

Heaton Moor Road / Peel Moat Road / Broomfield Road - Modelling Results

Link Description	AM Peak (08:00 – 09:00) Cycle time 80s			PM Peak (17:00 – 18:00) Cycle Time 80s		
	Degree of saturation (%)	Delay (s/pcu)	Queue length (metres)	Degree of saturation (%)	Delay (s/pcu)	Queue length (metres)
Heaton Moor Road from the southwest (all movements)	84.5	31.6	49	88.6	34.5	66
Heaton Moor Road from the northeast (all movements)	85.8	34.2	78	82.5	31.7	66
Peel Moat Road (all movements)	38.8	48.9	10	57.0	59.3	15
Broomfield Road (all movements)	15.6	43.6	4	14.1	46.9	3
Total Delay (pcu-hours)	10.8			11.6		

Notes:

1. The junction was modelled using LinSig (version 3.2.44).
2. The traffic flows used in this model are based upon a survey which took place on Thursday 12th September 2019.
3. These results represent the worse-case scenario where the pedestrian phase is demanded in every 80 second cycle.
4. There is insufficient space at the junction to provide right-turn pockets on Heaton Moor Road. This has been accounted for in the traffic modelling, which has tested a worst-case scenario where temporary right-turn 'blocking' occurs.
5. The degree of saturation is a measure of how close to capacity a link is predicted to operate, with 90% taken to be the maximum practical capacity.
6. Queue lengths are average maximums and will therefore be exceeded for half the signal cycles.