307
16:45	301	31	1	6	2	2	0	343	321	58	3	6	1	1	0	390
H/TOT	1076	183	11	29	11	8	0	1318	1029	183	10	31	4	6	0	1263
17:00	397	45	5	8	1	1	0	457	324	51	2	6	2	0	0	385
17:15	282	32	0	8	1	4	0	327	405	41	1	3	1	3	0	454
17:30	311	22	1	6	3	2	0	345	386	33	1	4	1	2	0	427
17:45	263	23	0	2	2	0	0	290	360	29	3	4	3	0	0	399
H/TOT	1253	122	6	24	7	7	0	1419	1475	154	7	17	7	5	0	1665
18:00	339	22	1	6	2	1	0	371	315	22	2	8	2	0	0	349
18:15	267	18	3	5	0	1	0	294	268	15	0	5	0	2	0	290
18:30	270	29	2	6	1	0	0	308	274	19	0	3	4	0	0	300
18:45	226	29	1	3	0	1	0	260	237	13	0	2	1	0	0	253
H/TOT	1102	98	7	20	3	3	0	1233	1094	69	2	18	7	2	0	1192
19:00	220	14	0	0	1	1	0	236	224	14	0	6	1	3	0	248
19:15	183	19	0	0	0	1	0	203	209	8	1	3	2	1	0	224
19:30	137	12	0	2	1	1	0	153	170	14	0	2	3	1	0	190
19:45	156	10	0	2	0	3	0	171	160	12	0	1	2	2	0	177
H/TOT	696	55	0	4	2	6	0	763	763	48	1	12	8	7	0	839
20:00	158	3	1	2	0	0	0	164	145	12	3	2	3	0	0	165
20:15	154	10	1	2	1	1	0	169	167	7	0	1	0	1	0	176
20:30	164	11	0	4	0	1	0	180	139	3	2	2	2	0	0	148
20:45	121	9	0	0	1	2	0	133	110	12	0	3	1	0	0	126
H/TOT	597	33	2	8	2	4	0	646	561	34	5	8	6	1	0	615
21:00	116	7	0	3	3	1	0	130	119	7	0	0	1	0	0	127
21:15	132	8	0	3	1	3	0	147	136	5	0	2	0	0	0	143
21:30	124	10	0	2	1	1	0	138	122	7	1	3	0	0	0	133
21:45	116	16	1	0	0	2	0	135	96	8	0	2	2	0	0	108
H/TOT	488	41	1	8	5	7	0	550	473	27	1	7	3	0	0	511
22:00	153	12	0	2	1	0	0	168	125	7	0	1	1	1	0	135
22:15	221	21	1	4	4	0	0	251	113	7	0	2	1	0	0	123
22:30	202	14	1	4	2	2	0	225	85	6	0	2	0	1	0	94
22:45	165	23	2	7	0	0	0	197	95	2	0	4	2	0	0	103
H/TOT	741	70	4	17	7	2	0	841	418	22	0	9	4	2	0	455
23:00	120	12	1	5	3	1	0	142	97	3	1	3	2	0	0	106
23:15	91	6	1	4	6	0	0	108	65	4	0	0	0	0	0	69
23:30	85	5	1	6	2	0	0	99	77	2	0	0	2	0	0	81
23:45	61	2	0	2	2	0	0	67	53	2	0	1	5	0	0	61
H/TOT	357	25	3	17	13	1	0	416	292	11	1	4	9	0	0	317
P/TOT	17634	2568	252	689	146	71	1	21361	16943	2514	264	600	248	75	1	20645

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 09/07/2026

LOCATION: Ringway Rd W DAY: Thursday

	EASTBOUND								WESTBOUND							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
00:00	68	3	0	1	2	2	0	76	41	4	1	2	1	0	0	49
00:15	39	0	1	0	1	1	0	42	61	4	1	2	2	0	0	70
00:30	47	4	1	4	3	0	0	59	51	0	0	1	0	0	0	52
00:45	49	0	0	2	1	0	0	52	43	0	0	0	2	0	0	45
H/TOT	203	7	2	7	7	3	0	229	196	8	2	5	5	0	0	216
01:00	37	0	2	0	2	0	0	41	42	2	1	1	2	0	0	48
01:15	33	1	2	0	1	1	0	38	39	6	1	0	4	0	0	50
01:30	35	1	5	0	1	0	0	42	37	8	1	1	1	0	0	48
01:45	29	1	0	0	0	0	0	30	32	1	1	2	1	0	0	37
H/TOT	134	3	9	0	4	1	0	151	150	17	4	4	8	0	0	183
02:00	33	0	0	2	0	0	0	35	29	1	1	2	1	0	0	34
02:15	45	1	2	0	2	0	0	50	53	3	0	0	2	1	0	59
02:30	47	1	0	2	1	0	0	51	34	3	0	1	2	0	0	40
02:45	51	1	0	1	0	0	0	53	45	3	1	1	1	0	0	51
H/TOT	176	3	2	5	3	0	0	189	161	10	2	4	6	1	0	184
03:00	53	0	2	3	1	0	0	59	61	1	0	0	3	0	0	65
03:15	55	3	0	1	1	0	0	60	37	5	0	2	1	0	0	45
03:30	78	1	0	4	1	0	0	84	67	7	1	2	2	0	0	79
03:45	83	3	1	3	1	0	0	91	67	7	0	3	6	2	0	85
H/TOT	269	7	3	11	4	0	0	294	232	20	1	7	12	2	0	274
04:00	75	3	0	5	1	0	0	84	66	2	1	5	2	1	0	77
04:15	112	3	1	3	1	1	0	121	72	6	0	6	3	1	0	88
04:30	78	6	0	1	0	0	0	85	62	4	0	4	6	0	0	76
04:45	84	1	2	9	0	0	0	96	62	3	2	9	6	1	0	83
H/TOT	349	13	3	18	2	1	0	386	262	15	3	24	17	3	0	324
05:00	71	6	1	11	2	0	0	91	73	5	2	5	2	0	0	87
05:15	88	5	1	8	1	0	0	103	83	12	1	9	4	0	0	109
05:30	97	4	1	3	1	0	0	106	73	16	2	15	2	1	0	109
05:45	92	7	2	5	1	0	0	107	74	30	0	13	2	0	0	119
H/TOT	348	22	5	27	5	0	0	407	303	63	5	42	10	1	0	424
06:00	112	10	1	4	3	0	0	130	106	27	2	10	1	2	0	148
06:15	134	21	5	6	0	2	0	168	104	32	1	16	1	0	0	154
06:30	160	15	5	7	0	0	0	187	153	46	2	12	1	0	1	215
06:45	194	32	4	9	1	0	1	241	178	49	2	11	5	1	0	246
H/TOT	600	78	15	26	4	2	1	726	541	154	7	49	8	3	1	763
07:00	203	37	3	2	0	0	0	245	232	60	1	8	3	2	0	306
07:15	218	45	4	9	1	4	0	281	298	66	2	11	4	1	0	382
07:30	276	47	6	10	1	0	0	340	347	59	4	10	2	0	0	422
07:45	314	52	6	12	1	1	0	386	299	57	2	10	4	1	0	373
H/TOT	1011	181	19	33	3	5	0	1252	1176	242	9	39	13	4	0	1483
08:00	345	54	7	14	2	2	0	424	305	65	5	11	3	1	0	390
08:15	330	57	7	11	2	1	0	408	380	55	4	7	3	1	0	450
08:30	330	59	9	11	11	0	0	420	320	44	3	10	3	0	0	380
08:45	326	74	17	19	1	2	0	439	318	39	4	11	1	1	1	375
H/TOT	1331	244	40	55	16	5	0	1691	1323	203	16	39	10	3	1	1595
09:00	297	58	2	14	5	2	0	378	296	41	7	8	4	1	0	357
09:15	289	46	1	12	2	0	0	350	224	45	8	6	2	2	0	287
09:30	258	57	4	12	4	1	0	336	397	87	5	22	8	1	0	520
09:45	255	51	5	10	3	1	0	325	238	33	3	8	7	1	0	290
H/TOT	1099	212	12	48	14	4	0	1389	1155	206	23	44	21	5	0	1454
10:00	223	40	8	16	3	0	0	290	177	54	2	14	5	2	0	254
10:15	220	36	5	14	4	0	0	279	207	36	5	17	0	3	0	268
10:30	213	50	10	14	2	1	0	290	205	40	5	9	5	1	0	265
10:45	189	28	3	10	1	0	0	231	196	48	1	13	2	1	0	261
H/TOT	845	154	26	54	10	1	0	1090	785	178	13	53	12	7	0	1048
11:00	149	21	5	3	2	2	0	182	211	54	3	10	4	1	0	283
11:15	170	33	6	8	0	1	0	218	185	49	3	13	1	1	0	252
11:30	179	30	5	9	2	0	0	225	209	38	3	13	5	0	0	268
11:45	229	30	2	13	1	0	0	275	196	47	11	18	1	0	0	273
H/TOT	727	114	18	33	5	3	0	900	801	188	20	54	11	2	0	1076

SITE: C1 DATE: 09/07/2026

LOCATION: Ringway Rd W DAY: Thursday

	EASTBOUND								WESTBOUND							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
12:00	232	33	1	13	3	2	0	284	206	44	9	12	2	0	0	273
12:15	225	32	2	12	1	1	0	273	219	43	5	9	2	1	0	279
12:30	251	37	10	8	3	2	0	311	226	43	4	17	2	2	0	294
12:45	276	40	11	8	1	1	0	337	213	46	3	15	1	2	0	280
H/TOT	984	142	24	41	8	6	0	1205	864	176	21	53	7	5	0	1126
13:00	251	30	2	17	1	3	0	304	232	48	7	6	2	2	0	297
13:15	227	35	6	14	0	1	0	283	204	47	4	16	3	2	0	276
13:30	282	42	6	24	2	1	0	357	217	48	5	12	3	2	0	287
13:45	251	27	3	12	0	1	0	294	220	53	7	8	1	0	0	289
H/TOT	1011	134	17	67	3	6	0	1238	873	196	23	42	9	6	0	1149
14:00	246	35	4	10	1	0	0	296	210	51	2	5	1	0	0	269
14:15	235	43	6	10	0	1	0	295	218	46	5	9	2	3	0	283
14:30	281	48	7	8	3	1	0	348	206	47	7	11	3	0	0	274
14:45	326	51	6	9	3	0	0	395	224	40	4	14	2	0	0	284
H/TOT	1088	177	23	37	7	2	0	1334	858	184	18	39	8	3	0	1110
15:00	289	42	2	11	2	2	0	348	247	61	7	10	4	2	0	331
15:15	293	65	6	15	1	0	0	380	288	85	4	10	2	1	0	390
15:30	340	66	3	15	3	4	0	431	295	58	8	12	5	0	0	378
15:45	320	61	3	6	2	1	0	393	332	76	4	4	2	0	0	418
H/TOT	1242	234	14	47	8	7	0	1552	1162	280	23	36	13	3	0	1517
16:00	307	60	5	10	3	1	0	386	327	70	2	5	1	1	0	406
16:15	276	33	2	3	2	0	0	316	341	55	3	10	3	1	0	413
16:30	288	21	1	10	1	1	0	322	334	59	4	4	6	1	0	408
16:45	310	39	1	6	1	3	0	360	350	43	2	4	1	3	0	403
H/TOT	1181	153	9	29	7	5	0	1384	1352	227	11	23	11	6	0	1630
17:00	263	33	1	2	1	3	0	303	348	78	2	2	4	2	0	436
17:15	368	30	2	3	1	1	0	405	344	25	1	7	0	4	0	381
17:30	374	19	1	4	2	2	0	402	343	25	2	4	3	0	0	377
17:45	352	16	2	2	2	0	0	374	323	33	2	11	2	3	0	374
H/TOT	1357	98	6	11	6	6	0	1484	1358	161	7	24	9	9	0	1568
18:00	286	27	2	4	2	1	0	322	269	21	2	3	7	2	0	304
18:15	274	18	1	6	1	0	0	300	249	15	3	2	6	1	0	276
18:30	242	10	0	4	2	3	0	261	271	17	0	2	3	0	0	293
18:45	241	14	1	2	0	1	0	259	264	16	3	5	3	0	0	291
H/TOT	1043	69	4	16	5	5	0	1142	1053	69	8	12	19	3	0	1164
19:00	214	10	0	5	3	1	0	233	226	13	0	1	2	0	0	242
19:15	196	9	0	3	1	0	0	209	234	16	1	10	0	0	0	261
19:30	190	10	0	2	1	1	0	204	275	15	4	0	2	0	0	296
19:45	167	12	1	1	0	0	0	181	182	13	0	1	4	2	0	202
H/TOT	767	41	1	11	5	2	0	827	917	57	5	12	8	2	0	1001
20:00	142	9	0	2	0	0	0	153	192	8	2	3	0	0	0	205
20:15	151	6	0	1	2	0	0	160	201	11	3	3	3	2	0	223
20:30	174	7	0	1	0	0	0	182	131	10	0	2	0	1	0	144
20:45	139	7	0	0	2	1	0	149	94	6	1	0	2	1	0	104
H/TOT	606	29	0	4	4	1	0	644	618	35	6	8	5	4	0	676
21:00	153	7	0	3	2	1	0	166	110	6	0	1	2	1	0	120
21:15	99	4	1	3	2	1	0	110	120	4	0	5	1	0	0	130
21:30	115	5	1	3	3	0	0	127	109	5	0	2	0	0	0	116
21:45	126	8	0	1	1	0	0	136	131	9	0	5	2	0	0	147
H/TOT	493	24	2	10	8	2	0	539	470	24	0	13	5	1	0	513
22:00	140	7	1	3	3	0	0	154	105	7	0	1	3	2	0	118
22:15	190	12	3	7	2	0	0	214	108	11	0	2	0	1	0	122
22:30	145	9	0	6	3	0	0	163	94	6	0	0	1	0	0	101
22:45	141	5	2	8	1	1	0	158	83	3	0	4	2	0	0	92
H/TOT	616	33	6	24	9	1	0	689	390	27	0	7	6	3	0	433
23:00	101	7	0	1	3	1	0	113	71	0	0	4	4	0	0	79
23:15	82	7	3	5	0	0	0	97	66	6	0	1	2	0	0	75
23:30	82	4	1	0	1	2	0	90	77	3	0	1	2	2	0	85
23:45	82	1	0	3	1	0	0	87	70	7	0	0	4	1	0	82
H/TOT	347	19	4	9	5	3	0	387	284	16	0	6	12	3	0	321
P/TOT	17827	2191	264	623	152	71	1	21129	17284	2756	227	639	245	79	2	21232

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 10/07/2026

LOCATION: Ringway Rd W DAY: Friday

	EASTBOUND								WESTBOUND							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
00:00	86	11	1	7	1	0	0	106	68	5	0	1	2	0	0	76
00:15	51	7	0	5	1	1	0	65	75	5	1	0	2	1	0	84
00:30	48	1	1	5	3	0	0	58	54	1	0	4	2	0	0	61
00:45	53	0	1	2	1	0	0	57	43	1	0	1	2	0	0	47
H/TOT	238	19	3	19	6	1	0	286	240	12	1	6	8	1	0	268
01:00	45	1	2	1	1	0	0	50	63	1	0	1	1	0	0	66
01:15	58	4	2	1	0	0	0	65	38	2	1	0	2	0	0	43
01:30	66	2	2	1	2	0	0	73	39	0	1	1	2	0	0	43
01:45	27	3	0	1	2	0	0	33	47	1	1	0	3	0	0	52
H/TOT	196	10	6	4	5	0	0	221	187	4	3	2	8	0	0	204
02:00	41	1	0	4	2	0	0	48	43	1	0	3	1	0	0	48
02:15	60	4	0	1	0	0	0	65	62	1	0	1	3	0	0	67
02:30	65	5	0	3	1	0	0	74	40	1	1	2	2	0	0	46
02:45	46	2	0	2	1	0	0	51	45	2	1	1	3	0	0	52
H/TOT	212	12	0	10	4	0	0	238	190	5	2	7	9	0	0	213
03:00	59	3	2	2	2	0	0	68	43	2	0	3	1	0	0	49
03:15	60	3	2	1	2	0	0	68	70	3	1	3	2	0	0	79
03:30	70	3	0	3	3	0	0	79	54	4	1	3	2	1	0	65
03:45	82	6	1	0	2	0	0	91	83	0	1	0	3	2	0	89
H/TOT	271	15	5	6	9	0	0	306	250	9	3	9	8	3	0	282
04:00	79	4	0	1	3	1	0	88	77	3	0	5	3	1	0	89
04:15	125	6	0	3	1	0	0	135	76	2	1	5	3	1	0	88
04:30	101	3	0	4	2	1	0	111	81	3	1	4	6	2	0	97
04:45	96	7	2	9	1	0	0	115	73	5	2	7	6	1	0	94
H/TOT	401	20	2	17	7	2	0	449	307	13	4	21	18	5	0	368
05:00	107	3	1	12	2	0	0	125	82	6	2	4	3	0	0	97
05:15	94	6	0	9	0	0	0	109	79	8	2	6	3	0	0	98
05:30	108	12	6	14	0	0	0	140	97	17	4	11	3	1	0	133
05:45	115	19	5	10	1	0	0	150	83	22	0	11	4	0	0	120
H/TOT	424	40	12	45	3	0	0	524	341	53	8	32	13	1	0	448
06:00	102	14	4	7	2	0	0	129	105	21	1	9	3	0	0	139
06:15	167	28	7	7	0	0	0	209	132	23	1	11	5	3	1	176
06:30	157	48	2	10	0	1	0	218	140	40	3	9	2	1	0	195
06:45	182	64	6	12	1	0	0	265	172	49	4	8	7	1	0	241
H/TOT	608	154	19	36	3	1	0	821	549	133	9	37	17	5	1	751
07:00	209	59	8	9	0	0	0	285	190	43	5	15	1	0	0	254
07:15	228	76	12	8	1	2	0	327	234	65	7	11	3	1	0	321
07:30	259	77	7	15	0	0	0	358	256	51	4	11	2	1	0	325
07:45	272	62	2	4	2	0	0	342	242	58	2	12	2	1	0	317
H/TOT	968	274	29	36	3	2	0	1312	922	217	18	49	8	3	0	1217
08:00	268	82	13	11	1	2	0	377	269	50	6	12	3	0	0	340
08:15	281	56	7	13	2	0	0	359	285	38	2	11	5	0	0	341
08:30	270	63	5	13	3	0	0	354	214	39	1	11	4	2	0	271
08:45	263	59	10	14	1	1	0	348	267	45	10	9	5	1	0	337
H/TOT	1082	260	35	51	7	3	0	1438	1035	172	19	43	17	3	0	1289
09:00	208	56	6	16	2	2	0	290	219	40	6	19	5	0	0	289
09:15	263	47	5	16	1	0	0	332	216	36	6	17	5	1	0	281
09:30	196	43	5	14	3	0	0	261	211	39	4	6	7	2	0	269
09:45	204	30	12	9	2	0	0	257	218	44	7	12	3	0	0	284
H/TOT	871	176	28	55	8	2	0	1140	864	159	23	54	20	3	0	1123
10:00	192	26	7	9	3	1	0	238	187	35	8	16	4	1	0	251
10:15	212	39	7	14	1	2	0	275	210	45	1	15	3	0	0	274
10:30	237	34	9	7	1	0	0	288	210	31	3	14	7	3	0	268
10:45	220	47	4	22	2	1	0	296	214	38	4	6	2	2	0	266
H/TOT	861	146	27	52	7	4	0	1097	821	149	16	51	16	6	0	1059
11:00	220	32	4	18	4	1	0	279	199	39	8	12	4	0	0	262
11:15	245	40	12	14	1	2	0	314	218	30	6	17	2	1	0	274
11:30	228	38	4	15	2	0	0	287	217	34	6	11	5	0	0	273
11:45	215	39	6	13	2	2	0	277	226	24	3	13	1	0	0	267
H/TOT	908	149	26	60	9	5	0	1157	860	127	23	53	12	1	0	1076

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 10/07/2026

LOCATION: Ringway Rd W DAY: Friday

	EASTBOUND								WESTBOUND							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
12:00	222	43	3	13	4	2	0	287	195	40	9	7	3	3	0	257
12:15	248	65	3	9	2	0	0	327	213	30	6	15	6	0	0	270
12:30	292	44	8	14	2	2	0	362	219	47	2	5	2	3	0	278
12:45	291	46	5	8	1	1	0	352	207	47	7	8	2	0	0	271
H/TOT	1053	198	19	44	9	5	0	1328	834	164	24	35	13	6	0	1076
13:00	280	49	5	15	3	3	0	355	192	37	6	13	1	0	0	249
13:15	275	37	7	12	1	2	0	334	236	27	8	8	3	0	0	282
13:30	291	41	3	10	2	2	0	349	228	43	8	8	3	0	0	290
13:45	315	43	5	14	0	1	0	378	252	41	2	6	2	1	0	304
H/TOT	1161	170	20	51	6	8	0	1416	908	148	24	35	9	1	0	1125
14:00	275	47	4	13	1	0	1	341	215	43	6	11	4	1	0	280
14:15	322	51	5	12	0	0	0	390	242	47	7	11	2	0	0	309
14:30	340	46	4	12	1	1	0	404	236	52	3	11	3	0	0	305
14:45	280	44	2	6	6	1	0	339	257	45	8	3	3	2	0	318
H/TOT	1217	188	15	43	8	2	1	1474	950	187	24	36	12	3	0	1212
15:00	282	46	5	13	0	1	0	347	302	45	4	7	1	1	0	360
15:15	302	60	5	9	1	0	0	377	339	65	7	6	1	4	0	422
15:30	288	47	1	8	1	1	0	346	323	60	4	4	3	1	0	395
15:45	261	43	2	7	0	0	0	313	341	53	5	5	4	1	0	409
H/TOT	1133	196	13	37	2	2	0	1383	1305	223	20	22	9	7	0	1586
16:00	324	39	2	5	0	2	0	372	338	63	1	5	3	1	0	411
16:15	299	37	3	4	1	0	0	344	374	47	3	4	2	0	0	430
16:30	279	40	2	5	0	2	0	328	312	48	2	7	3	2	0	374
16:45	289	21	0	2	0	0	0	312	352	45	5	2	2	0	0	406
H/TOT	1191	137	7	16	1	4	0	1356	1376	203	11	18	10	3	0	1621
17:00	319	24	0	0	3	3	0	349	384	42	2	5	4	0	0	437
17:15	279	33	0	1	0	3	0	316	348	34	4	3	1	0	0	390
17:30	304	16	1	0	2	1	0	324	398	27	1	2	2	3	0	433
17:45	277	21	0	4	0	1	1	304	339	26	2	4	1	4	0	376
H/TOT	1179	94	1	5	5	8	1	1293	1469	129	9	14	8	7	0	1636
18:00	265	23	2	4	2	0	1	297	288	23	2	3	7	2	0	325
18:15	230	16	2	4	0	1	0	253	305	28	0	5	2	2	0	342
18:30	202	10	0	3	3	1	0	219	254	19	1	0	7	1	0	282
18:45	244	12	0	1	1	2	0	260	220	21	1	3	1	0	0	246
H/TOT	941	61	4	12	6	4	1	1029	1067	91	4	11	17	5	0	1195
19:00	233	10	0	2	3	2	0	250	222	19	2	5	2	2	0	252
19:15	189	10	0	2	1	3	0	205	233	14	0	3	4	1	0	255
19:30	187	8	0	4	3	0	0	202	203	8	2	2	4	0	0	219
19:45	177	5	1	1	1	0	0	185	202	12	0	0	4	0	0	218
H/TOT	786	33	1	9	8	5	0	842	860	53	4	10	14	3	0	944
20:00	157	8	0	3	1	1	0	170	201	19	1	0	6	0	0	227
20:15	144	7	0	1	2	3	0	157	209	13	0	1	1	1	0	225
20:30	132	9	1	0	3	1	0	146	163	15	0	2	2	0	0	182
20:45	118	8	1	3	1	2	0	133	115	8	0	2	1	0	0	126
H/TOT	551	32	2	7	7	7	0	606	688	55	1	5	10	1	0	760
21:00	107	4	0	1	1	0	0	113	132	7	0	4	1	0	0	144
21:15	101	8	0	3	2	1	0	115	138	6	0	0	3	0	0	147
21:30	90	7	0	2	2	2	0	103	104	7	0	1	1	1	0	114
21:45	100	7	0	0	1	0	0	108	97	3	0	1	2	1	0	104
H/TOT	398	26	0	6	6	3	0	439	471	23	0	6	7	2	0	509
22:00	118	8	1	4	3	0	0	134	86	8	0	2	5	0	0	101
22:15	141	15	1	4	4	0	0	165	78	7	0	1	1	1	0	88
22:30	179	14	1	8	3	0	0	205	71	4	0	5	2	0	0	82
22:45	201	14	0	4	0	0	0	219	75	6	0	3	1	0	0	85
H/TOT	639	51	3	20	10	0	0	723	310	25	0	11	9	1	0	356
23:00	180	12	3	4	3	0	0	202	84	5	0	2	2	0	0	93
23:15	173	12	1	5	2	0	0	193	85	4	0	4	1	0	0	94
23:30	154	5	1	2	3	0	0	165	84	12	0	1	0	0	0	97
23:45	136	9	1	0	1	1	0	148	83	6	0	0	3	0	0	92
H/TOT	643	38	6	11	9	1	0	708	336	27	0	7	6	0	0	376
P/TOT	17932	2499	283	652	148	69	3	21586	17140	2381	250	574	278	70	1	20694

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JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 11/07/2026

LOCATION: Ringway Rd W DAY: Saturday

	EASTBOUND								WESTBOUND							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
00:00	160	2	0	5	3	0	0	170	96	1	0	1	0	0	0	98
00:15	129	1	0	2	1	0	0	133	82	4	0	2	3	0	0	91
00:30	74	2	0	5	2	1	0	84	55	1	0	0	0	0	0	56
00:45	58	2	0	1	1	0	1	63	47	0	0	1	2	0	0	50
H/TOT	421	7	0	13	7	1	1	450	280	6	0	4	5	0	0	295
01:00	43	2	0	1	2	0	0	48	36	2	0	3	3	0	0	44
01:15	60	0	0	1	1	1	0	63	57	1	0	2	1	0	0	61
01:30	58	1	1	3	2	0	0	65	53	0	0	2	2	0	0	57
01:45	67	3	0	2	0	2	0	74	92	8	0	0	3	0	0	103
H/TOT	228	6	1	7	5	3	0	250	238	11	0	7	9	0	0	265
02:00	62	3	0	3	1	0	0	69	47	1	1	2	2	0	0	53
02:15	76	1	1	5	1	0	0	84	59	2	0	2	1	0	0	64
02:30	74	4	0	1	1	0	0	80	51	2	0	3	1	0	0	57
02:45	71	4	1	4	0	0	0	80	48	4	0	3	1	0	0	56
H/TOT	283	12	2	13	3	0	0	313	205	9	1	10	5	0	0	230
03:00	76	1	0	3	1	0	0	81	46	2	1	0	0	0	0	49
03:15	93	1	0	1	1	0	0	96	53	1	0	1	2	0	0	57
03:30	71	3	1	0	1	0	0	76	51	1	1	3	0	0	0	56
03:45	100	3	0	0	1	0	0	104	66	3	1	1	5	1	0	77
H/TOT	340	8	1	4	4	0	0	357	216	7	3	5	7	1	0	239
04:00	110	3	0	4	1	0	0	118	67	3	1	2	2	0	0	75
04:15	123	1	0	1	1	2	0	128	70	3	1	2	3	0	0	79
04:30	102	1	1	3	1	1	0	109	66	1	0	4	5	0	0	76
04:45	91	2	0	4	1	0	0	98	83	2	0	6	6	0	0	97
H/TOT	426	7	1	12	4	3	0	453	286	9	2	14	16	0	0	327
05:00	72	2	2	3	1	0	0	80	89	2	0	4	1	1	0	97
05:15	92	8	1	5	1	1	0	108	80	3	1	2	4	1	0	91
05:30	88	2	1	4	2	0	0	97	73	7	0	5	2	1	0	88
05:45	73	5	0	5	1	0	0	84	70	10	1	1	3	1	0	86
H/TOT	325	17	4	17	5	1	0	369	312	22	2	12	10	4	0	362
06:00	76	2	1	3	1	0	0	83	69	8	0	4	1	0	0	82
06:15	84	9	1	2	0	1	0	97	72	11	1	3	2	0	0	89
06:30	90	6	2	1	0	0	0	99	83	6	1	2	2	1	0	95
06:45	87	5	0	2	1	0	1	96	79	14	1	4	4	0	0	102
H/TOT	337	22	4	8	2	1	1	375	303	39	3	13	9	1	0	368
07:00	84	13	1	2	2	0	0	102	92	18	1	1	2	1	0	115
07:15	107	18	2	4	1	0	0	132	126	14	1	3	4	0	0	148
07:30	129	15	2	2	2	2	0	152	124	14	0	2	2	1	0	143
07:45	134	18	1	2	1	1	0	157	155	14	1	1	7	0	0	178
H/TOT	454	64	6	10	6	3	0	543	497	60	3	7	15	2	0	584
08:00	113	13	5	3	3	0	0	137	120	16	0	2	2	0	0	140
08:15	165	24	1	2	1	3	0	196	179	16	5	0	2	0	0	202
08:30	177	19	2	3	2	1	0	204	195	18	3	1	3	0	1	221
08:45	139	21	2	2	2	1	0	167	185	12	5	2	2	0	0	206
H/TOT	594	77	10	10	8	5	0	704	679	62	13	5	9	0	1	769
09:00	173	16	2	1	2	0	0	194	215	17	3	2	1	2	0	240
09:15	213	24	1	5	3	0	0	246	260	18	1	2	3	3	0	287
09:30	214	19	2	1	1	3	1	241	277	20	2	2	2	0	0	303
09:45	242	11	1	2	0	0	0	256	293	21	1	2	1	0	0	318
H/TOT	842	70	6	9	6	3	1	937	1045	76	7	8	7	5	0	1148
10:00	183	20	0	4	3	1	0	211	314	18	1	3	2	0	0	338
10:15	196	11	0	2	2	1	0	212	359	33	1	1	1	3	0	398
10:30	272	22	1	2	1	2	0	300	358	22	4	2	5	0	0	391
10:45	271	17	1	2	0	1	0	292	281	18	4	1	3	1	0	308
H/TOT	922	70	2	10	6	5	0	1015	1312	91	10	7	11	4	0	1435
11:00	327	11	3	3	2	0	0	346	342	22	3	4	3	0	0	374
11:15	294	19	0	3	1	1	0	318	384	19	3	2	2	1	0	411
11:30	290	15	3	4	2	2	0	316	368	23	3	1	7	1	0	403
11:45	334	24	2	2	0	7	0	369	290	34	1	4	1	1	0	331
H/TOT	1245	69	8	12	5	10	0	1349	1384	98	10	11	13	3	0	1519

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 11/07/2026

LOCATION: Ringway Rd W DAY: Saturday

	EASTBOUND								WESTBOUND							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
12:00	320	12	2	1	1	0	0	336	327	22	1	4	5	2	0	361
12:15	296	12	0	2	1	4	0	315	351	21	3	1	3	1	0	380
12:30	329	15	0	3	2	1	0	350	330	25	1	3	5	1	0	365
12:45	324	24	1	5	0	2	0	356	338	17	0	4	4	2	0	365
H/TOT	1269	63	3	11	4	7	0	1357	1346	85	5	12	17	6	0	1471
13:00	298	19	4	2	2	3	0	328	307	26	2	2	4	1	0	342
13:15	300	26	0	1	2	1	0	330	347	24	0	0	2	4	0	377
13:30	310	16	0	5	3	1	0	335	355	18	0	4	5	2	0	384
13:45	270	16	0	2	1	0	0	289	336	20	2	3	2	1	0	364
H/TOT	1178	77	4	10	8	5	0	1282	1345	88	4	9	13	8	0	1467
14:00	259	8	1	1	2	1	0	272	298	23	1	3	2	3	0	330
14:15	304	16	1	1	0	0	0	322	277	23	2	1	2	2	0	307
14:30	282	14	0	2	3	0	0	301	308	23	1	0	6	0	0	338
14:45	295	10	0	3	1	0	0	309	295	18	0	2	4	4	0	323
H/TOT	1140	48	2	7	6	1	0	1204	1178	87	4	6	14	9	0	1298
15:00	267	18	0	0	3	2	0	290	289	20	1	2	3	6	0	321
15:15	274	9	0	0	1	2	0	286	274	16	0	2	2	5	0	299
15:30	255	13	1	4	3	1	0	277	323	13	1	3	4	7	0	351
15:45	270	13	0	2	1	2	0	288	262	10	1	2	4	3	0	282
H/TOT	1066	53	1	6	8	7	0	1141	1148	59	3	9	13	21	0	1253
16:00	234	11	0	1	2	0	0	248	292	24	2	0	3	0	0	321
16:15	228	16	1	1	3	0	0	249	310	14	0	1	1	4	0	330
16:30	248	15	1	1	1	3	1	270	279	13	0	1	4	0	0	297
16:45	247	13	0	2	3	0	0	265	272	13	0	1	1	2	0	289
H/TOT	957	55	2	5	9	3	1	1032	1153	64	2	3	9	6	0	1237
17:00	240	10	1	1	3	0	0	255	268	16	1	1	2	4	0	292
17:15	230	12	0	0	2	3	0	247	300	23	0	1	4	0	0	328
17:30	244	14	0	2	2	0	0	262	244	17	1	1	1	4	0	268
17:45	241	8	0	2	1	0	0	252	259	15	0	3	4	3	0	284
H/TOT	955	44	1	5	8	3	0	1016	1071	71	2	6	11	11	0	1172
18:00	201	11	1	3	1	4	0	221	234	7	0	1	2	0	1	245
18:15	213	14	0	2	1	1	0	231	240	16	1	0	4	2	0	263
18:30	196	8	1	1	3	1	0	210	218	10	0	2	5	5	0	240
18:45	179	4	0	1	3	0	0	187	172	9	0	2	4	0	0	187
H/TOT	789	37	2	7	8	6	0	849	864	42	1	5	15	7	1	935
19:00	203	11	0	2	2	0	0	218	167	11	0	1	3	3	0	185
19:15	199	5	0	1	2	1	0	208	202	9	0	0	1	0	0	212
19:30	169	7	0	0	2	1	0	179	174	5	1	1	3	2	0	186
19:45	175	5	0	0	1	0	0	181	197	9	0	0	3	0	0	209
H/TOT	746	28	0	3	7	2	0	786	740	34	1	2	10	5	0	792
20:00	159	4	0	2	2	4	0	171	163	6	1	1	3	1	0	175
20:15	160	9	0	1	2	0	0	172	215	9	0	0	2	2	0	228
20:30	149	7	0	2	2	0	0	160	146	7	0	1	2	2	0	158
20:45	127	3	0	1	1	1	0	133	153	9	0	0	1	1	0	164
H/TOT	595	23	0	6	7	5	0	636	677	31	1	2	8	6	0	725
21:00	132	7	0	0	1	1	0	141	124	11	0	0	2	1	0	138
21:15	115	8	0	0	2	1	0	126	136	6	0	0	1	0	0	143
21:30	112	7	0	2	0	0	1	122	105	8	0	1	0	1	0	115
21:45	122	11	0	1	0	1	0	135	99	5	0	2	0	0	0	106
H/TOT	481	33	0	3	3	3	1	524	464	30	0	3	3	2	0	502
22:00	103	3	0	1	0	0	0	107	93	8	0	1	1	0	0	103
22:15	95	3	0	0	1	2	0	101	100	5	0	1	0	1	0	107
22:30	83	3	0	0	1	1	0	88	90	2	0	0	0	0	0	92
22:45	58	5	0	0	0	0	0	63	76	3	0	3	1	0	0	83
H/TOT	339	14	0	1	2	3	0	359	359	18	0	5	2	1	0	385
23:00	57	6	0	1	0	1	0	65	77	2	0	1	3	0	0	83
23:15	56	1	0	3	1	1	0	62	49	2	0	0	2	0	0	53
23:30	58	3	0	0	2	0	0	63	52	4	0	1	1	0	0	58
23:45	57	2	0	1	2	0	0	62	62	3	0	0	2	0	0	67
H/TOT	228	12	0	5	5	2	0	252	240	11	0	2	8	0	0	261
P/TOT	16160	916	60	194	136	82	5	17553	17342	1110	77	167	239	102	2	19039

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SITE: C1 DATE: 12/07/2026

LOCATION: Ringway Rd W DAY: Sunday

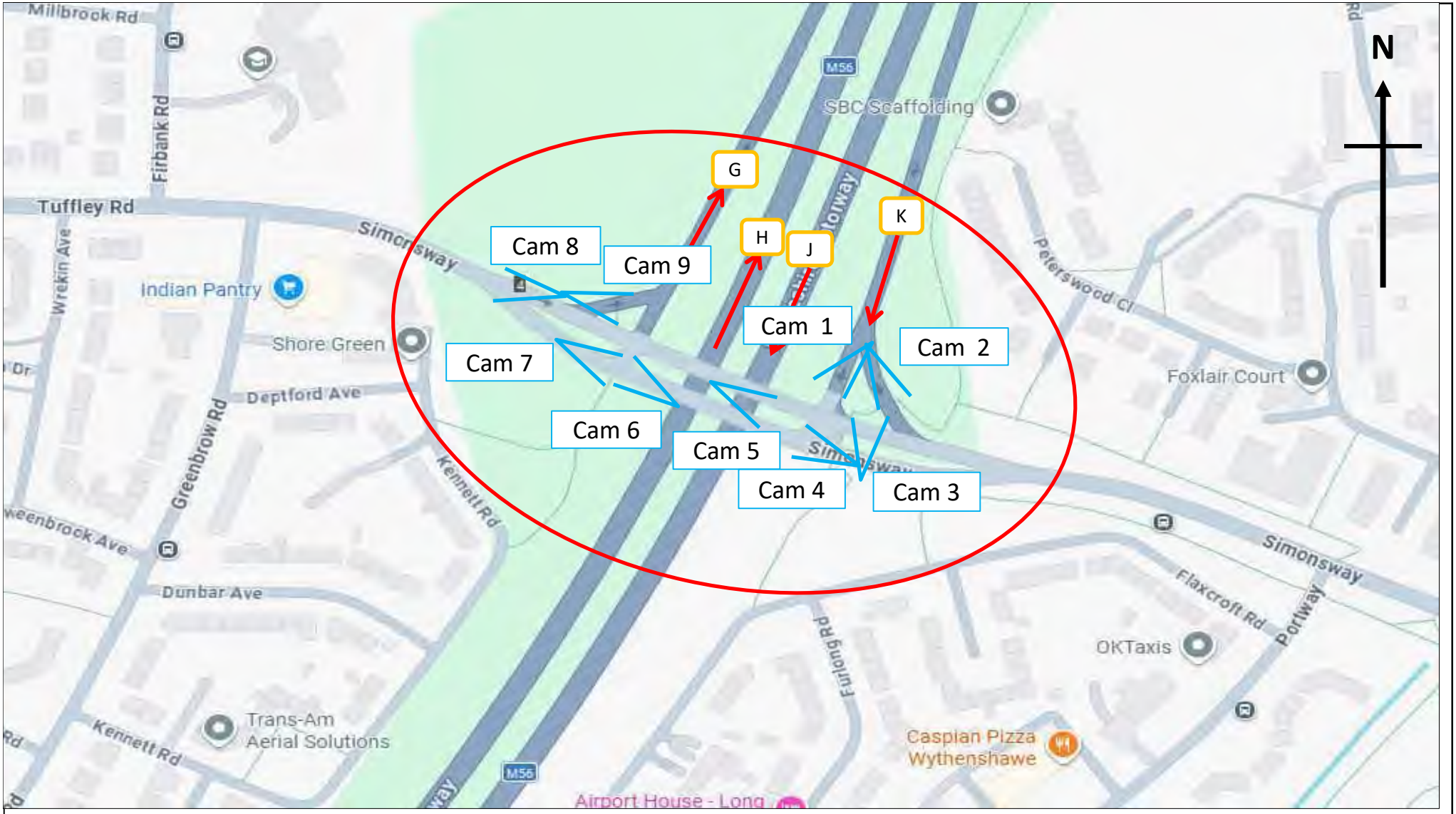
	EASTBOUND								WESTBOUND							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
00:00	39	2	0	1	1	0	0	43	52	5	0	0	2	0	0	59
00:15	52	1	0	1	0	1	0	55	68	5	0	0	3	1	0	77
00:30	66	1	0	0	0	0	0	67	67	4	0	0	1	0	0	72
00:45	51	1	0	0	0	0	0	52	76	5	0	1	3	0	0	85
H/TOT	208	5	0	2	1	1	0	217	263	19	0	1	9	1	0	293
01:00	83	2	0	1	1	0	0	87	116	2	0	0	0	0	0	118
01:15	75	3	0	3	1	1	0	83	100	4	0	1	1	2	0	108
01:30	57	2	0	0	0	0	0	59	67	2	0	2	2	0	0	73
01:45	63	0	0	0	0	0	0	63	98	6	0	0	3	0	0	107
H/TOT	278	7	0	4	2	1	0	292	381	14	0	3	6	2	0	406
02:00	58	0	0	1	1	0	0	60	80	4	0	1	1	0	0	86
02:15	75	5	0	0	0	0	0	80	80	0	0	2	3	0	0	85
02:30	96	3	0	1	0	0	0	100	69	5	0	2	2	0	0	78
02:45	57	0	0	0	0	0	0	57	52	5	0	0	4	0	0	61
H/TOT	286	8	0	2	1	0	0	297	281	14	0	5	10	0	0	310
03:00	70	0	0	0	0	0	0	70	56	1	1	1	0	0	0	59
03:15	88	1	0	0	0	0	0	89	59	4	0	0	1	0	0	64
03:30	67	2	0	0	1	0	0	70	76	1	0	1	3	0	0	81
03:45	99	6	0	0	0	0	0	105	69	5	1	1	3	0	0	79
H/TOT	324	9	0	0	1	0	0	334	260	11	2	3	7	0	0	283
04:00	118	3	0	1	0	0	0	122	63	7	0	1	3	1	0	75
04:15	119	1	0	1	0	0	0	121	86	3	0	1	2	0	0	92
04:30	100	2	0	3	1	0	0	106	82	3	1	0	3	1	0	90
04:45	88	2	0	3	1	0	0	94	85	3	0	1	6	0	0	95
H/TOT	425	8	0	8	2	0	0	443	316	16	1	3	14	2	0	352
05:00	72	0	0	1	0	0	0	73	71	1	1	2	0	0	0	75
05:15	67	1	1	1	0	0	0	70	55	3	0	0	2	0	0	60
05:30	80	0	1	3	0	0	0	84	47	1	0	3	1	0	0	52
05:45	70	1	1	0	0	0	0	72	54	7	0	0	3	1	0	65
H/TOT	289	2	3	5	0	0	0	299	227	12	1	5	6	1	0	252
06:00	72	4	0	3	0	0	0	79	50	3	0	0	2	0	0	55
06:15	69	4	3	3	0	0	0	79	73	9	0	3	1	0	0	86
06:30	72	4	0	0	0	1	0	77	78	8	0	0	1	0	0	87
06:45	83	3	0	2	1	0	0	89	68	13	0	0	2	0	0	83
H/TOT	296	15	3	8	1	1	0	324	269	33	0	3	6	0	0	311
07:00	63	7	2	3	1	1	0	77	76	5	0	1	2	1	0	85
07:15	80	7	0	2	0	0	0	89	94	9	2	2	2	0	0	109
07:30	117	3	3	2	2	1	0	128	102	7	0	2	1	2	0	114
07:45	127	7	1	2	1	0	0	138	117	15	0	2	1	1	0	136
H/TOT	387	24	6	9	4	2	0	432	389	36	2	7	6	4	0	444
08:00	102	4	2	2	2	0	0	112	124	6	0	1	5	1	0	137
08:15	112	7	0	1	1	5	0	126	106	15	0	0	6	1	0	128
08:30	130	10	0	0	1	1	0	142	151	5	0	1	5	2	0	164
08:45	127	14	1	2	4	0	0	148	146	12	0	2	4	0	0	164
H/TOT	471	35	3	5	8	6	0	528	527	38	0	4	20	4	0	593
09:00	157	15	2	1	4	1	1	181	164	10	0	1	2	1	0	178
09:15	177	8	0	3	2	1	0	191	178	7	0	2	3	2	0	192
09:30	191	7	2	1	1	3	0	205	214	11	3	1	3	0	0	232
09:45	228	6	0	0	2	2	0	238	243	7	1	5	2	1	0	259
H/TOT	753	36	4	5	9	7	1	815	799	35	4	9	10	4	0	861
10:00	219	5	0	3	2	0	0	229	238	9	1	2	0	3	0	253
10:15	233	9	0	3	0	0	0	245	232	10	0	2	2	1	0	247
10:30	255	14	0	0	0	2	0	271	267	19	1	3	5	3	0	298
10:45	248	13	0	1	1	2	0	265	287	19	0	3	1	1	0	311
H/TOT	955	41	0	7	3	4	0	1010	1024	57	2	10	8	8	0	1109
11:00	236	8	0	0	2	3	0	249	294	25	0	0	2	2	0	323
11:15	274	11	1	2	0	1	0	289	351	18	2	2	5	4	0	382
11:30	317	9	0	0	1	3	0	330	320	12	0	1	4	3	0	340
11:45	296	11	0	3	1	1	0	312	302	19	0	2	5	0	0	328
H/TOT	1123	39	1	5	4	8	0	1180	1267	74	2	5	16	9	0	1373

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: C1 DATE: 12/07/2026

LOCATION: Ringway Rd W DAY: Sunday

	EASTBOUND								WESTBOUND							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
12:00	283	16	0	1	3	1	0	304	330	13	1	1	3	3	0	351
12:15	318	17	0	3	2	2	0	342	375	14	0	0	5	5	1	400
12:30	345	15	2	0	1	2	0	365	377	21	1	1	6	2	0	408
12:45	327	21	0	0	2	2	0	352	307	14	0	2	2	2	0	327
H/TOT	1273	69	2	4	8	7	0	1363	1389	62	2	4	16	12	1	1486
13:00	330	20	0	3	1	2	0	356	344	15	0	1	4	8	0	372
13:15	311	19	0	3	1	0	0	334	339	16	0	0	4	0	0	359
13:30	364	22	1	2	2	2	0	393	326	18	3	1	7	4	0	359
13:45	334	15	1	2	0	1	0	353	346	17	0	3	4	1	0	371
H/TOT	1339	76	2	10	4	5	0	1436	1355	66	3	5	19	13	0	1461
14:00	316	11	2	1	2	2	0	334	283	16	0	0	1	0	0	300
14:15	312	14	0	2	1	2	0	331	315	17	0	2	3	2	0	339
14:30	331	20	0	0	1	0	0	352	323	23	1	0	3	1	0	351
14:45	327	18	0	1	0	1	0	347	311	16	2	2	4	2	0	337
H/TOT	1286	63	2	4	4	5	0	1364	1232	72	3	4	11	5	0	1327
15:00	309	21	0	0	1	3	0	334	313	12	0	0	0	1	0	326
15:15	321	17	0	3	2	0	0	343	342	15	0	2	2	4	0	365
15:30	313	9	0	4	0	4	0	330	319	17	0	1	2	2	0	341
15:45	307	14	0	1	0	4	0	326	292	14	2	1	1	3	0	313
H/TOT	1250	61	0	8	3	11	0	1333	1266	58	2	4	5	10	0	1345
16:00	258	8	0	0	1	0	0	267	309	23	0	2	3	2	0	339
16:15	303	12	0	1	2	1	0	319	294	16	0	1	3	0	0	314
16:30	280	9	2	0	1	2	0	294	254	23	0	3	2	0	0	282
16:45	258	10	0	1	2	2	0	273	267	24	1	0	3	2	0	297
H/TOT	1099	39	2	2	6	5	0	1153	1124	86	1	6	11	4	0	1232
17:00	307	21	2	6	1	0	0	337	294	17	1	4	1	7	0	324
17:15	329	24	0	1	0	2	0	356	287	17	0	1	3	1	0	309
17:30	271	19	3	4	1	0	0	298	255	12	0	0	2	3	0	272
17:45	258	10	1	2	0	3	0	274	239	14	0	4	3	2	0	262
H/TOT	1165	74	6	13	2	5	0	1265	1075	60	1	9	9	13	0	1167
18:00	272	14	1	1	0	2	0	290	213	17	0	2	3	2	0	237
18:15	267	13	0	1	2	0	0	283	279	11	2	0	2	3	0	297
18:30	278	22	0	2	0	0	0	302	190	14	1	1	2	1	0	209
18:45	219	8	1	5	0	4	0	237	249	9	1	3	2	4	0	268
H/TOT	1036	57	2	9	2	6	0	1112	931	51	4	6	9	10	0	1011
19:00	249	15	1	2	0	0	0	267	228	14	8	2	1	3	0	256
19:15	253	16	0	2	1	0	0	272	187	18	1	0	3	0	1	210
19:30	204	10	1	1	0	0	0	216	195	10	0	1	0	0	0	206
19:45	186	11	0	0	1	0	0	198	202	11	0	1	0	1	0	215
H/TOT	892	52	2	5	2	0	0	953	812	53	9	4	4	4	1	887
20:00	186	12	0	1	0	2	0	201	155	4	1	0	3	0	0	163
20:15	210	8	0	1	1	0	0	220	222	16	1	1	1	2	0	243
20:30	164	14	0	0	0	0	0	178	129	10	0	0	4	0	0	143
20:45	144	9	0	2	1	2	0	158	144	8	0	1	0	0	0	153
H/TOT	704	43	0	4	2	4	0	757	650	38	2	2	8	2	0	702
21:00	148	10	0	2	0	5	0	165	165	6	2	1	1	2	0	177
21:15	145	6	0	0	1	2	0	154	159	5	0	1	1	2	0	168
21:30	138	8	0	0	0	0	0	146	120	6	1	5	1	1	0	134
21:45	108	3	0	1	0	0	0	112	120	5	0	0	2	1	0	128
H/TOT	539	27	0	3	1	7	0	577	564	22	3	7	5	6	0	607
22:00	206	8	0	4	0	1	0	219	102	9	0	2	2	1	0	116
22:15	92	8	1	1	3	1	0	106	87	3	0	1	2	0	0	93
22:30	60	5	0	0	1	0	0	66	84	7	0	2	0	0	0	93
22:45	79	5	0	1	0	0	0	85	84	5	1	1	2	0	0	93
H/TOT	437	26	1	6	4	2	0	476	357	24	1	6	6	1	0	395
23:00	61	4	0	0	0	1	0	66	74	4	0	1	1	0	0	80
23:15	64	2	0	1	1	1	0	69	70	8	0	0	0	0	0	78
23:30	49	4	0	2	0	1	0	56	52	4	0	2	0	0	0	58
23:45	37	4	2	2	1	0	0	46	59	3	0	2	1	0	0	65
H/TOT	211	14	2	5	2	3	0	237	255	19	0	5	2	0	0	281
P/TOT	17026	830	41	133	76	90	1	18197	17013	970	45	120	223	115	2	18488



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1, M56 Jct 4 / Simonsway	**Project No:**	18433	**Drawing No:**	18433-01	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

SITE: 1A DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

	Movement G								Movement H							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	155	35	0	0	0	0	0	190	1069	251	39	49	2	3	0	1413
07:15	165	28	0	0	1	1	0	195	1235	251	28	62	7	4	0	1587
07:30	222	33	1	1	2	1	0	260	1190	253	29	57	3	5	0	1537
07:45	171	27	1	1	0	1	0	201	1177	176	26	59	7	2	0	1447
H/TOT	713	123	2	2	3	3	0	846	4671	931	122	227	19	14	0	5984
08:00	169	29	1	0	0	0	0	199	1163	199	29	58	6	6	0	1461
08:15	148	18	2	0	1	0	0	169	1077	195	22	53	10	2	0	1359
08:30	144	23	0	0	0	0	0	167	1028	195	36	65	8	3	0	1335
08:45	151	15	0	1	0	0	0	167	1066	195	25	74	12	3	0	1375
H/TOT	612	85	3	1	1	0	0	702	4334	784	112	250	36	14	0	5530
09:00	179	26	3	0	2	0	0	210	1004	228	31	60	6	1	0	1330
09:15	173	25	2	2	0	2	0	204	978	177	26	61	8	2	0	1252
09:30	151	31	5	1	2	0	0	190	900	196	24	72	5	2	0	1199
09:45	129	28	2	1	0	0	0	160	746	161	25	52	8	1	0	993
H/TOT	632	110	12	4	4	2	0	764	3628	762	106	245	27	6	0	4774
10:00	139	28	3	0	1	0	0	171	772	149	25	66	5	1	0	1018
10:15	139	22	5	1	0	0	0	167	743	185	24	46	10	2	0	1010
10:30	128	21	0	1	0	0	0	150	819	145	29	60	1	1	0	1055
10:45	128	25	1	1	0	1	0	156	823	142	22	64	9	1	0	1061
H/TOT	534	96	9	3	1	1	0	644	3157	621	100	236	25	5	0	4144
11:00	128	33	3	1	0	0	0	165	799	176	27	55	7	1	0	1065
11:15	126	17	0	0	0	1	0	144	828	173	22	45	6	1	0	1075
11:30	130	21	0	1	1	0	0	153	855	151	33	62	6	2	0	1109
11:45	137	23	0	1	0	0	0	161	840	151	22	66	6	1	0	1086
H/TOT	521	94	3	3	1	1	0	623	3322	651	104	228	25	5	0	4335
12:00	139	27	1	1	0	0	0	168	789	175	25	44	0	6	0	1039
12:15	171	24	1	0	1	0	0	197	901	151	18	50	4	5	0	1129
12:30	189	26	1	0	1	0	0	217	873	188	26	54	5	1	0	1147
12:45	174	24	4	0	0	0	0	202	877	203	27	59	10	1	0	1177
H/TOT	673	101	7	1	2	0	0	784	3440	717	96	207	19	13	0	4492
13:00	180	25	3	0	1	0	0	209	913	196	35	57	5	2	0	1208
13:15	160	24	2	1	0	0	0	187	925	192	30	53	6	5	0	1211
13:30	160	22	1	0	0	1	0	184	1002	210	23	50	4	3	0	1292
13:45	185	25	0	0	0	0	0	210	879	223	38	49	8	2	0	1199
H/TOT	685	96	6	1	1	1	0	790	3719	821	126	209	23	12	0	4910
14:00	146	24	6	1	0	1	0	178	933	216	21	43	5	1	0	1219
14:15	157	27	2	0	0	0	0	186	939	222	36	46	14	2	0	1259
14:30	167	17	1	0	0	0	0	185	1044	218	36	36	8	0	0	1342
14:45	187	22	5	2	0	0	0	216	978	206	33	43	7	3	0	1270
H/TOT	657	90	14	3	0	1	0	765	3894	862	126	168	34	6	0	5090
15:00	158	18	0	0	1	1	0	178	1053	258	37	31	2	2	0	1383
15:15	147	22	1	1	2	0	0	173	915	262	29	31	12	0	0	1249
15:30	200	27	0	0	2	2	0	231	1036	241	37	27	8	0	0	1349
15:45	170	14	0	0	3	1	0	188	983	222	25	15	8	3	0	1256
H/TOT	675	81	1	1	8	4	0	770	3987	983	128	104	30	5	0	5237
16:00	224	26	1	0	1	0	0	252	1022	248	23	32	4	2	0	1331
16:15	191	13	0	1	0	1	0	206	1104	245	13	29	4	2	0	1397
16:30	177	16	0	0	0	0	0	193	1024	215	14	25	8	9	0	1295
16:45	176	12	0	0	0	0	0	188	908	173	9	20	6	4	0	1120
H/TOT	768	67	1	1	1	1	0	839	4058	881	59	106	22	17	0	5143
17:00	199	6	0	0	0	0	0	205	999	114	8	16	5	3	0	1145
17:15	184	8	0	0	0	1	0	193	1018	137	9	32	5	1	0	1202
17:30	137	4	0	0	0	0	0	141	1135	106	10	27	6	3	0	1287
17:45	146	10	0	0	0	1	0	157	1114	110	8	15	3	0	0	1250
H/TOT	666	28	0	0	0	2	0	696	4266	467	35	90	19	7	0	4884
18:00	161	7	0	0	1	0	0	169	1047	128	9	23	2	0	0	1209
18:15	138	7	0	0	0	5	0	150	920	71	6	19	7	3	0	1026
18:30	149	6	0	0	0	0	0	155	913	72	4	16	3	3	0	1011
18:45	137	8	0	0	1	0	0	146	524	42	2	6	5	2	0	581
H/TOT	585	28	0	0	2	5	0	620	3404	313	21	64	17	8	0	3827
P/TOT	7721	999	58	20	24	21	0	8843	45880	8793	1135	2134	296	112	0	58350

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: 1A DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

	Movement J								Movement K							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	999	263	36	40	7	1	0	1346	117	16	0	1	2	1	0	137
07:15	1178	298	28	39	8	2	0	1553	154	21	1	0	0	0	0	176
07:30	1143	256	32	36	4	1	0	1472	228	12	0	2	1	1	0	244
07:45	1167	296	30	46	10	1	0	1550	264	26	3	2	0	0	0	295
H/TOT	4487	1113	126	161	29	5	0	5921	763	75	4	5	3	2	0	852
08:00	1175	239	36	40	7	2	0	1499	209	25	1	3	0	1	0	239
08:15	1227	222	24	52	8	1	0	1534	216	25	2	1	0	0	0	244
08:30	1082	196	28	46	10	3	0	1365	171	22	0	0	2	1	0	196
08:45	1116	170	40	61	5	2	0	1394	230	15	3	0	0	1	0	249
H/TOT	4600	827	128	199	30	8	0	5792	826	87	6	4	2	3	0	928
09:00	962	176	29	55	9	2	0	1233	169	24	2	1	1	0	0	197
09:15	929	178	28	78	15	5	0	1233	182	26	0	0	0	1	0	209
09:30	973	177	31	68	16	2	0	1267	166	28	0	1	0	0	0	195
09:45	861	158	28	53	6	2	0	1108	135	28	1	0	0	0	0	164
H/TOT	3725	689	116	254	46	11	0	4841	652	106	3	2	1	1	0	765
10:00	820	183	29	82	9	1	0	1124	151	21	4	1	0	0	0	177
10:15	886	141	38	65	4	3	0	1137	141	14	1	0	0	1	0	157
10:30	877	131	29	82	6	1	0	1126	117	18	1	0	0	0	0	136
10:45	861	144	25	58	4	3	0	1095	108	23	1	1	0	0	0	133
H/TOT	3444	599	121	287	23	8	0	4482	517	76	7	2	0	1	0	603
11:00	871	168	27	69	4	4	0	1143	114	22	2	3	0	0	0	141
11:15	903	144	31	62	4	1	0	1145	133	18	2	0	0	0	0	153
11:30	900	128	17	62	6	0	0	1113	145	29	1	0	0	0	0	175
11:45	901	130	26	45	7	2	0	1111	154	28	2	1	0	1	0	186
H/TOT	3575	570	101	238	21	7	0	4512	546	97	7	4	0	1	0	655
12:00	940	146	30	55	11	4	0	1186	129	16	1	0	0	0	0	146
12:15	918	173	32	48	7	4	0	1182	135	16	2	0	0	0	0	153
12:30	896	129	31	49	6	1	0	1112	138	17	0	1	0	1	0	157
12:45	915	176	35	53	3	2	0	1184	143	35	2	0	0	1	0	181
H/TOT	3669	624	128	205	27	11	0	4664	545	84	5	1	0	2	0	637
13:00	941	173	32	40	7	5	0	1198	132	27	3	0	0	0	0	162
13:15	973	181	35	67	8	1	0	1265	150	28	4	3	0	0	0	185
13:30	927	186	21	45	6	4	0	1189	151	23	3	1	0	0	0	178
13:45	988	159	38	43	8	0	0	1236	151	25	4	1	0	0	0	181
H/TOT	3829	699	126	195	29	10	0	4888	584	103	14	5	0	0	0	706
14:00	972	175	32	60	10	3	0	1252	139	35	0	0	0	0	0	174
14:15	1008	206	39	44	3	1	0	1301	190	29	0	0	1	0	0	220
14:30	1004	193	21	49	6	2	0	1275	180	29	1	0	0	0	0	210
14:45	1012	185	24	44	10	5	0	1280	198	22	1	1	3	2	0	227
H/TOT	3996	759	116	197	29	11	0	5108	707	115	2	1	4	2	0	831
15:00	1140	254	18	53	7	4	0	1476	204	31	0	0	2	1	0	238
15:15	1088	227	22	37	10	2	0	1386	169	30	0	0	1	1	0	201
15:30	1202	239	19	62	8	5	0	1535	202	33	2	0	0	2	0	239
15:45	1297	230	15	34	6	6	0	1588	200	30	0	0	3	1	0	234
H/TOT	4727	950	74	186	31	17	0	5985	775	124	2	0	6	5	0	912
16:00	1289	200	12	37	8	3	0	1549	193	22	0	0	0	1	0	216
16:15	1214	174	15	28	5	4	0	1440	207	24	0	0	0	1	0	232
16:30	1307	142	16	33	3	5	0	1506	212	32	0	0	1	2	0	247
16:45	1312	143	6	34	4	5	0	1504	219	24	2	0	0	2	0	247
H/TOT	5122	659	49	132	20	17	0	5999	831	102	2	0	1	6	0	942
17:00	1349	124	17	31	7	9	0	1537	193	24	0	1	0	1	0	219
17:15	1335	90	10	32	3	7	0	1477	217	16	0	1	1	1	0	236
17:30	1249	79	9	46	4	4	0	1391	220	23	0	0	1	0	0	244
17:45	1111	56	6	33	4	8	0	1218	237	11	0	0	0	0	0	248
H/TOT	5044	349	42	142	18	28	0	5623	867	74	0	2	2	2	0	947
18:00	1047	63	5	10	4	2	0	1131	216	16	0	0	0	0	0	232
18:15	887	55	5	15	5	8	0	975	199	11	0	0	0	0	0	210
18:30	1111	57	4	31	3	2	0	1208	189	15	0	0	0	1	0	205
18:45	1065	86	6	44	12	2	0	1215	192	13	0	0	1	2	0	208
H/TOT	4110	261	20	100	24	14	0	4529	796	55	0	0	1	3	0	855
P/TOT	50328	8099	1147	2296	327	147	0	62344	8409	1098	52	26	20	28	0	9633



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 8, M56 Junction 5 (Merge /diverge)	**Project No:**	18433	**Drawing No:**	18433-02	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

SITE: 8 DATE: 15/07/2026

LOCATION: M56 Junction 5 (Merge /diverge) DAY: Wednesday

	Movement A								Movement B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	273	52	4	11	2	2	0	344	195	38	0	1	2	1	0	237
07:15	296	53	9	10	2	2	0	372	240	29	0	0	6	1	0	276
07:30	286	53	8	5	3	0	0	355	223	36	0	1	2	0	0	262
07:45	370	68	6	18	1	3	0	466	249	40	0	3	4	0	0	296
H/TOT	1225	226	27	44	8	7	0	1537	907	143	0	5	14	2	0	1071
08:00	338	48	2	13	3	2	0	406	247	10	0	1	3	0	0	261
08:15	393	51	4	15	2	1	0	466	219	21	0	1	4	0	0	245
08:30	402	46	8	12	2	2	0	472	253	23	0	2	3	0	0	281
08:45	369	51	3	12	3	2	0	440	251	24	0	3	2	0	0	280
H/TOT	1502	196	17	52	10	7	0	1784	970	78	0	7	12	0	0	1067
09:00	325	40	5	18	2	0	0	390	203	35	0	0	3	0	0	241
09:15	282	43	5	16	0	0	0	346	228	17	0	3	5	1	0	254
09:30	304	26	9	11	2	0	0	352	234	31	0	7	3	0	0	275
09:45	263	42	2	18	1	0	0	326	235	28	0	2	4	1	0	270
H/TOT	1174	151	21	63	5	0	0	1414	900	111	0	12	15	2	0	1040
10:00	232	27	6	6	1	0	0	272	233	26	0	3	3	0	0	265
10:15	238	33	5	13	3	0	0	292	210	24	2	2	3	0	0	241
10:30	236	30	5	9	2	0	0	282	251	10	0	3	0	0	0	264
10:45	241	31	3	7	2	1	0	285	270	12	0	7	6	0	0	295
H/TOT	947	121	19	35	8	1	0	1131	964	72	2	15	12	0	0	1065
11:00	215	40	1	11	1	0	0	268	267	20	3	6	6	0	0	302
11:15	239	35	7	16	1	2	0	300	290	15	0	3	2	0	0	310
11:30	257	32	6	7	0	0	0	302	283	17	5	6	4	1	0	316
11:45	255	27	4	10	1	1	0	298	282	11	0	6	3	0	0	302
H/TOT	966	134	18	44	3	3	0	1168	1122	63	8	21	15	1	0	1230
12:00	239	33	5	9	2	0	0	288	281	16	0	4	0	2	0	303
12:15	234	23	0	15	2	0	0	274	355	15	0	4	4	1	0	379
12:30	296	44	4	11	1	0	0	356	339	46	4	1	4	0	0	394
12:45	273	25	6	14	2	3	0	323	252	38	2	0	6	0	0	298
H/TOT	1042	125	15	49	7	3	0	1241	1227	115	6	9	14	3	0	1374
13:00	251	36	3	12	2	0	0	304	310	31	5	0	3	1	0	350
13:15	230	24	3	13	1	0	0	271	317	46	1	3	4	1	0	372
13:30	267	40	4	10	3	0	0	324	296	57	0	1	2	0	0	356
13:45	240	37	3	7	1	0	0	288	263	70	2	0	7	0	0	342
H/TOT	988	137	13	42	7	0	0	1187	1186	204	8	4	16	2	0	1420
14:00	221	30	6	14	1	0	0	272	329	47	1	0	2	0	0	379
14:15	226	44	4	8	1	2	0	285	280	46	1	0	5	0	0	332
14:30	283	37	4	7	3	0	0	334	311	34	8	0	2	0	0	355
14:45	294	41	0	8	1	2	0	346	254	36	1	0	5	1	0	297
H/TOT	1024	152	14	37	6	4	0	1237	1174	163	11	0	14	1	0	1363
15:00	252	32	2	8	1	0	0	295	345	69	0	2	1	1	0	418
15:15	261	40	2	5	3	0	0	311	265	66	2	2	5	0	0	340
15:30	300	57	1	6	2	1	0	367	254	55	2	1	2	0	0	314
15:45	333	49	0	9	2	1	0	394	238	46	0	1	3	1	0	289
H/TOT	1146	178	5	28	8	2	0	1367	1102	236	4	6	11	2	0	1361
16:00	329	66	2	2	1	1	0	401	272	54	0	1	3	0	0	330
16:15	311	50	2	7	3	0	0	373	271	57	0	2	1	0	0	331
16:30	317	36	4	3	3	0	0	363	273	59	0	0	4	0	0	336
16:45	297	35	1	6	2	0	0	341	279	58	0	0	4	1	0	342
H/TOT	1254	187	9	18	9	1	0	1478	1095	228	0	3	12	1	0	1339
17:00	328	33	1	2	2	2	0	368	267	18	0	0	3	0	0	288
17:15	335	28	1	2	4	1	0	371	247	24	0	0	5	0	0	276
17:30	315	24	0	6	3	2	0	350	343	10	2	1	4	0	0	360
17:45	336	24	0	1	4	0	0	365	274	11	0	0	1	0	0	286
H/TOT	1314	109	2	11	13	5	0	1454	1131	63	2	1	13	0	0	1210
18:00	328	26	2	2	3	1	0	362	263	32	0	0	1	0	0	296
18:15	261	20	0	4	3	1	0	289	242	10	0	3	6	1	0	262
18:30	240	11	0	2	3	0	0	256	234	11	0	1	3	0	0	249
18:45	219	12	0	2	2	1	0	236	297	24	2	0	5	0	0	328
H/TOT	1048	69	2	10	11	3	0	1143	1036	77	2	4	15	1	0	1135
P/TOT	13630	1785	162	433	95	36	0	16141	12814	1553	43	87	163	15	0	14675

SITE: 8 DATE: 15/07/2026

LOCATION: M56 Junction 5 (Merge /diverge) DAY: Wednesday

	Movement C								Movement D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	301	26	4	1	4	0	0	336	874	213	39	48	0	2	0	1176
07:15	309	21	5	1	5	0	0	341	995	222	28	62	1	3	0	1311
07:30	348	30	2	1	0	0	0	381	967	217	29	56	1	5	0	1275
07:45	293	28	10	0	6	0	0	337	928	136	26	56	3	2	0	1151
H/TOT	1251	105	21	3	15	0	0	1395	3764	788	122	222	5	12	0	4913
08:00	304	30	5	4	4	1	0	348	916	189	29	57	3	6	0	1200
08:15	350	21	6	3	4	0	0	384	858	174	22	52	6	2	0	1114
08:30	315	27	3	4	4	1	0	354	775	172	36	63	5	3	0	1054
08:45	384	15	9	5	3	2	0	418	815	171	25	71	10	3	0	1095
H/TOT	1353	93	23	16	15	4	0	1504	3364	706	112	243	24	14	0	4463
09:00	332	22	8	2	3	1	0	368	801	193	31	60	3	1	0	1089
09:15	310	17	3	5	2	0	0	337	750	160	26	58	3	1	0	998
09:30	303	22	7	5	8	1	0	346	666	165	24	65	2	2	0	924
09:45	266	8	5	2	1	0	0	282	511	133	25	50	4	0	0	723
H/TOT	1211	69	23	14	14	2	0	1333	2728	651	106	233	12	4	0	3734
10:00	266	13	5	2	6	0	0	292	539	123	25	63	2	1	0	753
10:15	300	11	5	2	1	0	0	319	533	161	22	44	7	2	0	769
10:30	322	11	0	0	4	0	0	337	568	135	29	57	1	1	0	791
10:45	331	17	6	5	3	0	0	362	553	130	22	57	3	1	0	766
H/TOT	1219	52	16	9	14	0	0	1310	2193	549	98	221	13	5	0	3079
11:00	329	8	0	5	4	0	0	346	532	156	24	49	1	1	0	763
11:15	348	18	6	1	3	0	0	376	538	158	22	42	4	1	0	765
11:30	371	21	2	3	6	0	0	403	572	134	28	56	2	1	0	793
11:45	344	18	2	0	2	1	0	367	558	140	22	60	3	1	0	784
H/TOT	1392	65	10	9	15	1	0	1492	2200	588	96	207	10	4	0	3105
12:00	339	9	4	2	5	0	0	359	508	159	25	40	0	4	0	736
12:15	345	21	5	1	3	1	0	376	546	136	18	46	0	4	0	750
12:30	292	5	2	0	5	0	0	304	534	142	22	53	1	1	0	753
12:45	285	18	4	2	2	0	0	311	625	165	25	59	4	1	0	879
H/TOT	1261	53	15	5	15	1	0	1350	2213	602	90	198	5	10	0	3118
13:00	291	23	4	0	5	2	0	325	603	165	30	57	2	1	0	858
13:15	313	29	4	6	4	0	0	356	608	146	29	50	2	4	0	839
13:30	287	15	0	1	3	0	0	306	706	153	23	49	2	3	0	936
13:45	320	12	2	1	5	0	0	340	616	153	36	49	1	2	0	857
H/TOT	1211	79	10	8	17	2	0	1327	2533	617	118	205	7	10	0	3490
14:00	292	8	1	3	5	1	0	310	604	169	20	43	3	1	0	840
14:15	269	13	1	0	2	0	0	285	659	176	35	46	9	2	0	927
14:30	284	19	2	1	2	0	0	308	733	184	28	36	6	0	0	987
14:45	263	19	1	0	5	2	0	290	724	170	32	43	2	2	0	973
H/TOT	1108	59	5	4	14	3	0	1193	2720	699	115	168	20	5	0	3727
15:00	319	24	1	1	3	0	0	348	708	189	37	29	1	1	0	965
15:15	276	16	0	2	5	1	0	300	650	196	27	29	7	0	0	909
15:30	282	4	2	5	2	0	0	295	782	186	35	26	6	0	0	1035
15:45	319	20	2	0	3	0	0	344	745	176	25	14	5	2	0	967
H/TOT	1196	64	5	8	13	1	0	1287	2885	747	124	98	19	3	0	3876
16:00	311	19	1	0	4	0	0	335	750	194	23	31	1	2	0	1001
16:15	225	22	2	4	3	1	0	257	833	188	13	27	3	2	0	1066
16:30	258	18	0	1	2	1	0	280	751	156	14	25	4	9	0	959
16:45	299	14	1	0	3	1	0	318	629	115	9	20	2	3	0	778
H/TOT	1093	73	4	5	12	3	0	1190	2963	653	59	103	10	16	0	3804
17:00	330	7	1	1	3	1	0	343	732	96	8	16	2	3	0	857
17:15	336	11	0	1	3	1	0	352	771	113	9	32	0	1	0	926
17:30	354	9	0	4	3	0	0	370	792	96	8	26	2	3	0	927
17:45	258	8	0	0	2	6	0	274	840	99	8	15	2	0	0	964
H/TOT	1278	35	1	6	11	8	0	1339	3135	404	33	89	6	7	0	3674
18:00	260	3	0	1	3	0	0	267	784	96	9	23	1	0	0	913
18:15	238	11	0	0	5	3	0	257	678	61	6	16	1	2	0	764
18:30	312	4	0	1	3	1	0	321	679	61	4	15	0	3	0	762
18:45	316	8	1	2	9	0	0	336	227	18	0	6	0	2	0	253
H/TOT	1126	26	1	4	20	4	0	1181	2368	236	19	60	2	7	0	2692
P/TOT	14699	773	134	91	175	29	0	15901	33066	7240	1092	2047	133	97	0	43675

SITE: 8 DATE: 15/07/2026

LOCATION: M56 Junction 5 (Merge /diverge) DAY: Wednesday

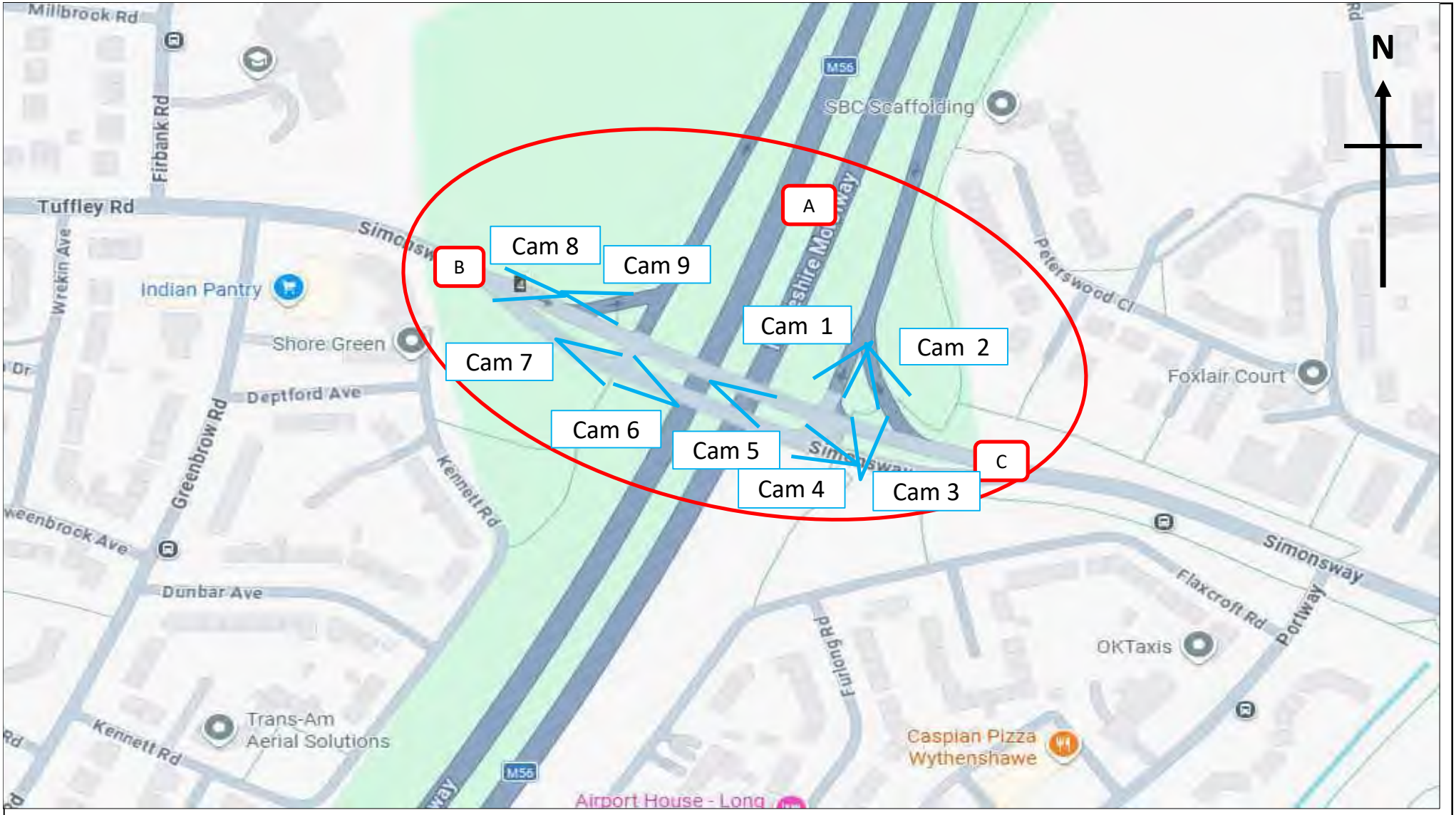
	Movement E								Movement F							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	698	237	32	39	3	1	0	1010	249	37	1	7	4	2	0	300
07:15	869	277	23	38	3	2	0	1212	254	47	3	12	1	2	0	319
07:30	795	226	30	35	4	1	0	1091	263	59	4	9	3	0	0	338
07:45	874	268	20	46	4	1	0	1213	276	26	4	9	1	1	0	317
H/TOT	3236	1008	105	158	14	5	0	4526	1042	169	12	37	9	5	0	1274
08:00	871	209	31	36	3	1	0	1151	281	52	4	6	3	1	0	347
08:15	877	201	18	49	4	1	0	1150	305	34	1	12	4	0	0	356
08:30	767	169	25	42	6	2	0	1011	288	32	2	8	1	1	0	332
08:45	732	155	31	56	2	0	0	976	243	29	3	8	1	0	0	284
H/TOT	3247	734	105	183	15	4	0	4288	1117	147	10	34	9	2	0	1319
09:00	630	154	21	53	6	1	0	865	262	46	11	2	3	2	0	326
09:15	619	161	25	73	13	5	0	896	234	36	5	5	4	0	0	284
09:30	670	155	24	63	8	1	0	921	247	36	8	10	1	0	0	302
09:45	595	150	23	51	5	2	0	826	206	24	4	7	5	0	0	246
H/TOT	2514	620	93	240	32	9	0	3508	949	142	28	24	13	2	0	1158
10:00	554	170	24	80	3	1	0	832	222	26	8	5	3	0	0	264
10:15	586	130	33	63	3	3	0	818	209	19	15	3	1	5	0	252
10:30	555	120	29	82	2	1	0	789	199	30	9	9	2	1	0	250
10:45	530	127	19	53	1	3	0	733	196	30	9	13	3	0	0	251
H/TOT	2225	547	105	278	9	8	0	3172	826	105	41	30	9	6	0	1017
11:00	542	160	27	64	0	4	0	797	170	30	6	6	2	0	0	214
11:15	555	126	25	61	1	1	0	769	165	25	4	8	0	0	0	202
11:30	529	107	15	59	0	0	0	710	193	20	7	6	2	0	0	228
11:45	557	112	24	45	5	1	0	744	195	26	12	7	1	2	0	243
H/TOT	2183	505	91	229	6	6	0	3020	723	101	29	27	5	2	0	887
12:00	601	137	26	53	6	4	0	827	230	29	6	6	1	3	0	275
12:15	573	152	27	47	4	3	0	806	209	28	6	7	0	1	0	251
12:30	604	124	29	49	1	1	0	808	217	34	6	4	1	0	0	262
12:45	630	158	31	51	1	2	0	873	219	28	9	7	1	2	0	266
H/TOT	2408	571	113	200	12	10	0	3314	875	119	27	24	3	6	0	1054
13:00	650	150	28	40	2	3	0	873	247	23	7	2	0	0	0	279
13:15	660	152	31	61	4	1	0	909	243	30	7	2	1	2	0	285
13:30	640	171	21	44	3	4	0	883	210	27	7	3	1	0	0	248
13:45	668	147	36	42	3	0	0	896	251	45	4	6	2	0	0	308
H/TOT	2618	620	116	187	12	8	0	3561	951	125	25	13	4	2	0	1120
14:00	680	167	31	57	5	2	0	942	260	41	5	12	2	0	0	320
14:15	739	193	38	44	1	1	0	1016	264	43	7	8	2	2	0	326
14:30	720	174	19	48	4	2	0	967	286	50	5	4	0	0	0	345
14:45	749	166	23	44	5	3	0	990	269	49	12	4	1	7	0	342
H/TOT	2888	700	111	193	15	8	0	3915	1079	183	29	28	5	9	0	1333
15:00	821	230	17	52	4	4	0	1128	310	34	5	6	0	1	0	356
15:15	812	211	22	35	5	1	0	1086	371	89	6	4	2	0	0	472
15:30	920	235	17	57	6	5	0	1240	292	53	3	5	1	1	0	355
15:45	978	210	13	34	3	6	0	1244	313	78	6	3	2	0	0	402
H/TOT	3531	886	69	178	18	16	0	4698	1286	254	20	18	5	2	0	1585
16:00	978	181	11	37	4	3	0	1214	332	65	1	5	1	1	0	405
16:15	989	152	13	24	2	3	0	1183	374	56	3	8	2	2	0	445
16:30	1049	124	16	32	1	4	0	1226	367	47	5	5	0	2	0	426
16:45	1013	129	5	34	1	4	0	1186	355	36	4	3	3	0	0	401
H/TOT	4029	586	45	127	8	14	0	4809	1428	204	13	21	6	5	0	1677
17:00	1019	117	16	30	4	8	0	1194	347	20	11	5	0	1	0	384
17:15	999	79	10	31	0	6	0	1125	346	16	0	3	3	1	0	369
17:30	895	70	9	42	1	4	0	1021	287	23	2	2	3	0	0	317
17:45	853	48	6	33	2	2	0	944	284	17	3	3	2	2	0	311
H/TOT	3766	314	41	136	7	20	0	4284	1264	76	16	13	8	4	0	1381
18:00	787	60	5	9	1	2	0	864	318	14	0	8	3	1	0	344
18:15	649	44	5	15	0	5	0	718	291	21	0	4	1	2	0	319
18:30	799	53	4	30	0	1	0	887	261	18	0	4	4	0	0	287
18:45	749	78	5	42	3	2	0	879	272	7	1	0	2	0	0	282
H/TOT	2984	235	19	96	4	10	0	3348	1142	60	1	16	10	3	0	1232
P/TOT	35629	7326	1013	2205	152	118	0	46443	12682	1685	251	285	86	48	0	15037

18433 / MANCHESTER
JULY 2026
CLASSIFIED LINK COUNT

SITE: 8A DATE: 15/07/2026

LOCATION: M56 Junction 5 (Merge /diverge) DAY: Wednesday

	EASTBOUND								WESTBOUND							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	574	78	8	12	6	2	0	680	444	75	1	8	6	3	0	537
07:15	605	74	14	11	7	2	0	713	494	76	3	12	7	3	0	595
07:30	634	83	10	6	3	0	0	736	486	95	4	10	5	0	0	600
07:45	663	96	16	18	7	3	0	803	525	66	4	12	5	1	0	613
H/TOT	2476	331	48	47	23	7	0	2932	1949	312	12	42	23	7	0	2345
08:00	642	78	7	17	7	3	0	754	528	62	4	7	6	1	0	608
08:15	743	72	10	18	6	1	0	850	524	55	1	13	8	0	0	601
08:30	717	73	11	16	6	3	0	826	541	55	2	10	4	1	0	613
08:45	753	66	12	17	6	4	0	858	494	53	3	11	3	0	0	564
H/TOT	2855	289	40	68	25	11	0	3288	2087	225	10	41	21	2	0	2386
09:00	657	62	13	20	5	1	0	758	465	81	11	2	6	2	0	567
09:15	592	60	8	21	2	0	0	683	462	53	5	8	9	1	0	538
09:30	607	48	16	16	10	1	0	698	481	67	8	17	4	0	0	577
09:45	529	50	7	20	2	0	0	608	441	52	4	9	9	1	0	516
H/TOT	2385	220	44	77	19	2	0	2747	1849	253	28	36	28	4	0	2198
10:00	498	40	11	8	7	0	0	564	455	52	8	8	6	0	0	529
10:15	538	44	10	15	4	0	0	611	419	43	17	5	4	5	0	493
10:30	558	41	5	9	6	0	0	619	450	40	9	12	2	1	0	514
10:45	572	48	9	12	5	1	0	647	466	42	9	20	9	0	0	546
H/TOT	2166	173	35	44	22	1	0	2441	1790	177	43	45	21	6	0	2082
11:00	544	48	1	16	5	0	0	614	437	50	9	12	8	0	0	516
11:15	587	53	13	17	4	2	0	676	455	40	4	11	2	0	0	512
11:30	628	53	8	10	6	0	0	705	476	37	12	12	6	1	0	544
11:45	599	45	6	10	3	2	0	665	477	37	12	13	4	2	0	545
H/TOT	2358	199	28	53	18	4	0	2660	1845	164	37	48	20	3	0	2117
12:00	578	42	9	11	7	0	0	647	511	45	6	10	1	5	0	578
12:15	579	44	5	16	5	1	0	650	564	43	6	11	4	2	0	630
12:30	588	49	6	11	6	0	0	660	556	80	10	5	5	0	0	656
12:45	558	43	10	16	4	3	0	634	471	66	11	7	7	2	0	564
H/TOT	2303	178	30	54	22	4	0	2591	2102	234	33	33	17	9	0	2428
13:00	542	59	7	12	7	2	0	629	557	54	12	2	3	1	0	629
13:15	543	53	7	19	5	0	0	627	560	76	8	5	5	3	0	657
13:30	554	55	4	11	6	0	0	630	506	84	7	4	3	0	0	604
13:45	560	49	5	8	6	0	0	628	514	115	6	6	9	0	0	650
H/TOT	2199	216	23	50	24	2	0	2514	2137	329	33	17	20	4	0	2540
14:00	513	38	7	17	6	1	0	582	589	88	6	12	4	0	0	699
14:15	495	57	5	8	3	2	0	570	544	89	8	8	7	2	0	658
14:30	567	56	6	8	5	0	0	642	597	84	13	4	2	0	0	700
14:45	557	60	1	8	6	4	0	636	523	85	13	4	6	8	0	639
H/TOT	2132	211	19	41	20	7	0	2430	2253	346	40	28	19	10	0	2696
15:00	571	56	3	9	4	0	0	643	655	103	5	8	1	2	0	774
15:15	537	56	2	7	8	1	0	611	636	155	8	6	7	0	0	812
15:30	582	61	3	11	4	1	0	662	546	108	5	6	3	1	0	669
15:45	652	69	2	9	5	1	0	738	551	124	6	4	5	1	0	691
H/TOT	2342	242	10	36	21	3	0	2654	2388	490	24	24	16	4	0	2946
16:00	640	85	3	2	5	1	0	736	604	119	1	6	4	1	0	735
16:15	536	72	4	11	6	1	0	630	645	113	3	10	3	2	0	776
16:30	575	54	4	4	5	1	0	643	640	106	5	5	4	2	0	762
16:45	596	49	2	6	5	1	0	659	634	94	4	3	7	1	0	743
H/TOT	2347	260	13	23	21	4	0	2668	2523	432	13	24	18	6	0	3016
17:00	558	40	2	3	5	3	0	611	614	38	11	5	3	1	0	672
17:15	671	39	1	3	7	2	0	723	593	40	0	3	8	1	0	645
17:30	669	33	0	10	6	2	0	720	630	33	4	3	7	0	0	677
17:45	594	32	0	1	6	6	0	639	558	28	3	3	3	2	0	597
H/TOT	2492	144	3	17	24	13	0	2693	2395	139	18	14	21	4	0	2591
18:00	588	29	2	3	6	1	0	629	581	46	0	8	4	1	0	640
18:15	499	31	0	4	8	4	0	546	533	31	0	7	7	3	0	581
18:30	552	15	0	3	6	1	0	577	495	29	0	5	7	0	0	536
18:45	535	20	1	4	11	1	0	572	569	31	3	0	7	0	0	610
H/TOT	2174	95	3	14	31	7	0	2324	2178	137	3	20	25	4	0	2367
P/TOT	28229	2558	296	524	270	65	0	31942	25496	3238	294	372	249	63	0	29712



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1, M56 Jct 4 / Simonsway	**Project No:**	18433	**Drawing No:**	18433-01	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

	A to C								A to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	45	9	0	1	2	0	0	57	72	7	0	0	0	1	0	80
07:15	67	14	0	0	0	0	0	81	87	6	1	0	0	0	0	94
07:30	84	4	0	1	1	0	0	90	143	8	0	0	0	1	0	152
07:45	119	17	2	2	0	0	0	140	145	9	1	0	0	0	0	155
H/TOT	315	44	2	4	3	0	0	368	447	30	2	0	0	2	0	481
08:00	103	18	1	1	0	1	0	124	106	7	0	2	0	0	0	115
08:15	123	11	1	1	0	0	0	136	93	14	1	0	0	0	0	108
08:30	116	12	0	0	1	1	0	130	55	10	0	0	1	0	0	66
08:45	146	9	0	0	0	1	0	156	84	6	3	0	0	0	0	93
H/TOT	488	50	2	2	1	3	0	546	338	37	4	2	1	0	0	382
09:00	100	11	1	0	0	0	0	112	67	13	1	1	1	0	0	83
09:15	120	13	0	0	0	1	0	134	61	13	0	0	0	0	0	74
09:30	98	14	0	1	0	0	0	113	65	13	0	0	0	0	0	78
09:45	74	14	0	0	0	0	0	88	58	14	1	0	0	0	0	73
H/TOT	392	52	1	1	0	1	0	447	251	53	2	1	1	0	0	308
P/TOT	1195	146	5	7	4	4	0	1361	1036	120	8	3	2	2	0	1171

	A to C								A to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	128	12	0	0	0	0	0	140	64	8	0	0	0	1	0	73
16:15	144	16	0	0	0	1	0	161	62	7	0	0	0	0	0	69
16:30	140	23	0	0	1	2	0	166	68	9	0	0	0	0	0	77
16:45	133	14	2	0	0	1	0	150	84	10	0	0	0	1	0	95
H/TOT	545	65	2	0	1	4	0	617	278	34	0	0	0	2	0	314
17:00	127	16	0	1	0	0	0	144	66	8	0	0	0	1	0	75
17:15	154	10	0	1	1	1	0	167	63	6	0	0	0	0	0	69
17:30	146	17	0	0	1	0	0	164	70	6	0	0	0	0	0	76
17:45	160	7	0	0	0	0	0	167	75	4	0	0	0	0	0	79
H/TOT	587	50	0	2	2	1	0	642	274	24	0	0	0	1	0	299
18:00	142	11	0	0	0	0	0	153	72	5	0	0	0	0	0	77
18:15	115	6	0	0	0	0	0	121	82	5	0	0	0	0	0	87
18:30	110	11	0	0	0	1	0	122	74	4	0	0	0	0	0	78
18:45	104	10	0	0	0	1	0	115	85	3	0	0	0	1	0	89
H/TOT	471	38	0	0	0	2	0	511	313	17	0	0	0	1	0	331
P/TOT	1603	153	2	2	3	7	0	1770	865	75	0	0	0	4	0	944



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

TIME	CAR	LGV	OGV1	A to A OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1
07:30	1	0	0	1	0	0	0	2
07:45	0	0	0	0	0	0	0	0
H/TOT	1	1	0	1	0	0	0	3
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2
09:15	1	0	0	0	0	0	0	1
09:30	3	1	0	0	0	0	0	4
09:45	3	0	0	0	0	0	0	3
H/TOT	9	1	0	0	0	0	0	10
P/TOT	10	2	0	1	0	0	0	13

TIME	CAR	LGV	OGV1	A to A OGV2	PSV	MCL	PCL	TOT
16:00	1	2	0	0	0	0	0	3
16:15	1	1	0	0	0	0	0	2
16:30	4	0	0	0	0	0	0	4
16:45	2	0	0	0	0	0	0	2
H/TOT	8	3	0	0	0	0	0	11
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	4	0	0	0	0	0	0	4
17:45	2	0	0	0	0	0	0	2
H/TOT	6	0	0	0	0	0	0	6
18:00	2	0	0	0	0	0	0	2
18:15	2	0	0	0	0	0	0	2
18:30	5	0	0	0	0	0	0	5
18:45	3	0	0	0	1	0	0	4
H/TOT	12	0	0	0	1	0	0	13
P/TOT	26	3	0	0	1	0	0	30



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

	B to A								B to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	59	15	0	0	0	0	0	74	35	3	1	0	1	0	1	41
07:15	74	11	0	0	0	1	0	86	36	5	0	0	2	1	1	45
07:30	116	13	0	0	0	1	0	130	57	9	1	0	0	0	0	67
07:45	94	14	1	0	0	0	0	109	64	6	0	0	2	0	0	72
H/TOT	343	53	1	0	0	2	0	399	192	23	2	0	5	1	2	225
08:00	84	8	0	0	0	0	0	92	106	15	0	0	2	0	0	123
08:15	88	9	0	0	1	0	0	98	84	10	0	0	3	0	0	97
08:30	69	10	0	0	0	0	0	79	91	7	1	0	1	0	0	100
08:45	68	6	0	0	0	0	0	74	87	7	0	0	2	0	0	96
H/TOT	309	33	0	0	1	0	0	343	368	39	1	0	8	0	0	416
09:00	93	15	2	0	2	0	0	112	130	5	0	0	3	0	1	139
09:15	82	9	0	1	0	2	0	94	62	11	1	0	2	0	0	76
09:30	62	15	1	0	0	0	0	78	61	8	1	0	1	0	0	71
09:45	48	13	1	1	0	0	0	63	66	10	0	0	3	0	0	79
H/TOT	285	52	4	2	2	2	0	347	319	34	2	0	9	0	1	365
P/TOT	937	138	5	2	3	4	0	1089	879	96	5	0	22	1	3	1006

	B to A								B to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	124	13	0	0	0	0	0	137	105	19	0	0	3	0	0	127
16:15	93	7	0	0	0	0	0	100	119	22	0	0	1	0	0	142
16:30	86	6	0	0	0	0	0	92	125	10	0	0	2	1	0	138
16:45	76	5	0	0	0	0	0	81	124	8	1	0	2	1	1	137
H/TOT	379	31	0	0	0	0	0	410	473	59	1	0	8	2	1	544
17:00	96	1	0	0	0	0	0	97	123	5	0	0	0	0	0	128
17:15	101	4	0	0	0	0	0	105	108	11	0	0	2	1	0	122
17:30	77	2	0	0	0	0	0	79	134	3	0	0	2	0	1	140
17:45	86	3	0	0	0	1	0	90	127	3	0	0	1	1	1	133
H/TOT	360	10	0	0	0	1	0	371	492	22	0	0	5	2	2	523
18:00	74	4	0	0	0	0	0	78	111	6	0	0	2	1	0	120
18:15	61	4	0	0	0	5	0	70	82	4	0	0	2	0	0	88
18:30	53	2	0	0	0	0	0	55	79	7	0	0	3	0	1	90
18:45	57	4	0	0	0	0	0	61	62	4	0	0	0	0	0	66
H/TOT	245	14	0	0	0	5	0	264	334	21	0	0	7	1	1	364
P/TOT	984	55	0	0	0	6	0	1045	1299	102	1	0	20	5	4	1431



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

TIME	CAR	LGV	OGV1	B to B OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	CAR	LGV	OGV1	B to B OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	50	5	0	0	3	0	1	59	96	20	0	0	0	0	0	116
07:15	50	7	0	0	2	0	0	59	91	16	0	0	1	0	0	108
07:30	101	18	2	0	1	1	4	127	105	20	1	0	2	0	0	128
07:45	122	10	0	0	3	1	1	137	77	13	0	1	0	1	0	92
H/TOT	323	40	2	0	9	2	6	382	369	69	1	1	3	1	0	444
08:00	89	9	1	0	3	0	4	106	85	21	1	0	0	0	0	107
08:15	88	3	0	0	2	1	6	100	60	9	2	0	0	0	0	71
08:30	67	7	0	0	1	1	12	88	75	13	0	0	0	0	0	88
08:45	81	3	1	0	2	0	0	87	83	9	0	1	0	0	0	93
H/TOT	325	22	2	0	8	2	22	381	303	52	3	1	0	0	0	359
09:00	78	8	0	0	2	0	1	89	84	11	1	0	0	0	0	96
09:15	88	10	0	0	3	0	0	101	90	16	2	1	0	0	0	109
09:30	71	12	1	0	1	0	2	87	86	15	4	1	2	0	0	108
09:45	76	8	0	0	3	0	1	88	78	15	1	0	0	0	0	94
H/TOT	313	38	1	0	9	0	4	365	338	57	8	2	2	0	0	407
P/TOT	961	100	5	0	26	4	32	1128	1010	178	12	4	5	1	0	1210

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	85	13	0	0	2	1	2	103	99	11	1	0	1	0	0	112
16:15	100	20	0	0	2	0	0	122	97	5	0	1	0	1	0	104
16:30	85	8	1	0	2	3	0	99	87	10	0	0	0	0	0	97
16:45	98	5	0	0	2	0	1	106	98	7	0	0	0	0	0	105
H/TOT	368	46	1	0	8	4	3	430	381	33	1	1	1	1	0	418
17:00	95	13	0	0	0	1	1	110	103	5	0	0	0	0	0	108
17:15	96	9	0	0	3	2	0	110	83	4	0	0	0	1	0	88
17:30	107	8	0	0	2	0	0	117	56	2	0	0	0	0	0	58
17:45	93	9	0	1	2	1	0	106	58	7	0	0	0	0	0	65
H/TOT	391	39	0	1	7	4	1	443	300	18	0	0	0	1	0	319
18:00	97	5	0	0	2	2	0	106	85	3	0	0	1	0	0	89
18:15	86	5	0	0	0	0	2	93	75	3	0	0	0	0	0	78
18:30	70	3	0	0	1	0	1	75	91	4	0	0	0	0	0	95
18:45	69	6	0	0	2	0	0	77	77	4	0	0	0	0	0	81
H/TOT	322	19	0	0	5	2	3	351	328	14	0	0	1	0	0	343
P/TOT	1081	104	1	1	20	10	7	1224	1009	65	1	1	2	2	0	1080



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

TIME	C to C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	1	0	0	0	0	0	1



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	155	35	0	0	0	0	0	190	117	16	0	1	2	1	0	137
07:15	165	28	0	0	1	1	0	195	154	21	1	0	0	0	0	176
07:30	222	33	1	1	2	1	0	260	228	12	0	2	1	1	0	244
07:45	171	27	1	1	0	1	0	201	264	26	3	2	0	0	0	295
H/TOT	713	123	2	2	3	3	0	846	763	75	4	5	3	2	0	852
08:00	169	29	1	0	0	0	0	199	209	25	1	3	0	1	0	239
08:15	148	18	2	0	1	0	0	169	216	25	2	1	0	0	0	244
08:30	144	23	0	0	0	0	0	167	171	22	0	0	2	1	0	196
08:45	151	15	0	1	0	0	0	167	230	15	3	0	0	1	0	249
H/TOT	612	85	3	1	1	0	0	702	826	87	6	4	2	3	0	928
09:00	179	26	3	0	2	0	0	210	169	24	2	1	1	0	0	197
09:15	173	25	2	2	0	2	0	204	182	26	0	0	0	1	0	209
09:30	151	31	5	1	2	0	0	190	166	28	0	1	0	0	0	195
09:45	129	28	2	1	0	0	0	160	135	28	1	0	0	0	0	164
H/TOT	632	110	12	4	4	2	0	764	652	106	3	2	1	1	0	765
P/TOT	1957	318	17	7	8	5	0	2312	2241	268	13	11	6	6	0	2545

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	224	26	1	0	1	0	0	252	193	22	0	0	0	1	0	216
16:15	191	13	0	1	0	1	0	206	207	24	0	0	0	1	0	232
16:30	177	16	0	0	0	0	0	193	212	32	0	0	1	2	0	247
16:45	176	12	0	0	0	0	0	188	219	24	2	0	0	2	0	247
H/TOT	768	67	1	1	1	1	0	839	831	102	2	0	1	6	0	942
17:00	199	6	0	0	0	0	0	205	193	24	0	1	0	1	0	219
17:15	184	8	0	0	0	1	0	193	217	16	0	1	1	1	0	236
17:30	137	4	0	0	0	0	0	141	220	23	0	0	1	0	0	244
17:45	146	10	0	0	0	1	0	157	237	11	0	0	0	0	0	248
H/TOT	666	28	0	0	0	2	0	696	867	74	0	2	2	2	0	947
18:00	161	7	0	0	1	0	0	169	216	16	0	0	0	0	0	232
18:15	138	7	0	0	0	5	0	150	199	11	0	0	0	0	0	210
18:30	149	6	0	0	0	0	0	155	189	15	0	0	0	1	0	205
18:45	137	8	0	0	1	0	0	146	192	13	0	0	1	2	0	208
H/TOT	585	28	0	0	2	5	0	620	796	55	0	0	1	3	0	855
P/TOT	2019	123	1	1	3	8	0	2155	2494	231	2	2	4	11	0	2744



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	122	12	0	0	3	1	1	139	94	18	1	0	1	0	1	115
07:15	137	13	1	0	2	0	0	153	110	16	0	0	2	2	1	131
07:30	244	26	2	0	1	2	4	279	173	22	1	0	0	1	0	197
07:45	267	19	1	0	3	1	1	292	158	20	1	0	2	0	0	181
H/TOT	770	70	4	0	9	4	6	863	535	76	3	0	5	3	2	624
08:00	195	16	1	2	3	0	4	221	190	23	0	0	2	0	0	215
08:15	181	17	1	0	2	1	6	208	172	19	0	0	4	0	0	195
08:30	122	17	0	0	2	1	12	154	160	17	1	0	1	0	0	179
08:45	165	9	4	0	2	0	0	180	155	13	0	0	2	0	0	170
H/TOT	663	59	6	2	9	2	22	763	677	72	1	0	9	0	0	759
09:00	145	21	1	1	3	0	1	172	223	20	2	0	5	0	1	251
09:15	149	23	0	0	3	0	0	175	144	20	1	1	2	2	0	170
09:30	136	25	1	0	1	0	2	165	123	23	2	0	1	0	0	149
09:45	134	22	1	0	3	0	1	161	114	23	1	1	3	0	0	142
H/TOT	564	91	3	1	10	0	4	673	604	86	6	2	11	2	1	712
P/TOT	1997	220	13	3	28	6	32	2299	1816	234	10	2	25	5	3	2095

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	149	21	0	0	2	2	2	176	229	32	0	0	3	0	0	264
16:15	162	27	0	0	2	0	0	191	212	29	0	0	1	0	0	242
16:30	153	17	1	0	2	3	0	176	211	16	0	0	2	1	0	230
16:45	182	15	0	0	2	1	1	201	200	13	1	0	2	1	1	218
H/TOT	646	80	1	0	8	6	3	744	852	90	1	0	8	2	1	954
17:00	161	21	0	0	0	2	1	185	219	6	0	0	0	0	0	225
17:15	159	15	0	0	3	2	0	179	209	15	0	0	2	1	0	227
17:30	177	14	0	0	2	0	0	193	211	5	0	0	2	0	1	219
17:45	168	13	0	1	2	1	0	185	213	6	0	0	1	2	1	223
H/TOT	665	63	0	1	7	5	1	742	852	32	0	0	5	3	2	894
18:00	169	10	0	0	2	2	0	183	185	10	0	0	2	1	0	198
18:15	168	10	0	0	0	0	2	180	143	8	0	0	2	5	0	158
18:30	144	7	0	0	1	0	1	153	132	9	0	0	3	0	1	145
18:45	154	9	0	0	2	1	0	166	119	8	0	0	0	0	0	127
H/TOT	635	36	0	0	5	3	3	682	579	35	0	0	7	6	1	628
P/TOT	1946	179	1	1	20	14	7	2168	2283	157	1	0	20	11	4	2476



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 15/07/2026

LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	80	12	1	1	3	0	1	98	146	25	0	0	3	0	1	175
07:15	103	19	0	0	2	1	1	126	141	23	0	0	3	0	0	167
07:30	141	13	1	1	1	0	0	157	206	38	3	0	3	1	4	255
07:45	183	23	2	2	2	0	0	212	199	23	0	1	3	2	1	229
H/TOT	507	67	4	4	8	1	2	593	692	109	3	1	12	3	6	826
08:00	209	33	1	1	2	1	0	247	174	30	2	0	3	0	4	213
08:15	207	21	1	1	3	0	0	233	148	12	2	0	2	1	6	171
08:30	207	19	1	0	2	1	0	230	142	20	0	0	1	1	12	176
08:45	233	16	0	0	2	1	0	252	164	12	1	1	2	0	0	180
H/TOT	856	89	3	2	9	3	0	962	628	74	5	1	8	2	22	740
09:00	230	16	1	0	3	0	1	251	162	19	1	0	2	0	1	185
09:15	182	24	1	0	2	1	0	210	178	26	2	1	3	0	0	210
09:30	159	22	1	1	1	0	0	184	157	27	5	1	3	0	2	195
09:45	140	24	0	0	3	0	0	167	154	23	1	0	3	0	1	182
H/TOT	711	86	3	1	9	1	1	812	651	95	9	2	11	0	4	772
P/TOT	2074	242	10	7	26	5	3	2367	1971	278	17	4	31	5	32	2338

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	233	31	0	0	3	0	0	267	184	24	1	0	3	1	2	215
16:15	263	38	0	0	1	1	0	303	197	25	0	1	2	1	0	226
16:30	265	33	0	0	3	3	0	304	172	18	1	0	2	3	0	196
16:45	257	22	3	0	2	2	1	287	196	12	0	0	2	0	1	211
H/TOT	1018	124	3	0	9	6	1	1161	749	79	2	1	9	5	3	848
17:00	250	21	0	1	0	0	0	272	198	18	0	0	0	1	1	218
17:15	262	21	0	1	3	2	0	289	179	13	0	0	3	3	0	198
17:30	280	20	0	0	3	0	1	304	163	10	0	0	2	0	0	175
17:45	287	11	0	0	1	1	1	301	151	17	0	1	2	1	0	172
H/TOT	1079	73	0	2	7	3	2	1166	691	58	0	1	7	5	1	763
18:00	253	17	0	0	2	1	0	273	182	8	0	0	3	2	0	195
18:15	197	10	0	0	2	0	0	209	161	8	0	0	0	0	2	171
18:30	189	18	0	0	3	1	1	212	161	7	0	0	1	0	1	170
18:45	166	14	0	0	0	1	0	181	146	10	0	0	2	0	0	158
H/TOT	805	59	0	0	7	3	1	875	650	33	0	0	6	2	3	694
P/TOT	2902	256	3	2	23	12	4	3202	2090	170	2	2	22	12	7	2305



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 15/07/2026

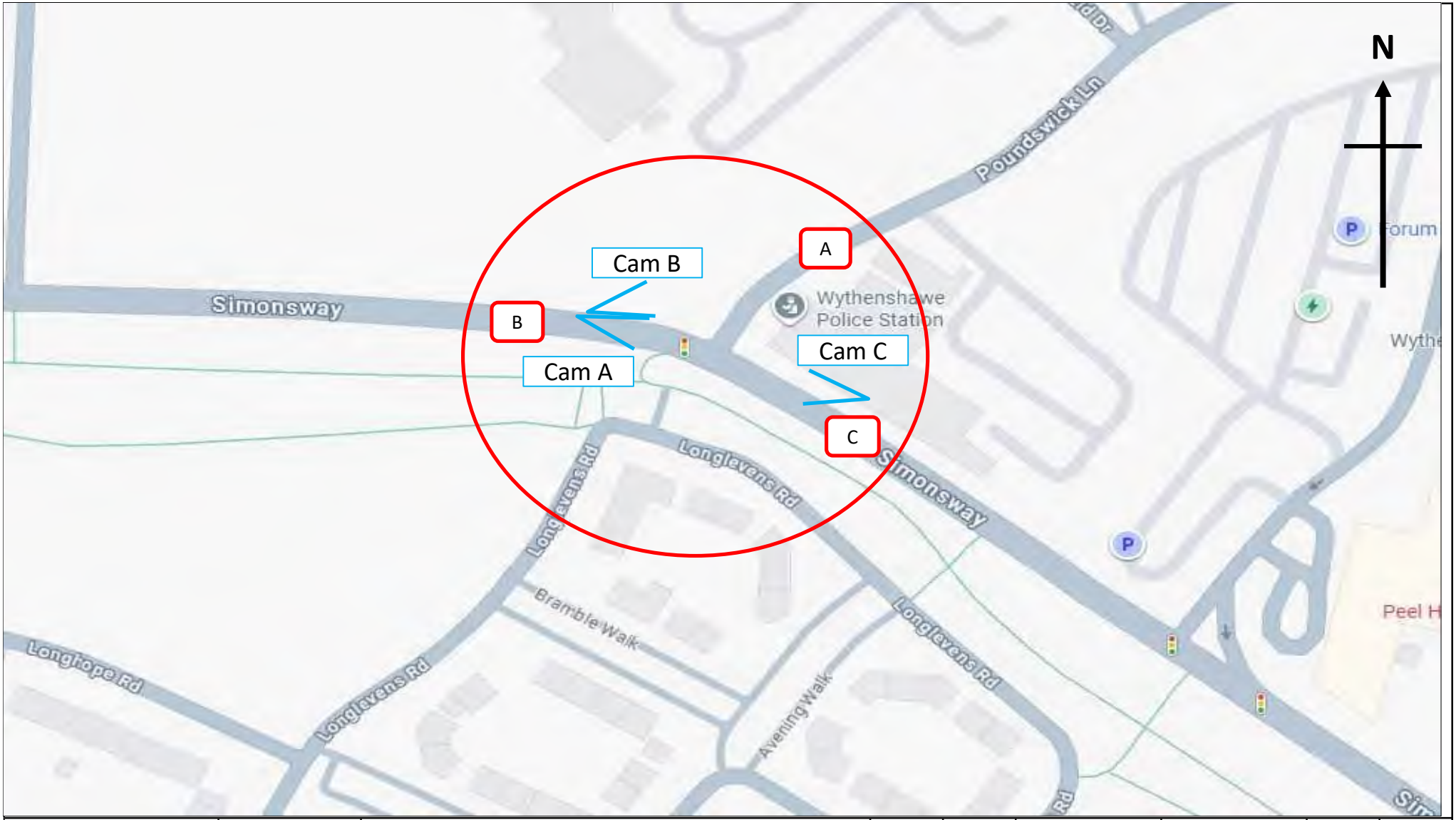
LOCATION: M56 Jct 4 / Simonsway DAY: Wednesday

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	357	59	1	1	6	1	2	427
07:15	405	60	1	0	5	2	1	474
07:30	607	72	4	2	4	3	4	696
07:45	621	69	4	3	5	2	1	705
H/TOT	1990	260	10	6	20	8	8	2302
08:00	573	78	3	3	5	1	4	667
08:15	536	56	4	1	6	1	6	610
08:30	473	59	1	0	4	2	12	551
08:45	549	40	4	1	4	1	0	599
H/TOT	2131	233	12	5	19	5	22	2427
09:00	554	63	5	1	8	0	2	633
09:15	504	72	3	2	5	3	0	589
09:30	446	78	7	2	4	0	2	539
09:45	403	74	3	1	6	0	1	488
H/TOT	1907	287	18	6	23	3	5	2249
P/TOT	6028	780	40	17	62	16	35	6978

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	2302
07:15 to 08:15	2542
07:30 to 08:30	**2678**
07:45 to 08:45	2533
08:00 to 09:00	2427
08:15 to 09:15	2393
08:30 to 09:30	2372
08:45 to 09:45	2360
09:00 to 10:00	2249
PEAK VALUE	**2678**

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	606	78	1	0	6	2	2	695
16:15	616	78	0	1	3	2	0	700
16:30	595	66	1	0	5	6	0	673
16:45	615	49	3	0	4	3	2	676
H/TOT	2432	271	5	1	18	13	4	2744
17:00	610	48	0	1	0	2	1	662
17:15	605	44	0	1	6	5	0	661
17:30	594	38	0	0	5	0	1	638
17:45	601	34	0	1	3	3	1	643
H/TOT	2410	164	0	3	14	10	3	2604
18:00	583	34	0	0	5	3	0	625
18:15	503	27	0	0	2	5	2	539
18:30	482	31	0	0	4	1	2	520
18:45	457	31	0	0	3	2	0	493
H/TOT	2025	123	0	0	14	11	4	2177
P/TOT	6867	558	5	4	46	34	11	7525

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	**2744**
16:15 to 17:15	2711
16:30 to 17:30	2672
16:45 to 17:45	2637
17:00 to 18:00	2604
17:15 to 18:15	2567
17:30 to 18:30	2445
17:45 to 18:45	2327
18:00 to 19:00	2177
PEAK VALUE	**2744**



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 2, Simonsway / Poundswick Lane	**Project No:**	18433	**Drawing No:**	18433-02	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 15/07/2026

LOCATION: Simonsway / Poundswick Lane DAY: Wednesday

	A to C								A to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	14	2	1	0	1	0	0	18	14	3	0	0	2	0	0	19
07:15	10	0	0	0	0	0	0	10	23	3	0	0	2	0	0	28
07:30	6	1	0	0	1	0	0	8	33	6	0	0	4	0	0	43
07:45	10	1	0	0	1	0	0	12	23	1	0	0	1	0	0	25
H/TOT	40	4	1	0	3	0	0	48	93	13	0	0	9	0	0	115
08:00	9	3	0	0	1	0	0	13	25	7	0	0	1	0	0	33
08:15	22	2	0	0	0	0	0	24	27	2	0	0	1	1	0	31
08:30	23	2	1	0	1	0	0	27	20	4	0	0	2	0	0	26
08:45	21	2	0	0	2	0	0	25	24	3	1	0	1	0	0	29
H/TOT	75	9	1	0	4	0	0	89	96	16	1	0	5	1	0	119
09:00	20	1	0	0	0	0	0	21	27	3	1	0	2	0	0	33
09:15	24	2	0	0	0	0	0	26	27	5	0	0	2	0	0	34
09:30	16	5	0	0	1	0	0	22	20	4	2	0	3	0	0	29
09:45	10	0	0	0	4	0	0	14	20	3	0	0	2	0	0	25
H/TOT	70	8	0	0	5	0	0	83	94	15	3	0	9	0	0	121
P/TOT	185	21	2	0	12	0	0	220	283	44	4	0	23	1	0	355

	A to C								A to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	20	6	0	0	0	0	0	26	24	5	0	0	3	0	0	32
16:15	13	1	0	0	2	0	0	16	25	2	0	0	2	0	0	29
16:30	12	2	0	0	1	0	0	15	28	4	0	0	1	0	0	33
16:45	11	0	0	0	0	0	0	11	26	7	0	0	1	0	0	34
H/TOT	56	9	0	0	3	0	0	68	103	18	0	0	7	0	0	128
17:00	24	0	0	0	2	0	0	26	22	2	0	0	1	0	0	25
17:15	27	4	0	0	0	0	0	31	27	2	0	0	2	0	0	31
17:30	18	1	0	0	1	0	0	20	28	1	1	0	2	0	0	32
17:45	14	1	0	0	0	0	0	15	28	2	0	0	1	0	0	31
H/TOT	83	6	0	0	3	0	0	92	105	7	1	0	6	0	0	119
18:00	14	1	0	0	1	0	0	16	31	2	0	0	2	0	0	35
18:15	17	0	0	0	1	0	0	18	19	1	0	0	0	0	0	20
18:30	14	0	0	0	0	0	0	14	20	2	0	0	0	0	0	22
18:45	22	0	0	0	1	0	0	23	36	3	0	0	2	0	0	41
H/TOT	67	1	0	0	3	0	0	71	106	8	0	0	4	0	0	118
P/TOT	206	16	0	0	9	0	0	231	314	33	1	0	17	0	0	365



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 15/07/2026

LOCATION: Simonsway / Poundswick Lane DAY: Wednesday

TIME	A to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 15/07/2026

LOCATION: Simonsway / Poundswick Lane DAY: Wednesday

	B to A								B to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	1	0	0	3	0	0	17	56	8	2	0	0	0	0	66
07:15	20	4	0	0	1	0	0	25	51	9	0	0	0	1	0	61
07:30	9	3	0	0	0	0	0	12	103	12	0	0	0	0	0	115
07:45	42	4	2	0	2	0	0	50	98	12	2	0	0	0	0	112
H/TOT	84	12	2	0	6	0	0	104	308	41	4	0	0	1	0	354
08:00	32	8	0	0	1	0	0	41	117	14	0	1	0	1	0	133
08:15	46	4	0	0	1	0	0	51	92	13	2	0	0	0	0	107
08:30	30	2	0	0	3	0	0	35	126	6	0	0	0	1	2	135
08:45	58	2	0	0	1	0	0	61	109	9	1	0	0	1	0	120
H/TOT	166	16	0	0	6	0	0	188	444	42	3	1	0	3	2	495
09:00	41	4	0	0	1	0	0	46	142	9	1	0	0	0	0	152
09:15	44	3	0	0	2	0	0	49	103	18	0	0	0	1	0	122
09:30	30	6	0	0	3	0	0	39	84	11	1	1	0	0	0	97
09:45	21	3	0	0	2	0	0	26	90	14	0	0	0	1	0	105
H/TOT	136	16	0	0	8	0	0	160	419	52	2	1	0	2	0	476
P/TOT	386	44	2	0	20	0	0	452	1171	135	9	2	0	6	2	1325

	B to A								B to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	34	3	0	0	3	0	0	40	112	11	0	0	0	1	1	125
16:15	41	7	0	0	1	0	0	49	131	9	0	0	0	1	1	142
16:30	25	9	0	0	1	0	0	35	156	7	0	0	0	0	0	163
16:45	40	4	1	0	2	0	1	48	145	11	0	0	0	2	0	158
H/TOT	140	23	1	0	7	0	1	172	544	38	0	0	0	4	2	588
17:00	33	1	0	0	0	0	0	34	119	10	0	1	0	0	0	130
17:15	34	4	0	0	2	0	0	40	136	10	0	1	0	1	0	148
17:30	37	2	0	0	2	0	0	41	144	8	0	0	0	0	1	153
17:45	33	3	0	0	0	0	0	36	152	4	0	0	0	1	0	157
H/TOT	137	10	0	0	4	0	0	151	551	32	0	2	0	2	1	588
18:00	38	3	0	0	1	0	0	42	133	6	0	0	0	1	0	140
18:15	48	1	0	0	2	0	0	51	101	7	0	0	0	0	0	108
18:30	35	3	0	0	3	0	0	41	90	7	0	0	0	2	0	99
18:45	34	5	0	0	0	0	0	39	106	6	0	0	0	0	0	112
H/TOT	155	12	0	0	6	0	0	173	430	26	0	0	0	3	0	459
P/TOT	432	45	1	0	17	0	1	496	1525	96	0	2	0	9	3	1635



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 15/07/2026

LOCATION: Simonsway / Poundswick Lane DAY: Wednesday

TIME	CAR	LGV	OGV1	B to B OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	CAR	LGV	OGV1	B to B OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 15/07/2026

LOCATION: Simonsway / Poundswick Lane DAY: Wednesday

	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	73	15	0	0	0	0	0	88	12	0	0	0	2	0	0	14
07:15	72	9	0	0	0	0	0	81	9	1	0	0	2	0	0	12
07:30	101	17	1	0	1	1	0	121	12	1	0	0	2	0	0	15
07:45	115	13	0	1	0	1	0	130	11	7	0	0	1	0	0	19
H/TOT	361	54	1	1	1	2	0	420	44	9	0	0	7	0	0	60
08:00	103	14	1	0	0	0	1	119	21	2	0	0	3	0	0	26
08:15	87	7	2	0	0	0	0	96	16	0	0	0	3	0	0	19
08:30	88	7	0	0	0	2	0	97	23	3	0	0	3	0	0	29
08:45	86	6	0	0	0	0	0	92	26	2	1	0	5	0	0	34
H/TOT	364	34	3	0	0	2	1	404	86	7	1	0	14	0	0	108
09:00	100	14	0	1	0	0	0	115	25	1	0	0	2	0	0	28
09:15	92	12	4	0	0	0	0	108	8	2	0	0	4	0	0	14
09:30	101	17	1	0	1	0	0	120	18	2	0	0	2	0	0	22
09:45	94	12	0	0	0	0	1	107	21	1	0	0	3	0	0	25
H/TOT	387	55	5	1	1	0	1	450	72	6	0	0	11	0	0	89
P/TOT	1112	143	9	2	2	4	2	1274	202	22	1	0	32	0	0	257

	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	130	9	0	0	0	0	0	139	20	4	0	0	3	0	0	27
16:15	115	10	0	1	0	1	1	128	29	6	0	0	3	0	0	38
16:30	108	3	0	0	0	2	1	114	20	0	0	0	3	1	0	24
16:45	125	4	0	0	0	0	0	129	24	5	0	0	2	0	0	31
H/TOT	478	26	0	1	0	3	2	510	93	15	0	0	11	1	0	120
17:00	136	10	0	0	0	0	0	146	26	4	0	0	2	0	0	32
17:15	137	5	0	0	0	3	0	145	35	5	0	0	2	1	0	43
17:30	114	5	0	0	0	0	0	119	36	4	0	0	1	0	0	41
17:45	91	4	0	0	0	1	0	96	42	3	0	0	3	0	0	48
H/TOT	478	24	0	0	0	4	0	506	139	16	0	0	8	1	0	164
18:00	126	2	0	0	0	0	0	128	32	6	0	0	2	0	0	40
18:15	106	3	0	0	0	0	0	109	31	3	0	0	1	0	0	35
18:30	107	3	0	0	0	0	1	111	26	1	0	0	1	0	0	28
18:45	88	6	0	0	0	0	1	95	28	3	0	0	3	0	0	34
H/TOT	427	14	0	0	0	0	2	443	117	13	0	0	7	0	0	137
P/TOT	1383	64	0	1	0	7	4	1459	349	44	0	0	26	2	0	421



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 15/07/2026

LOCATION: Simonsway / Poundswick Lane DAY: Wednesday

	C to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

	C to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 15/07/2026

LOCATION: Simonsway / Poundswick Lane DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	25	1	0	0	5	0	0	31	28	5	1	0	3	0	0	37
07:15	29	5	0	0	3	0	0	37	33	3	0	0	2	0	0	38
07:30	21	4	0	0	2	0	0	27	39	7	0	0	5	0	0	51
07:45	53	11	2	0	3	0	0	69	33	2	0	0	2	0	0	37
H/TOT	128	21	2	0	13	0	0	164	133	17	1	0	12	0	0	163
08:00	53	10	0	0	4	0	0	67	34	10	0	0	2	0	0	46
08:15	62	4	0	0	4	0	0	70	49	4	0	0	1	1	0	55
08:30	53	5	0	0	6	0	0	64	43	6	1	0	3	0	0	53
08:45	84	4	1	0	6	0	0	95	45	5	1	0	3	0	0	54
H/TOT	252	23	1	0	20	0	0	296	171	25	2	0	9	1	0	208
09:00	66	5	0	0	3	0	0	74	47	4	1	0	2	0	0	54
09:15	52	5	0	0	6	0	0	63	51	7	0	0	2	0	0	60
09:30	48	8	0	0	5	0	0	61	36	9	2	0	4	0	0	51
09:45	42	4	0	0	5	0	0	51	30	3	0	0	6	0	0	39
H/TOT	208	22	0	0	19	0	0	249	164	23	3	0	14	0	0	204
P/TOT	588	66	3	0	52	0	0	709	468	65	6	0	35	1	0	575

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	54	7	0	0	6	0	0	67	44	11	0	0	3	0	0	58
16:15	70	13	0	0	4	0	0	87	38	3	0	0	4	0	0	45
16:30	45	9	0	0	4	1	0	59	40	6	0	0	2	0	0	48
16:45	64	9	1	0	4	0	1	79	37	7	0	0	1	0	0	45
H/TOT	233	38	1	0	18	1	1	292	159	27	0	0	10	0	0	196
17:00	59	5	0	0	2	0	0	66	46	2	0	0	3	0	0	51
17:15	69	9	0	0	4	1	0	83	54	6	0	0	2	0	0	62
17:30	73	6	0	0	3	0	0	82	46	2	1	0	3	0	0	52
17:45	75	6	0	0	3	0	0	84	42	3	0	0	1	0	0	46
H/TOT	276	26	0	0	12	1	0	315	188	13	1	0	9	0	0	211
18:00	70	9	0	0	3	0	0	82	45	3	0	0	3	0	0	51
18:15	79	4	0	0	3	0	0	86	36	1	0	0	1	0	0	38
18:30	61	4	0	0	4	0	0	69	34	2	0	0	0	0	0	36
18:45	62	8	0	0	3	0	0	73	58	3	0	0	3	0	0	64
H/TOT	272	25	0	0	13	0	0	310	173	9	0	0	7	0	0	189
P/TOT	781	89	1	0	43	2	1	917	520	49	1	0	26	0	0	596



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 15/07/2026

LOCATION: Simonsway / Poundswick Lane DAY: Wednesday

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	87	18	0	0	2	0	0	107	69	9	2	0	3	0	0	83
07:15	95	12	0	0	2	0	0	109	71	13	0	0	1	1	0	86
07:30	134	23	1	0	5	1	0	164	112	15	0	0	0	0	0	127
07:45	138	14	0	1	1	1	0	155	140	16	4	0	2	0	0	162
H/TOT	454	67	1	1	10	2	0	535	392	53	6	0	6	1	0	458
08:00	128	21	1	0	1	0	1	152	149	22	0	1	1	1	0	174
08:15	114	9	2	0	1	1	0	127	138	17	2	0	1	0	0	158
08:30	108	11	0	0	2	2	0	123	156	8	0	0	3	1	2	170
08:45	110	9	1	0	1	0	0	121	167	11	1	0	1	1	0	181
H/TOT	460	50	4	0	5	3	1	523	610	58	3	1	6	3	2	683
09:00	127	17	1	1	2	0	0	148	183	13	1	0	1	0	0	198
09:15	119	17	4	0	2	0	0	142	147	21	0	0	2	1	0	171
09:30	121	21	3	0	4	0	0	149	114	17	1	1	3	0	0	136
09:45	114	15	0	0	2	0	1	132	111	17	0	0	2	1	0	131
H/TOT	481	70	8	1	10	0	1	571	555	68	2	1	8	2	0	636
P/TOT	1395	187	13	2	25	5	2	1629	1557	179	11	2	20	6	2	1777

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	154	14	0	0	3	0	0	171	146	14	0	0	3	1	1	165
16:15	140	12	0	1	2	1	1	157	172	16	0	0	1	1	1	191
16:30	136	7	0	0	1	2	1	147	181	16	0	0	1	0	0	198
16:45	151	11	0	0	1	0	0	163	185	15	1	0	2	2	1	206
H/TOT	581	44	0	1	7	3	2	638	684	61	1	0	7	4	3	760
17:00	158	12	0	0	1	0	0	171	152	11	0	1	0	0	0	164
17:15	164	7	0	0	2	3	0	176	170	14	0	1	2	1	0	188
17:30	142	6	1	0	2	0	0	151	181	10	0	0	2	0	1	194
17:45	119	6	0	0	1	1	0	127	185	7	0	0	0	1	0	193
H/TOT	583	31	1	0	6	4	0	625	688	42	0	2	4	2	1	739
18:00	157	4	0	0	2	0	0	163	171	9	0	0	1	1	0	182
18:15	125	4	0	0	0	0	0	129	149	8	0	0	2	0	0	159
18:30	127	5	0	0	0	0	1	133	125	10	0	0	3	2	0	140
18:45	124	9	0	0	2	0	1	136	140	11	0	0	0	0	0	151
H/TOT	533	22	0	0	4	0	2	561	585	38	0	0	6	3	0	632
P/TOT	1697	97	1	1	17	7	4	1824	1957	141	1	2	17	9	4	2131



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 15/07/2026

LOCATION: Simonsway / Poundswick Lane DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	70	10	3	0	1	0	0	84	85	15	0	0	2	0	0	102
07:15	61	9	0	0	0	1	0	71	81	10	0	0	2	0	0	93
07:30	109	13	0	0	1	0	0	123	113	18	1	0	3	1	0	136
07:45	108	13	2	0	1	0	0	124	126	20	0	1	1	1	0	149
H/TOT	348	45	5	0	3	1	0	402	405	63	1	1	8	2	0	480
08:00	126	17	0	1	1	1	0	146	124	16	1	0	3	0	1	145
08:15	114	15	2	0	0	0	0	131	103	7	2	0	3	0	0	115
08:30	149	8	1	0	1	1	2	162	111	10	0	0	3	2	0	126
08:45	130	11	1	0	2	1	0	145	112	8	1	0	5	0	0	126
H/TOT	519	51	4	1	4	3	2	584	450	41	4	0	14	2	1	512
09:00	162	10	1	0	0	0	0	173	125	15	0	1	2	0	0	143
09:15	127	20	0	0	0	1	0	148	100	14	4	0	4	0	0	122
09:30	100	16	1	1	1	0	0	119	119	19	1	0	3	0	0	142
09:45	100	14	0	0	4	1	0	119	115	13	0	0	3	0	1	132
H/TOT	489	60	2	1	5	2	0	559	459	61	5	1	12	0	1	539
P/TOT	1356	156	11	2	12	6	2	1545	1314	165	10	2	34	4	2	1531

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	132	17	0	0	0	1	1	151	150	13	0	0	3	0	0	166
16:15	144	10	0	0	2	1	1	158	144	16	0	1	3	1	1	166
16:30	168	9	0	0	1	0	0	178	128	3	0	0	3	3	1	138
16:45	156	11	0	0	0	2	0	169	149	9	0	0	2	0	0	160
H/TOT	600	47	0	0	3	4	2	656	571	41	0	1	11	4	2	630
17:00	143	10	0	1	2	0	0	156	162	14	0	0	2	0	0	178
17:15	163	14	0	1	0	1	0	179	172	10	0	0	2	4	0	188
17:30	162	9	0	0	1	0	1	173	150	9	0	0	1	0	0	160
17:45	166	5	0	0	0	1	0	172	133	7	0	0	3	1	0	144
H/TOT	634	38	0	2	3	2	1	680	617	40	0	0	8	5	0	670
18:00	147	7	0	0	1	1	0	156	158	8	0	0	2	0	0	168
18:15	118	7	0	0	1	0	0	126	137	6	0	0	1	0	0	144
18:30	104	7	0	0	0	2	0	113	133	4	0	0	1	0	1	139
18:45	128	6	0	0	1	0	0	135	116	9	0	0	3	0	1	129
H/TOT	497	27	0	0	3	3	0	530	544	27	0	0	7	0	2	580
P/TOT	1731	112	0	2	9	9	3	1866	1732	108	0	1	26	9	4	1880



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 15/07/2026

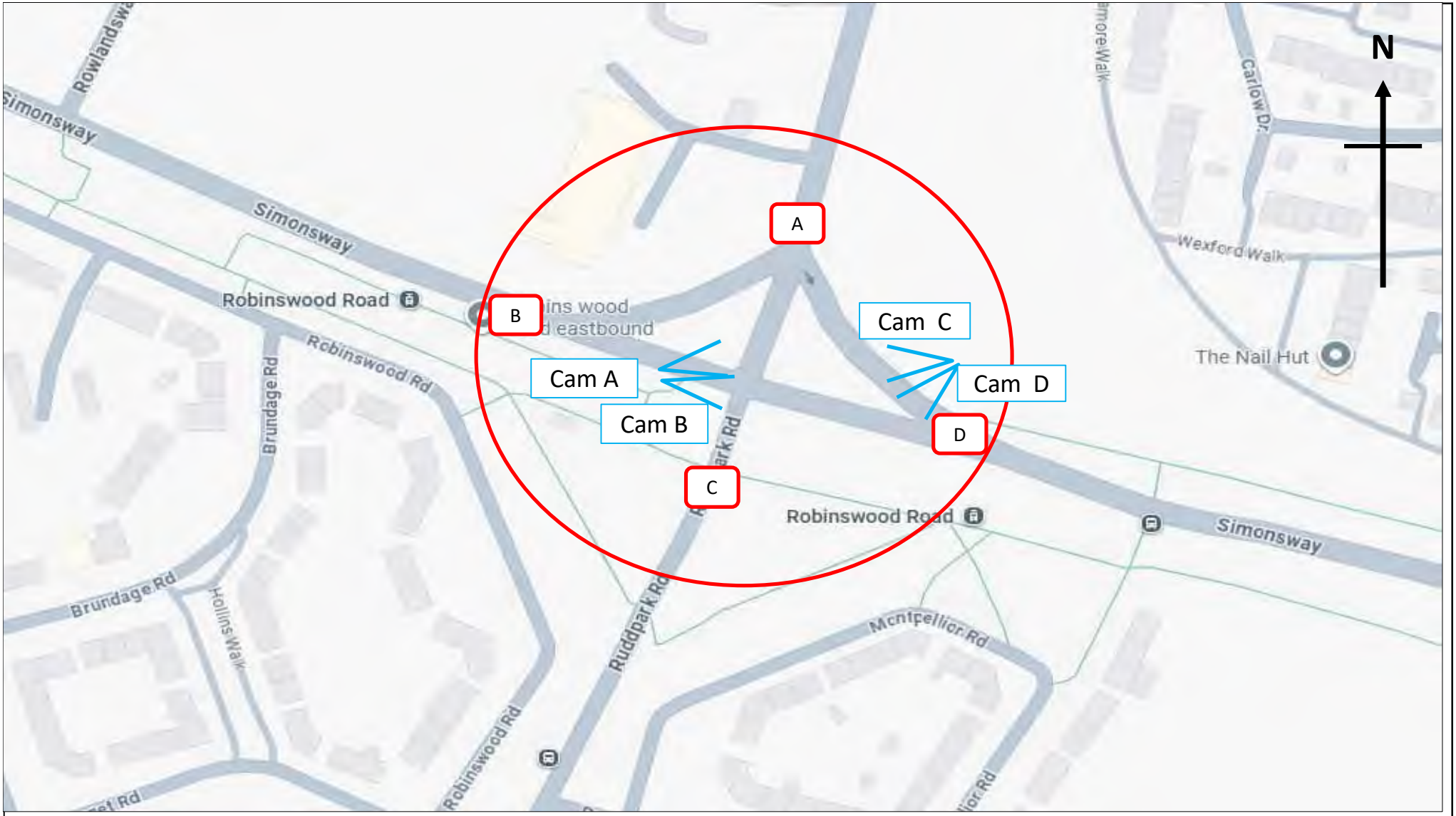
LOCATION: Simonsway / Poundswick Lane DAY: Wednesday

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	182	29	3	0	8	0	0	222
07:15	185	26	0	0	5	1	0	217
07:30	264	40	1	0	8	1	0	314
07:45	299	38	4	1	5	1	0	348
H/TOT	930	133	8	1	26	3	0	1101
08:00	307	48	1	1	6	1	1	365
08:15	290	28	4	0	5	1	0	328
08:30	310	24	1	0	9	3	2	349
08:45	324	24	3	0	9	1	0	361
H/TOT	1231	124	9	1	29	6	3	1403
09:00	355	32	2	1	5	0	0	395
09:15	298	42	4	0	8	1	0	353
09:30	269	45	4	1	10	0	0	329
09:45	256	33	0	0	11	1	1	302
H/TOT	1178	152	10	2	34	2	1	1379
P/TOT	3339	409	27	4	89	11	4	3883

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	1101
07:15 to 08:15	1244
07:30 to 08:30	1355
07:45 to 08:45	1390
08:00 to 09:00	1403
08:15 to 09:15	1433
08:30 to 09:30	**1458**
08:45 to 09:45	1438
09:00 to 10:00	1379
PEAK VALUE	**1458**

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	340	38	0	0	9	1	1	389
16:15	354	35	0	1	8	2	2	402
16:30	349	25	0	0	6	3	1	384
16:45	371	31	1	0	5	2	1	411
H/TOT	1414	129	1	1	28	8	5	1586
17:00	360	27	0	1	5	0	0	393
17:15	396	30	0	1	6	5	0	438
17:30	377	21	1	0	6	0	1	406
17:45	360	17	0	0	4	2	0	383
H/TOT	1493	95	1	2	21	7	1	1620
18:00	374	20	0	0	6	1	0	401
18:15	322	15	0	0	4	0	0	341
18:30	292	16	0	0	4	2	1	315
18:45	314	23	0	0	6	0	1	344
H/TOT	1302	74	0	0	20	3	2	1401
P/TOT	4209	298	2	3	69	18	8	4607

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	1586
16:15 to 17:15	1590
16:30 to 17:30	1626
16:45 to 17:45	**1648**
17:00 to 18:00	1620
17:15 to 18:15	1628
17:30 to 18:30	1531
17:45 to 18:45	1440
18:00 to 19:00	1401
PEAK VALUE	**1648**



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 3, Simonsway/Brownley Rd	**Project No:**	18433	**Drawing No:**	18433-03	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	A to D								A to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	8	2	0	0	0	0	0	10	11	2	0	0	0	1	0	14
07:15	23	3	0	0	0	0	0	26	13	1	0	0	0	0	1	15
07:30	25	7	0	0	0	0	0	32	15	2	0	0	0	0	0	17
07:45	29	3	1	0	0	0	0	33	23	4	0	0	0	0	0	27
H/TOT	85	15	1	0	0	0	0	101	62	9	0	0	0	1	1	73
08:00	34	4	0	0	0	0	0	38	29	6	0	0	0	0	0	35
08:15	26	2	0	0	0	0	0	28	57	2	1	0	0	0	0	60
08:30	33	1	2	0	0	0	0	36	45	3	0	0	0	0	2	50
08:45	29	2	0	0	0	0	1	32	36	3	0	0	0	0	0	39
H/TOT	122	9	2	0	0	0	1	134	167	14	1	0	0	0	2	184
09:00	26	4	0	0	0	0	0	30	28	12	0	0	0	1	0	41
09:15	19	3	2	0	0	1	0	25	20	3	0	0	0	0	0	23
09:30	20	1	0	0	0	0	0	21	16	7	0	0	0	0	0	23
09:45	17	0	0	0	0	0	0	17	25	2	0	0	0	0	0	27
H/TOT	82	8	2	0	0	1	0	93	89	24	0	0	0	1	0	114
P/TOT	289	32	5	0	0	1	1	328	318	47	1	0	0	2	3	371

	A to D								A to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	27	0	0	0	0	0	1	28	38	4	0	0	0	0	1	43
16:15	23	1	0	0	0	0	0	24	36	5	0	0	0	1	1	43
16:30	25	4	0	0	0	2	0	31	37	5	0	0	1	0	2	45
16:45	32	5	0	0	0	0	0	37	45	3	1	0	0	0	0	49
H/TOT	107	10	0	0	0	2	1	120	156	17	1	0	1	1	4	180
17:00	25	0	0	0	0	0	0	25	25	4	0	0	1	0	0	30
17:15	41	1	0	0	0	0	0	42	49	3	0	0	0	1	1	54
17:30	14	0	0	0	0	0	0	14	38	3	0	0	0	0	1	42
17:45	27	1	0	0	0	1	0	29	41	4	0	0	0	0	1	46
H/TOT	107	2	0	0	0	1	0	110	153	14	0	0	1	1	3	172
18:00	28	2	0	0	0	0	0	30	27	3	0	0	0	0	1	31
18:15	23	1	0	0	0	0	0	24	31	2	0	0	0	0	3	36
18:30	24	1	0	0	0	0	0	25	27	2	0	0	0	0	1	30
18:45	22	0	0	0	0	0	0	22	28	0	0	0	0	1	0	29
H/TOT	97	4	0	0	0	0	0	101	113	7	0	0	0	1	5	126
P/TOT	311	16	0	0	0	3	1	331	422	38	1	0	2	3	12	478



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	A to B								A to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	1	0	0	1	0	0	10	0	0	0	0	0	0	0	0
07:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:30	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
07:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	25	4	0	0	1	0	0	30	0	0	0	0	0	0	0	0
08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
08:15	8	3	0	0	0	0	1	12	0	0	0	0	0	0	0	0
08:30	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:45	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	50	3	0	0	0	0	1	54	0	0	0	0	0	0	0	0
09:00	11	0	1	0	0	0	0	12	0	0	0	0	0	0	0	0
09:15	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
09:30	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
09:45	10	2	2	0	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	43	3	3	0	0	0	0	49	0	0	0	0	0	0	0	0
P/TOT	118	10	3	0	1	0	1	133	0	0	0	0	0	0	0	0

	A to B								A to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	17	0	0	0	0	1	0	18	0	0	0	0	0	0	0	0
16:15	11	5	0	0	0	0	0	16	0	0	0	0	0	0	0	0
16:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
16:45	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	58	6	0	0	0	1	0	65	0	0	0	0	0	0	0	0
17:00	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
17:15	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
17:30	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:45	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	60	3	0	0	0	0	0	63	0	0	0	0	0	0	0	0
18:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
18:30	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
18:45	17	2	0	0	0	0	1	20	0	0	0	0	0	0	0	0
H/TOT	50	4	0	0	0	0	1	55	0	0	0	0	0	0	0	0
P/TOT	168	13	0	0	0	1	1	183	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	B to A								B to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	2	1	0	0	0	0	0	3	44	4	1	0	0	0	0	49
07:15	4	0	0	0	0	0	0	4	47	7	1	0	0	0	0	55
07:30	5	0	0	0	0	0	0	5	65	10	0	0	0	0	0	75
07:45	6	0	0	0	0	0	0	6	78	9	1	0	0	0	0	88
H/TOT	17	1	0	0	0	0	0	18	234	30	3	0	0	0	0	267
08:00	10	0	0	0	0	0	0	10	63	9	0	0	0	1	0	73
08:15	11	0	0	0	0	0	0	11	58	6	0	0	0	0	0	64
08:30	11	0	0	0	0	0	0	11	83	7	0	0	0	1	1	92
08:45	12	0	0	0	0	0	0	12	67	5	0	0	1	0	0	73
H/TOT	44	0	0	0	0	0	0	44	271	27	0	0	1	2	1	302
09:00	13	1	0	0	0	0	0	14	83	2	0	0	0	0	0	85
09:15	19	3	0	0	0	1	0	23	61	11	1	0	0	1	0	74
09:30	13	2	0	0	0	0	0	15	60	6	2	0	0	0	0	68
09:45	9	2	0	0	0	0	0	11	63	6	0	0	1	0	0	70
H/TOT	54	8	0	0	0	1	0	63	267	25	3	0	1	1	0	297
P/TOT	115	9	0	0	0	1	0	125	772	82	6	0	2	3	1	866

	B to A								B to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	18	2	0	0	0	0	0	20	92	10	0	0	0	1	0	103
16:15	15	0	0	0	0	0	0	15	117	5	0	0	0	0	0	122
16:30	22	1	0	0	0	1	0	24	133	6	0	0	0	1	0	140
16:45	17	1	0	0	0	0	0	18	134	11	0	0	0	3	0	148
H/TOT	72	4	0	0	0	1	0	77	476	32	0	0	0	5	0	513
17:00	14	0	0	0	0	0	1	15	119	5	0	0	1	0	0	125
17:15	15	0	0	0	0	0	0	15	128	7	0	1	0	0	0	136
17:30	15	4	0	0	0	0	1	20	129	6	0	0	0	0	0	135
17:45	16	1	0	0	0	0	0	17	132	6	0	0	0	1	1	140
H/TOT	60	5	0	0	0	0	2	67	508	24	0	1	1	1	1	536
18:00	22	1	0	0	0	0	0	23	141	2	0	0	0	0	0	143
18:15	10	1	0	0	0	0	0	11	106	8	0	0	0	0	0	114
18:30	13	0	0	0	0	0	0	13	87	5	0	0	1	0	0	93
18:45	12	0	0	0	0	0	0	12	70	2	0	0	0	1	0	73
H/TOT	57	2	0	0	0	0	0	59	404	17	0	0	1	1	0	423
P/TOT	189	11	0	0	0	1	2	203	1388	73	0	1	2	7	1	1472



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	B to C								B to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
07:15	13	0	0	0	1	0	0	14	0	0	0	0	0	0	0	0
07:30	7	0	0	0	2	0	0	9	0	0	0	0	0	0	0	0
07:45	14	1	0	0	2	0	0	17	0	0	0	0	0	0	0	0
H/TOT	36	1	0	0	6	0	0	43	0	0	0	0	0	0	0	0
08:00	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:15	14	4	0	0	2	0	0	20	0	0	0	0	0	0	0	0
08:30	21	2	0	0	2	0	0	25	0	0	0	0	0	0	0	0
08:45	15	0	0	0	1	0	0	16	0	0	0	0	0	0	0	0
H/TOT	62	8	0	0	5	0	0	75	0	0	0	0	0	0	0	0
09:00	21	2	0	0	3	0	0	26	0	0	0	0	0	0	0	0
09:15	15	2	0	0	3	1	0	21	0	0	0	0	0	0	0	0
09:30	10	2	0	0	2	0	0	14	0	0	0	0	0	0	0	0
09:45	8	2	1	0	5	0	0	16	0	0	0	0	0	0	0	0
H/TOT	54	8	1	0	13	1	0	77	0	0	0	0	0	0	0	0
P/TOT	152	17	1	0	24	1	0	195	0	0	0	0	0	0	0	0

	B to C								B to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	26	1	0	0	1	0	0	28	0	0	0	0	0	0	0	0
16:15	30	3	0	0	2	0	0	35	0	0	0	0	0	0	0	0
16:30	21	3	0	0	1	0	0	25	0	0	0	0	0	0	0	0
16:45	30	0	0	0	2	0	0	32	0	0	0	0	0	0	0	0
H/TOT	107	7	0	0	6	0	0	120	0	0	0	0	0	0	0	0
17:00	24	0	0	0	2	0	0	26	0	0	0	0	0	0	0	0
17:15	30	1	0	0	3	0	0	34	0	0	0	0	0	0	0	0
17:30	26	3	0	0	1	0	0	30	0	0	0	0	0	0	0	0
17:45	18	0	0	0	1	0	0	19	0	0	0	0	0	0	0	0
H/TOT	98	4	0	0	7	0	0	109	0	0	0	0	0	0	0	0
18:00	37	0	0	0	3	1	0	41	0	0	0	0	0	0	0	0
18:15	18	0	0	0	1	0	0	19	0	0	0	0	0	0	0	0
18:30	21	3	0	0	2	1	0	27	0	0	0	0	0	0	0	0
18:45	36	1	0	0	2	0	0	39	0	0	0	0	0	0	0	0
H/TOT	112	4	0	0	8	2	0	126	0	0	0	0	0	0	0	0
P/TOT	317	15	0	0	21	2	0	355	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	3	0	0	2	0	0	21	16	2	0	0	0	0	1	19
07:15	11	1	0	0	3	0	0	15	26	4	0	0	0	1	0	31
07:30	28	5	0	0	1	0	0	34	24	4	0	0	1	0	0	29
07:45	15	4	0	1	3	1	0	24	25	12	0	0	0	0	0	37
H/TOT	70	13	0	1	9	1	0	94	91	22	0	0	1	1	1	116
08:00	29	3	0	0	1	0	0	33	36	5	1	0	0	0	1	43
08:15	14	4	1	0	2	0	0	21	40	6	0	0	0	0	0	46
08:30	41	0	0	0	2	0	0	43	76	3	0	0	0	0	0	79
08:45	33	1	0	0	2	0	0	36	61	3	0	0	0	0	2	66
H/TOT	117	8	1	0	7	0	0	133	213	17	1	0	0	0	3	234
09:00	34	3	0	0	0	0	0	37	36	3	1	0	0	0	0	40
09:15	24	2	0	0	3	0	0	29	23	3	0	0	0	0	0	26
09:30	27	2	1	0	3	0	0	33	28	5	0	0	0	0	0	33
09:45	24	2	0	0	2	0	0	28	20	2	2	0	0	0	0	24
H/TOT	109	9	1	0	8	0	0	127	107	13	3	0	0	0	0	123
P/TOT	296	30	2	1	24	1	0	354	411	52	4	0	1	1	4	473

	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	22	1	0	0	3	0	0	26	38	3	0	0	0	0	1	42
16:15	18	1	0	0	2	0	0	21	41	5	0	0	1	0	0	47
16:30	17	0	0	0	1	0	0	18	43	4	0	0	0	0	0	47
16:45	26	0	0	0	1	0	0	27	59	3	0	0	0	1	0	63
H/TOT	83	2	0	0	7	0	0	92	181	15	0	0	1	1	1	199
17:00	22	0	0	0	2	0	0	24	45	2	0	0	0	0	0	47
17:15	33	1	0	0	0	1	0	35	52	6	0	0	1	0	0	59
17:30	20	1	0	0	2	0	0	23	46	2	0	0	0	0	0	48
17:45	37	0	0	0	2	1	0	40	45	6	0	0	0	0	0	51
H/TOT	112	2	0	0	6	2	0	122	188	16	0	0	1	0	0	205
18:00	22	2	0	0	1	1	0	26	41	3	0	0	0	1	0	45
18:15	33	0	0	0	1	0	0	34	32	6	0	0	0	0	1	39
18:30	28	0	0	0	1	0	0	29	29	1	0	0	0	0	1	31
18:45	26	0	1	0	3	0	0	30	28	1	0	0	0	0	0	29
H/TOT	109	2	1	0	6	1	0	119	130	11	0	0	0	1	2	144
P/TOT	304	6	1	0	19	3	0	333	499	42	0	0	2	2	3	548



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	C to D								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
07:15	5	1	0	0	1	0	0	7	0	0	0	0	0	0	0	0
07:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	29	2	0	0	1	0	0	32	0	0	0	0	0	0	0	0
08:00	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0
08:15	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
08:30	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
08:45	13	5	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	68	12	0	0	0	0	0	80	0	0	0	0	0	0	0	0
09:00	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0
09:15	5	1	1	0	0	0	0	7	0	0	0	0	0	0	0	0
09:30	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
09:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	33	7	1	0	0	0	0	41	0	0	0	0	0	0	0	0
P/TOT	130	21	1	0	1	0	0	153	0	0	0	0	0	0	0	0

	C to D								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
16:15	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0
16:30	24	2	0	0	1	0	0	27	0	0	0	0	0	0	0	0
16:45	30	3	0	0	0	0	0	33	0	0	0	0	0	0	0	0
H/TOT	87	11	0	0	1	0	0	99	0	0	0	0	0	0	0	0
17:00	22	3	0	0	0	0	1	26	0	0	0	0	0	0	0	0
17:15	32	4	0	0	0	0	0	36	0	0	0	0	0	0	0	0
17:30	27	3	0	0	0	0	0	30	0	0	0	0	0	0	0	0
17:45	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0
H/TOT	107	13	0	0	0	0	1	121	0	0	0	0	0	0	0	0
18:00	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
18:15	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
18:30	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
18:45	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	58	5	0	0	0	0	0	63	0	0	0	0	0	0	0	0
P/TOT	252	29	0	0	1	0	1	283	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	D to C								D to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	0	0	0	0	0	0	7	49	5	0	0	0	0	0	54
07:15	7	0	0	0	1	0	0	8	60	11	2	0	0	0	0	73
07:30	12	1	0	0	0	0	0	13	72	13	0	0	0	1	0	86
07:45	11	0	0	0	0	0	0	11	106	9	0	0	0	0	0	115
H/TOT	37	1	0	0	1	0	0	39	287	38	2	0	0	1	0	328
08:00	15	0	0	0	1	0	0	16	76	6	1	0	0	0	1	84
08:15	16	1	0	0	0	0	0	17	71	4	0	0	0	1	0	76
08:30	13	2	0	0	0	0	0	15	58	6	0	0	2	0	0	66
08:45	20	0	0	0	0	0	0	20	78	7	0	0	0	0	0	85
H/TOT	64	3	0	0	1	0	0	68	283	23	1	0	2	1	1	311
09:00	14	1	0	0	0	0	0	15	94	8	1	0	0	0	0	103
09:15	14	1	1	0	0	0	0	16	78	8	2	0	1	0	0	89
09:30	9	3	0	0	0	0	0	12	58	9	0	0	0	0	0	67
09:45	7	0	0	0	0	0	0	7	72	5	0	0	0	0	1	78
H/TOT	44	5	1	0	0	0	0	50	302	30	3	0	1	0	1	337
P/TOT	145	9	1	0	2	0	0	157	872	91	6	0	3	2	2	976

	D to C								D to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	12	3	0	0	0	0	0	15	105	6	0	0	0	0	0	111
16:15	9	0	0	0	0	0	0	9	88	4	0	0	0	1	0	93
16:30	12	3	0	0	0	0	0	15	100	10	0	0	0	1	1	112
16:45	9	0	0	0	0	0	0	9	101	3	0	0	1	0	0	105
H/TOT	42	6	0	0	0	0	0	48	394	23	0	0	1	2	1	421
17:00	19	0	0	0	0	1	0	20	114	5	0	0	0	1	0	120
17:15	15	1	0	0	0	0	0	16	80	3	0	0	0	0	0	83
17:30	12	0	0	0	0	0	0	12	110	5	0	0	0	0	0	115
17:45	8	0	0	0	0	0	1	9	70	3	0	0	0	0	0	73
H/TOT	54	1	0	0	0	1	1	57	374	16	0	0	0	1	0	391
18:00	8	0	0	0	0	0	0	8	88	3	0	0	1	0	0	92
18:15	8	0	0	0	0	0	0	8	79	1	0	0	0	1	0	81
18:30	17	1	0	0	0	1	0	19	75	5	0	0	0	0	1	81
18:45	10	0	0	0	0	0	0	10	72	4	0	0	0	0	0	76
H/TOT	43	1	0	0	0	1	0	45	314	13	0	0	1	1	1	330
P/TOT	139	8	0	0	0	2	1	150	1082	52	0	0	2	4	2	1142



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	D to A								D to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	3	2	0	0	0	1	0	6	0	0	0	0	0	0	0	0
07:15	11	1	1	0	0	0	0	13	0	0	0	0	0	0	0	0
07:30	10	1	1	0	0	0	0	12	0	0	0	0	0	0	0	0
07:45	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0
H/TOT	45	6	2	0	0	1	0	54	0	0	0	0	0	0	0	0
08:00	16	6	1	0	0	0	0	23	0	0	0	0	0	0	0	0
08:15	12	2	1	0	0	0	0	15	0	0	0	0	0	0	0	0
08:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
08:45	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	51	9	2	0	0	0	0	62	0	0	0	0	0	0	0	0
09:00	11	4	0	0	0	0	0	15	0	0	0	0	0	0	0	0
09:15	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
09:30	7	4	0	0	0	0	0	11	0	0	0	0	0	0	0	0
09:45	6	1	1	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	34	9	1	0	0	0	0	44	0	0	0	0	0	0	0	0
P/TOT	130	24	5	0	0	1	0	160	0	0	0	0	0	0	0	0

	D to A								D to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	27	2	0	0	0	0	1	30	0	0	0	0	0	0	0	0
16:15	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
16:30	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
16:45	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	80	8	0	0	0	0	1	89	0	0	0	0	0	0	0	0
17:00	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0
17:15	15	2	1	0	0	0	2	20	0	0	0	0	0	0	0	0
17:30	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
17:45	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
H/TOT	91	5	1	0	0	0	2	99	0	0	0	0	0	0	0	0
18:00	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
18:15	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0
18:30	19	1	0	0	0	0	1	21	0	0	0	0	0	0	0	0
18:45	14	0	0	0	0	1	0	15	0	0	0	0	0	0	0	0
H/TOT	68	3	0	0	0	1	1	73	0	0	0	0	0	0	0	0
P/TOT	239	16	1	0	0	1	4	261	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	21	5	0	0	0	1	1	28	27	5	0	0	1	1	0	34
07:15	41	5	1	0	0	1	0	48	41	4	0	0	0	0	1	46
07:30	39	5	1	0	1	0	0	46	47	12	0	0	0	0	0	59
07:45	52	14	0	0	0	0	0	66	57	7	1	0	0	0	0	65
H/TOT	153	29	2	0	1	2	1	188	172	28	1	0	1	1	1	204
08:00	62	11	2	0	0	0	1	76	73	10	0	0	0	0	0	83
08:15	63	8	1	0	0	0	0	72	91	7	1	0	0	0	1	100
08:30	98	4	0	0	0	0	0	102	92	4	2	0	0	0	2	100
08:45	85	3	0	0	0	0	2	90	83	5	0	0	0	0	1	89
H/TOT	308	26	3	0	0	0	3	340	339	26	3	0	0	0	4	372
09:00	60	8	1	0	0	0	0	69	65	16	1	0	0	1	0	83
09:15	52	6	0	0	0	1	0	59	48	6	2	0	0	1	0	57
09:30	48	11	0	0	0	0	0	59	49	9	0	0	0	0	0	58
09:45	35	5	3	0	0	0	0	43	52	4	2	0	0	0	0	58
H/TOT	195	30	4	0	0	1	0	230	214	35	5	0	0	2	0	256
P/TOT	656	85	9	0	1	3	4	758	725	89	9	0	1	3	5	832

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	83	7	0	0	0	0	2	92	82	4	0	0	0	1	2	89
16:15	72	8	0	0	1	0	0	81	70	11	0	0	0	1	1	83
16:30	92	7	0	0	0	1	0	100	72	10	0	0	1	2	2	87
16:45	86	5	0	0	0	1	0	92	97	8	1	0	0	0	0	106
H/TOT	333	27	0	0	1	2	2	365	321	33	1	0	1	4	5	365
17:00	92	4	0	0	0	0	1	97	65	4	0	0	1	0	0	70
17:15	82	8	1	0	1	0	2	94	107	5	0	0	0	1	1	114
17:30	84	6	0	0	0	0	1	91	65	4	0	0	0	0	1	70
17:45	81	8	0	0	0	0	0	89	83	6	0	0	0	1	1	91
H/TOT	339	26	1	0	1	0	4	371	320	19	0	0	1	2	3	345
18:00	83	4	0	0	0	1	0	88	61	5	0	0	0	0	1	67
18:15	57	9	0	0	0	0	1	67	67	4	0	0	0	0	3	74
18:30	61	2	0	0	0	0	2	65	65	4	0	0	0	0	1	70
18:45	54	1	0	0	0	1	0	56	67	2	0	0	0	1	1	71
H/TOT	255	16	0	0	0	2	3	276	260	15	0	0	0	1	6	282
P/TOT	927	69	1	0	2	4	9	1012	901	67	1	0	2	7	14	992



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	73	9	0	0	3	0	0	85	48	5	1	0	1	0	0	55
07:15	76	12	2	0	3	0	0	93	64	7	1	0	1	0	0	73
07:30	107	21	0	0	1	1	0	130	77	10	0	0	2	0	0	89
07:45	126	13	0	1	3	1	0	144	98	10	1	0	2	0	0	111
H/TOT	382	55	2	1	10	2	0	452	287	32	3	0	6	0	0	328
08:00	115	9	1	0	1	0	1	127	85	11	0	0	0	1	0	97
08:15	93	11	1	0	2	1	1	109	83	10	0	0	2	0	0	95
08:30	113	6	0	0	4	0	0	123	115	9	0	0	2	1	1	128
08:45	129	8	0	0	2	0	0	139	94	5	0	0	2	0	0	101
H/TOT	450	34	2	0	9	1	2	498	377	35	0	0	6	2	1	421
09:00	139	11	2	0	0	0	0	152	117	5	0	0	3	0	0	125
09:15	111	10	2	0	4	0	0	127	95	16	1	0	3	3	0	118
09:30	98	12	1	0	3	0	0	114	83	10	2	0	2	0	0	97
09:45	106	9	2	0	2	0	1	120	80	10	1	0	6	0	0	97
H/TOT	454	42	7	0	9	0	1	513	375	41	4	0	14	3	0	437
P/TOT	1286	131	11	1	28	3	3	1463	1039	108	7	0	26	5	1	1186

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	144	7	0	0	3	1	0	155	136	13	0	0	1	1	0	151
16:15	117	10	0	0	2	1	0	130	162	8	0	0	2	0	0	172
16:30	127	11	0	0	1	1	1	141	176	10	0	0	1	2	0	189
16:45	147	3	0	0	2	0	0	152	181	12	0	0	2	3	0	198
H/TOT	535	31	0	0	8	3	1	578	655	43	0	0	6	6	0	710
17:00	151	5	0	0	2	1	0	159	157	5	0	0	3	0	1	166
17:15	130	5	0	0	0	1	0	136	173	8	0	1	3	0	0	185
17:30	143	7	0	0	2	0	0	152	170	13	0	0	1	0	1	185
17:45	122	4	0	0	2	1	0	129	166	7	0	0	1	1	1	176
H/TOT	546	21	0	0	6	3	0	576	666	33	0	1	8	1	3	712
18:00	116	5	0	0	2	1	0	124	200	3	0	0	3	1	0	207
18:15	125	2	0	0	1	1	0	129	134	9	0	0	1	0	0	144
18:30	117	6	0	0	1	0	1	125	121	8	0	0	3	1	0	133
18:45	115	6	1	0	3	0	1	126	118	3	0	0	2	1	0	124
H/TOT	473	19	1	0	7	2	2	504	573	23	0	0	9	3	0	608
P/TOT	1554	71	1	0	21	8	3	1658	1894	99	0	1	23	10	3	2030



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	20	2	0	0	1	1	0	24	40	5	0	0	2	0	1	48
07:15	33	1	0	0	2	0	1	37	42	6	0	0	4	1	0	53
07:30	34	3	0	0	2	0	0	39	59	9	0	0	2	0	0	70
07:45	48	5	0	0	2	0	0	55	49	17	0	1	3	1	0	71
H/TOT	135	11	0	0	7	1	1	155	190	37	0	1	11	2	1	242
08:00	56	8	0	0	1	0	0	65	84	12	1	0	1	0	1	99
08:15	87	7	1	0	2	0	0	97	74	12	1	0	2	0	0	89
08:30	79	7	0	0	2	0	2	90	133	4	0	0	2	0	0	139
08:45	71	3	0	0	1	0	0	75	107	9	0	0	2	0	2	120
H/TOT	293	25	1	0	6	0	2	327	398	37	2	0	7	0	3	447
09:00	63	15	0	0	3	1	0	82	84	10	1	0	0	0	0	95
09:15	49	6	1	0	3	1	0	60	52	6	1	0	3	0	0	62
09:30	35	12	0	0	2	0	0	49	62	9	1	0	3	0	0	75
09:45	40	4	1	0	5	0	0	50	51	4	2	0	2	0	0	59
H/TOT	187	37	2	0	13	2	0	241	249	29	5	0	8	0	0	291
P/TOT	615	73	3	0	26	3	3	723	837	103	7	1	26	2	4	980

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	76	8	0	0	1	0	1	86	76	7	0	0	3	0	1	87
16:15	75	8	0	0	2	1	1	87	76	9	0	0	3	0	0	88
16:30	70	11	0	0	2	0	2	85	84	6	0	0	2	0	0	92
16:45	84	3	1	0	2	0	0	90	115	6	0	0	1	1	0	123
H/TOT	305	30	1	0	7	1	4	348	351	28	0	0	9	1	1	390
17:00	68	4	0	0	3	1	0	76	89	5	0	0	2	0	1	97
17:15	94	5	0	0	3	1	1	104	117	11	0	0	1	1	0	130
17:30	76	6	0	0	1	0	1	84	93	6	0	0	2	0	0	101
17:45	67	4	0	0	1	0	2	74	108	9	0	0	2	1	0	120
H/TOT	305	19	0	0	8	2	4	338	407	31	0	0	7	2	1	448
18:00	72	3	0	0	3	1	1	80	76	6	0	0	1	2	0	85
18:15	57	2	0	0	1	0	3	63	84	7	0	0	1	0	1	93
18:30	65	6	0	0	2	2	1	76	69	3	0	0	1	0	1	74
18:45	74	1	0	0	2	1	0	78	68	2	1	0	3	0	0	74
H/TOT	268	12	0	0	8	4	5	297	297	18	1	0	6	2	2	326
P/TOT	878	61	1	0	23	7	13	983	1055	77	1	0	22	5	4	1164



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	TO ARM D								FROM ARM D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	60	6	1	0	0	0	0	67	59	7	0	0	0	1	0	67
07:15	75	11	1	0	1	0	0	88	78	12	3	0	1	0	0	94
07:30	97	17	0	0	0	0	0	114	94	15	1	0	0	1	0	111
07:45	116	13	2	0	0	0	0	131	138	11	0	0	0	0	0	149
H/TOT	348	47	4	0	1	0	0	400	369	45	4	0	1	2	0	421
08:00	116	17	0	0	0	1	0	134	107	12	2	0	1	0	1	123
08:15	104	10	0	0	0	0	0	114	99	7	1	0	0	1	0	108
08:30	132	9	2	0	0	1	1	145	82	9	0	0	2	0	0	93
08:45	109	12	0	0	1	0	1	123	110	7	0	0	0	0	0	117
H/TOT	461	48	2	0	1	2	2	516	398	35	3	0	3	1	1	441
09:00	123	10	0	0	0	0	0	133	119	13	1	0	0	0	0	133
09:15	85	15	4	0	0	2	0	106	102	9	3	0	1	0	0	115
09:30	87	9	2	0	0	0	0	98	74	16	0	0	0	0	0	90
09:45	87	6	0	0	1	0	0	94	85	6	1	0	0	0	1	93
H/TOT	382	40	6	0	1	2	0	431	380	44	5	0	1	0	1	431
P/TOT	1191	135	12	0	3	4	2	1347	1147	124	12	0	5	3	2	1293

	TO ARM D								FROM ARM D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	135	13	0	0	0	1	1	150	144	11	0	0	0	0	1	156
16:15	157	9	0	0	0	0	0	166	113	7	0	0	0	1	0	121
16:30	182	12	0	0	1	3	0	198	139	15	0	0	0	1	1	156
16:45	196	19	0	0	0	3	0	218	120	4	0	0	1	0	0	125
H/TOT	670	53	0	0	1	7	1	732	516	37	0	0	1	2	2	558
17:00	166	8	0	0	1	0	1	176	166	7	0	0	0	2	0	175
17:15	201	12	0	1	0	0	0	214	110	6	1	0	0	0	2	119
17:30	170	9	0	0	0	0	0	179	145	5	0	0	0	0	0	150
17:45	185	10	0	0	0	2	1	198	98	4	0	0	0	0	1	103
H/TOT	722	39	0	1	1	2	2	767	519	22	1	0	0	2	3	547
18:00	182	5	0	0	0	0	0	187	116	3	0	0	1	0	0	120
18:15	148	10	0	0	0	0	0	158	102	3	0	0	0	1	0	106
18:30	123	8	0	0	1	0	0	132	111	7	0	0	0	1	2	121
18:45	106	3	0	0	0	1	0	110	96	4	0	0	0	1	0	101
H/TOT	559	26	0	0	1	1	0	587	425	17	0	0	1	3	2	448
P/TOT	1951	118	0	1	3	10	3	2086	1460	76	1	0	2	7	7	1553

18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 15/07/2026

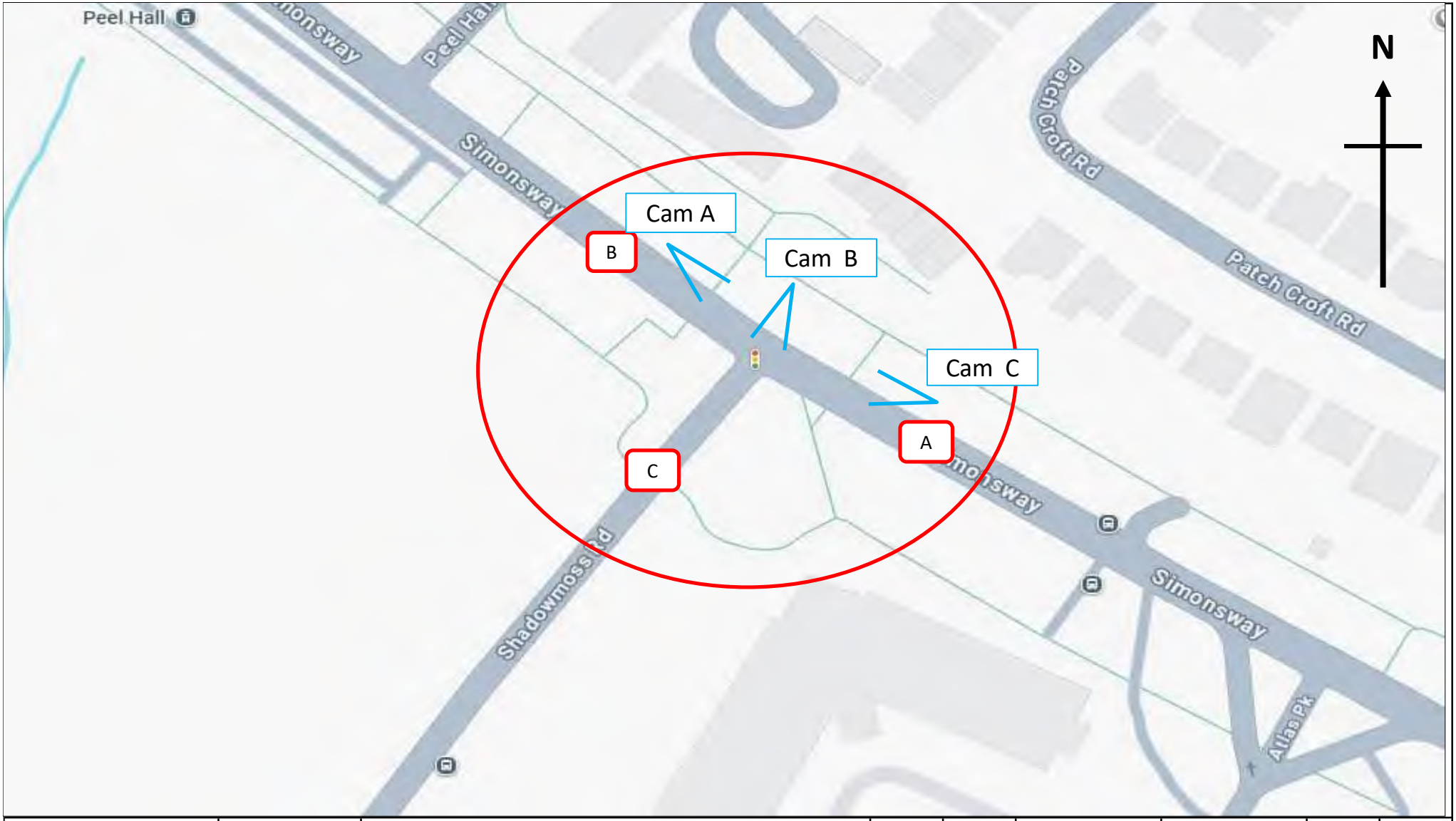
LOCATION: Simonsway/Brownley Rd DAY: Wednesday

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	174	22	1	0	4	2	1	204
07:15	225	29	4	0	6	1	1	266
07:30	277	46	1	0	4	1	0	329
07:45	342	45	2	1	5	1	0	396
H/TOT	1018	142	8	1	19	5	2	1195
08:00	349	45	3	0	2	1	2	402
08:15	347	36	3	0	4	1	1	392
08:30	422	26	2	0	6	1	3	460
08:45	394	26	0	0	4	0	3	427
H/TOT	1512	133	8	0	16	3	9	1681
09:00	385	44	3	0	3	1	0	436
09:15	297	37	7	0	7	4	0	352
09:30	268	44	3	0	5	0	0	320
09:45	268	24	6	0	8	0	1	307
H/TOT	1218	149	19	0	23	5	1	1415
P/TOT	3748	424	35	1	58	13	12	4291

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	1195
07:15 to 08:15	1393
07:30 to 08:30	1519
07:45 to 08:45	1650
08:00 to 09:00	1681
08:15 to 09:15	**1715**
08:30 to 09:30	1675
08:45 to 09:45	1535
09:00 to 10:00	1415
PEAK VALUE	**1715**

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	438	35	0	0	4	2	4	483
16:15	421	35	0	0	5	2	1	464
16:30	471	41	0	0	4	5	3	524
16:45	513	30	1	0	4	4	0	552
H/TOT	1843	141	1	0	17	13	8	2023
17:00	477	21	0	0	6	2	2	508
17:15	507	30	1	1	4	2	3	548
17:30	473	28	0	0	3	0	2	506
17:45	455	26	0	0	3	3	3	490
H/TOT	1912	105	1	1	16	7	10	2052
18:00	453	17	0	0	5	3	1	479
18:15	387	23	0	0	2	1	4	417
18:30	366	22	0	0	4	2	4	398
18:45	349	11	1	0	5	3	1	370
H/TOT	1555	73	1	0	16	9	10	1664
P/TOT	5310	319	3	1	49	29	28	5739

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	2023
16:15 to 17:15	2048
16:30 to 17:30	**2132**
16:45 to 17:45	2114
17:00 to 18:00	2052
17:15 to 18:15	2023
17:30 to 18:30	1892
17:45 to 18:45	1784
18:00 to 19:00	1664
PEAK VALUE	**2132**



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 4,Simonsway/Shadowmoss Rd	**Project No:**	18433	**Drawing No:**	18433-04	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 15/07/2026

LOCATION: Simonsway/Shadowmoss Rd DAY: Wednesday

	A to C								A to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	6	0	0	0	0	0	0	6	46	6	0	0	1	0	3	56
07:15	11	1	0	0	0	0	0	12	67	9	3	0	2	0	1	82
07:30	14	1	0	0	0	0	0	15	72	13	1	0	2	1	1	90
07:45	18	1	1	0	0	0	1	21	106	11	0	0	1	0	0	118
H/TOT	49	3	1	0	0	0	1	54	291	39	4	0	6	1	5	346
08:00	18	2	0	0	0	0	0	20	88	10	2	0	1	0	2	103
08:15	18	2	0	0	0	0	0	20	81	6	1	0	2	1	0	91
08:30	15	1	0	0	0	0	0	16	59	7	0	0	1	0	0	67
08:45	19	0	0	0	0	0	0	19	86	9	0	0	1	0	0	96
H/TOT	70	5	0	0	0	0	0	75	314	32	3	0	5	1	2	357
09:00	14	2	0	0	0	0	0	16	80	8	2	0	1	0	0	91
09:15	14	2	0	1	0	0	0	17	73	9	1	1	2	0	1	87
09:30	11	1	0	1	0	0	0	13	58	14	0	0	2	0	0	74
09:45	7	2	0	0	0	0	0	9	85	3	0	0	1	0	1	90
H/TOT	46	7	0	2	0	0	0	55	296	34	3	1	6	0	2	342
P/TOT	165	15	1	2	0	0	1	184	901	105	10	1	17	2	9	1045

	A to C								A to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	18	3	0	0	0	0	1	22	122	8	0	0	2	0	1	133
16:15	15	2	0	0	0	1	0	18	116	11	0	0	0	1	0	128
16:30	12	1	0	0	0	0	0	13	101	11	0	0	1	0	1	114
16:45	9	3	0	0	0	0	0	12	110	4	0	0	2	0	0	116
H/TOT	54	9	0	0	0	1	1	65	449	34	0	0	5	1	2	491
17:00	18	5	0	0	0	0	0	23	144	9	0	0	1	1	3	158
17:15	18	1	0	0	1	1	0	21	112	8	0	0	0	1	1	122
17:30	10	1	0	0	0	0	0	11	107	6	0	0	1	0	0	114
17:45	8	1	0	0	0	0	1	10	98	4	0	0	1	0	1	104
H/TOT	54	8	0	0	1	1	1	65	461	27	0	0	3	2	5	498
18:00	16	0	0	0	0	0	0	16	91	1	0	0	2	0	1	95
18:15	19	1	0	0	0	0	0	20	85	1	0	0	0	1	1	88
18:30	10	1	0	0	0	1	0	12	99	6	0	0	1	1	3	110
18:45	11	0	0	0	0	0	1	12	81	4	0	0	0	1	0	86
H/TOT	56	2	0	0	0	1	1	60	356	12	0	0	3	3	5	379
P/TOT	164	19	0	0	1	3	3	190	1266	73	0	0	11	6	12	1368



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 15/07/2026

LOCATION: Simonsway/Shadowmoss Rd DAY: Wednesday

TIME	CAR	LGV	OGV1	A to A OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1

TIME	CAR	LGV	OGV1	A to A OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 15/07/2026

LOCATION: Simonsway/Shadowmoss Rd DAY: Wednesday

	B to A								B to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	56	8	0	0	1	0	1	66	11	3	1	0	0	0	0	15
07:15	72	11	2	0	1	0	1	87	18	1	0	0	1	0	0	20
07:30	85	18	0	0	1	0	0	104	19	2	0	0	1	0	0	22
07:45	103	13	1	0	1	0	0	118	28	1	1	0	0	1	0	31
H/TOT	316	50	3	0	4	0	2	375	76	7	2	0	2	1	0	88
08:00	83	13	0	0	0	0	0	96	39	3	0	0	0	1	0	43
08:15	79	10	0	0	1	0	0	90	35	1	0	0	1	0	0	37
08:30	104	5	2	0	1	1	1	114	32	3	0	0	0	0	0	35
08:45	91	11	0	0	2	0	0	104	34	2	0	0	1	0	0	37
H/TOT	357	39	2	0	4	1	1	404	140	9	0	0	2	1	0	152
09:00	87	6	0	0	0	1	1	95	32	4	0	0	0	0	0	36
09:15	74	10	3	0	1	1	0	89	17	3	0	0	1	1	0	22
09:30	65	7	2	0	1	0	1	76	23	0	2	0	0	0	0	25
09:45	74	7	0	0	2	0	1	84	23	0	0	0	1	0	0	24
H/TOT	300	30	5	0	4	2	3	344	95	7	2	0	2	1	0	107
P/TOT	973	119	10	0	12	3	6	1123	311	23	4	0	6	3	0	347

	B to A								B to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	112	8	0	0	1	1	0	122	18	2	0	0	1	0	1	22
16:15	132	15	0	0	2	0	0	149	23	2	0	0	0	1	1	27
16:30	135	6	0	0	0	2	0	143	26	2	0	0	0	0	0	28
16:45	173	17	0	0	1	3	0	194	32	4	0	0	1	1	0	38
H/TOT	552	46	0	0	4	6	0	608	99	10	0	0	2	2	2	115
17:00	127	10	1	0	2	0	0	140	19	1	0	0	0	0	0	20
17:15	142	5	0	1	0	0	0	148	35	1	0	0	0	0	0	36
17:30	145	9	0	0	1	0	0	155	22	2	0	0	1	0	0	25
17:45	154	8	0	0	1	1	1	165	18	2	0	0	0	0	0	20
H/TOT	568	32	1	1	4	1	1	608	94	6	0	0	1	0	0	101
18:00	144	6	0	0	0	1	0	151	25	1	0	0	1	0	1	28
18:15	128	8	0	0	0	0	0	136	18	3	0	0	1	0	0	22
18:30	101	6	0	0	2	0	0	109	13	0	0	0	1	0	0	14
18:45	84	2	0	0	0	1	0	87	21	1	0	0	0	0	1	23
H/TOT	457	22	0	0	2	2	0	483	77	5	0	0	3	0	2	87
P/TOT	1577	100	1	1	10	9	1	1699	270	21	0	0	6	2	4	303



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 15/07/2026

LOCATION: Simonsway/Shadowmoss Rd DAY: Wednesday

TIME	CAR	LGV	OGV1	B to B OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	CAR	LGV	OGV1	B to B OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 15/07/2026

LOCATION: Simonsway/Shadowmoss Rd DAY: Wednesday

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	9	2	0	0	1	0	0	12	10	2	0	0	0	1	0	13
07:15	8	4	0	0	0	0	0	12	7	0	0	0	0	0	1	8
07:30	10	1	0	0	0	0	0	11	12	0	0	0	0	0	0	12
07:45	12	0	0	0	2	0	0	14	17	1	0	0	0	0	0	18
H/TOT	39	7	0	0	3	0	0	49	46	3	0	0	0	1	1	51
08:00	12	2	0	0	0	0	2	16	11	0	0	0	0	1	0	12
08:15	12	3	0	0	1	0	0	16	9	0	0	0	0	0	0	9
08:30	15	2	0	0	0	0	0	17	25	1	0	0	0	0	0	26
08:45	15	0	1	0	1	0	0	17	20	2	1	0	0	0	0	23
H/TOT	54	7	1	0	2	0	2	66	65	3	1	0	0	1	0	70
09:00	17	2	0	0	0	0	0	19	9	1	0	0	0	0	1	11
09:15	19	1	1	0	1	0	0	22	10	1	0	0	0	0	0	11
09:30	12	4	0	0	0	0	1	17	9	1	0	0	0	0	0	10
09:45	8	3	1	0	1	0	0	13	6	2	0	0	0	0	1	9
H/TOT	56	10	2	0	2	0	1	71	34	5	0	0	0	0	2	41
P/TOT	149	24	3	0	7	0	3	186	145	11	1	0	0	2	3	162

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	31	5	0	0	1	0	0	37	25	1	0	0	0	0	0	26
16:15	23	2	0	0	0	0	0	25	16	1	0	0	0	0	0	17
16:30	25	2	0	0	1	1	0	29	17	3	0	0	0	0	0	20
16:45	33	2	0	0	0	0	0	35	18	1	0	0	0	0	0	19
H/TOT	112	11	0	0	2	1	0	126	76	6	0	0	0	0	0	82
17:00	25	1	0	0	1	0	0	27	13	1	0	0	0	0	0	14
17:15	22	0	1	0	0	1	0	24	17	1	0	0	0	0	0	18
17:30	27	2	0	0	1	0	0	30	11	2	0	0	0	0	1	14
17:45	13	1	0	0	0	0	0	14	17	0	0	0	0	0	0	17
H/TOT	87	4	1	0	2	1	0	95	58	4	0	0	0	0	1	63
18:00	30	1	0	0	0	0	0	31	19	0	0	0	0	1	0	20
18:15	19	2	0	0	0	0	0	21	12	0	0	0	0	0	0	12
18:30	15	1	0	0	0	0	0	16	9	0	0	0	0	0	0	9
18:45	15	1	0	0	0	0	0	16	8	1	0	0	0	1	0	10
H/TOT	79	5	0	0	0	0	0	84	48	1	0	0	0	2	0	51
P/TOT	278	20	1	0	4	2	0	305	182	11	0	0	0	2	1	196



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 15/07/2026

LOCATION: Simonsway/Shadowmoss Rd DAY: Wednesday

	C to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

	C to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 15/07/2026

LOCATION: Simonsway/Shadowmoss Rd DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	66	10	0	0	1	1	1	79	52	6	0	0	1	0	3	62
07:15	79	11	2	0	1	0	2	95	78	10	3	0	2	0	1	94
07:30	97	18	0	0	1	0	0	116	86	14	1	0	2	1	1	105
07:45	121	14	1	0	1	0	0	137	125	12	1	0	1	0	1	140
H/TOT	363	53	3	0	4	1	3	427	341	42	5	0	6	1	6	401
08:00	94	13	0	0	0	1	0	108	106	12	2	0	1	0	2	123
08:15	88	10	0	0	1	0	0	99	99	8	1	0	2	1	0	111
08:30	129	6	2	0	1	1	1	140	74	8	0	0	1	0	0	83
08:45	111	13	1	0	2	0	0	127	105	9	0	0	1	0	0	115
H/TOT	422	42	3	0	4	2	1	474	384	37	3	0	5	1	2	432
09:00	96	7	0	0	0	1	2	106	94	10	2	0	1	0	0	107
09:15	84	11	3	0	1	1	0	100	87	11	1	2	2	0	1	104
09:30	74	8	2	0	1	0	1	86	69	15	0	1	2	0	0	87
09:45	80	9	0	0	2	0	2	93	92	5	0	0	1	0	1	99
H/TOT	334	35	5	0	4	2	5	385	342	41	3	3	6	0	2	397
P/TOT	1119	130	11	0	12	5	9	1286	1067	120	11	3	17	2	10	1230

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	137	9	0	0	1	1	0	148	140	11	0	0	2	0	2	155
16:15	148	16	0	0	2	0	0	166	131	13	0	0	0	2	0	146
16:30	152	9	0	0	0	2	0	163	113	12	0	0	1	0	1	127
16:45	191	18	0	0	1	3	0	213	119	7	0	0	2	0	0	128
H/TOT	628	52	0	0	4	6	0	690	503	43	0	0	5	2	3	556
17:00	140	11	1	0	2	0	0	154	162	14	0	0	1	1	3	181
17:15	159	6	0	1	0	0	0	166	130	9	0	0	1	2	1	143
17:30	156	11	0	0	1	0	1	169	117	7	0	0	1	0	0	125
17:45	171	8	0	0	1	1	1	182	106	5	0	0	1	0	2	114
H/TOT	626	36	1	1	4	1	2	671	515	35	0	0	4	3	6	563
18:00	163	6	0	0	0	2	0	171	107	1	0	0	2	0	1	111
18:15	140	8	0	0	0	0	0	148	104	2	0	0	0	1	1	108
18:30	110	6	0	0	2	0	0	118	109	7	0	0	1	2	3	122
18:45	92	3	0	0	0	2	0	97	92	4	0	0	0	1	1	98
H/TOT	505	23	0	0	2	4	0	534	412	14	0	0	3	4	6	439
P/TOT	1759	111	1	1	10	11	2	1895	1430	92	0	0	12	9	15	1558



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 15/07/2026

LOCATION: Simonsway/Shadowmoss Rd DAY: Wednesday

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	55	8	0	0	2	0	3	68	67	11	1	0	1	0	1	81
07:15	75	13	3	0	2	0	1	94	90	12	2	0	2	0	1	107
07:30	82	14	1	0	2	1	1	101	104	20	0	0	2	0	0	126
07:45	118	11	0	0	3	0	0	132	131	14	2	0	1	1	0	149
H/TOT	330	46	4	0	9	1	5	395	392	57	5	0	6	1	2	463
08:00	100	12	2	0	1	0	4	119	122	16	0	0	0	1	0	139
08:15	93	9	1	0	3	1	0	107	114	11	0	0	2	0	0	127
08:30	74	9	0	0	1	0	0	84	136	8	2	0	1	1	1	149
08:45	101	9	1	0	2	0	0	113	125	13	0	0	3	0	0	141
H/TOT	368	39	4	0	7	1	4	423	497	48	2	0	6	2	1	556
09:00	97	10	2	0	1	0	0	110	119	10	0	0	0	1	1	131
09:15	92	10	2	1	3	0	1	109	91	13	3	0	2	2	0	111
09:30	70	18	0	0	2	0	1	91	88	7	4	0	1	0	1	101
09:45	93	6	1	0	2	0	1	103	97	7	0	0	3	0	1	108
H/TOT	352	44	5	1	8	0	3	413	395	37	7	0	6	3	3	451
P/TOT	1050	129	13	1	24	2	12	1231	1284	142	14	0	18	6	6	1470

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	153	13	0	0	3	0	1	170	130	10	0	0	2	1	1	144
16:15	139	13	0	0	0	1	0	153	155	17	0	0	2	1	1	176
16:30	126	13	0	0	2	1	1	143	161	8	0	0	0	2	0	171
16:45	143	6	0	0	2	0	0	151	205	21	0	0	2	4	0	232
H/TOT	561	45	0	0	7	2	2	617	651	56	0	0	6	8	2	723
17:00	169	10	0	0	2	1	3	185	146	11	1	0	2	0	0	160
17:15	134	8	1	0	0	2	1	146	177	6	0	1	0	0	0	184
17:30	134	8	0	0	2	0	0	144	167	11	0	0	2	0	0	180
17:45	111	5	0	0	1	0	1	118	172	10	0	0	1	1	1	185
H/TOT	548	31	1	0	5	3	5	593	662	38	1	1	5	1	1	709
18:00	121	2	0	0	2	0	1	126	169	7	0	0	1	1	1	179
18:15	104	3	0	0	0	1	1	109	146	11	0	0	1	0	0	158
18:30	114	7	0	0	1	1	3	126	114	6	0	0	3	0	0	123
18:45	96	5	0	0	0	1	0	102	105	3	0	0	0	1	1	110
H/TOT	435	17	0	0	3	3	5	463	534	27	0	0	5	2	2	570
P/TOT	1544	93	1	0	15	8	12	1673	1847	121	1	1	16	11	5	2002



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 15/07/2026

LOCATION: Simonsway/Shadowmoss Rd DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	17	3	1	0	0	0	0	21	19	4	0	0	1	1	0	25
07:15	29	2	0	0	1	0	0	32	15	4	0	0	0	0	1	20
07:30	33	3	0	0	1	0	0	37	22	1	0	0	0	0	0	23
07:45	46	2	2	0	0	1	1	52	29	1	0	0	2	0	0	32
H/TOT	125	10	3	0	2	1	1	142	85	10	0	0	3	1	1	100
08:00	57	5	0	0	0	1	0	63	23	2	0	0	0	1	2	28
08:15	53	3	0	0	1	0	0	57	21	3	0	0	1	0	0	25
08:30	47	4	0	0	0	0	0	51	40	3	0	0	0	0	0	43
08:45	53	2	0	0	1	0	0	56	35	2	2	0	1	0	0	40
H/TOT	210	14	0	0	2	1	0	227	119	10	2	0	2	1	2	136
09:00	46	6	0	0	0	0	0	52	26	3	0	0	0	0	1	30
09:15	31	5	0	1	1	1	0	39	29	2	1	0	1	0	0	33
09:30	34	1	2	1	0	0	0	38	21	5	0	0	0	0	1	27
09:45	30	2	0	0	1	0	0	33	14	5	1	0	1	0	1	22
H/TOT	141	14	2	2	2	1	0	162	90	15	2	0	2	0	3	112
P/TOT	476	38	5	2	6	3	1	531	294	35	4	0	7	2	6	348

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	36	5	0	0	1	0	2	44	56	6	0	0	1	0	0	63
16:15	38	4	0	0	0	2	1	45	39	3	0	0	0	0	0	42
16:30	38	3	0	0	0	0	0	41	42	5	0	0	1	1	0	49
16:45	41	7	0	0	1	1	0	50	51	3	0	0	0	0	0	54
H/TOT	153	19	0	0	2	3	3	180	188	17	0	0	2	1	0	208
17:00	37	6	0	0	0	0	0	43	38	2	0	0	1	0	0	41
17:15	53	2	0	0	1	1	0	57	39	1	1	0	0	1	0	42
17:30	32	3	0	0	1	0	0	36	38	4	0	0	1	0	1	44
17:45	26	3	0	0	0	0	1	30	30	1	0	0	0	0	0	31
H/TOT	148	14	0	0	2	1	1	166	145	8	1	0	2	1	1	158
18:00	41	1	0	0	1	0	1	44	49	1	0	0	0	1	0	51
18:15	37	4	0	0	1	0	0	42	31	2	0	0	0	0	0	33
18:30	23	1	0	0	1	1	0	26	24	1	0	0	0	0	0	25
18:45	32	1	0	0	0	0	2	35	23	2	0	0	0	1	0	26
H/TOT	133	7	0	0	3	1	3	147	127	6	0	0	0	2	0	135
P/TOT	434	40	0	0	7	5	7	493	460	31	1	0	4	4	1	501



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 15/07/2026

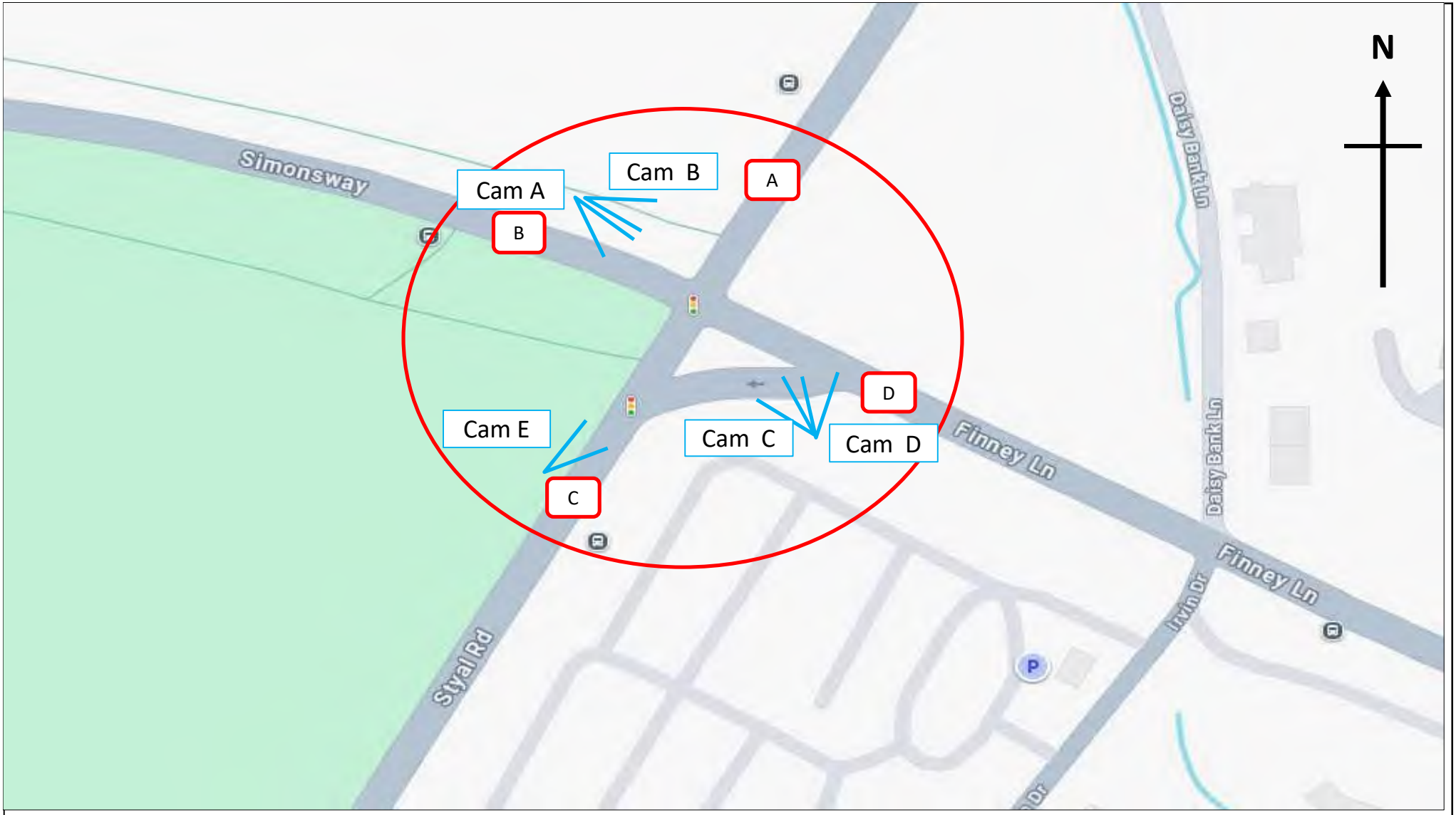
LOCATION: Simonsway/Shadowmoss Rd DAY: Wednesday

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	138	21	1	0	3	1	4	168
07:15	183	26	5	0	4	0	3	221
07:30	212	35	1	0	4	1	1	254
07:45	285	27	3	0	4	1	1	321
H/TOT	818	109	10	0	15	3	9	964
08:00	251	30	2	0	1	2	4	290
08:15	234	22	1	0	5	1	0	263
08:30	250	19	2	0	2	1	1	275
08:45	265	24	2	0	5	0	0	296
H/TOT	1000	95	7	0	13	4	5	1124
09:00	239	23	2	0	1	1	2	268
09:15	207	26	5	2	5	2	1	248
09:30	178	27	4	1	3	0	2	215
09:45	203	17	1	0	5	0	3	229
H/TOT	827	93	12	3	14	3	8	960
P/TOT	2645	297	29	3	42	10	22	3048

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	964
07:15 to 08:15	1086
07:30 to 08:30	1128
07:45 to 08:45	**1149**
08:00 to 09:00	1124
08:15 to 09:15	1102
08:30 to 09:30	1087
08:45 to 09:45	1027
09:00 to 10:00	960
PEAK VALUE	**1149**

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	326	27	0	0	5	1	3	362
16:15	325	33	0	0	2	3	1	364
16:30	316	25	0	0	2	3	1	347
16:45	375	31	0	0	4	4	0	414
H/TOT	1342	116	0	0	13	11	5	1487
17:00	346	27	1	0	4	1	3	382
17:15	346	16	1	1	1	3	1	369
17:30	322	22	0	0	4	0	1	349
17:45	308	16	0	0	2	1	3	330
H/TOT	1322	81	2	1	11	5	8	1430
18:00	325	9	0	0	3	2	2	341
18:15	281	15	0	0	1	1	1	299
18:30	247	14	0	0	4	2	3	270
18:45	220	9	0	0	0	3	2	234
H/TOT	1073	47	0	0	8	8	8	1144
P/TOT	3737	244	2	1	32	24	21	4061

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	1487
16:15 to 17:15	1507
16:30 to 17:30	1512
16:45 to 17:45	**1514**
17:00 to 18:00	1430
17:15 to 18:15	1389
17:30 to 18:30	1319
17:45 to 18:45	1240
18:00 to 19:00	1144
PEAK VALUE	**1514**



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 5, Simonsway/Finney Ln/Styal Rd	**Project No:**	18433	**Drawing No:**	18433-05	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	A to D								A to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	14	1	0	0	0	0	1	16	44	9	1	0	0	1	1	56
07:15	13	3	0	0	3	0	0	19	54	11	1	0	1	0	2	69
07:30	17	1	0	0	0	0	0	18	76	11	0	2	0	0	2	91
07:45	14	1	1	0	0	0	0	16	60	4	1	0	0	2	2	69
H/TOT	58	6	1	0	3	0	1	69	234	35	3	2	1	3	7	285
08:00	14	2	0	0	2	0	0	18	75	12	1	0	0	0	0	88
08:15	38	1	0	0	0	0	0	39	94	8	0	0	0	1	4	107
08:30	35	3	0	0	1	0	1	40	78	13	0	0	0	0	1	92
08:45	22	4	0	0	0	0	0	26	73	3	0	0	0	0	0	76
H/TOT	109	10	0	0	3	0	1	123	320	36	1	0	0	1	5	363
09:00	33	7	0	0	0	0	0	40	72	11	0	0	0	0	1	84
09:15	24	1	0	0	0	0	0	25	59	9	1	0	0	0	1	70
09:30	25	3	0	0	0	0	0	28	42	8	0	0	0	1	2	53
09:45	34	5	0	0	0	0	0	39	49	9	0	1	0	1	2	62
H/TOT	116	16	0	0	0	0	0	132	222	37	1	1	0	2	6	269
P/TOT	283	32	1	0	6	0	2	324	776	108	5	3	1	6	18	917

	A to D								A to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	41	3	0	0	0	0	0	44	69	11	0	0	0	1	0	81
16:15	34	2	0	0	0	1	0	37	75	11	1	0	0	1	1	89
16:30	35	2	0	0	0	0	0	37	83	5	1	0	0	0	0	89
16:45	28	2	0	0	0	0	0	30	77	13	0	0	0	0	0	90
H/TOT	138	9	0	0	0	1	0	148	304	40	2	0	0	2	1	349
17:00	30	5	0	0	0	1	0	36	80	5	0	0	0	1	0	86
17:15	38	0	0	0	0	0	1	39	103	6	0	0	0	2	0	111
17:30	44	1	0	0	0	0	0	45	76	5	0	0	0	0	1	82
17:45	38	2	1	0	0	0	1	42	74	8	0	0	0	0	3	85
H/TOT	150	8	1	0	0	1	2	162	333	24	0	0	0	3	4	364
18:00	48	2	0	0	0	0	0	50	69	4	0	0	0	1	1	75
18:15	29	3	0	0	0	0	0	32	59	1	0	0	0	0	5	65
18:30	33	2	0	0	0	0	0	35	59	2	0	0	0	0	3	64
18:45	24	2	0	0	0	0	0	26	50	2	0	0	0	0	0	52
H/TOT	134	9	0	0	0	0	0	143	237	9	0	0	0	1	9	256
P/TOT	422	26	1	0	0	2	2	453	874	73	2	0	0	6	14	969



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	A to B								A to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
07:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
07:45	13	2	1	0	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	33	7	1	0	0	0	0	41	0	0	0	0	0	0	0	0
08:00	13	3	0	0	0	0	0	16	0	0	0	0	0	0	0	0
08:15	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0
08:30	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
08:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	44	6	0	0	0	0	0	50	0	0	0	0	0	0	0	0
09:00	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0
09:15	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0
09:30	8	6	0	0	0	0	0	14	0	0	0	0	0	0	0	0
09:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	37	13	0	0	0	0	0	50	0	0	0	0	0	0	0	0
P/TOT	114	26	1	0	0	0	0	141	0	0	0	0	0	0	0	0

	A to B								A to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	10	1	0	0	0	0	1	12	0	0	0	0	0	0	0	0
16:15	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0
16:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
16:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	37	5	0	0	0	0	1	43	0	0	0	0	0	0	0	0
17:00	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:30	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	34	3	0	0	0	0	0	37	0	0	0	0	0	0	0	0
18:00	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
18:15	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
18:30	10	0	0	0	0	0	2	12	0	0	0	0	0	0	0	0
18:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	41	1	0	0	0	0	2	44	0	0	0	0	0	0	0	0
P/TOT	112	9	0	0	0	0	3	124	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	B to A								B to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	1	3	0	0	0	0	0	4	32	3	0	0	1	0	0	36
07:15	7	1	0	0	0	0	0	8	24	4	0	0	1	0	3	32
07:30	11	1	0	0	0	0	0	12	34	5	0	0	1	0	0	40
07:45	11	2	0	0	0	0	0	13	40	5	1	0	0	0	0	46
H/TOT	30	7	0	0	0	0	0	37	130	17	1	0	3	0	3	154
08:00	12	2	0	0	0	0	0	14	55	3	0	0	1	1	0	60
08:15	7	2	0	0	0	0	0	9	54	6	0	0	1	0	0	61
08:30	13	1	0	0	0	0	0	14	72	2	0	0	1	0	1	76
08:45	16	2	0	0	0	0	0	18	58	2	1	0	1	0	0	62
H/TOT	48	7	0	0	0	0	0	55	239	13	1	0	4	1	1	259
09:00	10	0	0	0	0	0	0	10	60	4	0	0	1	0	2	67
09:15	6	0	0	0	0	0	0	6	48	3	0	0	1	0	0	52
09:30	9	2	1	0	0	0	0	12	44	3	1	0	1	0	0	49
09:45	5	3	0	0	0	0	0	8	45	4	0	0	1	0	2	52
H/TOT	30	5	1	0	0	0	0	36	197	14	1	0	4	0	4	220
P/TOT	108	19	1	0	0	0	0	128	566	44	3	0	11	1	8	633

	B to A								B to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	23	0	0	0	0	0	0	23	67	4	0	0	1	0	0	72
16:15	13	0	0	0	0	0	0	13	83	8	0	0	0	0	0	91
16:30	21	1	0	0	0	0	0	22	70	3	0	0	2	1	0	76
16:45	16	2	0	0	0	0	0	18	104	7	0	0	1	2	0	114
H/TOT	73	3	0	0	0	0	0	76	324	22	0	0	4	3	0	353
17:00	16	1	0	0	0	0	0	17	95	8	0	0	1	0	0	104
17:15	24	0	0	0	0	0	0	24	85	5	0	0	1	0	0	91
17:30	13	0	0	0	0	0	0	13	112	3	0	0	1	0	1	117
17:45	16	0	0	0	0	0	0	16	90	4	0	0	1	0	1	96
H/TOT	69	1	0	0	0	0	0	70	382	20	0	0	4	0	2	408
18:00	12	1	0	0	0	0	0	13	79	3	0	0	0	1	0	83
18:15	17	1	0	0	0	0	0	18	74	5	0	0	0	0	0	79
18:30	14	1	0	0	0	0	0	15	54	3	0	0	2	0	0	59
18:45	13	0	0	0	0	0	0	13	66	3	0	0	0	2	1	72
H/TOT	56	3	0	0	0	0	0	59	273	14	0	0	2	3	1	293
P/TOT	198	7	0	0	0	0	0	205	979	56	0	0	10	6	3	1054



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	5	0	0	0	0	0	37	0	0	0	0	0	0	0	0
07:15	27	3	1	0	0	0	0	31	0	0	0	0	0	0	0	0
07:30	40	9	1	0	0	0	0	50	0	0	0	0	0	0	0	0
07:45	42	8	0	0	0	0	0	50	0	0	0	0	0	0	0	0
H/TOT	141	25	2	0	0	0	0	168	0	0	0	0	0	0	0	0
08:00	31	9	0	0	0	0	0	40	0	0	0	0	0	0	0	0
08:15	27	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0
08:30	43	1	2	0	0	0	0	46	0	0	0	0	0	0	0	0
08:45	30	6	0	0	0	0	0	36	0	0	0	0	0	0	0	0
H/TOT	131	20	2	0	0	0	0	153	0	0	0	0	0	0	0	0
09:00	37	3	0	0	0	0	0	40	0	0	0	0	0	0	0	0
09:15	26	5	2	0	0	0	0	33	0	0	0	0	0	0	0	0
09:30	27	6	0	0	0	0	0	33	0	0	0	0	0	0	0	0
09:45	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	115	17	2	0	0	0	0	134	0	0	0	0	0	0	0	0
P/TOT	387	62	6	0	0	0	0	455	0	0	0	0	0	0	0	0

	B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	58	2	0	0	0	0	0	60	0	0	0	0	0	0	0	0
16:15	72	5	0	0	0	0	0	77	0	0	0	0	0	0	0	0
16:30	51	5	0	0	0	1	0	57	0	0	0	0	0	0	0	0
16:45	61	5	0	0	0	1	0	67	0	0	0	0	0	0	0	0
H/TOT	242	17	0	0	0	2	0	261	0	0	0	0	0	0	0	0
17:00	45	2	1	0	0	0	0	48	0	0	0	0	0	0	0	0
17:15	54	1	0	1	0	1	0	57	0	0	0	0	0	0	0	0
17:30	65	6	0	0	0	0	0	71	0	0	0	0	0	0	0	0
17:45	68	6	0	0	0	1	0	75	0	0	0	0	0	0	0	0
H/TOT	232	15	1	1	0	2	0	251	0	0	0	0	0	0	0	0
18:00	72	6	0	0	0	0	0	78	0	0	0	0	0	0	0	0
18:15	52	2	0	0	0	0	0	54	0	0	0	0	0	0	0	0
18:30	44	2	0	0	0	0	0	46	0	0	0	0	0	0	0	0
18:45	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	194	10	0	0	0	0	0	204	0	0	0	0	0	0	0	0
P/TOT	668	42	1	1	0	4	0	716	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	26	4	1	0	0	0	0	31	22	4	0	0	0	0	0	26
07:15	39	4	3	0	0	0	0	46	59	7	1	1	0	0	2	70
07:30	29	5	0	0	0	0	0	34	50	5	0	0	0	0	0	55
07:45	47	4	1	0	0	0	0	52	61	7	1	0	0	0	0	69
H/TOT	141	17	5	0	0	0	0	163	192	23	2	1	0	0	2	220
08:00	41	6	1	0	1	0	0	49	78	13	1	0	0	0	0	92
08:15	35	3	1	0	0	0	0	39	75	11	0	0	1	0	2	89
08:30	31	1	0	0	0	0	0	32	78	7	2	0	1	2	0	90
08:45	37	4	0	0	0	0	0	41	58	3	1	0	0	0	0	62
H/TOT	144	14	2	0	1	0	0	161	289	34	4	0	2	2	2	333
09:00	38	4	1	0	0	0	0	43	49	6	1	0	0	0	0	56
09:15	33	7	0	2	0	0	0	42	48	15	1	0	0	0	0	64
09:30	32	3	0	1	0	0	1	37	27	6	2	0	0	0	0	35
09:45	39	3	0	0	0	0	0	42	25	3	1	0	0	0	0	29
H/TOT	142	17	1	3	0	0	1	164	149	30	5	0	0	0	0	184
P/TOT	427	48	8	3	1	0	1	488	630	87	11	1	2	2	4	737

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	40	6	0	0	0	0	0	46	79	10	0	0	0	1	2	92
16:15	42	9	0	0	0	0	0	51	90	9	0	1	0	1	2	103
16:30	41	5	0	0	0	0	0	46	78	12	0	0	0	0	1	91
16:45	51	3	0	0	0	0	0	54	96	7	0	0	0	2	0	105
H/TOT	174	23	0	0	0	0	0	197	343	38	0	1	0	4	5	391
17:00	48	7	0	0	0	0	0	55	100	8	1	0	0	2	0	111
17:15	44	6	0	0	0	0	0	50	91	11	0	0	0	0	2	104
17:30	43	5	0	0	0	0	0	48	91	7	0	0	0	0	2	100
17:45	38	2	0	0	0	0	0	40	80	4	0	0	0	2	1	87
H/TOT	173	20	0	0	0	0	0	193	362	30	1	0	0	4	5	402
18:00	35	1	0	0	0	0	0	36	82	6	0	0	0	0	3	91
18:15	30	1	0	0	0	0	1	32	51	7	0	0	0	0	1	59
18:30	30	3	0	0	0	0	0	33	55	6	0	0	0	2	0	63
18:45	33	1	0	0	0	1	0	35	53	4	0	0	0	0	0	57
H/TOT	128	6	0	0	0	1	1	136	241	23	0	0	0	2	4	270
P/TOT	475	49	0	0	0	1	1	526	946	91	1	1	0	10	14	1063



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	C to D								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	3	1	0	0	0	0	20	0	0	0	0	0	0	0	0
07:15	25	4	0	0	0	0	0	29	0	0	0	0	0	0	0	0
07:30	21	5	0	0	1	0	0	27	0	0	0	0	0	0	0	0
07:45	15	2	1	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	77	14	2	0	1	0	0	94	0	0	0	0	0	0	0	0
08:00	35	3	0	0	0	0	0	38	0	0	0	0	0	0	0	0
08:15	33	4	1	0	1	0	0	39	0	0	0	0	0	0	0	0
08:30	34	5	1	0	0	0	0	40	0	0	0	0	0	0	0	0
08:45	26	6	0	0	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	128	18	2	0	1	0	0	149	0	0	0	0	0	0	0	0
09:00	29	4	0	0	0	0	0	33	0	0	0	0	0	0	0	0
09:15	25	7	0	0	0	1	0	33	0	0	0	0	0	0	0	0
09:30	35	4	0	0	0	1	0	40	1	0	0	0	0	0	0	1
09:45	17	5	0	0	1	0	0	23	0	0	0	0	0	0	0	0
H/TOT	106	20	0	0	1	2	0	129	1	0	0	0	0	0	0	1
P/TOT	311	52	4	0	3	2	0	372	1	0	0	0	0	0	0	1

	C to D								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	59	4	0	0	1	0	0	64	0	0	0	0	0	0	0	0
16:15	60	3	0	0	0	0	1	64	0	0	0	0	0	0	0	0
16:30	36	4	0	0	0	0	0	40	0	0	0	0	0	0	0	0
16:45	67	4	1	0	1	0	0	73	0	0	0	0	0	0	0	0
H/TOT	222	15	1	0	2	0	1	241	0	0	0	0	0	0	0	0
17:00	55	3	0	0	0	0	0	58	0	0	0	0	0	0	0	0
17:15	65	1	0	0	1	0	0	67	0	0	0	0	0	0	0	0
17:30	56	0	0	0	0	1	1	58	0	0	0	0	0	0	0	0
17:45	48	3	0	0	1	0	1	53	0	0	0	0	0	0	0	0
H/TOT	224	7	0	0	2	1	2	236	0	0	0	0	0	0	0	0
18:00	57	5	0	0	0	0	1	63	0	0	0	0	0	0	0	0
18:15	46	3	0	0	0	1	0	50	0	0	0	0	0	0	0	0
18:30	53	1	0	0	1	0	0	55	0	0	0	0	0	0	0	0
18:45	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
H/TOT	184	10	0	0	1	1	1	197	0	0	0	0	0	0	0	0
P/TOT	630	32	1	0	5	2	4	674	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	D to C								D to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	29	7	0	0	0	0	0	36	31	1	0	0	2	0	3	37
07:15	33	1	1	0	0	0	0	35	31	4	0	0	1	0	1	37
07:30	59	9	1	0	0	0	1	70	54	10	0	0	2	1	1	68
07:45	49	5	0	0	1	0	0	55	67	3	0	0	1	0	2	73
H/TOT	170	22	2	0	1	0	1	196	183	18	0	0	6	1	7	215
08:00	39	4	0	0	0	0	0	43	67	4	0	0	0	0	2	73
08:15	54	4	0	0	1	0	0	59	58	2	0	0	3	1	0	64
08:30	27	3	0	0	0	0	0	30	32	8	0	0	0	0	1	41
08:45	57	5	3	0	0	0	2	67	66	3	0	0	1	0	0	70
H/TOT	177	16	3	0	1	0	2	199	223	17	0	0	4	1	3	248
09:00	45	3	0	0	0	0	0	48	59	3	0	0	1	0	0	63
09:15	31	3	0	0	1	0	0	35	53	5	1	0	2	0	1	62
09:30	35	4	0	0	1	0	0	40	44	4	0	0	2	0	1	51
09:45	28	4	0	0	1	0	1	34	42	1	0	0	1	0	0	44
H/TOT	139	14	0	0	3	0	1	157	198	13	1	0	6	0	2	220
P/TOT	486	52	5	0	5	0	4	552	604	48	1	0	16	2	12	683

	D to C								D to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	35	3	0	0	1	0	0	39	68	5	0	0	1	0	1	75
16:15	40	5	0	0	0	2	0	47	73	3	0	0	0	1	0	77
16:30	36	3	1	0	0	0	0	40	57	6	0	0	1	0	0	64
16:45	47	5	0	0	1	0	0	53	54	5	0	0	2	0	0	61
H/TOT	158	16	1	0	2	2	0	179	252	19	0	0	4	1	1	277
17:00	42	4	0	0	0	0	0	46	69	4	0	0	1	0	3	77
17:15	39	0	0	0	0	0	0	39	72	4	0	0	1	2	0	79
17:30	33	3	0	0	0	0	0	36	62	3	0	0	1	0	0	66
17:45	41	1	0	0	0	0	0	42	76	4	0	0	1	0	4	85
H/TOT	155	8	0	0	0	0	0	163	279	15	0	0	4	2	7	307
18:00	43	0	0	0	1	0	0	44	60	0	0	0	2	0	0	62
18:15	30	1	0	0	0	0	0	31	64	0	0	0	0	1	0	65
18:30	29	3	0	0	0	0	0	32	75	5	0	0	1	2	2	85
18:45	36	0	0	0	1	1	0	38	58	3	0	0	0	0	1	62
H/TOT	138	4	0	0	2	1	0	145	257	8	0	0	3	3	3	274
P/TOT	451	28	1	0	4	3	0	487	788	42	0	0	11	6	11	858



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	D to A								D to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
07:15	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0
07:30	40	2	0	0	0	0	1	43	0	0	0	0	0	0	0	0
07:45	49	6	0	0	0	1	0	56	0	0	0	0	0	0	0	0
H/TOT	132	10	0	0	0	1	1	144	0	0	0	0	0	0	0	0
08:00	48	6	0	0	0	0	0	54	0	0	0	0	0	0	0	0
08:15	50	8	0	0	0	0	1	59	0	0	0	0	0	0	0	0
08:30	31	5	0	0	0	0	0	36	0	0	0	0	0	0	0	0
08:45	43	6	0	0	0	0	1	50	0	0	0	0	0	0	0	0
H/TOT	172	25	0	0	0	0	2	199	0	0	0	0	0	0	0	0
09:00	37	4	1	0	0	0	0	42	0	0	0	0	0	0	0	0
09:15	28	4	0	0	0	0	1	33	0	0	0	0	0	0	0	0
09:30	28	5	0	0	0	0	0	33	0	0	0	0	0	0	0	0
09:45	32	4	0	0	0	0	0	36	0	0	0	0	0	0	0	0
H/TOT	125	17	1	0	0	0	1	144	0	0	0	0	0	0	0	0
P/TOT	429	52	1	0	0	1	4	487	0	0	0	0	0	0	0	0

	D to A								D to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	40	2	0	0	0	0	1	43	0	0	0	0	0	0	0	0
16:15	30	6	0	0	0	0	1	37	0	0	0	0	0	0	0	0
16:30	52	2	0	0	1	0	0	55	0	0	0	0	0	0	0	0
16:45	38	2	0	0	0	0	1	41	0	0	0	0	0	0	0	0
H/TOT	160	12	0	0	1	0	3	176	0	0	0	0	0	0	0	0
17:00	28	2	0	0	0	0	1	31	0	0	0	0	0	0	0	0
17:15	47	4	0	0	0	1	0	52	0	0	0	0	0	0	0	0
17:30	44	3	1	0	0	0	0	48	0	0	0	0	0	0	0	0
17:45	41	0	0	0	0	1	0	42	0	0	0	0	0	0	0	0
H/TOT	160	9	1	0	0	2	1	173	0	0	0	0	0	0	0	0
18:00	36	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0
18:15	32	1	0	0	0	0	2	35	0	0	0	0	0	0	0	0
18:30	31	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0
18:45	36	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0
H/TOT	135	1	0	0	0	0	2	138	0	0	0	0	0	0	0	0
P/TOT	455	22	1	0	1	2	6	487	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	37	8	0	0	0	0	0	45	61	12	1	0	0	1	2	77
07:15	95	9	1	1	0	0	2	108	77	16	1	0	4	0	2	100
07:30	101	8	0	0	0	0	1	110	100	13	0	2	0	0	2	117
07:45	121	15	1	0	0	1	0	138	87	7	3	0	0	2	2	101
H/TOT	354	40	2	1	0	1	3	401	325	48	5	2	4	3	8	395
08:00	138	21	1	0	0	0	0	160	102	17	1	0	2	0	0	122
08:15	132	21	0	0	1	0	3	157	142	12	0	0	0	1	4	159
08:30	122	13	2	0	1	2	0	140	125	16	0	0	1	0	2	144
08:45	117	11	1	0	0	0	1	130	104	7	0	0	0	0	0	111
H/TOT	509	66	4	0	2	2	4	587	473	52	1	0	3	1	6	536
09:00	96	10	2	0	0	0	0	108	116	21	0	0	0	0	1	138
09:15	82	19	1	0	0	0	1	103	95	13	1	0	0	0	1	110
09:30	64	13	3	0	0	0	0	80	75	17	0	0	0	1	2	95
09:45	62	10	1	0	0	0	0	73	89	15	0	1	0	1	2	108
H/TOT	304	52	7	0	0	0	1	364	375	66	1	1	0	2	6	451
P/TOT	1167	158	13	1	2	3	8	1352	1173	166	7	3	7	6	20	1382

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	142	12	0	0	0	1	3	158	120	15	0	0	0	1	1	137
16:15	133	15	0	1	0	1	3	153	118	16	1	0	0	2	1	138
16:30	151	15	0	0	1	0	1	168	128	8	1	0	0	0	0	137
16:45	150	11	0	0	0	2	1	164	113	15	0	0	0	0	0	128
H/TOT	576	53	0	1	1	4	8	643	479	54	2	0	0	3	2	540
17:00	144	11	1	0	0	2	1	159	121	13	0	0	0	2	0	136
17:15	162	15	0	0	0	1	2	180	149	6	0	0	0	2	1	158
17:30	148	10	1	0	0	0	2	161	132	6	0	0	0	0	1	139
17:45	137	4	0	0	0	3	1	145	115	10	1	0	0	0	4	130
H/TOT	591	40	2	0	0	6	6	645	517	35	1	0	0	4	6	563
18:00	130	7	0	0	0	0	3	140	133	6	0	0	0	1	1	141
18:15	100	9	0	0	0	0	3	112	99	5	0	0	0	0	5	109
18:30	100	7	0	0	0	2	0	109	102	4	0	0	0	0	5	111
18:45	102	4	0	0	0	0	0	106	78	4	0	0	0	0	0	82
H/TOT	432	27	0	0	0	2	6	467	412	19	0	0	0	1	11	443
P/TOT	1599	120	2	1	1	12	20	1755	1408	108	3	0	0	8	19	1546



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	60	7	1	0	2	0	3	73	65	11	0	0	1	0	0	77
07:15	80	10	3	0	1	0	1	95	58	8	1	0	1	0	3	71
07:30	90	16	0	0	2	1	1	110	85	15	1	0	1	0	0	102
07:45	127	9	2	0	1	0	2	141	93	15	1	0	0	0	0	109
H/TOT	357	42	6	0	6	1	7	419	301	49	3	0	3	0	3	359
08:00	121	13	1	0	1	0	2	138	98	14	0	0	1	1	0	114
08:15	103	8	1	0	3	1	0	116	88	12	0	0	1	0	0	101
08:30	75	9	0	0	0	0	1	85	128	4	2	0	1	0	1	136
08:45	112	7	0	0	1	0	0	120	104	10	1	0	1	0	0	116
H/TOT	411	37	2	0	5	1	3	459	418	40	3	0	4	1	1	467
09:00	108	10	1	0	1	0	0	120	107	7	0	0	1	0	2	117
09:15	98	15	1	2	2	0	1	119	80	8	2	0	1	0	0	91
09:30	84	13	0	1	2	0	2	102	80	11	2	0	1	0	0	94
09:45	87	5	0	0	1	0	0	93	75	10	0	0	1	0	2	88
H/TOT	377	43	2	3	6	0	3	434	342	36	4	0	4	0	4	390
P/TOT	1145	122	10	3	17	2	13	1312	1061	125	10	0	11	1	8	1216

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	118	12	0	0	1	0	2	133	148	6	0	0	1	0	0	155
16:15	124	15	0	0	0	1	0	140	168	13	0	0	0	0	0	181
16:30	108	12	0	0	1	0	0	121	142	9	0	0	2	2	0	155
16:45	113	8	0	0	2	0	0	123	181	14	0	0	1	3	0	199
H/TOT	463	47	0	0	4	1	2	517	639	42	0	0	4	5	0	690
17:00	128	14	0	0	1	0	3	146	156	11	1	0	1	0	0	169
17:15	124	10	0	0	1	2	0	137	163	6	0	1	1	1	0	172
17:30	117	8	0	0	1	0	0	126	190	9	0	0	1	0	1	201
17:45	117	6	0	0	1	0	4	128	174	10	0	0	1	1	1	187
H/TOT	486	38	0	0	4	2	7	537	683	36	1	1	4	2	2	729
18:00	111	1	0	0	2	0	0	114	163	10	0	0	0	1	0	174
18:15	105	2	0	0	0	1	1	109	143	8	0	0	0	0	0	151
18:30	115	8	0	0	1	2	4	130	112	6	0	0	2	0	0	120
18:45	95	4	0	0	0	1	1	101	105	3	0	0	0	2	1	111
H/TOT	426	15	0	0	3	4	6	454	523	27	0	0	2	3	1	556
P/TOT	1375	100	0	0	11	7	15	1508	1845	105	1	1	10	10	3	1975



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	105	21	1	0	0	1	1	129	64	11	2	0	0	0	0	77
07:15	114	15	3	0	1	0	2	135	123	15	4	1	0	0	2	145
07:30	175	29	2	2	0	0	3	211	100	15	0	0	1	0	0	116
07:45	151	17	1	0	1	2	2	174	123	13	3	0	0	0	0	139
H/TOT	545	82	7	2	2	3	8	649	410	54	9	1	1	0	2	477
08:00	145	25	1	0	0	0	0	171	154	22	2	0	1	0	0	179
08:15	175	16	0	0	1	1	4	197	143	18	2	0	2	0	2	167
08:30	148	17	2	0	0	0	1	168	143	13	3	0	1	2	0	162
08:45	160	14	3	0	0	0	2	179	121	13	1	0	0	0	0	135
H/TOT	628	72	6	0	1	1	7	715	561	66	8	0	4	2	2	643
09:00	154	17	0	0	0	0	1	172	116	14	2	0	0	0	0	132
09:15	116	17	3	0	1	0	1	138	106	29	1	2	0	1	0	139
09:30	105	18	0	0	1	1	2	127	95	13	2	1	0	1	1	113
09:45	102	16	0	1	1	1	3	124	81	11	1	0	1	0	0	94
H/TOT	477	68	3	1	3	2	7	561	398	67	6	3	1	2	1	478
P/TOT	1650	222	16	3	6	6	22	1925	1369	187	23	4	6	4	5	1598

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	162	16	0	0	1	1	0	180	178	20	0	0	1	1	2	202
16:15	187	21	1	0	0	3	1	213	192	21	0	1	0	1	3	218
16:30	170	13	2	0	0	1	0	186	155	21	0	0	0	0	1	177
16:45	185	23	0	0	1	1	0	210	214	14	1	0	1	2	0	232
H/TOT	704	73	3	0	2	6	1	789	739	76	1	1	2	4	6	829
17:00	167	11	1	0	0	1	0	180	203	18	1	0	0	2	0	224
17:15	196	7	0	1	0	3	0	207	200	18	0	0	1	0	2	221
17:30	174	14	0	0	0	0	1	189	190	12	0	0	0	1	3	206
17:45	183	15	0	0	0	1	3	202	166	9	0	0	1	2	2	180
H/TOT	720	47	1	1	0	5	4	778	759	57	1	0	2	5	7	831
18:00	184	10	0	0	1	1	1	197	174	12	0	0	0	0	4	190
18:15	141	4	0	0	0	0	5	150	127	11	0	0	0	1	2	141
18:30	132	7	0	0	0	0	3	142	138	10	0	0	1	2	0	151
18:45	112	2	0	0	1	1	0	116	114	6	0	0	0	1	0	121
H/TOT	569	23	0	0	2	2	9	605	553	39	0	0	1	4	6	603
P/TOT	1993	143	4	1	4	13	14	2172	2051	172	2	1	5	13	19	2263



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 5 DATE: 15/07/2026

LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

	TO ARM D								FROM ARM D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	62	7	1	0	1	0	1	72	74	9	0	0	2	0	3	88
07:15	62	11	0	0	4	0	3	80	93	6	1	0	1	0	1	102
07:30	72	11	0	0	2	0	0	85	153	21	1	0	2	1	3	181
07:45	69	8	3	0	0	0	0	80	165	14	0	0	2	1	2	184
H/TOT	265	37	4	0	7	0	4	317	485	50	2	0	7	2	9	555
08:00	104	8	0	0	3	1	0	116	154	14	0	0	0	0	2	170
08:15	125	11	1	0	2	0	0	139	162	14	0	0	4	1	1	182
08:30	141	10	1	0	2	0	2	156	90	16	0	0	0	0	1	107
08:45	106	12	1	0	1	0	0	120	166	14	3	0	1	0	3	187
H/TOT	476	41	3	0	8	1	2	531	572	58	3	0	5	1	7	646
09:00	122	15	0	0	1	0	2	140	141	10	1	0	1	0	0	153
09:15	97	11	0	0	1	1	0	110	112	12	1	0	3	0	2	130
09:30	104	10	1	0	1	1	0	117	107	13	0	0	3	0	1	124
09:45	96	14	0	0	2	0	2	114	102	9	0	0	2	0	1	114
H/TOT	419	50	1	0	5	2	4	481	462	44	2	0	9	0	4	521
P/TOT	1160	128	8	0	20	3	10	1329	1519	152	7	0	21	3	20	1722

	TO ARM D								FROM ARM D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	167	11	0	0	2	0	0	180	143	10	0	0	2	0	2	157
16:15	177	13	0	0	0	1	1	192	143	14	0	0	0	3	1	161
16:30	141	9	0	0	2	1	0	153	145	11	1	0	2	0	0	159
16:45	199	13	1	0	2	2	0	217	139	12	0	0	3	0	1	155
H/TOT	684	46	1	0	6	4	1	742	570	47	1	0	7	3	4	632
17:00	180	16	0	0	1	1	0	198	139	10	0	0	1	0	4	154
17:15	188	6	0	0	2	0	1	197	158	8	0	0	1	3	0	170
17:30	212	4	0	0	1	1	2	220	139	9	1	0	1	0	0	150
17:45	176	9	1	0	2	0	3	191	158	5	0	0	1	1	4	169
H/TOT	756	35	1	0	6	2	6	806	594	32	1	0	4	4	8	643
18:00	184	10	0	0	0	1	1	196	139	0	0	0	3	0	0	142
18:15	149	11	0	0	0	1	0	161	126	2	0	0	0	1	2	131
18:30	140	6	0	0	3	0	0	149	135	8	0	0	1	2	2	148
18:45	118	6	0	0	0	2	1	127	130	3	0	0	1	1	1	136
H/TOT	591	33	0	0	3	4	2	633	530	13	0	0	5	4	5	557
P/TOT	2031	114	2	0	15	10	9	2181	1694	92	2	0	16	11	17	1832

18433 / MANCHESTER
JULY 2026
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SITE: 5 DATE: 15/07/2026

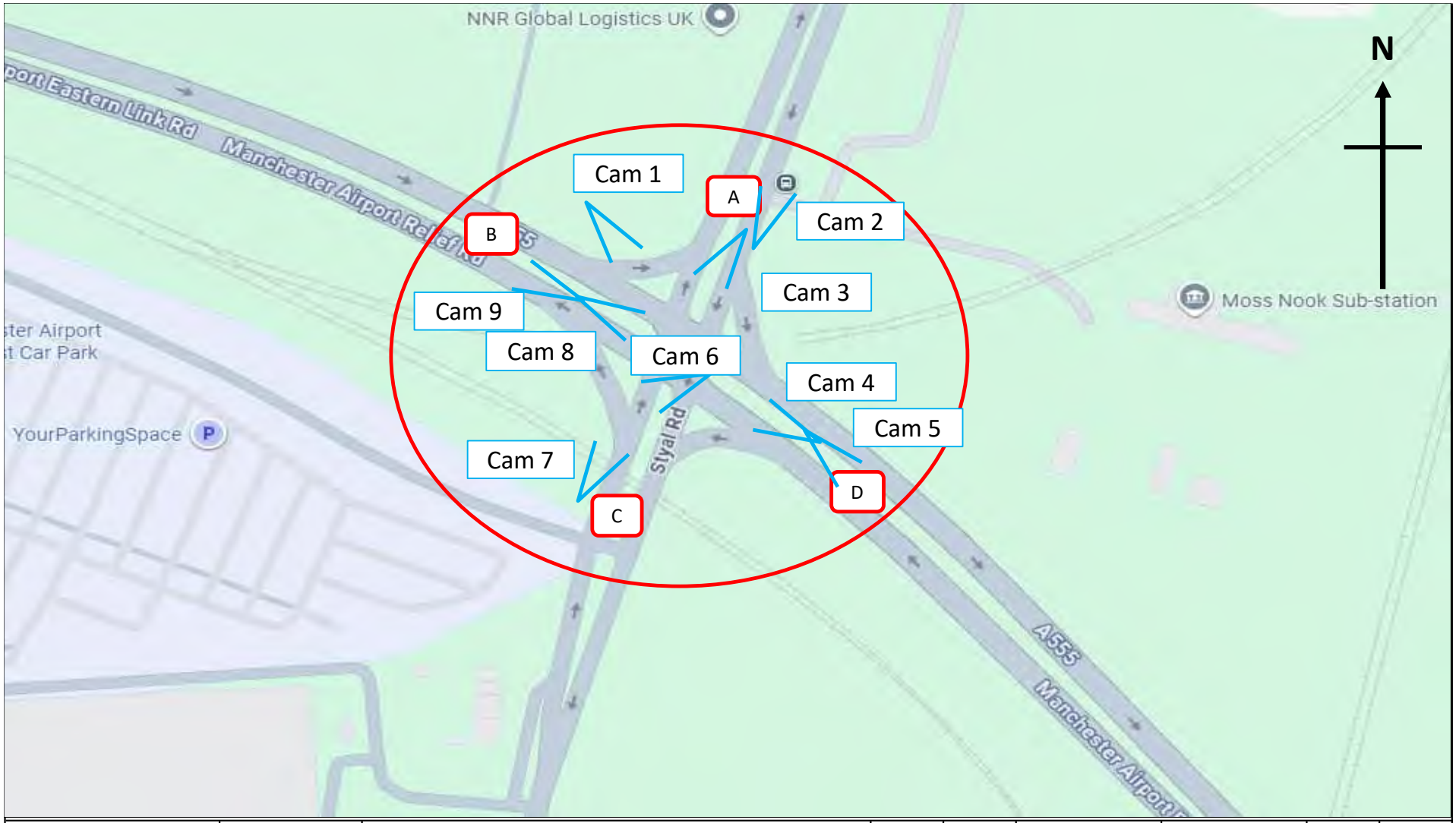
LOCATION: Simonsway/Finney Ln/Styal Rd DAY: Wednesday

TIME	JUNCTION TOTAL CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	264	43	3	0	3	1	5	319
07:15	351	45	7	1	6	0	8	418
07:30	438	64	2	2	4	1	5	516
07:45	468	49	7	0	2	3	4	533
H/TOT	1521	201	19	3	15	5	22	1786
08:00	508	67	3	0	4	1	2	585
08:15	535	56	2	0	7	2	7	609
08:30	486	49	5	0	3	2	4	549
08:45	495	44	5	0	2	0	3	549
H/TOT	2024	216	15	0	16	5	16	2292
09:00	480	52	3	0	2	0	3	540
09:15	393	62	5	2	4	1	3	470
09:30	357	54	4	1	4	2	4	426
09:45	347	45	1	1	4	1	5	404
H/TOT	1577	213	13	4	14	4	15	1840
P/TOT	5122	630	47	7	45	14	53	5918

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	1786
07:15 to 08:15	2052
07:30 to 08:30	2243
07:45 to 08:45	2276
08:00 to 09:00	**2292**
08:15 to 09:15	2247
08:30 to 09:30	2108
08:45 to 09:45	1985
09:00 to 10:00	1840
PEAK VALUE	**2292**

TIME	JUNCTION TOTAL CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	589	51	0	0	4	2	5	651
16:15	621	64	1	1	0	6	5	698
16:30	570	49	2	0	4	2	1	628
16:45	647	55	1	0	5	5	1	714
H/TOT	2427	219	4	1	13	15	12	2691
17:00	619	52	2	0	2	4	4	683
17:15	670	38	0	1	3	6	3	721
17:30	651	36	1	0	2	1	5	696
17:45	613	34	1	0	3	4	11	666
H/TOT	2553	160	4	1	10	15	23	2766
18:00	609	28	0	0	3	2	5	647
18:15	495	26	0	0	0	2	9	532
18:30	487	28	0	0	4	4	7	530
18:45	427	16	0	0	1	4	2	450
H/TOT	2018	98	0	0	8	12	23	2159
P/TOT	6998	477	8	2	31	42	58	7616

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	2691
16:15 to 17:15	2723
16:30 to 17:30	2746
16:45 to 17:45	**2814**
17:00 to 18:00	2766
17:15 to 18:15	2730
17:30 to 18:30	2541
17:45 to 18:45	2375
18:00 to 19:00	2159
PEAK VALUE	**2814**



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 6, Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd	**Project No:**	18433	**Drawing No:**	18433-06	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	A to D								A to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	39	9	0	0	0	1	0	49	30	8	0	0	0	0	1	39
07:15	49	16	1	0	1	0	0	67	29	2	0	0	0	0	0	31
07:30	79	17	0	1	0	1	0	98	63	6	1	0	0	0	1	71
07:45	75	20	1	1	0	0	0	97	38	4	0	0	0	0	2	44
H/TOT	242	62	2	2	1	2	0	311	160	20	1	0	0	0	4	185
08:00	74	20	0	1	0	0	0	95	39	5	0	0	0	0	0	44
08:15	98	12	1	0	0	1	0	112	49	8	0	0	0	0	0	57
08:30	84	15	1	0	0	0	0	100	51	4	1	0	0	0	0	56
08:45	60	9	1	0	0	0	0	70	46	5	0	0	0	0	3	54
H/TOT	316	56	3	1	0	1	0	377	185	22	1	0	0	0	3	211
09:00	78	10	0	0	0	0	0	88	29	8	0	0	0	0	0	37
09:15	67	12	2	0	0	0	0	81	33	7	0	0	0	0	0	40
09:30	60	8	1	0	0	1	0	70	36	10	0	0	0	0	0	46
09:45	49	8	1	1	0	1	0	60	28	7	0	0	1	1	1	38
H/TOT	254	38	4	1	0	2	0	299	126	32	0	0	1	1	1	161
P/TOT	812	156	9	4	1	5	0	987	471	74	2	0	1	1	8	557

	A to D								A to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	121	10	0	0	0	0	0	131	31	3	0	0	0	0	0	34
16:15	145	12	1	0	0	1	0	159	36	5	0	0	0	1	1	43
16:30	114	9	1	0	2	1	0	127	59	5	0	0	0	0	0	64
16:45	146	19	1	0	0	0	0	166	52	2	0	0	0	0	0	54
H/TOT	526	50	3	0	2	2	0	583	178	15	0	0	0	1	1	195
17:00	152	8	0	0	0	1	0	161	54	3	0	0	0	1	1	59
17:15	145	6	1	1	0	1	0	154	56	2	0	0	0	1	0	59
17:30	152	12	0	0	0	0	0	164	44	2	0	0	0	2	1	49
17:45	133	14	0	0	0	0	0	147	38	5	0	0	0	0	2	45
H/TOT	582	40	1	1	0	2	0	626	192	12	0	0	0	4	4	212
18:00	131	8	0	0	0	1	0	140	40	1	0	0	0	0	0	41
18:15	125	2	0	0	0	0	0	127	34	2	0	0	0	0	3	39
18:30	86	6	0	0	0	0	0	92	32	2	0	0	0	0	4	38
18:45	64	1	0	0	0	0	0	65	41	1	0	0	0	1	0	43
H/TOT	406	17	0	0	0	1	0	424	147	6	0	0	0	1	7	161
P/TOT	1514	107	4	1	2	5	0	1633	517	33	0	0	0	6	12	568



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	A to B								A to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	51	13	0	0	1	0	0	65	0	0	0	0	0	0	0	0
07:15	43	6	1	0	1	0	0	51	0	0	0	0	0	0	0	0
07:30	52	11	2	0	1	0	0	66	0	0	0	0	0	0	0	0
07:45	68	3	1	0	1	1	0	74	0	0	0	0	0	0	0	0
H/TOT	214	33	4	0	4	1	0	256	0	0	0	0	0	0	0	0
08:00	52	4	1	0	1	0	0	58	0	0	0	0	0	0	0	0
08:15	49	1	0	0	2	0	0	52	0	0	0	0	0	0	0	0
08:30	40	6	2	0	1	0	0	49	0	0	0	0	0	0	0	0
08:45	62	4	1	0	1	0	0	68	0	0	0	0	0	0	0	0
H/TOT	203	15	4	0	5	0	0	227	0	0	0	0	0	0	0	0
09:00	64	8	0	0	1	0	0	73	0	0	0	0	0	0	0	0
09:15	27	0	0	0	2	0	0	29	0	0	0	0	0	0	0	0
09:30	41	5	0	0	2	0	0	48	0	0	0	0	0	0	0	0
09:45	38	5	0	0	1	0	0	44	0	0	0	0	0	0	0	0
H/TOT	170	18	0	0	6	0	0	194	0	0	0	0	0	0	0	0
P/TOT	587	66	8	0	15	1	0	677	0	0	0	0	0	0	0	0

	A to B								A to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	74	4	1	0	3	0	0	82	0	0	0	0	0	0	0	0
16:15	76	3	0	0	1	0	0	80	0	0	0	0	0	0	0	0
16:30	69	6	1	0	0	0	0	76	0	0	0	0	0	0	0	0
16:45	55	5	0	0	2	0	0	62	0	0	0	0	0	0	0	0
H/TOT	274	18	2	0	6	0	0	300	0	0	0	0	0	0	0	0
17:00	75	5	1	0	2	0	0	83	0	0	0	0	0	0	0	0
17:15	73	2	0	0	2	1	0	78	0	0	0	0	0	0	0	0
17:30	66	1	1	0	1	0	0	69	0	0	0	0	0	0	0	0
17:45	51	1	0	0	2	0	0	54	0	0	0	0	0	0	0	0
H/TOT	265	9	2	0	7	1	0	284	0	0	0	0	0	0	0	0
18:00	73	1	0	0	1	1	0	76	0	0	0	0	0	0	0	0
18:15	59	2	0	0	1	0	0	62	0	0	0	0	0	0	0	0
18:30	46	2	0	0	1	0	0	49	0	0	0	0	0	0	0	0
18:45	41	3	0	0	2	0	0	46	0	0	0	0	0	0	0	0
H/TOT	219	8	0	0	5	1	0	233	0	0	0	0	0	0	0	0
P/TOT	758	35	4	0	18	2	0	817	0	0	0	0	0	0	0	0



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	B to A								B to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	46	2	1	0	2	0	0	51	165	69	5	7	0	2	0	248
07:15	60	6	1	0	1	0	0	68	169	64	5	16	0	3	0	257
07:30	57	8	0	0	1	0	0	66	241	61	5	11	2	0	0	320
07:45	70	3	1	1	1	0	0	76	212	68	7	12	0	0	0	299
H/TOT	233	19	3	1	5	0	0	261	787	262	22	46	2	5	0	1124
08:00	98	5	1	0	3	0	0	107	239	66	12	17	1	4	0	339
08:15	125	7	1	0	2	0	0	135	266	45	7	13	0	1	0	332
08:30	103	8	1	0	1	0	0	113	233	42	6	17	1	2	0	301
08:45	120	7	1	0	1	0	0	129	242	46	5	11	1	2	0	307
H/TOT	446	27	4	0	7	0	0	484	980	199	30	58	3	9	0	1279
09:00	71	2	1	2	2	0	0	78	245	49	12	21	1	1	0	329
09:15	60	7	2	2	0	0	0	71	142	38	4	17	0	0	0	201
09:30	65	5	2	0	1	1	0	74	163	45	7	19	2	0	0	236
09:45	54	6	0	0	2	0	0	62	174	70	6	14	1	0	0	265
H/TOT	250	20	5	4	5	1	0	285	724	202	29	71	4	1	0	1031
P/TOT	929	66	12	5	17	1	0	1030	2491	663	81	175	9	15	0	3434

	B to A								B to D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	87	6	0	0	1	0	0	94	310	54	3	3	0	1	0	371
16:15	74	6	0	0	2	0	0	82	303	62	1	4	1	2	0	373
16:30	51	7	2	0	1	0	0	61	319	61	1	7	2	2	0	392
16:45	66	4	0	1	2	0	0	73	323	39	3	7	1	1	0	374
H/TOT	278	23	2	1	6	0	0	310	1255	216	8	21	4	6	0	1510
17:00	76	5	1	0	1	0	0	83	335	31	1	5	0	1	0	373
17:15	69	2	0	0	3	0	0	74	345	22	1	2	1	5	0	376
17:30	55	4	0	0	1	1	0	61	338	24	0	4	1	1	0	368
17:45	61	0	0	0	1	2	0	64	348	21	0	9	3	5	0	386
H/TOT	261	11	1	0	6	3	0	282	1366	98	2	20	5	12	0	1503
18:00	51	4	0	0	1	0	0	56	319	14	0	2	2	2	0	339
18:15	60	7	0	0	1	1	0	69	343	23	0	2	2	3	0	373
18:30	65	3	0	0	2	1	0	71	294	17	0	6	1	1	0	319
18:45	56	0	0	0	2	0	0	58	229	11	0	2	0	1	0	243
H/TOT	232	14	0	0	6	2	0	254	1185	65	0	12	5	7	0	1274
P/TOT	771	48	3	1	18	5	0	846	3806	379	10	53	14	25	0	4287



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	60	2	0	2	4	0	0	68	0	0	0	0	0	0	0	0
07:15	48	8	0	0	5	0	0	61	0	0	0	0	0	0	0	0
07:30	48	4	0	0	4	0	0	56	0	0	0	0	0	0	0	0
07:45	61	11	1	0	4	0	0	77	0	0	0	0	0	0	0	0
H/TOT	217	25	1	2	17	0	0	262	0	0	0	0	0	0	0	0
08:00	61	6	1	0	6	0	0	74	0	0	0	0	0	0	0	0
08:15	48	7	1	1	6	0	0	63	1	0	0	0	0	0	0	1
08:30	52	6	0	0	3	0	0	61	0	0	0	0	0	0	0	0
08:45	50	7	0	1	4	0	0	62	1	0	0	0	0	0	0	1
H/TOT	211	26	2	2	19	0	0	260	2	0	0	0	0	0	0	2
09:00	60	7	0	0	5	0	0	72	0	0	0	0	0	0	0	0
09:15	62	7	0	0	5	0	0	74	0	0	0	0	0	0	0	0
09:30	60	4	0	1	3	0	0	68	1	0	0	0	0	0	0	1
09:45	64	6	2	1	6	0	0	79	0	0	0	0	0	0	0	0
H/TOT	246	24	2	2	19	0	0	293	1	0	0	0	0	0	0	1
P/TOT	674	75	5	6	55	0	0	815	3	0	0	0	0	0	0	3

	B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	45	4	0	0	5	0	0	54	1	0	0	0	0	0	0	1
16:15	37	2	0	0	4	0	0	43	0	0	0	0	0	0	0	0
16:30	31	4	0	0	4	0	1	40	0	0	0	0	0	0	0	0
16:45	32	2	1	0	4	0	1	40	0	0	0	0	0	0	0	0
H/TOT	145	12	1	0	17	0	2	177	1	0	0	0	0	0	0	1
17:00	53	1	1	0	2	0	0	57	1	0	0	0	0	0	0	1
17:15	33	3	0	0	3	0	1	40	0	0	0	0	0	0	0	0
17:30	45	2	0	0	5	1	1	54	0	0	0	0	0	0	0	0
17:45	46	3	0	0	6	0	1	56	0	0	0	0	0	0	0	0
H/TOT	177	9	1	0	16	1	3	207	1	0	0	0	0	0	0	1
18:00	35	2	0	0	1	0	1	39	1	0	0	0	0	0	0	1
18:15	42	1	0	0	5	0	0	48	3	0	0	0	0	0	0	3
18:30	37	0	0	0	5	0	0	42	0	0	0	0	0	0	0	0
18:45	44	1	0	0	4	1	0	50	0	0	0	0	0	0	0	0
H/TOT	158	4	0	0	15	1	1	179	4	0	0	0	0	0	0	4
P/TOT	480	25	2	0	48	2	6	563	6	0	0	0	0	0	0	6



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CLASSIFIED TURNING COUNT

SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	33	5	0	0	4	0	0	42	17	5	0	0	0	0	1	23
07:15	49	11	1	1	5	0	0	67	25	4	0	0	0	0	1	30
07:30	44	1	0	0	3	0	0	48	34	4	0	0	0	0	0	38
07:45	51	4	1	0	6	1	0	63	40	6	1	0	0	0	0	47
H/TOT	177	21	2	1	18	1	0	220	116	19	1	0	0	0	2	138
08:00	44	7	0	0	5	0	1	57	49	4	1	0	0	0	1	55
08:15	40	2	0	1	5	0	0	48	39	4	0	0	0	0	1	44
08:30	48	3	0	0	4	0	0	55	41	3	0	0	0	0	0	44
08:45	45	5	2	0	5	0	0	57	40	4	0	0	0	0	0	44
H/TOT	177	17	2	1	19	0	1	217	169	15	1	0	0	0	2	187
09:00	42	4	0	0	4	0	0	50	48	4	0	0	0	0	0	52
09:15	22	2	0	1	5	0	0	30	16	6	0	0	0	0	0	22
09:30	24	3	0	0	4	0	0	31	21	5	0	0	0	0	0	26
09:45	34	3	1	0	4	0	0	42	30	3	0	0	0	1	0	34
H/TOT	122	12	1	1	17	0	0	153	115	18	0	0	0	1	0	134
P/TOT	476	50	5	3	54	1	1	590	400	52	2	0	0	1	4	459

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	71	7	0	0	3	0	0	81	46	7	0	0	0	0	0	53
16:15	60	6	0	0	3	0	0	69	48	4	0	0	0	0	2	54
16:30	56	4	0	0	4	0	0	64	44	7	0	0	0	0	0	51
16:45	54	5	0	0	3	0	0	62	46	3	0	0	0	0	0	49
H/TOT	241	22	0	0	13	0	0	276	184	21	0	0	0	0	2	207
17:00	69	3	0	0	3	0	0	75	52	6	0	0	0	0	1	59
17:15	56	4	0	0	5	0	0	65	51	5	0	0	0	0	2	58
17:30	63	1	0	1	4	0	0	69	48	4	0	0	0	0	0	52
17:45	60	2	0	0	3	0	0	65	55	0	0	0	0	1	2	58
H/TOT	248	10	0	1	15	0	0	274	206	15	0	0	0	1	5	227
18:00	40	2	0	0	6	0	0	48	44	5	0	0	0	0	3	52
18:15	46	4	0	0	3	0	0	53	41	0	0	0	0	0	0	41
18:30	52	1	0	0	5	0	0	58	36	0	0	0	0	1	1	38
18:45	62	2	0	0	5	0	0	69	37	0	0	0	0	0	0	37
H/TOT	200	9	0	0	19	0	0	228	158	5	0	0	0	1	4	168
P/TOT	689	41	0	1	47	0	0	778	548	41	0	0	0	2	11	602



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	C to D								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	21	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0
08:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:15	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:45	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	31	3	0	0	0	0	0	34	0	0	0	0	0	0	0	0
09:00	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
09:15	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
09:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	37	2	0	0	0	0	0	39	0	0	0	0	0	0	0	0
P/TOT	89	9	0	0	0	0	0	98	0	0	0	0	0	0	0	0

	C to D								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0
16:15	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0
16:30	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0	0
16:45	27	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0
H/TOT	97	5	0	0	0	0	0	102	0	0	0	0	0	0	0	0
17:00	13	0	2	0	0	0	1	16	0	0	0	0	0	0	0	0
17:15	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
17:30	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0
17:45	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	63	4	2	0	0	0	1	70	0	0	0	0	0	0	0	0
18:00	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0
18:15	13	0	0	0	0	0	2	15	0	0	0	0	0	0	0	0
18:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
18:45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	61	5	0	0	0	0	2	68	0	0	0	0	0	0	0	0
P/TOT	221	14	2	0	0	0	3	240	0	0	0	0	0	0	0	0



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	D to C								D to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	4	0	0	0	0	0	11	247	46	1	10	1	1	0	306
07:15	13	3	0	0	0	0	0	16	315	66	2	10	1	1	0	395
07:30	19	0	0	0	0	0	0	19	316	49	5	10	0	2	0	382
07:45	13	1	0	0	0	0	0	14	317	47	2	12	1	3	0	382
H/TOT	52	8	0	0	0	0	0	60	1195	208	10	42	3	7	0	1465
08:00	11	2	0	0	0	0	0	13	306	37	1	6	2	0	0	352
08:15	7	1	0	0	0	0	0	8	317	37	5	8	2	0	0	369
08:30	16	1	0	0	0	0	0	17	279	34	3	13	0	1	0	330
08:45	11	2	0	0	0	0	0	13	280	36	6	9	0	0	0	331
H/TOT	45	6	0	0	0	0	0	51	1182	144	15	36	4	1	0	1382
09:00	16	1	0	0	0	0	0	17	230	47	4	9	2	1	0	293
09:15	19	1	0	0	0	0	0	20	194	25	2	11	1	0	0	233
09:30	25	1	0	0	0	0	0	26	205	21	4	9	6	0	0	245
09:45	24	4	0	0	1	0	0	29	168	29	6	12	3	1	0	219
H/TOT	84	7	0	0	1	0	0	92	797	122	16	41	12	2	0	990
P/TOT	181	21	0	0	1	0	0	203	3174	474	41	119	19	10	0	3837

	D to C								D to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	0	0	0	0	0	0	9	256	69	1	8	1	0	0	335
16:15	10	0	0	0	0	0	0	10	225	62	3	9	0	2	0	301
16:30	6	0	0	0	0	0	0	6	248	50	3	6	3	2	0	312
16:45	17	2	0	0	0	0	0	19	269	32	2	4	0	1	0	308
H/TOT	42	2	0	0	0	0	0	44	998	213	9	27	4	5	0	1256
17:00	21	1	0	0	0	0	0	22	244	21	5	7	1	0	0	278
17:15	16	1	0	0	0	0	0	17	266	13	1	2	1	0	0	283
17:30	11	0	0	0	0	0	0	11	220	19	1	3	1	1	0	245
17:45	11	1	0	0	0	1	0	13	251	19	1	5	0	1	0	277
H/TOT	59	3	0	0	0	1	0	63	981	72	8	17	3	2	0	1083
18:00	16	0	0	0	0	0	0	16	195	19	1	7	1	1	0	224
18:15	5	0	0	0	0	0	0	5	185	10	0	4	0	2	0	201
18:30	16	1	0	0	0	0	0	17	245	21	1	4	2	0	0	273
18:45	11	0	0	0	0	1	0	12	161	12	1	2	0	0	0	176
H/TOT	48	1	0	0	0	1	0	50	786	62	3	17	3	3	0	874
P/TOT	149	6	0	0	0	2	0	157	2765	347	20	61	10	10	0	3213



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SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	D to A								D to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	42	5	2	1	0	0	0	50	0	0	0	0	0	0	0	0
07:15	79	8	1	0	0	0	0	88	2	0	0	0	0	0	0	2
07:30	64	6	0	0	1	0	0	71	0	0	0	0	0	0	0	0
07:45	75	7	0	0	0	0	0	82	0	0	0	0	0	0	0	0
H/TOT	260	26	3	1	1	0	0	291	2	0	0	0	0	0	0	2
08:00	72	16	0	0	1	1	0	90	0	0	0	0	0	0	0	0
08:15	83	11	0	0	0	0	0	94	0	0	0	0	0	0	0	0
08:30	77	10	1	0	1	2	0	91	0	0	0	0	0	0	0	0
08:45	87	4	1	0	0	0	0	92	1	0	0	0	0	0	0	1
H/TOT	319	41	2	0	2	3	0	367	1	0	0	0	0	0	0	1
09:00	72	11	1	0	0	0	0	84	0	0	0	0	0	0	0	0
09:15	58	18	0	0	0	0	0	76	0	0	0	0	0	0	0	0
09:30	64	4	0	1	0	0	0	69	0	0	0	0	0	0	0	0
09:45	56	5	0	0	0	0	0	61	0	0	0	0	0	0	0	0
H/TOT	250	38	1	1	0	0	0	290	0	0	0	0	0	0	0	0
P/TOT	829	105	6	2	3	3	0	948	3	0	0	0	0	0	0	3

	D to A								D to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	74	11	0	1	0	2	0	88	0	0	0	0	0	0	0	0
16:15	71	15	0	0	0	0	0	86	0	0	0	0	0	0	0	0
16:30	74	8	0	0	0	0	0	82	0	0	0	0	0	0	0	0
16:45	76	9	0	0	0	3	0	88	0	0	0	0	0	0	0	0
H/TOT	295	43	0	1	0	5	0	344	0	0	0	0	0	0	0	0
17:00	80	9	0	0	0	0	0	89	0	0	0	0	0	0	0	0
17:15	75	10	0	0	0	0	0	85	1	0	0	0	0	0	0	1
17:30	84	9	0	0	0	0	0	93	0	0	0	0	0	0	0	0
17:45	78	6	0	0	0	0	0	84	0	0	0	0	0	0	0	0
H/TOT	317	34	0	0	0	0	0	351	1	0	0	0	0	0	0	1
18:00	75	7	0	0	0	0	0	82	0	0	0	0	0	0	0	0
18:15	54	2	0	0	0	0	0	56	0	0	0	0	0	0	0	0
18:30	54	10	0	0	0	0	0	64	0	0	0	0	0	0	0	0
18:45	61	6	0	0	0	0	0	67	0	0	0	0	0	0	0	0
H/TOT	244	25	0	0	0	0	0	269	0	0	0	0	0	0	0	0
P/TOT	856	102	0	1	0	5	0	964	1	0	0	0	0	0	0	1



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SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	105	12	3	1	2	0	1	124	120	30	0	0	1	1	1	153
07:15	164	18	2	0	1	0	1	186	121	24	2	0	2	0	0	149
07:30	155	18	0	0	2	0	0	175	194	34	3	1	1	1	1	235
07:45	185	16	2	1	1	0	0	205	181	27	2	1	1	1	2	215
H/TOT	609	64	7	2	6	0	2	690	616	115	7	2	5	3	4	752
08:00	219	25	2	0	4	1	1	252	165	29	1	1	1	0	0	197
08:15	247	22	1	0	2	0	1	273	196	21	1	0	2	1	0	221
08:30	221	21	2	0	2	2	0	248	175	25	4	0	1	0	0	205
08:45	247	15	2	0	1	0	0	265	168	18	2	0	1	0	3	192
H/TOT	934	83	7	0	9	3	2	1038	704	93	8	1	5	1	3	815
09:00	191	17	2	2	2	0	0	214	171	26	0	0	1	0	0	198
09:15	134	31	2	2	0	0	0	169	127	19	2	0	2	0	0	150
09:30	150	14	2	1	1	1	0	169	137	23	1	0	2	1	0	164
09:45	140	14	0	0	2	1	0	157	115	20	1	1	2	2	1	142
H/TOT	615	76	6	5	5	2	0	709	550	88	4	1	7	3	1	654
P/TOT	2158	223	20	7	20	5	4	2437	1870	296	19	4	17	7	8	2221

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	207	24	0	1	1	2	0	235	226	17	1	0	3	0	0	247
16:15	193	25	0	0	2	0	2	222	257	20	1	0	1	2	1	282
16:30	169	22	2	0	1	0	0	194	242	20	2	0	2	1	0	267
16:45	188	16	0	1	2	3	0	210	253	26	1	0	2	0	0	282
H/TOT	757	87	2	2	6	5	2	861	978	83	5	0	8	3	1	1078
17:00	208	20	1	0	1	0	1	231	281	16	1	0	2	2	1	303
17:15	195	17	0	0	3	0	2	217	274	10	1	1	2	3	0	291
17:30	187	17	0	0	1	1	0	206	262	15	1	0	1	2	1	282
17:45	194	6	0	0	1	3	2	206	222	20	0	0	2	0	2	246
H/TOT	784	60	1	0	6	4	5	860	1039	61	3	1	7	7	4	1122
18:00	170	16	0	0	1	0	3	190	244	10	0	0	1	2	0	257
18:15	155	9	0	0	1	1	0	166	218	6	0	0	1	0	3	228
18:30	155	13	0	0	2	2	1	173	164	10	0	0	1	0	4	179
18:45	154	6	0	0	2	0	0	162	146	5	0	0	2	1	0	154
H/TOT	634	44	0	0	6	3	4	691	772	31	0	0	5	3	7	818
P/TOT	2175	191	3	2	18	12	11	2412	2789	175	8	1	20	13	12	3018



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JULY 2026
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SITE: 6 DATE: 15/07/2026

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	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	331	64	1	10	6	1	0	413	271	73	6	9	6	2	0	367
07:15	407	83	4	11	7	1	0	513	277	78	6	16	6	3	0	386
07:30	412	61	7	10	4	2	0	496	346	73	5	11	7	0	0	442
07:45	436	54	4	12	8	5	0	519	343	82	9	13	5	0	0	452
H/TOT	1586	262	16	43	25	9	0	1941	1237	306	26	49	24	5	0	1647
08:00	402	48	2	6	8	0	1	467	398	77	14	17	10	4	0	520
08:15	407	40	5	9	9	0	0	470	440	59	9	14	8	1	0	531
08:30	367	43	5	13	5	1	0	434	388	56	7	17	5	2	0	475
08:45	388	45	9	9	6	0	0	457	413	60	6	12	6	2	0	499
H/TOT	1564	176	21	37	28	1	1	1828	1639	252	36	60	29	9	0	2025
09:00	336	59	4	9	7	1	0	416	376	58	13	23	8	1	0	479
09:15	243	27	2	12	8	0	0	292	264	52	6	19	5	0	0	346
09:30	271	29	4	9	12	0	0	325	289	54	9	20	6	1	0	379
09:45	240	37	7	12	8	1	0	305	292	82	8	15	9	0	0	406
H/TOT	1090	152	17	42	35	2	0	1338	1221	246	36	77	28	2	0	1610
P/TOT	4240	590	54	122	88	12	1	5107	4097	804	98	186	81	16	0	5282

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	402	80	2	8	7	0	0	499	443	64	3	3	6	1	0	520
16:15	361	71	3	9	4	2	0	450	414	70	1	4	7	2	0	498
16:30	373	60	4	6	7	2	0	452	401	72	3	7	7	2	1	493
16:45	378	42	2	4	5	1	0	432	421	45	4	8	7	1	1	487
H/TOT	1514	253	11	27	23	5	0	1833	1679	251	11	22	27	6	2	1998
17:00	389	29	6	7	6	0	0	437	465	37	3	5	3	1	0	514
17:15	395	19	1	2	8	1	0	426	447	27	1	2	7	5	1	490
17:30	349	21	2	4	6	1	0	383	438	30	0	4	7	3	1	483
17:45	362	22	1	5	5	1	0	396	455	24	0	9	10	7	1	506
H/TOT	1495	91	10	18	25	3	0	1642	1805	118	4	20	27	16	3	1993
18:00	309	22	1	7	8	2	0	349	406	20	0	2	4	2	1	435
18:15	293	16	0	4	4	2	0	319	448	31	0	2	8	4	0	493
18:30	343	24	1	4	8	0	0	380	396	20	0	6	8	2	0	432
18:45	264	17	1	2	7	0	0	291	329	12	0	2	6	2	0	351
H/TOT	1209	79	3	17	27	4	0	1339	1579	83	0	12	26	10	1	1711
P/TOT	4218	423	24	62	75	12	0	4814	5063	452	15	54	80	32	6	5702



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	97	14	0	2	4	0	1	118	54	11	0	0	4	0	1	70
07:15	90	13	0	0	5	0	0	108	78	16	1	1	5	0	1	102
07:30	130	10	1	0	4	0	1	146	86	6	0	0	3	0	0	95
07:45	112	16	1	0	4	0	2	135	96	11	2	0	6	1	0	116
H/TOT	429	53	2	2	17	0	4	507	314	44	3	1	18	1	2	383
08:00	111	13	1	0	6	0	0	131	101	11	1	0	5	0	2	120
08:15	104	16	1	1	6	0	0	128	84	9	0	1	5	0	1	100
08:30	119	11	1	0	3	0	0	134	96	6	0	0	4	0	0	106
08:45	107	14	0	1	4	0	3	129	96	9	2	0	5	0	0	112
H/TOT	441	54	3	2	19	0	3	522	377	35	3	1	19	0	3	438
09:00	105	16	0	0	5	0	0	126	101	8	0	0	4	0	0	113
09:15	114	15	0	0	5	0	0	134	47	10	0	1	5	0	0	63
09:30	121	15	0	1	3	0	0	140	50	8	0	0	4	0	0	62
09:45	116	17	2	1	8	1	1	146	76	6	1	0	4	1	0	88
H/TOT	456	63	2	2	21	1	1	546	274	32	1	1	17	1	0	326
P/TOT	1326	170	7	6	57	1	8	1575	965	111	7	3	54	2	5	1147

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	85	7	0	0	5	0	0	97	141	16	0	0	3	0	0	160
16:15	83	7	0	0	4	1	1	96	129	11	0	0	3	0	2	145
16:30	96	9	0	0	4	0	1	110	125	13	0	0	4	0	0	142
16:45	101	6	1	0	4	0	1	113	127	8	0	0	3	0	0	138
H/TOT	365	29	1	0	17	1	3	416	522	48	0	0	13	0	2	585
17:00	128	5	1	0	2	1	1	138	134	9	2	0	3	0	2	150
17:15	105	6	0	0	3	1	1	116	126	10	0	0	5	0	2	143
17:30	100	4	0	0	5	3	2	114	129	8	0	1	4	0	0	142
17:45	95	9	0	0	6	1	3	114	128	2	0	0	3	1	2	136
H/TOT	428	24	1	0	16	6	7	482	517	29	2	1	15	1	6	571
18:00	91	3	0	0	1	0	1	96	109	10	0	0	6	0	3	128
18:15	81	3	0	0	5	0	3	92	100	4	0	0	3	0	2	109
18:30	85	3	0	0	5	0	4	97	99	2	0	0	5	1	1	108
18:45	96	2	0	0	4	3	0	105	111	3	0	0	5	0	0	119
H/TOT	353	11	0	0	15	3	8	390	419	19	0	0	19	1	6	464
P/TOT	1146	64	2	0	48	10	18	1288	1458	96	2	1	47	2	14	1620



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 6 DATE: 15/07/2026

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	TO ARM D								FROM ARM D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	208	79	5	7	0	3	0	302	296	55	3	11	1	1	0	367
07:15	224	81	6	16	1	3	0	331	409	77	3	10	1	1	0	501
07:30	328	79	5	12	2	1	0	427	399	55	5	10	1	2	0	472
07:45	292	89	8	13	0	0	0	402	405	55	2	12	1	3	0	478
H/TOT	1052	328	24	48	3	7	0	1462	1509	242	13	43	4	7	0	1818
08:00	321	86	12	18	1	4	0	442	389	55	1	6	3	1	0	455
08:15	369	60	8	13	0	2	0	452	407	49	5	8	2	0	0	471
08:30	324	57	7	17	1	2	0	408	372	45	4	13	1	3	0	438
08:45	314	55	6	11	1	2	0	389	379	42	7	9	0	0	0	437
H/TOT	1328	258	33	59	3	10	0	1691	1547	191	17	36	6	4	0	1801
09:00	334	59	12	21	1	1	0	428	318	59	5	9	2	1	0	394
09:15	218	52	6	17	0	0	0	293	271	44	2	11	1	0	0	329
09:30	228	53	8	19	2	1	0	311	294	26	4	10	6	0	0	340
09:45	235	78	7	15	1	1	0	337	248	38	6	12	4	1	0	309
H/TOT	1015	242	33	72	4	3	0	1369	1131	167	17	42	13	2	0	1372
P/TOT	3395	828	90	179	10	20	0	4522	4187	600	47	121	23	13	0	4991

	TO ARM D								FROM ARM D							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	455	66	3	3	0	1	0	528	339	80	1	9	1	2	0	432
16:15	469	75	2	4	1	3	0	554	306	77	3	9	0	2	0	397
16:30	458	72	2	7	4	3	0	546	328	58	3	6	3	2	0	400
16:45	496	58	4	7	1	1	0	567	362	43	2	4	0	4	0	415
H/TOT	1878	271	11	21	6	8	0	2195	1335	258	9	28	4	10	0	1644
17:00	500	39	3	5	0	2	1	550	345	31	5	7	1	0	0	389
17:15	510	29	2	3	1	6	0	551	358	24	1	2	1	0	0	386
17:30	508	39	0	4	1	1	0	553	315	28	1	3	1	1	0	349
17:45	494	35	0	9	3	5	0	546	340	26	1	5	0	2	0	374
H/TOT	2012	142	5	21	5	14	1	2200	1358	109	8	17	3	3	0	1498
18:00	475	25	0	2	2	3	0	507	286	26	1	7	1	1	0	322
18:15	481	25	0	2	2	3	2	515	244	12	0	4	0	2	0	262
18:30	391	24	0	6	1	1	0	423	315	32	1	4	2	0	0	354
18:45	305	13	0	2	0	1	0	321	233	18	1	2	0	1	0	255
H/TOT	1652	87	0	12	5	8	2	1766	1078	88	3	17	3	4	0	1193
P/TOT	5542	500	16	54	16	30	3	6161	3771	455	20	62	10	17	0	4335

18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 6 DATE: 15/07/2026

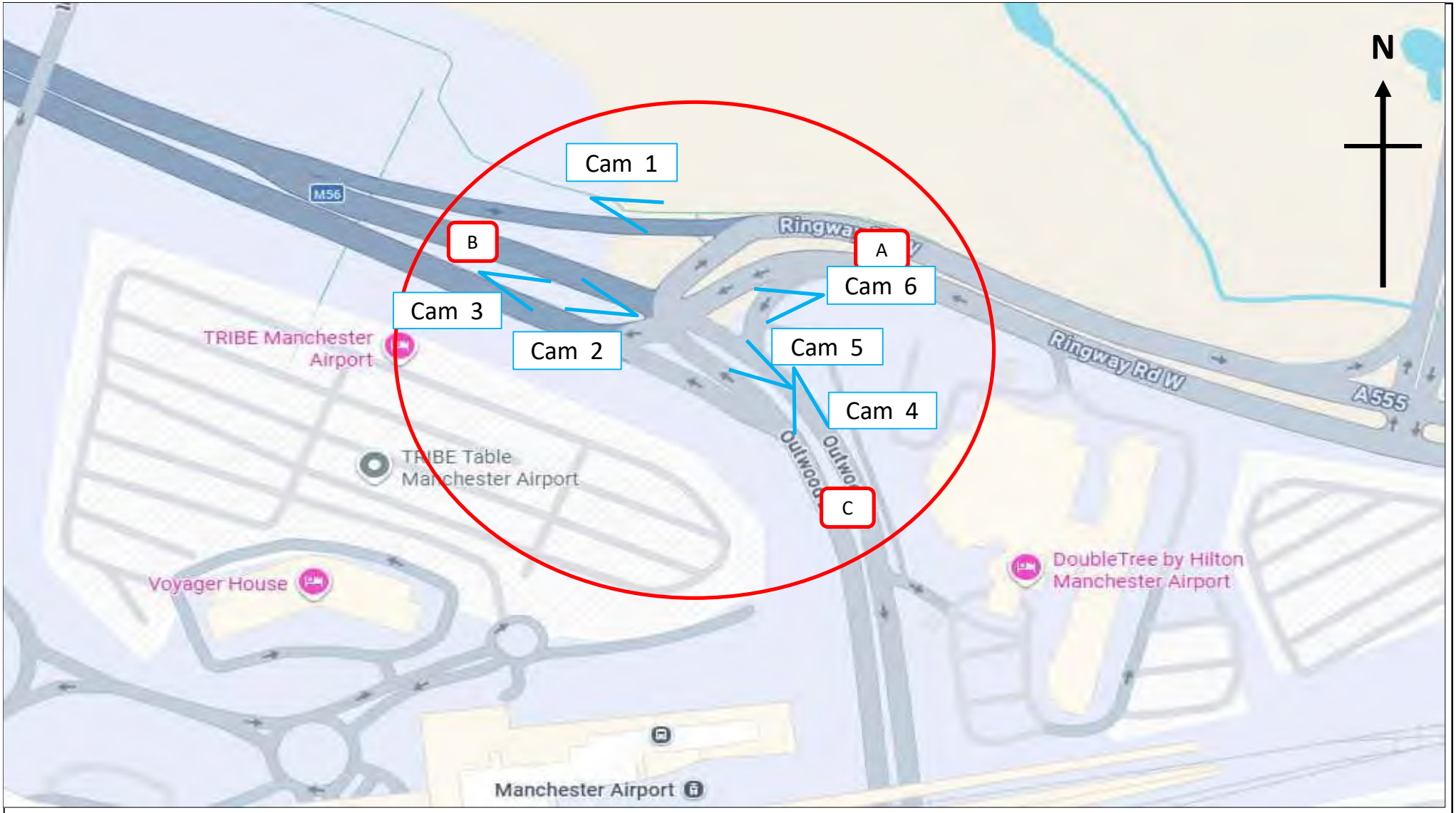
LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DAY: Wednesday

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	741	169	9	20	12	4	2	957
07:15	885	195	12	27	14	4	1	1138
07:30	1025	168	13	22	12	3	1	1244
07:45	1025	175	15	26	13	5	2	1261
H/TOT	3676	707	49	95	51	16	6	4600
08:00	1053	172	17	24	19	5	2	1292
08:15	1127	138	15	23	17	2	1	1323
08:30	1031	132	15	30	11	5	0	1224
08:45	1056	129	17	21	12	2	3	1240
H/TOT	4267	571	64	98	59	14	6	5079
09:00	966	151	18	32	15	2	0	1184
09:15	709	125	10	31	13	0	0	888
09:30	770	111	14	30	18	2	0	945
09:45	731	146	16	28	19	4	1	945
H/TOT	3176	533	58	121	65	8	1	3962
P/TOT	11119	1811	171	314	175	38	13	13641

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	4600
07:15 to 08:15	4935
07:30 to 08:30	**5120**
07:45 to 08:45	5100
08:00 to 09:00	5079
08:15 to 09:15	4971
08:30 to 09:30	4536
08:45 to 09:45	4257
09:00 to 10:00	3962
PEAK VALUE	**5120**

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1149	177	5	12	13	3	0	1359
16:15	1106	178	5	13	11	6	3	1322
16:30	1096	163	8	13	16	5	1	1302
16:45	1163	122	7	12	12	5	1	1322
H/TOT	4514	640	25	50	52	19	5	5305
17:00	1225	93	11	12	9	3	3	1356
17:15	1205	71	3	5	15	8	3	1310
17:30	1144	81	2	8	13	6	2	1256
17:45	1145	72	1	14	15	10	5	1262
H/TOT	4719	317	17	39	52	27	13	5184
18:00	1045	66	1	9	12	5	4	1142
18:15	1010	53	0	6	12	6	5	1092
18:30	974	64	1	10	16	3	5	1073
18:45	819	38	1	4	13	4	0	879
H/TOT	3848	221	3	29	53	18	14	4186
P/TOT	13081	1178	45	118	157	64	32	14675

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	**5305**
16:15 to 17:15	5302
16:30 to 17:30	5290
16:45 to 17:45	5244
17:00 to 18:00	5184
17:15 to 18:15	4970
17:30 to 18:30	4752
17:45 to 18:45	4569
18:00 to 19:00	4186
PEAK VALUE	**5305**



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 7,M56/Ringway Rd W/Outwood Ln	**Project No:**	18433	**Drawing No:**	18433-07	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 7 DATE: 15/07/2026

LOCATION: M56/Ringway Rd W/Outwood Ln DAY: Wednesday

	A to C								A to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	30	1	0	0	0	0	0	31	251	45	2	8	1	2	0	309
07:15	28	4	0	0	3	0	0	35	312	62	5	12	0	0	0	391
07:30	27	4	0	0	0	0	0	31	287	62	5	9	0	1	0	364
07:45	28	1	0	0	3	1	0	33	280	48	5	14	0	1	0	348
H/TOT	113	10	0	0	6	1	0	130	1130	217	17	43	1	4	0	1412
08:00	23	2	0	0	3	0	0	28	291	44	4	7	1	1	0	348
08:15	25	3	0	0	2	0	0	30	289	34	4	10	1	0	0	338
08:30	30	2	0	0	2	0	0	34	271	43	5	12	1	1	0	333
08:45	34	1	0	0	0	0	0	35	227	30	5	9	0	0	0	271
H/TOT	112	8	0	0	7	0	0	127	1078	151	18	38	3	2	0	1290
09:00	24	1	0	0	2	0	0	27	222	41	8	5	0	1	0	277
09:15	22	4	0	0	1	0	0	27	201	34	2	7	2	0	0	246
09:30	14	2	0	0	3	0	0	19	219	31	4	18	3	0	0	275
09:45	22	3	0	0	1	0	0	26	199	28	6	10	4	1	0	248
H/TOT	82	10	0	0	7	0	0	99	841	134	20	40	9	2	0	1046
P/TOT	307	28	0	0	20	1	0	356	3049	502	55	121	13	8	0	3748

	A to C								A to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	32	0	0	0	4	0	0	36	288	62	1	7	0	0	0	358
16:15	40	1	1	0	0	0	0	42	299	68	3	10	0	2	0	382
16:30	40	1	0	0	1	0	0	42	314	54	3	7	0	2	0	380
16:45	30	2	0	0	2	0	0	34	298	41	3	5	2	1	0	350
H/TOT	142	4	1	0	7	0	0	154	1199	225	10	29	2	5	0	1470
17:00	40	2	0	0	2	0	0	44	292	29	7	7	0	0	0	335
17:15	52	2	0	0	1	0	0	55	293	16	0	3	1	1	0	314
17:30	26	3	0	0	2	0	0	31	298	17	4	5	1	0	0	325
17:45	37	1	0	0	2	0	0	40	252	19	2	2	0	1	0	276
H/TOT	155	8	0	0	7	0	0	170	1135	81	13	17	2	2	0	1250
18:00	28	1	0	0	2	0	0	31	262	18	2	8	0	2	0	292
18:15	39	1	0	0	0	0	0	40	224	22	0	4	0	2	0	252
18:30	33	0	0	0	3	0	0	36	228	25	0	5	1	0	0	259
18:45	45	1	0	0	1	0	0	47	220	19	1	1	0	0	0	241
H/TOT	145	3	0	0	6	0	0	154	934	84	3	18	1	4	0	1044
P/TOT	442	15	1	0	20	0	0	478	3268	390	26	64	5	11	0	3764



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 7 DATE: 15/07/2026

LOCATION: M56/Ringway Rd W/Outwood Ln DAY: Wednesday

TIME	A to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 7 DATE: 15/07/2026

LOCATION: M56/Ringway Rd W/Outwood Ln DAY: Wednesday

	B to A								B to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	214	70	5	12	0	2	0	303	100	7	1	0	5	0	0	113
07:15	262	71	10	11	0	1	0	355	65	9	2	0	7	0	0	83
07:30	280	72	10	5	0	0	0	367	91	3	0	0	2	0	0	96
07:45	300	74	12	16	0	3	0	405	94	7	1	0	5	0	0	107
H/TOT	1056	287	37	44	0	6	0	1430	350	26	4	0	19	0	0	399
08:00	280	66	7	12	0	2	0	367	91	1	1	1	6	0	0	100
08:15	343	50	9	16	3	1	0	422	88	6	1	0	4	0	0	99
08:30	333	53	7	14	1	2	0	410	105	3	1	0	4	1	0	114
08:45	342	53	11	13	1	2	0	422	115	7	1	1	4	1	0	129
H/TOT	1298	222	34	55	5	7	0	1621	399	17	4	2	18	2	0	442
09:00	258	49	11	20	0	1	0	339	91	3	2	0	6	1	0	103
09:15	211	45	4	21	0	0	0	281	88	6	1	0	1	0	0	96
09:30	244	44	11	15	1	1	0	316	108	5	0	0	7	0	0	120
09:45	212	44	6	20	1	0	0	283	76	4	1	0	2	0	0	83
H/TOT	925	182	32	76	2	2	0	1219	363	18	4	0	16	1	0	402
P/TOT	3279	691	103	175	7	15	0	4270	1112	61	12	2	53	3	0	1243

	B to A								B to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	326	68	2	2	0	0	0	398	101	8	0	0	5	0	0	114
16:15	317	60	2	11	1	1	0	392	116	0	0	0	3	0	0	119
16:30	270	40	3	4	1	1	0	319	94	2	0	0	5	0	0	101
16:45	298	39	2	8	0	1	0	348	120	2	0	0	4	0	0	126
H/TOT	1211	207	9	25	2	3	0	1457	431	12	0	0	17	0	0	460
17:00	293	21	2	3	0	3	0	322	114	5	0	0	5	0	0	124
17:15	317	32	1	3	2	2	0	357	95	4	0	0	2	0	0	101
17:30	298	23	0	8	1	0	0	330	117	2	0	0	5	0	0	124
17:45	287	22	0	3	1	5	0	318	93	5	0	0	2	0	0	100
H/TOT	1195	98	3	17	4	10	0	1327	419	16	0	0	14	0	0	449
18:00	276	17	1	2	0	2	0	298	54	2	0	0	5	0	0	61
18:15	267	22	0	4	1	3	0	297	83	6	0	0	6	0	0	95
18:30	239	13	0	3	0	1	0	256	92	3	0	0	7	0	0	102
18:45	222	15	0	4	0	1	0	242	77	5	0	0	6	0	0	88
H/TOT	1004	67	1	13	1	7	0	1093	306	16	0	0	24	0	0	346
P/TOT	3410	372	13	55	7	20	0	3877	1156	44	0	0	55	0	0	1255



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 7 DATE: 15/07/2026

LOCATION: M56/Ringway Rd W/Outwood Ln DAY: Wednesday

TIME	B to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	B to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	0	0	1



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 7 DATE: 15/07/2026

LOCATION: M56/Ringway Rd W/Outwood Ln DAY: Wednesday

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	64	8	0	0	1	0	0	73	19	0	0	0	0	0	1	20
07:15	41	2	0	0	1	2	0	46	14	3	0	0	1	1	0	19
07:30	31	3	1	0	1	0	0	36	12	1	0	0	0	0	0	13
07:45	63	4	1	0	0	0	0	68	21	2	2	0	0	0	0	25
H/TOT	199	17	2	0	3	2	0	223	66	6	2	0	1	1	1	77
08:00	53	5	0	0	0	0	0	58	20	0	0	1	1	0	0	22
08:15	43	1	0	0	1	0	0	45	11	2	0	0	0	0	0	13
08:30	56	1	0	0	0	0	0	57	14	0	0	0	1	0	0	15
08:45	59	3	0	1	2	0	0	65	29	2	0	0	0	0	0	31
H/TOT	211	10	0	1	3	0	0	225	74	4	0	1	2	0	0	81
09:00	54	3	2	2	0	0	0	61	22	1	0	0	1	0	0	24
09:15	83	0	1	0	1	1	0	86	20	3	0	0	0	0	0	23
09:30	66	5	2	0	0	0	0	73	14	2	2	0	2	0	0	20
09:45	54	3	0	0	2	0	0	59	22	2	0	0	0	0	0	24
H/TOT	257	11	5	2	3	1	0	279	78	8	2	0	3	0	0	91
P/TOT	667	38	7	3	9	3	0	727	218	18	4	1	6	1	1	249

	C to B								C to A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	150	2	0	0	0	0	0	152	36	3	0	0	1	0	0	40
16:15	163	5	0	0	1	0	0	169	19	0	0	0	1	0	0	20
16:30	139	5	0	0	1	0	0	145	23	0	1	0	1	1	0	26
16:45	156	5	0	0	0	0	0	161	26	1	0	0	0	0	0	27
H/TOT	608	17	0	0	2	0	0	627	104	4	1	0	3	1	0	113
17:00	100	2	0	0	0	0	0	102	23	1	0	0	0	0	0	24
17:15	128	3	0	0	0	0	0	131	38	1	0	0	1	1	0	41
17:30	92	4	0	0	1	0	0	97	16	0	0	0	1	0	0	17
17:45	116	3	0	0	0	0	0	119	23	0	0	0	1	0	0	24
H/TOT	436	12	0	0	1	0	0	449	100	2	0	0	3	1	0	106
18:00	123	6	0	0	1	0	0	130	23	2	0	0	1	0	0	26
18:15	143	6	0	0	0	0	0	149	26	2	0	0	2	0	0	30
18:30	140	1	0	0	0	0	0	141	26	1	0	0	2	0	0	29
18:45	181	2	0	0	0	0	0	183	24	1	0	0	0	0	0	25
H/TOT	587	15	0	0	1	0	0	603	99	6	0	0	5	0	0	110
P/TOT	1631	44	0	0	4	0	0	1679	303	12	1	0	11	2	0	329



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 7 DATE: 15/07/2026

LOCATION: M56/Ringway Rd W/Outwood Ln DAY: Wednesday

	C to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	0	2
P/TOT	0	2	0	0	0	0	0	2

	C to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 7 DATE: 15/07/2026

LOCATION: M56/Ringway Rd W/Outwood Ln DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	233	70	5	12	0	2	1	323	281	46	2	8	1	2	0	340
07:15	276	74	10	11	1	2	0	374	340	66	5	12	3	0	0	426
07:30	292	73	10	5	0	0	0	380	314	66	5	9	0	1	0	395
07:45	321	76	14	16	0	3	0	430	308	49	5	14	3	2	0	381
H/TOT	1122	293	39	44	1	7	1	1507	1243	227	17	43	7	5	0	1542
08:00	300	66	7	13	1	2	0	389	314	46	4	7	4	1	0	376
08:15	354	52	9	16	3	1	0	435	314	37	4	10	3	0	0	368
08:30	347	53	7	14	2	2	0	425	301	45	5	12	3	1	0	367
08:45	371	55	11	13	1	2	0	453	261	31	5	9	0	0	0	306
H/TOT	1372	226	34	56	7	7	0	1702	1190	159	18	38	10	2	0	1417
09:00	280	50	11	20	1	1	0	363	246	42	8	5	2	1	0	304
09:15	231	48	4	21	0	0	0	304	223	38	2	7	3	0	0	273
09:30	258	46	13	15	3	1	0	336	233	33	4	18	6	0	0	294
09:45	234	46	6	20	1	0	0	307	221	31	6	10	5	1	0	274
H/TOT	1003	190	34	76	5	2	0	1310	923	144	20	40	16	2	0	1145
P/TOT	3497	709	107	176	13	16	1	4519	3356	530	55	121	33	9	0	4104

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	362	71	2	2	1	0	0	438	320	62	1	7	4	0	0	394
16:15	336	60	2	11	2	1	0	412	339	69	4	10	0	2	0	424
16:30	293	40	4	4	2	2	0	345	354	55	3	7	1	2	0	422
16:45	324	40	2	8	0	1	0	375	328	43	3	5	4	1	0	384
H/TOT	1315	211	10	25	5	4	0	1570	1341	229	11	29	9	5	0	1624
17:00	316	22	2	3	0	3	0	346	332	31	7	7	2	0	0	379
17:15	355	33	1	3	3	3	0	398	345	18	0	3	2	1	0	369
17:30	314	23	0	8	2	0	0	347	324	20	4	5	3	0	0	356
17:45	310	22	0	3	2	5	0	342	289	20	2	2	2	1	0	316
H/TOT	1295	100	3	17	7	11	0	1433	1290	89	13	17	9	2	0	1420
18:00	299	19	1	2	1	2	0	324	290	19	2	8	2	2	0	323
18:15	293	24	0	4	3	3	0	327	263	23	0	4	0	2	0	292
18:30	265	14	0	3	2	1	0	285	261	25	0	5	4	0	0	295
18:45	246	16	0	4	0	1	0	267	265	20	1	1	1	0	0	288
H/TOT	1103	73	1	13	6	7	0	1203	1079	87	3	18	7	4	0	1198
P/TOT	3713	384	14	55	18	22	0	4206	3710	405	27	64	25	11	0	4242



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 7 DATE: 15/07/2026

LOCATION: M56/Ringway Rd W/Outwood Ln DAY: Wednesday

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	315	53	2	8	2	2	0	382	314	77	6	12	5	2	0	416
07:15	353	64	5	12	1	2	0	437	327	80	12	11	7	1	0	438
07:30	318	65	6	9	1	1	0	400	371	75	10	5	2	0	0	463
07:45	343	52	6	14	0	1	0	416	394	81	13	16	5	3	0	512
H/TOT	1329	234	19	43	4	6	0	1635	1406	313	41	44	19	6	0	1829
08:00	344	49	4	7	1	1	0	406	371	67	8	13	6	2	0	467
08:15	332	35	4	10	2	0	0	383	431	56	10	16	7	1	0	521
08:30	327	44	5	12	1	1	0	390	438	56	8	14	5	3	0	524
08:45	286	33	5	10	2	0	0	336	457	60	12	14	5	3	0	551
H/TOT	1289	161	18	39	6	2	0	1515	1697	239	38	57	23	9	0	2063
09:00	276	44	10	7	0	1	0	338	349	52	13	20	6	2	0	442
09:15	284	34	3	7	3	1	0	332	299	51	5	21	1	0	0	377
09:30	285	36	6	18	3	0	0	348	352	49	11	15	8	1	0	436
09:45	253	31	6	10	6	1	0	307	288	48	7	20	3	0	0	366
H/TOT	1098	145	25	42	12	3	0	1325	1288	200	36	76	18	3	0	1621
P/TOT	3716	540	62	124	22	11	0	4475	4391	752	115	177	60	18	0	5513

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	438	64	1	7	0	0	0	510	427	76	2	2	5	0	0	512
16:15	462	73	3	10	1	2	0	551	433	60	2	11	4	1	0	511
16:30	453	59	3	7	1	2	0	525	364	42	3	4	6	1	0	420
16:45	454	46	3	5	2	1	0	511	418	41	2	8	4	1	0	474
H/TOT	1807	242	10	29	4	5	0	2097	1642	219	9	25	19	3	0	1917
17:00	392	31	7	7	0	0	0	437	407	26	2	3	5	3	0	446
17:15	421	19	0	3	1	1	0	445	412	36	1	3	4	2	0	458
17:30	390	21	4	5	2	0	0	422	415	25	0	8	6	0	0	454
17:45	368	22	2	2	0	1	0	395	380	27	0	3	3	5	0	418
H/TOT	1571	93	13	17	3	2	0	1699	1614	114	3	17	18	10	0	1776
18:00	385	24	2	8	1	2	0	422	330	19	1	2	5	2	0	359
18:15	368	28	0	4	0	2	0	402	351	28	0	4	7	3	0	393
18:30	368	26	0	5	1	0	0	400	331	16	0	3	7	1	0	358
18:45	401	21	1	1	0	0	0	424	299	20	0	4	6	1	0	330
H/TOT	1522	99	3	18	2	4	0	1648	1311	83	1	13	25	7	0	1440
P/TOT	4900	434	26	64	9	11	0	5444	4567	416	13	55	62	20	0	5133



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 7 DATE: 15/07/2026

LOCATION: M56/Ringway Rd W/Outwood Ln DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	130	8	1	0	5	0	0	144	83	8	0	0	1	0	1	93
07:15	93	13	2	0	10	0	0	118	55	5	0	0	2	3	0	65
07:30	118	7	0	0	2	0	0	127	43	4	1	0	1	0	0	49
07:45	122	8	1	0	8	1	0	140	84	6	3	0	0	0	0	93
H/TOT	463	36	4	0	25	1	0	529	265	23	4	0	4	3	1	300
08:00	114	3	1	1	9	0	0	128	73	5	0	1	1	0	0	80
08:15	113	9	1	0	6	0	0	129	54	3	0	0	1	0	0	58
08:30	135	5	1	0	6	1	0	148	70	1	0	0	1	0	0	72
08:45	149	8	1	1	4	1	0	164	88	5	0	1	2	0	0	96
H/TOT	511	25	4	2	25	2	0	569	285	14	0	2	5	0	0	306
09:00	115	5	2	0	8	1	0	131	76	5	2	2	1	0	0	86
09:15	110	10	1	0	2	0	0	123	103	3	1	0	1	1	0	109
09:30	122	8	0	0	10	0	0	140	80	8	4	0	2	0	0	94
09:45	98	7	1	0	3	0	0	109	76	5	0	0	2	0	0	83
H/TOT	445	30	4	0	23	1	0	503	335	21	7	2	6	1	0	372
P/TOT	1419	91	12	2	73	4	0	1601	885	58	11	4	15	4	1	978

	TO ARM C								FROM ARM C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	133	8	0	0	9	0	0	150	186	5	0	0	1	0	0	192
16:15	156	1	1	0	3	0	0	161	182	5	0	0	2	0	0	189
16:30	134	3	0	0	6	0	0	143	162	5	1	0	2	1	0	171
16:45	150	4	0	0	6	0	0	160	182	6	0	0	0	0	0	188
H/TOT	573	16	1	0	24	0	0	614	712	21	1	0	5	1	0	740
17:00	156	7	0	0	7	0	0	170	125	3	0	0	0	0	0	128
17:15	147	6	0	0	3	0	0	156	166	4	0	0	1	1	0	172
17:30	143	5	0	0	7	0	0	155	108	4	0	0	2	0	0	114
17:45	130	6	0	0	4	0	0	140	139	3	0	0	1	0	0	143
H/TOT	576	24	0	0	21	0	0	621	538	14	0	0	4	1	0	557
18:00	82	3	0	0	7	0	0	92	146	8	0	0	2	0	0	156
18:15	122	7	0	0	6	0	0	135	169	8	0	0	2	0	0	179
18:30	125	3	0	0	10	0	0	138	166	2	0	0	2	0	0	170
18:45	122	6	0	0	7	0	0	135	205	3	0	0	0	0	0	208
H/TOT	451	19	0	0	30	0	0	500	686	21	0	0	6	0	0	713
P/TOT	1600	59	1	0	75	0	0	1735	1936	56	1	0	15	2	0	2010



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SITE: 7 DATE: 15/07/2026

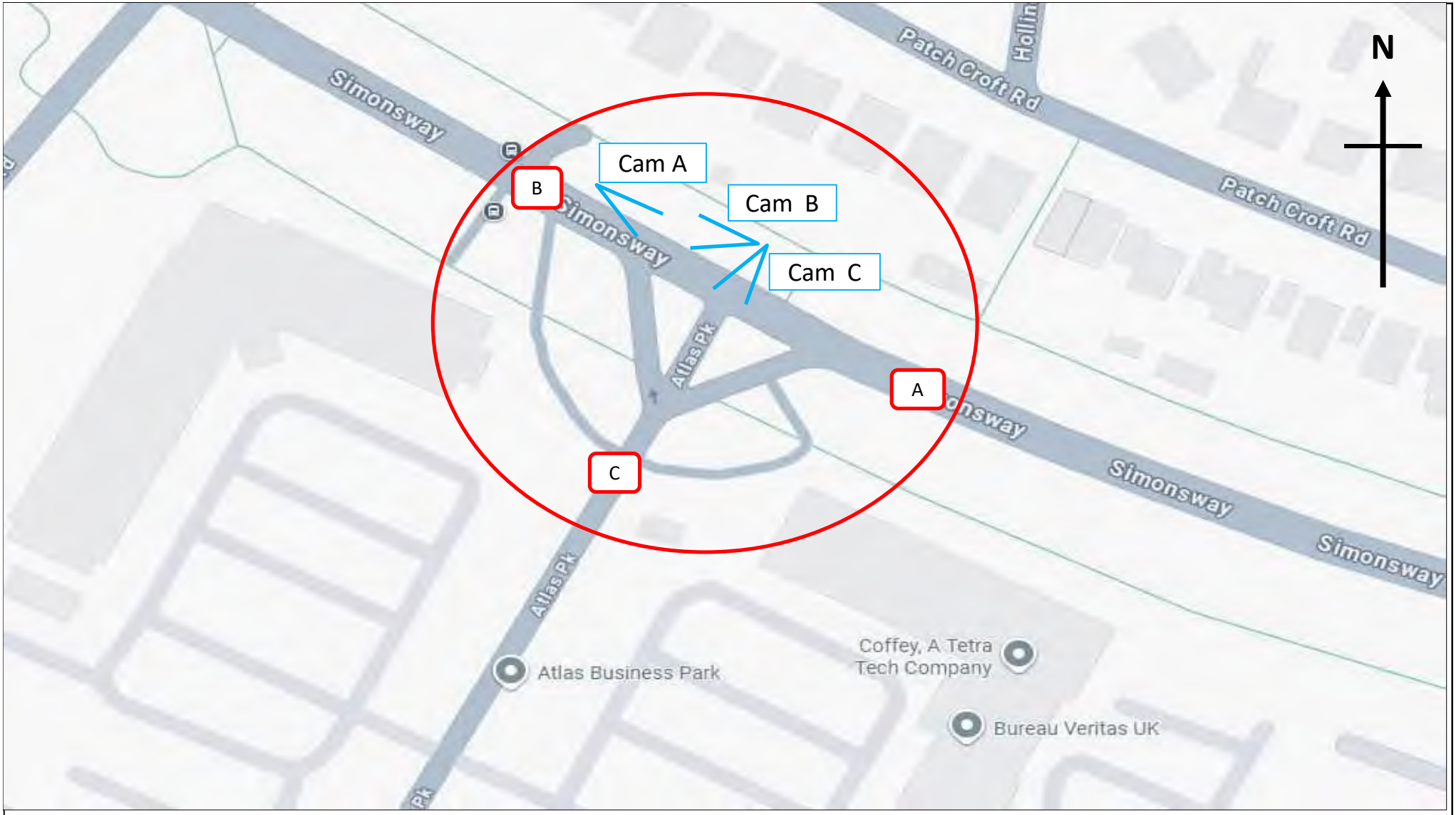
LOCATION: M56/Ringway Rd W/Outwood Ln DAY: Wednesday

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	678	131	8	20	7	4	1	849
07:15	722	151	17	23	12	4	0	929
07:30	728	145	16	14	3	1	0	907
07:45	786	136	21	30	8	5	0	986
H/TOT	2914	563	62	87	30	14	1	3671
08:00	758	118	12	21	11	3	0	923
08:15	799	96	14	26	11	1	0	947
08:30	809	102	13	26	9	4	0	963
08:45	806	96	17	24	7	3	0	953
H/TOT	3172	412	56	97	38	11	0	3786
09:00	671	99	23	27	9	3	0	832
09:15	625	92	8	28	5	1	0	759
09:30	665	90	19	33	16	1	0	824
09:45	585	84	13	30	10	1	0	723
H/TOT	2546	365	63	118	40	6	0	3138
P/TOT	8632	1340	181	302	108	31	1	10595

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	3671
07:15 to 08:15	3745
07:30 to 08:30	3763
07:45 to 08:45	**3819**
08:00 to 09:00	3786
08:15 to 09:15	3695
08:30 to 09:30	3507
08:45 to 09:45	3368
09:00 to 10:00	3138
PEAK VALUE	**3819**

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	933	143	3	9	10	0	0	1098
16:15	954	134	6	21	6	3	0	1124
16:30	880	102	7	11	9	4	0	1013
16:45	928	90	5	13	8	2	0	1046
H/TOT	3695	469	21	54	33	9	0	4281
17:00	864	60	9	10	7	3	0	953
17:15	923	58	1	6	7	4	0	999
17:30	847	49	4	13	11	0	0	924
17:45	808	50	2	5	6	6	0	877
H/TOT	3442	217	16	34	31	13	0	3753
18:00	766	46	3	10	9	4	0	838
18:15	783	59	0	8	9	5	0	864
18:30	758	43	0	8	13	1	0	823
18:45	769	43	1	5	7	1	0	826
H/TOT	3076	191	4	31	38	11	0	3351
P/TOT	10213	877	41	119	102	33	0	11385

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	**4281**
16:15 to 17:15	4136
16:30 to 17:30	4011
16:45 to 17:45	3922
17:00 to 18:00	3753
17:15 to 18:15	3638
17:30 to 18:30	3503
17:45 to 18:45	3402
18:00 to 19:00	3351
PEAK VALUE	**4281**



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 9, Simonsway/Altas Pk	**Project No:**	18433	**Drawing No:**	18433-09	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 9 DATE: 15/07/2026

LOCATION: Simonsway/Altas Pk DAY: Wednesday

	A to C								A to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	5	0	0	0	0	0	0	5	52	7	1	0	2	0	3	65
07:15	9	0	0	0	0	0	0	9	74	9	3	0	1	0	1	88
07:30	9	0	0	0	0	0	0	9	79	16	0	0	2	1	1	99
07:45	18	0	0	0	0	0	0	18	116	10	1	0	1	0	1	129
H/TOT	41	0	0	0	0	0	0	41	321	42	5	0	6	1	6	381
08:00	14	0	0	0	0	0	0	14	105	12	2	0	1	0	2	122
08:15	10	0	0	0	0	0	0	10	96	8	1	0	2	1	0	108
08:30	5	0	0	0	0	0	0	5	75	8	0	0	1	0	0	84
08:45	10	0	0	0	0	0	0	10	101	8	0	0	1	0	0	110
H/TOT	39	0	0	0	0	0	0	39	377	36	3	0	5	1	2	424
09:00	3	0	0	0	0	0	0	3	97	10	2	0	1	0	0	110
09:15	6	1	0	0	0	0	0	7	82	11	1	2	2	0	1	99
09:30	7	0	0	0	0	0	0	7	72	14	0	1	2	0	1	90
09:45	2	0	0	0	0	0	0	2	83	5	0	0	1	0	0	89
H/TOT	18	1	0	0	0	0	0	19	334	40	3	3	6	0	2	388
P/TOT	98	1	0	0	0	0	0	99	1032	118	11	3	17	2	10	1193

	A to C								A to B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	0	1	0	0	0	0	0	1	118	11	0	0	2	0	2	133
16:15	1	0	0	0	0	0	0	1	121	12	0	0	0	1	0	134
16:30	3	0	0	0	0	0	0	3	105	11	0	0	1	0	0	117
16:45	5	0	0	0	0	0	0	5	105	7	0	0	2	0	0	114
H/TOT	9	1	0	0	0	0	0	10	449	41	0	0	5	1	2	498
17:00	3	0	0	0	0	0	0	3	121	14	0	0	1	0	3	139
17:15	0	1	0	0	0	0	0	1	122	9	0	0	1	2	1	135
17:30	0	0	0	0	0	0	0	0	111	7	0	0	1	0	0	119
17:45	0	0	0	0	0	0	0	0	106	5	0	0	1	0	2	114
H/TOT	3	1	0	0	0	0	0	4	460	35	0	0	4	2	6	507
18:00	0	0	0	0	0	0	0	0	109	1	0	0	2	0	1	113
18:15	0	0	0	0	0	0	0	0	97	2	0	0	0	1	1	101
18:30	0	0	0	0	0	0	0	0	109	7	0	0	1	2	3	122
18:45	0	0	0	0	0	0	0	0	90	4	0	0	0	1	1	96
H/TOT	0	0	0	0	0	0	0	0	405	14	0	0	3	4	6	432
P/TOT	12	2	0	0	0	0	0	14	1314	90	0	0	12	7	14	1437



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 9 DATE: 15/07/2026

LOCATION: Simonsway/Altas Pk DAY: Wednesday

TIME	A to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
P/TOT	4	0	0	0	0	0	0	4

TIME	A to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 9 DATE: 15/07/2026

LOCATION: Simonsway/Altas Pk DAY: Wednesday

	B to A								B to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	59	10	0	0	1	0	0	70	7	0	0	0	0	1	1	9
07:15	61	11	2	0	1	0	2	77	18	0	0	0	0	0	0	18
07:30	76	18	0	0	1	0	0	95	19	0	0	0	0	0	0	19
07:45	82	14	1	0	1	0	0	98	37	0	0	0	0	0	0	37
H/TOT	278	53	3	0	4	0	2	340	81	0	0	0	0	1	1	83
08:00	84	13	0	0	0	1	0	98	7	0	0	0	0	0	0	7
08:15	78	10	0	0	1	0	0	89	13	0	0	0	0	0	0	13
08:30	117	5	2	0	1	0	1	126	10	1	0	0	0	1	0	12
08:45	99	12	1	0	2	0	0	114	7	1	0	0	0	0	0	8
H/TOT	378	40	3	0	4	1	1	427	37	2	0	0	0	1	0	40
09:00	96	6	0	0	0	0	2	104	7	1	0	0	0	1	0	9
09:15	82	11	3	0	1	0	0	97	2	0	0	0	0	1	0	3
09:30	67	7	2	0	1	0	1	78	6	1	0	0	0	0	0	7
09:45	74	9	0	0	2	0	2	87	5	0	0	0	0	0	0	5
H/TOT	319	33	5	0	4	0	5	366	20	2	0	0	0	2	0	24
P/TOT	975	126	11	0	12	1	8	1133	138	4	0	0	0	4	1	147

	B to A								B to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	135	9	0	0	1	0	0	145	1	0	0	0	0	1	0	2
16:15	139	15	0	0	2	0	0	156	3	0	0	0	0	0	0	3
16:30	155	10	0	0	0	2	0	167	1	0	0	0	0	0	0	1
16:45	186	16	0	0	1	3	0	206	5	0	0	0	0	0	0	5
H/TOT	615	50	0	0	4	5	0	674	10	0	0	0	0	1	0	11
17:00	137	12	1	0	2	0	0	152	3	0	0	0	0	0	0	3
17:15	156	7	0	1	0	0	0	164	4	0	0	0	0	0	0	4
17:30	153	10	0	0	1	0	1	165	0	0	0	0	0	0	0	0
17:45	174	9	0	0	1	1	1	186	0	0	0	0	0	0	0	0
H/TOT	620	38	1	1	4	1	2	667	7	0	0	0	0	0	0	7
18:00	163	6	0	0	0	2	0	171	0	0	0	0	0	0	0	0
18:15	139	8	0	0	0	0	0	147	0	0	0	0	0	0	0	0
18:30	106	6	0	0	2	0	0	114	0	0	0	0	0	0	0	0
18:45	93	3	0	0	0	2	0	98	0	0	0	0	0	0	0	0
H/TOT	501	23	0	0	2	4	0	530	0	0	0	0	0	0	0	0
P/TOT	1736	111	1	1	10	10	2	1871	17	0	0	0	0	1	0	18



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JULY 2026
CLASSIFIED TURNING COUNT

SITE: 9 DATE: 15/07/2026

LOCATION: Simonsway/Altas Pk DAY: Wednesday

TIME	B to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3

TIME	B to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	3	0	0	0	0	0	0	3



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 9 DATE: 15/07/2026

LOCATION: Simonsway/Altas Pk DAY: Wednesday

	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:15	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
07:30	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
07:45	11	0	0	0	0	0	0	11	3	0	0	0	0	0	0	3
H/TOT	21	0	0	0	0	0	0	21	11	0	0	0	0	0	0	11
08:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	7	1	0	0	0	0	0	8	2	1	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	1	1	0	0	0	0	0	2	2	2	0	0	0	0	0	4
09:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	6	1	0	0	0	0	0	7	5	2	0	0	0	0	0	7
P/TOT	34	2	0	0	0	0	0	36	18	3	0	0	0	0	0	21

	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	0	0	0	0	0	0	25	15	0	0	0	0	0	0	15
16:15	8	1	0	0	0	1	0	10	8	0	0	0	0	0	0	8
16:30	17	1	0	0	0	0	1	19	7	0	0	0	0	0	0	7
16:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	53	2	0	0	0	1	1	57	32	0	0	0	0	0	0	32
17:00	43	0	0	0	0	1	0	44	25	0	0	0	0	1	0	26
17:15	9	0	0	0	0	0	0	9	7	0	0	0	0	0	0	7
17:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
17:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	57	0	0	0	0	1	0	58	36	1	0	0	0	1	0	38
18:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5
P/TOT	117	2	0	0	0	2	1	122	73	1	0	0	0	1	0	75



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 9 DATE: 15/07/2026

LOCATION: Simonsway/Altas Pk DAY: Wednesday

	C to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

	C to C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 9 DATE: 15/07/2026

LOCATION: Simonsway/Altas Pk DAY: Wednesday

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	61	10	0	0	1	0	0	72	57	7	1	0	2	0	3	70
07:15	65	11	2	0	1	0	2	81	84	9	3	0	1	0	1	98
07:30	80	18	0	0	1	0	0	99	89	16	0	0	2	1	1	109
07:45	85	14	1	0	1	0	0	101	134	10	1	0	1	0	1	147
H/TOT	291	53	3	0	4	0	2	353	364	42	5	0	6	1	6	424
08:00	84	13	0	0	0	1	0	98	119	12	2	0	1	0	2	136
08:15	78	11	0	0	1	0	0	90	106	8	1	0	2	1	0	118
08:30	118	5	2	0	1	0	1	127	80	8	0	0	1	0	0	89
08:45	100	12	1	0	2	0	0	115	111	8	0	0	1	0	0	120
H/TOT	380	41	3	0	4	1	1	430	416	36	3	0	5	1	2	463
09:00	98	6	0	0	0	0	2	106	100	10	2	0	1	0	0	113
09:15	82	11	3	0	1	0	0	97	88	12	1	2	2	0	1	106
09:30	70	9	2	0	1	0	1	83	80	14	0	1	2	0	1	98
09:45	76	9	0	0	2	0	2	89	86	5	0	0	1	0	0	92
H/TOT	326	35	5	0	4	0	5	375	354	41	3	3	6	0	2	409
P/TOT	997	129	11	0	12	1	8	1158	1134	119	11	3	17	2	10	1296

	TO ARM A								FROM ARM A							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	150	9	0	0	1	0	0	160	118	12	0	0	2	0	2	134
16:15	147	15	0	0	2	0	0	164	122	12	0	0	0	1	0	135
16:30	162	10	0	0	0	2	0	174	108	11	0	0	1	0	0	120
16:45	188	16	0	0	1	3	0	208	110	7	0	0	2	0	0	119
H/TOT	647	50	0	0	4	5	0	706	458	42	0	0	5	1	2	508
17:00	162	12	1	0	2	1	0	178	124	14	0	0	1	0	3	142
17:15	163	7	0	1	0	0	0	171	122	10	0	0	1	2	1	136
17:30	155	11	0	0	1	0	1	168	111	7	0	0	1	0	0	119
17:45	176	9	0	0	1	1	1	188	106	5	0	0	1	0	2	114
H/TOT	656	39	1	1	4	2	2	705	463	36	0	0	4	2	6	511
18:00	165	6	0	0	0	2	0	173	109	1	0	0	2	0	1	113
18:15	140	8	0	0	0	0	0	148	97	2	0	0	0	1	1	101
18:30	107	6	0	0	2	0	0	115	109	7	0	0	1	2	3	122
18:45	94	3	0	0	0	2	0	99	90	4	0	0	0	1	1	96
H/TOT	506	23	0	0	2	4	0	535	405	14	0	0	3	4	6	432
P/TOT	1809	112	1	1	10	11	2	1946	1326	92	0	0	12	7	14	1451



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 9 DATE: 15/07/2026

LOCATION: Simonsway/Altas Pk DAY: Wednesday

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	52	7	1	0	2	0	3	65	66	10	0	0	1	1	1	79
07:15	78	9	3	0	1	0	1	92	79	11	2	0	1	0	2	95
07:30	87	16	0	0	2	1	1	107	97	18	0	0	1	0	0	116
07:45	127	10	1	0	1	0	1	140	119	14	1	0	1	0	0	135
H/TOT	344	42	5	0	6	1	6	404	361	53	3	0	4	1	3	425
08:00	108	12	2	0	1	0	2	125	91	13	0	0	0	1	0	105
08:15	98	8	1	0	2	1	0	110	91	10	0	0	1	0	0	102
08:30	77	8	0	0	1	0	0	86	127	6	2	0	1	1	1	138
08:45	102	9	0	0	1	0	0	112	107	13	1	0	2	0	0	123
H/TOT	385	37	3	0	5	1	2	433	416	42	3	0	4	2	1	468
09:00	97	10	2	0	1	0	0	110	103	7	0	0	0	1	2	113
09:15	84	11	1	2	2	0	1	101	84	11	3	0	1	1	0	100
09:30	73	15	0	1	2	0	1	92	73	8	2	0	1	0	1	85
09:45	86	5	0	0	1	0	0	92	79	9	0	0	2	0	2	92
H/TOT	340	41	3	3	6	0	2	395	339	35	5	0	4	2	5	390
P/TOT	1069	120	11	3	17	2	10	1232	1116	130	11	0	12	5	9	1283

	TO ARM B								FROM ARM B							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	143	11	0	0	2	0	2	158	136	9	0	0	1	1	0	147
16:15	129	13	0	0	0	2	0	144	142	15	0	0	2	0	0	159
16:30	123	12	0	0	1	0	1	137	157	10	0	0	0	2	0	169
16:45	108	7	0	0	2	0	0	117	191	16	0	0	1	3	0	211
H/TOT	503	43	0	0	5	2	3	556	626	50	0	0	4	6	0	686
17:00	164	14	0	0	1	1	3	183	140	12	1	0	2	0	0	155
17:15	132	9	0	0	1	2	1	145	161	7	0	1	0	0	0	169
17:30	113	7	0	0	1	0	0	121	153	10	0	0	1	0	1	165
17:45	109	5	0	0	1	0	2	117	174	9	0	0	1	1	1	186
H/TOT	518	35	0	0	4	3	6	566	628	38	1	1	4	1	2	675
18:00	111	1	0	0	2	0	1	115	163	6	0	0	0	2	0	171
18:15	99	2	0	0	0	1	1	103	139	8	0	0	0	0	0	147
18:30	112	7	0	0	1	2	3	125	107	6	0	0	2	0	0	115
18:45	91	4	0	0	0	1	1	97	93	3	0	0	0	2	0	98
H/TOT	413	14	0	0	3	4	6	440	502	23	0	0	2	4	0	531
P/TOT	1434	92	0	0	12	9	15	1562	1756	111	1	1	10	11	2	1892



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 9 DATE: 15/07/2026

LOCATION: Simonsway/Altas Pk DAY: Wednesday

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
07:00	12	0	0	0	0	1	1	14	2	0	0	0	0	0	0	2
07:15	27	0	0	0	0	0	0	27	7	0	0	0	0	0	0	7
07:30	28	0	0	0	0	0	0	28	9	0	0	0	0	0	0	9
07:45	55	0	0	0	0	0	0	55	14	0	0	0	0	0	0	14
H/TOT	122	0	0	0	0	1	1	124	32	0	0	0	0	0	0	32
08:00	21	0	0	0	0	0	0	21	3	0	0	0	0	0	0	3
08:15	23	0	0	0	0	0	0	23	2	1	0	0	0	0	0	3
08:30	15	1	0	0	0	1	0	17	3	0	0	0	0	0	0	3
08:45	17	1	0	0	0	0	0	18	1	1	0	0	0	0	0	2
H/TOT	76	2	0	0	0	1	0	79	9	2	0	0	0	0	0	11
09:00	10	1	0	0	0	1	0	12	2	0	0	0	0	0	0	2
09:15	8	1	0	0	0	1	0	10	2	0	0	0	0	0	0	2
09:30	13	1	0	0	0	0	0	14	3	3	0	0	0	0	0	6
09:45	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
H/TOT	38	3	0	0	0	2	0	43	11	3	0	0	0	0	0	14
P/TOT	236	5	0	0	0	4	1	246	52	5	0	0	0	0	0	57

	TO ARM C								FROM ARM C							
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MCL**	**PCL**	**TOT**
16:00	1	1	0	0	0	1	0	3	40	0	0	0	0	0	0	40
16:15	4	0	0	0	0	0	0	4	16	1	0	0	0	1	0	18
16:30	4	0	0	0	0	0	0	4	24	1	0	0	0	0	1	26
16:45	10	0	0	0	0	0	0	10	5	0	0	0	0	0	0	5
H/TOT	19	1	0	0	0	1	0	21	85	2	0	0	0	1	1	89
17:00	6	0	0	0	0	0	0	6	68	0	0	0	0	2	0	70
17:15	4	1	0	0	0	0	0	5	16	0	0	0	0	0	0	16
17:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	10	1	0	0	0	0	0	11	93	1	0	0	0	2	0	96
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
P/TOT	29	2	0	0	0	1	0	32	190	3	0	0	0	3	1	197



18433 / MANCHESTER
JULY 2026
CLASSIFIED TURNING COUNT

SITE: 9 DATE: 15/07/2026

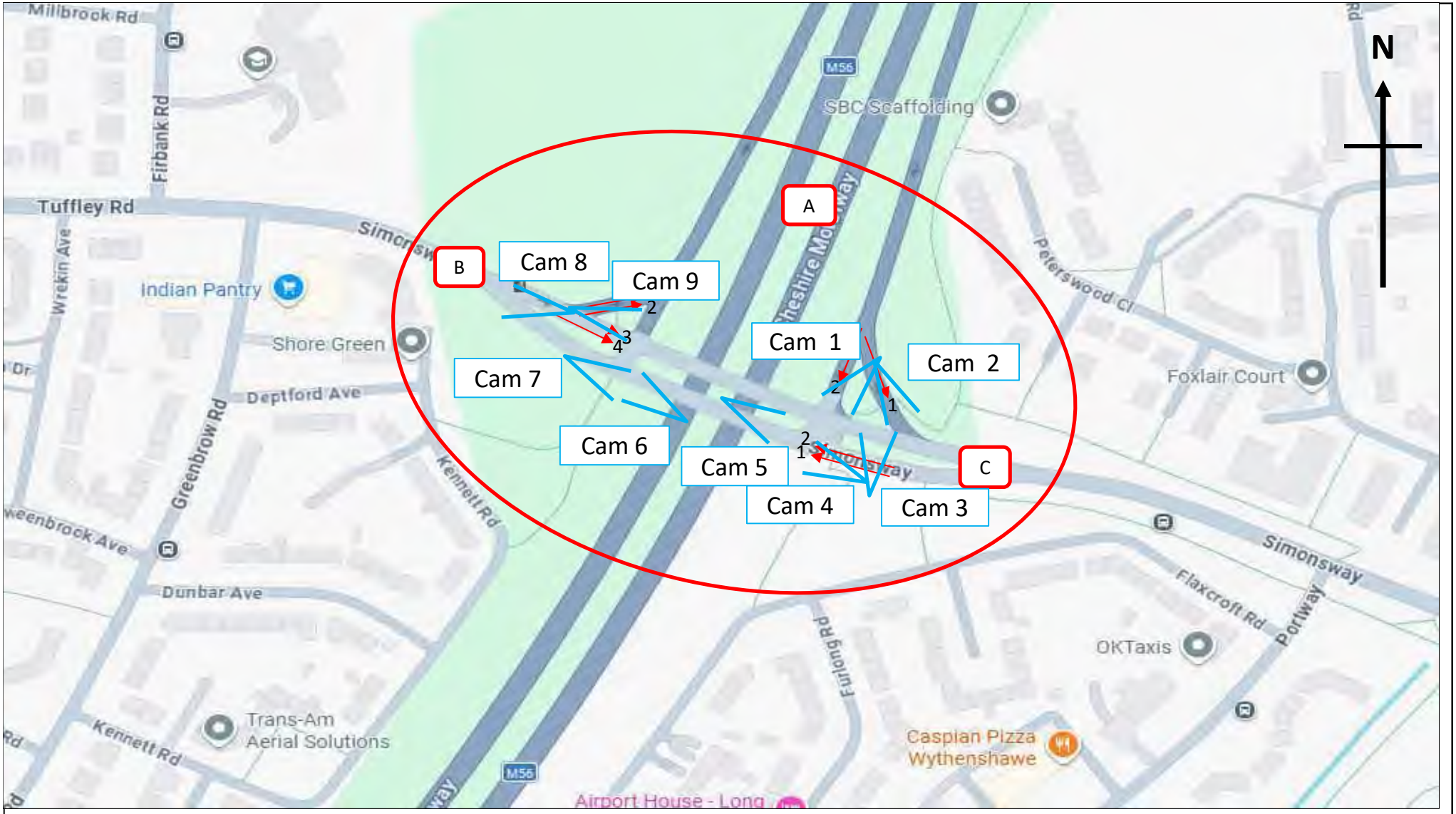
LOCATION: Simonsway/Altas Pk DAY: Wednesday

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	125	17	1	0	3	1	4	151
07:15	170	20	5	0	2	0	3	200
07:30	195	34	0	0	3	1	1	234
07:45	267	24	2	0	2	0	1	296
H/TOT	757	95	8	0	10	2	9	881
08:00	213	25	2	0	1	1	2	244
08:15	199	19	1	0	3	1	0	223
08:30	210	14	2	0	2	1	1	230
08:45	219	22	1	0	3	0	0	245
H/TOT	841	80	6	0	9	3	3	942
09:00	205	17	2	0	1	1	2	228
09:15	174	23	4	2	3	1	1	208
09:30	156	25	2	1	3	0	2	189
09:45	169	14	0	0	3	0	2	188
H/TOT	704	79	8	3	10	2	7	813
P/TOT	2302	254	22	3	29	7	19	2636

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	881
07:15 to 08:15	974
07:30 to 08:30	**997**
07:45 to 08:45	993
08:00 to 09:00	942
08:15 to 09:15	926
08:30 to 09:30	911
08:45 to 09:45	870
09:00 to 10:00	813
PEAK VALUE	**997**

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	294	21	0	0	3	1	2	321
16:15	280	28	0	0	2	2	0	312
16:30	289	22	0	0	1	2	1	315
16:45	306	23	0	0	3	3	0	335
H/TOT	1169	94	0	0	9	8	3	1283
17:00	332	26	1	0	3	2	3	367
17:15	299	17	0	1	1	2	1	321
17:30	268	18	0	0	2	0	1	289
17:45	285	14	0	0	2	1	3	305
H/TOT	1184	75	1	1	8	5	8	1282
18:00	276	7	0	0	2	2	1	288
18:15	239	10	0	0	0	1	1	251
18:30	219	13	0	0	3	2	3	240
18:45	185	7	0	0	0	3	1	196
H/TOT	919	37	0	0	5	8	6	975
P/TOT	3272	206	1	1	22	21	17	3540

PEAK HOUR CALCULATION	TOT
16:00 to 17:00	1283
16:15 to 17:15	1329
16:30 to 17:30	**1338**
16:45 to 17:45	1312
17:00 to 18:00	1282
17:15 to 18:15	1203
17:30 to 18:30	1133
17:45 to 18:45	1084
18:00 to 19:00	975
PEAK VALUE	**1338**



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1, M56 Jct 4 / Simonsway	**Project No:**	18433	**Drawing No:**	18433-01	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

18433 / MANCHESTER
JULY 26
QUEUE LENGTHS

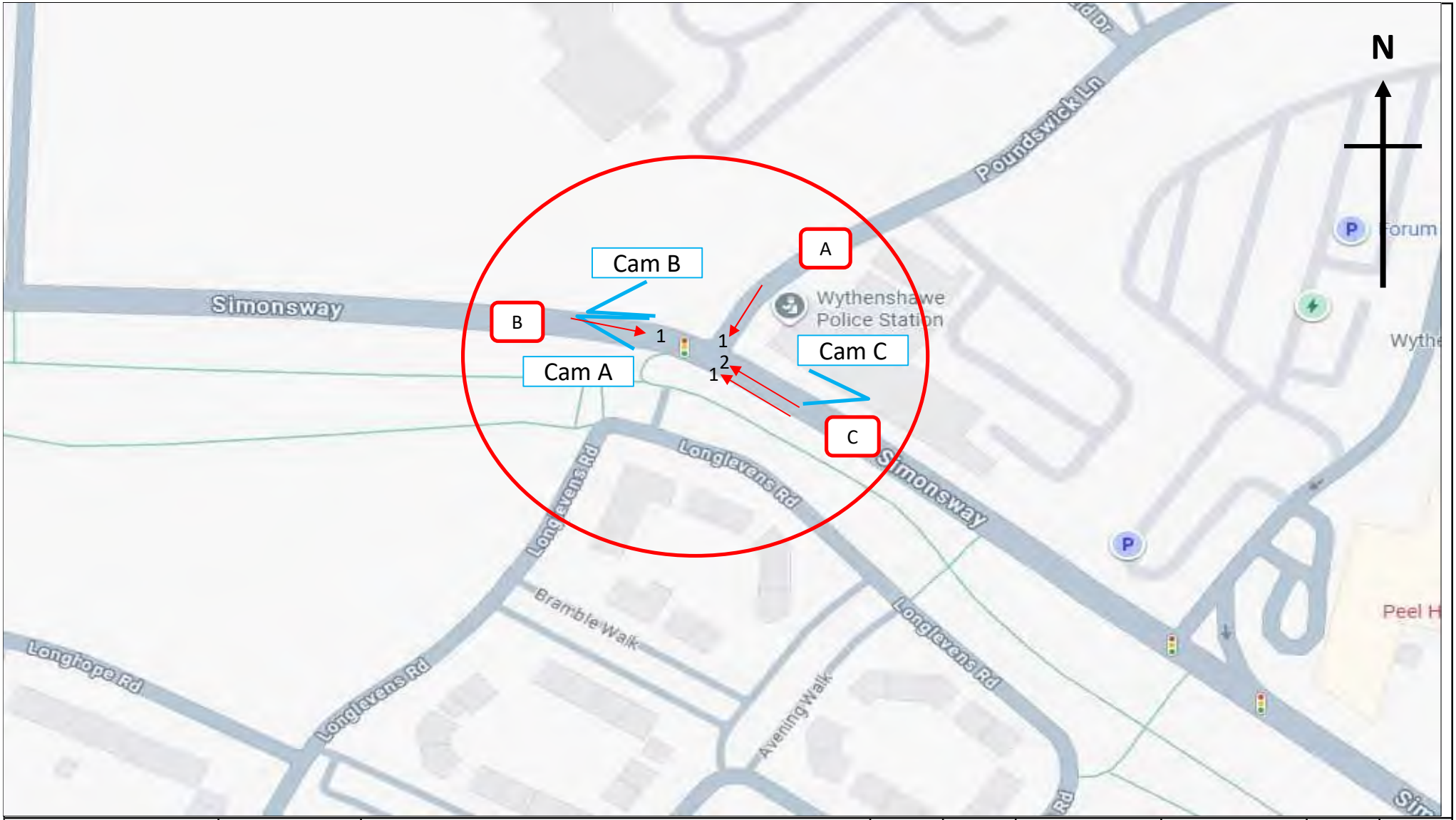
SITE: 1 DAY: Wednesday

LOCATION M56 Jct 4 / Simonsway DATE: 15/07/2026

Note:
Lanes are numbered outwards from the nearside kerb in the direction of travel.
Lane 1 will always be nearest the footway. Queues measured in vehicle numbers.

	ARM A M56(N)		ARM B Simonsway(W)				ARM C Simonsway(E)	
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2
07:00	4	7	3	2	7	0	2	3
07:05	2	8	3	1	3	0	3	6
07:10	3	6	3	2	3	1	7	19
07:15	5	11	3	3	2	1	4	4
07:20	5	12	3	2	4	1	3	5
07:25	2	15	4	2	3	2	5	6
07:30	10	20	2	1	4	3	10	5
07:35	6	17	5	4	7	2	8	7
07:40	7	12	3	4	7	5	13	9
07:45	4	22	5	2	4	3	14	11
07:50	12	19	5	2	7	4	29	5
07:55	10	25	6	3	10	3	18	4
08:00	4	19	3	2	7	4	7	10
08:05	9	15	5	2	8	3	6	5
08:10	8	19	2	1	8	4	18	11
08:15	5	20	6	3	13	5	8	6
08:20	12	30	5	2	13	5	12	12
08:25	15	32	3	4	6	5	28	4
08:30	11	25	3	3	11	6	29	10
08:35	7	35	3	3	6	3	32	12
08:40	1	40	3	3	6	4	28	19
08:45	7	46	2	1	5	5	35	5
08:50	16	40	3	1	17	7	29	29
08:55	15	39	4	1	7	3	28	17
09:00	16	16	3	2	7	4	18	8
09:05	15	16	5	3	9	4	16	5
09:10	4	11	6	3	16	4	5	6
09:15	4	8	3	2	5	2	5	6
09:20	7	5	2	1	3	2	6	7
09:25	5	8	5	2	9	3	6	7
09:30	10	9	4	3	5	2	2	6
09:35	4	8	2	2	3	1	4	4
09:40	7	8	3	2	4	2	4	9
09:45	4	12	2	2	6	3	6	7
09:50	9	6	3	1	4	3	6	4
09:55	8	6	1	1	6	2	3	4
MAX	16	46	6	4	17	7	35	29
MIN	1	5	1	1	2	0	2	3

	ARM A M56(N)		ARM B Simonsway(W)				ARM C Simonsway(E)	
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2
16:00	10	10	2	2	8	3	10	3
16:05	12	11	3	4	7	3	3	6
16:10	11	5	3	4	5	2	5	6
16:15	13	8	2	3	7	4	8	7
16:20	15	5	6	1	7	3	4	6
16:25	18	4	7	1	12	6	10	7
16:30	12	8	4	2	5	5	5	6
16:35	12	7	4	2	7	4	5	3
16:40	11	10	3	3	10	5	4	9
16:45	20	9	5	1	5	3	4	8
16:50	8	8	8	2	20	7	6	10
16:55	20	10	4	2	8	6	5	6
17:00	18	10	3	2	8	4	4	4
17:05	11	15	4	3	10	3	7	11
17:10	15	6	6	4	8	3	3	14
17:15	9	11	2	4	5	2	11	3
17:20	12	6	3	2	5	4	3	5
17:25	11	6	6	2	6	4	5	7
17:30	8	13	5	1	13	5	6	3
17:35	14	5	4	1	10	4	8	3
17:40	13	6	1	0	7	5	9	3
17:45	8	6	3	0	5	2	3	7
17:50	14	11	5	0	10	4	4	4
17:55	12	8	4	2	8	5	11	4
18:00	13	8	3	2	6	2	3	6
18:05	11	10	3	2	10	3	5	4
18:10	15	9	4	1	9	5	9	8
18:15	13	5	3	0	4	2	6	6
18:20	7	7	3	2	11	3	2	6
18:25	4	14	3	0	4	1	7	6
18:30	10	6	2	0	5	3	4	4
18:35	12	9	2	1	6	2	5	5
18:40	6	5	2	2	5	2	3	8
18:45	8	10	3	0	5	3	4	7
18:50	10	8	4	1	4	1	6	5
18:55	3	13	2	1	5	1	6	5
MAX	20	15	8	4	20	7	11	14
MIN	3	4	1	0	4	1	2	3



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 2, Simonsway / Poundswick Lane	**Project No:**	18433	**Drawing No:**	18433-02	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

18433 / MANCHESTER
JULY 26
QUEUE LENGTHS

SITE: 2 DAY: Wednesday

LOCATION: Simonsway / Poundswick Lane DATE: 15/07/2026

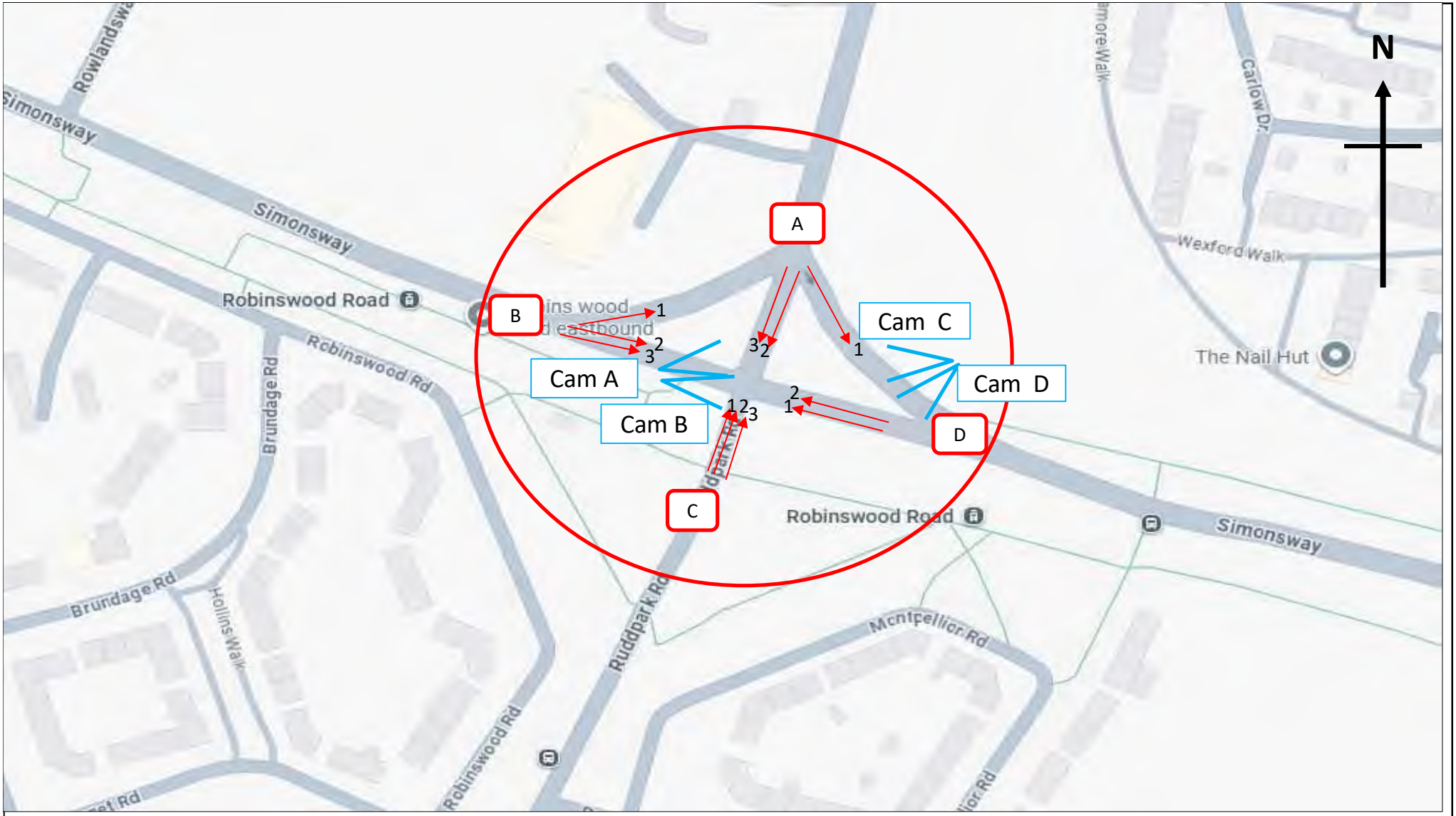
Note:
Lanes are numbered outwards from the nearside kerb in the direction of travel.
Lane 1 will always be nearest the footway. Queues measured in vehicle numbers.

TIME	ARM A Poundswick Lane LANE 1	ARM B Simonsway(W) LANE 1	ARM C Simonsway(E) LANE 1	ARM C Simonsway(E) LANE 2
07:00	1	7	1	1
07:05	3	1	9	1
07:10	3	6	5	0
07:15	6	5	2	1
07:20	3	7	3	2
07:25	3	6	5	1
07:30	2	7	20	1
07:35	10	8	6	2
07:40	11	6	7	1
07:45	3	14	5	2
07:50	4	15	5	1
07:55	4	9	6	3
08:00	6	22	6	1
08:05	7	27	7	3
08:10	5	24	8	2
08:15	17	16	10	3
08:20	10	21	5	1
08:25	6	28	2	3
08:30	5	25	4	4
08:35	7	29	5	4
08:40	10	20	15	5
08:45	10	19	6	1
08:50	8	24	9	5
08:55	8	31	4	6
09:00	8	32	5	3
09:05	12	28	3	5
09:10	9	15	7	4
09:15	8	17	3	2
09:20	7	25	3	1
09:25	9	18	2	1
09:30	13	17	4	3
09:35	8	8	6	2
09:40	5	8	5	1
09:45	4	14	3	3
09:50	5	16	2	3
09:55	7	8	3	1

MAX	17	32	20	6
MIN	1	1	1	0

TIME	ARM A Poundswick Lane LANE 1	ARM B Simonsway(W) LANE 1	ARM C Simonsway(E) LANE 1	ARM C Simonsway(E) LANE 2
16:00	12	17	3	2
16:05	6	9	5	2
16:10	8	12	4	4
16:15	6	16	1	5
16:20	6	26	3	4
16:25	7	29	3	4
16:30	10	31	0	4
16:35	8	29	1	3
16:40	9	33	2	4
16:45	10	30	4	3
16:50	11	23	5	5
16:55	9	19	3	5
17:00	13	26	1	2
17:05	10	30	6	5
17:10	13	28	3	5
17:15	13	23	5	6
17:20	18	25	4	4
17:25	15	28	5	4
17:30	10	18	2	4
17:35	12	17	3	8
17:40	18	29	5	5
17:45	8	27	2	6
17:50	7	28	6	5
17:55	8	30	3	6
18:00	11	21	4	3
18:05	5	19	3	6
18:10	6	23	7	5
18:15	7	15	5	7
18:20	5	17	4	2
18:25	7	17	1	4
18:30	7	5	7	1
18:35	5	11	5	5
18:40	4	12	1	3
18:45	6	9	4	3
18:50	5	16	7	8
18:55	11	8	1	3

MAX	18	33	7	8
MIN	4	5	0	1



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 3, Simonsway/Brownley Rd	**Project No:**	18433	**Drawing No:**	18433-03	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

18433 / MANCHESTER
JULY 26
QUEUE LENGTHS

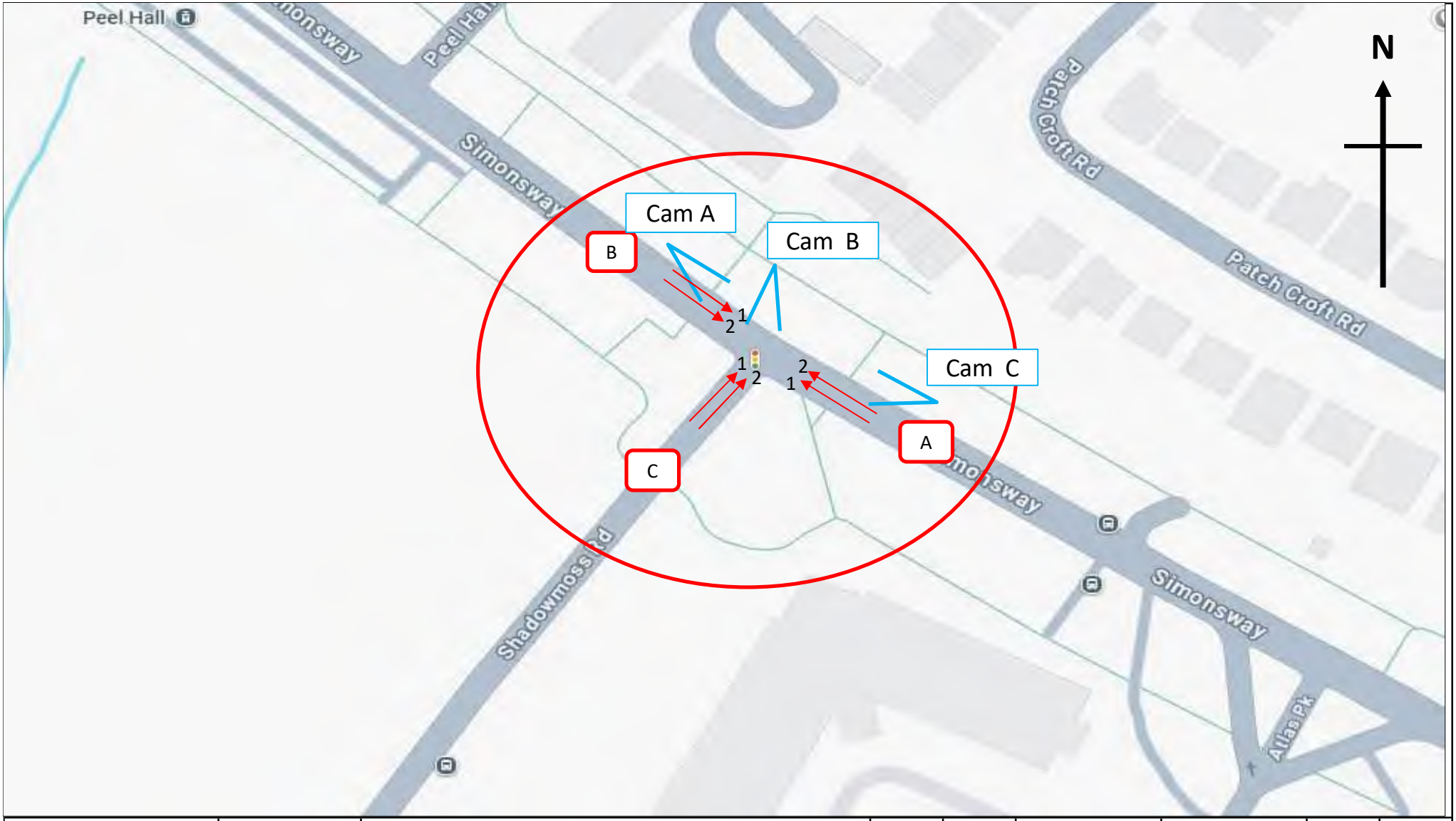
SITE: 3 DAY: Wednesday

LOCATIOI Simonsway/Brownley Rd DATE: 15/07/2026

Note:
Lanes are numbered outwards from the nearside kerb in the direction of travel.
Lane 1 will always be nearest the footway. Queues measured in vehicle numbers.

	ARM A Brownley Rd			ARM B Simonsway(W)			ARM C Ruddpark Rd			ARM D Simonsway(E)	
TIME	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2
07:00	2	1	0	0	0	0	1	1	2	3	0
07:05	2	2	3	1	6	1	3	2	0	7	1
07:10	0	2	1	0	3	1	2	2	1	3	2
07:15	4	1	0	0	3	1	1	3	1	8	0
07:20	2	3	1	1	3	1	1	3	1	8	2
07:25	3	1	1	0	6	1	1	3	0	8	1
07:30	1	2	2	1	11	1	6	2	2	8	3
07:35	5	1	2	0	12	0	1	2	1	16	0
07:40	3	2	2	1	10	1	2	3	0	5	1
07:45	4	2	0	0	9	4	2	4	2	15	4
07:50	2	4	1	0	9	1	3	7	1	17	3
07:55	3	2	1	0	11	1	3	3	1	11	2
08:00	2	2	2	2	5	1	4	5	2	9	3
08:05	3	3	1	1	7	2	5	3	4	16	3
08:10	2	10	0	1	7	3	6	6	2	10	4
08:15	3	9	2	1	5	2	2	6	2	18	2
08:20	6	4	1	1	3	3	2	5	5	10	2
08:25	1	15	1	2	12	3	1	4	2	11	1
08:30	3	12	2	1	11	4	3	6	3	12	3
08:35	4	4	2	1	18	2	4	16	3	8	1
08:40	2	7	1	1	9	3	7	14	2	13	3
08:45	5	7	1	1	8	3	6	14	3	11	3
08:50	3	6	2	1	5	1	4	2	3	11	1
08:55	3	2	2	1	8	1	3	8	1	11	1
09:00	6	8	3	2	10	2	3	5	3	14	3
09:05	1	4	3	2	14	5	8	10	3	7	2
09:10	2	9	1	2	11	6	2	3	3	10	2
09:15	3	4	2	1	7	3	2	4	0	10	1
09:20	6	3	2	2	10	1	2	3	1	8	2
09:25	2	2	1	3	4	1	3	6	1	12	2
09:30	2	3	4	1	13	2	3	5	1	13	2
09:35	2	4	3	1	6	2	3	3	2	8	1
09:40	5	3	1	2	4	0	3	2	1	13	1
09:45	1	4	2	2	9	2	2	2	1	10	1
09:50	1	1	1	0	5	4	6	2	1	5	2
09:55	1	4	1	0	8	2	3	4	2	13	2
MAX	6	15	4	3	18	6	8	16	5	18	4
MIN	0	1	0	0	0	0	1	1	0	3	0

	ARM A Brownley Rd			ARM B Simonsway(W)			ARM C Ruddpark Rd			ARM D Simonsway(E)	
TIME	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2	LANE 3	LANE 1	LANE 2
16:00	4	6	2	2	10	3	2	5	3	15	3
16:05	4	5	3	0	13	3	4	7	2	14	8
16:10	4	4	3	3	18	4	4	8	2	18	1
16:15	4	10	1	1	15	4	5	8	2	11	3
16:20	4	5	1	3	10	7	2	5	6	16	3
16:25	3	3	2	1	14	4	4	6	1	7	7
16:30	5	5	3	0	16	4	5	7	3	13	5
16:35	3	9	1	0	20	3	2	5	3	21	5
16:40	5	3	1	2	20	3	1	7	7	14	2
16:45	1	9	1	0	16	6	3	5	7	14	2
16:50	2	9	3	0	20	8	3	3	4	9	3
16:55	3	4	3	1	16	3	3	10	4	11	3
17:00	2	3	2	0	9	3	3	8	5	11	3
17:05	4	4	3	1	20	4	3	6	6	25	7
17:10	2	4	1	2	20	2	7	8	2	14	6
17:15	2	5	1	0	20	7	7	8	5	21	4
17:20	2	7	3	2	20	7	4	8	6	10	4
17:25	4	12	2	2	18	11	5	9	6	10	4
17:30	2	4	2	2	11	4	7	7	4	18	3
17:35	3	10	1	3	15	2	2	7	6	15	3
17:40	1	7	3	0	13	2	2	5	4	8	2
17:45	1	5	3	1	15	3	5	5	4	8	1
17:50	1	7	2	2	15	2	3	16	4	5	3
17:55	3	9	3	3	18	2	5	4	5	10	4
18:00	2	5	0	3	15	2	5	7	4	8	2
18:05	6	10	2	3	20	5	2	4	1	17	5
18:10	1	6	2	1	18	4	5	15	3	14	3
18:15	1	2	3	3	20	2	2	5	3	12	4
18:20	5	3	2	0	5	0	4	8	2	10	1
18:25	1	7	2	1	15	1	5	5	3	13	2
18:30	1	4	2	2	12	3	5	4	2	12	1
18:35	1	4	2	1	9	2	4	4	3	8	2
18:40	3	3	2	2	8	2	1	4	1	10	4
18:45	3	5	4	1	17	2	4	3	0	10	3
18:50	2	1	2	1	12	5	7	2	5	6	3
18:55	1	4	3	1	8	9	3	5	1	8	2
MAX	6	12	4	3	20	11	7	16	7	25	8
MIN	1	1	0	0	5	0	1	2	0	5	1



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 4,Simonsway/Shadowmoss Rd	**Project No:**	18433	**Drawing No:**	18433-04	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

18433 / MANCHESTER
JULY 26
QUEUE LENGTHS

SITE: 4 DAY: Wednesday

LOCATION: Simonsway/Shadowmoss Rd DATE: 15/07/2026

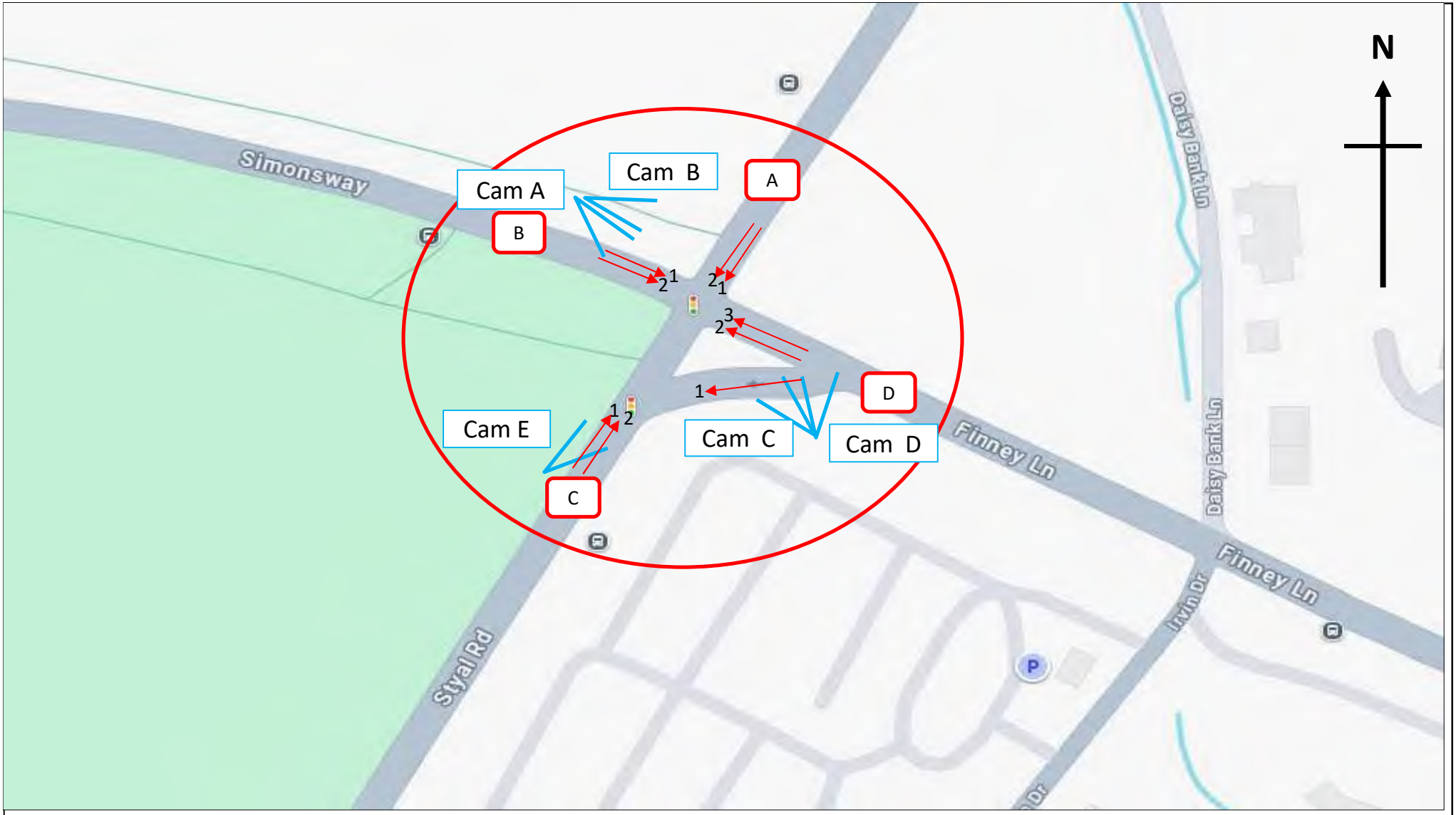
Note:
Lanes are numbered outwards from the nearside kerb in the direction of travel.
Lane 1 will always be nearest the footway. Queues measured in vehicle numbers.

	ARM A Simonsway(E)		ARM B Simonsway(W)		ARM C Shadowmoss Rd	
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	1	2	1	1	1
07:05	0	3	6	2	2	1
07:10	0	5	6	1	1	2
07:15	0	5	4	3	1	1
07:20	1	4	4	1	3	1
07:25	2	4	3	1	2	1
07:30	2	9	5	2	3	4
07:35	1	4	7	1	1	1
07:40	1	6	5	1	1	0
07:45	1	4	5	1	1	2
07:50	5	12	9	2	2	4
07:55	1	5	4	2	2	1
08:00	2	9	2	4	1	1
08:05	2	14	10	9	1	3
08:10	3	8	10	3	1	1
08:15	0	10	2	3	1	1
08:20	2	11	6	4	1	1
08:25	3	5	8	4	2	1
08:30	1	7	8	2	2	2
08:35	1	4	9	1	1	1
08:40	0	7	7	3	2	2
08:45	1	8	9	6	3	3
08:50	1	3	4	2	1	3
08:55	5	5	8	5	1	1
09:00	1	3	2	4	3	2
09:05	0	10	8	5	2	1
09:10	2	3	4	1	1	1
09:15	3	3	6	4	2	0
09:20	1	2	5	3	3	1
09:25	1	2	5	2	2	1
09:30	1	10	4	4	0	1
09:35	1	8	3	2	2	1
09:40	1	5	4	2	2	1
09:45	1	6	4	2	1	1
09:50	0	5	4	2	1	1
09:55	0	6	6	2	1	1

MAX	5	14	10	9	3	4
MIN	0	1	2	1	0	0

	ARM A Simonsway(E)		ARM B Simonsway(W)		ARM C Shadowmoss Rd	
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	1	5	15	2	2	2
16:05	1	13	15	4	5	4
16:10	2	3	8	2	4	3
16:15	2	10	14	5	3	1
16:20	1	9	9	3	4	2
16:25	1	3	16	2	3	2
16:30	3	10	4	2	4	1
16:35	1	11	11	2	3	1
16:40	2	14	18	3	3	2
16:45	2	14	21	2	3	3
16:50	1	8	13	4	3	2
16:55	1	9	14	2	4	3
17:00	2	8	7	3	3	2
17:05	4	13	21	2	5	3
17:10	1	7	12	1	1	3
17:15	1	8	9	7	2	4
17:20	1	8	10	2	0	4
17:25	4	9	18	4	2	1
17:30	1	8	19	3	3	1
17:35	3	10	13	3	3	1
17:40	0	4	13	1	1	1
17:45	1	4	4	2	2	1
17:50	1	8	10	2	1	2
17:55	2	8	7	2	2	5
18:00	1	2	12	1	4	3
18:05	1	11	9	2	4	2
18:10	1	6	7	3	4	3
18:15	2	5	19	1	2	4
18:20	4	5	7	2	2	1
18:25	2	3	5	2	2	1
18:30	3	10	10	1	0	1
18:35	1	7	5	3	2	2
18:40	1	6	5	0	2	1
18:45	1	5	3	2	1	2
18:50	1	3	8	2	2	3
18:55	1	2	9	1	1	1

MAX	4	14	21	7	5	5
MIN	0	2	3	0	0	1



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 5, Simonsway/Finney Ln/Styal Rd	**Project No:**	18433	**Drawing No:**	18433-05	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

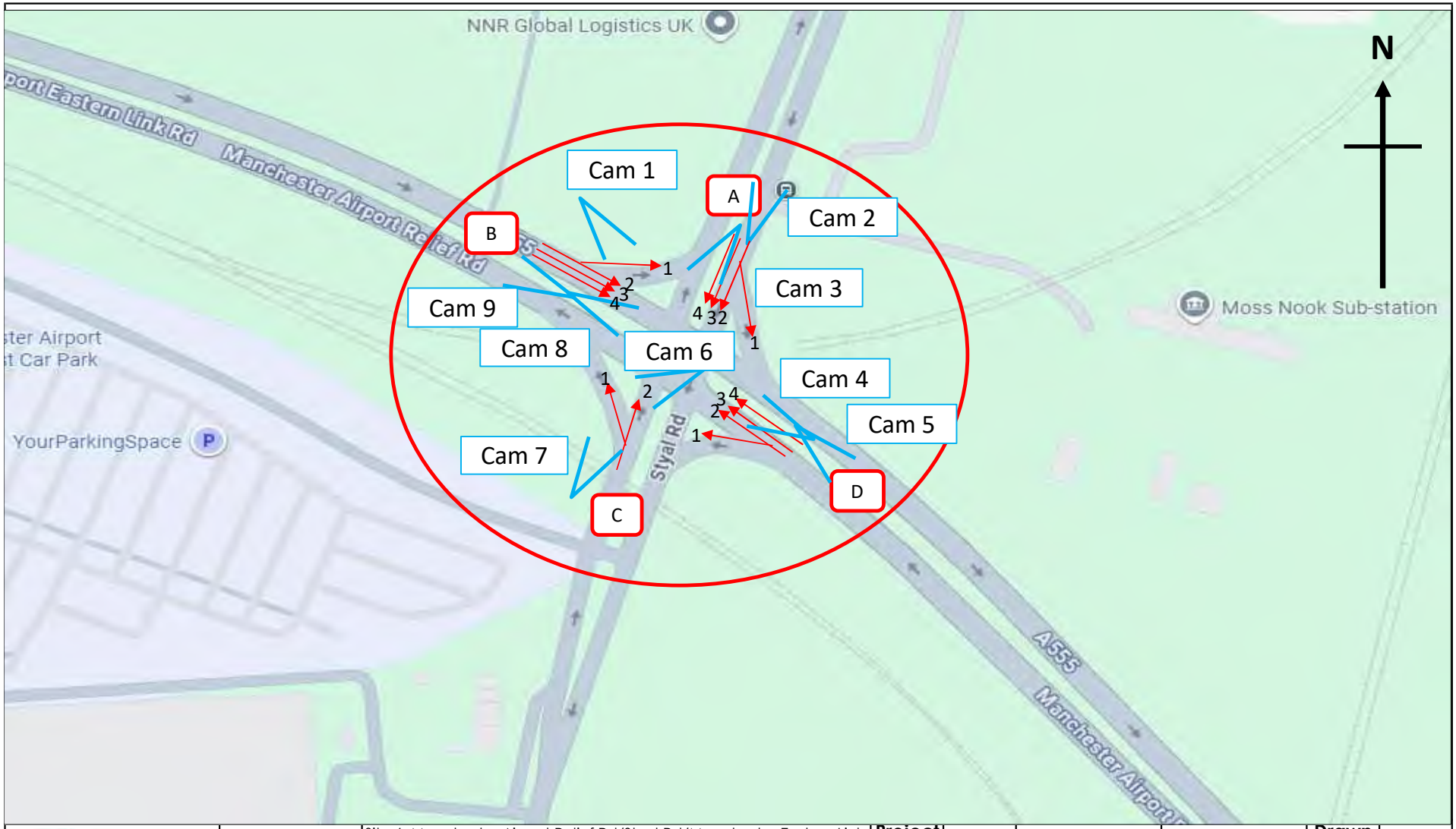
SITE: 5 DAY: Wednesday

LOCATION: Simonsway/Finney Ln/Styal Rd DATE: 15/07/2026

Note:
Lanes are numbered outwards from the nearside kerb in the direction of travel.
Lane 1 will always be nearest the footway. Queues measured in vehicle numbers.

	ARM A Styal Rd(N)		ARM B Simonsway		ARM C Styal Rd(N)		ARM D Finney Lane		
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3
07:00	2	1	4	4	5	2	1	4	4
07:05	7	3	3	5	6	1	3	4	1
07:10	4	3	6	2	6	2	1	2	0
07:15	4	2	3	2	8	1	2	2	2
07:20	7	3	5	6	12	2	2	3	2
07:25	10	5	4	6	13	4	2	3	2
07:30	5	1	3	6	8	2	2	4	4
07:35	7	3	6	4	9	6	6	2	2
07:40	10	3	5	11	15	2	4	6	5
07:45	9	3	8	7	16	1	4	15	7
07:50	13	8	10	10	13	2	4	15	3
07:55	13	4	10	9	15	1	5	7	8
08:00	13	5	12	5	13	6	2	11	6
08:05	12	5	9	7	19	4	5	13	6
08:10	16	3	17	9	22	7	3	9	8
08:15	13	3	10	4	18	4	5	5	6
08:20	11	4	8	5	13	4	3	9	10
08:25	17	7	9	4	16	7	4	11	8
08:30	15	3	14	5	12	7	3	5	8
08:35	10	3	10	7	9	6	2	3	3
08:40	14	4	14	10	19	5	4	6	6
08:45	10	5	13	4	17	5	7	9	4
08:50	10	2	10	5	13	5	5	5	9
08:55	9	5	6	6	4	2	3	8	3
09:00	18	5	7	11	18	4	4	10	5
09:05	10	5	8	4	5	4	4	4	4
09:10	14	4	10	8	10	2	1	6	8
09:15	10	2	6	5	11	3	5	4	3
09:20	6	4	6	9	7	5	5	6	4
09:25	9	3	5	4	12	2	4	6	3
09:30	4	3	6	7	4	4	4	7	3
09:35	6	3	3	4	7	5	2	6	4
09:40	18	5	7	2	5	6	6	3	5
09:45	13	3	9	2	8	5	4	6	4
09:50	5	1	5	3	3	3	1	4	3
09:55	11	4	5	4	4	3	2	2	4
MAX	18	8	17	11	22	7	7	15	10
MIN	2	1	3	2	3	1	1	2	0

	ARM A Styal Rd(N)		ARM B Simonsway		ARM C Styal Rd(N)		ARM D Finney Lane		
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3
16:00	11	5	6	11	16	3	2	11	5
16:05	15	4	20	13	22	10	3	12	6
16:10	23	4	17	13	22	11	3	5	10
16:15	16	5	18	13	23	7	4	12	5
16:20	18	7	18	11	12	8	1	5	6
16:25	10	6	10	8	20	6	4	7	3
16:30	11	2	7	4	12	5	3	6	6
16:35	14	8	9	4	18	4	5	4	5
16:40	15	4	23	13	15	6	3	5	9
16:45	25	5	25	13	25	10	4	7	4
16:50	19	8	23	13	18	15	5	12	9
16:55	29	8	16	13	26	13	3	9	4
17:00	23	8	18	12	24	10	4	11	3
17:05	14	5	16	6	15	6	2	4	4
17:10	27	7	16	13	23	7	5	6	5
17:15	29	7	23	13	21	12	2	11	5
17:20	21	5	20	12	27	13	4	9	4
17:25	19	7	18	12	21	10	4	7	11
17:30	21	7	18	9	21	5	2	7	6
17:35	14	6	13	7	25	8	4	6	6
17:40	29	6	13	13	15	6	2	4	5
17:45	29	6	11	10	6	5	2	10	6
17:50	12	3	12	8	22	9	7	8	6
17:55	20	4	15	12	23	9	2	10	5
18:00	15	6	10	12	18	6	2	6	6
18:05	13	6	9	12	9	10	3	8	6
18:10	12	3	11	9	15	6	4	6	3
18:15	13	4	13	12	12	6	4	6	6
18:20	6	2	8	3	5	4	1	8	4
18:25	7	4	7	4	7	4	3	5	2
18:30	10	4	12	6	11	8	1	8	3
18:35	11	2	5	4	5	8	3	6	3
18:40	11	4	5	5	7	11	2	6	4
18:45	5	3	7	2	6	2	2	5	3
18:50	4	2	9	5	5	3	1	4	2
18:55	6	2	10	4	5	4	1	6	2
MAX	29	8	25	13	27	15	7	12	11
MIN	4	2	5	2	5	2	1	4	2



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 6, Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd	**Project No:**	18433	**Drawing No:**	18433-06	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

SITE: 6 DAY: Wednesday

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DATE: 15/07/2026

Note:
Lanes are numbered outwards from the nearside kerb in the direction of travel.
Lane 1 will always be nearest the footway. Queues measured in vehicle numbers.

	ARM A Styal Rd(N)				ARM B Manchester Airport Relief Rd(W)			
TIME	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 3	LANE 4
07:00	6	5	4	8	9	10	15	9
07:05	7	5	8	7	7	17	15	12
07:10	6	7	3	7	7	13	14	16
07:15	11	4	4	9	9	13	10	12
07:20	9	4	4	3	12	15	19	14
07:25	11	6	3	5	11	31	25	19
07:30	15	9	7	8	14	28	28	23
07:35	15	9	9	9	16	24	19	22
07:40	9	13	8	8	6	30	22	22
07:45	11	6	8	10	7	20	19	23
07:50	13	8	6	6	11	22	21	23
07:55	12	5	10	8	11	31	20	22
08:00	15	9	5	6	13	37	24	23
08:05	11	5	6	6	13	28	34	23
08:10	16	10	7	8	18	27	28	17
08:15	16	8	6	5	19	19	23	16
08:20	19	7	6	6	16	26	29	11
08:25	14	10	7	7	24	24	28	7
08:30	12	7	10	7	19	19	24	12
08:35	16	7	5	5	16	19	27	13
08:40	20	8	5	5	10	27	20	14
08:45	13	9	6	9	20	17	20	19
08:50	8	5	5	8	17	29	33	9
08:55	13	6	7	7	17	29	31	20
09:00	14	6	6	8	12	31	35	14
09:05	8	5	6	7	13	30	36	7
09:10	11	5	7	9	13	33	29	23
09:15	8	3	3	3	12	22	19	15
09:20	11	8	6	3	8	11	11	10
09:25	11	3	5	3	8	12	11	10
09:30	14	6	4	7	6	16	24	16
09:35	7	5	5	5	12	16	20	10
09:40	6	6	5	8	9	17	18	12
09:45	11	8	2	7	11	24	16	14
09:50	11	4	7	3	5	17	18	14
09:55	7	3	4	5	7	12	14	13

MAX	20	13	10	10	24	37	36	23
MIN	6	3	2	3	5	10	10	7

	ARM A Styal Rd(N)				ARM B Manchester Airport Relief Rd(W)			
TIME	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 3	LANE 4
16:00	13	4	4	9	23	32	33	11
16:05	25	9	10	9	12	33	35	9
16:10	18	7	9	11	13	35	37	4
16:15	27	4	9	9	12	37	40	7
16:20	26	5	8	9	11	38	39	7
16:25	33	9	7	9	12	40	47	9
16:30	17	10	8	9	11	46	46	8
16:35	18	7	7	9	12	42	45	9
16:40	25	9	5	8	11	47	49	9
16:45	26	10	4	6	12	49	53	5
16:50	27	5	4	8	7	42	42	7
16:55	45	10	9	10	11	46	46	7
17:00	41	9	11	6	13	49	48	11
17:05	39	9	9	10	13	50	47	11
17:10	29	9	10	8	12	49	50	11
17:15	39	9	16	10	9	51	54	7
17:20	23	10	9	11	8	53	50	4
17:25	39	7	5	10	8	52	55	6
17:30	28	6	5	8	9	51	59	9
17:35	30	5	5	9	9	53	56	7
17:40	41	10	7	9	6	56	60	5
17:45	44	8	5	6	11	48	54	13
17:50	24	6	6	5	9	59	62	7
17:55	21	6	5	8	10	61	58	7
18:00	19	6	5	13	9	58	61	6
18:05	31	5	5	9	10	60	61	5
18:10	33	2	3	5	8	59	65	8
18:15	25	7	8	6	10	61	64	11
18:20	14	4	7	8	10	64	62	9
18:25	14	3	6	6	13	56	60	12
18:30	15	5	3	10	14	55	50	6
18:35	11	3	4	8	9	25	14	9
18:40	9	4	5	4	9	18	15	6
18:45	6	8	3	7	11	21	17	6
18:50	4	5	2	7	6	26	22	7
18:55	8	5	3	5	6	19	16	4

MAX	45	10	16	13	23	64	65	13
MIN	4	2	2	4	6	18	14	4

SITE: 6 DAY: Wednesday

LOCATION: Manchester Airport Relief Rd/Styal Rd/Manchester Eastern Link Rd DATE: 15/07/2026

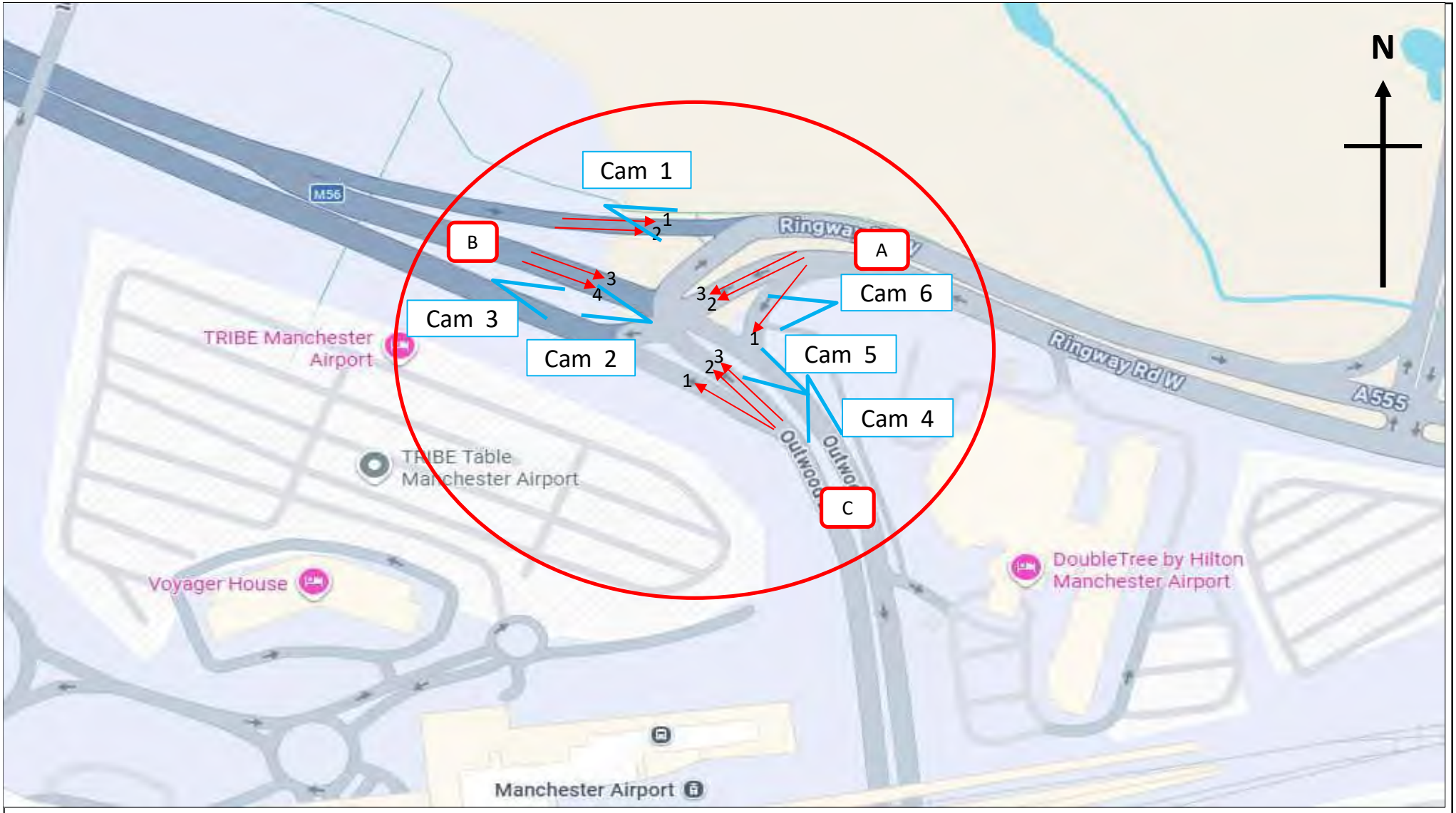
Note:
Lanes are numbered outwards from the nearside kerb in the direction of travel.
Lane 1 will always be nearest the footway. Queues measured in vehicle numbers.

	ARM C Styal Rd(S)		ARM D Manchester Eastern Link Rd			
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 4
07:00	7	2	1	24	31	9
07:05	5	7	3	17	30	10
07:10	8	6	0	21	32	13
07:15	9	6	0	29	37	26
07:20	9	5	1	46	50	19
07:25	10	10	2	43	54	19
07:30	8	8	0	50	50	12
07:35	8	5	2	54	58	11
07:40	4	12	0	61	60	17
07:45	10	8	1	53	52	17
07:50	7	9	1	51	45	24
07:55	10	9	1	30	42	32
08:00	7	18	3	41	45	29
08:05	12	15	3	34	37	35
08:10	7	13	1	29	35	39
08:15	9	16	1	40	49	26
08:20	8	12	1	26	27	37
08:25	7	5	2	21	36	38
08:30	11	10	2	31	38	35
08:35	6	13	2	24	34	30
08:40	9	12	4	18	38	30
08:45	12	9	2	28	32	33
08:50	6	15	2	19	28	35
08:55	8	22	2	33	35	24
09:00	11	23	2	19	32	28
09:05	6	7	2	23	31	24
09:10	7	11	2	20	30	28
09:15	6	6	4	20	27	26
09:20	2	5	1	17	21	14
09:25	5	4	3	11	12	11
09:30	2	9	4	9	25	8
09:35	8	6	4	13	21	16
09:40	6	3	4	14	27	14
09:45	5	8	5	10	18	10
09:50	7	6	4	18	21	7
09:55	5	7	3	18	21	14

MAX	12	23	5	61	60	39
MIN	2	2	0	9	12	7

	ARM C Styal Rd(S)		ARM D Manchester Eastern Link Rd			
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3	LANE 4
16:00	15	22	0	25	31	21
16:05	11	10	1	18	30	24
16:10	7	32	0	24	34	25
16:15	14	24	1	25	23	32
16:20	16	28	3	32	38	37
16:25	9	37	2	24	28	34
16:30	7	41	0	29	22	35
16:35	11	45	0	24	27	39
16:40	16	42	1	38	35	39
16:45	13	17	4	19	33	39
16:50	8	14	2	18	31	39
16:55	11	16	2	23	28	39
17:00	16	17	2	26	25	38
17:05	9	9	4	27	33	35
17:10	15	20	2	33	37	38
17:15	8	18	4	20	27	32
17:20	12	14	0	22	22	28
17:25	9	13	3	12	14	33
17:30	9	16	2	12	17	30
17:35	8	14	3	10	24	27
17:40	8	13	1	17	19	27
17:45	7	7	4	22	27	25
17:50	5	19	1	13	19	21
17:55	8	16	3	16	19	14
18:00	7	18	1	12	25	17
18:05	8	16	3	13	18	27
18:10	2	7	3	15	22	29
18:15	6	8	2	10	18	11
18:20	8	11	0	15	18	11
18:25	6	8	0	9	9	10
18:30	7	8	2	17	22	12
18:35	6	13	4	20	20	15
18:40	12	8	2	14	16	8
18:45	10	8	2	11	14	14
18:50	8	7	1	11	11	11
18:55	7	6	1	8	12	11

MAX	16	45	4	38	38	39
MIN	2	6	0	8	9	8



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 7,M56/Ringway Rd W/Outwood Ln	**Project No:**	18433	**Drawing No:**	18433-07	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

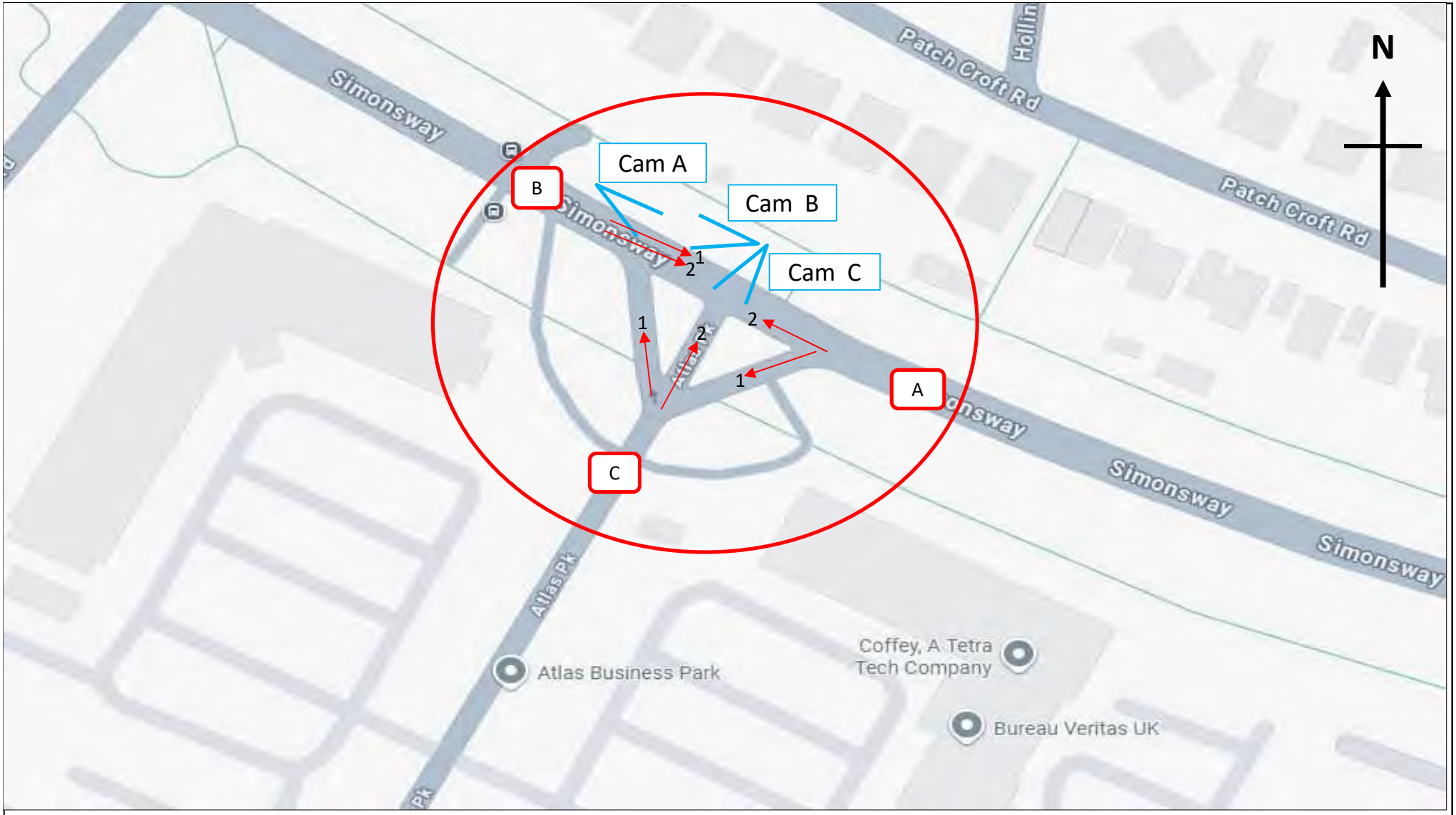
SITE: 7 DAY: Wednesday

LOCATION: M56/Ringway Rd W/Outwood Ln DATE: 15/07/2026

Note:
Lanes are numbered outwards from the nearside kerb in the direction of travel.
Lane 1 will always be nearest the footway. Queues measured in vehicle numbers.

	ARM A Ringway Rd W			ARM B M56				ARM C Outwood Ln		
TIME	LANE 1	LANE 2	LANE 3	LANE 1	LAN 2	LAN 3	LAN 4	LANE 1	LANE 2	LANE 2
07:00	2	13	12	11	10	9	4	3	1	3
07:05	3	26	12	4	2	12	7	5	4	3
07:10	2	18	8	5	6	10	4	7	4	4
07:15	0	21	12	13	15	5	4	4	1	3
07:20	2	23	7	7	8	9	3	3	2	4
07:25	1	18	12	13	8	7	3	4	2	3
07:30	3	35	11	8	12	7	5	4	3	3
07:35	0	30	12	11	10	4	5	3	2	1
07:40	1	18	12	9	2	9	3	2	0	1
07:45	2	19	11	9	12	9	6	5	2	5
07:50	2	24	10	13	12	8	5	5	3	4
07:55	2	26	8	12	12	7	5	3	2	3
08:00	3	29	10	11	14	7	5	3	2	6
08:05	2	21	12	14	7	5	6	4	2	1
08:10	4	22	11	23	20	5	4	3	1	5
08:15	3	30	12	14	18	5	3	5	1	2
08:20	4	28	12	17	14	5	4	3	2	2
08:25	3	14	12	6	8	5	5	3	1	3
08:30	2	31	12	14	22	5	2	3	1	4
08:35	2	14	7	30	23	7	4	4	2	3
08:40	2	22	8	26	27	8	2	6	2	3
08:45	3	13	8	19	21	11	4	4	2	7
08:50	2	24	10	21	26	6	5	4	1	3
08:55	5	27	10	8	7	9	5	6	3	3
09:00	2	30	12	11	12	8	4	5	3	3
09:05	2	16	11	10	14	10	6	3	1	4
09:10	1	3	2	11	3	4	2	3	2	1
09:15	1	25	5	5	3	9	2	5	2	2
09:20	0	16	5	9	2	9	2	6	2	2
09:25	2	13	11	9	9	11	4	3	1	5
09:30	0	30	12	9	7	10	4	9	3	5
09:35	2	12	6	9	6	11	2	5	3	3
09:40	3	23	9	13	3	12	5	3	2	6
09:45	2	12	11	13	4	8	3	3	2	3
09:50	2	14	8	9	9	9	3	3	2	3
09:55	0	20	9	19	9	2	3	6	1	2
MAX	5	35	12	30	27	12	7	9	4	7
MIN	0	3	2	4	2	2	2	2	0	1

	ARM A Ringway Rd W			ARM B M56				ARM C Outwood Ln		
TIME	LANE 1	LANE 2	LANE 3	LANE 1	LAN 2	LAN 3	LAN 4	LANE 1	LANE 2	LANE 2
16:00	0	14	9	16	20	11	5	14	5	6
16:05	3	22	7	16	14	6	4	12	5	9
16:10	2	37	11	20	18	10	5	8	6	8
16:15	2	25	12	26	20	11	6	17	6	3
16:20	2	27	12	20	22	8	4	15	6	3
16:25	2	31	10	25	26	11	5	16	5	3
16:30	1	30	12	30	24	9	5	16	5	3
16:35	4	34	12	29	25	10	5	10	6	3
16:40	0	28	11	24	26	12	7	8	6	4
16:45	3	23	12	22	20	8	7	17	9	3
16:50	2	21	12	12	14	10	8	17	3	5
16:55	3	29	12	12	11	10	5	5	3	6
17:00	2	24	12	13	5	9	3	5	2	3
17:05	3	17	12	7	8	10	6	5	3	4
17:10	2	25	12	13	11	6	5	10	1	3
17:15	5	18	10	16	5	7	2	10	3	2
17:20	2	21	12	9	10	9	2	13	4	7
17:25	3	17	10	21	22	7	2	5	4	6
17:30	2	17	8	30	23	9	7	8	3	2
17:35	2	16	12	31	32	8	2	5	3	3
17:40	1	22	12	29	23	9	6	7	2	2
17:45	3	21	12	33	28	5	3	8	2	2
17:50	2	23	12	37	27	8	4	10	5	3
17:55	3	18	7	32	23	13	3	16	2	4
18:00	6	19	9	23	18	5	3	6	2	2
18:05	2	28	10	15	13	6	3	8	9	3
18:10	2	23	12	24	31	7	3	8	6	2
18:15	3	10	4	27	24	7	5	11	6	7
18:20	2	20	12	5	9	7	2	10	3	3
18:25	2	19	12	8	6	6	3	12	1	4
18:30	5	23	4	5	5	8	4	5	3	4
18:35	2	18	6	5	5	11	4	10	5	5
18:40	1	15	8	9	5	5	2	8	2	5
18:45	3	12	12	6	5	6	2	7	6	3
18:50	3	17	12	7	5	8	2	10	5	4
18:55	3	11	5	7	3	6	2	12	5	2
MAX	6	37	12	37	32	13	8	17	9	9
MIN	0	10	4	5	3	5	2	5	1	2



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 9, Simonsway/Altas Pk	**Project No:**	18433	**Drawing No:**	18433-09	**Drawn By:** BVR
	Survey Date:	Wednesday 15th July 2026	**Project Name:**	Manchester			
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	**Drawing Title:**	Site Layout and Observed Movements			

SITE: 9 DAY: Wednesday

LOCATION: Simonsway/Altas Pk DATE: 15/07/2026

Note:
Lanes are numbered outwards from the nearside kerb in the direction of travel.
Lane 1 will always be nearest the footway. Queues measured in vehicle numbers.

	ARM A Simonsway(E)		ARM B Simonsway(W)		ARM C Altas Pk	
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0
07:05	0	0	0	0	0	0
07:10	0	0	0	0	0	0
07:15	0	0	0	1	0	0
07:20	0	0	0	1	0	1
07:25	0	0	0	2	1	1
07:30	0	0	0	0	0	0
07:35	0	0	0	0	0	1
07:40	0	0	0	1	1	1
07:45	0	0	0	2	2	1
07:50	3	0	0	1	0	1
07:55	0	0	0	1	1	0
08:00	0	0	0	0	0	0
08:05	0	3	0	0	0	0
08:10	1	0	0	1	0	0
08:15	0	0	0	0	1	0
08:20	0	0	0	0	1	0
08:25	0	0	0	2	0	1
08:30	0	0	0	0	0	1
08:35	0	0	0	0	0	0
08:40	0	0	0	0	0	0
08:45	0	0	0	0	0	0
08:50	0	0	0	0	0	0
08:55	0	0	0	0	1	0
09:00	0	0	0	0	0	1
09:05	0	0	0	0	0	0
09:10	0	0	0	0	0	0
09:15	0	0	0	0	1	0
09:20	0	0	0	0	0	0
09:25	0	0	0	0	0	0
09:30	0	0	0	2	0	1
09:35	0	0	0	1	2	1
09:40	0	0	0	1	0	1
09:45	0	0	0	1	1	0
09:50	0	0	0	0	0	1
09:55	0	0	0	0	0	0
MAX	3	3	0	2	2	1
MIN	0	0	0	0	0	0

	ARM A Simonsway(E)		ARM B Simonsway(W)		ARM C Altas Pk	
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	0	0	1	2
16:05	0	2	0	0	3	2
16:10	0	0	0	0	1	1
16:15	0	0	0	0	2	2
16:20	0	0	0	0	1	1
16:25	0	0	0	1	0	1
16:30	0	0	0	0	3	2
16:35	0	0	0	0	1	1
16:40	0	2	0	0	1	1
16:45	0	2	0	0	1	1
16:50	0	0	0	0	0	0
16:55	0	0	0	0	0	1
17:00	0	0	0	0	3	2
17:05	1	4	0	1	4	5
17:10	0	0	0	1	1	2
17:15	0	0	0	1	1	1
17:20	0	0	0	0	0	1
17:25	0	0	0	0	0	1
17:30	0	0	0	0	0	0
17:35	0	0	0	0	0	0
17:40	0	0	0	0	0	1
17:45	0	0	0	0	0	0
17:50	0	0	0	0	0	0
17:55	0	0	0	0	1	0
18:00	0	0	0	0	0	1
18:05	0	0	0	0	1	0
18:10	0	0	0	0	0	1
18:15	0	0	0	0	0	0
18:20	0	0	0	0	0	1
18:25	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:35	0	0	0	0	0	1
18:40	0	0	0	0	0	0
18:45	0	0	0	0	1	0
18:50	0	0	0	0	0	0
18:55	0	0	0	0	0	0
MAX	1	4	0	1	4	5
MIN	0	0	0	0	0	0

ttp consulting

transport planning specialists

Aviva Life & Pensions UK Ltd

Atlas Park Development, Wythenshawe

Transport Assessment Appendices K to N

September 2026

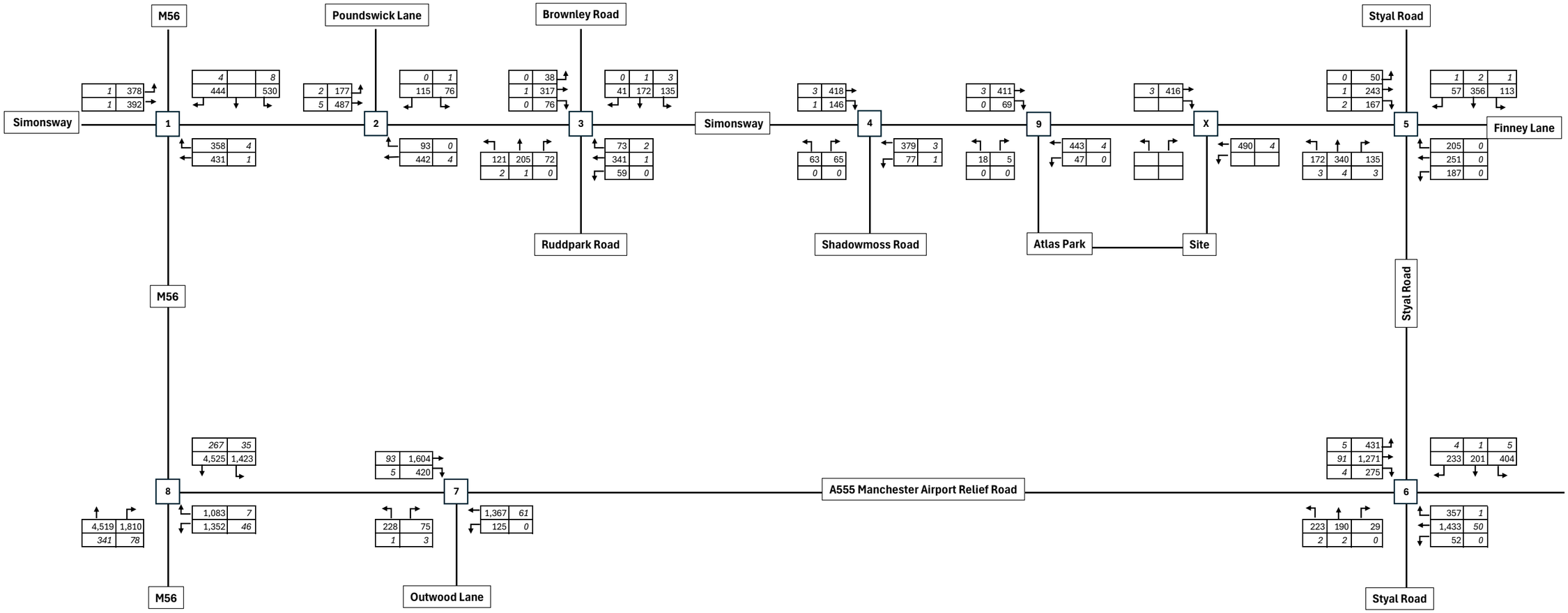
TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

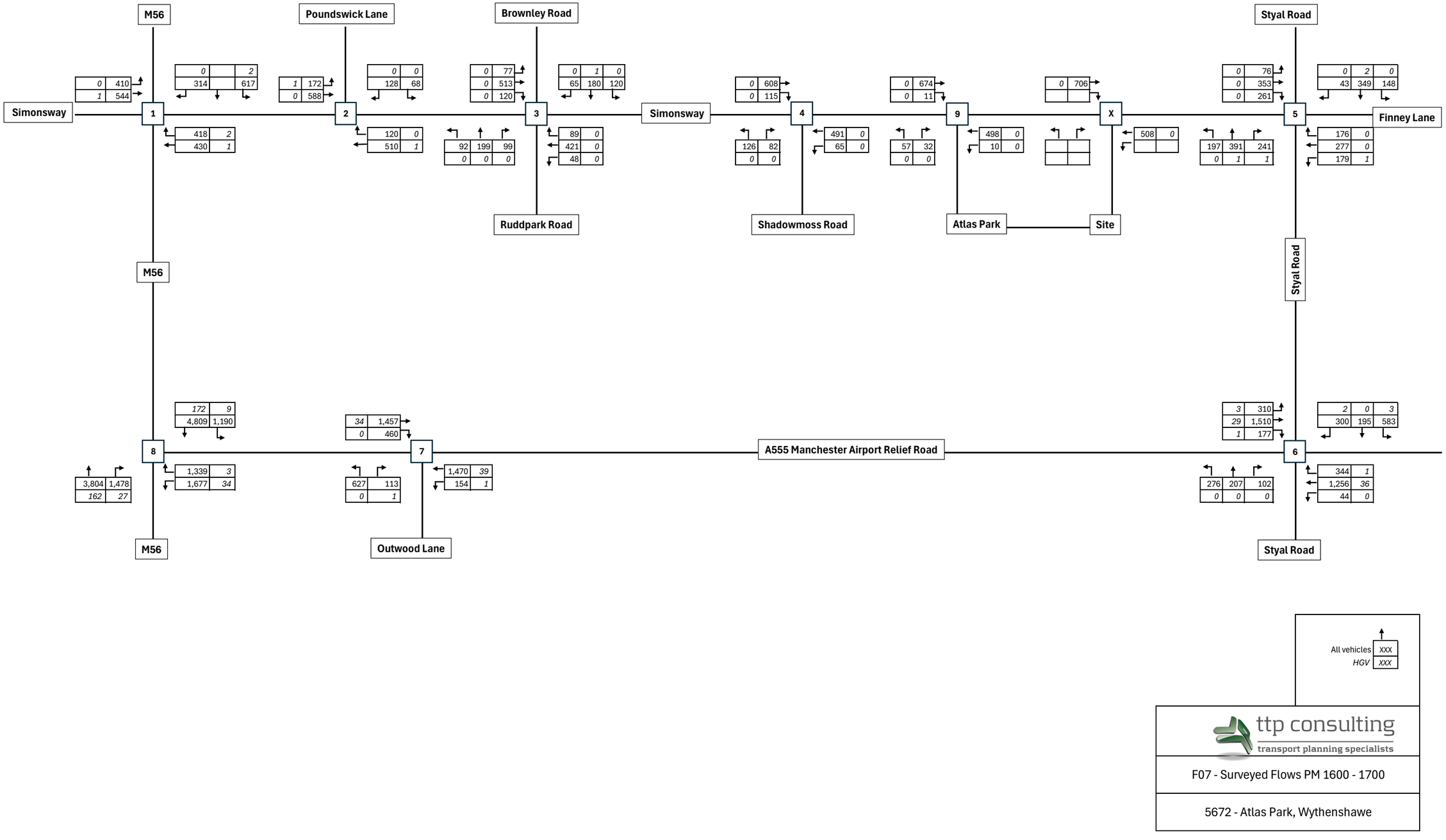
www.ttp-consulting.co.uk

Registered in England: 09931399

Appendix K

(Traffic Flow Diagrams)


M56
Poundswick Lane
Brownley Road
Styal Road
Simonsway
1
2
3
Simonsway
4
9
X
5
Finney Lane
Ruddpark Road
Shadowmoss Road
Atlas Park
Site
M56
Styal Road
8
7
A555 Manchester Airport Relief Road
6
M56
Outwood Lane
Styal Road
All vehicles
HGV
ttp consulting
transport planning specialists
F01 - Surveyed Flows AM 0745 - 0845
5672 - Atlas Park, Wythenshawe


M56
Poundswick Lane
Brownley Road
Styal Road
Simonsway
1
2
3
Simonsway
4
9
X
5
Finney Lane
Ruddpark Road
Shadowmoss Road
Atlas Park
Site
M56
Styal Road
8
7
A555 Manchester Airport Relief Road
6
M56
Outwood Lane
Styal Road
All vehicles
HGV
ttp consulting
transport planning specialists
F07 - Surveyed Flows PM 1600 - 1700
5672 - Atlas Park, Wythenshawe

Appendix L

(TRICS trip rates)

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
06	**WEST MIDLANDS**		
	TE	TELFORD & WREKIN	1 day
	WK	WARWICKSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	AL	CALDERDALE	1 day
	NY	NORTH YORKSHIRE	1 day
	RM	ROTHERHAM	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day
10	**WALES**		
	RC	RHONDDA CYNON TAFF	1 day
	VG	VALE OF GLAMORGAN	1 day
11	**SCOTLAND**		
	HI	HIGHLAND	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:	10000 to 40229 (units:sqm)
Range Selected by User:	10000 to 60000 (units:sqm)
Parking Spaces Range:	18 - 2130

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 26/11/25

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	6 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	13
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:

Suburban Area	2 days
Edge of Town	11 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:

Industrial Zone	5 days
No Sub Category	7 days
Out of Town	1 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	3 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	8 days

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Secondary Filtering Selection:

Use Class:

Not Known	13 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:

0 - 2925

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	2 surveys
10,001 to 15,000	5 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 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:

5,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	6 surveys
250,001 to 500,000	2 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	5 surveys
1.1 to 1.5	8 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	12 surveys
No	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	13 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

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
Gross floor area: 11305.00 sqm
Survey date: Wednesday 17/10/2018 Survey Type: Manual

2	**DY-02-D-01**	**INDUSTRIAL ESTATE**	**DERBY**

SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area
No Sub Category
Gross floor area: 10100.00 sqm
Survey date: Wednesday 25/09/2019 Survey Type: Manual

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

PASTURE ROAD
WITHAM
Edge of Town
Industrial Zone
Gross floor area: 37130.00 sqm
Survey date: Thursday 10/05/2018 Survey Type: Manual

4	**HI-02-D-04**	**INDUSTRIAL ESTATE**	**HIGHLAND**

FORRES ROAD
NAIRN
Edge of Town
No Sub Category
Gross floor area: 17000.00 sqm
Survey date: Tuesday 18/04/2023 Survey Type: Manual

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

DRAYTON HIGH ROAD
NORWICH
Edge of Town
No Sub Category
Gross floor area: 10673.00 sqm
Survey date: Wednesday 14/09/2022 Survey Type: Manual

6	**NY-02-D-03**	**INDUSTRIAL ESTATE**	**NORTH YORKSHIRE**

RACECOURSE ROAD
RICHMOND
Edge of Town
Out of Town
Gross floor area: 35183.00 sqm
Survey date: Thursday 05/05/2022 Survey Type: Manual

7	**RC-02-D-02**	**INDUSTRIAL ESTATE**	**RHONDDA CYNON TAFF**

GELLIWION ROAD
PONTYPRIDD
Edge of Town
Industrial Zone
Gross floor area: 12750.00 sqm
Survey date: Wednesday 26/11/2025 Survey Type: Manual

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8 **RM-02-D-02** **INDUSTRIAL ESTATE** **ROTHERHAM**
ROTHERHAM ROAD
ROTHERHAM
PARKGATE
Suburban Area
Industrial Zone
Gross floor area: 22842.00 sqm
Survey date: Wednesday 16/04/2025 Survey Type: Manual

9 **TE-02-D-01** **INDUSTRIAL ESTATE** **TELFORD & WREKIN**
STAFFORD PARK 13
TELFORD
Edge of Town
Industrial Zone
Gross floor area: 28514.00 sqm
Survey date: Monday 23/09/2024 Survey Type: Manual

10 **TW-02-D-10** **INDUSTRIAL ESTATE** **TYNE & WEAR**
ELEVENTH AVENUE
GATESHEAD
TEAM VALLEY
Edge of Town
No Sub Category
Gross floor area: 21500.00 sqm
Survey date: Wednesday 18/05/2022 Survey Type: Manual

11 **VG-02-D-01** **INDUSTRIAL ESTATE** **VALE OF GLAMORGAN**
ARTHUR STREET
BARRY
Edge of Town
No Sub Category
Gross floor area: 13091.00 sqm
Survey date: Monday 08/05/2017 Survey Type: Manual

12 **WK-02-D-03** **INDUSTRIAL ESTATE** **WARWICKSHIRE**
EASTBORO WAY
NUNEATON
Edge of Town
Industrial Zone
Gross floor area: 20860.00 sqm
Survey date: Thursday 26/09/2019 Survey Type: Manual

13 **WK-02-D-04** **INDUSTRIAL ESTATE** **WARWICKSHIRE**
ABELES WAY
ATHERSTONE
Edge of Town
No Sub Category
Gross floor area: 17500.00 sqm
Survey date: Friday 27/09/2019 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-D-01	07-06-2024	Location not comparable
AN-02-D-02	12-11-2025	Location not comparable
CR-02-D-03	15-10-2019	Location not comparable
NY-02-D-02	12-03-2019	Removed: Site re-surveyed by NY-02-D-03

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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	19692	0.073	0.023	0.096
06:00-07:00	10	19692	0.133	0.062	0.195
07:00-08:00	13	19881	0.384	0.127	0.511
08:00-09:00	13	19881	0.571	0.226	0.797
09:00-10:00	13	19881	0.400	0.303	0.703
10:00-11:00	13	19881	0.327	0.328	0.655
11:00-12:00	13	19881	0.308	0.313	0.621
12:00-13:00	13	19881	0.325	0.376	0.701
13:00-14:00	13	19881	0.338	0.344	0.682
14:00-15:00	13	19881	0.306	0.371	0.677
15:00-16:00	13	19881	0.260	0.314	0.574
16:00-17:00	13	19881	0.306	0.464	0.770
17:00-18:00	13	19881	0.210	0.511	0.721
18:00-19:00	13	19881	0.119	0.228	0.347
19:00-20:00	10	19692	0.079	0.098	0.177
20:00-21:00	10	19692	0.030	0.046	0.076
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.169	4.134	8.303

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:	10000 - 60000 (units: sqm)
Survey date date range:	08/05/2017 - 26/11/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	**GREATER LONDON**		
	BE	BEXLEY	1 day
02	**SOUTH EAST**		
	EX	ESSEX	1 day
03	**SOUTH WEST**		
	DC	DORSET	1 day
	DV	DEVON	1 day
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	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:	1676 to 49081 (units:sqm)
Range Selected by User:	1500 to 60000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 24/06/25

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

Selected survey days:

Monday	3 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7
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:

Suburban Area	1 days
Edge of Town	5 days
Free Standing	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:

Commercial Zone	1 days
Industrial Zone	5 days
Out of Town	1 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	1 days
Servicing vehicles Included	5 days
Servicing vehicles Unknown	1 days

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Secondary Filtering Selection:

Use Class:

B8	6 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:

200 - 2898

Population within 1 mile:

1,001 to 5,000	2 surveys
5,001 to 10,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	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	2 surveys
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	7 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:

1a (Low) - Very poor	1 surveys
No PTAL Present	6 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**BE-02-F-01**	**FRESH FRUIT DISTRIBUTOR**	**BEXLEY**

THAMES ROAD
CRAYFORD
Edge of Town
Industrial Zone
Gross floor area: 20400.00 sqm
Survey date: Thursday 20/09/2018 Survey Type: Manual

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

CARLISLE ROAD
BRAMPTON
Edge of Town
Industrial Zone
Gross floor area: 4007.00 sqm
Survey date: Wednesday 19/06/2024 Survey Type: Manual

3	**DC-02-F-02**	**PHARMACY DISTRIBRUTION**	**DORSET**

MERCERY ROAD
WEYMOUTH
RADIPOLE
Edge of Town
Commercial Zone
Gross floor area: 6226.00 sqm
Survey date: Friday 09/05/2025 Survey Type: Manual

4	**DV-02-F-03**	**LIDL DISTRIBUTION CENTRE**	**DEVON**

CHILLPARK BRAKE
NEAR EXETER
CLYST HONITON
Free Standing
Out of Town
Gross floor area: 49081.00 sqm
Survey date: Monday 22/11/2021 Survey Type: Manual

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

BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Gross floor area: 6560.00 sqm
Survey date: Friday 18/05/2018 Survey Type: Manual

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

GRIMBALD CRAG CLOSE
KNARESBOROUGH
Edge of Town
Industrial Zone
Gross floor area: 1750.00 sqm
Survey date: Monday 19/06/2023 Survey Type: Manual

7	**SF-02-F-04**	**WAREHOUSING & DISTRIBUTION**	**SUFFOLK**

HADLEIGH ROAD
IPSWICH
Suburban Area
Industrial Zone
Gross floor area: 17650.00 sqm
Survey date: Monday 04/11/2024 Survey Type: Manual

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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	23579	0.137	0.034	0.171
06:00-07:00	3	23579	0.099	0.054	0.153
07:00-08:00	7	15096	0.156	0.055	0.211
08:00-09:00	7	15096	0.215	0.068	0.283
09:00-10:00	7	15096	0.115	0.068	0.183
10:00-11:00	7	15096	0.080	0.062	0.142
11:00-12:00	7	15096	0.074	0.078	0.152
12:00-13:00	7	15096	0.091	0.103	0.194
13:00-14:00	7	15096	0.099	0.128	0.227
14:00-15:00	7	15096	0.075	0.141	0.216
15:00-16:00	7	15096	0.051	0.085	0.136
16:00-17:00	7	15096	0.055	0.126	0.181
17:00-18:00	7	15096	0.061	0.192	0.253
18:00-19:00	7	15096	0.049	0.102	0.151
19:00-20:00	4	22784	0.026	0.071	0.097
20:00-21:00	4	22784	0.024	0.025	0.049
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.407	1.392	2.799

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:

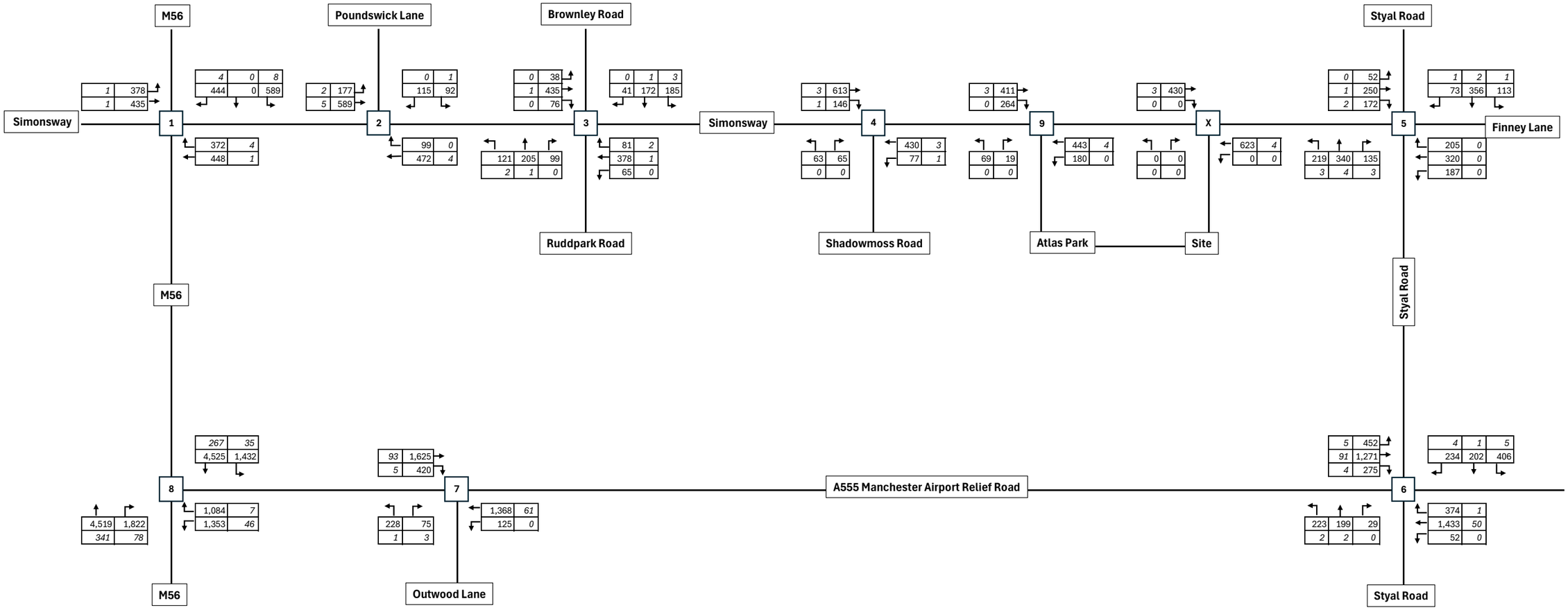
Trip rate parameter range selected:	1500 - 60000 (units: sqm)
Survey date date range:	18/05/2018 - 09/05/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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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Appendix M

(Vehicle Flow Diagrams)

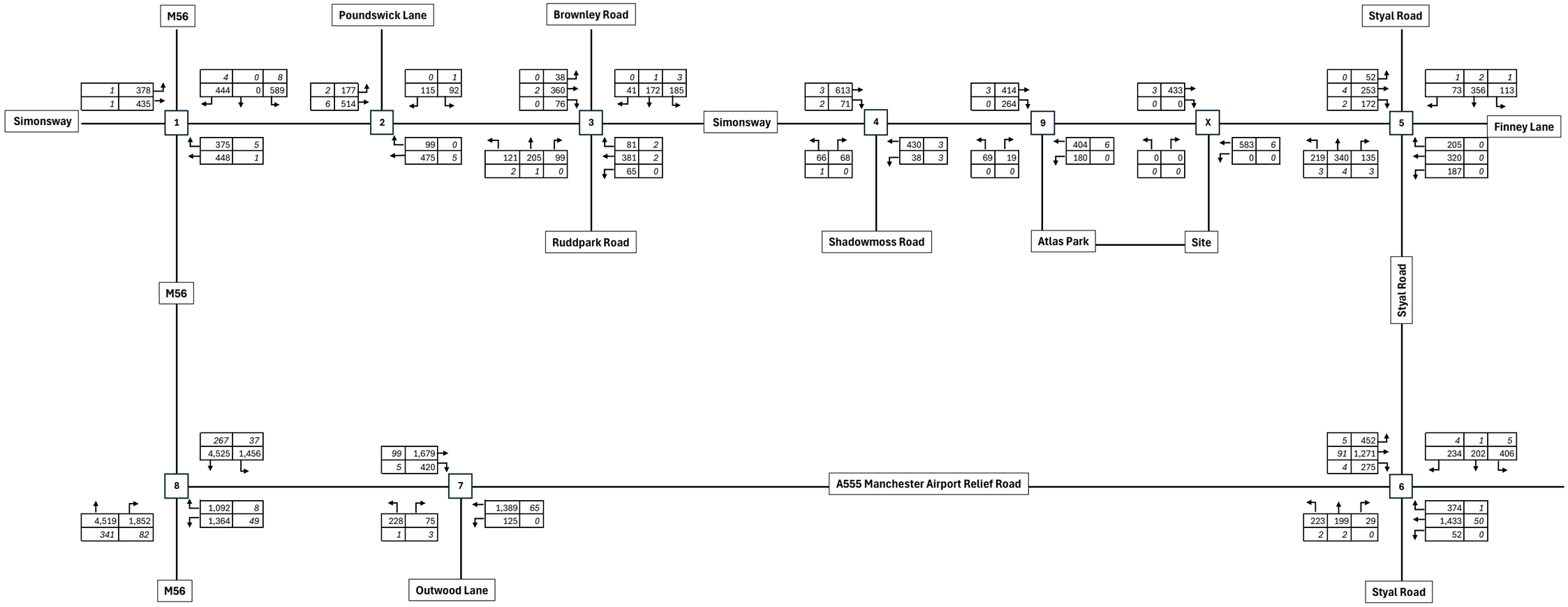


All vehicles XXX
HGV XXX

ttp consulting
transport planning specialists

F02 - 2026 Baseline AM

5672 - Atlas Park, Wythenshawe

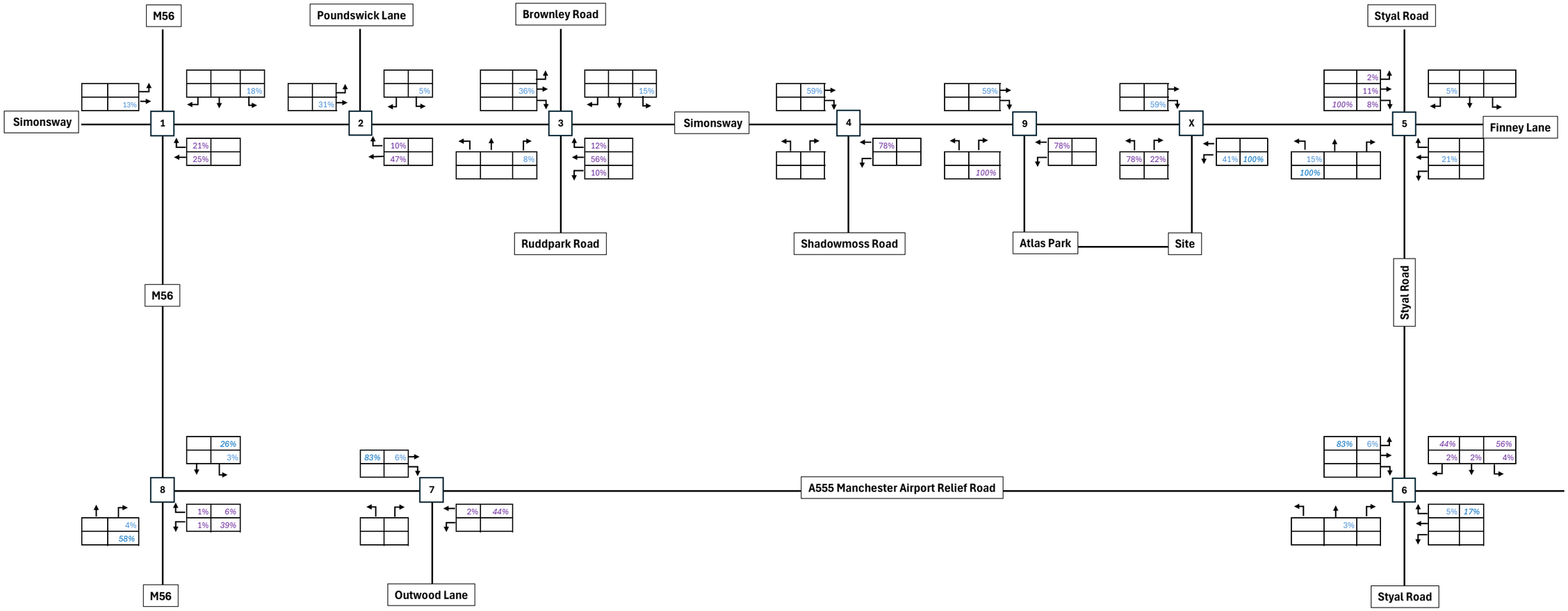


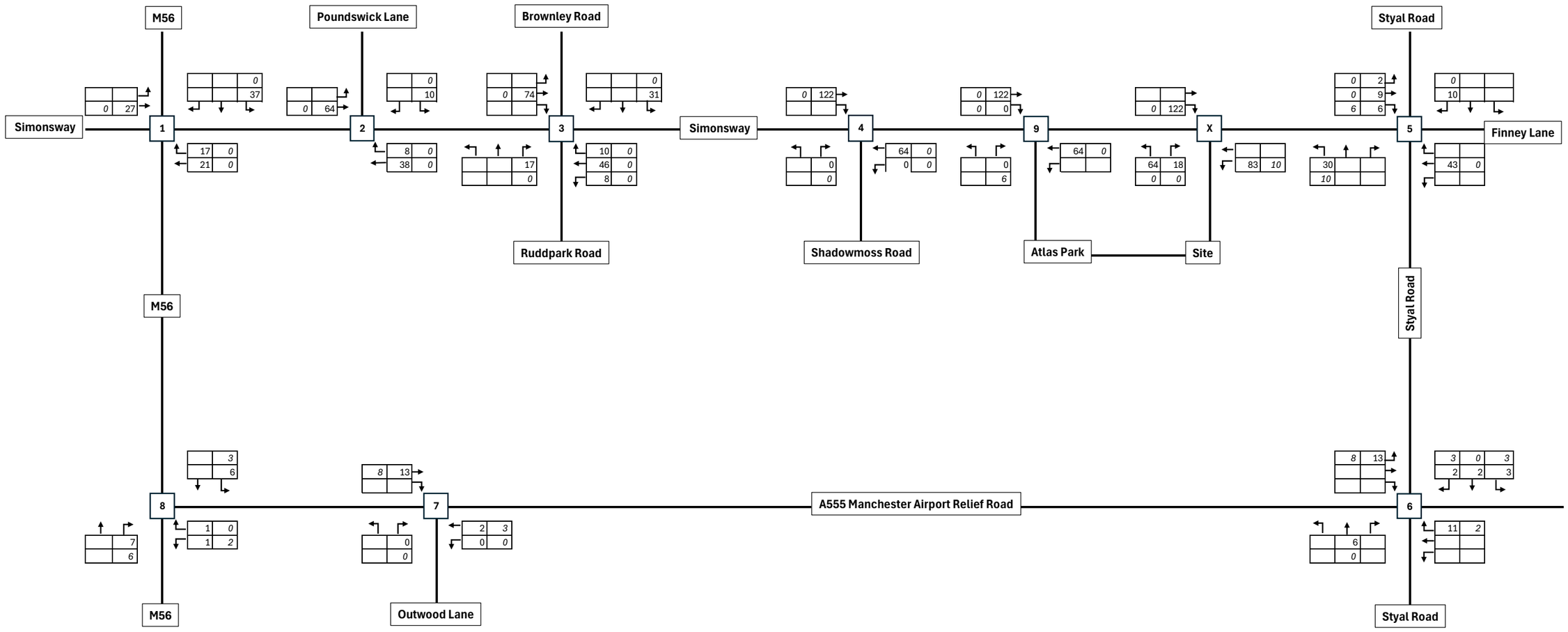
All vehicles XXX
HGV XXX

ttp consulting
transport planning specialists

F03 - 2031 Without Development AM

5672 - Atlas Park, Wythenshawe


M56
Poundswick Lane
Brownley Road
Styal Road
Simonsway
1
2
3
Simonsway
4
9
X
5
Finney Lane
Ruddpark Road
Shadowmoss Road
Atlas Park
Site
M56
Styal Road
8
7
A555 Manchester Airport Relief Road
6
M56
Outwood Lane
Styal Road
All vehicles
HGV
ttp consulting
transport planning specialists
F04 - Development Distribution AM
5672 - Atlas Park, Wythenshawe



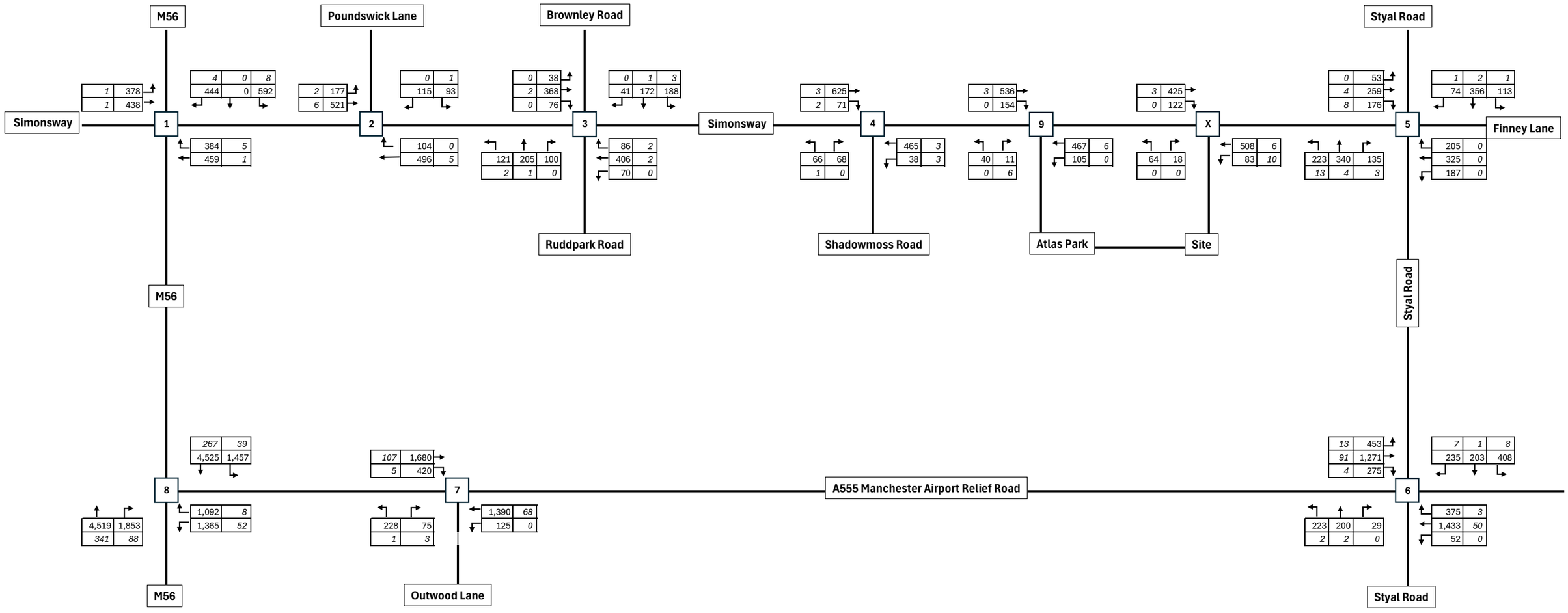
AM	IN	OUT
	205	81
	10	*6*

All vehicles XXX
HGV *XXX*

ttp consulting
transport planning specialists

F05 - Development Traffic AM

5672 - Atlas Park, Wythenshawe

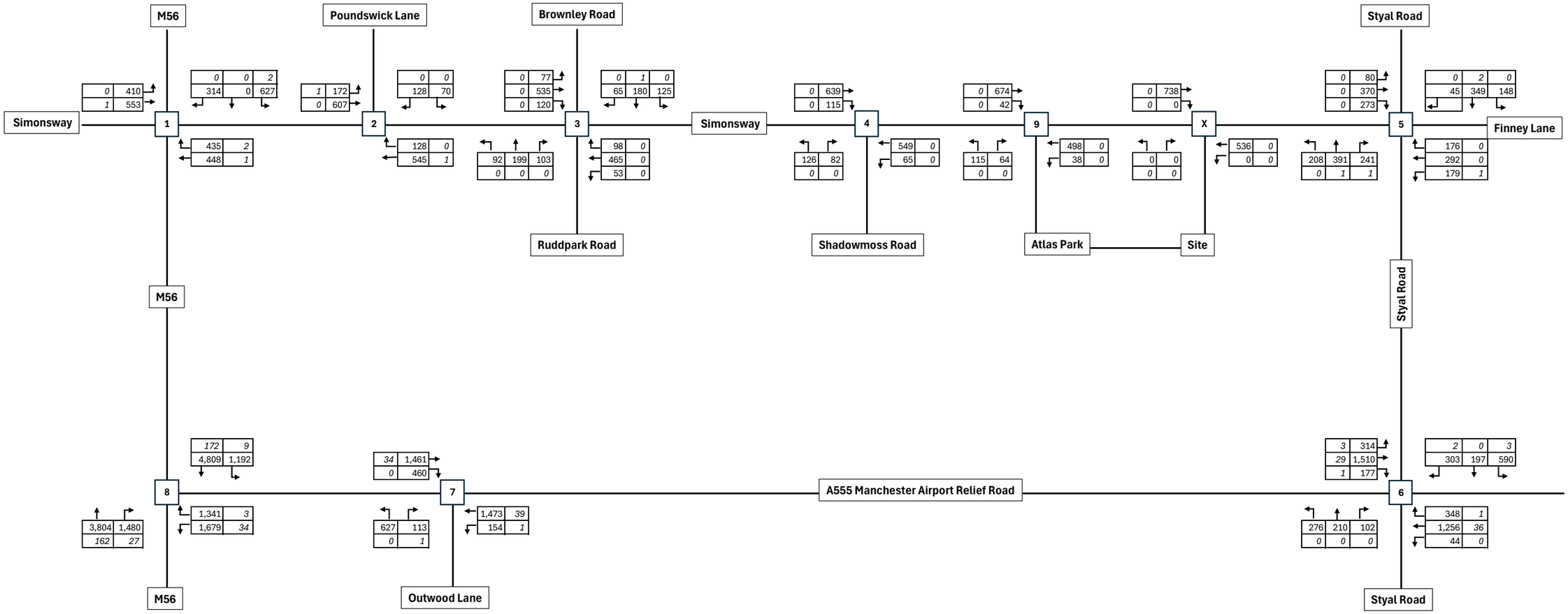


All vehicles XXX
HGV XXX

ttp consulting
transport planning specialists

F06 - 2031 With Development AM

5672 - Atlas Park, Wythenshawe

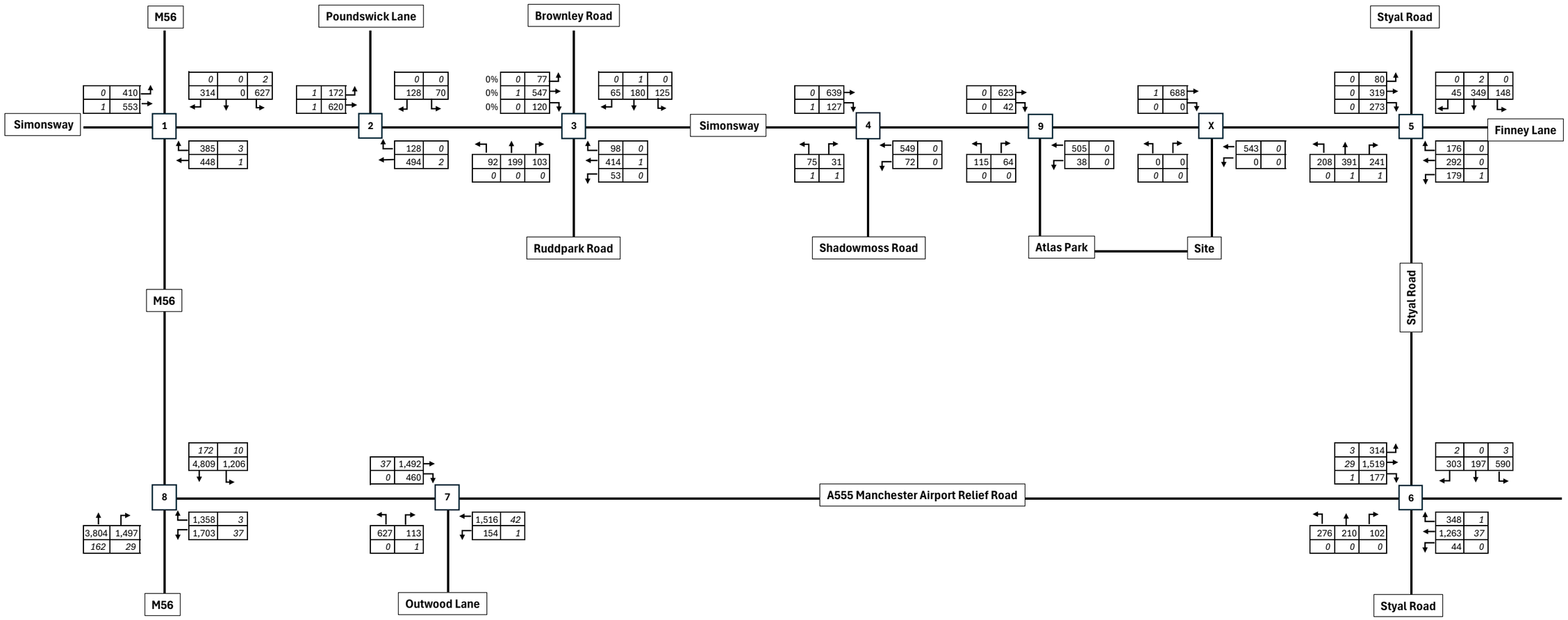


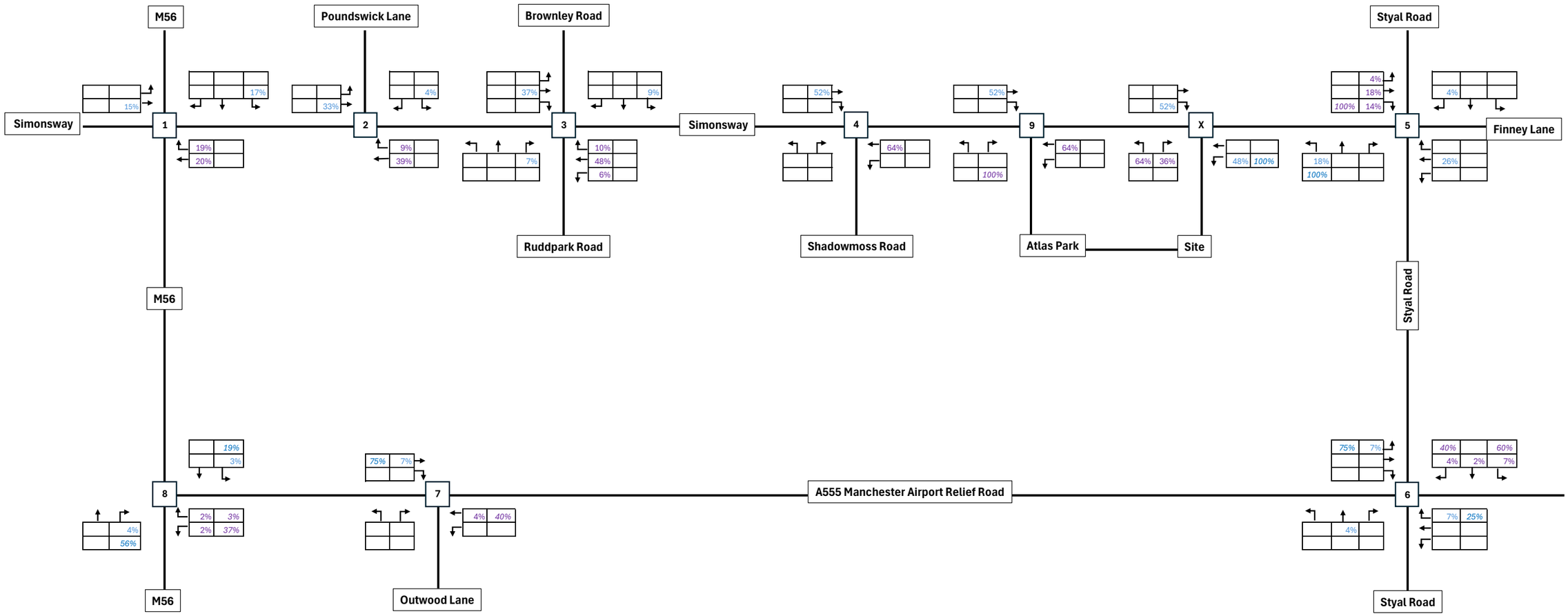
All vehicles | XXX
HGV | *XXX*

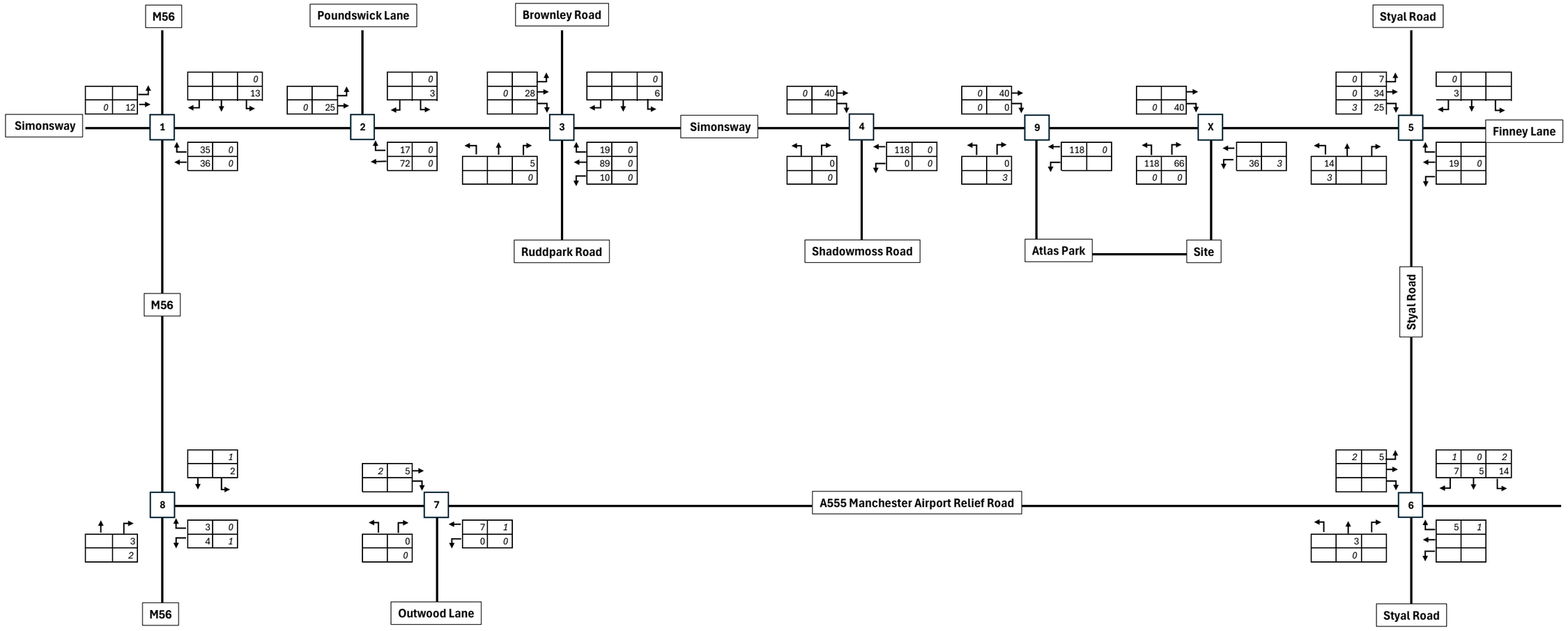
ttp consulting
transport planning specialists

F08 - 2026 Baseline PM

5672 - Atlas Park, Wythenshawe


M56
Poundswick Lane
Brownley Road
Styal Road
Simonsway
1
2
3
Simonsway
4
9
X
5
Finney Lane
Ruddpark Road
Shadowmoss Road
Atlas Park
Site
Styal Road
M56
8
7
A555 Manchester Airport Relief Road
6
M56
Outwood Lane
Styal Road
All vehicles
HGV
ttp consulting
transport planning specialists
F09 - 2031 Without Development PM
5672 - Atlas Park, Wythenshawe


M56
Poundswick Lane
Brownley Road
Styal Road
Simonsway
1
2
3
Simonsway
4
9
X
5
Finney Lane
Ruddpark Road
Shadowmoss Road
Atlas Park
Site
M56
Styal Road
8
7
A555 Manchester Airport Relief Road
6
M56
Outwood Lane
Styal Road
All vehicles
HGV
ttp consulting
transport planning specialists
F10 - Development Distribution PM
5672 - Atlas Park, Wythenshawe



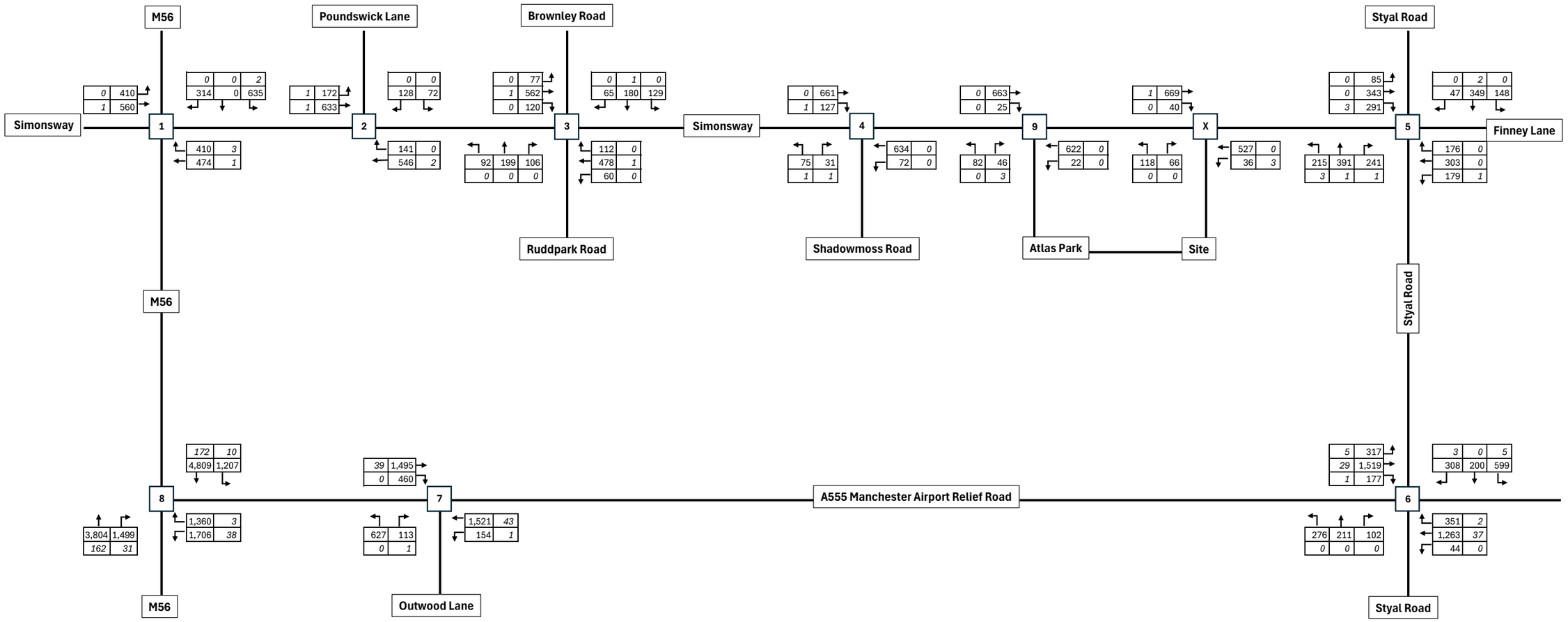
PM	IN	OUT
	75	184
	3	3

All vehicles XXX
HGV XXX

ttp consulting
transport planning specialists

F11 - Development Traffic PM

5672 - Atlas Park, Wythenshawe


M56
Poundswick Lane
Brownley Road
Styal Road
Simonsway
1
2
3
Simonsway
4
9
X
5
Finney Lane
Ruddpark Road
Shadowmoss Road
Atlas Park
Site
Styal Road
M56
8
7
A555 Manchester Airport Relief Road
6
M56
Outwood Lane
Styal Road
All vehicles
HGV
ttp consulting
transport planning specialists
F12 - 2031 With Development PM
5672 - Atlas Park, Wythenshawe

Appendix N

(Modelling Outputs)

Basic Results Summary

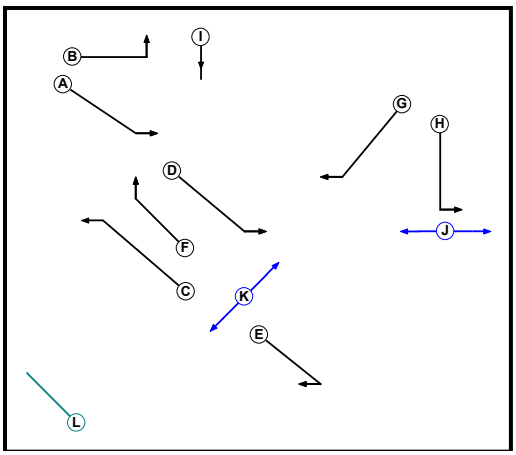
User and Project Details

Project:	**Atlas Park**
Title:	
Location:	M56 Slip Roads / Simonsway
Checked By:	Sheila Gough
Additional detail:	
File name:	M01-SG-Junction 1477 (260824).lsg3x
Author:	Sheila Gough
Company:	TTP
Address:	
Linsig Version:	3, 3, 1, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Base AM	Base AM	Network Control Plan 1	07:45 - 08:45	90	46.8	23.03
2	Committed AM	Committed AM	Network Control Plan 1	07:45 - 08:45	90	46.0	20.75
3	With Development AM	With Development AM	Network Control Plan 1	07:45 - 08:45	90	46.0	21.09
4	Base PM	Base PM	Network Control Plan 1	16:00 - 17:00	90	45.9	18.31
5	Committed PM	Committed PM	Network Control Plan 1	16:00 - 17:00	90	52.4	17.25
6	With Development PM	With Development PM	Network Control Plan 1	16:00 - 17:00	90	47.8	18.09
7	2036 AM without	2036 AM without development	Network Control Plan 1	08:00 - 09:00	90	32.7	26.97
8	2036 PM without	2036 PM without development	Network Control Plan 1	16:00 - 17:00	90	19.6	26.80
9	2036 AM With Dev	2036 AM with development	Network Control Plan 1	07:45 - 08:45	90	27.7	28.92
10	2036 PM With Dev	2036 PM with development	Network Control Plan 1	16:00 - 17:00	90	16.8	28.55

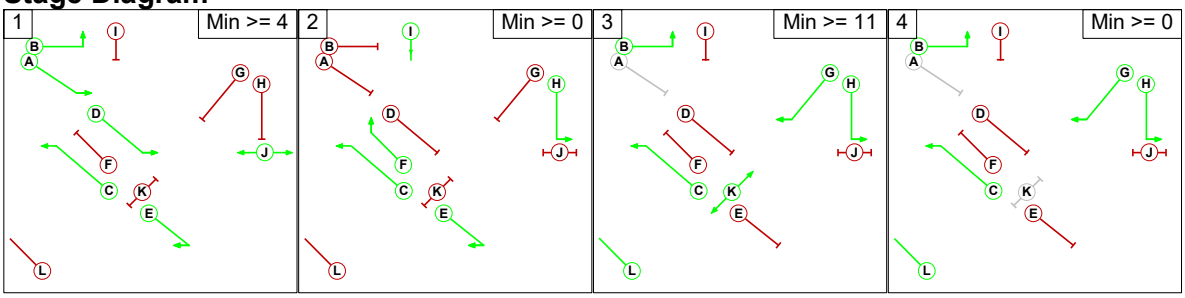
Phase Diagram



Phase Intergreens Matrix

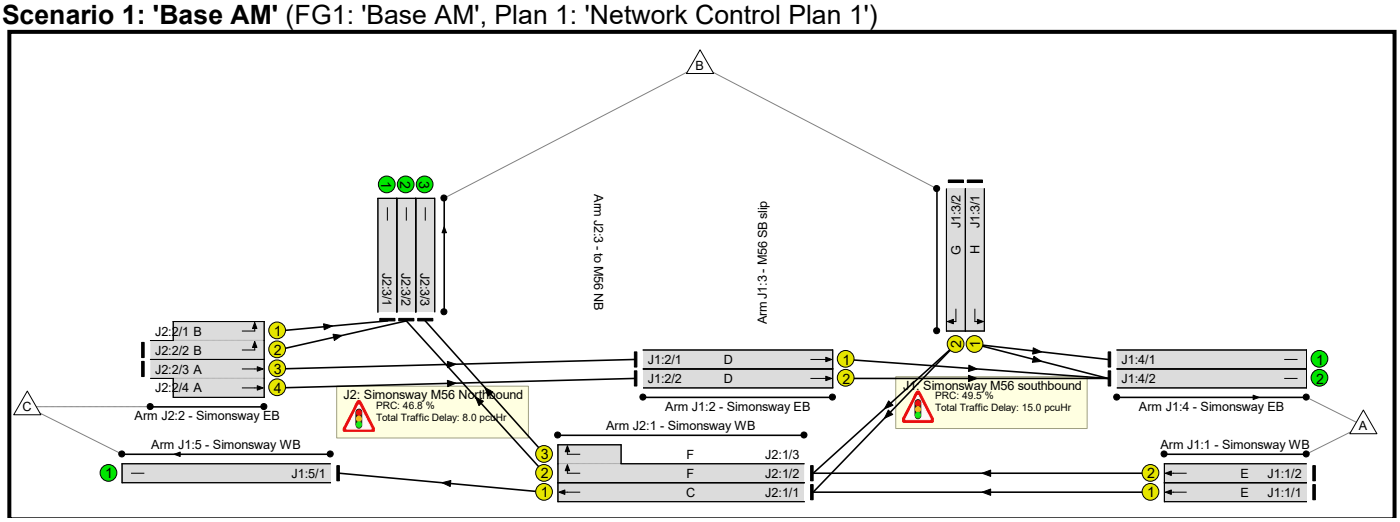
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L
A		-	-	-	-	7	-	-	7	-	-	-
B	-		-	-	-	7	-	-	7	-	-	-
C	-	-		-	-	-	-	-	-	-	-	-
D	-	-	-		-	-	6	9	-	-	8	-
E	-	-	-	-		-	6	-	-	-	5	-
F	7	8	-	-	-		-	-	-	-	-	-
G	-	-	-	7	7	-		-	-	-	-	-
H	-	-	-	7	-	-	-		-	7	-	-
I	5	5	-	-	-	-	-	-		-	-	-
J	-	-	-	-	-	-	-	8	-		-	-
K	-	-	-	-	-	-	-	-	-	-		-
L	-	-	-	8	9	-	-	-	-	-	-	

Stage Diagram



Network Layout Diagram

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



Network Results

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

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**61.3%**	-	-
J1: Simonsway M56 southbound	-	-	-	-	-	-	-	**60.2%**	-	-
1/1	Simonsway WB Ahead	U	E	34	449	2015	784	57.3%	27.0	9.4
1/2	Simonsway WB Ahead	U	E	34	376	2015	784	48.0%	25.1	7.5
2/1	Simonsway EB Ahead	U	D	16	218	2015	381	57.3%	28.5	2.0
2/2	Simonsway EB Ahead	U	D	16	218	2015	381	57.3%	28.5	2.0
3/1	M56 SB slip Left	U	H	57	597	1595	1028	58.1%	13.3	9.1
3/2	M56 SB slip Right	U	G	41	448	1595	744	60.2%	23.8	9.0
5/1	Simonsway WB	U	-	-	897	2015	2015	44.5%	1.6	0.4
J2: Simonsway M56 Northbound	-	-	-	-	-	-	-	**61.3%**	-	-
1/1	Simonsway WB Ahead	U	C	90	897	1975	1975	45.4%	1.7	0.4
1/2+1/3	Simonsway WB Right	U	F	18	376	1975:1940	310+303	61.3 : 61.3%	19.2	6.3
2/2+2/1	Simonsway EB Left	U	B	57	379	1940:1883	805+784	23.9 : 23.9%	7.8	2.0
2/3+2/4	Simonsway EB Ahead	U	A	16	436	1955:1955	362+362	60.2 : 60.2%	39.5	5.7

C1		PRC for Signalled Lanes (%):	46.8	Total Delay for Signalled Lanes (pcuHr):	
22.63	Cycle Time (s):	90			
		PRC Over All Lanes (%):	46.8	Total Delay Over All Lanes(pcuHr):	
		23.03			

Scenario 2: 'Committed AM' (FG2: 'Committed AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**61.7%**	-	-
J1: Simonsway M56 southbound	-	-	-	-	-	-	-	**61.7%**	-	-
1/1	Simonsway WB Ahead	U	E	35	449	2015	806	55.7%	25.9	9.2
1/2	Simonsway WB Ahead	U	E	35	380	2015	806	47.1%	24.2	7.4
2/1	Simonsway EB Ahead	U	D	16	218	2015	381	57.3%	28.5	2.0
2/2	Simonsway EB Ahead	U	D	16	218	2015	381	57.3%	28.5	2.0
3/1	M56 SB slip Left	U	H	57	0	1595	1028	0.0%	0.0	0.0
3/2	M56 SB slip Right	U	G	40	448	1595	727	61.7%	25.0	9.3
5/1	Simonsway WB	U	-	-	897	2015	2015	44.5%	1.6	0.4
J2: Simonsway M56 Northbound	-	-	-	-	-	-	-	**60.2%**	-	-
1/1	Simonsway WB Ahead	U	C	90	897	1975	1975	45.4%	1.7	0.4
1/2+1/3	Simonsway WB Right	U	F	19	380	1975:1940	321+314	59.8 : 59.8%	18.4	6.3
2/2+2/1	Simonsway EB Left	U	B	56	379	1940:1883	794+773	24.2 : 24.2%	8.2	2.1
2/3+2/4	Simonsway EB Ahead	U	A	16	436	1955:1955	362+362	60.2 : 60.2%	39.5	5.7

C1 PRC for Signalled Lanes (%): 46.0 Total Delay for Signalled Lanes (pcuHr): 20.35
Cycle Time (s): 90
PRC Over All Lanes (%): 46.0 Total Delay Over All Lanes(pcuHr): 20.75

Scenario 3: 'With Development AM' (FG3: 'With Development AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**61.7%**	-	-
J1: Simonsway M56 southbound	-	-	-	-	-	-	-	**61.7%**	-	-
1/1	Simonsway WB Ahead	U	E	35	459	2015	806	56.9%	26.1	9.5
1/2	Simonsway WB Ahead	U	E	35	389	2015	806	48.3%	24.4	7.6
2/1	Simonsway EB Ahead	U	D	16	219	2015	381	57.5%	28.6	2.1
2/2	Simonsway EB Ahead	U	D	16	219	2015	381	57.5%	28.6	2.1
3/1	M56 SB slip Left	U	H	57	0	1595	1028	0.0%	0.0	0.0
3/2	M56 SB slip Right	U	G	40	448	1595	727	61.7%	25.0	9.3
5/1	Simonsway WB	U	-	-	907	2015	2015	45.0%	1.6	0.4
J2: Simonsway M56 Northbound	-	-	-	-	-	-	-	**61.1%**	-	-
1/1	Simonsway WB Ahead	U	C	90	907	1975	1975	45.9%	1.7	0.4
1/2+1/3	Simonsway WB Right	U	F	19	389	1975:1940	321+316	61.1 : 61.1%	18.6	6.3
2/2+2/1	Simonsway EB Left	U	B	56	379	1940:1883	794+773	24.2 : 24.2%	8.2	2.1
2/3+2/4	Simonsway EB Ahead	U	A	16	438	1955:1955	362+362	60.5 : 60.5%	39.6	5.7

C1		PRC for Signalled Lanes (%):	46.0	Total Delay for Signalled Lanes (pcuHr):	
20.68	Cycle Time (s):	90			
		PRC Over All Lanes (%):	46.0	Total Delay Over All Lanes(pcuHr):	
		21.09			

Scenario 4: 'Base PM' (FG4: 'Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**61.7%**	-	-
J1: Simonsway M56 southbound	-	-	-	-	-	-	-	**61.1%**	-	-
1/1	Simonsway WB Ahead	U	E	47	449	2015	1075	41.8%	15.5	7.1
1/2	Simonsway WB Ahead	U	E	47	437	2015	1075	40.7%	15.3	6.8
2/1	Simonsway EB Ahead	U	D	24	277	2015	560	49.5%	14.0	1.4
2/2	Simonsway EB Ahead	U	D	24	277	2015	560	49.5%	14.0	1.4
3/1	M56 SB slip Left	U	H	49	0	1595	886	0.0%	0.0	0.0
3/2	M56 SB slip Right	U	G	28	314	1595	514	61.1%	34.7	7.3
5/1	Simonsway WB	U	-	-	763	2015	2015	37.9%	1.4	0.3
J2: Simonsway M56 Northbound	-	-	-	-	-	-	-	**61.7%**	-	-
1/1	Simonsway WB Ahead	U	C	90	763	1975	1975	38.6%	1.5	0.3
1/2+1/3	Simonsway WB Right	U	F	23	437	1975:1940	364+359	60.4 : 60.4%	21.0	5.2
2/2+2/1	Simonsway EB Left	U	B	52	410	1940:1883	752+730	27.7 : 27.7%	10.2	2.6
2/3+2/4	Simonsway EB Ahead	U	A	24	554	1955:1955	449+449	61.7 : 61.7%	32.6	6.6

C1		PRC for Signalled Lanes (%):	45.9	Total Delay for Signalled Lanes (pcuHr):	
18.01	Cycle Time (s):	90			
		PRC Over All Lanes (%):	45.9	Total Delay Over All Lanes(pcuHr):	
		18.31			

Scenario 5: 'Committed PM' (FG5: 'Committed PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**59.1%**	-	-
J1: Simonsway M56 southbound	-	-	-	-	-	-	-	**59.1%**	-	-
1/1	Simonsway WB Ahead	U	E	46	449	2015	1052	42.7%	16.2	7.2
1/2	Simonsway WB Ahead	U	E	46	388	2015	1052	36.9%	15.4	6.0
2/1	Simonsway EB Ahead	U	D	26	277	2015	605	45.8%	12.2	1.2
2/2	Simonsway EB Ahead	U	D	26	277	2015	605	45.8%	12.2	1.2
3/1	M56 SB slip Left	U	H	47	0	1595	851	0.0%	0.0	0.0
3/2	M56 SB slip Right	U	G	29	314	1595	532	59.1%	33.1	7.2
5/1	Simonsway WB	U	-	-	763	2015	2015	37.9%	1.4	0.3
J2: Simonsway M56 Northbound	-	-	-	-	-	-	-	**59.1%**	-	-
1/1	Simonsway WB Ahead	U	C	90	763	1975	1975	38.6%	1.5	0.3
1/2+1/3	Simonsway WB Right	U	F	20	388	1975:1940	332+325	59.1 : 59.1%	23.3	4.8
2/2+2/1	Simonsway EB Left	U	B	55	410	1940:1883	784+761	26.5 : 26.5%	8.8	2.4
2/3+2/4	Simonsway EB Ahead	U	A	26	554	1955:1955	471+471	58.8 : 58.8%	30.3	6.3

C1 PRC for Signalled Lanes (%): 52.4 Total Delay for Signalled Lanes (pcuHr): 16.94
Cycle Time (s): 90
PRC Over All Lanes (%): 52.4 Total Delay Over All Lanes(pcuHr): 17.25

Scenario 6: 'With Development PM' (FG6: 'With Development PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**60.9%**	-	-
J1: Simonsway M56 southbound	-	-	-	-	-	-	-	**59.1%**	-	-
1/1	Simonsway WB Ahead	U	E	46	474	2015	1052	45.0%	16.5	7.8
1/2	Simonsway WB Ahead	U	E	46	412	2015	1052	39.2%	15.7	6.5
2/1	Simonsway EB Ahead	U	D	25	280	2015	582	48.1%	13.1	1.3
2/2	Simonsway EB Ahead	U	D	25	280	2015	582	48.1%	13.1	1.3
3/1	M56 SB slip Left	U	H	48	0	1595	868	0.0%	0.0	0.0
3/2	M56 SB slip Right	U	G	29	314	1595	532	59.1%	33.1	7.2
5/1	Simonsway WB	U	-	-	788	2015	2015	39.1%	1.5	0.3
J2: Simonsway M56 Northbound	-	-	-	-	-	-	-	**60.9%**	-	-
1/1	Simonsway WB Ahead	U	C	90	788	1975	1975	39.9%	1.5	0.3
1/2+1/3	Simonsway WB Right	U	F	21	412	1975:1940	343+336	60.7 : 60.7%	22.5	5.1
2/2+2/1	Simonsway EB Left	U	B	54	410	1940:1883	773+751	26.9 : 26.9%	9.2	2.4
2/3+2/4	Simonsway EB Ahead	U	A	25	560	1955:1955	460+460	60.9 : 60.9%	31.5	6.5

C1 PRC for Signalled Lanes (%): 47.8 Total Delay for Signalled Lanes (pcuHr): 17.77
Cycle Time (s): 90
PRC Over All Lanes (%): 47.8 Total Delay Over All Lanes(pcuHr): 18.09

Scenario 7: '2036 AM without' (FG7: '2036 AM without development', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**67.8%**	-	-
J1: Simonsway M56 southbound	-	-	-	-	-	-	-	**67.2%**	-	-
1/1	Simonsway WB Ahead	U	E	33	493	2015	761	64.8%	29.7	11.0
1/2	Simonsway WB Ahead	U	E	33	417	2015	761	54.8%	27.2	8.7
2/1	Simonsway EB Ahead	U	D	15	225	2015	358	62.8%	35.3	2.6
2/2	Simonsway EB Ahead	U	D	15	224	2015	358	62.5%	35.1	2.6
3/1	M56 SB slip Left	U	H	58	615	1595	1046	58.8%	12.9	9.3
3/2	M56 SB slip Right	U	G	42	512	1595	762	67.2%	25.2	10.8
5/1	Simonsway WB	U	-	-	1005	2015	2015	49.9%	1.8	0.5
J2: Simonsway M56 Northbound	-	-	-	-	-	-	-	**67.8%**	-	-
1/1	Simonsway WB Ahead	U	C	90	1005	1975	1975	50.9%	1.9	1.6
1/2+1/3	Simonsway WB Right	U	F	18	417	1975:1940	310+305	67.8 : 67.8%	20.8	7.7
2/2+2/1	Simonsway EB Left	U	B	57	433	1940:1883	806+781	27.3 : 27.3%	8.0	2.4
2/3+2/4	Simonsway EB Ahead	U	A	15	449	1955:1955	348+348	64.7 : 64.5%	41.6	6.1

C1		PRC for Signalled Lanes (%):	32.7	Total Delay for Signalled Lanes (pcuHr):	26.48
Cycle Time (s):	90				
		PRC Over All Lanes (%):	32.7	Total Delay Over All Lanes(pcuHr):	26.97

Scenario 8: '2036 PM without' (FG9: '2036 PM without development', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**75.3%**	-	-
J1: Simonsway M56 southbound	-	-	-	-	-	-	-	**75.3%**	-	-
1/1	Simonsway WB Ahead	U	E	46	492	2015	1052	46.8%	16.8	8.1
1/2	Simonsway WB Ahead	U	E	46	430	2015	1052	40.9%	16.0	6.8
2/1	Simonsway EB Ahead	U	D	21	311	2015	493	63.1%	21.4	2.3
2/2	Simonsway EB Ahead	U	D	21	311	2015	493	63.1%	21.4	2.3
3/1	M56 SB slip Left	U	H	52	707	1595	939	75.3%	21.3	14.5
3/2	M56 SB slip Right	U	G	29	359	1595	532	67.5%	36.1	8.7
5/1	Simonsway WB	U	-	-	851	2015	2015	42.2%	1.5	0.4
J2: Simonsway M56 Northbound	-	-	-	-	-	-	-	**74.7%**	-	-
1/1	Simonsway WB Ahead	U	C	90	851	1975	1975	43.1%	1.6	0.4
1/2+1/3	Simonsway WB Right	U	F	25	430	1975:1940	387+379	56.1 : 56.1%	17.9	4.8
2/2+2/1	Simonsway EB Left	U	B	50	468	1940:1883	729+711	32.5 : 32.5%	11.5	3.1
2/3+2/4	Simonsway EB Ahead	U	A	21	622	1955:1955	416+416	74.7 : 74.7%	39.0	8.4

C1 PRC for Signalled Lanes (%): 19.6 Total Delay for Signalled Lanes (pcuHr): 26.44
Cycle Time (s): 90
PRC Over All Lanes (%): 19.6 Total Delay Over All Lanes(pcuHr): 26.80

Scenario 9: '2036 AM With Dev' (FG8: '2036 AM with development', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**70.5%**	-	-
J1: Simonsway M56 southbound	-	-	-	-	-	-	-	**70.5%**	-	-
1/1	Simonsway WB Ahead	U	E	35	521	2015	806	64.6%	28.1	11.3
1/2	Simonsway WB Ahead	U	E	35	440	2015	806	54.6%	25.6	9.0
2/1	Simonsway EB Ahead	U	D	16	247	2015	381	64.9%	33.6	2.7
2/2	Simonsway EB Ahead	U	D	16	247	2015	381	64.9%	33.6	2.7
3/1	M56 SB slip Left	U	H	57	676	1595	1028	65.8%	15.0	11.3
3/2	M56 SB slip Right	U	G	40	512	1595	727	70.5%	27.9	11.4
5/1	Simonsway WB	U	-	-	1033	2015	2015	51.3%	1.8	0.5
J2: Simonsway M56 Northbound	-	-	-	-	-	-	-	**69.2%**	-	-
1/1	Simonsway WB Ahead	U	C	90	1033	1975	1975	52.3%	1.9	1.6
1/2+1/3	Simonsway WB Right	U	F	19	440	1975:1940	321+315	69.2 : 69.2%	20.7	8.3
2/2+2/1	Simonsway EB Left	U	B	56	433	1940:1883	795+770	27.7 : 27.7%	8.4	2.5
2/3+2/4	Simonsway EB Ahead	U	A	16	494	1955:1955	362+362	68.2 : 68.2%	41.6	6.8

C1 PRC for Signalled Lanes (%): 27.7 Total Delay for Signalled Lanes (pcuHr): 28.40
Cycle Time (s): 90
PRC Over All Lanes (%): 27.7 Total Delay Over All Lanes(pcuHr): 28.92

Scenario 10: '2036 PM With Dev' (FG10: '2036 PM with development', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**77.1%**	-	-
J1: Simonsway M56 southbound	-	-	-	-	-	-	-	**77.1%**	-	-
1/1	Simonsway WB Ahead	U	E	47	536	2015	1075	49.9%	16.7	9.0
1/2	Simonsway WB Ahead	U	E	47	472	2015	1075	43.9%	15.8	7.5
2/1	Simonsway EB Ahead	U	D	21	319	2015	493	64.8%	22.3	2.4
2/2	Simonsway EB Ahead	U	D	21	319	2015	493	64.8%	22.3	2.4
3/1	M56 SB slip Left	U	H	52	724	1595	939	77.1%	22.2	15.1
3/2	M56 SB slip Right	U	G	28	359	1595	514	69.9%	38.1	8.9
5/1	Simonsway WB	U	-	-	895	2015	2015	44.4%	1.6	0.4
J2: Simonsway M56 Northbound	-	-	-	-	-	-	-	**76.6%**	-	-
1/1	Simonsway WB Ahead	U	C	90	895	1975	1975	45.3%	1.7	0.4
1/2+1/3	Simonsway WB Right	U	F	26	472	1975:1940	397+391	59.9 : 59.9%	18.0	5.7
2/2+2/1	Simonsway EB Left	U	B	49	468	1940:1883	719+700	33.0 : 33.0%	12.0	3.2
2/3+2/4	Simonsway EB Ahead	U	A	21	638	1955:1955	416+416	76.6 : 76.6%	39.8	8.8

C1		PRC for Signalled Lanes (%):	16.8	Total Delay for Signalled Lanes (pcuHr):	28.15
Cycle Time (s):	90				
		PRC Over All Lanes (%):	16.8	Total Delay Over All Lanes(pcuHr):	28.55

Basic Results Summary

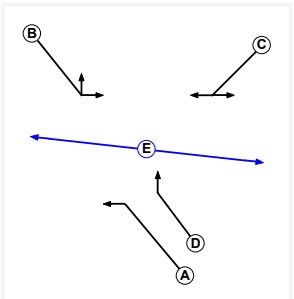
User and Project Details

Project:	**Atlas Park**
Title:	
Location:	Simonsway / Poundswick Lane
Checked By:	Sheila Gough
Additional detail:	
File name:	M02-SG-Junction 560 (260826).lsg3x
Author:	Sheila Gough
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Base AM	Base AM	Network Control Plan 1	07:45 - 08:45	120	25.9	13.99
2	Committed AM	Committed AM	Network Control Plan 1	07:45 - 08:45	120	34.5	11.72
3	With Development AM	With Development AM	Network Control Plan 1	07:45 - 08:45	120	33.5	13.33
4	Base PM	Base PM	Network Control Plan 1	16:00 - 17:00	120	22.5	14.94
5	Committed PM	Committed PM	Network Control Plan 1	16:00 - 17:00	120	21.9	15.06
6	With Development PM	With Development PM	Network Control Plan 1	16:00 - 17:00	120	18.4	16.00

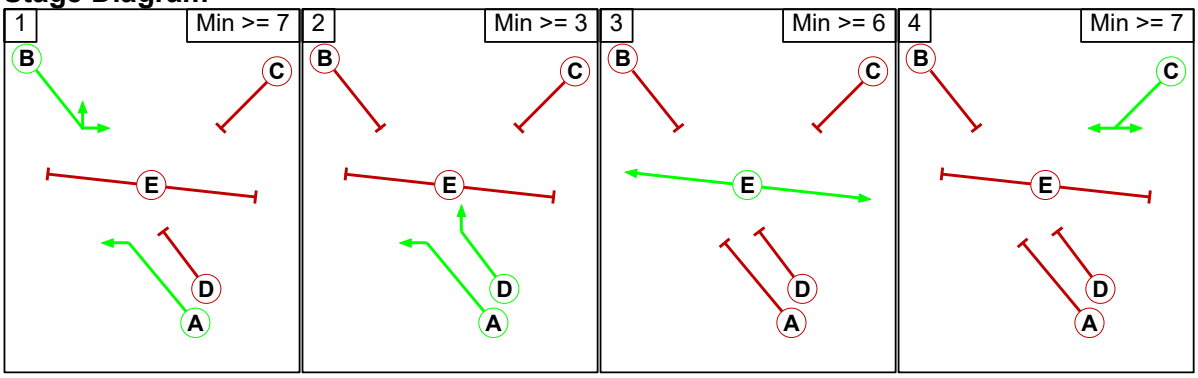
Phase Diagram



Phase Intergreens Matrix

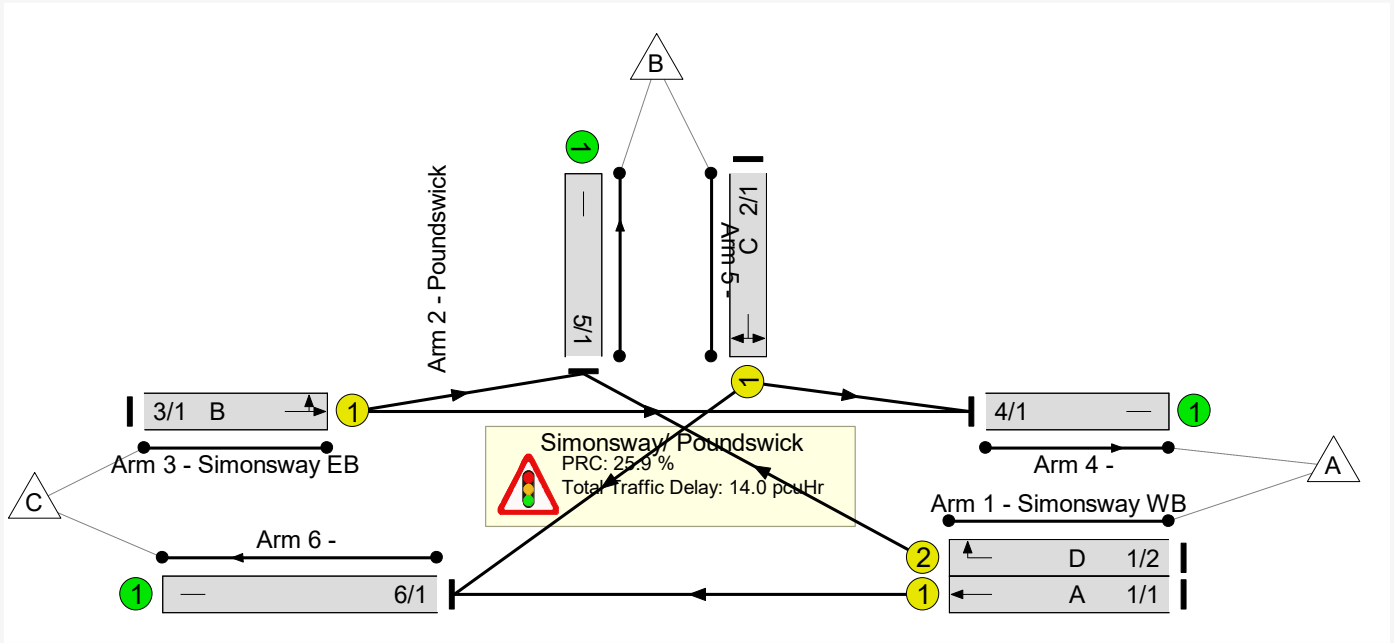
Terminating Phase	Starting Phase A	B	C	D	E
A		-	5	-	8
B	-		6	7	8
C	6	6		6	8
D	-	5	5		8
E	9	9	6	9	

Stage Diagram



Network Layout Diagram

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



Network Results

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

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**71.5%**	-	-
Simonsway/ Poundswick	-	-	-	-	-	-	-	**71.5%**	-	-
1/1	Simonsway WB Ahead	U	A	77	476	1940	1261	37.7%	12.0	7.6
1/2	Simonsway WB Right	U	D	7	99	2080	139	71.4%	97.7	4.4
2/1	Poundswick Left Right	U	C	17	208	1940	291	71.5%	69.6	7.8
3/1	Simonsway EB Ahead Left	U	B	63	773	2055	1096	70.5%	26.5	20.3

C1 PRC for Signalled Lanes (%): 25.9 Total Delay for Signalled Lanes (pcuHr): 13.99
Cycle Time (s): 120 PRC Over All Lanes (%): 25.9 Total Delay Over All Lanes(pcuHr): 13.99

Scenario 2: 'Committed AM' (FG2: 'Committed AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**66.9%**	-	-
Simonsway/ Poundswick	-	-	-	-	-	-	-	**66.9%**	-	-
1/1	Simonsway WB Ahead	U	A	75	180	1940	1229	14.7%	10.6	2.5
1/2	Simonsway WB Right	U	D	8	99	2080	156	63.5%	84.6	4.0
2/1	Poundswick Left Right	U	C	19	208	1940	323	64.3%	62.0	7.4
3/1	Simonsway EB Ahead Left	U	B	60	699	2055	1045	66.9%	27.2	18.3

C1 PRC for Signalled Lanes (%): 34.5 Total Delay for Signalled Lanes (pcuHr): 11.72
Cycle Time (s): 120 PRC Over All Lanes (%): 34.5 Total Delay Over All Lanes(pcuHr): 11.72

Scenario 3: 'With Development AM' (FG3: 'With Development AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**67.4%**	-	-
Simonsway/ Poundswick	-	-	-	-	-	-	-	**67.4%**	-	-
1/1	Simonsway WB Ahead	U	A	75	500	1940	1229	40.7%	13.3	8.5
1/2	Simonsway WB Right	U	D	8	104	2080	156	66.7%	87.4	4.3
2/1	Poundswick Left Right	U	C	19	209	1940	323	64.6%	62.2	7.4
3/1	Simonsway EB Ahead Left	U	B	60	704	2055	1045	67.4%	27.3	18.4

C1		PRC for Signalled Lanes (%):	33.5	Total Delay for Signalled Lanes (pcuHr):	
13.33	Cycle Time (s):	120			
		PRC Over All Lanes (%):	33.5	Total Delay Over All Lanes(pcuHr):	
		13.33			

Scenario 4: 'Base PM' (FG4: 'Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**73.5%**	-	-
Simonsway/ Poundswick	-	-	-	-	-	-	-	**73.5%**	-	-
1/1	Simonsway WB Ahead	U	A	78	546	1940	1277	42.8%	12.2	9.0
1/2	Simonsway WB Right	U	D	10	128	2080	191	67.1%	80.6	5.1
2/1	Poundswick Left Right	U	C	16	198	1940	275	72.0%	71.9	7.5
3/1	Simonsway EB Ahead Left	U	B	61	780	2055	1062	73.5%	28.9	21.5

C1		PRC for Signalled Lanes (%):	22.5	Total Delay for Signalled Lanes (pcuHr):	
14.94	Cycle Time (s):	120			
		PRC Over All Lanes (%):	22.5	Total Delay Over All Lanes(pcuHr):	
		14.94			

Scenario 5: 'Committed PM' (FG5: 'Committed PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**73.8%**	-	-
Simonsway/ Poundswick	-	-	-	-	-	-	-	**73.8%**	-	-
1/1	Simonsway WB Ahead	U	A	78	496	1940	1277	38.8%	11.7	7.9
1/2	Simonsway WB Right	U	D	9	128	2080	173	73.8%	91.2	5.5
2/1	Poundswick Left Right	U	C	16	198	1940	275	72.0%	71.9	7.5
3/1	Simonsway EB Ahead Left	U	B	62	794	2055	1079	73.6%	28.3	21.7

C1 PRC for Signalled Lanes (%): 21.9 Total Delay for Signalled Lanes (pcuHr): 15.06
Cycle Time (s): 120
PRC Over All Lanes (%): 21.9 Total Delay Over All Lanes(pcuHr): 15.06

Scenario 6: 'With Development PM' (FG6: 'With Development PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**76.0%**	-	-
Simonsway/ Poundswick	-	-	-	-	-	-	-	**76.0%**	-	-
1/1	Simonsway WB Ahead	U	A	78	546	1940	1277	42.8%	12.2	9.0
1/2	Simonsway WB Right	U	D	10	140	2080	191	73.4%	86.9	5.8
2/1	Poundswick Left Right	U	C	16	200	1940	275	72.8%	72.5	7.6
3/1	Simonsway EB Ahead Left	U	B	61	807	2055	1062	76.0%	30.1	22.9

C1 PRC for Signalled Lanes (%): 18.4 Total Delay for Signalled Lanes (pcuHr): 16.00
Cycle Time (s): 120
PRC Over All Lanes (%): 18.4 Total Delay Over All Lanes(pcuHr): 16.00

Basic Results Summary

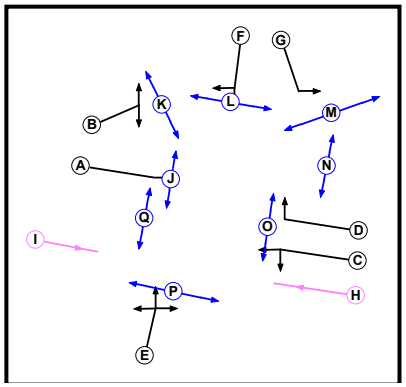
User and Project Details

Project:	**Atlas Park**
Title:	
Location:	Simonsway / Ruddpark Road / Brownley Road
Checked By:	Sheila Gough
Additional detail:	
File name:	M03-SG-Junction 1416 (260827).lsg3x
Author:	Sheila Gough
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Base AM	Base AM	Network Control Plan 1	07:45 - 08:45	120	58.4	18.87
2	Committed AM	Committed AM	Network Control Plan 1	07:45 - 08:45	120	58.4	18.17
3	With Development AM	With Development AM	Network Control Plan 1	07:45 - 08:45	120	52.5	18.76
4	Base PM	Base PM	Network Control Plan 1	16:00 - 17:00	120	46.5	21.93
5	Committed PM	Committed PM	Network Control Plan 1	16:00 - 17:00	120	43.4	21.40
6	With Development PM	With Development PM	Network Control Plan 1	16:00 - 17:00	120	42.2	23.00

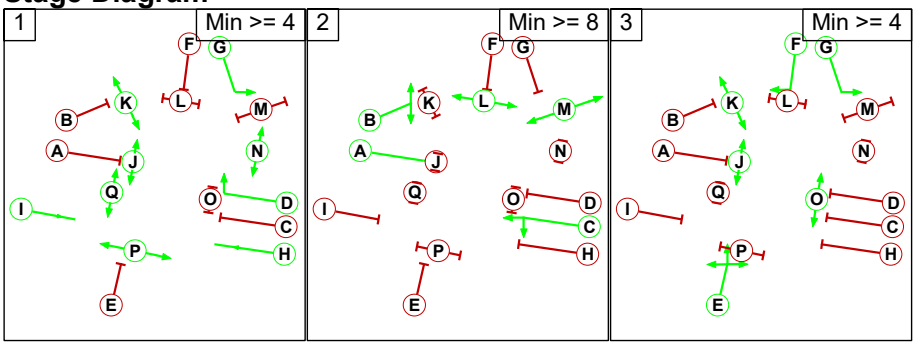
Phase Diagram



Phase Intergreens Matrix

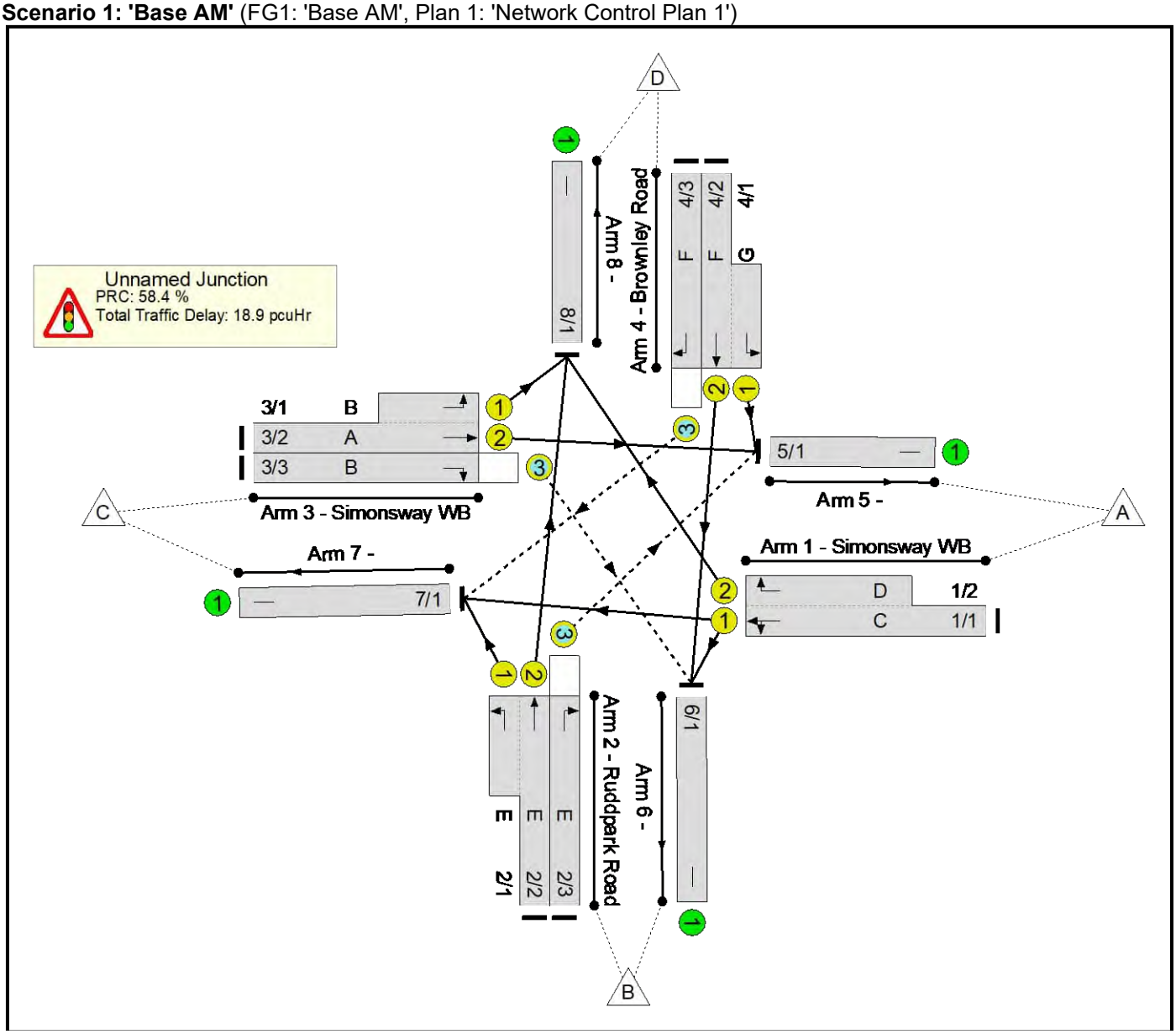
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
A		-	-	5	7	6	10	11	8	5	-	-	-	10	-	14	-
B	-		-	5	5	-	-	-	-	-	6	-	-	-	-	-	-
C	-	-		-	7	5	-	8	5	-	-	-	-	-	5	10	10
D	5	9	-		5	7	-	-	-	-	-	11	-	-	5	-	-
E	9	11	6	8		-	-	5	5	-	-	11	-	16	-	6	9
F	7	-	8	5	-		-	9	6	-	-	5	-	-	-	11	12
G	5	-	-	-	-	-		-	-	-	-	-	6	-	-	-	-
H	8	-	8	-	10	10	-		-	-	-	-	-	-	-	-	-
I	10	-	10	-	10	10	-	-		-	-	-	-	-	-	-	-
J	7	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-
K	-	5	-	-	-	-	-	-	-	-		-	-	-	-	-	-
L	-	-	-	5	5	7	-	-	-	-	-		-	-	-	-	-
M	-	-	-	-	-	-	5	-	-	-	-	-		-	-	-	-
N	5	-	-	-	4	-	-	-	-	-	-	-	-		-	-	-
O	-	-	5	5	-	-	-	-	-	-	-	-	-	-		-	-
P	4	-	4	-	10	10	-	-	-	-	-	-	-	-	-		-
Q	-	-	5	-	5	5	-	-	-	-	-	-	-	-	-	-	

Stage Diagram



Network Layout Diagram

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



Network Results

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

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**56.8%**	-	-
Unnamed Junction	-	-	-	-	-	-	-	**56.8%**	-	-
1/1+1/2	Simonsway WB Left Ahead Right	U	C D	54:12	527	1940:1940	790+148	56.2 : 56.2%	31.5	11.5
2/2+2/1	Ruddpark Road Left Ahead	U	E	29	329	1940:1940	363+216	56.8 : 56.8%	44.4	6.9
2/3	Ruddpark Road Right	O	E	29	99	1940	258	38.4%	55.6	3.2
3/2+3/1	Simonsway WB Ahead Left	U	A B	54:55	474	1940:1940	834+73	52.3 : 52.3%	26.8	11.2
3/3	Simonsway WB Right	O	B	55	76	1940	322	23.6%	40.1	1.5
4/2+4/1	Brownley Road Left Ahead	U	F G	29:46	361	1940:1940	318+345	54.4 : 54.4%	36.5	5.3
4/3	Brownley Road Right	O	F	29	41	1940	208	19.8%	55.5	1.2

C1	PRC for Signalled Lanes (%):	58.4	Total Delay for Signalled Lanes (pcuHr):		
18.87	Cycle Time (s):	120			
	PRC Over All Lanes (%):	58.4	Total Delay Over All Lanes(pcuHr):		
		18.87			

Scenario 2: 'Committed AM' (FG2: 'Committed AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**56.8%**	-	-
Unnamed Junction	-	-	-	-	-	-	-	**56.8%**	-	-
1/1+1/2	Simonsway WB Left Ahead Right	U	C D	54:12	531	1940:1940	791+147	56.6 : 56.6%	31.6	11.7
2/2+2/1	Ruddpark Road Left Ahead	U	E	29	329	1940:1940	363+216	56.8 : 56.8%	44.4	6.9
2/3	Ruddpark Road Right	O	E	29	99	1940	258	38.4%	55.6	3.2
3/2+3/1	Simonsway WB Ahead Left	U	A B	54:55	400	1940:1940	823+86	44.0 : 44.0%	25.0	8.8
3/3	Simonsway WB Right	O	B	55	76	1940	317	24.0%	40.6	1.6
4/2+4/1	Brownley Road Left Ahead	U	F G	29:46	361	1940:1940	318+345	54.4 : 54.4%	36.5	5.3
4/3	Brownley Road Right	O	F	29	41	1940	208	19.8%	55.5	1.2

C1	PRC for Signalled Lanes (%):	58.4	Total Delay for Signalled Lanes (pcuHr):		
18.17	Cycle Time (s):	120			
	PRC Over All Lanes (%):	58.4	Total Delay Over All Lanes(pcuHr):		
		18.17			

Scenario 3: 'With Development AM' (FG3: 'With Development AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**59.0%**	-	-
Unnamed Junction	-	-	-	-	-	-	-	**59.0%**	-	-
1/1+1/2	Simonsway WB Left Ahead Right	U	C D	55:12	563	1940:1940	805+149	59.0 : 59.0%	31.5	12.5
2/2+2/1	Ruddpark Road Left Ahead	U	E	28	329	1940:1940	352+210	58.4 : 58.4%	45.8	7.0
2/3	Ruddpark Road Right	O	E	28	100	1940	248	40.4%	57.4	3.3
3/2+3/1	Simonsway WB Ahead Left	U	A B	55:56	405	1940:1940	839+87	43.8 : 43.8%	24.3	8.8
3/3	Simonsway WB Right	O	B	56	76	1940	306	24.9%	41.4	1.5
4/2+4/1	Brownley Road Left Ahead	U	F G	28:45	363	1940:1940	309+340	55.9 : 55.9%	37.6	5.4
4/3	Brownley Road Right	O	F	28	41	1940	196	21.0%	57.5	1.2

C1	PRC for Signalled Lanes (%):	52.5	Total Delay for Signalled Lanes (pcuHr):		
18.76	Cycle Time (s):	120			
	PRC Over All Lanes (%):	52.5	Total Delay Over All Lanes(pcuHr):		
		18.76			

Scenario 4: 'Base PM' (FG4: 'Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**61.4%**	-	-
Unnamed Junction	-	-	-	-	-	-	-	**61.4%**	-	-
1/1+1/2	Simonsway WB Left Ahead Right	U	C D	59:12	616	1940:1940	857+162	60.4 : 60.4%	29.7	13.4
2/2+2/1	Ruddpark Road Left Ahead	U	E	24	291	1940:1940	327+151	60.9 : 60.9%	50.9	7.0
2/3	Ruddpark Road Right	O	E	24	103	1940	195	53.0%	69.5	3.7
3/2+3/1	Simonsway WB Ahead Left	U	A B	59:60	612	1940:1940	871+125	61.4 : 61.4%	25.5	14.5
3/3	Simonsway WB Right	O	B	60	120	1940	311	38.6%	43.2	3.3
4/2+4/1	Brownley Road Left Ahead	U	F G	24:41	306	1940:1940	308+213	58.8 : 58.8%	44.0	6.0
4/3	Brownley Road Right	O	F	24	65	1940	166	39.1%	67.9	2.1

C1	PRC for Signalled Lanes (%):	46.5	Total Delay for Signalled Lanes (pcuHr):		
21.93	Cycle Time (s):	120			
	PRC Over All Lanes (%):	46.5	Total Delay Over All Lanes(pcuHr):		
		21.93			

Scenario 5: 'Committed PM' (FG5: 'Committed PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**62.8%**	-	-
Unnamed Junction	-	-	-	-	-	-	-	**62.8%**	-	-
1/1+1/2	Simonsway WB Left Ahead Right	U	C D	59:12	566	1940:1940	847+177	55.3 : 55.3%	29.0	11.3
2/2+2/1	Ruddpark Road Left Ahead	U	E	24	291	1940:1940	327+151	60.9 : 60.9%	50.9	7.0
2/3	Ruddpark Road Right	O	E	24	103	1940	195	53.0%	69.5	3.7
3/2+3/1	Simonsway WB Ahead Left	U	A B	59:60	625	1940:1940	873+123	62.8 : 62.8%	25.9	15.1
3/3	Simonsway WB Right	O	B	60	120	1940	354	33.9%	38.3	3.1
4/2+4/1	Brownley Road Left Ahead	U	F G	24:41	306	1940:1940	308+213	58.8 : 58.8%	44.0	6.0
4/3	Brownley Road Right	O	F	24	65	1940	166	39.1%	67.9	2.1

C1	PRC for Signalled Lanes (%):	43.4	Total Delay for Signalled Lanes (pcuHr):		
21.40Cycle Time (s):	120				
	PRC Over All Lanes (%):	43.4	Total Delay Over All Lanes(pcuHr):		
	21.40				

Scenario 6: 'With Development PM' (FG6: 'With Development PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**63.3%**	-	-
Unnamed Junction	-	-	-	-	-	-	-	**63.3%**	-	-
1/1+1/2	Simonsway WB Left Ahead Right	U	C D	60:12	647	1940:1940	862+178	62.2 : 62.2%	30.0	14.0
2/2+2/1	Ruddpark Road Left Ahead	U	E	23	291	1940:1940	316+146	63.0 : 63.0%	52.7	7.2
2/3	Ruddpark Road Right	O	E	23	106	1940	184	57.6%	73.8	4.0
3/2+3/1	Simonsway WB Ahead Left	U	A B	60:61	640	1940:1940	890+122	63.3 : 63.3%	25.4	15.3
3/3	Simonsway WB Right	O	B	61	120	1940	304	39.5%	43.7	3.3
4/2+4/1	Brownley Road Left Ahead	U	F G	23:40	310	1940:1940	296+211	61.1 : 61.1%	45.4	6.2
4/3	Brownley Road Right	O	F	23	65	1940	154	42.1%	71.5	2.1

C1	PRC for Signalled Lanes (%):	42.2	Total Delay for Signalled Lanes (pcuHr):		
23.00Cycle Time (s):	120				
	PRC Over All Lanes (%):	42.2	Total Delay Over All Lanes(pcuHr):		
	23.00				

Basic Results Summary

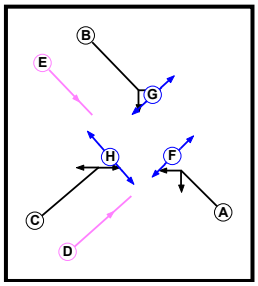
User and Project Details

Project:	**Atlas Park**
Title:	
Location:	Simonsway / Shadowmoss Road
Checked By:	Sheila Gough
Additional detail:	
File name:	M04-SG-Junction 1417 (260827).lsg3x
Author:	Sheila Gough
Company:	TTP
Address:	
Linsig Version:	3, 3, 1, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Base AM	Base AM	Network Control Plan 1	07:45 - 08:45	120	81.9	7.58
2	Committed AM	Committed AM	Network Control Plan 1	07:45 - 08:45	120	81.9	7.20
3	With Development AM	With Development AM	Network Control Plan 1	07:45 - 08:45	120	79.3	7.43
4	Base PM	Base PM	Network Control Plan 1	16:00 - 17:00	120	61.7	10.53
5	Committed PM	Committed PM	Network Control Plan 1	16:00 - 17:00	120	73.1	8.02
6	With Development PM	With Development PM	Network Control Plan 1	16:00 - 17:00	120	69.7	8.70

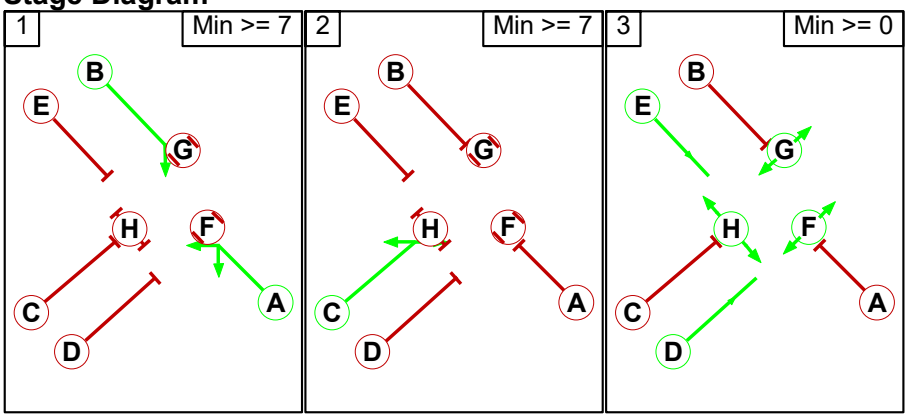
Phase Diagram



Phase Intergreens Matrix

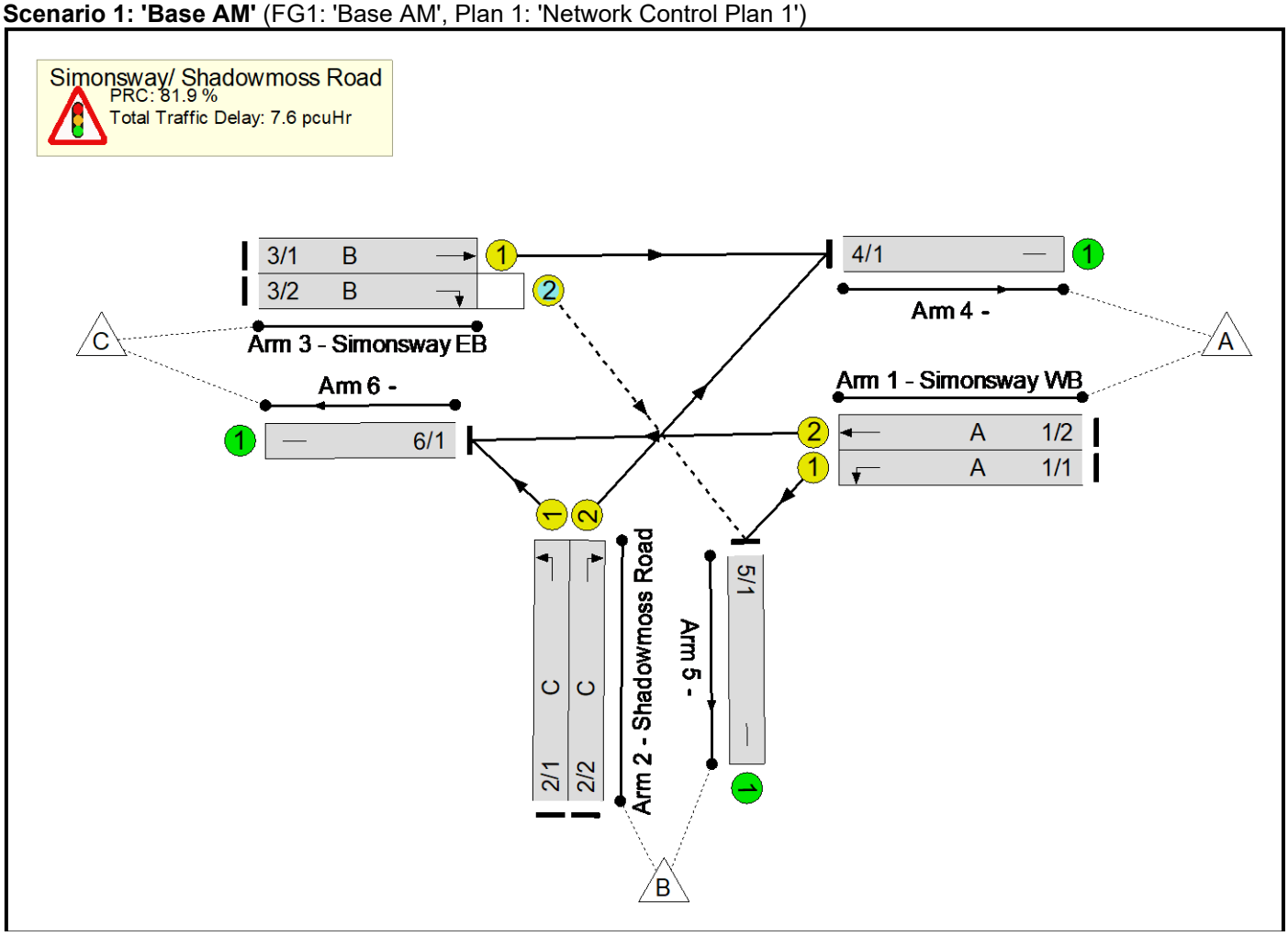
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	5	5	5	5	9	11
B	-		5	7	6	9	5	14
C	8	8		5	5	13	12	5
D	13	13	17		-	-	-	-
E	14	14	13	-		-	-	-
F	7	7	5	-	-		-	-
G	6	6	4	-	-	-		-
H	3	3	6	-	-	-	-	

Stage Diagram



Network Layout Diagram

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



Network Results

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

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**49.5%**	-	-
Simonsway/ Shadowmoss Road	-	-	-	-	-	-	-	**49.5%**	-	-
1/1	Simonsway WB Left	U	A	76	78	1940	1245	6.3%	9.6	1.0
1/2	Simonsway WB Ahead	U	A	76	433	1940	1245	34.8%	12.1	6.9
2/1	Shadowmoss Road Left	U	C	8	63	1940	146	43.3%	74.7	2.4
2/2	Shadowmoss Road Right	U	C	8	65	1940	146	44.7%	75.3	2.5
3/1	Simonsway EB Ahead	U	B	76	616	1940	1245	49.5%	14.1	11.3
3/2	Simonsway EB Right	O	B	76	147	1940	518	28.4%	20.3	2.1

C1 PRC for Signalled Lanes (%): 81.9 Total Delay for Signalled Lanes (pcuHr): 7.58
Cycle Time (s): 120 PRC Over All Lanes (%): 81.9 Total Delay Over All Lanes(pcuHr): 7.58

Scenario 2: 'Committed AM' (FG2: 'Committed AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**49.5%**	-	-
Simonsway/ Shadowmoss Road	-	-	-	-	-	-	-	**49.5%**	-	-
1/1	Simonsway WB Left	U	A	76	40	1940	1245	3.2%	9.4	0.5
1/2	Simonsway WB Ahead	U	A	76	433	1940	1245	34.8%	12.1	6.9
2/1	Shadowmoss Road Left	U	C	8	67	1940	146	46.0%	75.9	2.5
2/2	Shadowmoss Road Right	U	C	8	68	1940	146	46.7%	76.2	2.6
3/1	Simonsway EB Ahead	U	B	76	616	1940	1245	49.5%	14.1	11.3
3/2	Simonsway EB Right	O	B	76	73	1940	540	13.5%	17.9	1.0

C1 PRC for Signalled Lanes (%): 81.9 Total Delay for Signalled Lanes (pcuHr): 7.20
Cycle Time (s): 120 PRC Over All Lanes (%): 81.9 Total Delay Over All Lanes(pcuHr): 7.20

Scenario 3: 'With Development AM' (FG3: 'With Development AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**50.2%**	-	-
Simonsway/ Shadowmoss Road	-	-	-	-	-	-	-	**50.2%**	-	-
1/1	Simonsway WB Left	U	A	76	40	1940	1245	3.2%	9.4	0.5
1/2	Simonsway WB Ahead	U	A	76	466	1940	1245	37.4%	12.5	7.5
2/1	Shadowmoss Road Left	U	C	8	67	1940	146	46.0%	75.9	2.5
2/2	Shadowmoss Road Right	U	C	8	68	1940	146	46.7%	76.2	2.6
3/1	Simonsway EB Ahead	U	B	76	625	1940	1245	50.2%	14.3	11.4
3/2	Simonsway EB Right	O	B	76	73	1940	511	14.3%	18.9	1.0

C1		PRC for Signalled Lanes (%):	79.3	Total Delay for Signalled Lanes (pcuHr):	7.43
Cycle Time (s):	120				
		PRC Over All Lanes (%):	79.3	Total Delay Over All Lanes(pcuHr):	7.43

Scenario 4: 'Base PM' (FG4: 'Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**55.7%**	-	-
Simonsway/ Shadowmoss Road	-	-	-	-	-	-	-	**55.7%**	-	-
1/1	Simonsway WB Left	U	A	71	65	1940	1164	5.6%	11.6	0.9
1/2	Simonsway WB Ahead	U	A	71	549	1940	1164	47.2%	16.3	10.5
2/1	Shadowmoss Road Left	U	C	13	126	1940	226	55.7%	67.8	4.6
2/2	Shadowmoss Road Right	U	C	13	82	1940	226	36.2%	61.3	2.8
3/1	Simonsway EB Ahead	U	B	71	639	1940	1164	54.9%	17.7	13.2
3/2	Simonsway EB Right	O	B	71	115	1940	387	29.7%	28.6	1.8

C1		PRC for Signalled Lanes (%):	61.7	Total Delay for Signalled Lanes (pcuHr):	10.53
Cycle Time (s):	120				
		PRC Over All Lanes (%):	61.7	Total Delay Over All Lanes(pcuHr):	10.53

Scenario 5: 'Committed PM' (FG5: 'Committed PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**52.0%**	-	-
Simonsway/ Shadowmoss Road	-	-	-	-	-	-	-	**52.0%**	-	-
1/1	Simonsway WB Left	U	A	75	72	1940	1229	5.9%	10.0	0.9
1/2	Simonsway WB Ahead	U	A	75	549	1940	1229	44.7%	13.9	9.7
2/1	Shadowmoss Road Left	U	C	9	76	1940	162	47.0%	73.3	2.8
2/2	Shadowmoss Road Right	U	C	9	32	1940	162	19.8%	65.1	1.1
3/1	Simonsway EB Ahead	U	B	75	639	1940	1229	52.0%	15.1	12.1
3/2	Simonsway EB Right	O	B	75	128	1940	417	30.7%	25.3	1.9

C1 PRC for Signalled Lanes (%): 73.1 Total Delay for Signalled Lanes (pcuHr): 8.02
Cycle Time (s): 120
PRC Over All Lanes (%): 73.1 Total Delay Over All Lanes(pcuHr): 8.02

Scenario 6: 'With Development PM' (FG6: 'With Development PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**53.0%**	-	-
Simonsway/ Shadowmoss Road	-	-	-	-	-	-	-	**53.0%**	-	-
1/1	Simonsway WB Left	U	A	76	72	1940	1245	5.8%	9.6	0.9
1/2	Simonsway WB Ahead	U	A	76	631	1940	1245	50.7%	14.3	11.6
2/1	Shadowmoss Road Left	U	C	8	76	1940	146	52.2%	79.0	3.0
2/2	Shadowmoss Road Right	U	C	8	32	1940	146	22.0%	68.0	1.1
3/1	Simonsway EB Ahead	U	B	76	660	1940	1245	53.0%	14.7	12.5
3/2	Simonsway EB Right	O	B	76	128	1940	363	35.3%	28.7	1.9

C1 PRC for Signalled Lanes (%): 69.7 Total Delay for Signalled Lanes (pcuHr): 8.70
Cycle Time (s): 120
PRC Over All Lanes (%): 69.7 Total Delay Over All Lanes(pcuHr): 8.70

Basic Results Summary

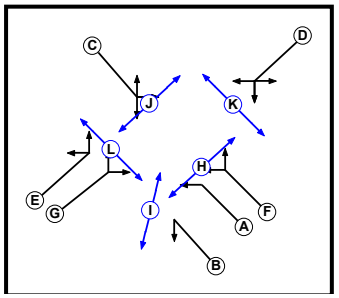
User and Project Details

Project:	**Atlas Park**
Title:	
Location:	Simonsway / Styal Road / Finney Lane
Checked By:	Sheila Gough
Additional detail:	
File name:	M05-SG-Junction 013 (260827).lsg3x
Author:	Sheila Gough
Company:	TTP
Address:	
Linsig Version:	3, 3, 1, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Base AM	Base AM	Network Control Plan 1	07:45 - 08:45	120	23.8	35.66
2	Committed AM	Committed AM	Network Control Plan 1	07:45 - 08:45	120	23.7	35.73
3	With Development AM	With Development AM	Network Control Plan 1	07:45 - 08:45	120	21.5	36.85
4	Base PM	Base PM	Network Control Plan 1	16:00 - 17:00	120	1.7	48.48
5	Committed PM	Committed PM	Network Control Plan 1	16:00 - 17:00	120	1.9	47.33
6	With Development PM	With Development PM	Network Control Plan 1	16:00 - 17:00	120	-4.2	53.85

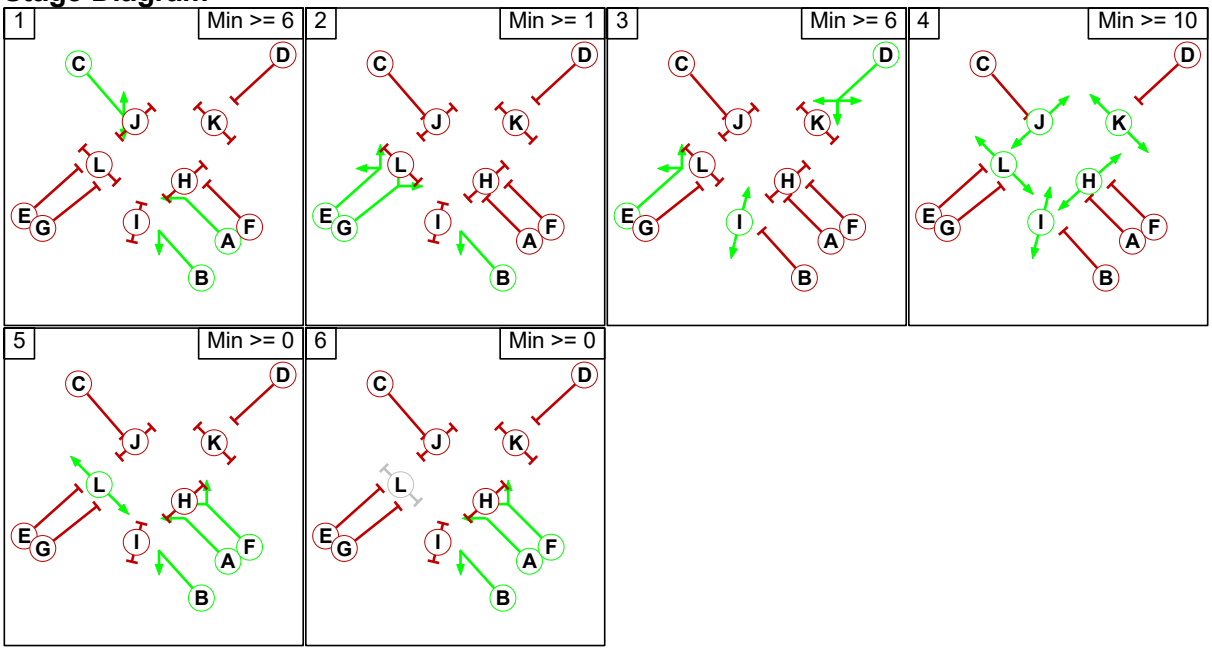
Phase Diagram



Phase Intergreens Matrix

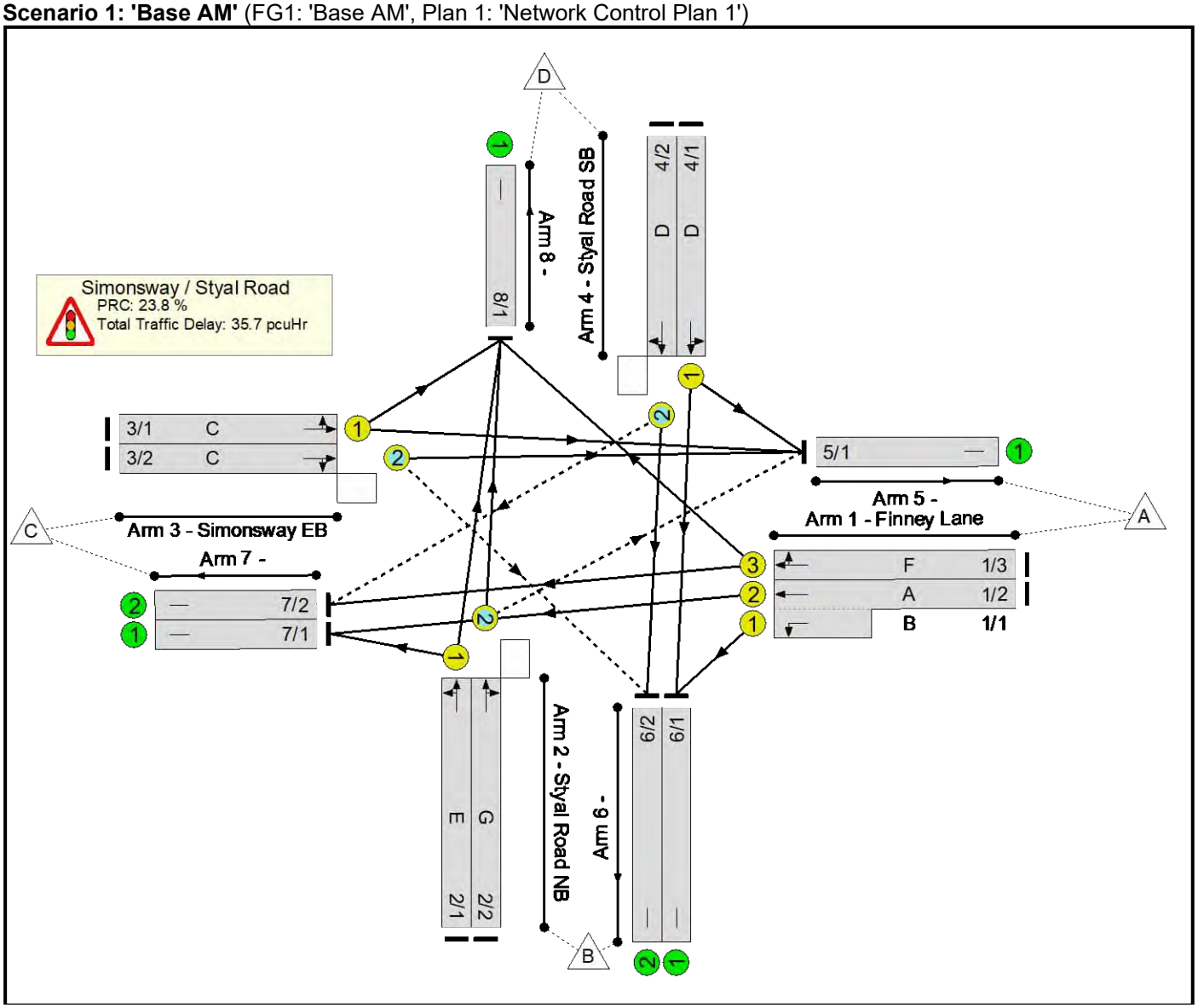
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L
A		-	-	7	7	-	7	5	-	11	11	-
B	-		-	4	-	-	-	-	5	-	-	-
C	-	-		7	7	5	7	11	-	5	9	11
D	7	8	7		-	7	5	8	-	12	5	11
E	8	-	7	-		8	-	12	-	9	10	6
F	-	-	4	7	7		7	5	-	-	11	-
G	8	-	7	4	-	8		12	-	-	-	6
H	6	-	7	7	7	6	7		-	-	-	-
I	-	5	-	-	-	-	-	-		-	-	-
J	6	-	6	7	7	-	-	-	-		-	-
K	6	-	6	6	6	6	-	-	-	-		-
L	-	-	6	6	7	-	7	-	-	-	-	

Stage Diagram



Network Layout Diagram

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



Network Results

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

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**72.7%**	-	-
Simonsway / Styal Road	-	-	-	-	-	-	-	**72.7%**	-	-
1/2+1/1	Finney Lane Left Ahead	U	A B	42:66	507	1940:1940	497+290	64.4 : 64.4%	31.1	11.5
1/3	Finney Lane Ahead Right	U	F	17	205	1940	291	70.4%	68.9	7.7
2/1	Styal Road NB Left Ahead	U	E	43	506	1940	711	71.1%	41.2	15.6
2/2	Styal Road NB Right Ahead	O	G	16	198	1940	275	72.0%	71.9	7.5
3/1	Simonsway EB Ahead Left	U	C	21	240	1940	356	67.5%	61.0	8.4
3/2	Simonsway EB Ahead Right	O	C	21	239	1940	329	72.7%	66.6	8.7
4/1	Styal Road SB Left Ahead	U	D	23	273	1940	388	70.4%	60.0	9.6
4/2	Styal Road SB Ahead Right	O	D	23	273	1940	388	70.4%	60.3	9.6

C1 PRC for Signalled Lanes (%): 23.8 Total Delay for Signalled Lanes (pcuHr):
35.66 Cycle Time (s): 120
PRC Over All Lanes (%): 23.8 Total Delay Over All Lanes(pcuHr):
35.66

Scenario 2: 'Committed AM' (FG2: 'Committed AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**72.8%**	-	-
Simonsway / Styal Road	-	-	-	-	-	-	-	**72.8%**	-	-
1/2+1/1	Finney Lane Left Ahead	U	A B	42:66	507	1940:1940	497+290	64.4 : 64.4%	31.1	11.5
1/3	Finney Lane Ahead Right	U	F	17	205	1940	291	70.4%	68.9	7.7
2/1	Styal Road NB Left Ahead	U	E	43	506	1940	711	71.1%	41.2	15.6
2/2	Styal Road NB Right Ahead	O	G	16	198	1940	275	72.0%	71.9	7.5
3/1	Simonsway EB Ahead Left	U	C	21	241	1940	356	67.8%	61.1	8.5
3/2	Simonsway EB Ahead Right	O	C	21	242	1940	333	72.8%	66.4	8.8
4/1	Styal Road SB Left Ahead	U	D	23	273	1940	388	70.4%	60.0	9.6
4/2	Styal Road SB Ahead Right	O	D	23	273	1940	388	70.4%	60.3	9.6

C1 PRC for Signalled Lanes (%): 23.7 Total Delay for Signalled Lanes (pcuHr):
35.73 Cycle Time (s): 120
PRC Over All Lanes (%): 23.7 Total Delay Over All Lanes(pcuHr):
35.73

Scenario 3: 'With Development AM' (FG3: 'With Development AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**74.1%**	-	-
Simonsway / Styal Road	-	-	-	-	-	-	-	**74.1%**	-	-
1/2+1/1	Finney Lane Left Ahead	U	A B	43:67	510	1940:1940	508+294	63.5 : 63.5%	30.2	11.4
1/3	Finney Lane Ahead Right	U	F	17	205	1940	291	70.4%	68.9	7.7
2/1	Styal Road NB Left Ahead	U	E	42	515	1940	695	74.1%	43.5	16.3
2/2	Styal Road NB Right Ahead	O	G	16	201	1940	275	73.1%	72.9	7.7
3/1	Simonsway EB Ahead Left	U	C	22	249	1940	372	67.0%	59.4	8.7
3/2	Simonsway EB Ahead Right	O	C	22	249	1940	337	73.8%	66.3	9.0
4/1	Styal Road SB Left Ahead	U	D	22	274	1940	372	73.7%	63.6	9.9
4/2	Styal Road SB Ahead Right	O	D	22	273	1940	372	73.4%	63.7	9.8

C1 PRC for Signalled Lanes (%): 21.5 Total Delay for Signalled Lanes (pcuHr):
36.85Cycle Time (s): 120
PRC Over All Lanes (%): 21.5 Total Delay Over All Lanes(pcuHr):
36.85

Scenario 4: 'Base PM' (FG4: 'Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**88.5%**	-	-
Simonsway / Styal Road	-	-	-	-	-	-	-	**88.5%**	-	-
1/2+1/1	Finney Lane Left Ahead	U	A B	44:69	472	1940:1940	510+314	57.2 : 57.2%	27.3	9.5
1/3	Finney Lane Ahead Right	U	F	12	176	1940	210	83.7%	99.0	8.0
2/1	Styal Road NB Left Ahead	U	E	41	600	1940	679	88.4%	57.6	22.2
2/2	Styal Road NB Right Ahead	O	G	17	242	1940	291	83.2%	83.2	10.1
3/1	Simonsway EB Ahead Left	U	C	28	362	1940	469	77.2%	58.8	12.8
3/2	Simonsway EB Ahead Right	O	C	28	361	1940	408	88.5%	78.6	14.8
4/1	Styal Road SB Left Ahead	U	D	20	272	1940	340	80.1%	72.7	10.6
4/2	Styal Road SB Ahead Right	O	D	20	272	1940	340	80.1%	73.8	10.6

C1 PRC for Signalled Lanes (%): 1.7 Total Delay for Signalled Lanes (pcuHr):
48.48Cycle Time (s): 120
PRC Over All Lanes (%): 1.7 Total Delay Over All Lanes(pcuHr):
48.48

Scenario 5: 'Committed PM' (FG5: 'Committed PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**88.4%**	-	-
Simonsway / Styal Road	-	-	-	-	-	-	-	**88.4%**	-	-
1/2+1/1	Finney Lane Left Ahead	U	A B	44:69	472	1940:1940	510+314	57.2 : 57.2%	27.3	9.5
1/3	Finney Lane Ahead Right	U	F	12	176	1940	210	83.7%	99.0	8.0
2/1	Styal Road NB Left Ahead	U	E	41	600	1940	679	88.4%	57.6	22.2
2/2	Styal Road NB Right Ahead	O	G	17	242	1940	291	83.2%	83.2	10.1
3/1	Simonsway EB Ahead Left	U	C	28	336	1940	469	71.7%	55.0	11.5
3/2	Simonsway EB Ahead Right	O	C	28	336	1940	380	88.3%	80.4	13.9
4/1	Styal Road SB Left Ahead	U	D	20	272	1940	340	80.1%	72.7	10.6
4/2	Styal Road SB Ahead Right	O	D	20	272	1940	340	80.1%	73.8	10.6

C1 PRC for Signalled Lanes (%): 1.9 Total Delay for Signalled Lanes (pcuHr):
47.33 Cycle Time (s): 120
PRC Over All Lanes (%): 1.9 Total Delay Over All Lanes(pcuHr):
47.33

Scenario 6: 'With Development PM' (FG6: 'With Development PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**93.8%**	-	-
Simonsway / Styal Road	-	-	-	-	-	-	-	**93.8%**	-	-
1/2+1/1	Finney Lane Left Ahead	U	A B	45:69	482	1940:1940	525+313	57.5 : 57.5%	27.1	9.7
1/3	Finney Lane Ahead Right	U	F	11	176	1940	194	90.7%	125.4	9.3
2/1	Styal Road NB Left Ahead	U	E	40	610	1940	663	92.0%	66.7	24.4
2/2	Styal Road NB Right Ahead	O	G	16	242	1940	275	88.1%	96.6	11.0
3/1	Simonsway EB Ahead Left	U	C	30	360	1940	501	71.8%	53.1	12.2
3/2	Simonsway EB Ahead Right	O	C	30	360	1940	384	93.8%	98.1	16.9
4/1	Styal Road SB Left Ahead	U	D	20	273	1940	340	80.4%	73.1	10.7
4/2	Styal Road SB Ahead Right	O	D	20	273	1940	340	80.4%	74.4	10.7

C1 PRC for Signalled Lanes (%): -4.2 Total Delay for Signalled Lanes (pcuHr):
53.85 Cycle Time (s): 120
PRC Over All Lanes (%): -4.2 Total Delay Over All Lanes(pcuHr):
53.85

Basic Results Summary

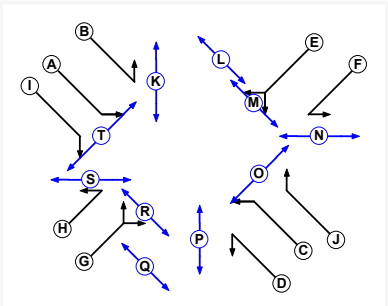
User and Project Details

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Title:	
Location:	Airport Relief Road / Styal Road
Checked By:	Sheila Gough
Additional detail:	
File name:	M06-SG-Junction 1450 (260901).lsg3x
Author:	Sheila Gough
Company:	TTP
Address:	
Linsig Version:	3, 3, 1, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Base AM	Base AM	Network Control Plan 1	07:45 - 08:45	165	-7.3	129.12
2	Committed AM	Committed AM	Network Control Plan 1	07:45 - 08:45	165	-5.5	120.95
3	With Development AM	With Development AM	Network Control Plan 1	07:45 - 08:45	165	-5.5	122.62
4	Base PM	Base PM	Network Control Plan 1	16:00 - 17:00	165	-20.1	214.31
5	Committed PM	Committed PM	Network Control Plan 1	16:00 - 17:00	165	-20.1	219.31
6	With Development PM	With Development PM	Network Control Plan 1	16:00 - 17:00	165	-21.9	232.00

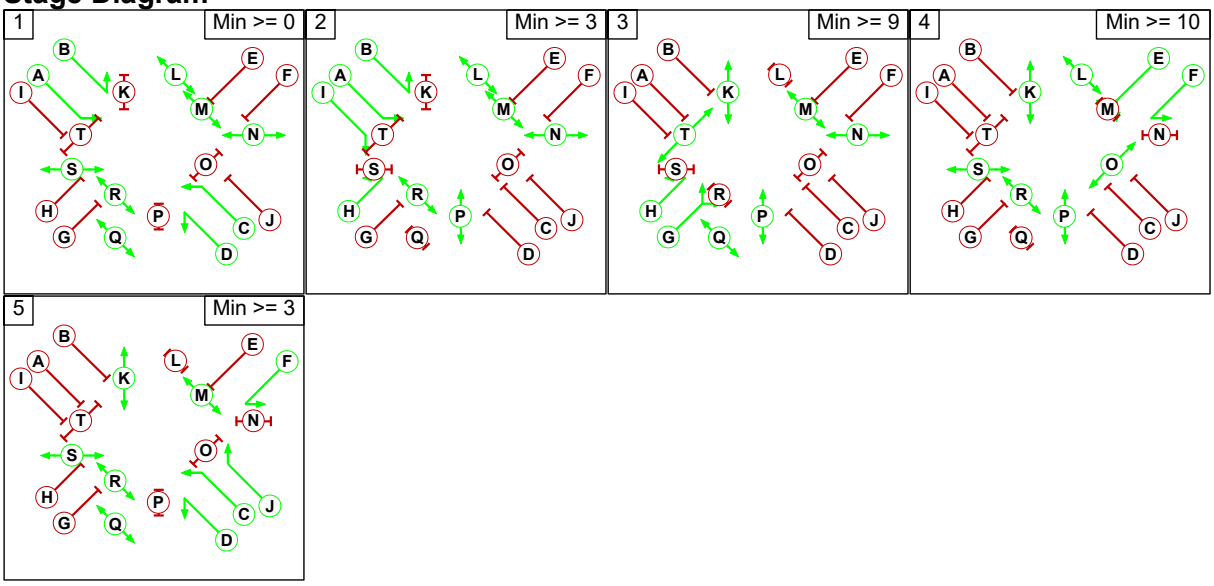
Phase Diagram



Phase Intergreens Matrix

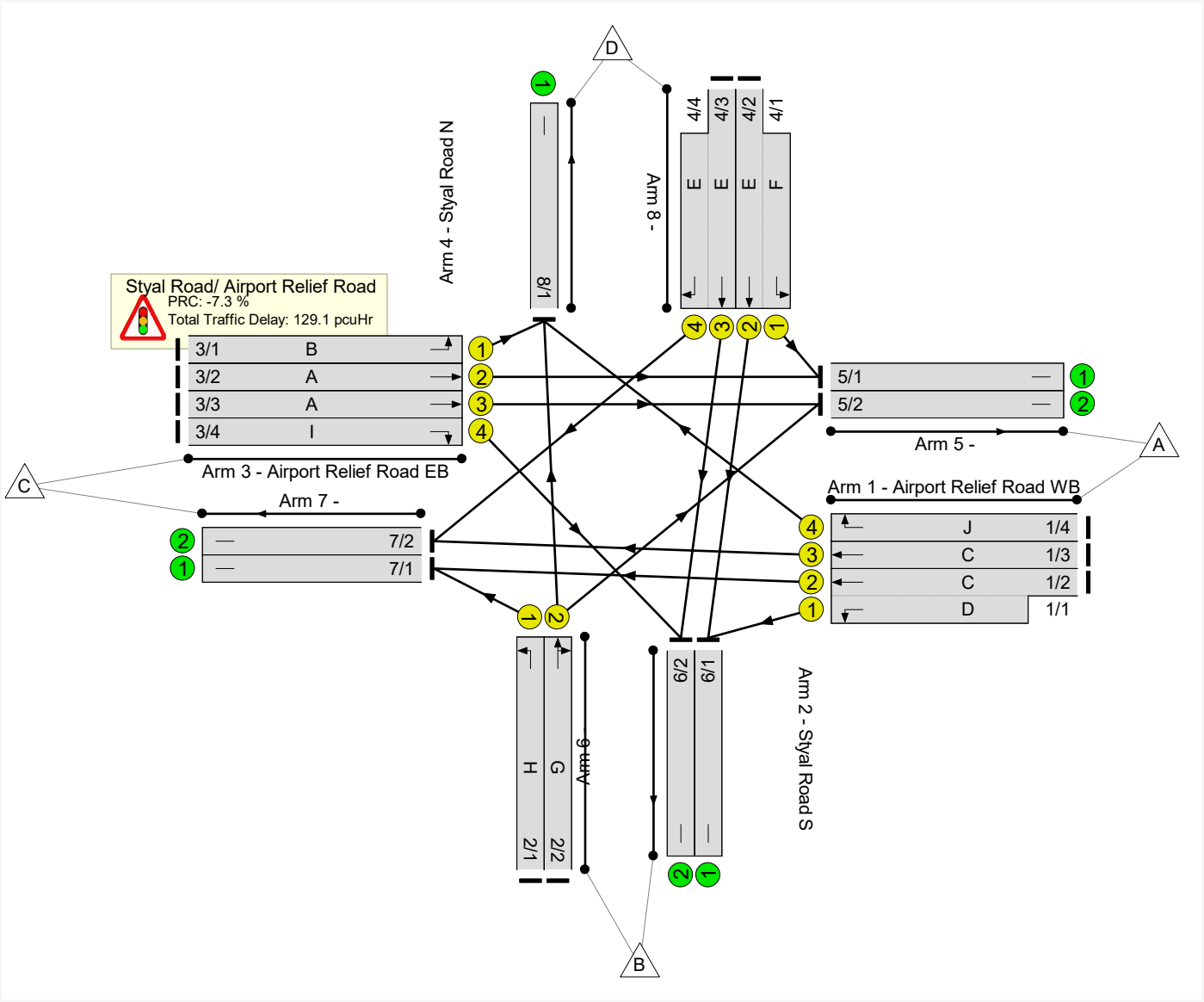
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A		-	-	-	8	10	6	-	-	6	-	-	-	-	11	-	-	-	-	7
B	-		-	-	-	-	4	-	-	4	7	-	-	-	-	-	-	-	-	-
C	-	-		-	6	-	8	10	6	-	-	-	-	-	7	-	-	-	-	11
D	-	-	-		5	-	-	-	5	-	-	-	-	-	-	7	-	-	-	-
E	7	-	9	11		-	7	11	8	8	-	-	7	-	-	-	12	-	-	13
F	5	-	-	-	-		5	-	-	-	-	-	-	7	-	-	-	-	-	-
G	9	11	7	-	7	9		-	8	7	-	12	-	-	11	-	-	7	-	-
H	-	-	5	-	5	-	-		-	-	-	-	-	-	-	-	-	-	7	-
I	-	-	7	10	6	-	6	-		5	-	-	-	-	-	-	11	-	-	5
J	7	10	-	-	6	-	6	-	5		-	11	-	-	5	-	-	-	-	-
K	-	5	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
L	-	-	-	-	-	-	5	-	-	5	-		-	-	-	-	-	-	-	-
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R	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-		-	-
S	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-		-
T	6	-	9	-	8	-	-	-	5	-	-	-	-	-	-	-	-	-	-	

Stage Diagram



Network Layout Diagram

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



Network Results

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

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**96.5%**	-	-
Styal Road/ Airport Relief Road	-	-	-	-	-	-	-	**96.5%**	-	-
1/2+1/1	Airport Relief Road WB Left Ahead	U	C D	68:67	794	1940:1940	781+55	95.1 : 95.1%	77.9	41.4
1/3	Airport Relief Road WB Ahead	U	C	68	741	1940	811	91.3%	67.8	36.6
1/4	Airport Relief Road WB Right	U	J	33	375	1940	400	93.8%	115.4	22.2
2/1	Styal Road S Left	U	H	53	201	1940	635	31.7%	45.8	7.1
2/2	Styal Road S Right Ahead	U	G	22	254	1940	270	93.9%	139.2	16.4
3/1	Airport Relief Road EB Left	U	B	58	457	1940	694	65.9%	52.1	18.5
3/2	Airport Relief Road EB Ahead	U	A	59	681	1940	705	96.5%	95.3	38.8
3/3	Airport Relief Road EB Ahead	U	A	59	681	1940	705	96.5%	95.3	38.8
3/4	Airport Relief Road EB Right	U	I	24	279	1940	294	94.9%	139.2	18.0
4/2+4/1	Styal Road N Left Ahead	U	E F	20:64	513	1940:1940	177+714	57.6 : 57.6%	48.7	15.1
4/3+4/4	Styal Road N Ahead Right	U	E	20	339	1940:1940	105+247	96.4 : 96.4%	139.8	17.4

C1 PRC for Signalled Lanes (%): -7.3 Total Delay for Signalled Lanes (pcuHr): 129.12
Cycle Time (s): 165
PRC Over All Lanes (%): -7.3 Total Delay Over All Lanes(pcuHr): 129.12

Scenario 2: 'Committed AM' (FG2: 'Committed AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**95.0%**	-	-
Styal Road/ Airport Relief Road	-	-	-	-	-	-	-	**95.0%**	-	-
1/2+1/1	Airport Relief Road WB Left Ahead	U	C D	69:68	794	1940:1940	792+55	93.7 : 93.7%	72.2	39.9
1/3	Airport Relief Road WB Ahead	U	C	69	741	1940	823	90.0%	64.2	35.6
1/4	Airport Relief Road WB Right	U	J	33	375	1940	400	93.8%	115.4	22.2
2/1	Styal Road S Left	U	H	51	225	1940	611	36.8%	48.4	8.2
2/2	Styal Road S Right Ahead	U	G	20	230	1940	247	93.2%	141.0	14.9
3/1	Airport Relief Road EB Left	U	B	59	457	1940	705	64.8%	50.9	18.3
3/2	Airport Relief Road EB Ahead	U	A	60	681	1940	717	95.0%	86.6	37.1
3/3	Airport Relief Road EB Ahead	U	A	60	681	1940	717	95.0%	86.6	37.1
3/4	Airport Relief Road EB Right	U	I	24	279	1940	294	94.9%	139.2	18.0
4/2+4/1	Styal Road N Left Ahead	U	E F	21:65	513	1940:1940	180+723	56.8 : 56.8%	47.8	14.9
4/3+4/4	Styal Road N Ahead Right	U	E	21	339	1940:1940	110+259	92.0 : 92.0%	116.1	15.1

C1	PRC for Signalled Lanes (%):	-5.5	Total Delay for Signalled Lanes (pcuHr):	
120.95Cycle Time (s):	165			
	PRC Over All Lanes (%):	-5.5	Total Delay Over All Lanes(pcuHr):	
	120.95			

Scenario 3: 'With Development AM' (FG3: 'With Development AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**95.0%**	-	-
Styal Road/ Airport Relief Road	-	-	-	-	-	-	-	**95.0%**	-	-
1/2+1/1	Airport Relief Road WB Left Ahead	U	C D	69:68	794	1940:1940	792+55	93.7 : 93.7%	72.2	39.9
1/3	Airport Relief Road WB Ahead	U	C	69	741	1940	823	90.0%	64.2	35.6
1/4	Airport Relief Road WB Right	U	J	33	378	1940	400	94.6%	118.9	22.7
2/1	Styal Road S Left	U	H	51	225	1940	611	36.8%	48.4	8.2
2/2	Styal Road S Right Ahead	U	G	20	231	1940	247	93.6%	143.0	15.1
3/1	Airport Relief Road EB Left	U	B	59	466	1940	705	66.1%	51.4	18.8
3/2	Airport Relief Road EB Ahead	U	A	60	681	1940	717	95.0%	86.6	37.1
3/3	Airport Relief Road EB Ahead	U	A	60	681	1940	717	95.0%	86.6	37.1
3/4	Airport Relief Road EB Right	U	I	24	279	1940	294	94.9%	139.2	18.0
4/2+4/1	Styal Road N Left Ahead	U	E F	21:65	518	1940:1940	178+724	57.5 : 57.5%	47.9	15.2
4/3+4/4	Styal Road N Ahead Right	U	E	21	344	1940:1940	109+259	93.6 : 93.6%	122.4	16.0

C1		PRC for Signalled Lanes (%):	-5.5	Total Delay for Signalled Lanes (pcuHr):	
122.62	Cycle Time (s):	165			
		PRC Over All Lanes (%):	-5.5	Total Delay Over All Lanes(pcuHr):	
		122.62			

Scenario 4: 'Base PM' (FG4: 'Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**108.1%**	-	-
Styal Road/ Airport Relief Road	-	-	-	-	-	-	-	**108.1%**	-	-
1/2+1/1	Airport Relief Road WB Left Ahead	U	C D	69:68	690	1940:1940	792+54	81.5 : 81.5%	52.2	28.9
1/3	Airport Relief Road WB Ahead	U	C	69	646	1940	823	78.5%	51.0	27.3
1/4	Airport Relief Road WB Right	U	J	27	349	1940	329	106.0%	247.9	33.0
2/1	Styal Road S Left	U	H	49	276	1940	588	46.9%	52.5	10.7
2/2	Styal Road S Right Ahead	U	G	24	312	1940	294	106.1%	250.6	29.6
3/1	Airport Relief Road EB Left	U	B	59	317	1940	705	44.9%	44.6	11.4
3/2	Airport Relief Road EB Ahead	U	A	60	770	1940	717	107.4%	223.2	70.1
3/3	Airport Relief Road EB Ahead	U	A	60	769	1940	717	107.2%	221.0	69.5
3/4	Airport Relief Road EB Right	U	I	18	178	1940	223	79.7%	107.8	9.7
4/2+4/1	Styal Road N Left Ahead	U	E F	23:61	692	1940:1940	117+699	84.8 : 84.8%	62.7	27.4
4/3+4/4	Styal Road N Ahead Right	U	E	23	403	1940:1940	91+282	108.1 : 108.1%	260.2	35.7

C1		PRC for Signalled Lanes (%):	-20.1	Total Delay for Signalled Lanes (pcuHr):	
214.31	Cycle Time (s):	165			
		PRC Over All Lanes (%):	-20.1	Total Delay Over All Lanes(pcuHr):	
		214.31			

Scenario 5: 'Committed PM' (FG5: 'Committed PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**108.1%**	-	-
Styal Road/ Airport Relief Road	-	-	-	-	-	-	-	**108.1%**	-	-
1/2+1/1	Airport Relief Road WB Left Ahead	U	C D	69:68	694	1940:1940	793+54	82.0 : 82.0%	52.6	29.1
1/3	Airport Relief Road WB Ahead	U	C	69	650	1940	823	79.0%	51.3	27.5
1/4	Airport Relief Road WB Right	U	J	27	349	1940	329	106.0%	247.9	33.0
2/1	Styal Road S Left	U	H	49	276	1940	588	46.9%	52.5	10.7
2/2	Styal Road S Right Ahead	U	G	24	312	1940	294	106.1%	250.6	29.6
3/1	Airport Relief Road EB Left	U	B	59	317	1940	705	44.9%	44.6	11.4
3/2	Airport Relief Road EB Ahead	U	A	60	774	1940	717	107.9%	231.8	72.2
3/3	Airport Relief Road EB Ahead	U	A	60	774	1940	717	107.9%	231.8	72.2
3/4	Airport Relief Road EB Right	U	I	18	178	1940	223	79.7%	107.8	9.7
4/2+4/1	Styal Road N Left Ahead	U	E F	23:61	692	1940:1940	117+699	84.8 : 84.8%	62.7	27.4
4/3+4/4	Styal Road N Ahead Right	U	E	23	403	1940:1940	91+282	108.1 : 108.1%	260.2	35.7

C1	PRC for Signalled Lanes (%):	-20.1	Total Delay for Signalled Lanes (pcuHr):		
219.31	Cycle Time (s):	165			
	PRC Over All Lanes (%):	-20.1	Total Delay Over All Lanes(pcuHr):		
		219.31			

Scenario 6: 'With Development PM' (FG6: 'With Development PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**109.7%**	-	-
Styal Road/ Airport Relief Road	-	-	-	-	-	-	-	**109.7%**	-	-
1/2+1/1	Airport Relief Road WB Left Ahead	U	C D	69:68	694	1940:1940	793+54	82.0 : 82.0%	52.6	29.1
1/3	Airport Relief Road WB Ahead	U	C	69	650	1940	823	79.0%	51.3	27.5
1/4	Airport Relief Road WB Right	U	J	27	353	1940	329	107.2%	265.5	35.1
2/1	Styal Road S Left	U	H	48	276	1940	576	47.9%	53.5	10.8
2/2	Styal Road S Right Ahead	U	G	24	313	1940	294	106.5%	255.2	30.0
3/1	Airport Relief Road EB Left	U	B	58	322	1940	694	46.4%	45.7	11.8
3/2	Airport Relief Road EB Ahead	U	A	59	774	1940	705	109.7%	260.7	77.8
3/3	Airport Relief Road EB Ahead	U	A	59	774	1940	705	109.7%	260.7	77.8
3/4	Airport Relief Road EB Right	U	I	17	178	1940	212	84.1%	119.1	10.3
4/2+4/1	Styal Road N Left Ahead	U	E F	24:62	704	1940:1940	117+709	85.1 : 85.1%	62.2	28.1
4/3+4/4	Styal Road N Ahead Right	U	E	24	411	1940:1940	95+294	105.8 : 105.8%	228.0	32.6

C1		PRC for Signalled Lanes (%):	-21.9	Total Delay for Signalled Lanes (pcuHr):	
232.00	Cycle Time (s):	165			
		PRC Over All Lanes (%):	-21.9	Total Delay Over All Lanes(pcuHr):	
		232.00			

Basic Results Summary

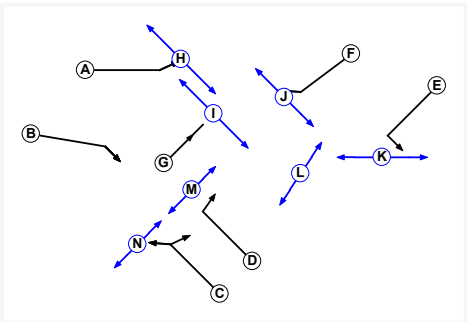
User and Project Details

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Checked By:	Sheila Gough
Additional detail:	
File name:	M07-SG-Junction 1453 (260827).lsg3x
Author:	Sheila Gough
Company:	TTP
Address:	
Linsig Version:	3, 3, 1, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Base AM	Base AM	Network Control Plan 1	07:45 - 08:45	165	55.4	27.79
2	Committed AM	Committed AM	Network Control Plan 1	07:45 - 08:45	165	54.0	28.38
3	With Development AM	With Development AM	Network Control Plan 1	07:45 - 08:45	165	53.9	28.46
4	Base PM	Base PM	Network Control Plan 1	16:00 - 17:00	165	42.6	38.33
5	Committed PM	Committed PM	Network Control Plan 1	16:00 - 17:00	165	39.2	38.93
6	With Development PM	With Development PM	Network Control Plan 1	16:00 - 17:00	165	39.2	39.02

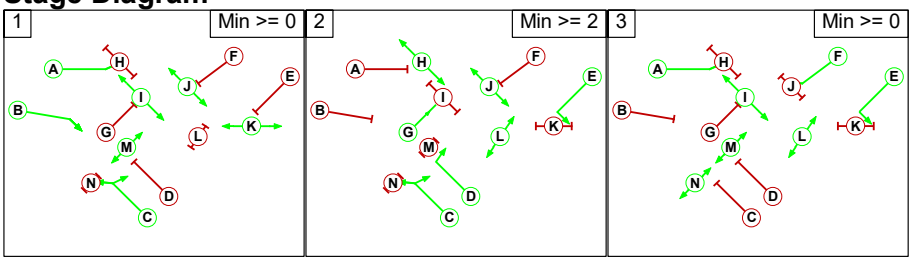
Phase Diagram



Phase Intergreens Matrix

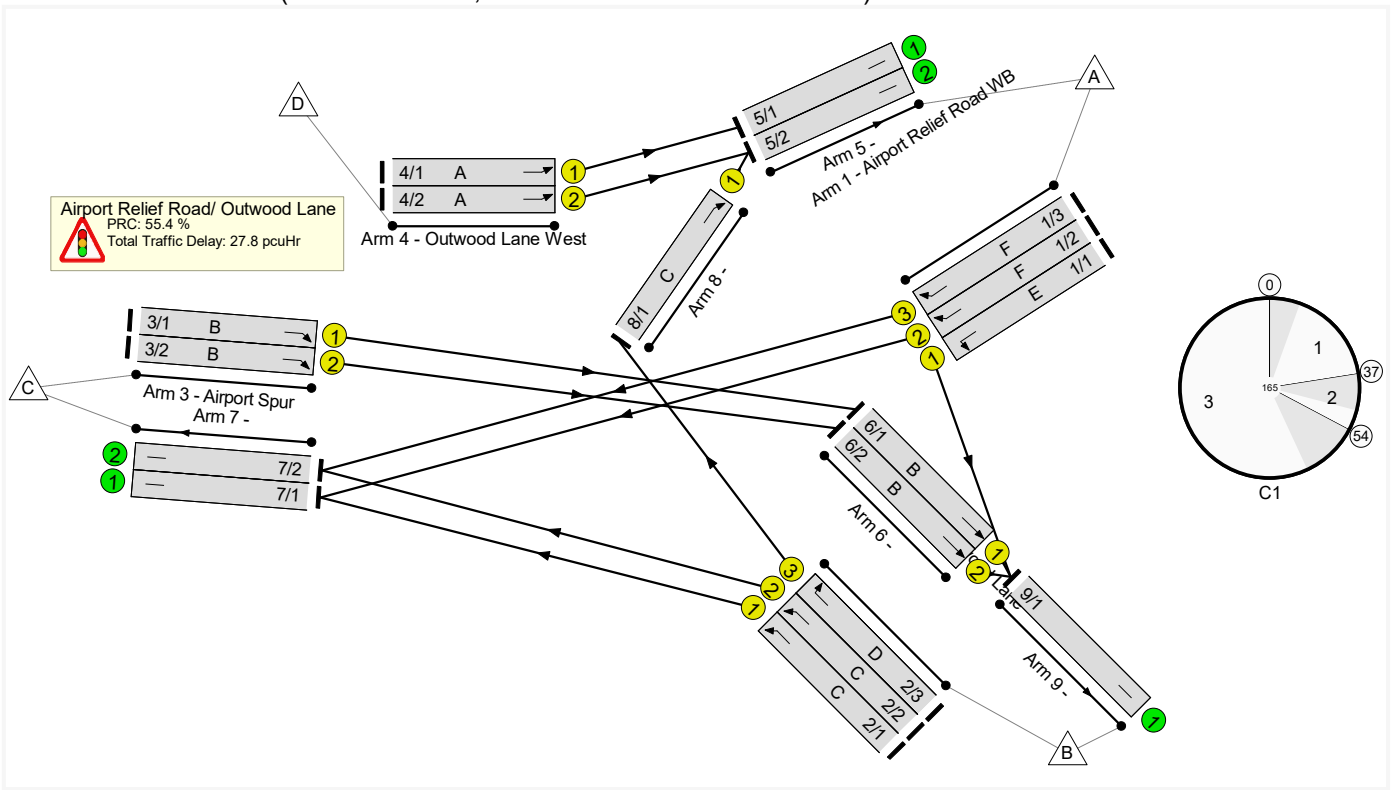
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		-	-	-	-	-	7	7	-	-	-	-	-	-
B	-		-	6	8	6	-	-	-	-	-	9	-	-
C	-	-		-	-	5	-	-	-	-	-	-	-	6
D	-	8	-		-	6	-	-	-	-	-	-	5	-
E	-	6	-	-		-	-	-	-	-	6	-	-	-
F	-	6	9	6	-		-	-	-	5	-	-	-	-
G	7	-	-	-	-	-		-	5	-	-	-	-	-
H	7	-	-	-	-	-	-		-	-	-	-	-	-
I	-	-	-	-	-	-	5	-		-	-	-	-	-
J	-	-	-	-	-	7	-	-	-		-	-	-	-
K	-	-	-	-	6	-	-	-	-	-		-	-	-
L	-	6	-	-	-	-	-	-	-	-	-		-	-
M	-	-	-	5	-	-	-	-	-	-	-	-		-
N	-	-	7	-	-	-	-	-	-	-	-	-	-	

Stage Diagram



Network Layout Diagram

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



Network Results

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

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**57.9%**	-	-
Airport Relief Road/ Outwood Lane	-	-	-	-	-	-	-	**57.9%**	-	-
1/1	Airport Relief Road WB Left	U	E	120	125	1940	1423	8.8%	7.7	1.7
1/2	Airport Relief Road WB Ahead	U	F	104	715	1940	1235	57.9%	20.7	19.6
1/3	Airport Relief Road WB Ahead	U	F	104	714	1940	1235	57.8%	20.7	19.3
2/1	Outwood Lane Ahead	U	C	46	115	1940	553	20.8%	49.0	4.1
2/2	Outwood Lane Ahead	U	C	46	114	1940	553	20.6%	48.9	4.1
2/3	Outwood Lane Right	U	D	11	78	1940	141	55.3%	101.9	4.1
3/1	Airport Spur Ahead	U	B	31	213	1940	376	56.6%	71.2	9.5
3/2	Airport Spur Ahead	U	B	31	212	1940	376	56.3%	71.1	9.4
4/1	Outwood Lane West Ahead	U	A	135	859	1940	1599	53.7%	7.0	13.0
4/2	Outwood Lane West Ahead	U	A	135	859	1940	1599	53.7%	7.0	13.0
6/1	Ahead	U	B	31	213	1940	376	56.6%	17.6	1.2
6/2	Ahead	U	B	31	212	1940	376	56.3%	17.5	1.1
8/1	Ahead	U	C	46	78	1940	553	14.1%	7.6	0.2

C1		PRC for Signalled Lanes (%):	55.4	Total Delay for Signalled Lanes (pcuHr):	
27.79	Cycle Time (s):		165		
		PRC Over All Lanes (%):	55.4	Total Delay Over All Lanes(pcuHr):	
			27.79		

Scenario 2: 'Committed AM' (FG2: 'Committed AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**58.4%**	-	-
Airport Relief Road/ Outwood Lane	-	-	-	-	-	-	-	**58.4%**	-	-
1/1	Airport Relief Road WB Left	U	E	121	125	1940	1434	8.7%	7.4	1.6
1/2	Airport Relief Road WB Ahead	U	F	105	727	1940	1246	58.3%	20.3	19.7
1/3	Airport Relief Road WB Ahead	U	F	105	727	1940	1246	58.3%	20.3	19.7
2/1	Outwood Lane Ahead	U	C	45	115	1940	541	21.3%	49.9	4.2
2/2	Outwood Lane Ahead	U	C	45	114	1940	541	21.1%	49.8	4.1
2/3	Outwood Lane Right	U	D	11	78	1940	141	55.3%	101.9	4.1
3/1	Airport Spur Ahead	U	B	30	213	1940	364	58.4%	72.9	9.6
3/2	Airport Spur Ahead	U	B	30	212	1940	364	58.2%	72.8	9.5
4/1	Outwood Lane West Ahead	U	A	135	889	1940	1599	55.6%	7.2	13.7
4/2	Outwood Lane West Ahead	U	A	135	889	1940	1599	55.6%	7.2	13.7
6/1	Ahead	U	B	30	213	1940	364	58.4%	18.7	1.2
6/2	Ahead	U	B	30	212	1940	364	58.2%	18.6	1.2
8/1	Ahead	U	C	45	78	1940	541	14.4%	7.8	0.2

C1		PRC for Signalled Lanes (%):	54.0	Total Delay for Signalled Lanes (pcuHr):	
28.38	Cycle Time (s):	165			
		PRC Over All Lanes (%):	54.0	Total Delay Over All Lanes(pcuHr):	
		28.38			

Scenario 3: 'With Development AM' (FG3: 'With Development AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**58.5%**	-	-
Airport Relief Road/ Outwood Lane	-	-	-	-	-	-	-	**58.5%**	-	-
1/1	Airport Relief Road WB Left	U	E	121	125	1940	1434	8.7%	7.4	1.6
1/2	Airport Relief Road WB Ahead	U	F	105	729	1940	1246	58.5%	20.4	19.7
1/3	Airport Relief Road WB Ahead	U	F	105	729	1940	1246	58.5%	20.4	19.7
2/1	Outwood Lane Ahead	U	C	45	115	1940	541	21.3%	49.9	4.2
2/2	Outwood Lane Ahead	U	C	45	114	1940	541	21.1%	49.8	4.1
2/3	Outwood Lane Right	U	D	11	78	1940	141	55.3%	101.9	4.1
3/1	Airport Spur Ahead	U	B	30	213	1940	364	58.4%	72.9	9.6
3/2	Airport Spur Ahead	U	B	30	212	1940	364	58.2%	72.8	9.5
4/1	Outwood Lane West Ahead	U	A	135	894	1940	1599	55.9%	7.3	13.8
4/2	Outwood Lane West Ahead	U	A	135	893	1940	1599	55.8%	7.3	13.8
6/1	Ahead	U	B	30	213	1940	364	58.4%	18.7	1.2
6/2	Ahead	U	B	30	212	1940	364	58.2%	18.6	1.2
8/1	Ahead	U	C	45	78	1940	541	14.4%	7.8	0.2

C1 PRC for Signalled Lanes (%): 53.9 Total Delay for Signalled Lanes (pcuHr): 28.46
Cycle Time (s): 165
PRC Over All Lanes (%): 53.9 Total Delay Over All Lanes(pcuHr): 28.46

Scenario 4: 'Base PM' (FG4: 'Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**63.1%**	-	-
Airport Relief Road/ Outwood Lane	-	-	-	-	-	-	-	**63.1%**	-	-
1/1	Airport Relief Road WB Left	U	E	121	155	1940	1434	10.8%	7.5	2.0
1/2	Airport Relief Road WB Ahead	U	F	101	756	1940	1199	63.0%	23.8	22.5
1/3	Airport Relief Road WB Ahead	U	F	101	756	1940	1199	63.0%	23.8	22.5
2/1	Outwood Lane Ahead	U	C	49	314	1940	588	53.4%	54.4	12.5
2/2	Outwood Lane Ahead	U	C	49	313	1940	588	53.2%	54.3	12.5
2/3	Outwood Lane Right	U	D	15	114	1940	188	60.6%	95.3	5.8
3/1	Airport Spur Ahead	U	B	30	230	1940	364	63.1%	74.9	10.6
3/2	Airport Spur Ahead	U	B	30	230	1940	364	63.1%	74.9	10.6
4/1	Outwood Lane West Ahead	U	A	131	748	1940	1552	48.2%	7.6	11.5
4/2	Outwood Lane West Ahead	U	A	131	747	1940	1552	48.1%	7.6	11.5
6/1	Ahead	U	B	30	230	1940	364	63.1%	20.4	1.4
6/2	Ahead	U	B	30	230	1940	364	63.1%	20.4	1.4
8/1	Ahead	U	C	49	114	1940	588	19.4%	6.4	0.2

C1	PRC for Signalled Lanes (%):	42.6	Total Delay for Signalled Lanes (pcuHr):		
38.33Cycle Time (s):	165				
	PRC Over All Lanes (%):	42.6	Total Delay Over All Lanes(pcuHr):		
	38.33				

Scenario 5: 'Committed PM' (FG5: 'Committed PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**64.6%**	-	-
Airport Relief Road/ Outwood Lane	-	-	-	-	-	-	-	**64.6%**	-	-
1/1	Airport Relief Road WB Left	U	E	121	155	1940	1434	10.8%	7.5	2.0
1/2	Airport Relief Road WB Ahead	U	F	102	779	1940	1211	64.3%	23.6	23.2
1/3	Airport Relief Road WB Ahead	U	F	102	779	1940	1211	64.3%	23.6	23.2
2/1	Outwood Lane Ahead	U	C	48	314	1940	576	54.5%	55.5	12.6
2/2	Outwood Lane Ahead	U	C	48	313	1940	576	54.3%	55.4	12.6
2/3	Outwood Lane Right	U	D	14	114	1940	176	64.6%	100.5	5.9
3/1	Airport Spur Ahead	U	B	30	230	1940	364	63.1%	74.9	10.6
3/2	Airport Spur Ahead	U	B	30	230	1940	364	63.1%	74.9	10.6
4/1	Outwood Lane West Ahead	U	A	132	765	1940	1564	48.9%	7.4	11.5
4/2	Outwood Lane West Ahead	U	A	132	764	1940	1564	48.9%	7.4	11.5
6/1	Ahead	U	B	30	230	1940	364	63.1%	20.4	1.4
6/2	Ahead	U	B	30	230	1940	364	63.1%	20.4	1.4
8/1	Ahead	U	C	48	114	1940	576	19.8%	7.1	0.3

C1
PRC for Signalled Lanes (%): 39.2
Total Delay for Signalled Lanes (pcuHr): 38.93
Cycle Time (s): 165
PRC Over All Lanes (%): 39.2
Total Delay Over All Lanes(pcuHr): 38.93

Scenario 6: 'With Development PM' (FG6: 'With Development PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	**64.6%**	-	-
Airport Relief Road/ Outwood Lane	-	-	-	-	-	-	-	**64.6%**	-	-
1/1	Airport Relief Road WB Left	U	E	121	155	1940	1434	10.8%	7.5	2.0
1/2	Airport Relief Road WB Ahead	U	F	102	782	1940	1211	64.6%	23.7	23.3
1/3	Airport Relief Road WB Ahead	U	F	102	782	1940	1211	64.6%	23.7	23.3
2/1	Outwood Lane Ahead	U	C	48	314	1940	576	54.5%	55.5	12.6
2/2	Outwood Lane Ahead	U	C	48	313	1940	576	54.3%	55.4	12.6
2/3	Outwood Lane Right	U	D	14	114	1940	176	64.6%	100.5	5.9
3/1	Airport Spur Ahead	U	B	30	230	1940	364	63.1%	74.9	10.6
3/2	Airport Spur Ahead	U	B	30	230	1940	364	63.1%	74.9	10.6
4/1	Outwood Lane West Ahead	U	A	132	767	1940	1564	49.0%	7.4	11.6
4/2	Outwood Lane West Ahead	U	A	132	767	1940	1564	49.0%	7.4	11.6
6/1	Ahead	U	B	30	230	1940	364	63.1%	20.4	1.4
6/2	Ahead	U	B	30	230	1940	364	63.1%	20.4	1.4
8/1	Ahead	U	C	48	114	1940	576	19.8%	7.1	0.3

C1 PRC for Signalled Lanes (%): 39.2 Total Delay for Signalled Lanes (pcuHr): 39.02
Cycle Time (s): 165
PRC Over All Lanes (%): 39.2 Total Delay Over All Lanes(pcuHr): 39.02

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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Filename: M09-SG-Atlas Park (260828).j11
Path: C:\Users\SheilaGough\OneDrive - TTP Consulting\Staff Site - 5672 - Atlas Park, Wythenshawe\Modelling
Report generation date: 01/09/2026 20:11:42

»D1 - 2026 | Base | AM
»D2 - Future | Committed | AM
»D3 - Future | With Development | AM
»D4 - 2026 | Base | PM
»D5 - Future | Committed | PM
»D6 - Future | With Development | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 - Base													
Stream B-C	D1	0.2	0.5	7.74	0.14	A	8 % [Stream C-B]	D4	0.3	1.5	9.42	0.25	A	32 % [Stream B-A]
Stream B-A		0.1	0.5	17.41	0.09	C			0.3	1.5	17.43	0.25	C	
Stream C-B		2.1	10.2	26.35	0.68	D			0.1	0.5	8.97	0.10	A	
	Future - Committed													
Stream B-C	D2	0.2	0.5	7.54	0.14	A	11 % [Stream C-B]	D5	0.3	1.5	9.44	0.25	A	34 % [Stream B-A]
Stream B-A		0.1	0.5	16.63	0.09	C			0.3	1.5	16.90	0.25	C	
Stream C-B		1.9	9.2	24.70	0.67	C			0.1	0.5	9.00	0.10	A	
	Future - With Development													
Stream B-C	D3	0.1	0.5	7.26	0.08	A	28 % [Stream B-A]	D6	0.2	1.0	9.16	0.19	A	28 % [Stream B-A]
Stream B-A		0.1	0.8	23.30	0.07	C			0.3	1.3	18.85	0.21	C	
Stream C-B		0.6	2.9	13.37	0.39	B			0.1	0.5	9.10	0.07	A	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	28/08/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SheilaGough
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	Veh	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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75	✓				✓	Delay	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)	Results for central hour only	Locked	Run automatically
D1	2026	Base	AM	ONE HOUR	07:30	09:00	15			✓
D2	Future	Committed	AM	ONE HOUR	07:30	09:00	15			✓
D3	Future	With Development	AM	ONE HOUR	07:30	09:00	15			✓
D4	2026	Base	PM	ONE HOUR	15:45	17:15	15			✓
D5	Future	Committed	PM	ONE HOUR	15:45	17:15	15			✓
D6	Future	With Development	PM	ONE HOUR	15:45	17:15	15			✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Locked	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1		✓			100.000	100.000

■ D1 - 2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	5.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	Stream C-B	5.61	A

Arms

Arms

Arm	Name	Arm type
A	Simonsway WB	Major
B	Atlas Park	Minor
C	Simonsway EB	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Simonsway EB	6.88		✓	2.20	0.0		-

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 - Atlas Park	One lane plus flare	7.00	3.25	3.25	3.00	3.00		4.00	90	110

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	524	0.091	0.231	0.145	0.330
B-C	705	0.105	0.264	-	-
C-B	574	0.214	0.214	-	-

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)	Results for central hour only	Locked	Run automatically
D1	2026	Base	AM	ONE HOUR	07:30	09:00	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Simonsway WB		ONE HOUR	✓	623	100.000
B - Atlas Park		ONE HOUR	✓	88	100.000
C - Simonsway EB		ONE HOUR	✓	675	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	180	443
	B - Atlas Park	19	0	69
	C - Simonsway EB	411	264	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	0	1
	B - Atlas Park	0	0	0
	C - Simonsway EB	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	7.74	0.2	0.5	A	63	95
B-A	0.09	17.41	0.1	0.5	C	17	26
C-A						381	571
C-B	0.68	26.35	2.1	10.2	D	242	363
A-B						165	248
A-C						411	616

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	52	13	0.00	596	0.087	52	0.0	0.1	6.614	A
B-A	14	4	0.00	323	0.044	14	0.0	0.0	11.642	B
C-A	313	78	0.00			313				
C-B	199	50	0.00	473	0.420	196	0.0	0.7	12.871	B
A-B	136	34	0.00			136				
A-C	337	84	0.00			337				

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	62	16	0.00	573	0.108	62	0.1	0.1	7.039	A
B-A	17	4	0.00	283	0.060	17	0.0	0.1	13.516	B
C-A	373	93	0.00			373				
C-B	237	59	0.00	453	0.524	236	0.7	1.1	16.447	C
A-B	162	40	0.00			162				
A-C	402	101	0.00			402				

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	76	19	0.00	542	0.140	76	0.1	0.2	7.727	A
B-A	21	5	0.00	229	0.091	21	0.1	0.1	17.287	C
C-A	457	114	0.00			457				
C-B	291	73	0.00	426	0.682	287	1.1	2.0	25.194	D
A-B	198	50	0.00			198				
A-C	493	123	0.00			493				

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	76	19	0.00	541	0.140	76	0.2	0.2	7.735	A
B-A	21	5	0.00	228	0.092	21	0.1	0.1	17.411	C
C-A	457	114	0.00			457				
C-B	291	73	0.00	426	0.682	290	2.0	2.1	26.348	D
A-B	198	50	0.00			198				
A-C	493	123	0.00			493				

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	62	16	0.00	573	0.108	62	0.2	0.1	7.052	A
B-A	17	4	0.00	282	0.061	17	0.1	0.1	13.626	B
C-A	373	93	0.00			373				
C-B	237	59	0.00	453	0.524	241	2.1	1.1	17.233	C
A-B	162	40	0.00			162				
A-C	402	101	0.00			402				

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	52	13	0.00	595	0.087	52	0.1	0.1	6.630	A
B-A	14	4	0.00	322	0.044	14	0.1	0.0	11.714	B
C-A	313	78	0.00			313				
C-B	199	50	0.00	473	0.420	200	1.1	0.7	13.285	B
A-B	136	34	0.00			136				
A-C	337	84	0.00			337				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09		N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05		N/A	N/A
C-B	0.71	0.55	1.00	1.40	1.45		N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12		N/A	N/A
B-A	0.06	0.03	0.25	0.45	0.48		N/A	N/A
C-B	1.06	0.14	1.02	1.62	1.90		N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.26	0.46	0.49		N/A	N/A
B-A	0.10	0.03	0.26	0.47	0.50		N/A	N/A
C-B	1.98	0.03	0.31	3.30	10.15		N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.25	0.45	0.48		N/A	N/A
B-A	0.10	0.03	0.25	0.45	0.48		N/A	N/A
C-B	2.05	0.03	0.29	2.05	8.75		N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12		N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07		N/A	N/A
C-B	1.14	0.05	0.50	2.66	3.93		N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.10	0.00	0.00	0.10	0.10		N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05		N/A	N/A
C-B	0.74	0.04	0.38	1.72	2.84		N/A	N/A

■ D2 - Future | Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	5.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	11	Stream C-B	5.42	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)	Results for central hour only	Locked	Run automatically
D2	Future	Committed	AM	ONE HOUR	07:30	09:00	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Simonsway WB		ONE HOUR	✓	584	100.000
B - Atlas Park		ONE HOUR	✓	88	100.000
C - Simonsway EB		ONE HOUR	✓	678	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	180	404
	B - Atlas Park	19	0	69
	C - Simonsway EB	414	264	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	0	1
	B - Atlas Park	0	0	0
	C - Simonsway EB	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	7.54	0.2	0.5	A	63	95
B-A	0.09	16.63	0.1	0.5	C	17	26
C-A						384	576
C-B	0.67	24.70	1.9	9.2	C	242	363
A-B						165	248
A-C						374	562

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	52	13	0.00	603	0.086	52	0.0	0.1	6.519	A
B-A	14	4	0.00	330	0.043	14	0.0	0.0	11.401	B
C-A	315	79	0.00			315				
C-B	199	50	0.00	479	0.415	196	0.0	0.7	12.592	B
A-B	136	34	0.00			136				
A-C	307	77	0.00			307				

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	62	16	0.00	583	0.106	62	0.1	0.1	6.913	A
B-A	17	4	0.00	291	0.059	17	0.0	0.1	13.132	B
C-A	376	94	0.00			376				
C-B	237	59	0.00	461	0.515	236	0.7	1.0	15.908	C
A-B	162	40	0.00			162				
A-C	367	92	0.00			367				

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	76	19	0.00	553	0.137	76	0.1	0.2	7.538	A
B-A	21	5	0.00	238	0.088	21	0.1	0.1	16.531	C
C-A	460	115	0.00			460				
C-B	291	73	0.00	435	0.667	287	1.0	1.9	23.752	C
A-B	198	50	0.00			198				
A-C	449	112	0.00			449				

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	76	19	0.00	553	0.137	76	0.2	0.2	7.544	A
B-A	21	5	0.00	237	0.088	21	0.1	0.1	16.633	C
C-A	460	115	0.00			460				
C-B	291	73	0.00	435	0.667	290	1.9	1.9	24.699	C
A-B	198	50	0.00			198				
A-C	449	112	0.00			449				

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	62	16	0.00	582	0.107	62	0.2	0.1	6.924	A
B-A	17	4	0.00	290	0.059	17	0.1	0.1	13.228	B
C-A	376	94	0.00			376				
C-B	237	59	0.00	461	0.515	241	1.9	1.1	16.585	C
A-B	162	40	0.00			162				
A-C	367	92	0.00			367				

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	52	13	0.00	603	0.086	52	0.1	0.1	6.533	A
B-A	14	4	0.00	328	0.044	14	0.1	0.0	11.469	B
C-A	315	79	0.00			315				
C-B	199	50	0.00	479	0.415	200	1.1	0.7	12.970	B
A-B	136	34	0.00			136				
A-C	307	77	0.00			307				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09		N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04		N/A	N/A
C-B	0.69	0.55	1.00	1.40	1.45		N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12		N/A	N/A
B-A	0.06	0.03	0.25	0.45	0.48		N/A	N/A
C-B	1.03	0.14	1.01	1.52	1.83		N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.26	0.46	0.49		N/A	N/A
B-A	0.09	0.03	0.26	0.47	0.50		N/A	N/A
C-B	1.87	0.03	0.31	2.68	9.24		N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.03	0.25	0.45	0.48		N/A	N/A
B-A	0.10	0.03	0.25	0.45	0.48		N/A	N/A
C-B	1.93	0.03	0.29	1.93	7.86		N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12		N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06		N/A	N/A
C-B	1.10	0.05	0.55	2.49	3.65		N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09		N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05		N/A	N/A
C-B	0.73	0.04	0.39	1.66	2.66		N/A	N/A

D3 - Future | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	28	Stream B-A	2.07	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)	Results for central hour only	Locked	Run automatically
D3	Future	With Development	AM	ONE HOUR	07:30	09:00	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Simonsway WB		ONE HOUR	✓	570	100.000
B - Atlas Park		ONE HOUR	✓	51	100.000
C - Simonsway EB		ONE HOUR	✓	687	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	105	465
	B - Atlas Park	11	0	40
	C - Simonsway EB	533	154	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	0	1
	B - Atlas Park	53	0	0
	C - Simonsway EB	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	7.26	0.1	0.5	A	37	55
B-A	0.07	23.30	0.1	0.8	C	15	23
C-A						494	741
C-B	0.39	13.37	0.6	2.9	B	141	212
A-B						96	145
A-C						431	646

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	30	8	0.00	591	0.051	30	0.0	0.1	6.415	A
B-A	13	3	0.00	343	0.037	12	0.0	0.1	16.663	C
C-A	405	101	0.00			405				
C-B	116	29	0.00	481	0.241	115	0.0	0.3	9.784	A
A-B	79	20	0.00			79				
A-C	354	88	0.00			354				

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	36	9	0.00	570	0.063	36	0.1	0.1	6.745	A
B-A	15	4	0.00	306	0.049	15	0.1	0.1	18.937	C
C-A	484	121	0.00			484				
C-B	138	35	0.00	463	0.299	138	0.3	0.4	11.047	B
A-B	94	24	0.00			94				
A-C	422	106	0.00			422				

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	44	11	0.00	540	0.082	44	0.1	0.1	7.262	A
B-A	19	5	0.00	255	0.073	18	0.1	0.1	23.247	C
C-A	593	148	0.00			593				
C-B	170	42	0.00	439	0.387	169	0.4	0.6	13.300	B
A-B	116	29	0.00			116				
A-C	517	129	0.00			517				

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	44	11	0.00	539	0.082	44	0.1	0.1	7.265	A
B-A	19	5	0.00	255	0.073	19	0.1	0.1	23.295	C
C-A	593	148	0.00			593				
C-B	170	42	0.00	439	0.387	170	0.6	0.6	13.372	B
A-B	116	29	0.00			116				
A-C	517	129	0.00			517				

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	36	9	0.00	569	0.063	36	0.1	0.1	6.754	A
B-A	15	4	0.00	306	0.050	15	0.1	0.1	18.986	C
C-A	484	121	0.00			484				
C-B	138	35	0.00	463	0.299	139	0.6	0.4	11.130	B
A-B	94	24	0.00			94				
A-C	422	106	0.00			422				

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	30	8	0.00	591	0.051	30	0.1	0.1	6.424	A
B-A	13	3	0.00	342	0.037	13	0.1	0.1	16.716	C
C-A	405	101	0.00			405				
C-B	116	29	0.00	481	0.241	116	0.4	0.3	9.875	A
A-B	79	20	0.00			79				
A-C	354	88	0.00			354				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05		N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06		N/A	N/A
C-B	0.31	0.00	0.00	0.31	0.31		N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.25	0.45	0.48		N/A	N/A
B-A	0.08	0.04	0.39	0.70	0.73		N/A	N/A
C-B	0.42	0.00	0.00	0.42	0.42		N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.03	0.26	0.47	0.49		N/A	N/A
B-A	0.12	0.04	0.40	0.72	0.76		N/A	N/A
C-B	0.62	0.03	0.26	0.62	0.62		N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	0.00	0.00	0.09	0.09		N/A	N/A
B-A	0.12	0.04	0.38	0.69	0.73		N/A	N/A
C-B	0.62	0.03	0.29	1.30	2.87		N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07		N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08		N/A	N/A
C-B	0.43	0.03	0.32	1.05	1.27		N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05		N/A	N/A
B-A	0.06	0.00	0.00	0.06	0.06		N/A	N/A
C-B	0.32	0.03	0.26	0.46	0.49		N/A	N/A

■ D4 - 2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	32	Stream B-A	1.80	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)	Results for central hour only	Locked	Run automatically
D4	2026	Base	PM	ONE HOUR	15:45	17:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Simonsway WB		ONE HOUR	✓	536	100.000
B - Atlas Park		ONE HOUR	✓	179	100.000
C - Simonsway EB		ONE HOUR	✓	716	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	38	498
	B - Atlas Park	64	0	115
	C - Simonsway EB	674	42	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	0	0
	B - Atlas Park	0	0	0
	C - Simonsway EB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.25	9.42	0.3	1.5	A	106	158
B-A	0.25	17.43	0.3	1.5	C	59	88
C-A						618	928
C-B	0.10	8.97	0.1	0.5	A	39	58
A-B						35	52
A-C						457	685

Main Results for each time segment

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	87	22	0.00	571	0.152	86	0.0	0.2	7.412	A
B-A	48	12	0.00	359	0.134	48	0.0	0.2	11.538	B
C-A	507	127	0.00			507				
C-B	32	8	0.00	488	0.065	31	0.0	0.1	7.884	A
A-B	29	7	0.00			29				
A-C	375	94	0.00			375				

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	103	26	0.00	546	0.189	103	0.2	0.2	8.132	A
B-A	58	14	0.00	325	0.177	57	0.2	0.2	13.457	B
C-A	606	151	0.00			606				
C-B	38	9	0.00	471	0.080	38	0.1	0.1	8.309	A
A-B	34	9	0.00			34				
A-C	448	112	0.00			448				

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	127	32	0.00	509	0.249	126	0.2	0.3	9.389	A
B-A	70	18	0.00	277	0.254	70	0.2	0.3	17.353	C
C-A	742	186	0.00			742				
C-B	46	12	0.00	448	0.103	46	0.1	0.1	8.963	A
A-B	42	10	0.00			42				
A-C	548	137	0.00			548				

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	127	32	0.00	509	0.249	127	0.3	0.3	9.415	A
B-A	70	18	0.00	277	0.254	70	0.3	0.3	17.430	C
C-A	742	186	0.00			742				
C-B	46	12	0.00	448	0.103	46	0.1	0.1	8.966	A
A-B	42	10	0.00			42				
A-C	548	137	0.00			548				

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	103	26	0.00	545	0.190	104	0.3	0.2	8.163	A
B-A	58	14	0.00	325	0.177	58	0.3	0.2	13.530	B
C-A	606	151	0.00			606				
C-B	38	9	0.00	471	0.080	38	0.1	0.1	8.315	A
A-B	34	9	0.00			34				
A-C	448	112	0.00			448				

17:00 - 17:15

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	87	22	0.00	570	0.152	87	0.2	0.2	7.450	A
B-A	48	12	0.00	359	0.134	48	0.2	0.2	11.602	B
C-A	507	127	0.00			507				
C-B	32	8	0.00	488	0.065	32	0.1	0.1	7.898	A
A-B	29	7	0.00			29				
A-C	375	94	0.00			375				

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18		N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15		N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07		N/A	N/A

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23		N/A	N/A
B-A	0.21	0.00	0.00	0.21	0.21		N/A	N/A
C-B	0.09	0.03	0.26	0.46	0.49		N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	0.03	0.26	0.46	0.49		N/A	N/A
B-A	0.33	0.03	0.26	0.47	0.49		N/A	N/A
C-B	0.11	0.03	0.26	0.47	0.49		N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	0.03	0.31	1.15	1.46		N/A	N/A
B-A	0.34	0.03	0.31	1.17	1.48		N/A	N/A
C-B	0.11	0.03	0.25	0.45	0.48		N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.00	0.00	0.24	0.24		N/A	N/A
B-A	0.22	0.00	0.00	0.22	0.22		N/A	N/A
C-B	0.09	0.00	0.00	0.09	0.09		N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18		N/A	N/A
B-A	0.16	0.00	0.00	0.16	0.16		N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07		N/A	N/A

■ D5 - Future | Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	34	Stream B-A	1.84	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)	Results for central hour only	Locked	Run automatically
D5	Future	Committed	PM	ONE HOUR	15:45	17:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Simonsway WB		ONE HOUR	✓	543	100.000
B - Atlas Park		ONE HOUR	✓	179	100.000
C - Simonsway EB		ONE HOUR	✓	665	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	38	505
	B - Atlas Park	64	0	115
	C - Simonsway EB	623	42	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	0	0
	B - Atlas Park	0	0	0
	C - Simonsway EB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.25	9.44	0.3	1.5	A	106	158
B-A	0.25	16.90	0.3	1.5	C	59	88
C-A						572	858
C-B	0.10	9.00	0.1	0.5	A	39	58
A-B						35	52
A-C						463	695

Main Results for each time segment

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	87	22	0.00	570	0.152	86	0.0	0.2	7.428	A
B-A	48	12	0.00	363	0.133	48	0.0	0.2	11.374	B
C-A	469	117	0.00			469				
C-B	32	8	0.00	487	0.065	31	0.0	0.1	7.904	A
A-B	29	7	0.00			29				
A-C	380	95	0.00			380				

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	103	26	0.00	544	0.190	103	0.2	0.2	8.153	A
B-A	58	14	0.00	330	0.174	57	0.2	0.2	13.196	B
C-A	560	140	0.00			560				
C-B	38	9	0.00	470	0.080	38	0.1	0.1	8.335	A
A-B	34	9	0.00			34				
A-C	454	113	0.00			454				

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	127	32	0.00	508	0.249	126	0.2	0.3	9.415	A
B-A	70	18	0.00	283	0.249	70	0.2	0.3	16.828	C
C-A	686	171	0.00			686				
C-B	46	12	0.00	446	0.104	46	0.1	0.1	8.999	A
A-B	42	10	0.00			42				
A-C	556	139	0.00			556				

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	127	32	0.00	508	0.249	127	0.3	0.3	9.441	A
B-A	70	18	0.00	283	0.249	70	0.3	0.3	16.898	C
C-A	686	171	0.00			686				
C-B	46	12	0.00	446	0.104	46	0.1	0.1	9.003	A
A-B	42	10	0.00			42				
A-C	556	139	0.00			556				

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	103	26	0.00	544	0.190	104	0.3	0.2	8.182	A
B-A	58	14	0.00	330	0.174	58	0.3	0.2	13.263	B
C-A	560	140	0.00			560				
C-B	38	9	0.00	470	0.080	38	0.1	0.1	8.343	A
A-B	34	9	0.00			34				
A-C	454	113	0.00			454				

17:00 - 17:15

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	87	22	0.00	569	0.152	87	0.2	0.2	7.466	A
B-A	48	12	0.00	363	0.133	48	0.2	0.2	11.435	B
C-A	469	117	0.00			469				
C-B	32	8	0.00	487	0.065	32	0.1	0.1	7.916	A
A-B	29	7	0.00			29				
A-C	380	95	0.00			380				

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18		N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15		N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07		N/A	N/A

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.00	0.00	0.23	0.23		N/A	N/A
B-A	0.21	0.00	0.00	0.21	0.21		N/A	N/A
C-B	0.09	0.03	0.26	0.46	0.49		N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	0.03	0.26	0.46	0.49		N/A	N/A
B-A	0.32	0.03	0.26	0.47	0.49		N/A	N/A
C-B	0.11	0.03	0.26	0.47	0.49		N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	0.03	0.31	1.15	1.46		N/A	N/A
B-A	0.33	0.03	0.31	1.14	1.45		N/A	N/A
C-B	0.12	0.03	0.25	0.45	0.48		N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	0.00	0.00	0.24	0.24		N/A	N/A
B-A	0.21	0.00	0.00	0.21	0.21		N/A	N/A
C-B	0.09	0.00	0.00	0.09	0.09		N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.18	0.00	0.00	0.18	0.18		N/A	N/A
B-A	0.15	0.00	0.00	0.15	0.15		N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07		N/A	N/A

■ D6 - Future | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.30	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	28	Stream B-A	1.30	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)	Results for central hour only	Locked	Run automatically
D6	Future	With Development	PM	ONE HOUR	15:45	17:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Simonsway WB		ONE HOUR	✓	641	100.000
B - Atlas Park		ONE HOUR	✓	128	100.000
C - Simonsway EB		ONE HOUR	✓	687	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	22	619
	B - Atlas Park	46	0	82
	C - Simonsway EB	662	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Simonsway WB	B - Atlas Park	C - Simonsway EB
From	A - Simonsway WB	0	0	0
	B - Atlas Park	6	0	0
	C - Simonsway EB	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	9.16	0.2	1.0	A	75	113
B-A	0.21	18.85	0.3	1.3	C	45	67
C-A						607	911
C-B	0.07	9.10	0.1	0.5	A	23	34
A-B						20	30
A-C						568	852

Main Results for each time segment

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	62	15	0.00	552	0.112	61	0.0	0.1	7.328	A
B-A	37	9	0.00	345	0.106	36	0.0	0.1	12.333	B
C-A	498	125	0.00			498				
C-B	19	5	0.00	471	0.040	19	0.0	0.0	7.961	A
A-B	17	4	0.00			17				
A-C	466	117	0.00			466				

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	74	18	0.00	524	0.141	74	0.1	0.2	7.995	A
B-A	44	11	0.00	308	0.142	44	0.1	0.2	14.437	B
C-A	595	149	0.00			595				
C-B	22	6	0.00	451	0.050	22	0.0	0.1	8.404	A
A-B	20	5	0.00			20				
A-C	556	139	0.00			556				

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	90	23	0.00	483	0.187	90	0.2	0.2	9.147	A
B-A	54	13	0.00	256	0.210	53	0.2	0.3	18.776	C
C-A	729	182	0.00			729				
C-B	28	7	0.00	423	0.065	27	0.1	0.1	9.101	A
A-B	24	6	0.00			24				
A-C	682	170	0.00			682				

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	90	23	0.00	483	0.187	90	0.2	0.2	9.164	A
B-A	54	13	0.00	256	0.210	54	0.3	0.3	18.846	C
C-A	729	182	0.00			729				
C-B	28	7	0.00	423	0.065	28	0.1	0.1	9.102	A
A-B	24	6	0.00			24				
A-C	682	170	0.00			682				

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	74	18	0.00	523	0.141	74	0.2	0.2	8.016	A
B-A	44	11	0.00	308	0.142	44	0.3	0.2	14.500	B
C-A	595	149	0.00			595				
C-B	22	6	0.00	451	0.050	23	0.1	0.1	8.410	A
A-B	20	5	0.00			20				
A-C	556	139	0.00			556				

17:00 - 17:15

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	62	15	0.00	551	0.112	62	0.2	0.1	7.357	A
B-A	37	9	0.00	345	0.106	37	0.2	0.1	12.389	B
C-A	498	125	0.00			498				
C-B	19	5	0.00	471	0.040	19	0.1	0.0	7.967	A
A-B	17	4	0.00			17				
A-C	466	117	0.00			466				

Queue Variation Results for each time segment

15:45 - 16:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	0.00	0.00	0.12	0.12		N/A	N/A
B-A	0.12	0.00	0.00	0.12	0.12		N/A	N/A
C-B	0.04	0.00	0.00	0.04	0.04		N/A	N/A

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.16	0.00	0.00	0.16	0.16		N/A	N/A
B-A	0.17	0.00	0.00	0.17	0.17		N/A	N/A
C-B	0.05	0.03	0.25	0.45	0.48		N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.03	0.26	0.46	0.49		N/A	N/A
B-A	0.27	0.03	0.28	0.50	0.52		N/A	N/A
C-B	0.07	0.03	0.26	0.47	0.49		N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.23	0.03	0.28	0.55	1.03		N/A	N/A
B-A	0.28	0.03	0.32	0.97	1.31		N/A	N/A
C-B	0.07	0.00	0.00	0.07	0.07		N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.17	0.00	0.00	0.17	0.17		N/A	N/A
B-A	0.18	0.00	0.00	0.18	0.18		N/A	N/A
C-B	0.05	0.00	0.00	0.05	0.05		N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	0.00	0.00	0.13	0.13		N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13		N/A	N/A
C-B	0.04	0.00	0.00	0.04	0.04		N/A	N/A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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Filename: M010-SG-Proposed Access (260827).j11
Path: C:\Users\SheilaGough\OneDrive - TTP Consulting\Staff Site - 5672 - Atlas Park, Wythenshawe\Modelling
Report generation date: 01/09/2026 19:53:33

»D1 - Future | With Development | AM
»D2 - Future | With Development | PM
»D3 - Future | With Development Sensitivity | AM
»D4 - Future | With Development Sensitivity | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Future - With Development													
Stream B-AC	D1	0.2	1.0	9.48	0.19	A	59 %	D2	0.9	3.8	16.36	0.47	C	24 %
Stream C-AB		0.9	3.5	6.50	0.35	A	[Stream C-AB]		0.3	1.2	4.20	0.13	A	[Stream B-AC]
	Future - With Development Sensitivity													
Stream B-AC	D3	0.2	1.1	9.72	0.19	A	55 %	D4	0.9	4.1	17.24	0.48	C	22 %
Stream C-AB		1.0	4.1	6.82	0.36	A	[Stream C-AB]		0.4	1.3	4.30	0.14	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	27/08/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SheilaGough
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	Veh	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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75	✓				✓	Delay	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)	Results for central hour only	Locked	Run automatically
D1	Future	With Development	AM	ONE HOUR	07:30	09:00	15			✓
D2	Future	With Development	PM	ONE HOUR	15:45	17:15	15			✓
D3	Future	With Development Sensitivity	AM	ONE HOUR	07:30	09:00	15			✓
D4	Future	With Development Sensitivity	PM	ONE HOUR	15:45	17:15	15			✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Locked	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1		✓			100.000	100.000

■ D1 - Future | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	59	Stream C-AB	1.86	A

Arms

Arms

Arm	Name	Arm type
A	Simonsway WB	Major
B	Altas Park Access	Minor
C	Simonsway EB	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	6.72			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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	570	0.101	0.254	0.160	0.363
B-C	721	0.107	0.271	-	-
C-B	690	0.259	0.259	-	-

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)	Results for central hour only	Locked	Run automatically
D1	Future	With Development	AM	ONE HOUR	07:30	09:00	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	589	100.000
B		ONE HOUR	✓	79	100.000
C		ONE HOUR	✓	544	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	81	508
	B	17	0	62
	C	425	119	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A	B	C
From	A	0	12	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	9.48	0.2	1.0	A	72	109
C-AB	0.35	6.50	0.9	3.5	A	217	325
C-A						286	429
A-B						83	125
A-C						471	706

D2 - Future | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.32	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	Stream B-AC	2.32	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)	Results for central hour only	Locked	Run automatically
D2	Future	With Development	PM	ONE HOUR	15:45	17:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	562	100.000
B		ONE HOUR	✓	178	100.000
C		ONE HOUR	✓	707	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	527
	B	64	0	114
	C	669	38	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A	B	C
From	A	0	8	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.47	16.36	0.9	3.8	C	163	245
C-AB	0.13	4.20	0.3	1.2	A	98	147
C-A						551	826
A-B						35	52
A-C						484	725

■ D3 - Future | With Development Sensitivity | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.99	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	Stream C-AB	1.99	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)	Results for central hour only	Locked	Run automatically
D3	Future	With Development Sensitivity	AM	ONE HOUR	07:30	09:00	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	589	100.000
B		ONE HOUR	✓	79	100.000
C		ONE HOUR	✓	544	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	81	508
	B	17	0	62
	C	425	119	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A	B	C
From	A	0	12	1
	B	5	0	0
	C	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	9.72	0.2	1.1	A	73	110
C-AB	0.36	6.82	1.0	4.1	A	228	342
C-A						281	421
A-B						83	125
A-C						471	706

■ D4 - Future | With Development Sensitivity | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	22	Stream B-AC	2.48	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)	Results for central hour only	Locked	Run automatically
D4	Future	With Development Sensitivity	PM	ONE HOUR	15:45	17:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	562	100.000
B		ONE HOUR	✓	178	100.000
C		ONE HOUR	✓	707	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	527
	B	64	0	114
	C	669	38	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A	B	C
From	A	0	8	0
	B	5	0	0
	C	0	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.48	17.24	0.9	4.1	C	166	249
C-AB	0.14	4.30	0.4	1.3	A	103	155
C-A						547	821
A-B						35	52
A-C						484	725