



TECHNICAL NOTE

DATE:	29 September 2022	CONFIDENTIALITY:	Restricted
SUBJECT:	Updates to South Heywood Link Road model as part of Drop in application		
PROJECT:	Heywood Drop in application 2022	AUTHOR:	Narendra Sadhale
CHECKED:	Narendra Sadhale	APPROVED:	

SATURN MODELLING SUPPORT FOR S73 APPLICATION

In the interests of ensuring a straightforward and consistent assessment, it is proposed to adopt the same modelling methodology as the previous application.

The following network changes to the 2038 models have been coded and forecast flows extracted for necessary junction modelling and AQ assessments to be undertaken.

1. Include the Simister island improvements in the 2038 forecast models- For consistency, Simister island coding is based on the coding provided by TfGM's consultants.
2. Network coding to reflect the signal-controlled junction; and
3. Traffic growth factors calculated using the latest version of Temprow (version 7.2);
4. Update PPM, PPK values consistent with May 2022 WebTAG guidance.

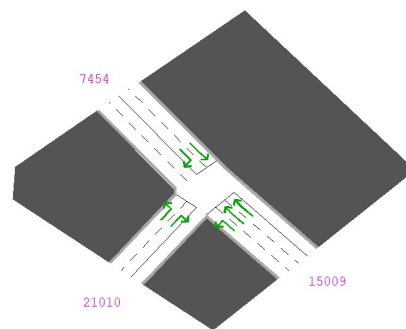
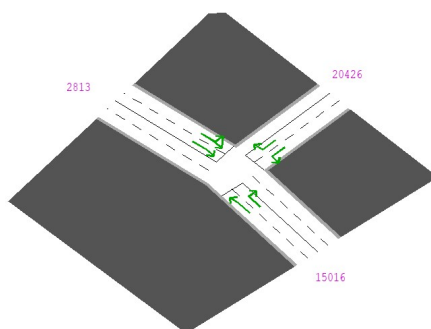
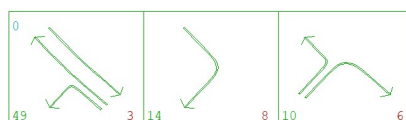
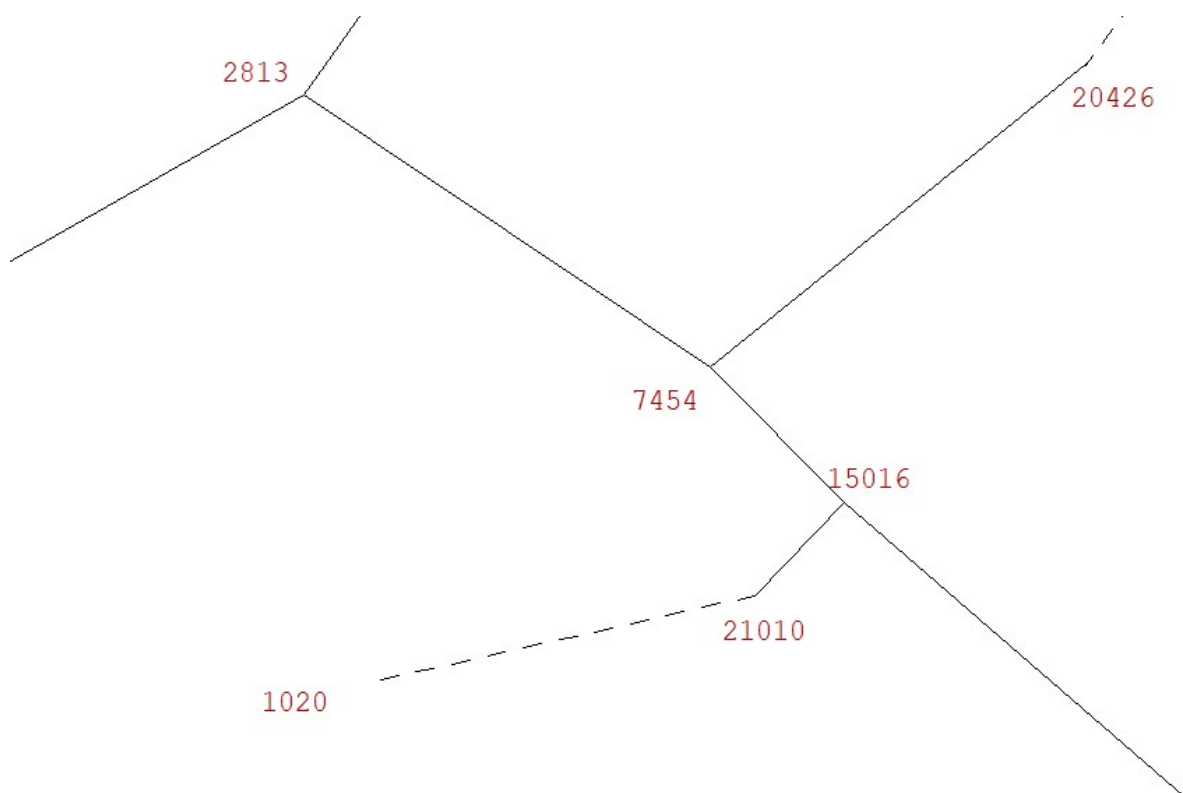
Further details of these amendments are set out below.

Network Coding for Signal Controlled Junction

In the consented application, the two junctions of Harehills Road/ Hilltop Road and Harehills Road/ Development Access (node 7454 and 15016) are coded as simple priority junctions.

It is proposed to convert these into to a staggered signalised junction. Hence in the SATURN model, the junction has been coded as two separate junctions (as shown in Figure 1 below).

Figure 1 – Coding of signal-controlled junction in SHTM



Traffic Growth Factors

For the 2016 application, the then current version of Temprowas v6.2, which provided the growth factors shown in Table 1 below.

Table 1 – Traffic Growth Factors adopted for 2016 consent

	Area	UC1		UC2		UC3	
		Origin	Destination	Origin	Destination	Origin	Destination
AM	GB	1.122	1.122	1.157	1.157	1.206	1.206
	Bury	1.118	1.135	1.156	1.167	1.151	1.156
	Manchester	1.350	1.146	1.327	1.174	1.276	1.193
	Oldham	1.150	1.137	1.181	1.167	1.161	1.161
	Rochdale	1.127	1.139	1.163	1.171	1.152	1.172
IP	GB	1.106	1.106	1.143	1.143	1.216	1.216
	Bury	1.104	1.102	1.142	1.141	1.166	1.166
	Manchester	1.190	1.225	1.176	1.182	1.230	1.239
	Oldham	1.118	1.122	1.148	1.148	1.171	1.171
	Rochdale	1.111	1.107	1.148	1.146	1.165	1.163
PM	GB	1.109	1.109	1.149	1.149	1.189	1.189
	Bury	1.119	1.105	1.151	1.142	1.154	1.153
	Manchester	1.144	1.340	1.166	1.281	1.220	1.255
	Oldham	1.123	1.136	1.154	1.162	1.159	1.159
	Rochdale	1.123	1.111	1.156	1.148	1.154	1.149

At the time of writing, the latest version of Temprowas v7.2, which provides the growth factors set out in Table 2 below. These have been adopted in the current model run:

Table 2 – Traffic Growth Factors adopted for 2022 update

	Area	UC1		UC2		UC3	
		Origin	Destination	Origin	Destination	Origin	Destination
AM	GB	1.134	1.134	1.171	1.171	1.222	1.222
	Bury	1.128	1.150	1.167	1.183	1.167	1.178
	Manchester	1.415	1.165	1.381	1.194	1.329	1.219
	Oldham	1.164	1.152	1.196	1.184	1.181	1.182
	Rochdale	1.138	1.154	1.176	1.187	1.168	1.189
IP	GB	1.116	1.116	1.156	1.156	1.230	1.230

	Bury	1.114	1.110	1.155	1.154	1.184	1.183
	Manchester	1.219	1.263	1.198	1.206	1.268	1.278
	Oldham	1.129	1.132	1.163	1.161	1.191	1.191
	Rochdale	1.120	1.117	1.161	1.160	1.182	1.180
PM	GB	1.120	1.120	1.162	1.162	1.203	1.203
	Bury	1.131	1.112	1.166	1.153	1.171	1.167
	Manchester	1.163	1.405	1.185	1.326	1.254	1.299
	Oldham	1.135	1.148	1.169	1.176	1.177	1.178
	Rochdale	1.135	1.120	1.171	1.160	1.170	1.163

The LGV and HGV growth factors have also been updated to the latest Road Traffic Forecast 2018 (RTF). Table 3 below shows the comparison of the LGV/ HGV factors between the consented and updated model runs for years 2014 to 2038

Table 3 – Comparison of RTF growth factors

	2016, consented	2022, Updated
LGV	1.6210	1.3690
HGV	1.1975	1.0096



2016 Outline Planning Consent (85th Percentile Trip Rates)

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	0.184	0.502	0.687	0.203	0.198	0.401	0.484	0.309	0.793
B8 Dist	0.191	0.119	0.309	0.169	0.137	0.306	0.108	0.2	0.307
B2 Emp	0.665	0.349	1.014	0.371	0.374	0.744	0.165	0.507	0.672

Total Employment	135,460	sqm
B8 Development	116,500	86.0%
B2 Development	18,960	14.0%
Resi	1,000	homes

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	184	502	687	203	198	401	484	309	793
B8 Dist	223	139	360	197	160	356	126	233	358
B2 Emp	126	66	192	70	71	141	31	96	127
Total Development	533	707	1239	470	429	899	641	638	1278

To / From Hareshill Road / SHLR	Sqm	Sqft
B8 Development	84,500	909,551
B2 Development	18,960	204,084
	103,460	1,113,635

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
B8 Dist	161	101	261	143	116	259	91	169	259
B2 Emp	126	66	192	70	71	141	31	96	127
Total Employment	287	167	453	213	187	400	123	265	387

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
B8 Dist	61	38	99	54	44	98	35	64	98
B2 Emp	0	0	0	0	0	0	0	0	0
Total Employment	61	38	99	54	44	98	35	64	98

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
1000 Resi	0.008	0.006	0.015	0.005	0.006	0.011	0	0.007	0.007
88 Dist	0.091	0.062	0.153	0.08	0.062	0.142	0.067	0.061	0.128
82 Emp	0.031	0.029	0.06	0.033	0.038	0.071	0.023	0.016	0.039

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	8	6	15	5	6	11	0	7	7
88 Dist	106	72	178	93	72	165	78	71	149
82 Emp	6	5	11	6	7	13	4	3	7
Total Development	120	84	205	104	85	190	82	81	164

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
B8 Dist	77	52	129	68	52	120	57	52	108
B2 Emp	6	5	11	6	7	13	4	3	7
Total Employment	83	58	141	74	60	133	61	55	116

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
B8 Dist	29	20	49	26	20	45	21	20	41
B2 Emp	0	0	0	0	0	0	0	0	0
Total Employment	29	20	49	26	20	45	21	20	41

[illegible]



APPENDIX TA6: 2038 'BASELINE CONSENTED' PREDICTED MODEL (ACTUAL FLOWS) TRAFFIC LEVELS COMPARED TO GUIDELINE LINK CAPACITY THRESHOLDS

	Route	Direction	Carriageway Width	Class (UAP)	AM Peak			Inter-Peak			PM Peak		
Link Ref	Local Road Network & SHLR				Capacity	Baseline Consented	% Capacity	Capacity	Baseline Consented	% Capacity	Capacity	Baseline Consented	% Capacity
A	SHLR (A6045 to M62 J19)	EB	7.3	UAP 2	1470	1,092	74%	1470	736	50%	1470	891	61%
		WB	7.3	UAP 2	980	970	99%	980	598	61%	980	915	93%
B	SHLR (West of Junction with A6045 Manchester Road)	SB	7.3	UAP 2	1470	884	60%	1470	723	49%	1470	887	60%
		NB	7.3	UAP 2	980	845	86%	980	629	64%	980	765	78%
C	SHLR (South East of SH Employment Junction)	SB	7.3	UAP 2	1470	742	50%	1470	711	48%	1470	870	59%
		NB	7.3	UAP 2	980	861	88%	980	614	63%	980	677	69%
D	SHLR (South of Pilsworth Road Junction)	SB	7.3	UAP 2	1470	782	53%	1470	677	46%	980	649	66%
		NB	7.3	UAP 2	980	691	71%	980	517	53%	1470	729	50%
E	Pilsworth Road (Between SHLR & Heywood Distribution Park)	EB	7.3	UAP 2	980	495	51%	1470	556	38%	1470	708	48%
		WB	7.3	UAP 2	1470	628	43%	980	360	37%	980	370	38%
F	Pilsworth Road (Between Heywood Distribution Park & Plot 3 Access)	EB	7.3	UAP 2	980	589	60%	980	590	60%	980	568	58%
		WB	7.3	UAP 2	1470	409	28%	1470	444	30%	1470	411	28%
G	Pilsworth Road (Between Plot 3 Access to 3-Arrows)	EB	7.3	UAP 2	980	612	62%	980	611	62%	980	563	57%
		WB	7.3	UAP 2	1470	411	28%	1470	454	31%	1470	438	30%
H	Pilsworth Road (North of 3-Arrows Junction)	EB/SB	7.6	UAP 3	1300	798	61%	1300	738	57%	1300	655	50%
		WB/NB	7.6	UAP 3	867	410	47%	867	541	62%	867	579	67%
I	M66 J3 Connector Road (East of Junction with Pilsworth Road)	EB	7.3	UAP 1	1590	554	35%	1590	431	27%	1590	561	35%
		WB	7.3	UAP 1	1060	439	41%	1060	384	36%	1060	379	36%
J	Moss Hall Lane (North of Junction with Pilsworth Road)	SB	6.1	UAP 3	600	324	54%	600	329	55%	600	368	61%
		NB	6.1	UAP 3	900	161	18%	900	200	22%	900	369	41%
N	Pilsworth Road (Immediately West of M66 J3)	EB	7.3	UAP 2	1470	1,087	74%	1470	1092	74%	1470	1647	112%
		WB	7.3	UAP 2	980	1,013	103%	980	801	82%	980	388	40%
O	Moss Hall Lane (Immediately South of 3-Arrows Junction)	SB	7.4	UAP3	1300	307	24%	1300	172	13%	867	208	24%
		NB	7.4	UAP3	867	120	14%	867	131	15%	1300	258	20%
P	Pilsworth Road (Immediately North of Junction with SHLR)	Shuttle	3.5	UAP 3	1100	998	91%	1100	658	60%	1100	994	90%
Q	Whittle Lane (West of Junction with A6045 Manchester Road)	SB	6.8	UAP 3	1110	184	17%	1110	180	16%	1110	280	25%
		NB	6.8	UAP 3	740	151	20%	740	116	16%	740	219	30%
R	A6045 Manchester Road (Immediately North of Junction with SHLR)	EB	7.3	UAP 3	867	480	55%	867	315	36%	867	628	72%
		WB	7.3	UAP 3	1300	587	45%	1300	301	23%	1300	350	27%
S	A6045 Manchester Road (Immediately South of Junction with SHLR)	SB	7.3	UAP 3	1300	398	31%	867	296	34%	867	314	36%
		NB	7.3	UAP 3	867	375	43%	1300	354	27%	1300	447	34%
T	A6045 Manchester Road (North of Junction with Coronation Avenue)	SB	7.3	UAP 3	867	695	80%	867	393	45%	867	626	72%
		NB	7.3	UAP 3	1300	860	66%	1300	588	45%	1300	1089	84%
U	A6046 Middleton Road (Immediately North of M62 J19)	SB	8.4	UAP 3	867	758	87%	867	424	49%	867	621	72%
		NB	8.4	UAP 3	1300	525	40%	1300	405	31%	1300	853	66%
V	A6046 Hollin Lane (Immediately South of M62 J19)	SB	7.3	UAP 3	1300	751	58%	867	463	53%	867	750	87%
		NB	7.3	UAP 3	867	745	86%	1300	486	37%	1300	867	67%
Z	Langley Lane (East of Junction with A6045)	EB	6.8	UAP 3	740	108	15%	1110	190	17%	1110	267	24%
		WB	6.8	UAP 3	1110	262	24%	740	125	17%	740	213	29%
A1	A6045 Manchester Road (Immediately South of Junction with Whittle Lane)	SB	7.3	UAP 3	1300	531	41%	1300	337	26%	867	434	50%
		NB	7.3	UAP 3	867	221	26%	867	397	46%	1300	608	47%
Link Ref	Strategic Highway Network*												
K1	M66 J3 NB Entry Slip	NB	1	Motorway	1350	555	41%	1350	584	43%	1350	1153	85%
K2	M66 J3 SB Entry Slip	SB	1	Motorway	1350	528	39%	1350	574	43%	1350	549	41%
K3	M66 J3 NB Exit Slip	NB	1	Motorway	1350	678	50%	1350	545	40%	1350	186	14%
K4	M66 J3 SB Exit Slip	SB	1	Motorway	1350	480	36%	1350	376	28%	1350	583	43%
L	M66 North of Junction 3 Slip Road Connections	SB	3	Motorway	5400	5,044	93%	5400	3474	64%	5400	4648	86%
		NB	3	Motorway	5400	4,154	77%	5400	3373	62%	5400	6104	113%
M	M66 South of Junction 3 Slip Road Connections	SB	3	Motorway	5400	5,091	94%	5400	3672	68%	5400	4613	85%
		NB	3	Motorway	5400	4,276	79%	5400	3334	62%	5400	5137	95%
X1	M62 J19 EB Entry Slip	EB	1	Motorway	1350	805	60%	1350	611	45%	1350	662	49%
X2	M62 J19 WB Entry Slip	WB	1	Motorway	1350	787	58%	1350	397	29%	1350	531	39%
X3	M62 J19 EB Exit Slip	EB	1	Motorway	1350	602	45%	1350	308	23%	1350	652	48%
X4	M62 J19 WB Exit Slip	WB	1	Motorway	1350	642	48%	1350	520	39%	1350	683	51%
W	M62 East of M62 J19 Slip Road Connections	EB	4	Motorway	7200	5,268	73%	7200	5428	75%	7200	5644	78%
		WB	4	Motorway	7200	5,537	77%	7200	5218	72%	7200	7229	100%
Y	M62 West of M62 J19 Slip Road Connections	EB	4	Motorway	7200	5,068	70%	7200	5127	71%	7200	5637	78%
		WB	4	Motorway	7200	5,682	79%	7200	5095	71%	7200	7077	98%

*Assumes that the maximum flow per lane for motorways is 1,800 vehicles per hour (as outlined in CD122) and 1350 vehicles per hour for slip roads



M62 J19

Merge Calculation

		AM Peak	Inter Peak	PM Peak
E/B entry-slip merge				
2038 'Baseline Consented'				
D1	Slip Road Merge Flow	805	611	662
E (EB)	M66 Upstream Mainline Flow	4466	4819	4985
W/B entry-slip merge				
2038 'Baseline Consented'				
D2	Slip Road Merge Flow	787	397	531
E (WB)	M66 Upstream Mainline Flow	4895	4698	6546

Diverge Calculation

		AM Peak	Inter Peak	PM Peak
E/B exit-slip diverge				
2038 'Baseline Consented'				
D3	Slip Road Diverge Flow	602	308	652
E (EB)	M66 Downstream Mainline Flow	4466	4819	4985
W/B exit-slip diverge				
2038 'Baseline Consented'				
D4	Slip Road Diverge Flow	642	520	683
E (WB)	M66 Downstream Mainline Flow	4895	4698	6546

M66 J3

Merge Calculation

		AM Peak	Inter Peak	PM Peak
N/B entry-slip merge				
2038 'Baseline Consented'				
H1	Slip Road Merge Flow	555	584	1153
I (NB)	M66 Upstream Mainline Flow	3598	2789	4951
S/B entry-slip merge				
2038 'Baseline Consented'				
H2	Slip Road Merge Flow	528	574	549
I (SB)	M66 Upstream Mainline Flow	4563	3098	4065

Diverge Calculation

		AM Peak	Inter Peak	PM Peak
N/B exit-slip diverge				
2038 'Baseline Consented'				
H3	Slip Road Diverge Flow	678	545	186
I (NB)	M66 Downstream Mainline Flow	3598	2789	4951
S/B exit-slip diverge				
2038 'Baseline Consented'				
H4	Slip Road Diverge Flow	480	376	583
I (SB)	M66 Downstream Mainline Flow	4563	3098	4065

M62 Junction 19

	Existing Provision		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	4	4	Layout A Option 1 (taper diverge)
EB Merge	4	4	Layout A Option 2 (2 lane taper merge)
WB Diverge	4	4	Layout A Option 1 (taper diverge)
WB Merge	4	4	Layout A Option 2 (2 lane taper merge)

	2038 'Baseline Consented' Suggested - AM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	3	3	A
EB Merge	3	3	B
WB Diverge	4	3	C
WB Merge	3	4	D

	2038 'Baseline Consented' Suggested - Inter Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	3	3	A
EB Merge	3	4	D
WB Diverge	3	3	A
WB Merge	3	3	A

	2038 'Baseline Consented' Suggested - PM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	4	3	C
EB Merge	3	4	D
WB Diverge	5	4	C
WB Merge	4	4	A

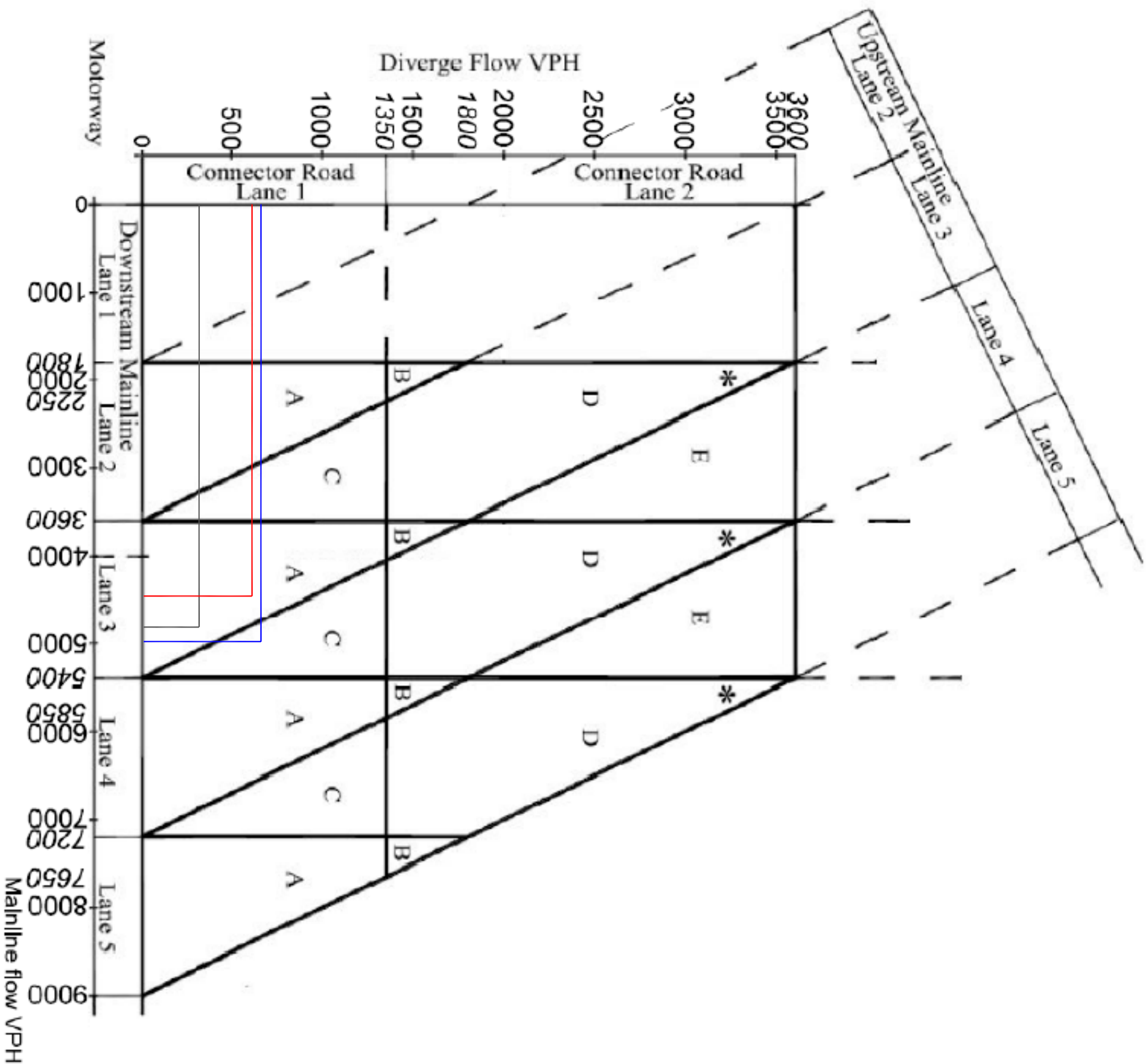
M66 Junction 3

	Existing Provision		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	3	3	Layout A Option 1 (taper diverge)
NB Merge	3	3	Layout A Option 2 (2 lane taper merge)
SB Diverge	3	3	Layout A Option 1 (taper diverge)
SB Merge	3	3	Layout A Option 2 (2 lane taper merge)

	2038 'Baseline Consented' Suggested - AM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	3	2	C
NB Merge	2	3	D
SB Diverge	3	3	A
SB Merge	3	3	A

	2038 'Baseline Consented' Suggested - Inter Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	2	2	A
NB Merge	2	2	A
SB Diverge	2	2	A
SB Merge	2	3	D

	2038 'Baseline Consented' Suggested - PM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	3	3	A
NB Merge	3	4	D
SB Diverge	3	3	A
SB Merge	3	3	A



Revision:
A -

- Key:
- 2038 Baseline Consented AM Peak
 - 2038 Do Something AM Peak
 - 2038 Baseline Consented Inter Peak
 - 2038 Do Something Inter Peak
 - 2038 Baseline Consented PM Peak
 - 2038 Do Something PM Peak

Client:
Russell Homes

Project:
South Heywood Development Site

Drawing Title:
M62 J19
Eastbound Diverge
2038 Baseline Consented

Drawing Number:
Appendix TA7_001

Date:
28.09.2022

Scale:
NTS

Drawn By:
LACB

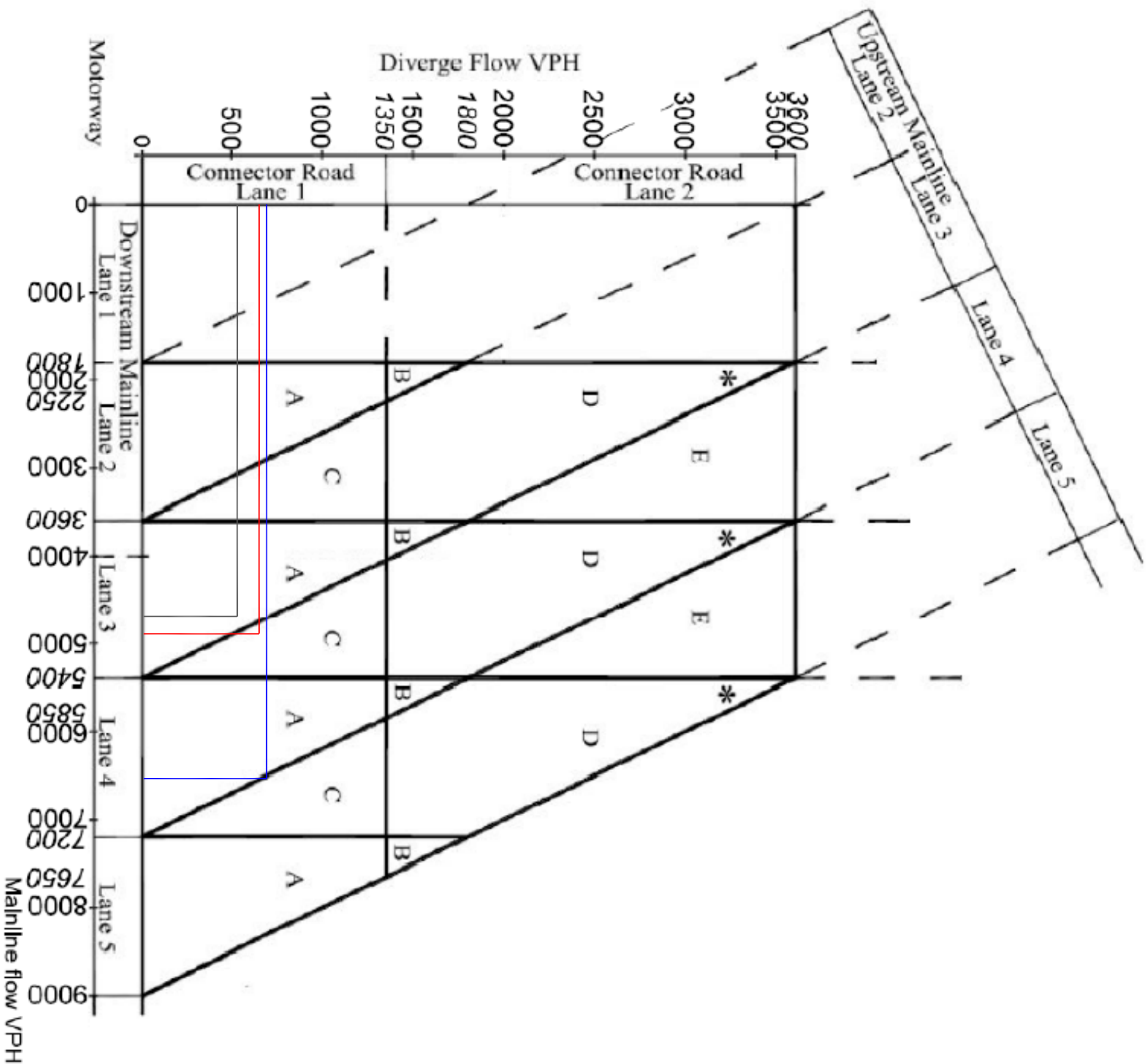
Checked By:
AB

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Revision: A -

- Key:
- 2038 Baseline Consented AM Peak
 - 2038 Do Something AM Peak
 - 2038 Baseline Consented Inter Peak
 - 2038 Do Something Inter Peak
 - 2038 Baseline Consented PM Peak
 - 2038 Do Something PM Peak

Client: Russell Homes

Project: South Heywood Development Site

Drawing Title: M62 J19 Westbound Diverge 2038 'Baseline Consented'

Drawing Number: Appendix TA7_002 Revision: -

Date: 28.09.2022 Scale: NTS

Drawn By: LACB Checked By: AB

Status: Information

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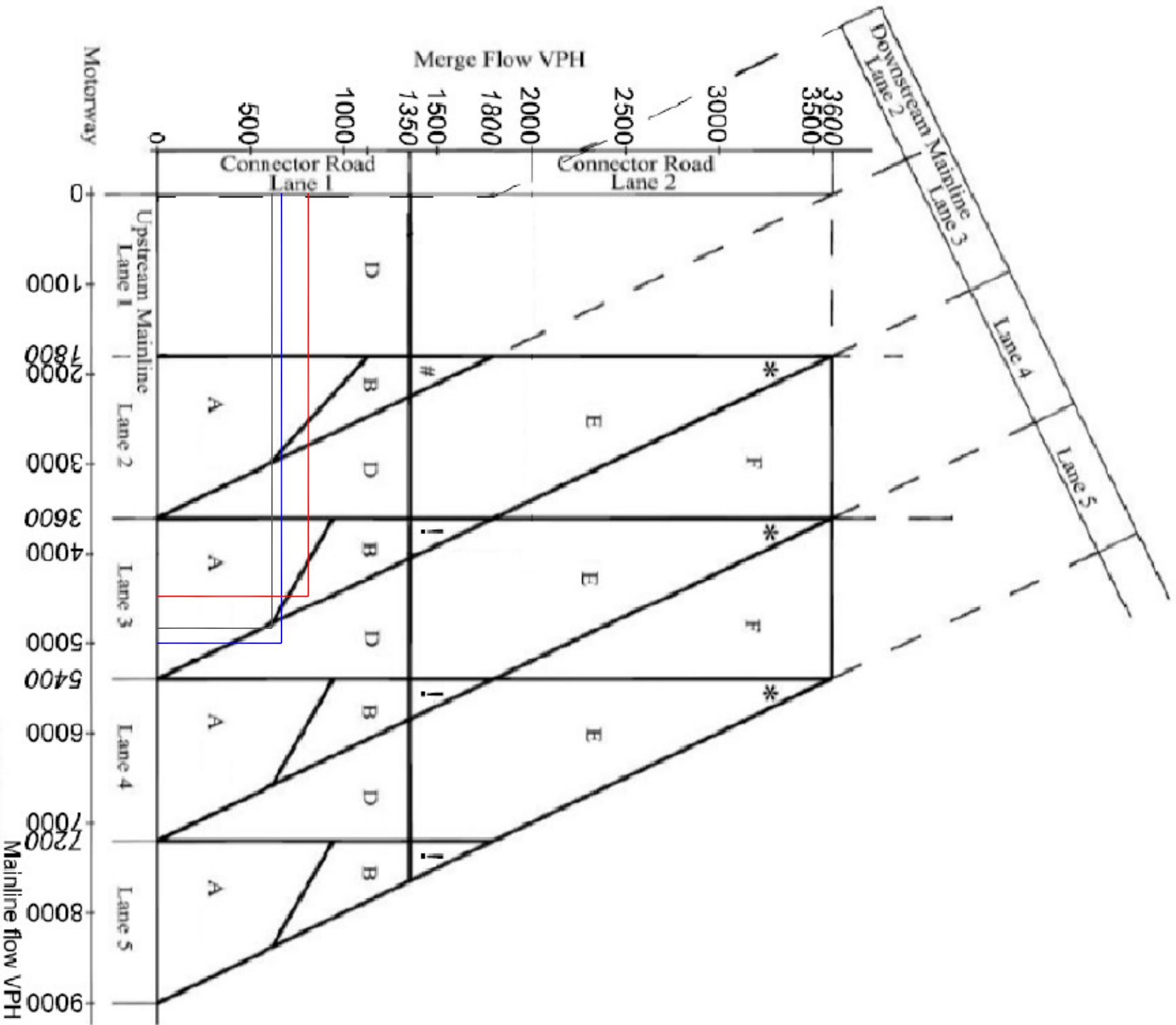


Revision:
A -

- Key:
- 2038 Baseline Consented AM Peak
 - 2038 Do Something AM Peak
 - 2038 Baseline Consented Inter Peak
 - 2038 Do Something Inter Peak
 - 2038 Baseline Consented PM Peak
 - 2038 Do Something PM Peak

Client: Russell Homes	
Project: South Heywood Development Area	
Drawing Title: M62 J19 Eastbound Merge 2038 'Baseline Consented'	
Drawing Number: Appendix TAZ_003	Revision: -
Date: 28.09.2022	Scale: NTS
Drawn By: LACB	Checked By: AB
Status: Information	

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Revision:
A -

Key:

- 2038 Baseline Consented AM Peak
- 2038 Do Something AM Peak
- 2038 Baseline Consented Inter Peak
- 2038 Do Something Inter Peak
- 2038 Baseline Consented PM Peak
- 2038 Do Something PM Peak

Client:
Russell Homes

Project:
South Heywood Development Area

Drawing Title:
M62 J19
Westbound Merge
2038 Baseline Consented

Drawing Number:
Appendix TA7_004

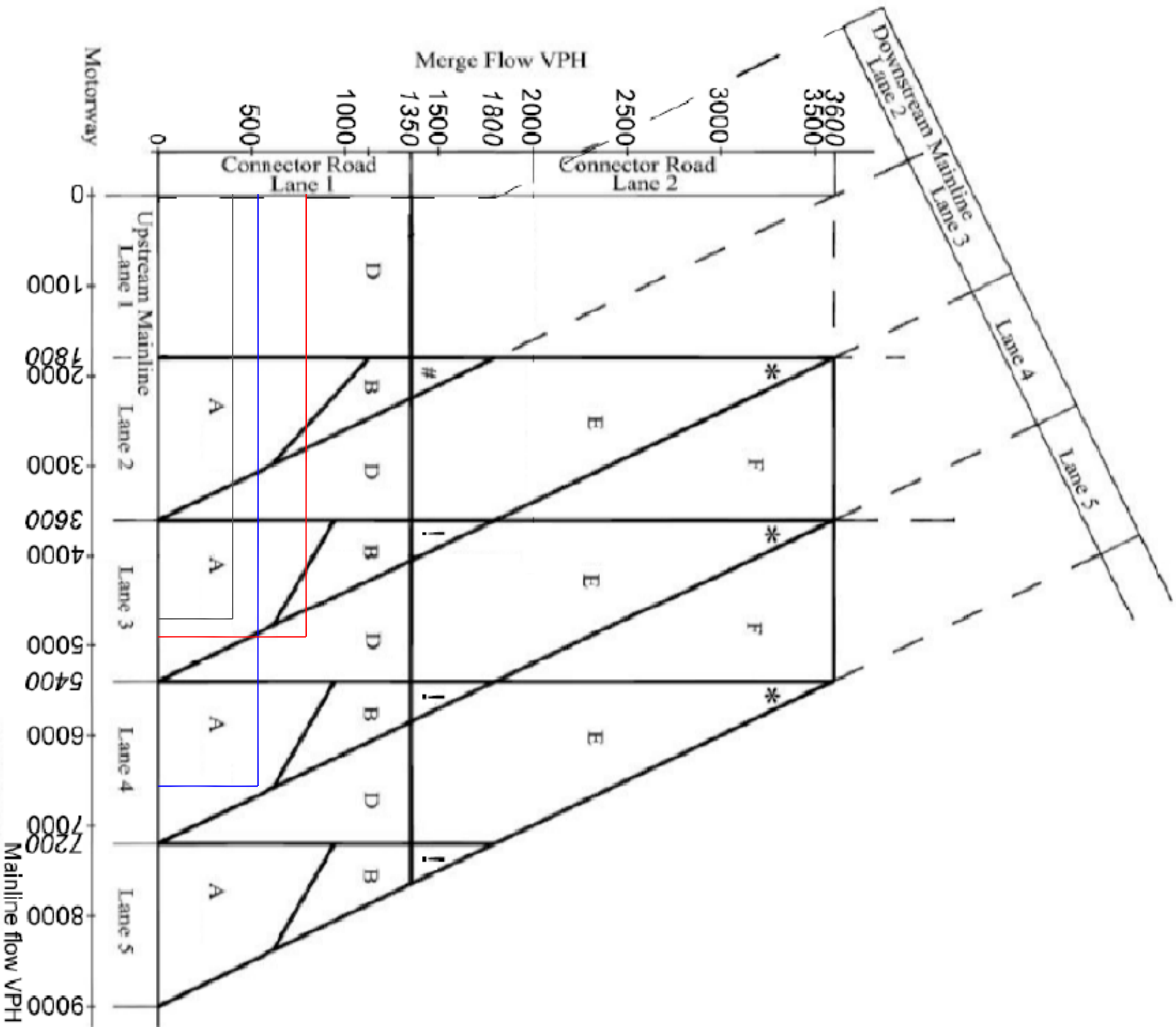
Date:
28.09.2022

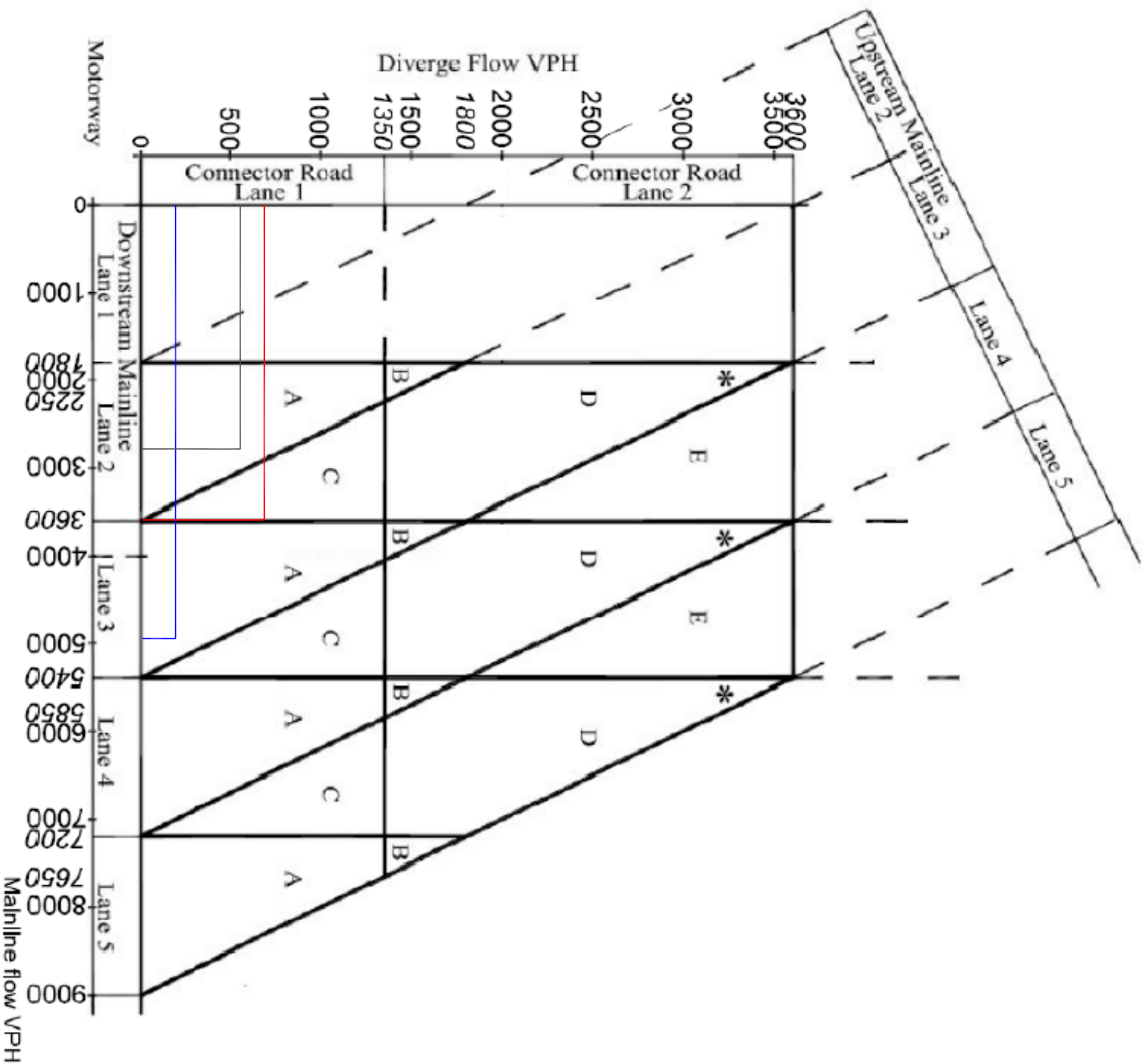
Drawn By:
LACB

Status:
Information

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Revision:
A -

Key:

- 2038 Baseline Consented AM Peak
- 2038 Do Something AM Peak
- 2038 Baseline Consented Inter Peak
- 2038 Do Something Inter Peak
- 2038 Baseline Consented PM Peak
- 2038 Do Something PM Peak

Client:
Russell Homes

Project:
South Heywood Development Area

Drawing Title:
M66 J3
Northbound Diverge
2038 Baseline Consented

Drawing Number:
Appendix TA7_005

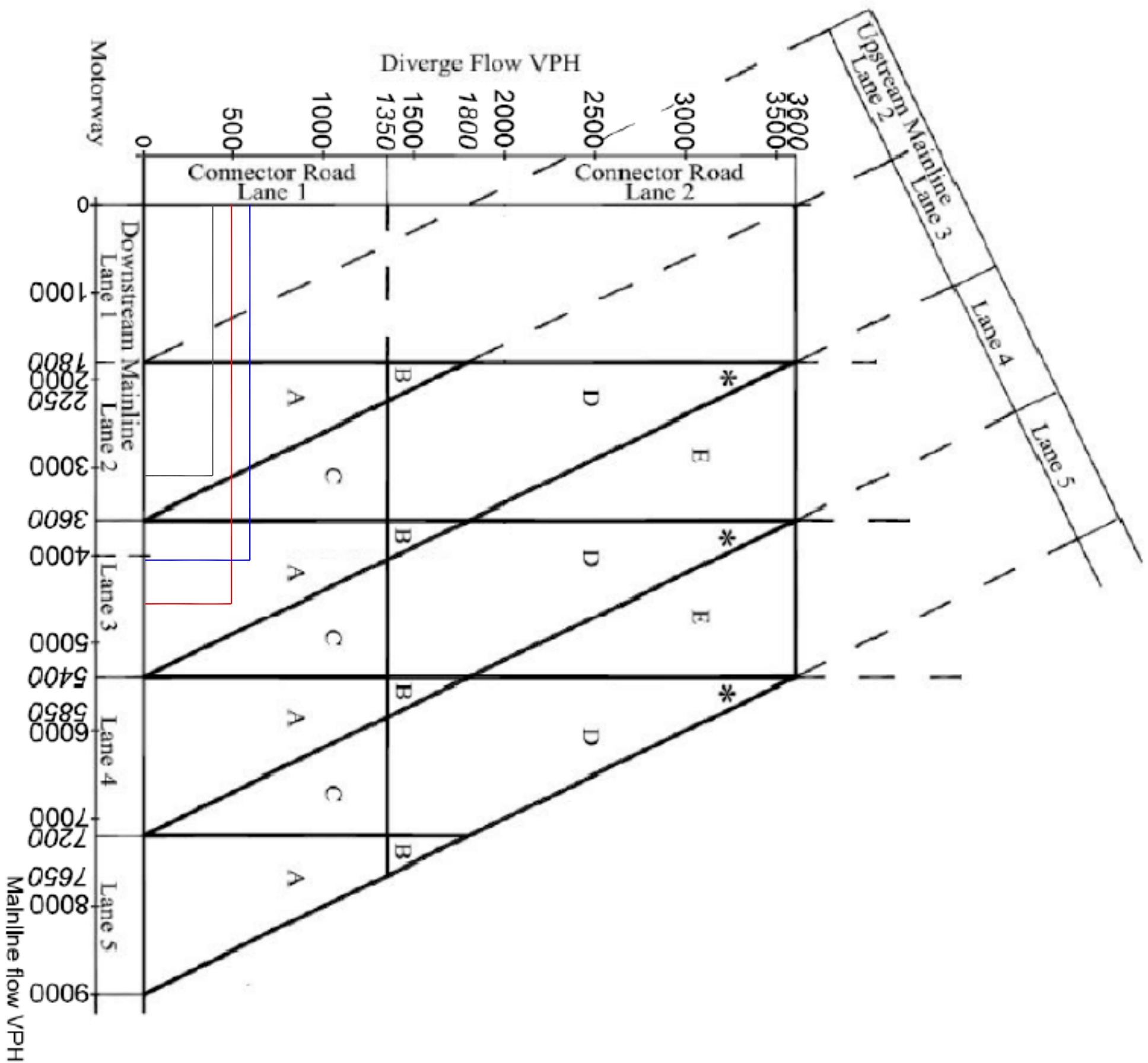
Date:
28.09.2022

Drawn By:
LACB

Status:
Information

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Revision:
A -

Key:

- 2038 Baseline Consented AM Peak
- 2038 Do Something AM Peak
- 2038 Baseline Consented Inter Peak
- 2038 Do Something Inter Peak
- 2038 Baseline Consented PM Peak
- 2038 Do Something PM Peak

Client:
Russell Homes

Project:
South Heywood Development Area

Drawing Title:
M66 J3
Southbound Diverge
2038 Baseline Consented

Drawing Number:
Appendix TA7_006

Date:
28.09.2022

Drawn By:
LACB

Checked By:
AB

Status:
Information

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Revision:
A -

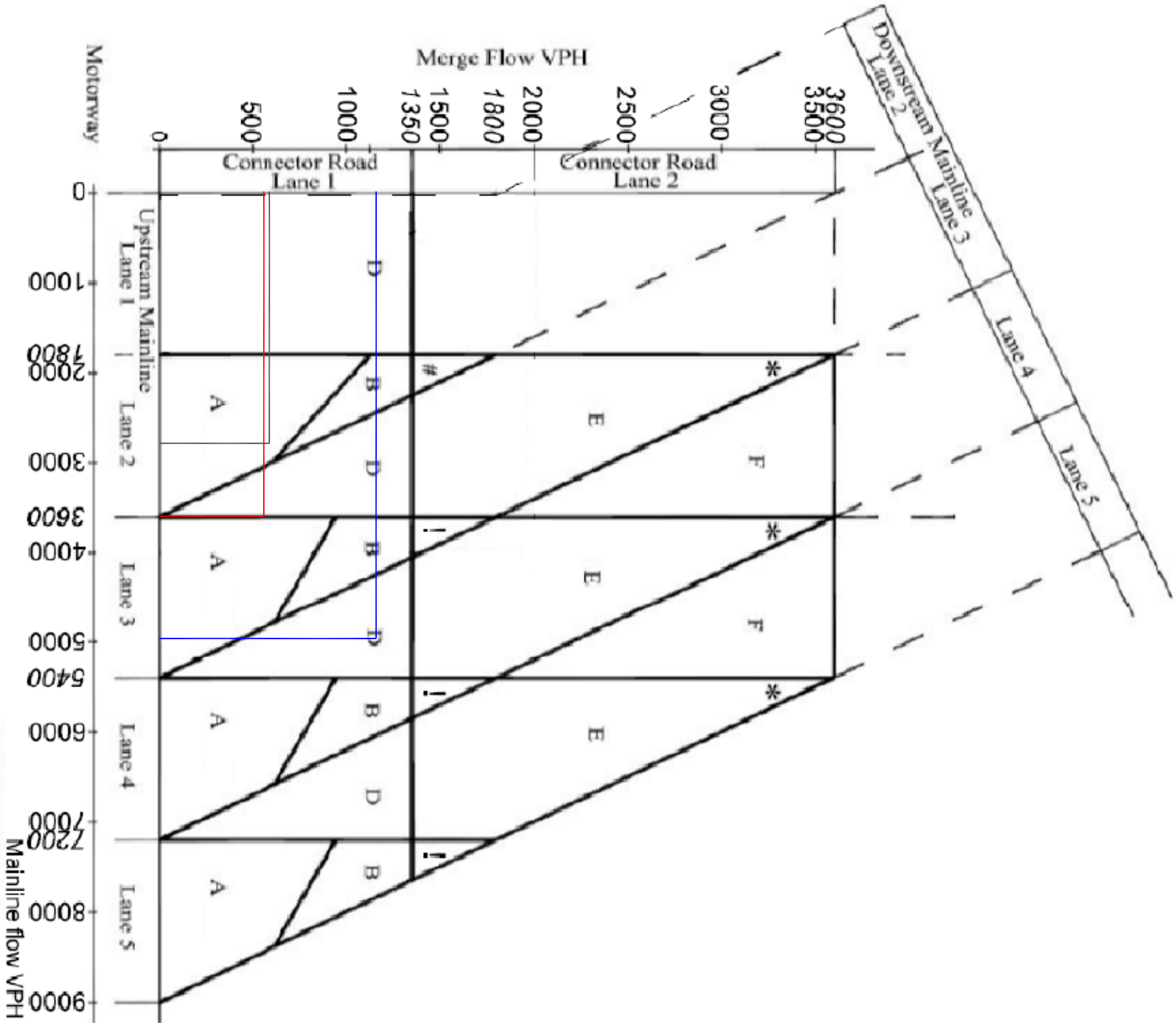
- Key:
- 2038 Baseline Consented AM Peak
 - 2038 Do Something AM Peak
 - 2038 Baseline Consented Inter Peak
 - 2038 Do Something Inter Peak
 - 2038 Baseline Consented PM Peak
 - 2038 Do Something PM Peak

Client: Russell Homes	
Project: South Heywood Development Area	
Drawing Title: M66 J3 Northbound Merge 2038 'Baseline Consented'	
Drawing Number: Appendix TA7_007	Revision: -
Date: 28.09.2022	Scale: NTS
Drawn By: LACB	Checked By: AB
Status: Information	

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Revision:
A -

- Key:
- 2038 Baseline Consented AM Peak
 - 2038 Do Something AM Peak
 - 2038 Baseline Consented Inter Peak
 - 2038 Do Something Inter Peak
 - 2038 Baseline Consented PM Peak
 - 2038 Do Something PM Peak

Pentland House
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Information

Status:

Drawn By: LACB Checked By: AB

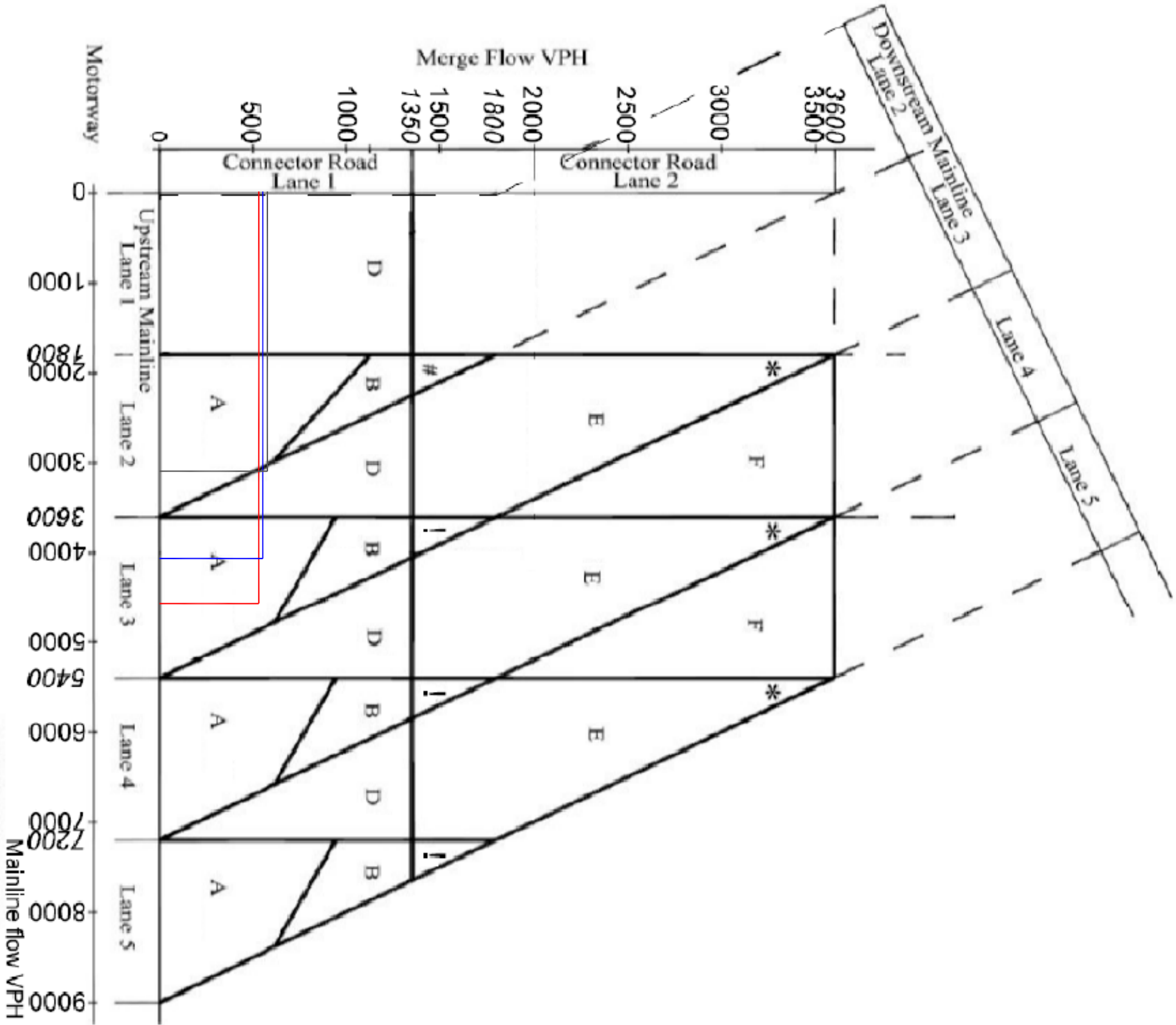
Date: 28.09.2022 Scale: NTS

Drawing Number: Appendix TA7_008 Revision: -

Drawing Title:
M66 J3
Southbound Merge
2038 Baseline Consented

Client: Russell Homes
Project: South Heywood Development Area

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DO NOT SCALE - Follow any figured dimensions.
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APPENDIX TA8 - 2038 ‘Baseline Consented’ Junction Turning Flows (All data in PCUs)

1 M62 J19 Roundabout		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Middleton Road N	M62 EB	199	57	179
Middleton Road N	Middleton Road S	273	166	220
Middleton Road N	M62 WB	350	246	247
Middleton Road N	Link Road	9	0	2
M62 WB	Middleton Road S	159	150	131
M62 WB	M62 WB	0	0	0
M62 WB	Link Road	530	433	469
M62 WB	Middleton Road N	64	54	154
Middleton Road S	M62 WB	158	70	87
Middleton Road S	Link Road	341	176	308
Middleton Road S	Middleton Road N	204	179	405
Middleton Road S	M62 EB	63	98	103
M62 EB	Link Road	378	193	354
M62 EB	Middleton Road N	291	196	299
M62 EB	M62 EB	0	0	0
M62 EB	Middleton Road S	183	23	233
Link Road	Middleton Road N	21	12	70
Link Road	M62 EB	673	545	454
Link Road	Middleton Road S	200	164	224
Link Road	M62 WB	344	168	277

8 M66 J3 Roundabout		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
M66 SB exit slip	Pilsworth Rd E	122	97	140
M66 SB exit slip	M66 SB onslip	0	0	0
M66 SB exit slip	Pilsworth Rd W	435	343	255
M66 SB exit slip	M66 NB onSlip	0	0	240
Pilsworth Rd E	M66 SB onslip	180	250	176
Pilsworth Rd E	Pilsworth Rd W	158	90	63
Pilsworth Rd E	M66 NB onSlip	239	200	234
Pilsworth Rd E	Pilsworth Rd E	0	0	0
M66 NB off slip	Pilsworth Rd W	536	419	137
M66 NB off slip	M66 NB onSlip	0	0	0
M66 NB off slip	Pilsworth Rd E	291	204	178
M66 NB off slip	M66 SB onslip	0	0	0
Pilsworth Rd W	M66 NB onSlip	406	446	946
Pilsworth Rd W	Pilsworth Rd E	282	253	402
Pilsworth Rd W	M66 SB onslip	444	431	466
Pilsworth Rd W	Pilsworth Rd W	0	0	0

2 Link Road / A6045 Manchester Road		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Manchester Rd N	Link Road E	275	89	152
Manchester Rd N	Manchester Rd S	270	173	168
Manchester Rd N	Hareshill Road (Link Road W)	61	56	44
Link Road E	Manchester Rd S	92	39	78
Link Road E	Hareshill Road (Link Road W)	1021	672	878
Link Road E	Manchester Rd N	146	81	178
Manchester Rd S	Hareshill Road (Link Road W)	37	96	38
Manchester Rd S	Manchester Rd N	275	185	361
Manchester Rd S	Link Road E	70	79	75
Hareshill Road (Link Road W)	Manchester Rd N	85	66	136
Hareshill Road (Link Road W)	Link Road E	892	721	799
Hareshill Road (Link Road W)	Manchester Rd S	49	91	84

4 Link Road (Hareshill Road) / Pilsworth Road		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Pilsworth Rd NE	Hareshill Road (Link Road W)	359	233	277
Pilsworth Rd NE	Pilsworth Rd W	260	79	21
Hareshill Road (Link Road W)	Pilsworth Rd W	476	352	439
Hareshill Road (Link Road W)	Pilsworth Rd NE	345	239	407
Pilsworth Rd W	Pilsworth Rd NE	70	112	340
Pilsworth Rd W	Hareshill Road (Link Road W)	519	542	428

10 Pilsworth Road / Heywood Distribution Park		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Heywood Industrial Estate	Pilsworth Road E	126	152	229
Heywood Industrial Estate	Pilsworth Road W	140	225	206
Pilsworth Road E	Pilsworth Road W	387	333	285
Pilsworth Road E	Heywood Industrial Estate	349	98	176
Pilsworth Road W	Heywood Industrial Estate	241	194	137
Pilsworth Road W	Pilsworth Road E	463	502	538

6 Pilsworth Road/Whittle Ln		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Pilsworth Road E	Whittle Ln	96	29	31
Pilsworth Road E	Pilsworth Road W	437	547	497
Whittle Ln	Pilsworth Road W	100	130	181
Whittle Ln	Pilsworth Road E	31	18	90
Pilsworth Road W	Pilsworth Road E	714	713	596
Pilsworth Road W	Whittle Ln	222	146	193

7 <i>Moss Hall Lane / Pilsworth Road</i>		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Moss Hall Road Moss Hall Road	Pilsworth Road S	314	321	299
	Pilsworth Road W	19	9	75
Pilsworth Road S Pilsworth Road S	Pilsworth Road W	559	531	399
	Moss Hall Road	67	183	249
Pilsworth Road W Pilsworth Road W	Moss Hall Road	99	18	139
	Pilsworth Road S	597	537	582

9d <i>Link Road / Development Access D</i>		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Link Road West Link Road West	Link Road East	966	857	983
	Access D	9	13	27
Link Road East Link Road East	Access D	22	22	55
	Link Road West	1098	802	904
Access D Access D	Link Road West	24	13	16
	Link Road East	61	21	36

9b <i>Link Road / Development Access E</i>		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Link Road West Link Road West	Link Road East	926	859	991
	Access E	4	6	13
Link Road East Link Road East	Access E	10	9	23
	Link Road West	1113	802	881
Access E Access E	Link Road West	11	7	8
	Link Road East	27	8	15

9c <i>Link Road / Development Access F</i>		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Link Road West Link Road West	Link Road East	949	861	994
	Access F	4	6	12
Link Road East Link Road East	Access F	10	10	24
	Link Road West	1112	806	897
Access F Access F	Link Road West	10	6	8
	Link Road East	27	9	15

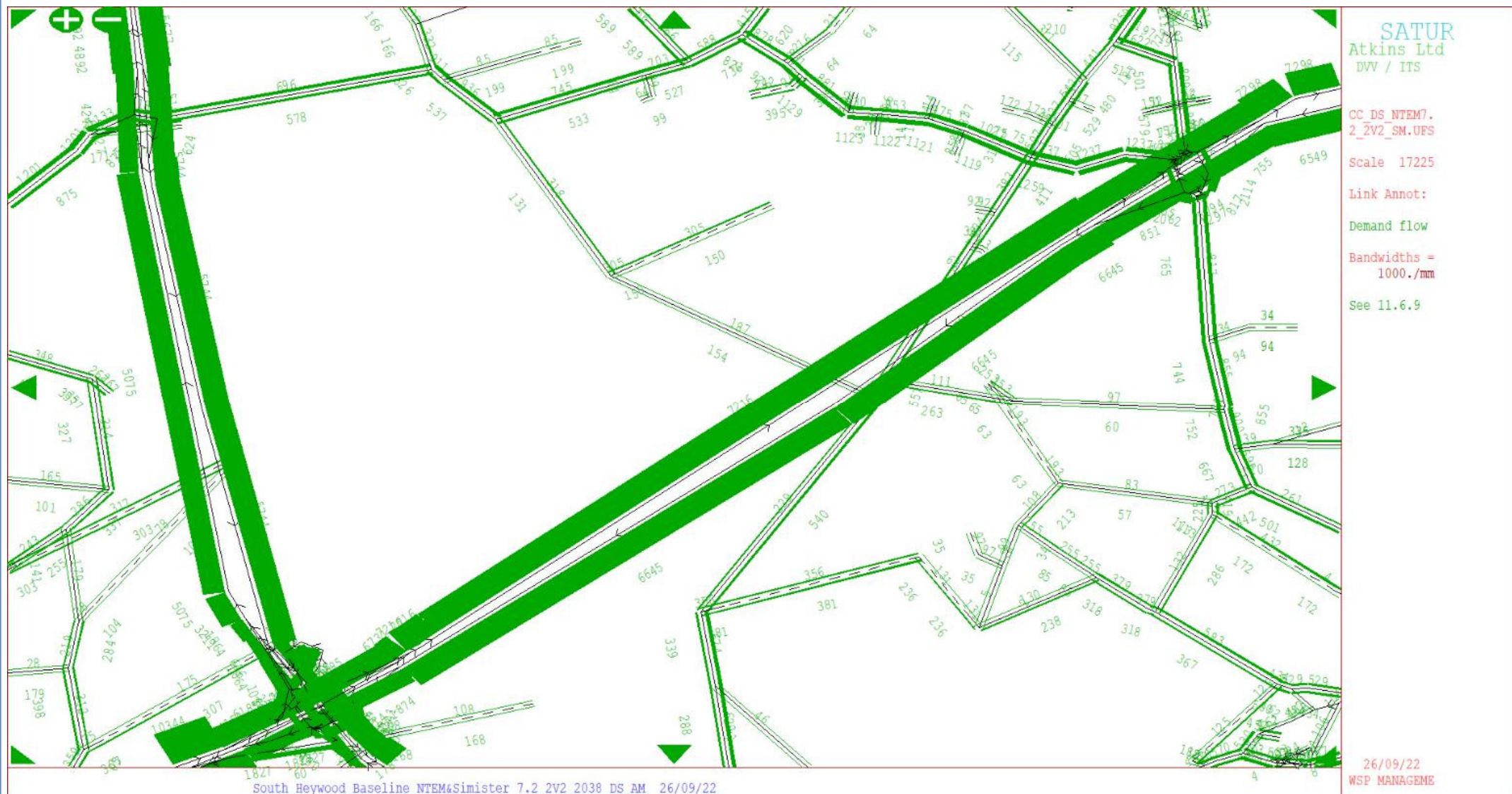
9a <i>Link Road / Development Access G</i>		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Link Road West Link Road West	Access G	13	14	31
	Link Road East	868	847	970
Access G Access G	Link Road East	62	17	34
	Link Road West	25	17	19
Link Road East Link Road East	Link Road West	1105	789	837
	Access G	19	21	53

3 <i>Link Road / Development Access H (Employment)</i>		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Link Road West Link Road West	Link Road East	709	675	782
	Access H	122	92	35
Link Road East Link Road East	Access H	273	217	167
	Link Road West	857	588	689
Access H Access H	Link Road West	70	78	117
	Link Road East	172	186	219

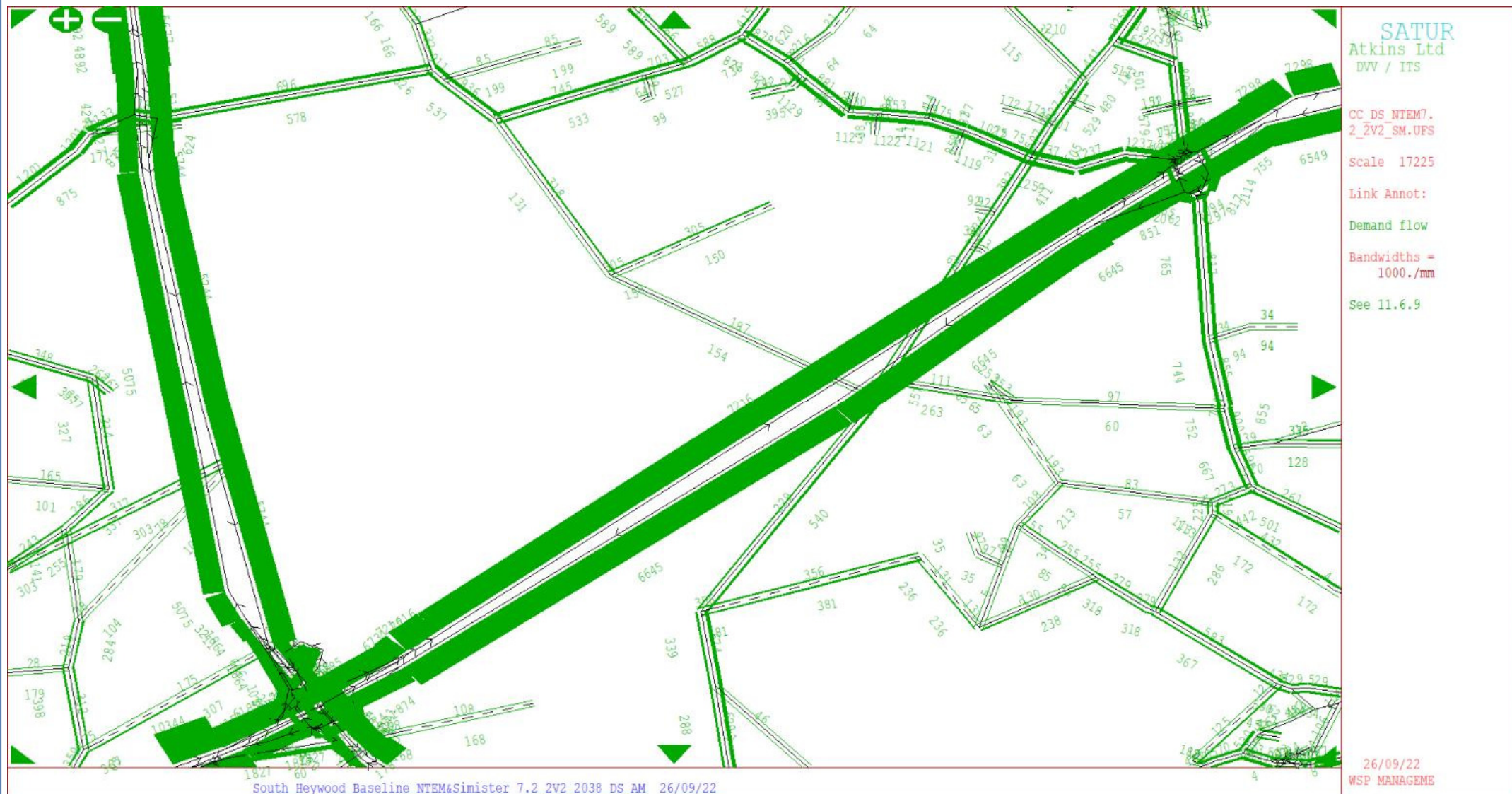
D <i>Hareshill Road / Hill Top Road</i>		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Hareshill Road North Hareshill Road North	Hill Top Road	79	67	16
	Hareshill Road South	800	709	690
Hill Top Road Hill Top Road	Hareshill Road South	32	58	127
	Hareshill Road North	32	54	94
Hareshill Road South Hareshill Road South	Hareshill Road North	789	537	752
	Hill Top Road	137	129	53

5 <i>Pilsworth Road / Development Access I (Employment)</i>		AM	IP	PM
From	To	Baseline Consented	Baseline Consented	Baseline Consented
Pilsworth Rd W Pilsworth Rd W	Pilsworth Rd E	683	677	644
	Access I	62	54	42
Pilsworth Rd E Pilsworth Rd E	Access I	37	33	21
	Pilsworth Rd W	490	525	470
Access I Access I	Pilsworth Rd W	44	51	58
	Pilsworth Rd E	20	19	31

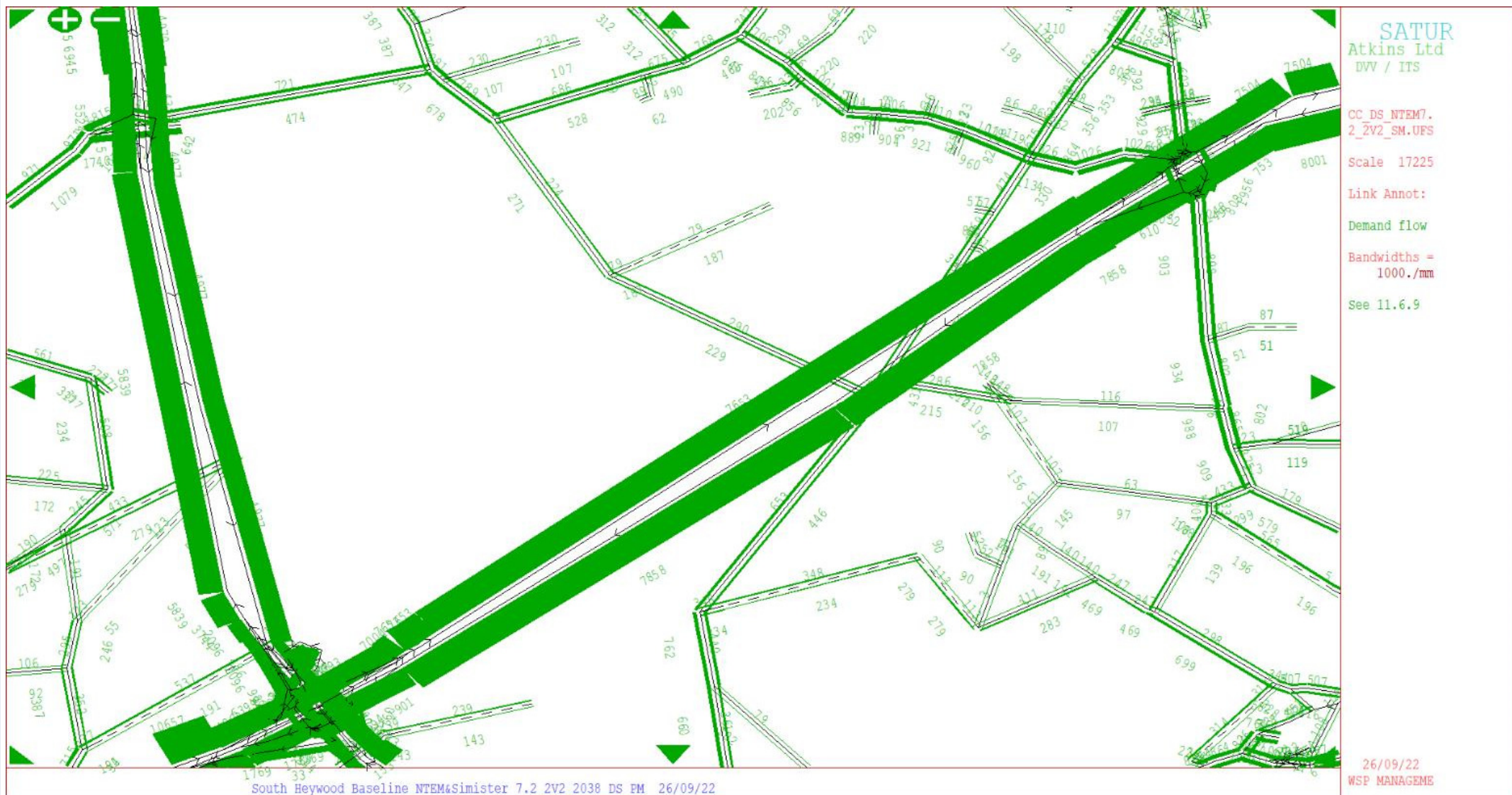
2038 Baseline Consented AM Peak: Total Vehicles (pcus) - Model Demand Flows



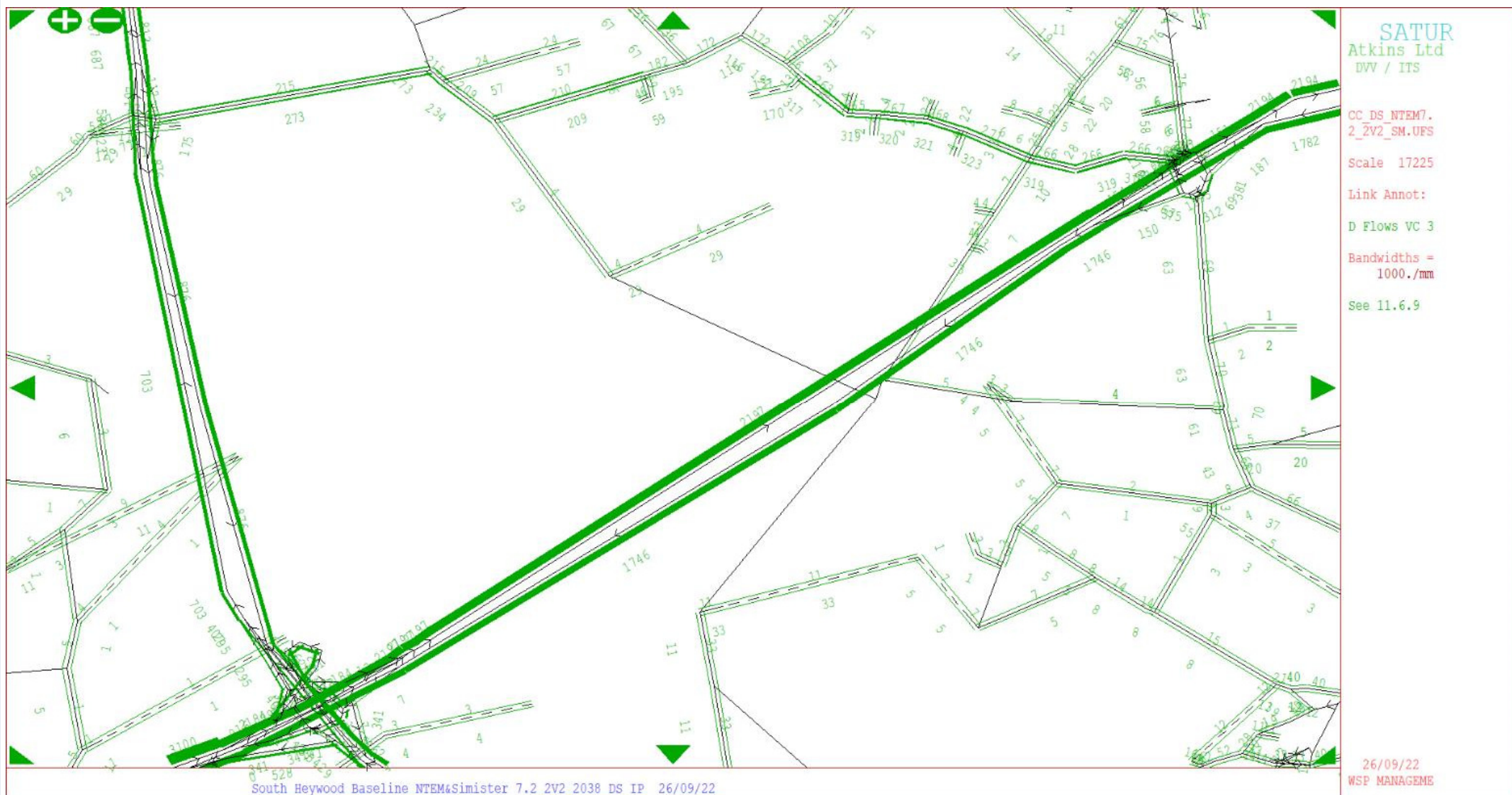
2038 Baseline Consented Inter-Peak: Total Vehicles (pcus) - Model Demand Flows



2038 Baseline Consented PM-Peak: Total Vehicles (pcus) - Model Demand Flows



2038 Baseline Consented Inter-Peak: HGVs (pcus) - Model Demand Flows



South Heywood Baseline NTEM&Simister 7.2 2V2 2038 DS PM 26/09/22

SATUR
Atkins Ltd
DVV / ITS

CC_DS_NTEM7.
2_2V2_SM.UFS

Scale 17225

Link Annot:

D Flows VC 3

Bandwidths =
1000./mm

See 11.6.9

26/09/22
WSP MANAGEME



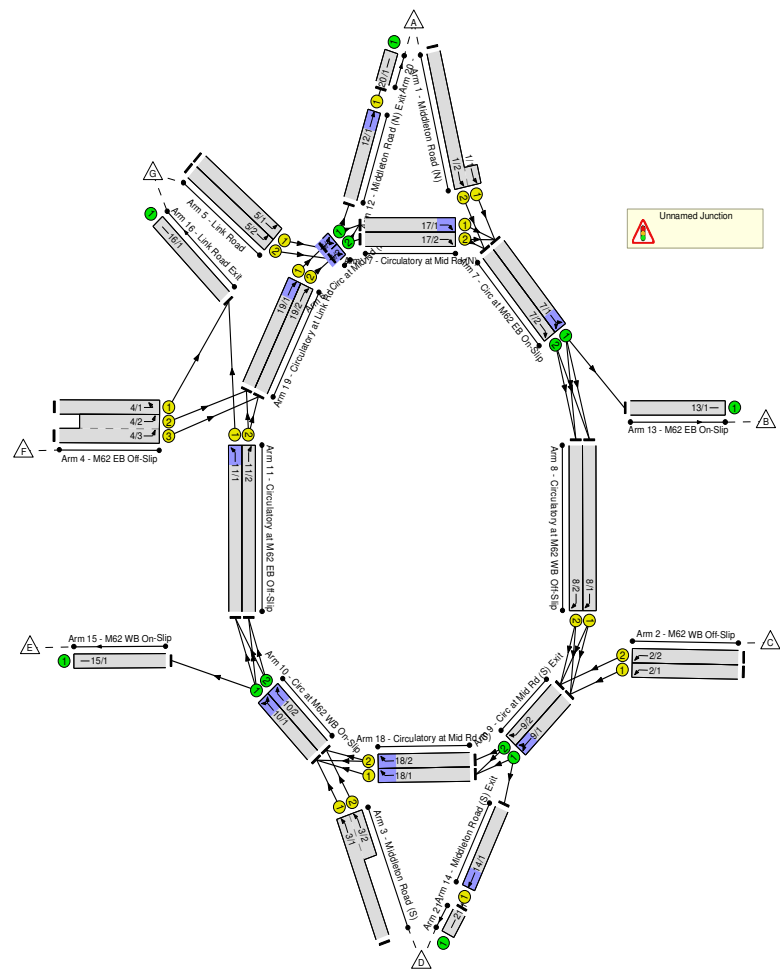
Appendix TA9(a) - M62 J19 LINSIG Assessment Results - 2038 Baseline Consented

Key

- 0-89% DoS (within capacity conditions)
- 90-99% DoS (variable operating conditions)
- 100%+ DoS (over capacity conditions)

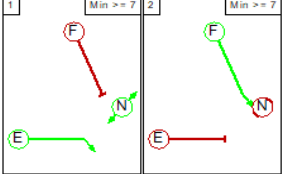
M62 J19		AM Peak			Inter Peak			PM Peak		
		2038 Baseline			2038 Baseline			2038 Baseline		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
	Lane Description									
			93.9%			86.6%			91.7%	
1/2+1/1	Middleton Road (n) Ahead	831	93.5%	17.5	469	85.0%	9.0	648	91.7%	13.1
2/1	M62 w/b Offslip Ahead	223	38.5%	3.2	204	41.8%	3.1	285	44.5%	4.0
2/2	M62 w/b Offslip Ahead	530	85.3%	11.0	433	82.7%	9.0	469	68.3%	7.7
3/1	Middleton Road (s) Ahead	766	93.2%	13.0	523	86.5%	7.5	903	86.1%	11.3
4/1	M62 e/b Offslip Ahead	378	19.7%	0.1	193	10.1%	0.1	354	18.4%	0.1
4/3+4/2	M62 e/b Offslip Ahead	474	86.2%	7.7	219	71.3%	4.3	532	77.4%	6.5
5/1	Link Road Ahead	694	93.9%	17.0	557	86.6%	11.7	524	90.5%	12.5
5/2	Link Road Ahead	544	68.8%	8.6	332	48.3%	4.8	501	81.0%	9.7
6/1	Internal Link (between Link Road and Middleton Road n) Left Ahead	1258	57.8%	0.7	1026	47.7%	0.5	1383	64.3%	0.9
6/2	Internal Link (between Link Road and Middleton Road n) Ahead	785	36.5%	0.3	413	19.2%	0.1	836	38.9%	0.3
7/1	Internal Link (between Middleton Road n and M62 e/b Onslip) Left Ahead	1269	59.9%	5.0	860	40.6%	0.4	1036	48.9%	0.8
7/2	Internal Link (between Middleton Road n and M62 e/b Onslip) Ahead	1025	48.3%	0.5	607	28.6%	0.2	903	42.6%	0.4
8/1	Internal Link (between M62 e/b Onslip and w/b Offslip) Ahead	575	50.6%	6.3	257	20.7%	1.1	537	50.3%	5.8
8/2	Internal Link (between M62 e/b Onslip and w/b Offslip) Ahead	784	64.6%	9.2	510	38.5%	2.4	666	58.5%	7.2
9/1	Internal Link (between M62 w/b Offslip and Middleton Road s) Left Ahead	971	43.9%	0.6	619	28.0%	0.2	973	44.0%	0.6
9/2	Internal Link (between M62 w/b Offslip and Middleton Road s) Ahead	1141	51.6%	0.5	785	35.5%	0.3	984	44.5%	0.4
10/1	Internal Link (between Middleton Road s and M62 w/b Onslip) Ahead Left	1124	52.5%	0.6	765	35.7%	0.3	1167	54.5%	0.6
10/2	Internal Link (between Middleton Road s and M62 w/b Onslip) Ahead	939	43.9%	0.4	659	30.8%	0.2	885	41.4%	0.4
11/1	Internal Link (between M62 w/b Onslip and e/b Offslip) Left	880	61.9%	3.1	609	42.8%	7.4	779	57.4%	9.0
11/2	Internal Link (between M62 w/b Onslip and e/b Offslip) Ahead	331	23.9%	0.4	331	23.9%	1.1	662	50.1%	1.4
12/1	Middleton Road (n) Exit Ahead	580	36.9%	0.5	441	28.8%	0.3	928	60.7%	1.8
14/1	Middleton Road (s) Exit Ahead	815	54.4%	3.6	503	33.4%	2.5	808	53.6%	1.3
17/1	Internal Link (between Middleton Road n exit and entry) Ahead	701	94.8%	6.0	586	50.6%	1.1	629	59.4%	1.6
17/2	Internal Link (between Middleton Road n exit and entry) Ahead	762	86.3%	8.0	412	33.3%	1.5	662	58.6%	3.9
18/1	Internal Link (between Middleton Road s exit and entry) Ahead	758	66.9%	7.0	468	35.1%	2.6	678	78.3%	11.5
18/2	Internal Link (between Middleton Road s exit and entry) Ahead	539	44.6%	8.2	433	30.4%	0.2	471	50.9%	6.5
19/1	Internal Link (between Link Road and Middleton Road n exit) Ahead	564	56.4%	4.7	469	43.8%	1.5	859	75.4%	10.8
19/2	Internal Link (between Link Road and Middleton Road n exit) Ahead	241	23.2%	1.2	81	7.1%	0.1	335	27.5%	1.7
Junction PRC		-4.3%			3.9%			-1.9%		

Network Layout Diagram

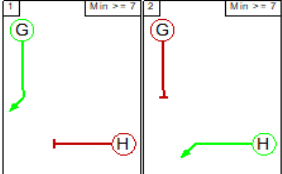


Stage Diagram

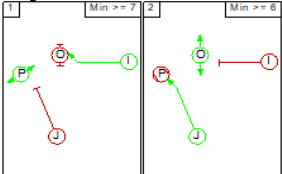
Stage Stream: 1



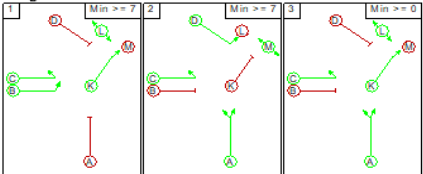
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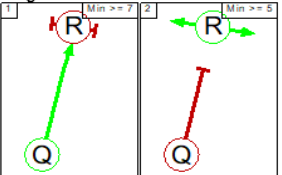
Stage Stream: 3



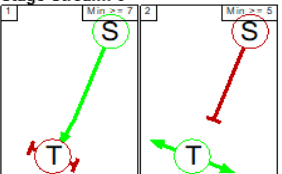
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Stage Stream: 5



Stage Stream: 6

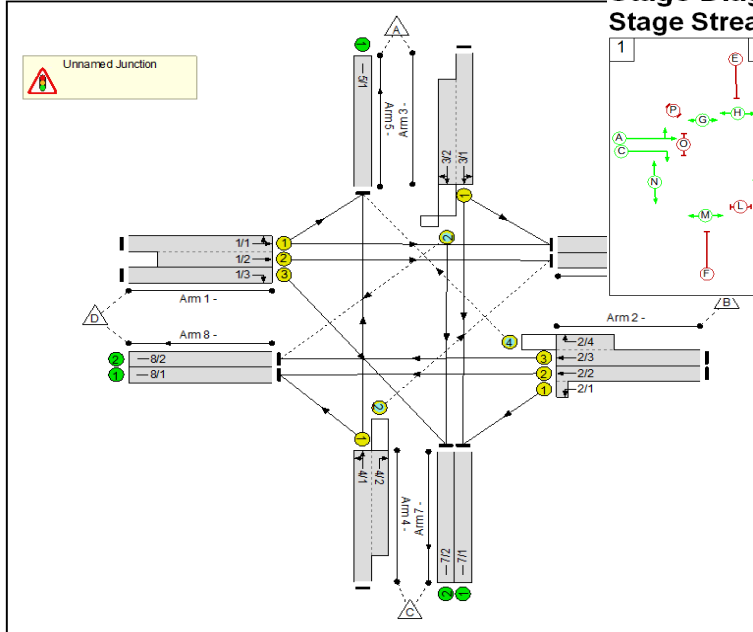


Appendix TA9(b) - Proposed New Link Road / Manchester Road LINSIG Assessment Results - 2038
Baseline Consented

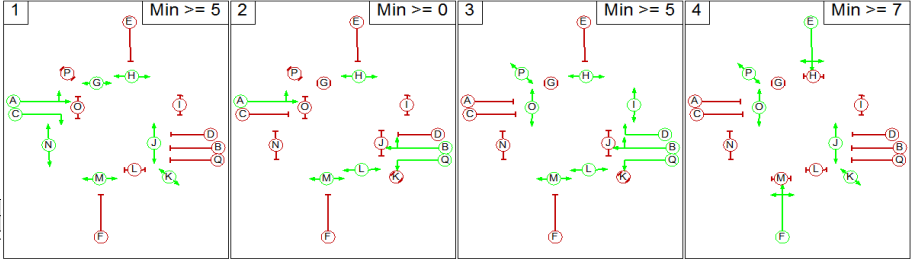
Key
0-89% DoS (within capacity conditions)
90-99% DoS (variable operating conditions)
100%+ DoS (over capacity conditions)

Proposed New Link Road / Manchester Road Junction		AM Peak			Inter Peak			PM Peak		
Lane	Lane Description	2038 'Baseline Consented'			2038 'Baseline Consented'			2038 'Baseline Consented'		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
-		-	76.5%	-	-	60.7%	-	-	74.1%	-
1/1+1/2	Link Road (w) Ahead Left	977	58.3%	10.4	787	58.0%	7.4	935	71.3%	11.9
1/3	Link Road (w) Right	49	21.4%	1.2	91	31.8%	1.9	84	36.7%	2.2
2/2+2/1	Link Road (e) Ahead Left	572	72.0%	13.0	344	54.3%	6.1	501	66.8%	11.1
2/3+2/4	Link Road (e) Ahead Right	687	76.5%	14.8	448	60.7%	7.0	633	73.4%	12.4
3/1+3/2	Manchester Road (n) Ahead Left Right	606	76.1%	8.3	318	43.4%	3.0	364	52.9%	4.3
4/1+4/2	Heywood Old Road (s) Ahead Left Right	382	62.3%	7.7	360	58.4%	5.6	474	74.1%	10.4
Junction PRC		17.6%			48.3%			21.4%		

Network Layout Diagram



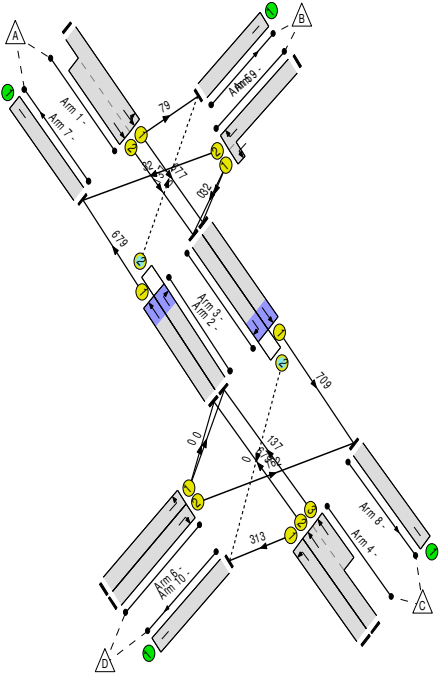
Stage Diagram
Stage Stream: 1



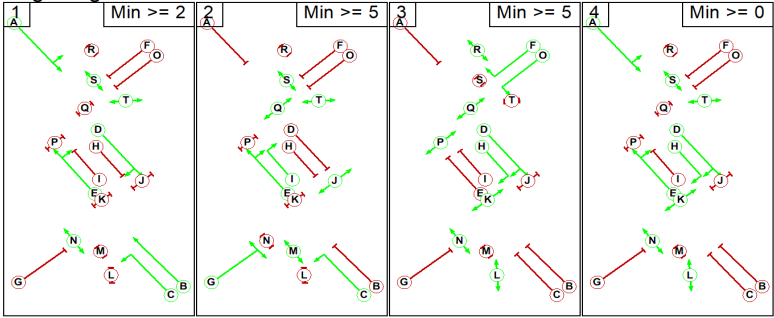
Appendix TA9(c) - Hill Top Road / Link Road LINSIG Assessment Results - 2038 Baseline Consented

Key
0-89% DoS (within capacity conditions)
90-99% DoS (variable operating conditions)
100%+ DoS (over capacity conditions)

Hill Top Road / Link Road Junction		AM Peak			Inter Peak			PM Peak		
		2038 'Baseline Consented'			2038 'Baseline Consented'			2038 'Baseline Consented'		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
		-	73.8%	-	-	61.7%	-	-	70.5%	-
1/1+1/2	Link Road West Ahead Left	878	64.6%	14.6	776	61.8%	13.7	706	63.5%	14.5
2/1	Link Road East (internal) Ahead	790	45.7%	0.5	538	31.1%	0.4	752	45.9%	0.6
2/2	Link Road East (internal) Right	137	23.1%	0.2	129	18.7%	0.2	53	7.8%	0.0
3/1	Link Road West (internal) Ahead	709	41.8%	0.5	675	41.9%	0.5	782	48.6%	0.7
3/2	Link Road West (internal) Right	122	20.1%	0.3	92	12.4%	0.2	35	5.0%	0.0
4/1	Link Road East Left	273	20.2%	3.0	217	16.1%	2.3	167	13.2%	1.9
4/2+4/3	Link Road East Ahead	857	73.3%	18.3	589	53.5%	10.0	688	70.2%	15.8
5/2+5/1	Hill Top Road	64	26.8%	1.0	112	46.3%	2.3	221	67.6%	5.9
6/1	Access H Left	70	32.6%	2.0	78	27.2%	2.1	117	40.8%	3.2
6/2	Access H Right	172	73.8%	5.9	186	59.9%	5.5	219	70.5%	6.9
Junction PRC		21.9%			45.5%			27.6%		



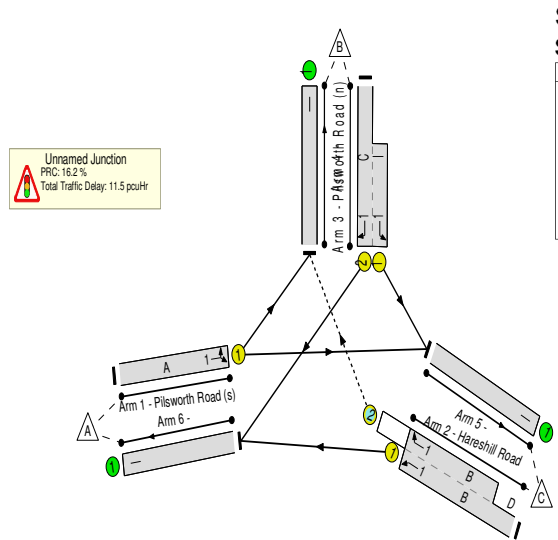
Stage Diagram



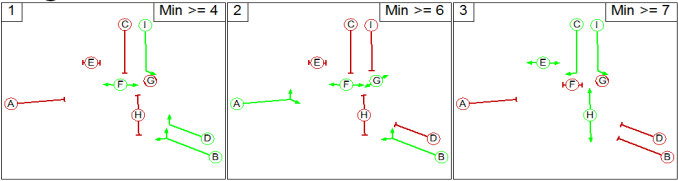
Appendix TA9(d) - Hareshill Road / Pilsworth Road LINSIG Assessment Results - 2038 Baseline Consented

Key		
1/1	Pilsworth Road (s) Ahead Right	0-89% DoS (within capacity conditions)
2/1+2/2	Hareshill Road Left Right	90-99% DoS (variable operating conditions)
3/2+3/1	Pilsworth Road (n) Ahead Right	100%+ DoS (over capacity conditions)

Hareshill / Pilsworth Road Junction		AM Peak			Inter Peak			PM Peak		
		2038 'Baseline Consented'			2038 'Baseline Consented'			2038 'Baseline Consented'		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
		-	69.4%	-	-	62.9%	-	-	76.8%	-
1/1	Pilsworth Road (s) Ahead Right	589	65.5%	12.2	654	62.9%	9.9	768	76.8%	16.8
2/1+2/2	Hareshill Road Left Right	821	69.3%	7.1	591	49.5%	3.3	846	76.8%	5.5
3/2+3/1	Pilsworth Road (n) Ahead Right	619	69.4%	7.5	312	42.9%	3.9	298	42.6%	5.5
Junction PRC		29.7%			43.0%			17.2%		



Stage Diagram
Stage Stream: 1

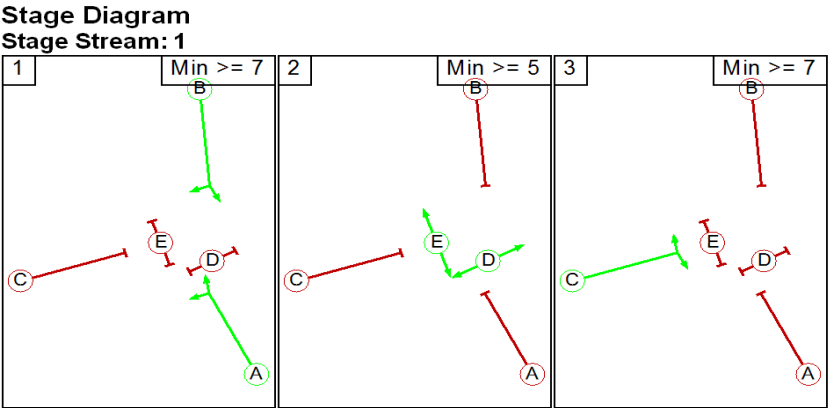
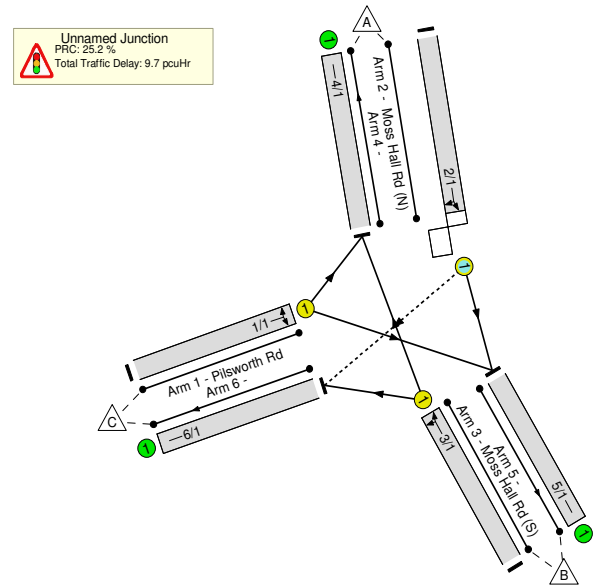


Appendix TA9(e) - Pilsworth Road / Moss Hall Road LINSIG Assessment Results - 2038 Baseline Consented

Key

0-89% DoS (within capacity conditions)
90-99% DoS (variable operating conditions)
100%+ DoS (over capacity conditions)

Pilsworth Road / Moss Hall Road Junction		AM Peak			Inter Peak			PM Peak		
	Lane Description	2038 'Baseline Consented'			2038 'Baseline Consented'			2038 'Baseline Consented'		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
1/1	Pilsworth Rd Left Right (M66 J3 connect)	-	85.3%	-	-	83.9%	-	-	88.0%	-
2/1	Moss Hall Rd (N) Ahead Right	696	85.3%	18.1	555	83.9%	12.5	721	86.2%	18.8
3/1	Moss Hall Rd (S) Ahead Left	333	42.0%	6.2	330	35.6%	4.3	374	77.9%	8.6
		626	85.1%	16.8	714	83.0%	14.7	648	88.0%	18.3
Junction PRC		5.5%			7.2%			2.3%		



Appendix TA9(f) - M66 J3 LINSIG Assessment Results - 2038 Baseline Consented

Key

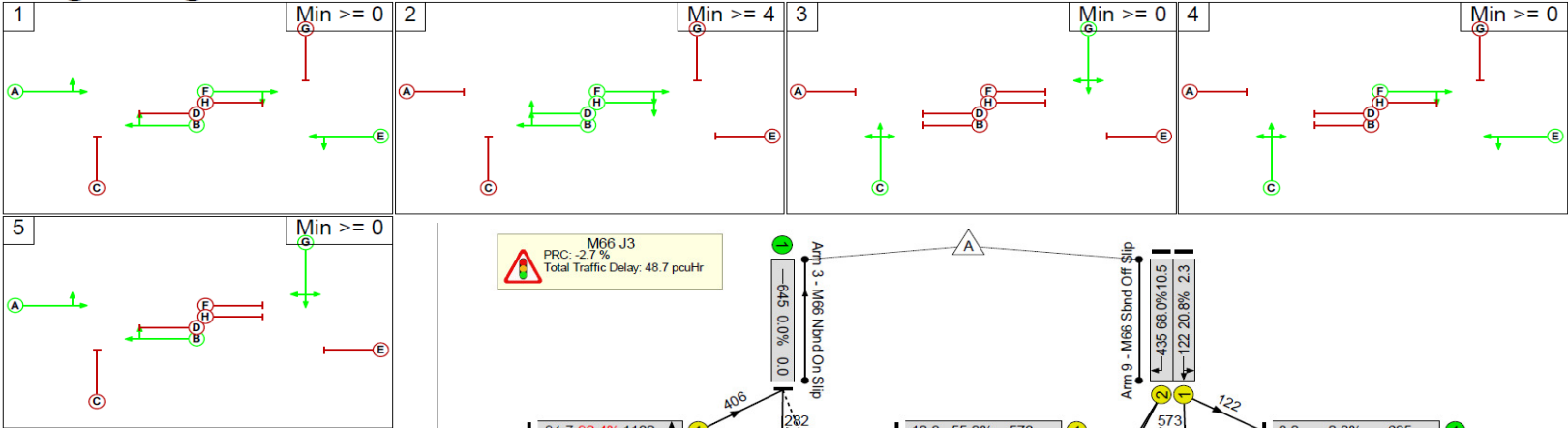
0-89% DoS (within capacity conditions)

90-99% DoS (variable operating conditions)

100%+ DoS (over capacity conditions)

M66 J3	Lane Description	AM Peak			Inter Peak			PM Peak		
		2038 'Baseline'			2038 'Baseline'			2038 'Baseline Consented'		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
		-	92.4%	-	-	86.6%	-	-	128.4%	-
1/2+1/1	Pilsworth Road West Entry Ahead & Left	1132	92.4%	21.7	1130	86.0%	16.8	1814	127.1%	253.1
2/1	Pilsworth Road West Internal Ahead	573	55.0%	10.8	457	39.8%	6.5	494	33.7%	5.3
2/2	Pilsworth Road West Internal Right	444	87.2%	12.9	431	70.9%	8.7	367	44.2%	3.0
3/1	M66 Northbound On Slip	645	0.0%	0.0	646	0.0%	0.0	946	0.0%	0.0
4/1	M66 Northbound Off Slip Left	536	89.9%	16.6	419	84.9%	12.5	137	74.1%	4.7
4/2	M66 Northbound Off Slip Right	291	46.1%	6.2	204	39.1%	4.5	178	90.9%	8.0
5/1	Pilsworth Road West Exit	1129	0.0%	0.0	852	0.0%	0.0	399	0.0%	0.0
6/1	Pilsworth Road East Exit	695	0.0%	0.0	554	0.0%	0.0	634	0.0%	0.0
7/1	M66 Southbound On Slip	624	0.0%	0.0	681	0.0%	0.0	543	0.0%	0.0
8/1+8/2	Pilsworth Road East Entry Left Ahead	577	54.2%	7.2	540	42.0%	4.4	473	31.1%	3.0
9/1	M66 Southbound Off Slip Left Ahead	122	20.8%	2.3	97	20.0%	2.0	140	77.0%	4.9
9/2	M66 Southbound Off Slip Right	435	68.0%	10.5	343	64.8%	8.4	255	128.4%	39.3
10/1	Pilsworth Road East Internal Ahead	593	58.4%	14.6	433	38.7%	10.3	262	18.3%	5.6
10/2	Pilsworth Road East Internal Right	239	89.9%	6.8	200	69.8%	3.1	234	115.8%	23.6
Junction PRC		-2.7%			4.7%			-42.7%		

Stage Diagram



Network Layout Diagram



APPENDIX TA10 - South Heywood Development Area Access Points & Other Give Way Junctions - 2038
BASELINE CONSENTED PICADY ASSESSMENT

Proposed NEW Pilsworth Road / South Heywood Employment Access (Jnt 5)	2038 'Baseline Consented' AM			2038 'Baseline Consented' IP			2038 'Baseline Consented' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-C)	44	0.08	0.1	51	0.10	0.1	58	0.11	0.1
Site Access (B-A)	20	0.08	0.1	19	0.08	0.1	31	0.11	0.1
Pilsworth Road (WB) (C-B)	62	0.11	0.1	54	0.09	0.1	42	0.07	0.1

PILSWORTH ROAD / MOSS HALL ROAD Jnt 6 '3 Arrows'	2038 'Baseline Consented' AM			2038 'Baseline Consented' IP			2038 'Baseline Consented' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Moss Hall Road S (B-C)	100	0.19	0.2	130	0.25	0.4	181	0.39	0.7
Moss Hall Road S (B-A)	31	0.16	0.2	18	0.09	0.1	90	0.42	0.7
Pilsworth Road W (C-AB)	936	0.39	0.7	859	0.26	0.4	789	0.33	0.5

JUNCTION 9A A6045 Manchester Road / Development Access G	2038 'Baseline Consented' AM			2038 'Baseline Consented' IP			2038 'Baseline Consented' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-AC)	87	0.34	0.5	34	0.13	0.2	53	0.23	0.3
Manchester Road (south) (C-B)	19	0.04	0.0	21	0.05	0.0	53	0.13	0.2

JUNCTION 9B A6045 Manchester Road / Development Access E	2038 'Baseline Consented' AM			2038 'Baseline Consented' IP			2038 'Baseline Consented' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-AC)	38	0.30	0.4	15	0.06	0.1	23	0.12	0.1
Manchester Road (north) (C-B)	4	0.01	0.0	6	0.01	0.0	13	0.03	0.0

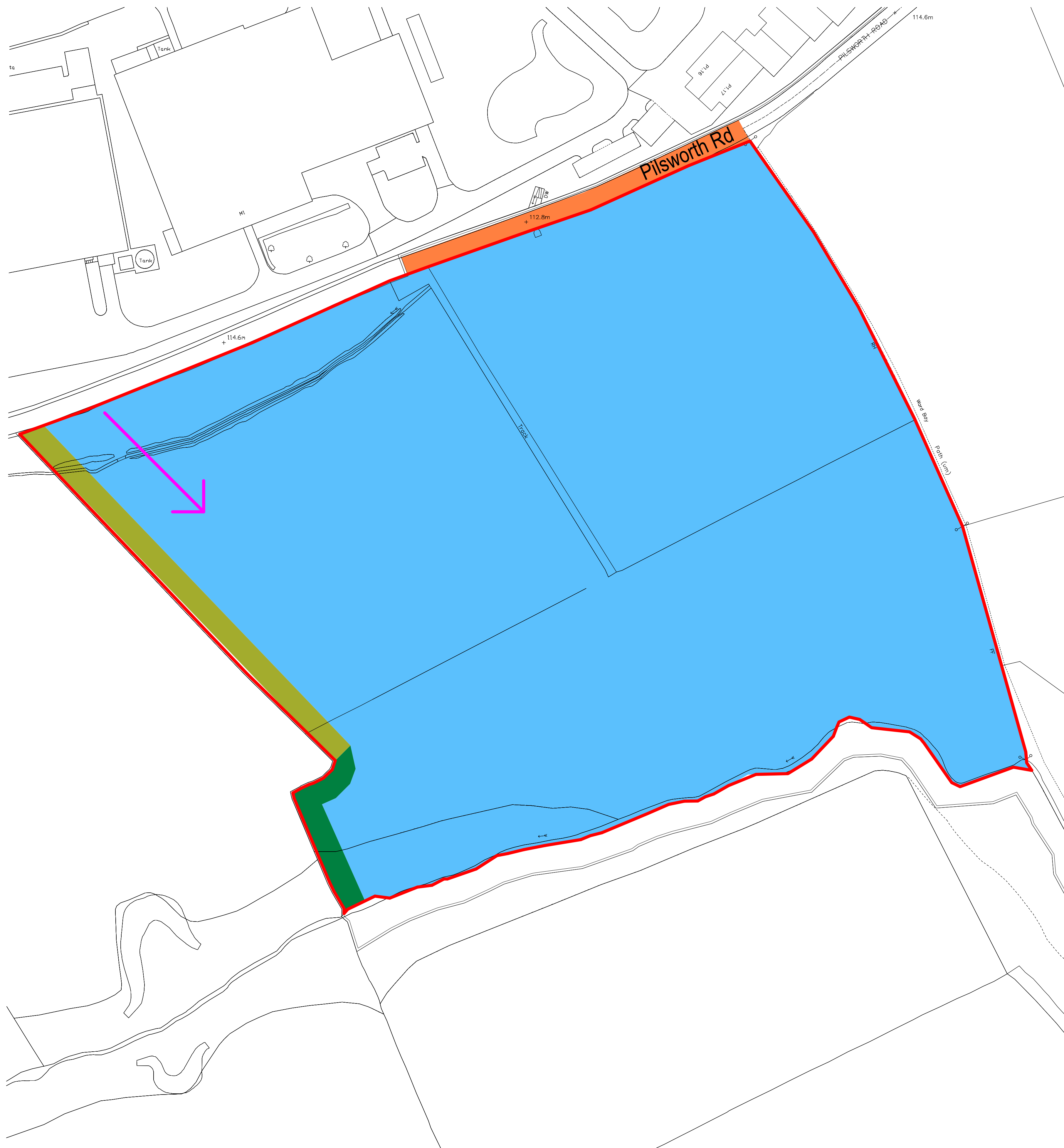
JUNCTION 9C A6045 Manchester Road / Developoment Access F	2038 'Baseline Consented' AM			2038 'Baseline Consented' IP			2038 'Baseline Consented' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-AC)	37	0.15	0.2	15	0.05	0.1	23	0.10	0.1
Manchester Road (south) (C-B)	10	0.02	0.0	10	0.02	0.0	24	0.05	0.1

JUNCTION 9D A6045 Manchester Road / Development Access D	2038 'Baseline Consented' AM			2038 'Baseline Consented' IP			2038 'Baseline Consented' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-AC)	85	0.67	1.9	34	0.13	0.2	52	0.29	0.4
Manchester Road (north) (C-B)	9	0.02	0	13	0.03	0	27	0.06	0.1

JUNCTION 10 Pilsworth Road / Heywood Distribution Centre	2038 'Baseline Consented' AM			2038 'Baseline Consented' IP			2038 'Baseline Consented' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-C)	126	0.24	0.4	152	0.30	0.5	229	0.45	0.9
Site Access (B-A)	140	0.49	1.1	225	0.59	1.6	206	0.58	1.5
Pilsworth Road (east) (C-B)	349	0.65	2.1	98	0.18	0.3	176	0.32	0.5

Key	
	0-0.85 RFC (within capacity conditions)
	0.86-0.99 RFC (variable operating conditions)
	1.0+ RFC (over capacity conditions)





North Point

A circle with a vertical line segment extending from the top center to the circumference, labeled 'N' at the top.

The following external model files are included within this drawing:

Logos

[INSERT CLIENT / CONTRACTOR LOGO OR NAME HERE (IF REQUIRED)]

Project
SOUTH HEYWOOD

Drawing Number	Revision
4846_SP(90)44	P1