

Appendix V: Junction Assessments: Results Overview Table (Run 14 vs Run 19)

South Heywood Link Comparison

Comparing the 2039 Policy Off, Do Something Cumulative Assessment, With and Without South Heywood Link

Run 14 vs 19

Model Run Descriptions

Run 14	2039 DS3 (Cumulative JPA1.1 & JPA 1.2) - Policy Off - without South Heywood Link*
Run 19	2039 DS3 (Cumulative JPA1.1 & JPA 1.2) - Policy Off - with South Heywood Link*

*In both Runs 14 and 19 - the Western Access is included, Whittle Lane is open (capacity limited), the M62 Access Solution is built

Key

AM	AM peak hour (0800-0900)
IP	Interpeak (average hour between 1000-1600)
PM	PM peak hour (1700-1800)
	DoS/ RFC = <90%
	DoS/ RFC 90% to 100%
	DoS/ RFC > 100%

Summary Results (Max DoS/ RFC on any arm of the Junction)

TT Ref:	Jct. Name	Type	Run 14			Run 19		
			AM	IP	PM	AM	IP	PM
1	M62 J19	Signals	82.0%	68.0%	86.0%	82.0%	75.0%	75.0%
2	A6045 Manchester Road / Queen Elizabeth II Way (QEII Way)	Signals	58.3%	50.1%	75.8%	57.2%	50.3%	56.4%
3	QEII Way / Hareshill Road / SH residential & local centre		Junction no longer proposed by South Heywood Masterplan					
4	Hareshills Road / Hill Top Road	Signals	64.2%	71.4%	57.6%	65.6%	61.5%	71.4%
5	Hareshill Road / Pilsworth Road	Signals	81.3%	67.5%	74.6%	76.9%	65.7%	76.2%
6	A58 Bridge St / Pilsworth Road	Signals	139.1%	92.6%	100.4%	146.2%	97.1%	101.3%
7	Pilsworth Road / Heywood Distribution Centre	Priority	67.0%	65.0%	68.0%	63.0%	68.0%	65.0%
8	Pilsworth Road / JPA1.1 & SHDA employment	Priority	8.0%	7.0%	7.0%	7.0%	5.0%	6.0%
9	Pilsworth Road / Moss Hall Road - South (3 Arrows)	Priority	75.0%	54.0%	68.0%	72.0%	49.0%	59.0%
10	Pilsworth Road / Moss Hall Road - North (Fowler Welch)	Priority	68.0%	59.0%	71.0%	67.0%	56.0%	63.0%
11	M66 J3	Signals	WSP Vissim Modelling Results reported on Separately					
12	M66 J2	Signals	124.0%	99.0%	116.0%	124.0%	99.0%	116.0%
13	Whittle Lane / A6045 Heywood Old Road	Priority	27.0%	18.0%	39.0%	28.0%	18.0%	32.0%
14	A6045 Heywood Old Road / Langley Lane	Signals	73.2%	60.3%	83.4%	74.9%	62.3%	82.0%
15	Langley Lane / A6046 Hollin Lane	Priority	52.0%	46.0%	55.0%	53.0%	45.0%	55.0%
16	A6045 Manchester Road / Coronation Avenue	Signals	96.1%	74.8%	85.8%	95.2%	74.6%	82.3%
17	Hollins Brow / Hollins Lane	Priority	102.0%	77.0%	85.0%	103.0%	78.0%	85.0%
18	Hollins Brow / A56 Manchester Road	Signals	107.3%	93.4%	107.1%	107.6%	94.6%	105.6%
19	M60 J18	Signals	No model, consideration of impacts required (See HTWG notes 1)					
20	M62 J20	Signals	NH request this junction is assessed for JPA 1.2					
21	M60 J19	Both	NH request this junction is assessed for JPA 1.2					
22	A576 Middleton Road / A6045 Heywood Old Road	Signals	94.9%	76.4%	91.9%	93.5%	75.4%	91.6%
23	A58 Rochdale Road / B6221 Wash Lane traffic signals (TRANSYT with J12)	Signals	85.0%	82.0%	83.0%	78.0%	75.0%	79.0%

Cumulative Assessment Quantum vs Proposed Scheme Quantum

Comparing the 2039 Policy Off, Do Something Assessments, With the M62 Access Solution

Run 14 vs 22.1

Model Run Descriptions

Run 14	2039 DS3 (Cumulative JPA1.1 & JPA 1.2) - Policy Off - With M62 Access Solution*
Run 22.1	2039 DS1 (Application Quantum) - Policy Off - With M62 Access Solution*

*In both Runs 14 and 22.1 - the Western Access is included, Whittle Lane is open (capacity limited), the South Heywood is not built

Key

AM	AM peak hour (0800-0900)
IP	Interpeak (average hour between 1000-1600)
PM	PM peak hour (1700-1800)
	DoS/ RFC = <90%
	DoS/ RFC 90% to 100%
	DoS/ RFC > 100%
	Not assessed, forecast to operate within acceptable limits with higher volumes

Summary Results (Max DoS/ RFC on any arm of the Junction)

TT Ref:	Jct. Name	Type	Run 14			Run 22.1		
			AM	IP	PM	AM	IP	PM
1	M62 J19	Signals	82.0%	68.0%	86.0%			
2	A6045 Manchester Road / Queen Elizabeth II Way (QEII Way)	Signals	58.3%	50.1%	75.8%			
3	QEII Way / Hareshill Road / SH residential & local centre		Junction no longer proposed by South Heywood Masterplan					
4	Hareshills Road / Hill Top Road	Signals	64.2%	71.4%	57.6%			
5	Hareshill Road / Pilsworth Road	Signals	81.3%	67.5%	74.6%			
6	A58 Bridge St / Pilsworth Road	Signals	139.1%	92.6%	100.4%	144.5%	87.5%	96.9%
7	Pilsworth Road / Heywood Distribution Centre	Priority	67.0%	65.0%	68.0%			
8	Pilsworth Road / JPA1.1 & SHDA employment	Priority	8.0%	7.0%	7.0%			
9	Pilsworth Road / Moss Hall Road - South (3 Arrows)	Priority	75.0%	54.0%	68.0%			
10	Pilsworth Road / Moss Hall Road - North (Fowler Welch)	Priority	68.0%	59.0%	71.0%			
11	M66 J3	Signals	WSP Vissim Modelling Results reported on Separately					
12	M66 J2	Signals	124.0%	99.0%	116.0%	120.0%	94.0%	112.0%
13	Whittle Lane / A6045 Heywood Old Road	Priority	27.0%	18.0%	39.0%			
14	A6045 Heywood Old Road / Langley Lane	Signals	73.2%	60.3%	83.4%			
15	Langley Lane / A6046 Hollin Lane	Priority	52.0%	46.0%	55.0%			
16	A6045 Manchester Road / Coronation Avenue	Signals	96.1%	74.8%	85.8%	91.0%	71.8%	86.2%
17	Hollins Brow / Hollins Lane	Priority	102.0%	77.0%	85.0%	94.0%	75.0%	80.0%
18	Hollins Brow / A56 Manchester Road	Signals	107.3%	93.4%	107.1%	99.6%	93.2%	101.8%
19	M60 J18	Signals	No model, consideration of impacts required (See HTWG notes 1)					
20	M62 J20	Signals	NH request this junction is assessed for JPA 1.2					
21	M60 J19	Both	NH request this junction is assessed for JPA 1.2					
22	A576 Middleton Road / A6045 Heywood Old Road	Signals	94.9%	76.4%	91.9%	84.5%	76.9%	87.7%
23	A58 Rochdale Road / B6221 Wash Lane traffic signals (TRANSYT with J12)	Signals	85.0%	82.0%	83.0%	87.0%	79.0%	82.0%

