

Appendix R: Junction Assessments: Results Overview Table (Run 0 vs Run 20, Run 21 and Run 25)

Comparison between 2039 Policy On, Do Minimum and Do Something Cumulative Assessments, With and Without the M62 Access Solution

Run 0 vs 20, 21, 25

Model Run Descriptions

Run 0	2039 Baseline - Policy On
Run 20	2039 DS3 (Cumulative JPA1.1 & JPA 1.2) - Policy On - with M62 Access Solution*
Run 21	2039 DS3 (Cumulative JPA1.1 & JPA 1.2) - Policy On - without M62 Access Solution*
Run 25	2039 DS3 (Cumulative JPA1.1 & JPA 1.2) - Policy On - with M62 Access Solution**

*In both Run 20 and 21 - the Western Access is included, Whittle Lane is open (capacity limited), South Heywood Link is not built

** In Run 25 - the Western Access is included, Whittle Lane is closed (Public Transport Only), South Heywood Link 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 0			Run 20			Run 21			Run 25		
			AM	IP	PM	AM	IP	PM	AM	IP	PM	AM	IP	PM
1	M62 J19	Signals	92.0%	83.0%	91.0%	89.0%	57.0%	72.0%	117.0%	72.0%	88.0%	85.0%	66.0%	71.0%
2	A6045 Manchester Road / Queen Elizabeth II Way (QEII Way)	Signals	53.8%	32.6%	40.9%	52.7%	35.3%	42.6%	70.3%	47.4%	66.3%	49.7%	54.9%	72.8%
3	QEII Way / Hareshill Road / SH residential & local centre		Junction no longer proposed by South Heywood Masterplan											
4	Hareshills Road / Hill Top Road	Signals	65.9%	40.5%	50.7%	46.8%	46.8%	50.8%	60.7%	42.4%	53.3%	54.3%	52.1%	58.0%
5	Hareshill Road / Pilsworth Road	Signals	49.3%	45.4%	43.1%	73.8%	51.3%	63.0%	78.4%	62.6%	69.5%	55.7%	42.0%	61.0%
6	A58 Bridge St / Pilsworth Road	Signals	99.1%	74.5%	85.9%	102.8%	73.7%	83.1%	105.8%	78.9%	82.8%	114.4%	74.9%	81.2%
7	Pilsworth Road / Heywood Distribution Centre	Priority	26.0%	29.0%	35.0%	29.0%	31.0%	39.0%	42.0%	38.0%	47.0%	35.0%	31.0%	38.0%
8	Pilsworth Road / JPA1.1 & SHDA employment	Priority	0.0%	0.0%	0.0%	1.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
9	Pilsworth Road / Moss Hall Road - South (3 Arrows)	Priority	77.0%	44.0%	72.0%	65.0%	43.0%	56.0%	70.0%	67.0%	84.0%	65.0%	39.0%	52.0%
10	Pilsworth Road / Moss Hall Road - North (Fowler Welch)	Priority	85.6%	72.4%	82.3%	58.0%	47.0%	58.0%	59.0%	53.0%	71.0%	57.0%	43.0%	54.0%
11	M66 J3	Signals	WSP Vissim Modelling Results reported on Seperately											
12	M66 J2	Signals	101.0%	83.0%	97.0%	104.0%	87.0%	101.0%	101.0%	88.0%	100.0%	105.0%	88.0%	102.0%
13	Whittle Lane / A6045 Heywood Old Road	Priority	33.0%	20.0%	38.0%	17.0%	16.0%	25.0%	40.0%	23.0%	56.0%	0.0%	0.0%	0.0%
14	A6045 Heywood Old Road / Langley Lane	Signals	78.5%	47.1%	76.1%	67.7%	46.7%	67.8%	71.7%	49.3%	70.6%	51.3%	41.6%	60.6%
15	Langley Lane / A6046 Hollin Lane	Priority	57.0%	33.0%	50.0%	54.0%	34.0%	39.0%	59.0%	36.0%	49.0%	51.0%	16.0%	21.0%
16	A6045 Manchester Road / Coronation Avenue	Signals	89.4%	88.7%	89.1%	78.3%	59.2%	74.0%	80.3%	63.7%	79.2%	75.1%	56.4%	71.5%
17	Hollins Brow / Hollins Lane	Priority	73.0%	54.0%	66.0%	85.0%	62.0%	75.0%	86.0%	60.0%	76.0%	86.0%	62.0%	75.0%
18	Hollins Brow / A56 Manchester Road	Signals	90.2%	77.8%	89.5%	98.3%	84.0%	91.5%	103.9%	85.7%	91.9%	98.8%	84.4%	90.7%
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	70.2%	51.6%	89.6%	85.6%	67.7%	84.9%	84.1%	68.4%	89.5%	81.3%	64.2%	100.0%
23	A58 Rochdale Road / B6221 Wash Lane traffic signals (TRANSYT with J12)	Signals	73.0%	70.0%	74.0%	75.0%	65.0%	78.0%	79.0%	74.0%	77.0%	78.0%	65.0%	76.0%