mode
transport planning

Pringle Homes

Clitheroe Road, Whalley

Transport Assessment

July 2025

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Transport Assessment

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PROJECT NO: 328482

DATE: July 2025

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	250717 328482 TA v1.3.docx	RW	17 July 2025	Final	MA	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	31 March 2025	MA	Draft for project team review
1.1	29 May 2025	ME	Final version for planning submission
1.2	16 July 2025	RW	Updated layout – final version for planning submission
1.3	17 July 2025	RW	Updated layout – final version for planning submission

CONTENTS

APPENDICES

1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Pringle Homes (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development on Clitheroe Road in Whalley, Lancashire.

1.1.2 The proposed development comprises a total of 77 no. dwellings, with access taken from a new priority junction from Clitheroe Road.

1.1.3 The indicative development site boundary is shown in Figure 1.1.

Figure 1.1 : Indicative Development Site Boundary

1.2 Methodology

1.2.1 This Transport Assessment (TA) has been prepared to assess the development proposals, with consideration to vehicular and pedestrian access, expected trip generation and traffic impact, accessibility by sustainable modes of travel, parking provision and servicing arrangements.

1.2.2 The methodology for the TA adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007). Whilst the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TA.

1.2.3 Highways Pre-Application advice (Pre-App) was sought from Lancashire County Council (LCC) Highways. A meeting was held with LCC Highways on Thursday 23rd January 2025, and a formal response was received following the meeting, dated Monday 27th January 2025. The formal response, as well as all relevant correspondence with LCC Highways, is attached in Appendix A.

1.2.4 A site visit was undertaken on Friday 13th December 2024.

1.2.5 A separate Framework Travel Plan (FTP) has also been produced to accompany the planning application, which sets out a framework to encourage sustainable travel and reduce single-occupancy car trips.

1.3 Report Structure

1.3.1 Following this introductory chapter, the TA has been structured as follows:

- Chapter 2 sets out the relevant national and local transport policy and guidance context;
- Chapter 3 describes the site location, local highway network and collision data;
- Chapter 4 outlines the development proposals, vehicular access, servicing and parking;
- Chapter 5 details accessibility by non-car modes, including public transport, cycling and on foot;
- Chapter 6 details the expected trip generation and trip distribution;
- Chapter 7 provides the results of the traffic impact assessment; and
- Chapter 8 summarises and concludes the findings of the report.

2. Policy Consideration

2.1 Introduction

2.1.1 This chapter of the TA considers key current national and local transport policy as they relate to the development proposals. The following relevant documents have been reviewed:

- National Planning Policy Framework (2024);
- Lancashire County Council Highways and Transport Strategy 2023-2025; and
- A Local Plan for Ribble Valley : Core Strategy 2008 – 2028.

2.1.2 Legislation and policy play an important role in shaping and guiding a new development. As such, the purpose of this chapter is to outline the relevant transport related policies which influence the proposed development from a national and local level.

2.2 National Transport Planning Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied.

2.2.2 Chapter 9 of the NPPF, 'Promoting Sustainable Transport', sets out the important role that transport issues and policies have in facilitating sustainable development. Paragraph 110 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.2.3 Specifically, Paragraph 115 states that when assessing applications for development, *"it should be ensured that*:

- *Sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Code and the National Model Design Code; and*

- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach."*

2.2.4 In terms of highways impact and safety, Paragraph 116 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.2.5 Within this context, Paragraph 117 goes on to state that *"applications for development should:*

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclist and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.3 Regional Planning Policy

Lancashire County Council Highways and Transport Strategy 2023-2025

2.3.1 LCC's Highways and Transport Strategy provides a high-level view of how they will deliver their highways- and transport-related responsibilities between 2023 and 2025, governed by four main priorities:

1. Highways asset management
2. Network management and safety
3. Public transport and active travel
4. Strategic partnerships

2.3.2 In relation to network management and safety, LCC will aim to provide a network that *'transport network will provide for the safe and efficient movement of its users by a choice of ways to travel. Particular problems of traffic congestion and road capacity that have previously limited economic growth in key areas are being resolved or mitigated'.* LCC therefore pledge to:

- *'Manage our network effectively';*
- *'Continue towards our overriding aim that people are safe and feel safe on our roads';*
- *'Transform our streets and places to create safe and social spaces'*
- *'Deliver local safety improvements and employ route-based interventions to improve the safety of 'high risk' parts of our road network, using preventative measures to manage speeds and improve driver behaviour';*
- *'Work with local planning authorities and developers to ensure that new developments can be accessed safely with adequate provision to safeguard vulnerable users, pedestrians and cyclists*'; and
- *'Work with parish and town councils to deliver local safety improvements and encourage safe and responsible behaviour by road users.'*

2.3.3 Regarding public transport and active travel, LCC will:

- *'Deliver bus priority and other service improvements to make public transport the preferred choice of travel in Lancashire';*
- *'Improve the rail travel offer across Lancashire through the improvement of services and network infrastructure*'; and
- *Put walking and cycling at the forefront of our local transport planning and bus travel for longer local journeys'.*

2.4 Local Planning Policy

A Local Plan for Ribble Valley: Core Strategy 2008 – 2028.

2.4.1 The Core Strategy is the central document to the Local Development Framework (LDF) which establishes the vision, underlying objectives and key principles that will guide development across Ribble Valley up to 2028.

2.4.2 Chapter 10 of the Core Strategy relates to Development Management Polices, which aid decision making in relation to planning applications.

2.4.3 Sustainable development underpins Policy DMG3 of the Core Strategy, 'Transport and Mobility'. Policy DMG3 states that the Local Planning Authority will consider:

- *'The availability and adequacy of public transport and associated infrastructure to serve those moving to and from the development*
- *The relationship of the site to the primary route network and the strategic road network*
- *The provision made for access to the development by pedestrian, cyclists and those with reduced mobility*
- *Proposals which promote development within existing developed areas or extensions to them at locations which are highly accessible by means other than the private car*

- *Proposals which locate major generators of travel demand in existing centres which are highly accessible by means other than the private car.*
- *Proposals which strengthen existing town and village centres which offer a range of everyday community shopping and employment opportunities by protecting and enhancing their vitality and viability*
- *Proposals which locate development in areas which maintain and improve choice for people to walk, cycle or catch public transport rather than drive between homes and facilities which they need to visit regularly*
- *Proposals which limit parking provision for developments and other on or off street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives.*

2.4.4 All major proposals should *'offer opportunities for increased use of, or the improved provision of, bus and rail facilities'* and *'will be required to provide adequate car parking and servicing space in line with currently approved standards'.*

2.5 Summary

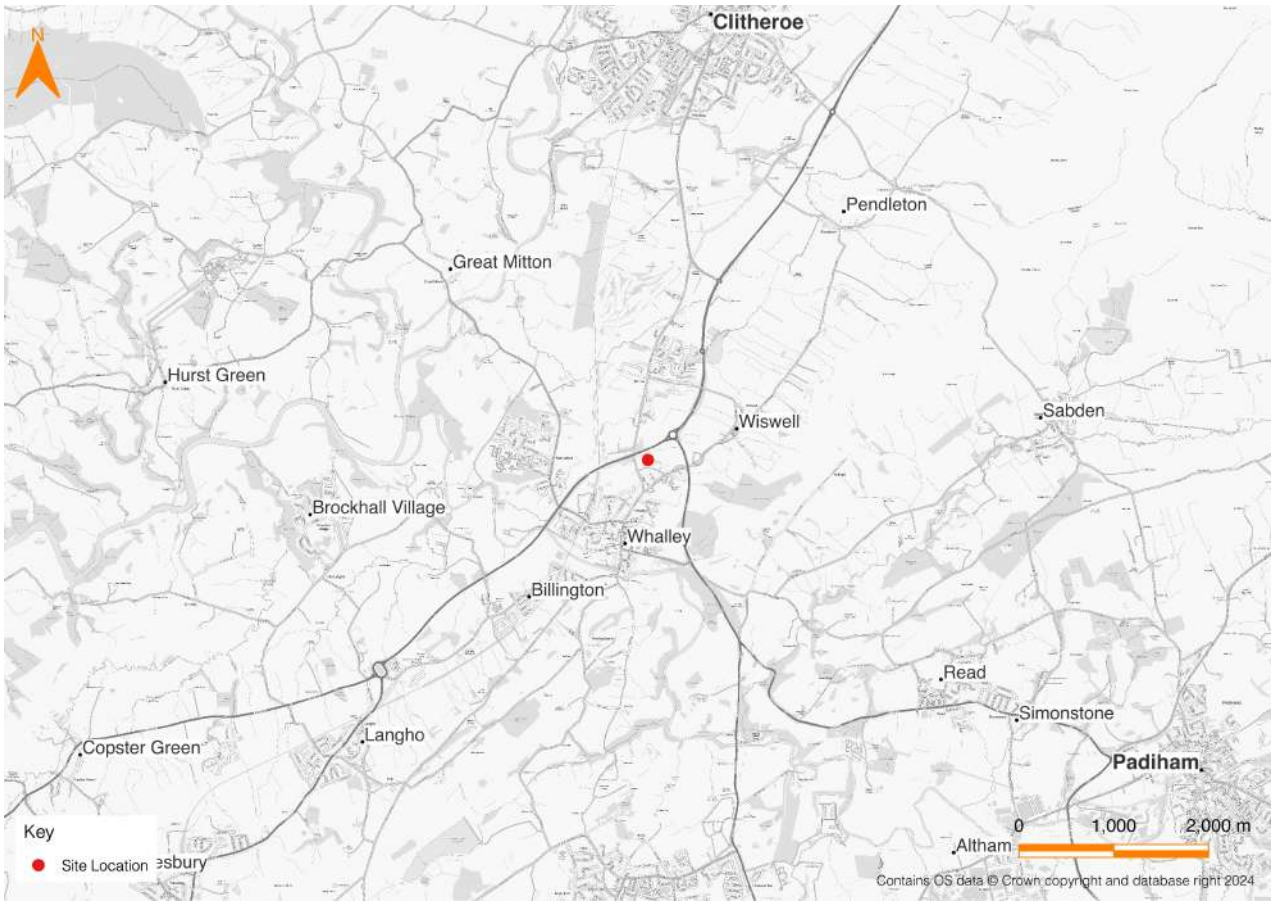
2.5.1 In accordance with the national and local policy, this planning application is supported by a TA which details the site's accessibility by sustainable modes of travel (Chapter 5) and assesses the impact of the proposed development of the local highway network (Chapter 7).

3. Existing Conditions

3.1 Site Location

3.1.1 The development site is located in Whalley, c.800m north of Whalley Village centre, c.900m west of Wiswell and c.4.7km south of Clitheroe, as shown in Figure 3.1.

Figure 3.1 : Strategic Site Location



3.2 Existing Development Site

3.2.1 The development site currently comprises undeveloped land and vegetation to the east of Clitheroe Road that abuts the banking along the elevated section of the A59 to the north.

3.2.2 The existing development site is shown in Photograph 3.1 and Photograph 3.2.

Photograph 3.1 : Existing Development Site

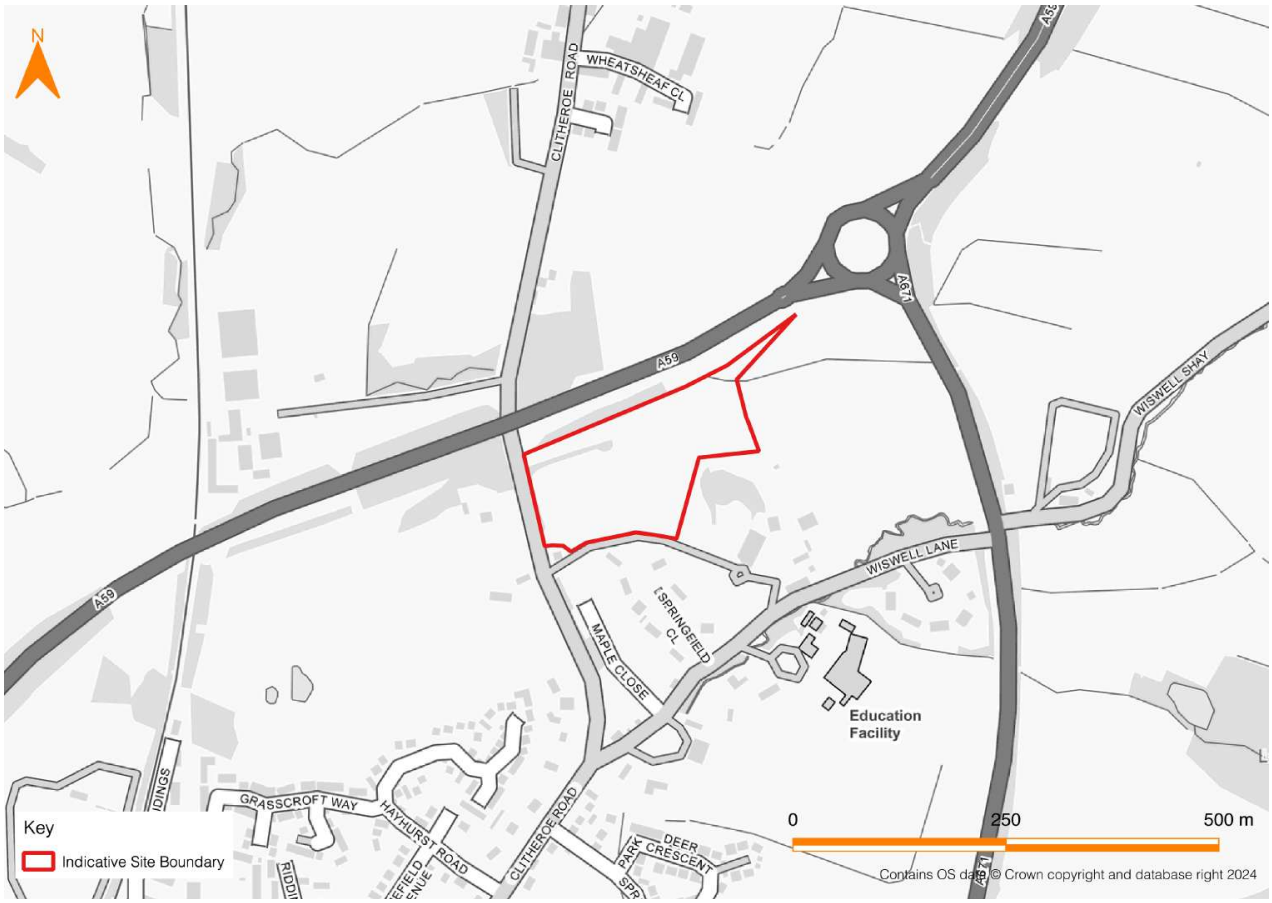
Photograph 3.2 : Existing Development Site

3.3 Local Highway Network

3.3.1 The development site is bound to the west by Clitheroe Road and to the north and east by existing vegetation and trees, as well as the banking along the elevated section of the A59. To the south, the development site abuts an existing access road which serves existing residential properties to the south and east.

3.3.2 Figure 3.2 shows the location of the site in the context of the local highway network.

Figure 3.2 : Local Highway Network



Clitheroe Road

3.3.3 Access to the site will be taken from Clitheroe Road, which runs in a broadly north-south alignment to the west of the site.

3.3.4 Clitheroe Road provides access to the village of Barrow to the north, and into the centre of Whalley to the south.

3.3.5 The existing conditions along Clitheroe Road are summarised in Table 3.1 and shown in Photograph 3.3 to Photograph 3.5.

Table 3.1 : Clitheroe Road – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.0-2.6m
Road Type	Two-way single carriageway	Pedestrian Facilities	Footway available to west of carriageway
Speed Limit	30mph / 40mph	Cycle Facilities	No
Carriageway Width	c.8.0m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

3.3.6 As shown in Photograph 3.3 and Photograph 3.4, a speed limit change is in place adjacent to the development site. This is indicatively shown in Figure 3.3, which shows the existing 40mph speed limit to the north, which continues to Barrow, and the existing 30mph speed limit to the south, towards Whalley.

3.3.7 Currently, the 40mph speed limit is located adjacent to the proposed site access location.

Photograph 3.3 : Clitheroe Road – northbound

Photograph 3.4 : Clitheroe Road – southbound

Figure 3.3 : Clitheroe Road – Indicative Location of Existing Speed Limit Change

Photograph 3.5 : Clitheroe Road – Bus Stop

3.3.8 An Automatic Traffic Counter (ATC) was placed on Clitheroe Road adjacent to the proposed site access location from Friday 13th – Thursday 19th December 2024 by an independent survey company to ascertain the existing speeds on the road.

3.3.9 A summary of the ATC results is presented in Table 3.2.

Table 3.2 : Clitheroe Road - ATC Results

Direction	Average One-Way Flow (per day)	Average Speed	85th Percentile Speed
Northbound	3,629	36.0mph	41.0mph
Southbound	3,473	34.7mph	39.9mph

3.3.10 Table 3.2 shows that the recorded 85th percentile speeds, both northbound and southbound, comply closely with the existing posted speed limit of 40mph adjacent to the proposed development site.

3.4 Road Safety

3.4.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period between 2019 and 2023.

3.4.2 Figure 3.4 shows the extent of the study area on the local highway network, which covers Clitheroe Road within the vicinity of the site.

Figure 3.4 : Personal Injury Collisions Map (source : CrashMap)

3.4.3 As shown in Figure 3.4, no PICs were recorded in the study area between 2019 and 2023.

3.4.4 Therefore, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.

3.5 Public Rights of Way

3.5.1 There are no Public Rights of Way (PRoWs) within or along the site boundary.

3.5.2 There is however a network of PRoW available within the vicinity of the site, which could be used by future residents, as shown in Figure 3.5.

Figure 3.5 : Public Right of Way Map (source : LCC)

3.6 Air Quality

3.6.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the site is not located within an Air Quality Management Area (AQMA).

4. Development Proposals

4.1 Proposed Use

4.1.1 The proposed development comprises a total of 77 no. dwellings, with associated car parking provision and landscaping.

4.1.2 The proposed site layout is shown in Figure 4.1 and attached in Appendix B.

Figure 4.1 : Proposed Site Layout (source : MCK Associates)

4.2 Proposed Site Access Arrangement

4.2.1 Access to the site will be via a new priority junction on Clitheroe Road, which will feature a ghost right-turn lane. The access road will provide a 5.5m wide carriageway and 6m corner radii.

4.2.2 The access will include a 3m wide shared footway / cycleway on each side, reducing to 2m footways within the site. Internally, cyclists will then use the carriageway.

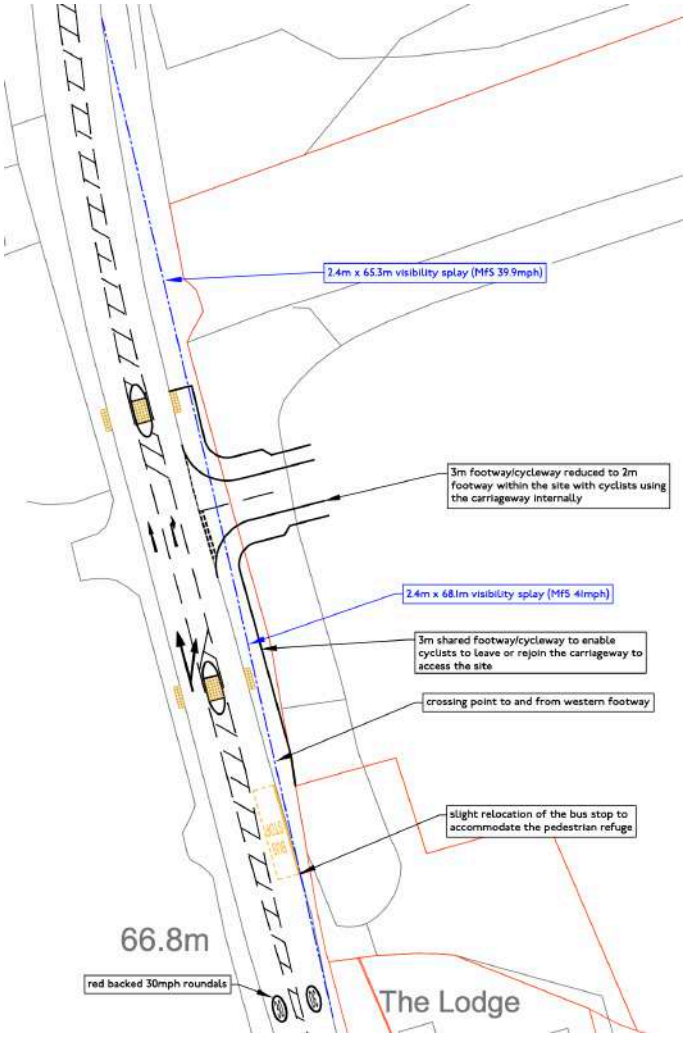
4.2.3 Adjacent to the site, Clitheroe Road is currently subject to a 40mph speed limit as described previously. As part of the proposals, Clitheroe Road would be reduced to a 30mph speed limit across the site frontage, as requested by LCC Highways during Pre-App discussions. This will create a continuous stretch of a 30mph speed limit between Barrow to the north and Whalley to the south.

4.2.4 To enforce the 30mph speed limit, traffic calming measures are proposed along Clitheroe Road, which are outlined in Section 4.3. The provision of a ghost right-turn lane at the proposed site access will form part of the traffic calming measures.

4.2.5 In line with Manual for Streets (MfS) guidance for 30mph roads, 2.4m x 43m visibility splays are achievable in both directions along Clitheroe Road. These visibility splays are deemed appropriate based on the proposals to reduce the speed limit to 30mph adjacent to the site, along with the traffic calming measures.

4.2.6 The proposed access arrangement, with achievable visibility splays along Clitheroe Road, are shown in Figure 4.2, and the full drawing (**Drawing J32-8482-PS-001**) attached in Appendix C.

Figure 4.2 : Proposed Site Access Arrangement

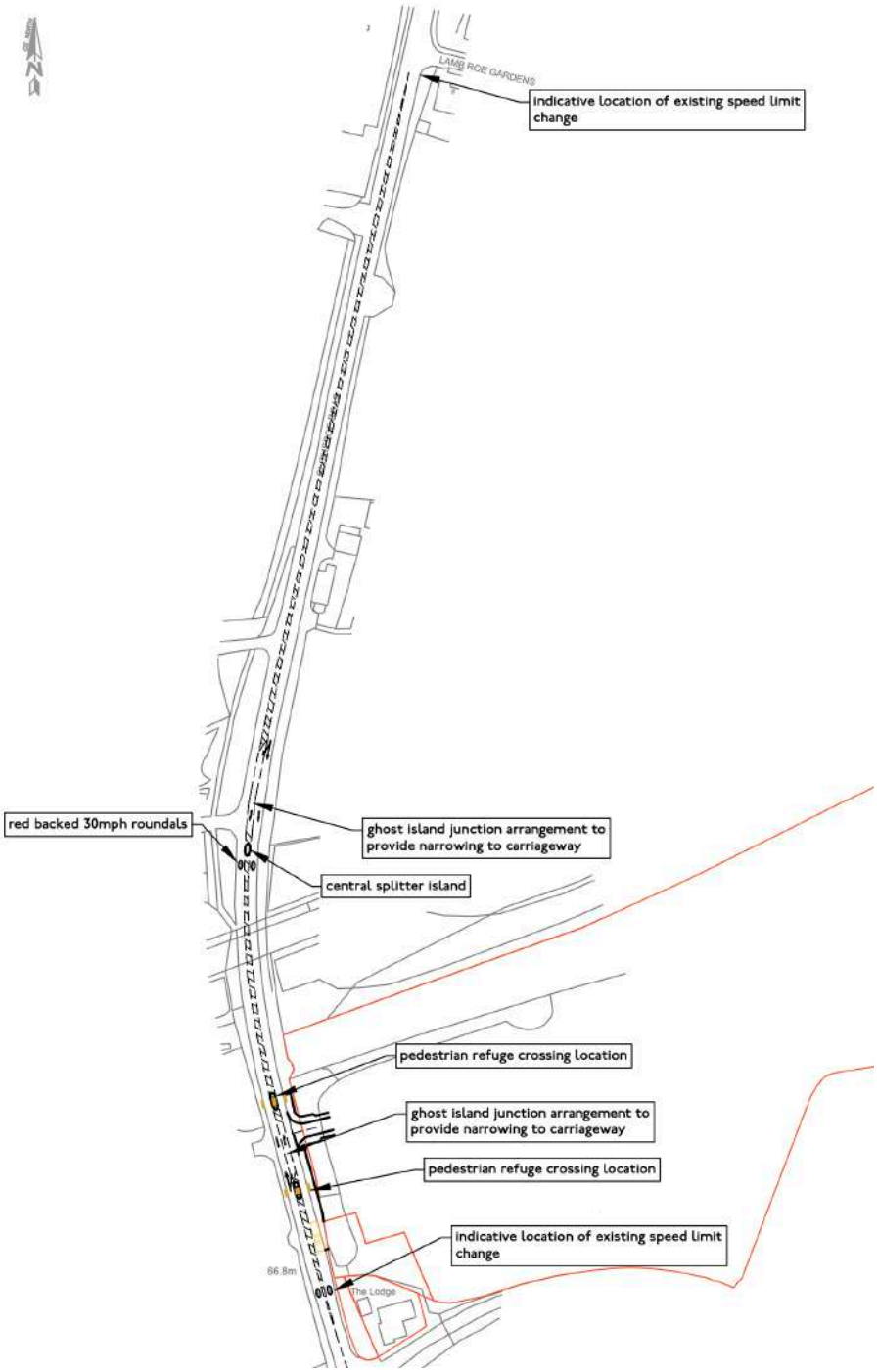


4.3 Clitheroe Road Traffic Calming Scheme

4.3.1 To enforce the proposed 30mph speed limit across the site's frontage and towards Barrow, traffic calming measures are proposed along Clitheroe Road in the vicinity of the site. These have been agreed in principle with LCC Highways during Pre-App discussions.

4.3.2 The proposed traffic calming measures along Clitheroe Road, are shown in Figure 4.3, with the full drawing (**Drawing J32-8482-PS-001**) attached in Appendix C.

Figure 4.3 : Proposed Clitheroe Road Traffic Calming Scheme



4.3.3 As shown in Figure 4.3, the traffic calming scheme includes:

- Provision of ghost island right-turn arrangements at the proposed site access arrangement, as well as at the Clitheroe Road / The Palm Tree Company Warehouse access junction to narrow the carriageway; and
- Several pedestrian crossing points, including adjacent to the site access and adjacent bus tops, as well as along Clitheroe Road. these will act as a traffic calming measure, whilst also improving pedestrian accessibility.

4.4 Bus Stop Relocation and Improvements

4.4.1 To accommodate the proposed pedestrian refuse island to the south of site access, it is proposed relocate the southbound bus stop on Clitheroe Road, as shown in Figure 4.2.

4.4.2 At the request of LCC Highways, it is also proposed to upgrade both the northbound and southbound bus stops to include bus shelters as part of the development proposals.

4.5 Servicing and Delivery Arrangements

4.5.1 Swept path analysis for a refuse collection vehicle, the largest vehicle expected to enter the site, has been undertaken at the site access and within the internal road network. This is shown in Figure 4.4 and Figure 4.5, with the full drawings (**Drawing J32-8482-PS-002/3**) attached in Appendix D.

Figure 4.4 : Swept Path Analysis – Site Access (11.2m Refuse Vehicle)

Figure 4.5 : Swept Path Analysis – Internal Layout (11.2m Refuse Vehicle)

4.5.2 As demonstrated in Figure 4.3, a refuse collection vehicle can safely enter the site, manoeuvre within the internal layout and exit in a forward gear.

4.5.3 Refuse collection vehicles can also get within an appropriate distance of each dwelling in line with bin collection distance guidance (MfS and BS:5906). The site's Waste Management Plan is attached in Appendix E.

4.6 Parking Provision

4.6.1 LCC's adopted parking standards are summarised in Appendix 2 of the *'Joint Lancashire Structure Plan',* adopted in March 2005.

4.6.2 LCC's residential (Use Class C3) parking standards are summarised in Table 4.1.

Table 4.1 : LCC Adopted Car Parking Standards (source : LCC)

Dwelling Type	Maximum Car Parking
1-bed	1 space per dwelling
2/3-bed	2 spaces per dwelling
4+ bed	3 spaces per dwelling

4.6.3 Parking will be provided in line with LCC's adopted parking standards.

5. Sustainable Accessibility and Active Travel

5.1 Introduction

5.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

5.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.

5.1.3 Paragraph 110 states that: *"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making."*

5.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

5.2 Pedestrian Accessibility

5.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in Table 5.1.

Table 5.1 : CIHT Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

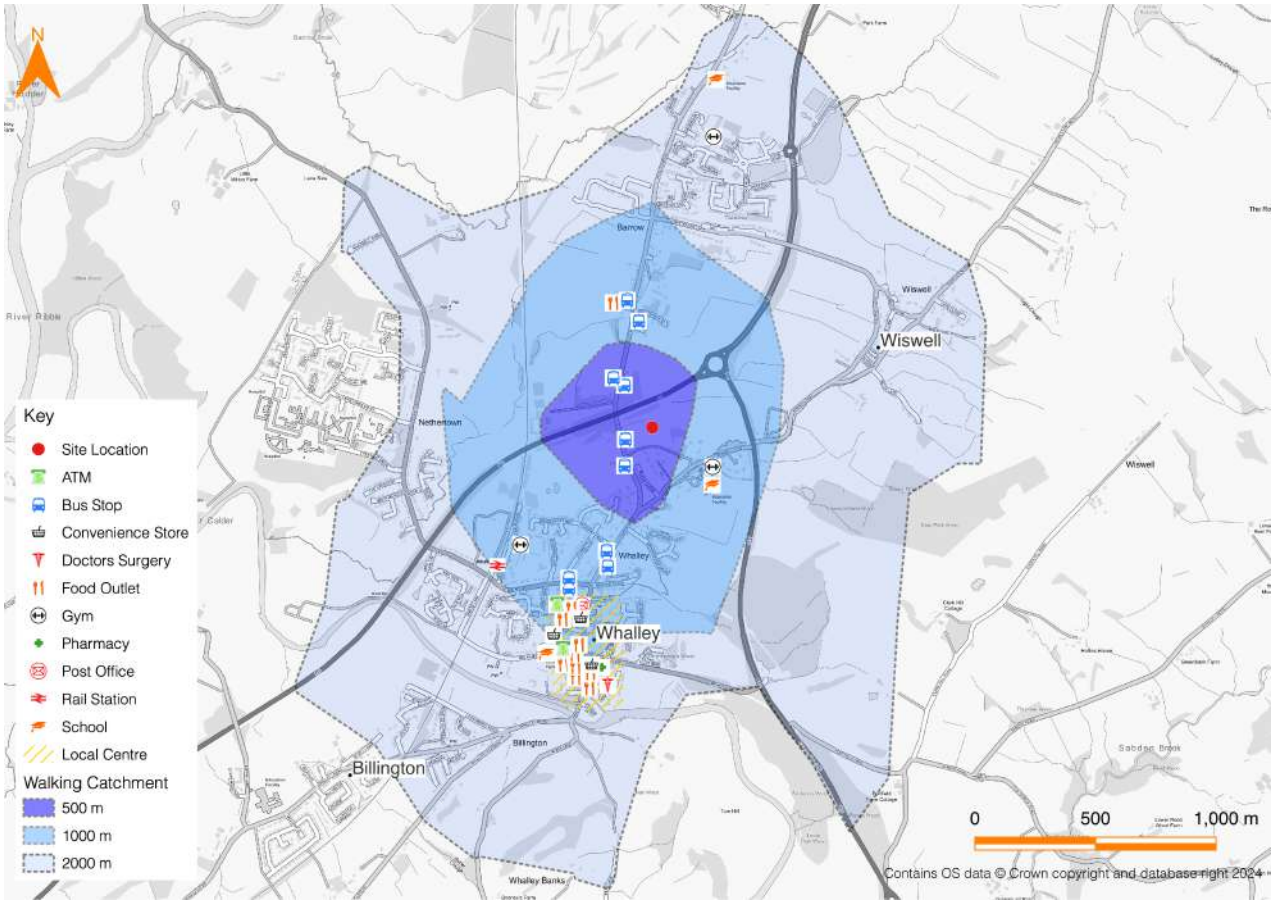
5.2.2 The CIHT guidelines shown in Table 5.1 suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

5.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

5.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.

5.2.5 Figure 5.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 5.1 : Walking Catchment Area with Local Amenities



5.2.6 Table 5.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 5.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Southbound Bus Stop on Clitheroe Road	100m	1 minute
Northbound Bus Stop on Clitheroe Road	180m	2 minutes
Oakhill School & Nursery	700m	8 minutes
Oakhill Leisure Centre	700m	8 minutes
The Eagle at Barrow Restaurant	700m	8 minutes
Whalley Village Centre	950m	11 minutes
Whalley Rail Station	1.2km	14 minutes

5.2.7 As shown in Figure 5.1, the closest bus stops to the site are located adjacent to the site on Clitheroe Road within c.180m (2-minute walk).

5.2.8 Within a 1,000m walking catchment, a range of amenities are available, particularly to the south of the site in the centre of Whalley, which is accessible within c.950m (11-minute walk). This includes various food outlets, convenience stores, the Whalley Medical Group and the Whalley Pharmacy.

5.2.9 Whalley Railway Station is also accessible within c.1.2km (14-minute walk) to the west of Whalley village centre.

5.2.10 Additional amenities are also available outside of the centre of Whalley, including the Oakhill School & Nursery and Oakhill Leisure Centre within c.700m (8-minute walk) to the southeast of the site, as well as The Eagle at Barrow Restaurant also accessible within c.700m (8-minute walk) along Clitheroe Road to the north.

5.2.11 As described previously, the local highway network benefits from an extensive network of footways, including dropped kerbs and tactile paving at pedestrian crossings, and the site is well situated in terms of accessibility to local bus services and local amenities. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

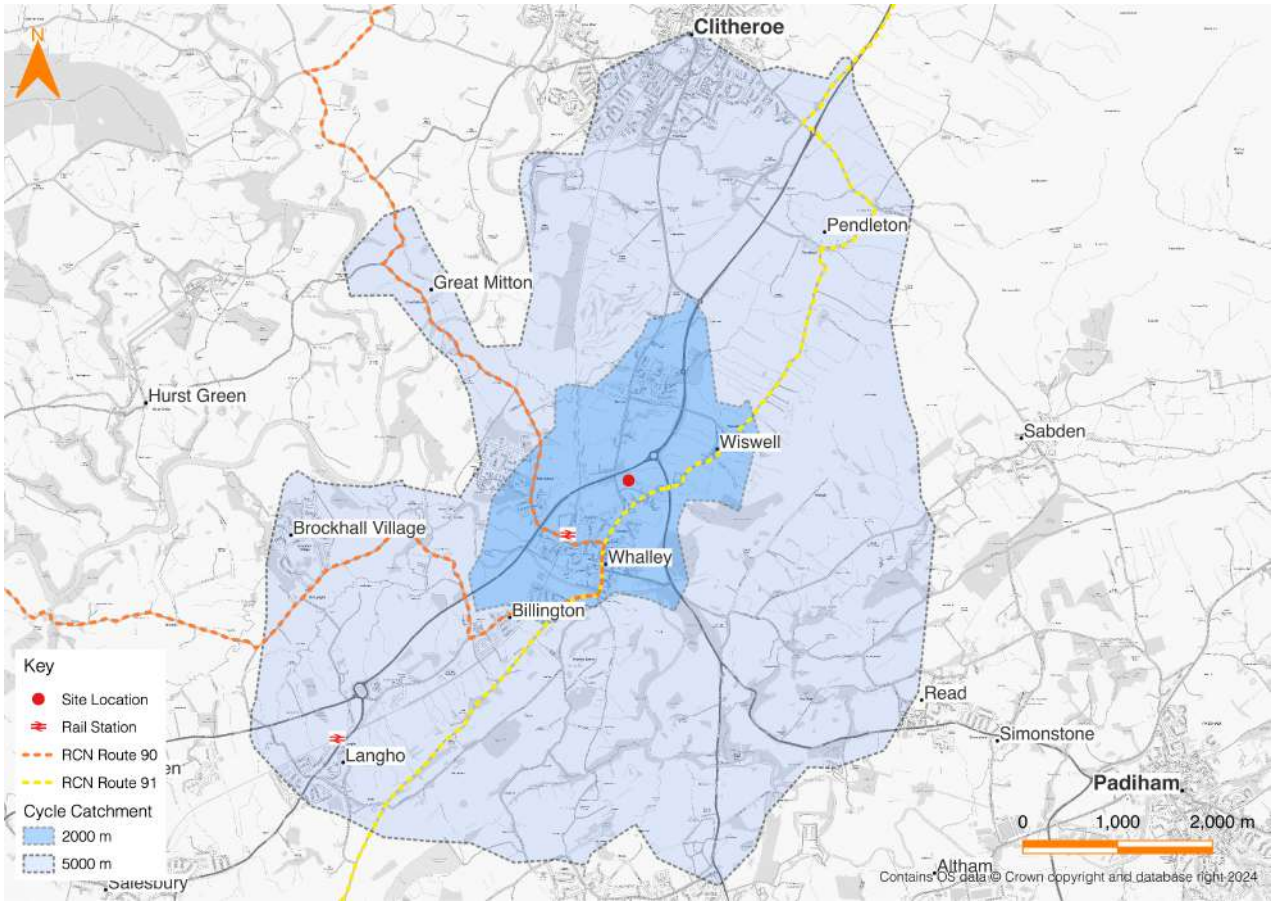
5.3 Cycle Accessibility

5.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

5.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.

5.3.3 Figure 5.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 5.2 : Cycle Catchment Plan



5.3.4 As shown in Figure 5.2, Whalley and Wiswell are available within a 2km cycle catchment, as well as Whalley Rail Station. A number of suburban areas, including Pendleton and Langho, as well as the south of Clitheroe, are located within a 5km cycle catchment of the site.

5.3.5 Regional Cycle Network (RCN) Routes 90 and 91 are also accessible within both the 2km and 5km cycle catchments; these both form part of the Lancashire Cycleway network. Both RCN routes run through the centre of Whalley along King Street, which is accessible via Clitheroe Road from the site.

5.3.6 Considering the close proximity of local cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for residents, particularly as an alternative to private car trips.

5.4 Public Transport Services

Local Bus Services

5.4.1 The closest bus stops to the site on located on Clitheroe Road adjacent to the site and are accessible within c.180m (2-minute walk).

5.4.2 It is also proposed to upgrade both the northbound and southbound bus stops to include bus shelters as part of the development proposals.

5.4.3 Table 5.3 provides a summary of routes and times of local public bus services accessible from these stops on Clitheroe Road.

Table 5.3 : Local Bus Services – Clitheroe Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
22 Valleyline	Clitheroe – Blackburn - Shadsworth	2	2	2	2	1
280	Preston – Clitheroe - Skipton	1	1	1	1	<1
637*	Billington St Augustine's Roman Catholic High School Service	<1	No Service	<1	No Service	No Service
859*	Clitheroe Royal Grammar School Service	<1	No Service	<1	No Service	No Service
995*	Myerscough College Service	<1	No Service	<1	No Service	No Service
M2 Mainline	Burnley – Padiham - Clitheroe	2	2	2	2	1
						Dedicated school / college service

5.4.4 As shown in Table 5.3, 3no. regular public services are available from Clitheroe Road. The 22 Valleyline and M2 Mainline services operate with a frequency of up to every 30 minutes on weekdays and Saturdays, which provide access to Clitheroe, Blackburn and Burnley. The no.280 service also operates hourly on these days, providing a bus service between Preston and Skipton.

5.4.5 Additional school / college only services are also available during peak hours on weekdays, serving Billington St Augustine's Roman Catholic High School, Clitheroe Royal Grammar School and Myerscough College.

5.4.6 The frequency and proximity of local bus services presents them as a convenient and realistic method of travel for future residents for leisure, commuting or accessing local amenities.

Rail Services

5.4.7 The closest rail station to the site is Whalley Station within c.1.2km (14-minute walk) to the southwest of the site, to the west of Whalley Village Centre. It is therefore accessible within both the walking and cycling catchments.

5.4.8 A summary of the direct rail services from Whalley Station are summarised in Table 5.4.

Table 5.4 : Direct Rail Services – Whalley Station

Destination	Approx. Frequency	Approx. Journey Time
Rochdale *via Blackburn, Bolton and Manchester Victoria*	1 service / hour	1 hour 35 minutes
Clitheroe	1 service / hour	8 minutes

5.4.9 As shown in Table 5.4, there are 2no. frequent rail services available from Whalley Station providing direct rail access to destinations including Manchester, Blackburn, Bolton, Clitheroe and Rochdale. These services also provide access to local stations along each respective route.

5.4.10 This demonstrates the site's accessibility by rail, particularly as an alternative to private car trips for commuting or as part of a multi-modal journey.

5.5 Summary

5.5.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision;
- Bus stops are located within a short walking distance from the site and are accessible via dedicated pedestrian routes;
- Access to a network of regional cycle routes within the local area;
- Regular bus services from Clitheroe Road provide access to areas such as Clitheroe, Blackburn, Preston, Skipton and Burnley;
- Dedicated school / college only services provide access to several local schools / colleges during peak hours; and
- Whalley Railway Station provides frequent and direct rail services to a wide range of destinations including Manchester, Bolton and Clitheroe. These services also provide access to local stations along their routes.

5.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

5.5.3 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'.*

5.5.4 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

6. Trip Generation and Trip Distribution

6.1 TRICS Trip Rates

6.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed residential development. Vehicles trip rates have been derived from the TRICS database (v7.11.4) using the '*Residential – Houses Privately Owned*' land use category.

6.1.2 The TRICS trip rates were approved by LCC Highways during Pre-App discussions. The full TRICS outputs are attached in Appendix F.

6.1.3 TRICS surveys during the COVID-19 lockdowns were removed as it is likely that travel behaviours were affected during this time.

6.1.4 In line with the *'TRICS Good Practice Guide 2021'*, no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.

6.1.5 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation. Therefore, the 'Suburban Area' and 'Edge of Town' location types have been selected.

6.2 Trip Generation

6.2.1 The TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in Table 6.1.

Table 6.1 : TRICS Trip Generation (per dwelling) - Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate *'Residential – Houses Privately Owned'*	0.174	0.403	**0.577**	0.357	0.177	**0.534**
Proposed Development (77no. dwellings)	13	31	**44**	27	14	**41**

6.2.2 As shown in Figure 6.1, the proposed development is expected to generate **44** two-way trips during the AM peak hour and **41** two-way trips during the PM peak hour.

6.3 Trip Distribution

6.3.1 A trip distribution exercise has been undertaken based on 2011 Census Data (Location of usual residence and place of work) for 'Car Drivers' residing in Middle Layer Super Output Area (MSOA) 'Ribble Valley 007'.

6.3.2 The data has been used to inform the pattern of arrivals and departures to / from the site to / from the top 30 MSOAs and Local Authority Districts (LAD's) across the northwest of England. Please note that any trips to MSOA's included within the top 30 were subtracted from their corresponding LAD to avoid any double counting.

6.3.3 A summary of the trip distribution is shown in Table 6.2, with full calculations attached in Appendix G.

Table 6.2 : 2011 Census – Trip Distribution

MSOA / LAD	Total	Percentage
E02005276 : Ribble Valley 007	347	13.0%
E02005271 : Ribble Valley 002	173	6.5%
E02002620 : Blackburn with Darwen 006	160	6.0%
E02002625 : Blackburn with Darwen 011	125	4.7%
E02005272 : Ribble Valley 003	101	3.8%
E02005277 : Ribble Valley 008	93	3.5%
E02005274 : Ribble Valley 005	83	3.1%
E02005213 : Hyndburn 002	78	2.9%
E02005178 : Burnley 003	75	2.8%
E02002615 : Blackburn with Darwen 001	62	2.3%
E02005270 : Ribble Valley 001	62	2.3%
E02005212 : Hyndburn 001	55	2.1%
E02005219 : Hyndburn 008	51	1.9%
E02005269 : Preston 017	48	1.8%
E02002622 : Blackburn with Darwen 008	41	1.5%
E02005215 : Hyndburn 004	34	1.3%
E02002617 : Blackburn with Darwen 003	29	1.1%
E02005252 : Pendle 013	28	1.1%
E02005186 : Burnley 011	27	1.0%
E02005214 : Hyndburn 003	26	1.0%
E02002624 : Blackburn with Darwen 010	24	0.9%

MSOA / LAD	Total	Percentage
E02005217 : Hyndburn 006	24	0.9%
E02005256 : Preston 004	24	0.9%
E02005177 : Burnley 002	22	0.8%
E02002630 : Blackburn with Darwen 016	20	0.8%
E02002619 : Blackburn with Darwen 005	19	0.7%
E02005209 : Fylde 007	19	0.7%
E02005275 : Ribble Valley 006	18	0.7%
E02005218 : Hyndburn 007	17	0.6%
E02005179 : Burnley 004	16	0.6%
Preston	83	3.1%
Blackburn with Darwen	79	3.0%
South Ribble	69	2.6%
Pendle	61	2.3%
Manchester	39	1.5%
Rossendale	38	1.4%
Blackpool	35	1.3%
Burnley	35	1.3%
Chorley	34	1.3%
Bolton	32	1.2%
Bury	29	1.1%
Wyre	23	0.9%
Lancaster	22	0.8%
Salford	19	0.7%
Trafford	19	0.7%
Rochdale	16	0.6%
Fylde	15	0.6%
Hyndburn	15	0.6%
Warrington	14	0.5%
Oldham	13	0.5%
Stockport	10	0.4%
Wigan	9	0.3%
Ribble Valley	9	0.3%
Cheshire East	8	0.3%

MSOA / LAD	Total	Percentage
West Lancashire	8	0.3%
South Lakeland	7	0.3%
Tameside	5	0.2%
Liverpool	5	0.2%
Cheshire West and Chester	4	0.2%
Knowsley	2	0.1%
Halton	2	0.1%
Sefton	1	0.0%
Barrow-in-Furness	1	0.0%
Copeland	1	0.0%
Eden	1	0.0%
Total	2,664	100%

6.3.4 The percentages shown in Table 6.2 were assigned to routes across the local highway network based on expected journey times to the above locations. The journey time assessment was undertaken using Google Maps for each peak hour.

6.3.5 It should be noted that as part of the Lawsonsteads Development (App Ref : 3/2013/0137), a new signalised junction has been provided from Springwood Rive onto the A671, to reduce vehicle trips through Whalley and along Wiswell Lane. As the development is not yet operational, this trip distribution exercise has not taken into account the future operation of this junction. Therefore, this will support the robust junction capacity assessments outlined in Chapter 7.

6.3.6 As shown in Table 6.2, 13% of trips are distributed internally within the 'Ribble Valley 007' MSOA. For route assignment purposes, it was assumed that these trips were distributed to / from Billington due to its central location within the MSOA.

6.3.7 It should also be noted that where a genuine route choice exists with a minimal difference in expected journey time, traffic was assigned evenly to each route.

6.3.8 The full calculations for the distribution of trips to each origin / destination the attached in Appendix G.

6.3.9 The network diagrams attached in Appendix H also present the development trip distribution and route assignment across the study area.

7. Traffic Impact Assessment

7.1 Introduction

7.1.1 On the basis that the proposed development will result in an increase of 30 or more two-way vehicle movements during the AM or PM peak period, and at the request of LCC Highways, junction capacity analysis has been undertaken at the following off-site junctions:

- A671 / Whalley Road signalised junction
- King Street / Accrington Road mini-roundabout
- Clitheroe Road / King Street / Station Road / Brooke's Lane mini-roundabout

7.1.2 The proposed site access junction has also been assessed.

7.2 Assessment Traffic Flows

7.2.1 Manual classified count (MCC) and queue length surveys were undertaken at the junctions listed above on Wednesday 5th February 2025. All raw survey data is attached in Appendix I.

7.2.2 As stated previously, an ATC was placed on Clitheroe Road adjacent to the proposed site access location from Friday 13th to Thursday 19th December 2024. This raw survey data is also attached in Appendix I.

7.2.3 The 2025 base traffic flow data in the AM and PM peak hours is shown in the network diagrams attached in Appendix H.

7.3 Assessment Scenarios

7.3.1 The assessment periods over which the development trips will be assessed on the local highway network are listed below:

- AM Peak: 08:00 to 09:00 was determined to be the network AM peak.
- PM Peak: 16:00 to 17:00 was determined to be the network PM peak.

7.3.2 The following assessment scenarios are proposed for the weekday AM and PM peak hours:

- 2025 Base
- 2030 Base + Committed
- 2030 Base + Committed + Development

7.3.3 The 2030 future year represents a future year 5-years post submission of the planning application.

7.4 Background Traffic Growth

7.4.1 To represent future traffic conditions on the local highway network, TEMPRO has been used to derive locally adjusted background traffic growth factors for the weekday AM and PM peak periods.

7.4.2 TEMPRO v8.0 calibrated with the Regional Transport Model (RTM 18) dataset has been used to generate traffic growth factors specific to the site's MSOA, 'Ribble Valley 007'.

7.4.3 The '2024-2025' growth factors have been applied to the 2024 ATC data, to enable the 2025 baseline flows to be generated. The future year growth factors have been applied to the 2025 base flows to generate future baseline flows for 2030.

7.4.4 A summary of the AM and PM peak period TEMPRO growth factors is shown in Table 7.1.

Table 7.1 : TEMPRO Growth Factors ('Ribble Valley 007' MSOA)

Day / Time Period	2024 - 2025	2025 - 2030
Weekday AM Period	1.0055	1.0568
Weekday PM Period	1.0053	1.0571

7.5 Committed Development

7.5.1 At the request of LCC Highways, the following committed development has been considered:

- **Lawsonsteads Development (App Ref : 3/2013/0137)** – 'A residential mixed-use development comprising up to 260 dwellings (C3), a primary school (D1), a new vehicular link between Clitheroe Road and the A671 including creation of a new junction both onto the A671 and Clitheroe Road, car parking, open space and associated landscaping.'

7.5.2 Committed development flows have been included for the above development with development flows and distributions taken from the approved Transport Assessment. The resulting committed development flows are presented within the network diagrams attached in Appendix H.

7.5.3 As stated previously, it should be noted that as part of the Lawsonsteads Development (App Ref : 3/2013/0137), a new signalised junction has been provided from Springwood Rive onto the A671, to reduce vehicle trips through Whalley and along Wiswell Lane. As the development is not yet operational, this trip distribution exercise has not taken into account the future operation of this junction. Therefore, this will support the robust junction capacity assessments outlined in this chapter.

7.6 Assessment Tools

Junctions 9 – ARCADY and PICADY

7.6.1 The industry standard traffic software package Junctions 9 (ARCADY) has been used to model roundabouts across the study area.

7.6.2 As an assessment tool, ARCADY results are typically reported for the following performance statistics:

- Ratio of Flow to Capacity (RFC):
- Max Queue in PCUs; and
- Delay in seconds per PCU

7.6.3 A Ratio of Flow to Capacity (RFC) value of 0.85 or less typically demonstrates that a junction arm or turning movement is operating within practical capacity and is therefore unlikely to experience regular queuing. However, junctions that are operating between 0.85 and 1.00 are considered to be operating within theoretical capacity. Any junction operating over 1.00 is considered to be operating outside of typically acceptable thresholds of capacity.

7.6.4 The queue results are measured in Passenger Car Units (PCU) and the delay results are measured in seconds per vehicle.

LinSig

7.6.5 The industry standard traffic software package LinSig (v3) has been used to model signalised junctions across the study area during the AM and PM peak periods. As an assessment tool, LinSig results are typically reported for the following performance statistics:

- Degree of Saturation (DoS) %
- Mean Maximum Queue (MMQ) (PCU); and
- Practical Reserve Capacity (PRC) %

7.6.6 DoS is expressed as a percentage and is reported for an individual link. It can be defined as the ratio of flow to capacity for the link. A DoS% value of 90% typically demonstrates that a link is operating within capacity.

7.6.7 MMQ is expressed in PCUs and represents the maximum queue within a typical cycle averaged over all the cycles within the modelled time period.

7.6.8 PRC is expressed as a percentage and is reported for each stage stream. The PRC % is calculated from the maximum DoS% on a link controlled by the stage stream and is a measure of how much additional traffic could pass through a junction controlled by the stage stream whilst maintaining a maximum DoS of 90% on all links.

7.7 Site Access / Clitheroe Road Priority Junction

7.7.1 A summary of the junction capacity results at the Site Access / Clitheroe Road priority junction are summarised in Table 7.2, with the full PICADY outputs included in Appendix J.

Table 7.2 : Site Access / Clitheroe Road – Capacity Modelling Results

Arm	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2030 Base + Committed + Development						
Site Access	0.1	7.05	0.06	0.0	6.96	0.03
Clitheroe Road	0.0	6.28	0.02	0.0	6.53	0.04

7.7.2 The analysis in Table 7.2 confirms that the proposed site access is expected to operate comfortably within capacity and with negligible levels of queuing and delay in the 2030 Base + Committed + Development scenarios.

7.8 A671 / Whalley Road Signalised Junction

7.8.1 A summary of the junction capacity results at the A671 / Whalley Road signalised junction are summarised in Table 7.3 and Table 7.4, with the full LinSig outputs included in Appendix K.

7.8.2 The signal specifications have been obtained from LCC Highways and are attached in Appendix L.

Table 7.3 : A671 / Whalley Road - 2030 Base + Comm - LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCUHr)	Queue (PCU)	DoS (%)	Delay (PCUHr)	Queue (PCU)
A671 N Ahead Ahead	60.8	3.4	6.8	80.6	4.8	7.1
A671S Ahead U-Turn	65.3	3.9	11.4	78.8	5.6	16.1
Whalley Road U-Turn Ahead	65.0	3.8	6.5	79.5	5.0	7.8
Total Delay (PCU/Hr)		11.16			15.40	
PRC%		37.8			11.7	

Table 7.4 : A671 / Whalley Road - 2030 Base + Comm + Development - LinSig Results

Arm	AM Peak			PM Peak		
	DoS (%)	Delay (PCUHr)	Queue (PCU)	DoS (%)	Delay (PCUHr)	Queue (PCU)
A671 N Ahead Ahead	64.6	3.5	6.9	79.1	4.6	6.8
A671S Ahead U-Turn	63.8	3.7	11.1	78.8	5.6	16.1
Whalley Road U-Turn Ahead	63.8	3.7	6.2	78.9	4.9	7.7
Total Delay (PCU/Hr)		11.02			15.10	
PRC%		39.3			13.8	

7.8.3 The modelling results in Table 7.4 confirm that in the worst-case scenario for the 2030 Base + Committed + Development scenarios, all approaches are expected to operate with a DoS below 90%. The modelling results show that in the 2030 Base + Committed + Development scenarios, both the AM and PM peak period are expected to operate with a PRC% of 37.8% and 11.7% respectively and that the proposed development would result in only minor increases to MMQs and delay.

7.8.4 On the basis that the queue length results for the 2025 Base model validated more closely with the observed queue length data attached in Appendix H, the LinSig outputs summarised in Table 7.3 do not consider the all-red stage for pedestrians within the stage sequencing.

7.8.5 For robustness, the LinSig model was also run based on an all-red being called every cycle and the LinSig results attached in Appendix K demonstrate that in the worst-case 2030 Base + Committed + Development scenarios, all approaches are expected to operate with a DoS below 90%.

7.9 King Street / Accrington Road Mini-Roundabout

7.9.1 A summary of the junction capacity results at the King Street / Accrington Road mini roundabout junction are summarised in Table 7.5, with the full ARCADY outputs included in Appendix M.

Table 7.5 : King Street / Accrington Road Mini Roundabout – Capacity Modelling Results

Arm	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
Accrington Road	48.4	314.17	1.17	23.5	151.56	1.05
King Street S	1.7	11.43	0.63	1.7	11.28	0.63
King Street N	12.0	65.44	0.96	6.3	36.79	0.88
2030 Base + Committed						
Accrington Road	77.9	568.54	1.27	42.5	256.72	1.14
King Street S	2.0	12.81	0.68	2.2	13.29	0.69
King Street N	30.0	136.24	1.05	11.7	63.94	0.95
2030 Base + Committed + Development						
Accrington Road	83.5	612.91	1.29	44.1	272.53	1.15
King Street S	2.1	13.01	0.68	2.3	13.90	0.71
King Street N	36.1	158.36	1.07	12.8	68.74	0.96

7.9.2 The analysis in Table 7.5 confirms that both the Accrington Road and King Street N arms of the mini roundabout currently operate above capacity (RFC > 0.85) in the both the 2025 Base AM and PM scenarios.

7.9.3 The analysis also confirms that these arms are expected to operate above capacity in the 2030 Base + Committed scenarios, as well as the 2030 Base + Committed + Development scenarios.

7.9.4 It should be noted that the impact of the development on the operation of the roundabout is expected to be minimal. For example, the Accrington Road arm has an RFC of 1.17 in the AM 2025 Base scenario, rising to 1.27 (+0.10) in the 2030 Base + Committed scenario, and to 1.29 (+0.02) in the 2030 Base + Committed + Development scenario. A similar impact is also forecast in the PM scenarios at this arm and also the King Street N arm in both the AM and PM scenarios.

7.9.5 In terms of queuing and delay, the impact of the development proposals is also expected to be minimal. Upon review of the queue length surveys at the junction, it appears that ARCADY has overestimated the existing queuing and delay in the 2030 Base scenarios, particularly on the Accrington Road arm.

7.9.6 The ARCADY results therefore demonstrate that the proposed development will have a minor impact on the operation of the junction, with future year background traffic growth / committed development account for the largest increases in queuing, delay and RFC between the 2025 base year and 2030 future year scenarios.

7.10 Clitheroe Road / King Street / Station Road / Brooke's Lane Mini-Roundabout

7.10.1 A summary of the junction capacity results at the Clitheroe Road / King Street / Station Road / Brooke's Lane mini roundabout junction are summarised in Table 7.6, with the full ARCADY outputs included in Appendix N.

Table 7.6 : Clitheroe Road / King Street / Station Road / Brooke's Lane Mini Roundabout – Capacity Modelling Results

Arm	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
Brooke's Lane	0.0	17.60	0.05	0.0	16.63	0.04
King Street	3.8	20.79	0.80	3.8	21.22	0.80
Station Road	1.7	11.34	0.63	2.3	15.32	0.70
Clitheroe Road	47.3	314.51	1.18	11.2	99.19	0.97
2030 Base + Committed						
Brooke's Lane	0.0	18.13	0.05	0.0	18.07	0.05
King Street	5.4	28.14	0.86	6.3	32.69	0.88
Station Road	2.2	13.82	0.69	3.5	22.08	0.79
Clitheroe Road	94.6	700.20	1.37	32.5	234.12	1.12
2030 Base + Committed + Development						
Brooke's Lane	0.0	18.13	0.05	0.0	18.10	0.05
King Street	5.6	29.02	0.86	7.1	36.39	0.89
Station Road	2.2	14.06	0.69	3.7	23.38	0.80
Clitheroe Road	107.4	781.02	1.40	35.5	251.68	1.13

7.10.2 The analysis in Table 7.6 confirms that the Clitheroe Road arm of the mini roundabout currently operates above capacity (RFC > 0.85) in the both the 2025 Base AM and PM scenarios.

7.10.3 The analysis also confirms that the Clitheroe Road and King Street arms are expected to operate above capacity in the 2030 Base + Committed scenarios, as well as the 2030 Base + Committed + Development scenarios.

7.10.4 It should be noted that the impact of the development on the operation of the roundabout is expected to be minimal. For example, the King Street arm has an RFC of 0.80 in the AM 2025 Base scenario, rising to 0.86 (+0.06) in the 2030 Base + Committed scenario, which it remains at in the 2030 Base + Committed + Development scenario. Such a pattern is also forecast in the PM scenarios, as well as for the Clitheroe Road arm in both the AM and PM scenarios.

7.10.5 The ARCADY results therefore demonstrate that the proposed development will have a minor impact on the operation of the junction, with future year background traffic growth / committed development account for the largest increases in queuing, delay and RFC between the 2025 base year and 2030 future year scenarios.

7.11 Summary

7.11.1 Overall, the junction capacity analysis shows that the proposed development is expected to have a low impact on the local highway network, with low increases in queuing, delay and impact on capacity. The analysis shows that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NFFP (Paragraph 116) under which development should not be refused on highways grounds.

8. Summary and Conclusion

8.1 Summary

8.1.1 Mode Transport Planning has been appointed by Pringle Homes to provide transport planning and highways advice in relation to a planning application for a residential development on Clitheroe Road in Whalley, Lancashire.

8.1.2 The proposed development comprises a total of 77 no. dwellings, with access taken from a new priority junction from Clitheroe Road.

8.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:

- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and bus services. These travel options provide a realistic alternative to single occupancy car travel.
- Access to the site will be taken from a new priority junction with a right-turn ghost island, from Clitheroe Road, which has achievable visibility splays in line with Manual for Streets guidance.
- A traffic calming scheme is proposed along Clitheroe Road to enforce the proposed 30mph speed limit.
- Swept path analysis shows that a refuse collection vehicle is able to safely access the site and manoeuvre within the internal layout.
- Car parking will be provided in line with local adopted standards.
- The proposed development is expected to generate 44 two-way trips during the AM peak period and 41 two-way trips during the PM peak period.
- Junction capacity analysis demonstrates that the proposed development's impact on the local highway network is expected to be low and is not considered 'severe' in the 2030 with development scenario.
- Overall, it can be concluded that the proposed development will not have an unacceptable impact on highway safety or a severe impact on the operation of the road network, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

8.2 Conclusion

8.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDICES

APPENDIX A

Lancashire County Council Highways' Pre-App Correspondence

Rebecca Woolin
Mode Transport

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref:
Our ref: Pre-app
Date: 27th January 2025

Address: Land east of Clitheroe Road, Whalley

Proposal: Proposed residential development circa 90 units

The submitted documents and plans, including application form, Sketch Layout and Location plan have been reviewed and the following our pre-application meeting on Thursday 23rd January 2025 the following comments are made.

The Council's advice is current on the date it is given. Whilst every attempt will be made to identify reasonably foreseeable future influences the Council cannot guarantee that its advice will take these into account. This may extend to matters such as changes in planning policy or planning precedent. The advice in any event will expire 12 months after the date on which it is given.

Proposal

The application seeks advice for a proposal for circa 90 new dwellings with a new access on Clitheroe Road.

Sustainability

A Framework Travel Plan should be submitted with the application. A robust Travel Plan and mitigation measures to support sustainable travel modes are required to support this development.

Lancashire County Council offer a Travel Plan support service whereby we oversee the progression from the Framework Travel Plan to the Full Travel Plan in line with agreed timescales and targets. To offer this service we would request a contribution of £6,000 based upon the number of units within a S106 agreement.

Linked to the Travel Plan we would seek to secure measures to support sustainable travel modes for residents at the site with contributions paid directly to each dwelling upon occupation of each dwelling (or group of dwellings – triggers to be later agreed in line with modal shift targets) within a S106 agreement should the modal shift targets not be met. The contribution of circa £250 per dwelling will fund a bus pass for a period of 3 months or a cycle voucher.

Bus services M2 (Burnley – Clitheroe), 280 (Preston – Skipton) and 22 (Clitheroe – Shadsworth) (services 280 and 22 are subsidised by LCC) runs along Clitheroe Road with bus stops within approximately 400m from the centre of the site. These bus stops need upgrading to quality bus stop standard with bus shelters.

The provision of high quality secure and covered cycle parking at the station would support further sustainable travel.

There is a Local Cycling and Walking Infrastructure Policy (LCWIP) for Ribble Valley published March 2024. Clitheroe Road is identified as a strategic route between Whalley and Barrow with measures identified for improved cycle infrastructure by widening existing shared footway/cycleways or making new on road cycle provision on Clitheroe Road.

Traffic Impact

There is committed development at Springwood Drive (Lawsonsteads) which needs to be included in the assessment. We believe that the recently approved housing developments in Barrow are built out.

We would request that the following junctions are assessed.

1. C549 Whalley Road/ A671 Whalley Road - signals
2. C549 Clitheroe Road/B6246 King Street/B6246 Station Road – mini roundabout
3. B6246 Accrington Road/C548 King Street/B6246 King Street – min roundabout
4. Site access - priority

New data will need to be collected for these junctions including queue lengths.

Peak time turning observations at a nearby new development would be beneficial to validate the distribution at the site access.

We consider trip rates of AM 0.14 arrivals, 0.445 departures and PM 0.437 arrivals, 0.226 departures are representative if these can be replicated in TRICS.

Construction traffic

A new temporary access on Clitheroe Road for construction traffic would be acceptable to allow works on site to commence. The detailed design of the temporary access must be agreed at condition discharge stage and be implemented under an agreement with Lancashire County Council. The visibility splays, geometry and surface will be matters to agree and it will be necessary to limit HGV movements to the off-peak movements 9.30am – 2.30pm with wheel washing and hard standing for operative parking and HGV turning to allow all vehicles to exit the site in forward gear.

Site Access

There is a single access onto Clitheroe Road proposed to serve the 90 new dwellings. We would consider a single access suitable for this proposal.

Clitheroe Road C549 is subject to a 40mph speed limit. Up to date speed data will determine 85%ile speeds in both directions to ensure suitable visibility splays are provided at the site access.

We would seek to remove the section of 40mph speed limit which is circa 500m long between the villages of Whalley and Barrow due to the short distance. The speed limit would be reduced to 30mph. Associated speed calming features would be necessary to promote speed compliance with gateway treatment with associated signage, lighting and lining.

An appropriate pedestrians and cycle crossing on Clitheroe Road is considered necessary for access to the northbound bus stop and wider footway network due to the lack of footway along the east side of Clitheroe Road.
Tie in measures to assist cyclists onto/off the carriageway will be required as part of the detailed design.
We discussed a new signalised crossing or uncontrolled crossing with a series of central islands to ensure reduced vehicle speeds for highway safety.

New connections onto the highway drainage system in Clitheroe Road will not be permitted.

The formation of the new access and off-site highway works should be undertaken with a S278 agreement with Lancashire County Council.

Off-site highway works

To mitigate the impact of the development on the highway network the following off-site highway works are requested.

1. The upgrade/provision of 2 quality bus stops on Clitheroe Road to support all users to travel to/from site sustainably.
2. Provision of new footway/cycleway along Clitheroe Road A59 to link into the crossing and existing footway provision.
3. Reduction in speed limit to 30mph and associated traffic regulation orders with enhanced gateway features, lighting and associated signing and lining to promote speed compliance on Clitheroe Road for highway safety.
4. New toucan crossing or series of central islands to provide uncontrolled crossing points on Clitheroe road to link the footway/cycleway provision.
5. New site access arrangement with priority junction.

The off-site highway works will be constructed under a S278 agreement with Lancashire County Council and shall be constructed prior to first trading.

Contributions

To mitigate the impact of the development on the highway network the following contributions are requested within a Section 106 agreement.

1. Travel Plan support £6,000. Circa £250 per dwelling to support a modal shift linked to Travel Plan.
2. Public Transport support for LCC subsidised bus services.

PROW and LCWIP

There are no public rights of way crossing the site. Measures on Clitheroe Road in accordance with LCWIP to enhance the primary route for walking and cycling on Clitheroe Road.

Internal layout

The estate road should be provided at 5.5m wide with 2m wide footways to both sides. Swept path analysis for a 11.2m long refuse wagon should be provided.

The estate roads and associated infrastructure should be built to adoptable standards and we would seek to formally adopt the roads under S38 Highways Act 1980.

The sketch layout provided would need an additional turning head in the vicinity of plot 50. The cul-de-sacs off the main estate road serving more than 5 dwellings should have a footway along the frontage of the dwellings. The refuse vehicle will not drive onto blocked paved shared areas therefore refuse collection points should be provided adjacent to the turning head.

A drainage layout is provided for the A59 road construction. Any easements in place over the land to allow access to the embankment of the A59 should be investigated and access should be maintained for the Highway Authority.

Parking

Each dwelling will require 1 car parking space for 1 bedroom, 2 spaces for 2-3 bedrooms and 3 spaces for 4+ bedrooms and secure covered cycle parking. Garages should measure 3m by 6 internally to count as a car parking space and secure cycle parking. Plots without garages will require a separate secure, covered store.

Conclusion

Lancashire County Council acting as the Highway Authority would advise that the impact of the development on the surrounding highway network is thoroughly investigated and presented when submitted in accordance with our advice.

Kelly Holt
Highway Development Control Engineer
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk

Subject:	RE: Pre-application advice Land east of Clitheroe Road, Whalley
Date:	Friday 11 April 2025 at 15:18:13 British Summer Time
From:	Holt, Kelly
To:	Rebecca Woollin
CC:	Michael Anthony, Lancaster, Jason
Attachments:	~WRD0000.jpg, image001.png, image002.png, image003.png, image004.png, image005.png, image006.png, image007.png, image008.png, image009.gif, image010.png, image011.png

Hi Rebecca,

Yes happy in principle with that.

Thanks
Kelly

Kelly Holt
Team Lead Hyndburn, Pendle and Ribble Valley
Highway Development Control
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Sent: 31 March 2025 16:26
To: Holt, Kelly <Kelly.Holt@lancashire.gov.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>; Lancaster, Jason <Jason.Lancaster@lancashire.gov.uk>
Subject: Re: Pre-application advice Land east of Clitheroe Road, Whalley

Hi Kelly,

Thank you for your feedback.

Please find attached the updated drawing to address your comments. We would be grateful if you could confirm that LCC Highways are now happy with the proposed traffic calming measures in principle.

Any queries, please let us know.

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Consultant Transport Planner

0161 464 9495

rebeccawoollin@modetransport.co.uk

www.modetransport.co.uk

mode transport planning
106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:

From: Holt, Kelly <Kelly.Holt@lancashire.gov.uk>
Date: Friday, 28 March 2025 at 11:30
To: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>, Lancaster, Jason <Jason.Lancaster@lancashire.gov.uk>
Subject: RE: Pre-application advice Land east of Clitheroe Road, Whalley

Hi Rebecca,

Thanks, yes both points are acceptable.

Thanks
Kelly

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Sent: 24 March 2025 15:52
To: Holt, Kelly <Kelly.Holt@lancashire.gov.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>; Lancaster, Jason <Jason.Lancaster@lancashire.gov.uk>
Subject: Re: Pre-application advice Land east of Clitheroe Road, Whalley

Hi Kelly,

Thanks for your comments.

Regarding point 1, the right turn lane has been designed to DMRB 30 mph standard (25m + 10m). This could be reduced by 10m (to 25m) if you are happy to accept the length below standards.

Regarding point 2, visibility splays can be achieved for MfS standards, but not DMRB. Based on the proposals to reduce the speed limit from 40 mph to 30 mph, including the proposed traffic calming measures, we believe this is acceptable. Please could you confirm that this is acceptable to LCC Highways.

Any queries, please let me know.

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Consultant Transport Planner

0161 464 9495

rebeccawoollin@modetransport.co.uk

www.modetransport.co.uk

mode transport planning
106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:

From: Holt, Kelly <Kelly.Holt@lancashire.gov.uk>
Date: Wednesday, 12 March 2025 at 15:17
To: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>, Lancaster, Jason <Jason.Lancaster@lancashire.gov.uk>
Subject: RE: Pre-application advice Land east of Clitheroe Road, Whalley

Hi Rebecca,

Thanks for the scheme drawings which we've reviewed and we would make the following comments.

1. There is conflict with the refuge (SB side of site access), SB bus stop and SB cyclists rejoining carriageway. We recommend additional separation between the SB bus stop, the new refuge and cyclists rejoining. Can the right turn lane be shortened so that the refuge can be moved north and then the separation between the bus stop and cyclists rejoining is achieved?
2. Visibility splays for the recorded 85%ile speeds to be provided at the site access rather than 43m for 30mph.

3. Add centre hatching under the A59 to provide a continuous centre hatch to the north and south of the A59.
4. Add a central splitter island (not a crossing point) to the south side of the right turn lane to the Industrial area to protect right turners.
5. Remove parking bay and build outs for cemetery as this will be an infrequent use and can remain informal.
6. Add centre hatch for full length to Lamb Roe Gardens.
7. Add 30 red backed roundels at current 30/40 terminal points to north and south terminals where signage is to be removed and mid-point around the cemetery.

As you are undoubtedly aware, the detailed design will be subject to a technical approval and safety audit under the S278 agreement process and we may request changes as a result of this. However we are happy to agree the principles now.

Thanks
Kelly

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Sent: 03 March 2025 13:49
To: Holt, Kelly <Kelly.Holt@lancashire.gov.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>
Subject: Re: Pre-application advice Land east of Clitheroe Road, Whalley

Hi Kelly,

Hope you are well.

Please find attached our initial site access drawing, featuring the proposed traffic calming measures along Clitheroe Road to reduce it a 30 mph speed limit.

We have provided a footway along the frontage of the site on Clitheroe Road and a pedestrian refuge to the north and south of the proposed access.

Along the existing section of Clitheroe Road with a 40mph speed limit, there is no footway on the eastern side so there is no scope to introduce further pedestrian refuges as traffic calming. Here, we have tried to reduce speeds by reducing the excessive lane widths through the introduction of 2 ghost island junctions, at the site access and the Palm Tree Company access to the north, and the introduction of a marked parking bay to the north of the cemetery access to accommodate existing on-street parking related to the cemetery.

Streetlights are also present and evenly spaced c.40m apart which should also further support the reduction in speed limit in this section of Clitheroe Road.

I would be grateful of you could confirm that the proposals are acceptable. Any questions, please let us know.

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Consultant Transport Planner

0161 464 9495

rebeccawoollin@modetransport.co.uk
www.modetransport.co.uk

mode transport planning
106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Date: Tuesday, 11 February 2025 at 15:18
To: Holt, Kelly <Kelly.Holt@lancashire.gov.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>
Subject: Re: Pre-application advice Land east of Clitheroe Road, Whalley

Hi Kelly,

Thanks for your email.

I have passed on the information below to the developer.

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Consultant Transport Planner

0161 464 9495

rebeccawoollin@modetransport.co.uk
www.modetransport.co.uk

mode transport planning
106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:

From: Holt, Kelly <Kelly.Holt@lancashire.gov.uk>
Date: Tuesday, 11 February 2025 at 13:18
To: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>
Subject: RE: Pre-application advice Land east of Clitheroe Road, Whalley

Hi Rebecca,

Those revised trip rates are acceptable.

The traffic signal team mailbox is: signals@lancashire.gov.uk

We've request the full deed from the land registry for the land which forms the A59 embankment. The freeholder is recorded as National Highways which is due to the A59 previously being a trunk road maintained by National Highways, however when it was de-trunked it was transferred to Lancashire County Council.
We would advise that the developer seeks to also confirm if there are any easements in place across the development site for access to the A59, if they have not done already.

I've attached the drainage layout for the A59.

Thanks
Kelly

Kelly Holt
Team Lead Hyndburn, Pendle and Ribble Valley
Highway Development Control
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Sent: Monday, February 10, 2025 1:52 PM
To: Holt, Kelly <Kelly.Holt@lancashire.gov.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>; LHS Development Control

<developeras@lancashire.gov.uk>
Subject: Re: Pre-application advice Land east of Clitheroe Road, Whalley

Hi Kelly,

Hope you're well.

In addition to the email below, please could you provide a contact for obtaining the signal specification for the A671 / Whalley Road junction?

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Consultant Transport Planner

0161 464 9495

rebeccawoollin@modetransport.co.uk
www.modetransport.co.uk

mode transport planning
106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:

From: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>
Date: Tuesday, 4 February 2025 at 16:11
To: Holt, Kelly <Kelly.Holt@lancashire.gov.uk>
Cc: Michael Anthony <michaelanthony@modetransport.co.uk>, LHS Development Control <developeras@lancashire.gov.uk>
Subject: Re: Pre-application advice Land east of Clitheroe Road, Whalley

Hi Kelly,

Thank you for providing your formal comments.

Regarding the trip rates, I have undertaken a new trip generation exercise using TRICS to ascertain trip rates that reflect the Northwest Preston trip rates more closely, as requested. Please see the attached revised trip rates, which are also summarised below:

- AM - 0.174 arrivals, 0.403 departures
- PM - 0.357 arrivals, 0.177 departures

These trip rates are representative of the site in terms of location type and development size. They are based on up to date data, and therefore reflect ongoing travel planning efforts nationally.

I would be grateful if you could confirm that these trip rates are suitable to use as part of our analysis.

Kind regards

Rebecca

Rebecca Woollin BA (Hons) GradCIHT
Consultant Transport Planner

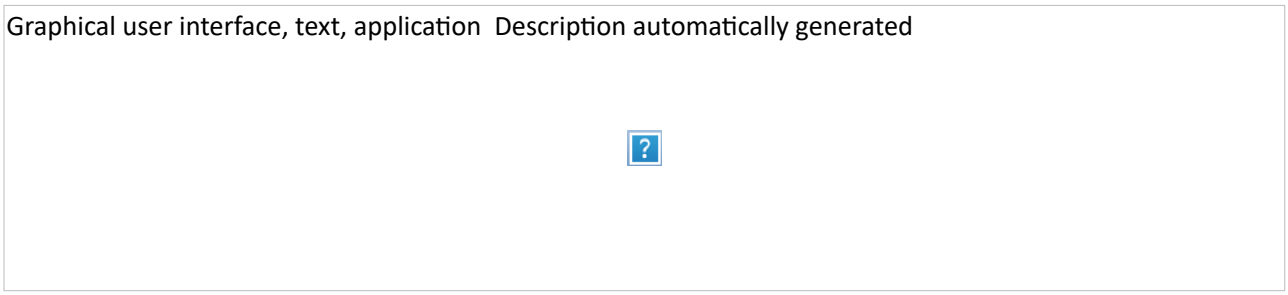
0161 464 9495

rebeccawoollin@modetransport.co.uk

www.modetransport.co.uk

mode transport planning
106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:



From: Holt, Kelly <Kelly.Holt@lancashire.gov.uk>
Date: Monday, 27 January 2025 at 09:59
To: Rebecca Woollin <rebeccawoollin@modetransport.co.uk>, Michael Anthony <michaelanthony@modetransport.co.uk>
Cc: LHS Development Control <developeras@lancashire.gov.uk>
Subject: Pre-application advice Land east of Clitheroe Road, Whalley

Hi Rebecca, Michael,

Please find attached the pre-application advice.

Thanks
Kelly

Kelly Holt

Team Lead Hyndburn, Pendle and Ribble Valley
Highway Development Control
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk

****

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It may be confidential and may be the subject of legal and/or professional privilege.

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Lancashire County Council has taken reasonable steps to ensure that outgoing communications do not contain malicious software and it is your responsibility to carry out any checks on this email before accepting the email and opening attachments.

APPENDIX B Proposed Site Layout

0m 10m 20m 30m 40m 50m 60m 70m 80m

1 : 500

KEY

- Application Boundary
- Existing trees to be retained
- Root protection
- Indicative planting
- Indicative hedging
- Existing trees to be removed
- Denotes shared drives
- Denotes raised tables
- DCP — Denotes hard standing for bin collection
- Additional paving to accommodate wheelie bins
- BS — Denotes bin store

Schedule of Accommodation

House Type	Beds	Size	Qty	Sq.Ft.
Bristow GF	1	550	4	2200
Bristow FF	1	632	4	2528
Burton	2	775	2	1550
Hastings	2	807	2	1614
Marsden	2	868	34	29512
Bransfield	3	1022	19	19418
Raleigh	3	1029	7	7203
Wainwright	4	1231	5	6155
TOTAL			**77**	**70180**

Gross Site Area (Hectares)	**3.42**
Gross Site Area (Acres)	**8.45**
Net Area (Acres)	**4.32**
Coverage (Sq.Ft./Acre)	**16245**

Rev.	Date	By	Description
E	09/07/2025	ELC	Blocks updated to match planning drawings & amendments to layout to accommodate.
D	19/05/2025	ELC	Gates, bin stores & paving for bins added, bin stores. Access detail updated.
C	13/05/2025	ELC	Pump Station removed as per drainage strategy. Parking amended for plots 4-7, 30 & 31.
B	28/03/2025	ELC	Road amended to accommodate visibility. Turning head adjacent to plot 77 extended.
A	18/03/2025	ELC	Garage removed from plot 1.

Client: PRINGLE HOMES

mck associates limited
architecture | building surveying | urban design
burnaby villa ■ 48 watling street road ■ fulwood ■ preston ■ pr2 8bp
tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk

Project:
CLITHEROE ROAD
WHALLEY

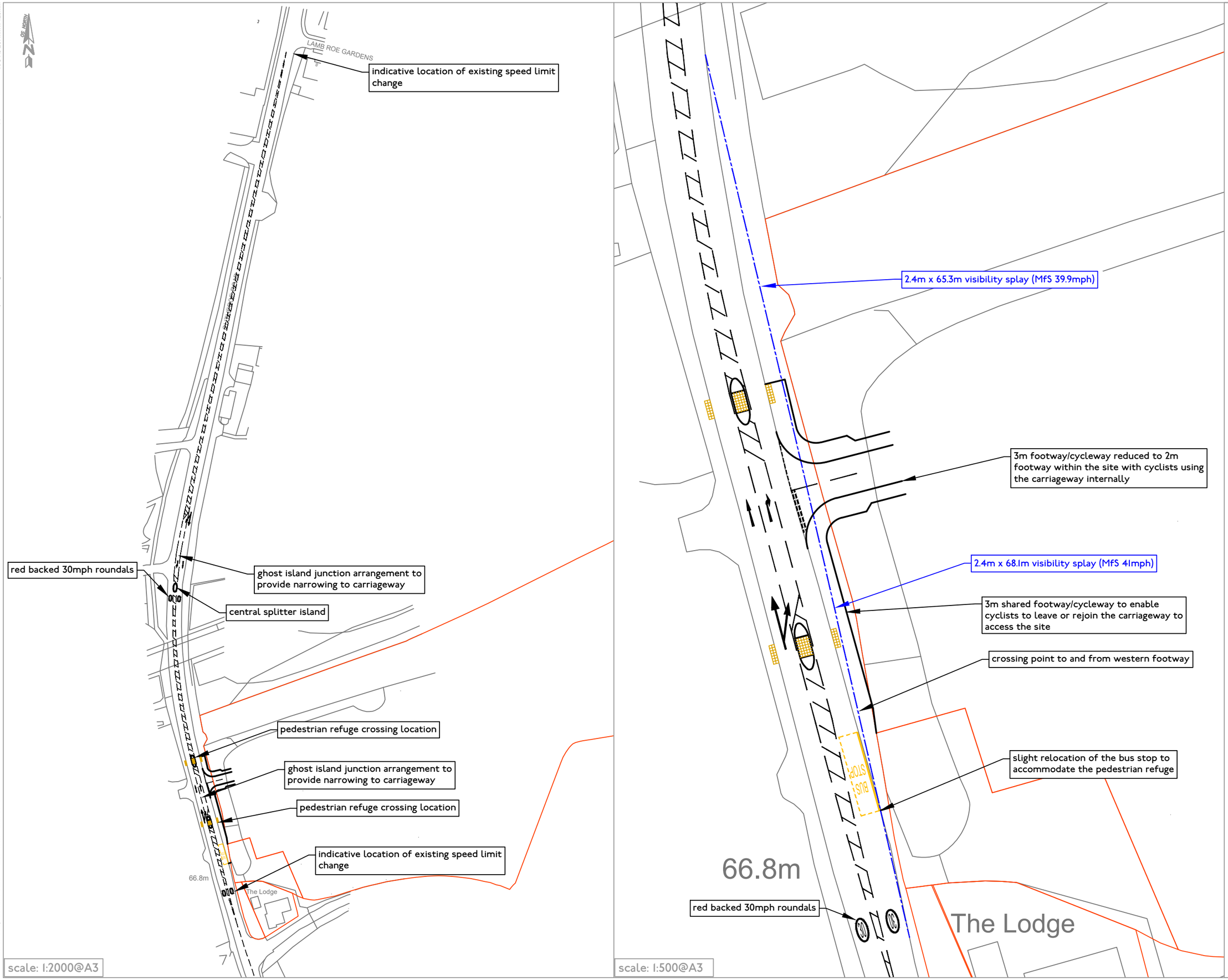
Drawing Title:
PROPOSED SITE LAYOUT

Drawn:	Checked:	Scale:	Date:
ELC	PGM	1:500	14/03/2025
Job No:	Drawing No:		Rev:
24-124	0001		E

A1

PLANNING

APPENDIX C Proposed Site Access and Traffic Calming Scheme



scale: 1:2000@A3

scale: 1:500@A3

mode
transport planning
t 0161 464 9495
e info@modetranport.co.uk
w www.modetransport.co.uk

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of lancashire county council.
5. drawing based on os mapping.

issue/revision

i/r	date	description
B	13/05/2025	issued
A	28/03/2025	issued
-	27/02/2025	issued

client: pringle homes

project: clitheroe road, whalley

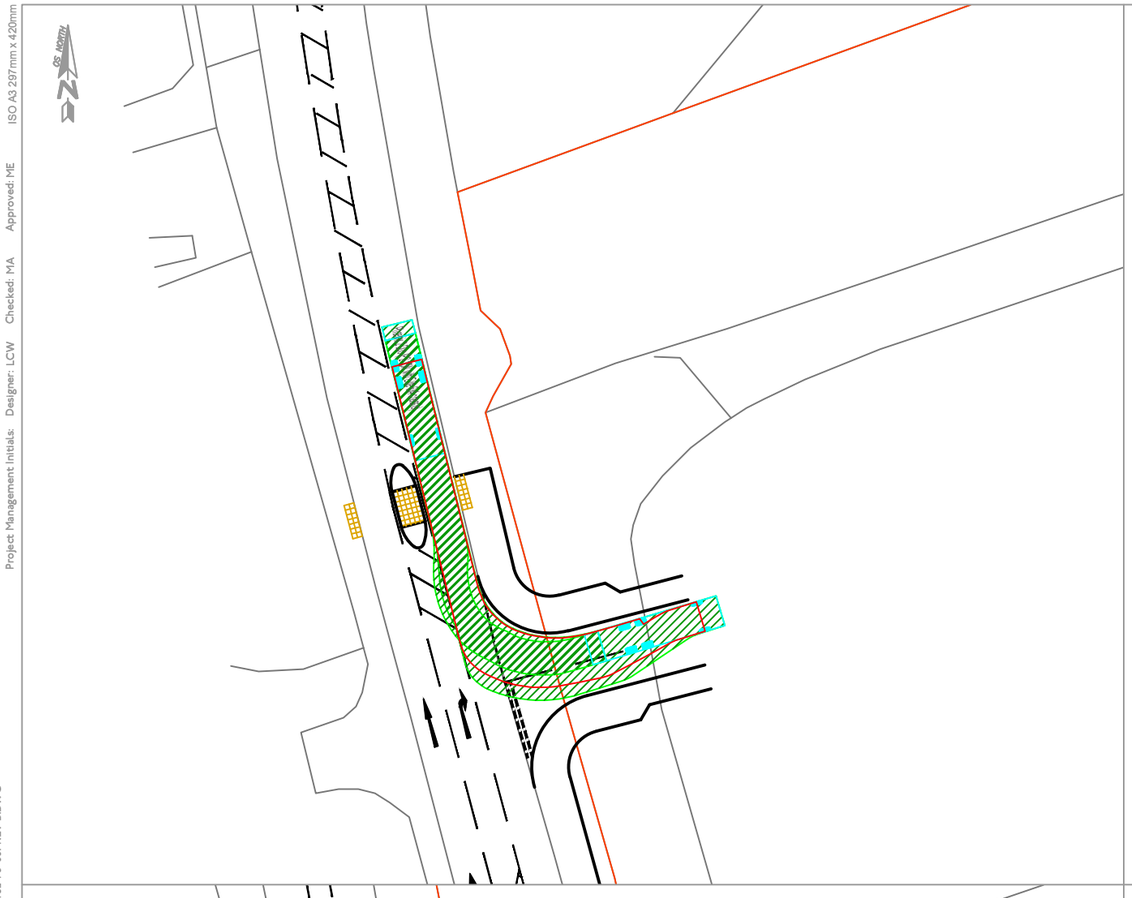
project number: J328482

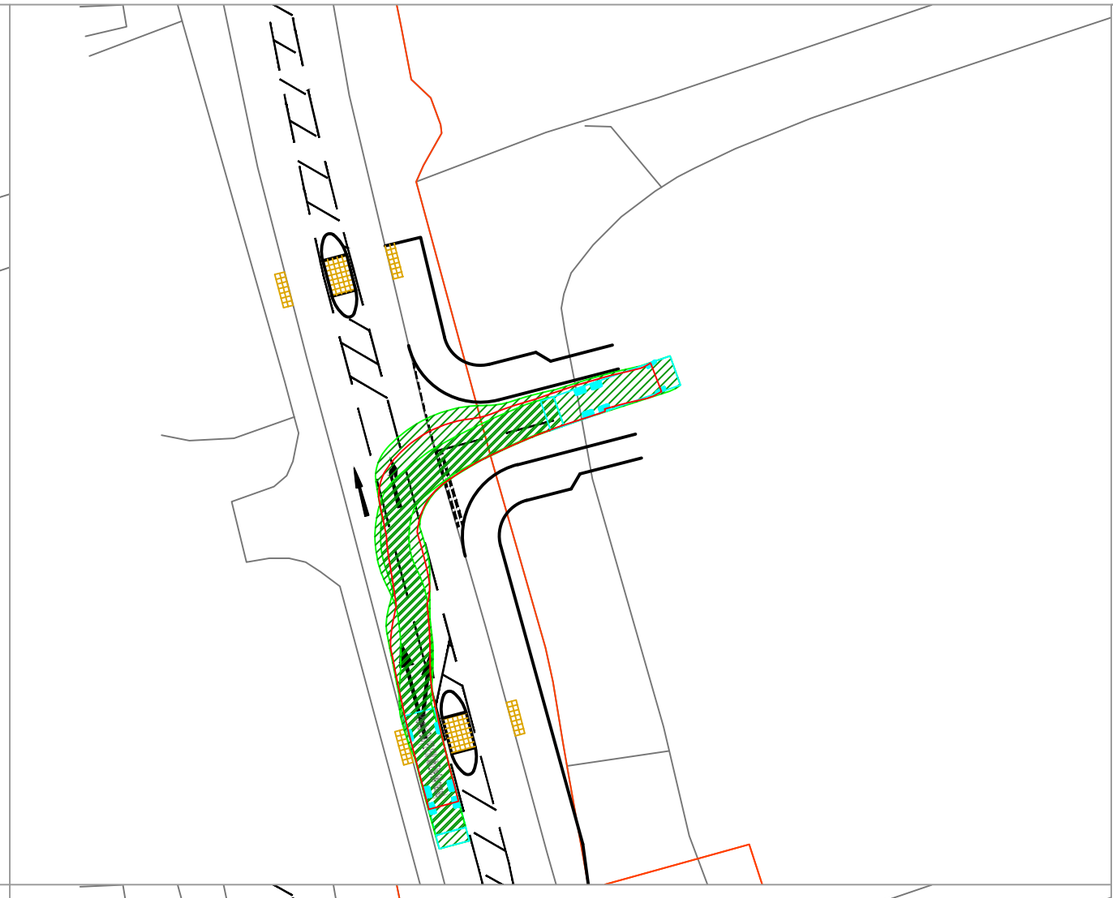
scale: as noted

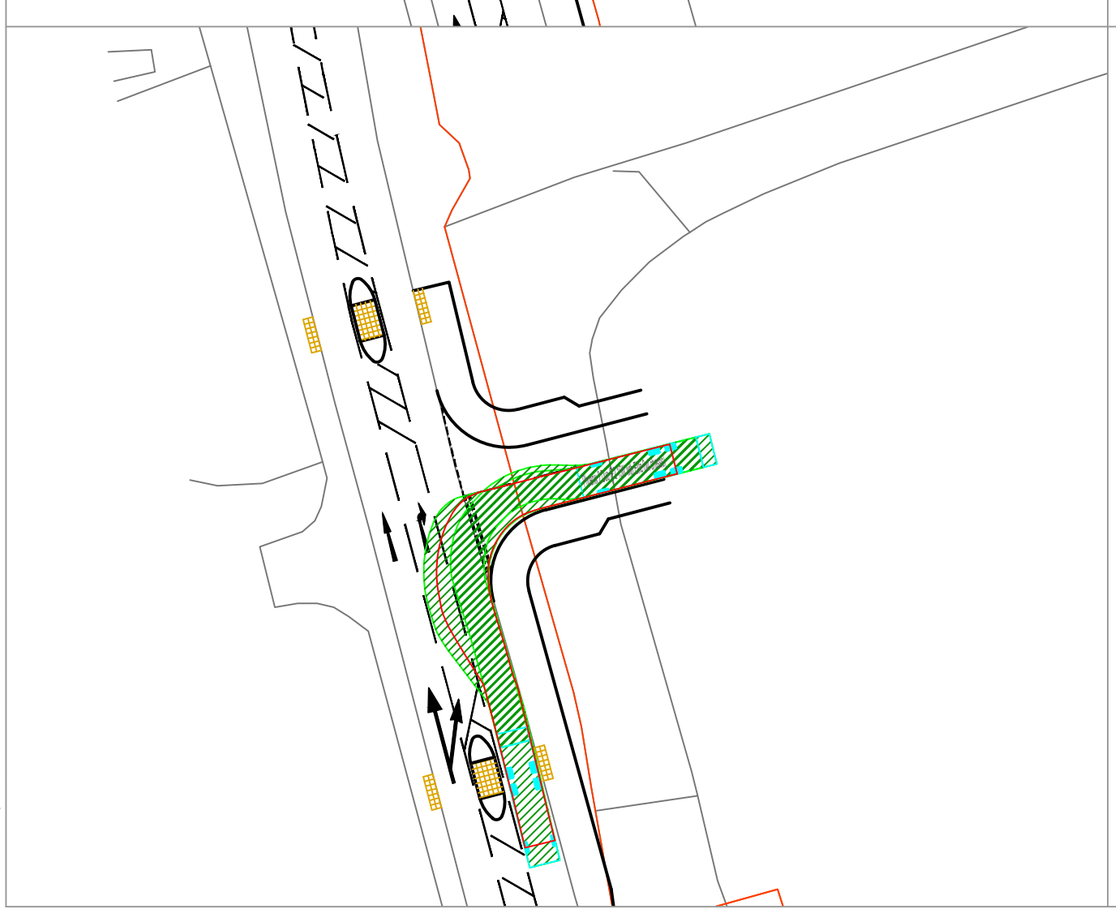
drawing title:
preliminary site access

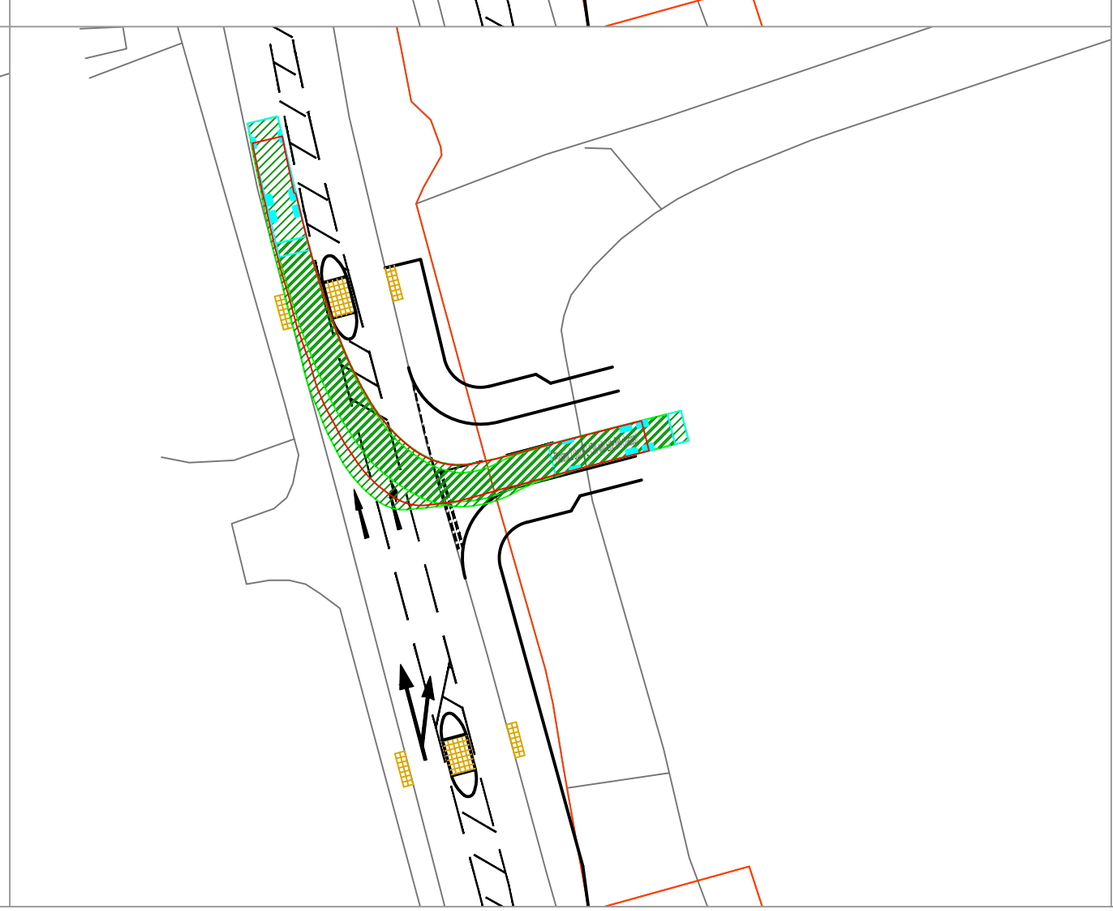
drawing number:
J32-8482-PS-001

APPENDIX D Swept Path Analysis









mode
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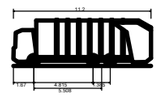
t 0161 464 9495
e info@modetranport.co.uk
w www.modetransport.co.uk



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of lancashire county council.
5. drawing based on os mapping.

issue/revision

i/r	date	description
-	13/05/2025	issued

client: pringle homes

project: clitheroe road, whalley

project number: J328482

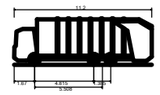
scale: 1:500 @ A3

drawing title:
swept path analysis

drawing number:
J32-8482-PS-002

Filename: \\MAC\DROPBOX FOR BUSINESS\PROJECT\MANCHESTER\2. PROJECTS\J328482_CLITHEROE ROAD, WHALLEY\5. GRAPHICS\2. CAD\2. SHEETS\J32-8482-PS-002 REV B.DWG
Last saved by: LUKEWHEELER Last Plotted: 2025-05-13
Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm

mode
transport planning
t 0161 464 9495
e info@modetranport.co.uk
w www.modetransport.co.uk



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of lancashire county council.
5. drawing based on os mapping.

issue/revision

i/r	date	description
A	17/07/2025	issued
-	14/05/2025	issued

client: pringle homes

project: clitheroe road, whalley

project number: J328482

scale: 1:500 @ A3

drawing title:
swept path analysis

drawing number:
J32-8482-PS-003

ISO A3 297mm x 420mm
Approved: ME
Checked: MA
Designer: LCW
Project Management Initials:

Filename: C:\USERS\WINDOWS\MODE DROPBOX\PROJECT\MANCHESTER\2. PROJECTS\J328482_CLITHEROE ROAD, WHALLEY\5. GRAPHICS\2. CAD\I. XREFS\XX_24-124-0001 PROPOSED SITE LAYOUT REV E.DWG
Last saved by: LUKEWHEELER Last Plotted: 2025-07-17

APPENDIX E Waste Management Plan

0m 10m 20m 30m 40m 50m 60m 70m 80m

1 : 500

KEY

- Refuse Collection Route
- Route taken by Refuse Vehicle
- Route taken by Resident
- Refuse Storage Location
- Refuse Collection Point

Rev. Date By Description

Client:

PRINGLE HOMES

mck associates limited
architecture ▮ building surveying ▮ urban design
burnaby villa ■ 48 watling street road ■ fulwood ■ preston ■ pr2 8bp
tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk

Project:
CLITHEROE ROAD
WHALLEY

Drawing Title:
WASTE MANAGEMENT PLAN

Drawn:	Checked:	Scale:	Date:
ELC		1:500	19/05/2025
Job No:		Drawing No:	Rev:
24-124		WM01	

A1

PLANNING

Dwg. Name & Location: Z:\MV\2024 jobs\24-124 - P - Pringle Homes - Site at Clitheroe Road, Whalley\Drawings\Models\3-3 Proposed\03.3 Planning Drawings\Planning Pack\24-124 WM01 Waste Management Plan.dwg

APPENDIX F Full TRICS Outputs

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-250124-0158

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
09	NORTH		
	IM	ISLE OF MAN	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

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: No of Dwellings
Actual Range: 73 to 110 (units:)
Range Selected by User: 70 to 110 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/20 to 07/06/24

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
Tuesday	4 days
Wednesday	3 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	1 days

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 (PPS6 Out of Centre)	3
Edge of Town	9

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:

Residential Zone	12

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 Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days

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:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days

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	1 days
1.1 to 1.5	9 days
1.6 to 2.0	2 days

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.

Travel Plan:

Yes	9 days
No	3 days

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	12 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AN-03-A-10 DETACHED & SEMI-DETACHED ANTRIM
FERRARD GRANGE
ANTRIM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 87
Survey date: FRIDAY *07/06/24* *Survey Type: MANUAL*

2 CT-03-A-03 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *27/06/23* *Survey Type: MANUAL*

3 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

4 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

5 HF-03-A-07 MIXED HOUSES & BUNGALOWS HERTFORDSHIRE
BAKER STREET
POTTERS BAR

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *25/03/24* *Survey Type: MANUAL*

6 IM-03-A-04 MIXED HOUSES ISLE OF MAN
NEW CASTLETOWN ROAD
DOUGLAS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: MONDAY *20/05/24* *Survey Type: MANUAL*

7 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

8 NF-03-A-26 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

9	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		96	
	Survey date: TUESDAY		*14/05/24*	*Survey Type: MANUAL*
10	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES		WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		108	
	Survey date: FRIDAY		*09/09/22*	*Survey Type: MANUAL*
11	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		86	
	Survey date: WEDNESDAY		*01/03/23*	*Survey Type: MANUAL*
12	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		92	
	Survey date: MONDAY		*15/05/23*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	91	0.103	12	91	0.295	12	91	0.398
08:00 - 09:00	12	91	0.174	12	91	0.403	12	91	0.577
09:00 - 10:00	12	91	0.158	12	91	0.179	12	91	0.337
10:00 - 11:00	12	91	0.141	12	91	0.156	12	91	0.297
11:00 - 12:00	12	91	0.144	12	91	0.149	12	91	0.293
12:00 - 13:00	12	91	0.162	12	91	0.178	12	91	0.340
13:00 - 14:00	12	91	0.187	12	91	0.186	12	91	0.373
14:00 - 15:00	12	91	0.169	12	91	0.201	12	91	0.370
15:00 - 16:00	12	91	0.285	12	91	0.178	12	91	0.463
16:00 - 17:00	12	91	0.253	12	91	0.177	12	91	0.430
17:00 - 18:00	12	91	0.357	12	91	0.177	12	91	0.534
18:00 - 19:00	12	91	0.286	12	91	0.158	12	91	0.444
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.419			2.437			4.856

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.*

Parameter summary

Trip rate parameter range selected:	73 - 110 (units:)
Survey date date range:	01/01/20 - 07/06/24
Number of weekdays (Monday-Friday):	12
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.

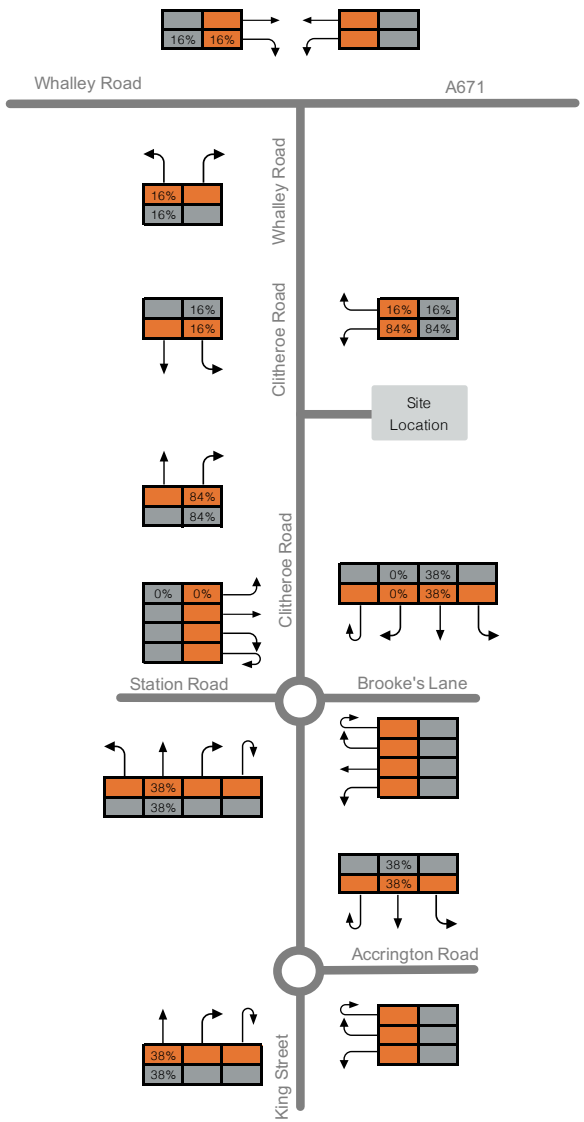
APPENDIX G Trip Distribution Calculations

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

place of work : 2011 super output area - middle layer	usual residence E02005276 : Ribble Valley 007	%	Route Assignment								Total
			A671 (N of Barrow)	Whalley Road N	Station Road	Brooke's Lane	Accrington Road	King Street S	A671 S	A59 W	
E02005276 : Ribble Valley 007	**347**	**13.0%**						13.0%			13%
E02005271 : Ribble Valley 002	**173**	**6.5%**		6.5%							6%
E02002620 : Blackburn with Darwen 006	**160**	**6.0%**						6.0%			6%
E02002625 : Blackburn with Darwen 011	**125**	**4.7%**						4.7%			5%
E02005272 : Ribble Valley 003	**101**	**3.8%**		3.8%							4%
E02005277 : Ribble Valley 008	**93**	**3.5%**						3.5%			3%
E02005274 : Ribble Valley 005	**83**	**3.1%**		3.1%							3%
E02005213 : Hyndburn 002	**78**	**2.9%**							2.9%		3%
E02005178 : Burnley 003	**75**	**2.8%**							2.8%		3%
E02002615 : Blackburn with Darwen 001	**62**	**2.3%**						2.3%			2%
E02005270 : Ribble Valley 001	**62**	**2.3%**		2.3%							2%
E02005212 : Hyndburn 001	**55**	**2.1%**							2.1%		2%
E02005219 : Hyndburn 008	**51**	**1.9%**							1.9%		2%
E02005269 : Preston 017	**48**	**1.8%**								1.8%	2%
E02002622 : Blackburn with Darwen 008	**41**	**1.5%**						1.5%			2%
E02005215 : Hyndburn 004	**34**	**1.3%**							1.3%		1%
E02002617 : Blackburn with Darwen 003	**29**	**1.1%**						1.1%			1%
E02005252 : Pendle 013	**28**	**1.1%**							1.1%		1%
E02005186 : Burnley 011	**27**	**1.0%**							1.0%		1%
E02005214 : Hyndburn 003	**26**	**1.0%**							1.0%		1%
E02002624 : Blackburn with Darwen 010	**24**	**0.9%**						0.9%			1%
E02005217 : Hyndburn 006	**24**	**0.9%**							0.9%		1%
E02005256 : Preston 004	**24**	**0.9%**								0.9%	1%
E02005177 : Burnley 002	**22**	**0.8%**							0.8%		1%
E02002630 : Blackburn with Darwen 016	**20**	**0.8%**						0.8%			1%
E02002619 : Blackburn with Darwen 005	**19**	**0.7%**						0.7%			1%
E02005209 : Fylde 007	**19**	**0.7%**								0.7%	1%
E02005275 : Ribble Valley 006	**18**	**0.7%**						0.7%			1%
E02005218 : Hyndburn 007	**17**	**0.6%**							0.6%		1%
E02005179 : Burnley 004	**16**	**0.6%**							0.6%		1%
Pllace of work : 2011 Local Authority	**E02005276 : Ribble Valley 007**	**%**	**A671 (N of Barrow)**	**Whalley Road N**	**Station Road**	**Brooke's Lane**	**Accrington Road**	**King Street S**	**A671 S**	**A59 W**	
Preston	**83**	**3.1%**								3.1%	3%
Blackburn with Darwen	**79**	**3.0%**						3.0%			3%
South Ribble	**69**	**2.6%**							2.6%		3%
Pendle	**61**	**2.3%**							2.3%		2%
Manchester	**39**	**1.5%**							1.5%		1%
Rossendale	**38**	**1.4%**							1.4%		1%
Blackpool	**35**	**1.3%**								1.3%	1%
Burnley	**35**	**1.3%**							1.3%		1%
Chorley	**34**	**1.3%**							1.3%		1%
Bolton	**32**	**1.2%**							0.6%	0.6%	1%
Bury	**29**	**1.1%**							1.1%		1%
Wyre	**23**	**0.9%**			0.4%						0%
Lancaster	**22**	**0.8%**								0.8%	1%
Salford	**19**	**0.7%**							0.7%		1%
Trafford	**19**	**0.7%**							0.7%		1%
Rochdale	**16**	**0.6%**							0.6%		1%
Fylde	**15**	**0.6%**								0.6%	1%
Hyndburn	**15**	**0.6%**							0.6%		1%
Warrington	**14**	**0.5%**								0.5%	1%
Oldham	**13**	**0.5%**							0.5%		0%
Stockport	**10**	**0.4%**							0.4%		0%
Wigan	**9**	**0.3%**								0.3%	0%
Ribble Valley	**9**	**0.3%**		0.3%							0%
Cheshire East	**8**	**0.3%**								0.3%	0%
West Lancashire	**8**	**0.3%**								0.3%	0%
South Lakeland	**7**	**0.3%**								0.3%	0%
Tameside	**5**	**0.2%**							0.2%		0%
Liverpool	**5**	**0.2%**								0.2%	0%
Cheshire West and Chester	**4**	**0.2%**								0.2%	0%
Knowsley	**2**	**0.1%**								0.1%	0%
Halton	**2**	**0.1%**								0.1%	0%
Sefton	**1**	**0.0%**								0.0%	0%
Barrow-in-Furness	**1**	**0.0%**								0.0%	0%
Copeland	**1**	**0.0%**								0.0%	0%
Eden	**1**	**0.0%**								0.0%	0%
Total	**2,664**	**100%**	0.0%	16.1%	0.4%	0.0%	0.0%	38.2%	32.7%	12.2%	**100%**

APPENDIX H Network Diagrams



NOTES

AM Network Peak Hour (08:00 -09:00)

PM Network Peak Hour (16:00 - 17:00)

All Flows are in PCU's

LEGEND

AM

PM

Pringle Homes

Clitheroe Road, Whalley

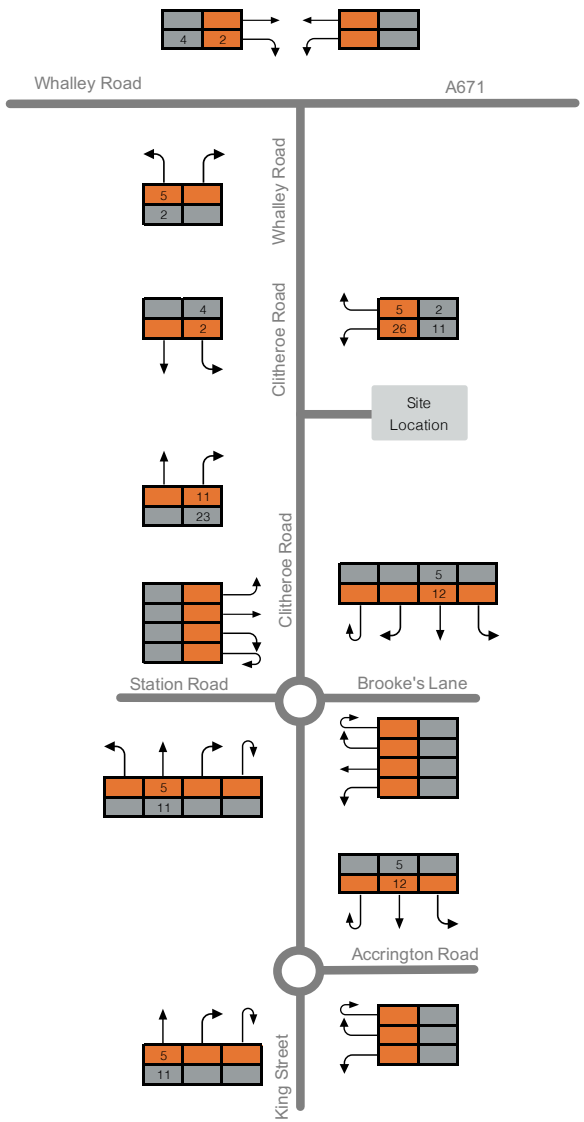
J328482

Trip Distribution

March 2025

PREPARED	CHECKED
RW	ME

mode transport planning



NOTES

AM Network Peak Hour (08:00 -09:00)

PM Network Peak Hour (16:00 - 17:00)

All Flows are in PCU's

LEGEND

AM

PM

Pringle Homes

Clitheroe Road, Whalley

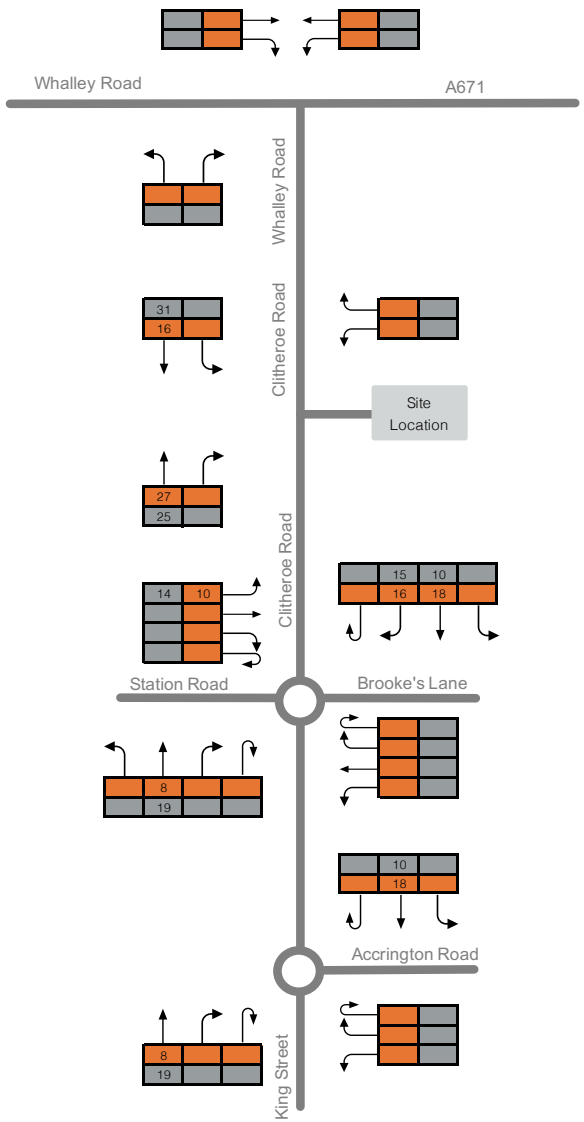
J328482

Development Flows

March 2025

PREPARED	CHECKED
RW	ME

mode transport planning



NOTES

AM Network Peak Hour (08:00 -09:00)

PM Network Peak Hour (16:00 - 17:00)

All Flows are in PCU's

LEGEND

AM

PM

Pringle Homes

Clitheroe Road, Whalley

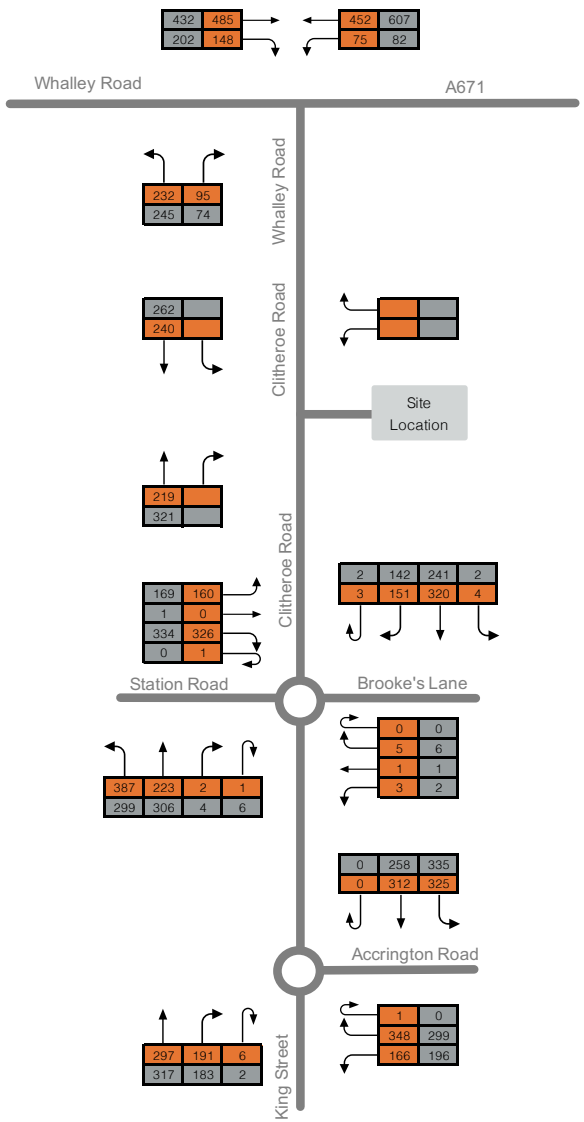
J328482

Committed Development Flows - Lawsonsteads Development (3/2013/0137)

March 2025

PREPARED	CHECKED
RW	ME

mode transport planning



NOTES

AM Network Peak Hour (08:00 -09:00)

PM Network Peak Hour (16:00 - 17:00)

All Flows are in PCU's

LEGEND

AM

PM

Pringle Homes

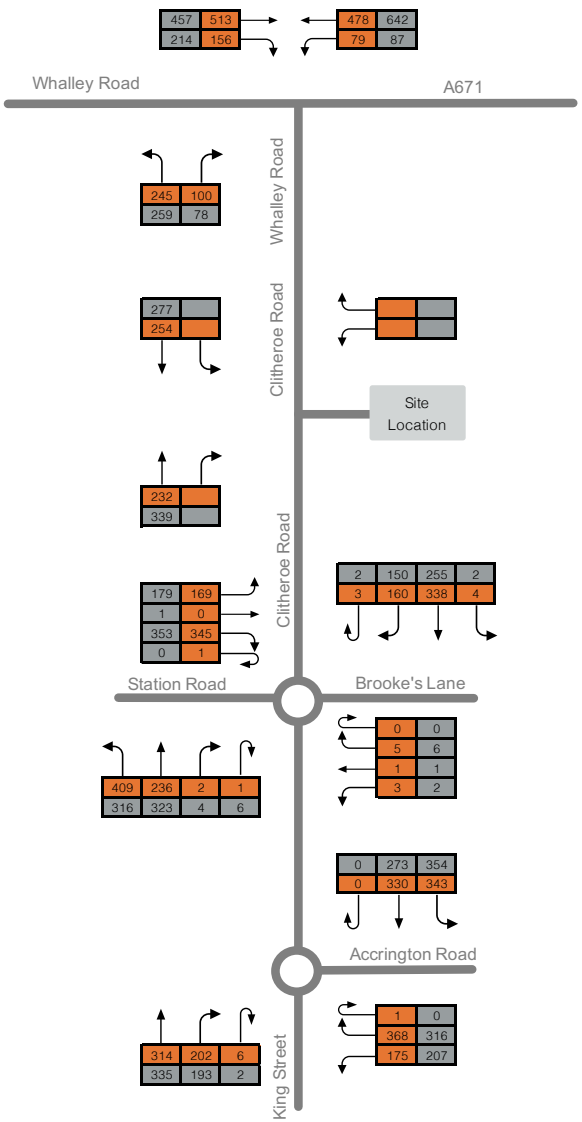
Clitheroe Road, Whalley

J328482

2025 Base (Survey Flows)

PREPARED	CHECKED
RW	ME

mode transport planning



NOTES

AM Network Peak Hour (08:00 -09:00)

PM Network Peak Hour (16:00 - 17:00)

All Flows are in PCU's

LEGEND

AM

PM

Pringle Homes

Clitheroe Road, Whalley

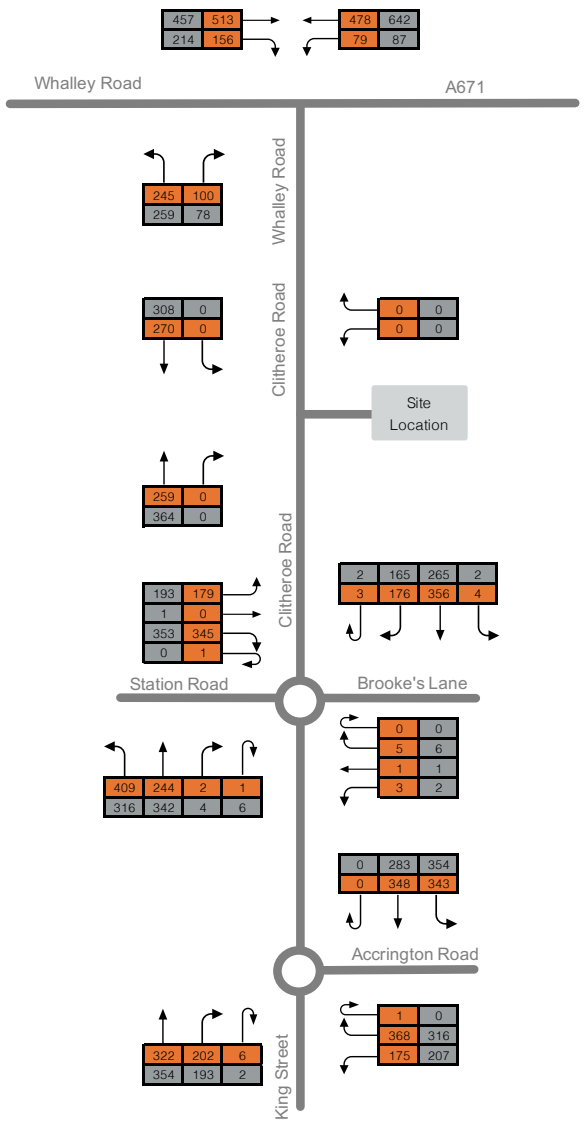
J328482

2030 Base

March 2025

PREPARED	CHECKED
RW	ME

mode transport planning



NOTES

AM Network Peak Hour (08:00 -09:00)

PM Network Peak Hour (16:00 - 17:00)

All Flows are in PCU's

LEGEND

AM

PM

Pringle Homes

Clitheroe Road, Whalley

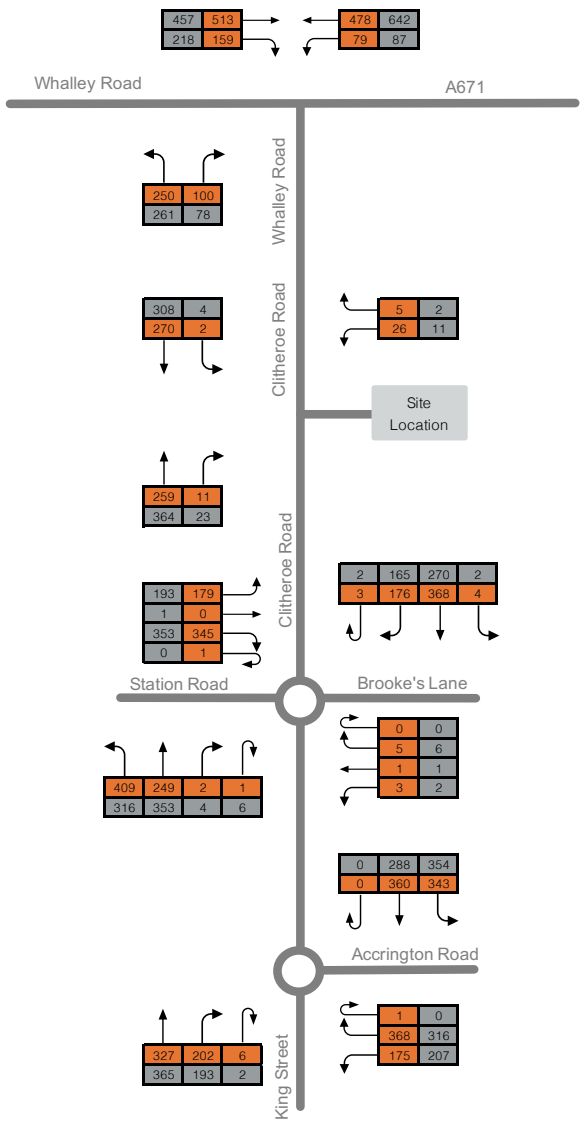
J328482

2030 Base + Committed Development

March 2025

PREPARED	CHECKED
RW	ME

mode transport planning



NOTES

AM Network Peak Hour (08:00 -09:00)

PM Network Peak Hour (16:00 - 17:00)

All Flows are in PCU's

LEGEND

AM

PM

Pringle Homes

Clitheroe Road, Whalley

J328482

2030 Base + Committed Development + Development

PREPARED	CHECKED
RW	ME

mode transport planning

APPENDIX I Raw Data

Whalley ATC

Report Id 606/24
Site Name Site 1 of 1
Description Clitheroe Road, 95m south of A59
Direction Northbound

Friday 13 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	19	1	7	7	4	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	4	6	5	0	0	2	0	0	48.1	38.8	9.0
0100 - 0200	7	1	4	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	4	0	0	0	0	0	45.2	39.4	5.6
0200 - 0300	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	48.8	30.5	17.7
0300 - 0400	3	1	0	0	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	47.0	38.0	8.7
0400 - 0500	7	1	0	1	5	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	1	0	0	0	51.5	46.6	4.8
0500 - 0600	29	2	2	12	13	0	0	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	6	9	5	4	1	0	0	0	45.4	38.3	6.8
0600 - 0700	35	8	7	11	9	1	0	29	0	5	0	0	0	0	0	0	0	0	0	0	1	0	2	9	11	9	3	0	0	0	0	44.2	37.7	6.3
0700 - 0800	121	21	16	43	41	0	0	108	0	11	2	0	0	0	0	0	0	0	0	0	0	1	9	54	41	11	4	1	0	0	0	40.8	35.8	4.8
0800 - 0900	285	60	89	67	69	0	1	264	2	15	2	1	0	0	0	0	0	0	0	0	1	1	21	115	111	28	7	1	0	0	0	40.7	35.9	4.6
0900 - 1000	237	75	57	52	53	1	1	212	0	17	3	1	0	0	1	1	0	0	0	0	0	0	22	119	71	21	4	0	0	0	0	39.5	35.2	4.2
1000 - 1100	248	67	59	58	64	1	0	222	1	19	4	0	0	1	0	0	0	0	0	1	0	2	17	94	108	19	5	0	2	0	0	41.0	35.9	4.9
1100 - 1200	265	67	59	78	61	1	1	241	1	16	4	0	0	1	0	0	0	0	0	0	2	2	30	127	84	17	3	0	0	0	0	39.2	34.6	4.4
1200 - 1300	283	67	55	88	73	2	1	251	0	21	7	0	0	1	0	0	0	0	2	1	4	0	20	105	120	27	4	0	0	0	0	41.0	35.5	5.3
1300 - 1400	275	65	48	79	83	1	1	254	0	15	4	0	0	0	0	0	0	0	0	1	0	1	17	110	112	28	6	0	0	0	0	40.6	36.0	4.5
1400 - 1500	288	88	63	60	77	1	2	268	0	12	3	2	0	0	0	0	0	0	0	0	1	0	20	119	126	17	4	1	0	0	0	39.9	35.7	4.1
1500 - 1600	369	86	97	99	87	1	0	348	0	14	6	0	0	0	0	0	0	0	0	0	2	2	40	182	113	26	4	0	0	0	0	39.2	34.7	4.3
1600 - 1700	375	85	94	96	100	3	0	347	0	12	11	1	0	0	1	0	0	0	0	1	2	1	50	177	123	20	1	0	0	0	0	38.8	34.4	4.3
1700 - 1800	345	96	97	61	91	0	0	326	1	10	8	0	0	0	0	0	0	0	0	0	0	0	23	159	127	33	3	0	0	0	0	39.7	35.6	4.0
1800 - 1900	250	72	69	57	52	0	0	232	0	12	6	0	0	0	0	0	0	0	0	0	0	0	10	98	109	26	6	0	1	0	0	40.9	36.5	4.3
1900 - 2000	220	71	63	48	38	0	0	215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	4	105	83	25	2	1	0	0	0	40.2	36.2	3.9
2000 - 2100	105	25	28	31	21	0	0	98	1	6	0	0	0	0	0	0	0	0	0	0	0	0	6	22	49	23	4	0	1	0	0	43.2	38.0	4.9
2100 - 2200	71	18	24	11	18	0	0	67	0	3	1	0	0	0	0	0	0	0	0	0	0	1	4	22	28	10	6	0	0	0	0	42.7	37.2	5.3
2200 - 2300	103	26	32	23	22	0	0	102	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8	34	43	11	3	2	1	0	0	42.5	36.7	5.5
2300 - 0000	86	26	21	22	17	0	0	82	0	4	0	0	0	0	0	0	0	0	0	0	0	0	9	31	26	18	2	0	0	0	0	41.6	36.4	5.0
0700 - 1900	3341	849	803	838	851	11	7	3073	5	174	60	5	0	3	2	1	0	0	2	4	12	10	279	1459	1245	273	51	3	3	0	0	40.1	35.4	4.5
0600 - 2200	3772	971	925	939	937	12	7	3482	6	192	62	5	0	3	2	1	0	0	2	4	13	11	295	1617	1416	340	66	4	4	0	0	40.3	35.6	4.5
0600 - 0000	3961	1023	978	984	976	12	7	3666	6	197	62	5	0	3	2	1	0	0	2	4	13	12	312	1682	1485	369	71	6	5	0	0	40.4	35.6	4.6
0000 - 0000	4028	1030	991	1006	1001	12	7	3725	6	205	62	5	0	3	2	1	0	0	2	4	14	14	318	1692	1503	387	79	8	7	0	0	40.5	35.7	4.7

Saturday 14 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	84	24	21	21	18	0	0	82	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	25	35	13	3	1	0	1	0	43.3	37.4	5.7
0100 - 0200	45	15	11	7	12	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	13	12	6	3	0	0	0	46.9	40.1	6.5
0200 - 0300	26	8	9	5	4	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	10	3	5	4	1	0	0	50.6	42.8	7.5
0300 - 0400	9	3	3	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	2	0	0	51.9	42.4	9.2
0400 - 0500	10	2	7	0	1	0	0	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	35.4	33.0	2.4
0500 - 0600	13	1	2	1	9	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	2	2	0	0	0	0	44.3	38.8	5.3
0600 - 0700	11	1	2	3	5	1	0	9	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	4	2	2	1	0	0	0	0	43.9	34.8	8.7
0700 - 0800	55	7	11	16	21	0	0	43	0	12	0	0	0	0	0	0	0	0	0	0	0	0	6	19	20	7	1	2	0	0	0	42.3	36.5	5.6
0800 - 0900	142	29	29	39	45	4	0	125	0	12	1	0	0	0	0	0	0	0	0	0	4	2	3	53	58	18	3	1	0	0	0	41.7	36.1	5.4
0900 - 1000	189	41	38	55	55	5	1	170	2	11	0	0	0	0	0	0	0	0	0	0	6	0	14	59	85	21	3	1	0	0	0	41.4	35.9	5.4
1000 - 1100	258	59	61	57	81	5	0	239	0	11	3	0	0	0	0	0	0	0	0	1	5	1	12	102	106	27	4	0	0	0	0	40.8	35.7	5.0
1100 - 1200	287	72	77	67	71	0	2	273	0	10	1	1	0	0	0	0	0	0	0	1	0	0	18	133	110	18	6	1	0	0	0	40.0	35.5	4.3
1200 - 1300	292	83	77	62	70	2	0	277	0	10	3	0	0	0	0	0	0	0	0	2	0	3	15	107	125	35	5	0	0	0	0	41.0	36.1	4.7
1300 - 1400	269	70	58	72	69	1	1	254	0	11	1	1	0	0	0	0	0	0	0	0	1	2	5	94	123	37	6	1	0	0	0	41.4	36.8	4.4
1400 - 1500	266	86	49	63	68	2	0	256	0	5	3	0	0	0	0	0	0	0	0	2	1	2	14	110	109	23	4	1	0	0	0	40.6	35.7	4.8
1500 - 1600	290	79	88	65	58	1	0	277	1	10	1	0	0	0	0	0	0	0	0	0	1	0	20	130	114	20	5	0	0	0	0	39.8	35.5	4.1
1600 - 1700	231	58	51	59	63	0	1	217	0	11	2	0	0	0	0	0	0	0	0	0	0	0	11	95	92	27	5	1	0	0	0	40.8	36.3	4.3
1700 - 1800	240	56	64	62	58	0	0	231	0	7	2	0	0	0	0	0	0	0	0	0	0	2	11	82	105	30	7	3	0	0	0	41.7	36.8	4.7
1800 - 1900	253	69	81	51	52	0	0	246	0	6	1	0	0	0	0	0	0	0	0	0	0	0	5	95	114	32	5	2	0	0	0	41.2	36.9	4.1
1900 - 2000	175	54	41	31	49	0	1	169	0	5	0	0	0	0	0	0	0	0	0	1	0	0	10	74	69	16	3	2	0	0	0	40.9	36.0	4.7
2000 - 2100	120	37	25	29	29	0	0	115	0	4	1	0	0	0	0	0	0	0	0	0	0	0	6	30	60	18	5	1	0	0	0	42.3	37.5	4.6
2100 - 2200	94	20	19	21	34	0	0	92	0	2	0	0	0	0	0	0	0	0	0	0	0	1	5	29	36	12	9	1	0	1	0	44.1	37.8	6.1
2200 - 2300	113	35	27	21	30	0	0	109	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	37	51	16	4	1	0	0	0	41.9	37.2	4.5
2300 - 0000	98	21	34	22	21	1	0	88	0	7	2	0	0	0	0	0	0	0	0	0	0	1	4	37	43	9	4	0	0	0	0	41.0	36.4	4.5
0700 - 1900	2772	709	684	668	711	20	5	2608	3	116	18	2	0	0	0	0	0	0	0	6	18	12	134	1079	1161	295	54	13	0	0	0	40.9	36.1	4.6
0600 - 2200	3172	821	771	752	828	21	6	2993	3	128	19	2	0	0	0	0	0	0	0	7	19	14	155	1216	1328	343	72	17	0	1	0	41.1	36.2	4.7
0600 - 0000	3383	877	832	795	879	22	6	3190	4	137	22	2	0	0	0	0	0	0	0	7	19	15	163	1290	1422	368	80	18	0	1	0	41.1	36.2	4.7
0000 - 0000	3570	930	885	831	924	22	6	3373	5	139	23	2	0	0	0	0	0	0	0	7	19	15	174	1338	1491	399	96	26	3	2	0	41.4	36.4	4.9

Sunday 15 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	78	25	22	18	13	0	0	75	0	1	2	0	0	0	0	0	0	0	0	0	0	1	3	28	28	12	4	2	0	0	0	43.0	37.3	5.5
0100 - 0200	58	20	14	17	7	0	0	57	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	9	26	12	5	0	0	0	0	43.7	38.0	5.5
0200 - 0300	43	12	12	7	12	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	3	11	10	7	5	2	0	0	50.7	41.7	8.7
0300 - 0400	23	10	3	9	1	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	5	10	4	2	0	0	0	49.2	42.1	6.9
0400 - 0500	14	6	3	1	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	4	1	0	0	0	0	43.7	36.9	6.6
0500 - 0600	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	42.3	37.2	4.9
0600 - 0700	9	0	1	2	6	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	1	1	0	0	0	0	42.9	37.4	5.3
0700 - 0800	30	6	4	7	13	0	0	26	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	10	11	2	3	1	0	0	0	43.6	37.2	6.2
0800 - 0900	56	9	6	19	22	3	0	52	0	1	0	0	0	0	0	0	0	0	0	1	2	0	3	13	19	13	4	1	0	0	0	44.9	37.3	7.4
0900 - 1000	109	18	27	25	39	3	1	93	0	12	0	0	0	0	0	0	0	0	0	2	1	0	6	42	38	16	4	0	0	0	0	42.0	36.0	5.8
1000 - 1100	165	42	37	37	49	1	1	149	1	10	3	0	0	0	0	0	0	0	0	1	3	1	8	53	75	20	2	2	0	0	0	41.8	36.2	5.4
1100 - 1200	239	69	48	53	69	1	1	231	0	5	1	0	0	0	0	0	0	0	0	1	1	0	13	90	104	25	5	0	0	0	0	40.8	36.1	4.5
1200 - 1300	266	73	59	72	62	0	0	255	0	5	5	0	0	1	0	0	0	0	0	1	0	5	14	92	122	31	1	0	0	0	0	40.6	36.0	4.5
1300 - 1400	288	78	69	74	67	0	0	271	1	15	1	0	0	0	0	0	0	0	0	0	0	1	9	108	135	31	3	1	0	0	0	40.5	36.5	3.9
1400 - 1500	276	67	79	61	69	0	1	262	0	10	2	1	0	0	0	0	0	0	0	0	0	1	18	133	106	16	2	0	0	0	0	39.1	35.2	3.7
1500 - 1600	253	65	68	72	48	0	1	243	0	8	1	0	0	0	0	0	0	0	0	0	0	2	22	104	106	18	1	0	0	0	0	39.5	35.4	4.0
1600 - 1700	213	62	57	47	47	0	0	202	1	7	3	0	0	0	0	0	0	0	0	0	0	1	11	85	77	32	6	0	0	1	0	41.6	36.6	4.9
1700 - 1800	155	41	43	34	37	0	0	146	0	6	2	1	0	0	0	0	0	0	0	0	3	0	11	58	57	23	1	1	1	0	0	41.6	36.1	5.4
1800 - 1900	141	43	33	33	32	2	0	129	0	8	2	0	0	0	0	0	0	0	0	2	1	0	9	42	59	21	5	1	1	0	0	42.9	36.7	6.0
1900 - 2000	108	29	27	27	25	0	0	100	0	7	1	0	0	0	0	0	0	0	0	0	0	1	6	35	51	12	2	1	0	0	0	41.3	36.6	4.5
2000 - 2100	73	26	17	11	19	0	0	69	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	21	36	10	3	1	0	0	0	42.3	37.6	4.5
2100 - 2200	47	15	20	6	6	0	0	46	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	23	11	2	1	2	0	0	45.9	39.9	5.8
2200 - 2300	25	7	7	3	8	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	11	5	1	0	0	0	0	42.7	37.4	5.1
2300 - 0000	11	3	5	1	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	1	2	0	0	0	0	45.0	38.9	5.8
0700 - 1900	2191	573	530	534	554	10	5	2059	3	91	20	2	0	1	0	0	0	0	0	8	11	11	127	830	909	248	37	7	2	1	0	41.0	36.1	4.8
0600 - 2200	2428	643	595	580	610	10	5	2283	3	103	21	2	0	1	0	0	0	0	0	8	11	12	135	898	1022	282	45	10	4	1	0	41.2	36.2	4.8
0600 - 0000	2464	653	607	584	620	10	5	2319	3	103	21	2	0	1	0	0	0	0	0	8	11	13	136	906	1039	288	48	10	4	1	0	41.2	36.2	4.8
0000 - 0000	2686	727	663	638	658	10	5	2537	3	105	23	2	0	1	0	0	0	0	0	8	12	16	152	952	1113	338	69	19	6	1	0	41.7	36.5	5.1

Monday 16 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	11	2	5	4	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	3	2	0	0	0	0	46.1	40.3	5.6
0100 - 0200	6	2	1	2	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	43.2	37.2	5.8
0200 - 0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	68.8	50.5	17.7
0300 - 0400	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	39.2	35.5	3.5
0400 - 0500	4	0	2	0	2	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	43.3	36.8	6.3
0500 - 0600	24	1	5	4	14	2	0	18	0	3	1	0	0	0	0	0	0	0	0	0	1	1	3	2	9	4	4	0	0	0	0	45.6	37.4	8.0
0600 - 0700	41	6	7	11	17	0	0	34	0	7	0	0	0	0	0	0	0	0	0	0	0	0	4	12	15	9	1	0	0	0	0	42.0	36.9	4.9
0700 - 0800	122	17	24	31	50	2	0	108	0	10	2	0	0	0	0	0	0	0	0	0	3	0	11	41	48	15	4	0	0	0	0	41.5	35.9	5.4
0800 - 0900	258	58	78	48	74	1	0	225	0	27	3	1	0	0	0	1	0	0	0	0	2	0	12	113	92	35	4	0	0	0	0	40.6	36.0	4.5
0900 - 1000	228	65	41	66	56	1	0	209	1	15	2	0	0	0	0	0	0	0	0	0	2	0	20	110	79	15	1	1	0	0	0	39.4	35.0	4.3
1000 - 1100	240	51	61	61	67	0	0	217	0	20	3	0	0	0	0	0	0	0	0	0	0	4	14	106	95	18	3	0	0	0	0	39.8	35.5	4.2
1100 - 1200	227	63	48	54	62	0	0	202	1	18	6	0	0	0	0	0	0	0	0	0	0	0	11	91	102	18	5	0	0	0	0	40.2	36.1	4.0
1200 - 1300	260	73	74	46	67	1	2	235	0	18	4	0	0	0	0	0	0	0	0	2	2	1	19	113	102	18	3	0	0	0	0	40.0	35.2	4.7
1300 - 1400	210	57	46	58	49	1	2	188	1	18	0	0	0	0	0	0	0	0	0	0	3	2	14	77	89	23	1	1	0	0	0	40.7	35.7	4.8
1400 - 1500	278	60	84	63	71	1	1	256	0	14	6	0	0	0	0	0	0	0	0	0	3	1	32	124	97	19	1	1	0	0	0	39.5	34.8	4.5
1500 - 1600	317	69	67	94	87	1	0	298	1	14	3	0	0	0	0	0	0	0	1	0	0	2	28	151	112	21	1	1	0	0	0	39.4	35.0	4.3
1600 - 1700	342	98	71	91	82	1	2	324	0	11	3	0	0	1	0	0	0	0	0	0	2	3	37	162	109	22	6	1	0	0	0	39.6	34.8	4.6
1700 - 1800	338	79	81	95	83	0	1	326	1	6	3	1	0	0	0	0	0	0	0	0	1	3	21	141	141	27	2	1	1	0	0	40.2	35.7	4.3
1800 - 1900	242	75	64	48	55	1	0	228	0	9	4	0	0	0	0	0	0	0	0	0	1	0	15	111	90	23	1	1	0	0	0	39.9	35.6	4.2
1900 - 2000	154	32	36	45	41	1	0	148	0	4	1	0	0	0	0	0	0	0	0	1	0	1	11	65	55	13	7	1	0	0	0	41.3	35.9	5.2
2000 - 2100	113	27	38	31	17	0	0	107	0	6	0	0	0	0	0	0	0	0	0	0	0	1	2	40	50	17	2	0	0	1	0	42.0	37.1	4.8
2100 - 2200	62	16	14	16	16	0	0	60	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	16	21	14	4	3	0	0	0	44.9	38.5	6.2
2200 - 2300	38	10	12	8	8	0	0	36	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13	15	5	2	0	0	0	0	41.8	36.7	4.9
2300 - 0000	16	5	3	6	2	0	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	6	1	1	0	0	0	46.1	41.1	4.8
0700 - 1900	3062	765	739	755	803	10	8	2816	5	180	39	2	0	1	0	1	0	0	1	2	19	16	234	1340	1156	254	32	7	1	0	0	40.0	35.4	4.5
0600 - 2200	3432	846	834	858	894	11	8	3165	5	199	40	2	0	1	0	1	0	0	1	3	19	19	254	1473	1297	307	46	11	1	1	0	40.3	35.5	4.6
0600 - 0000	3486	861	849	872	904	11	8	3214	5	203	41	2	0	1	0	1	0	0	1	3	19	19	257	1487	1319	318	49	12	1	1	0	40.3	35.6	4.6
0000 - 0000	3535	868	864	882	921	13	9	3253	5	209	42	2	0	1	0	1	0	0	1	3	20	20	263	1491	1339	328	55	12	1	2	0	40.4	35.6	4.7

Tuesday 17 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	7	4	1	1	1	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	37.2	33.0	4.1
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	33.0	-
0200 - 0300	3	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	52.3	46.3	5.8
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	2	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	39.2	35.5	3.5
0500 - 0600	25	1	6	5	13	0	0	22	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	6	8	5	3	2	0	0	0	46.6	39.8	6.6
0600 - 0700	33	6	8	10	9	0	0	27	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1	5	18	7	2	0	0	0	0	43.0	38.6	4.3
0700 - 0800	139	20	33	31	55	1	0	132	0	6	0	0	0	0	0	0	0	0	0	0	1	0	6	48	62	16	6	0	0	0	0	41.5	36.7	4.6
0800 - 0900	262	56	67	62	77	0	2	240	0	16	2	0	1	1	0	0	0	0	0	0	0	1	18	98	115	26	4	0	0	0	0	40.3	36.0	4.2
0900 - 1000	237	74	43	54	66	1	0	216	1	12	7	0	0	0	0	0	0	0	0	0	1	0	15	95	101	22	3	0	0	0	0	40.2	35.9	4.1
1000 - 1100	231	58	67	53	53	1	2	205	1	22	0	0	0	0	0	0	0	0	0	1	0	0	14	113	85	17	1	0	0	0	0	39.4	35.3	4.0
1100 - 1200	265	59	71	67	68	0	1	240	0	20	4	0	0	0	0	0	0	0	0	0	2	0	22	105	104	29	3	0	0	0	0	40.3	35.7	4.5
1200 - 1300	269	75	75	55	64	0	0	254	0	13	1	0	0	0	1	0	0	0	0	0	1	1	16	132	90	24	4	1	0	0	0	40.0	35.5	4.3
1300 - 1400	284	63	85	68	68	1	0	256	1	25	1	0	0	0	0	0	0	0	0	1	0	2	24	122	101	31	2	0	1	0	0	40.3	35.5	4.7
1400 - 1500	264	50	72	71	71	1	5	233	1	20	2	1	0	1	0	0	0	0	0	1	1	0	20	103	96	35	8	0	0	0	0	41.2	36.1	4.9
1500 - 1600	341	60	93	84	104	0	0	318	1	18	4	0	0	0	0	0	0	0	0	0	1	1	20	170	120	25	4	0	0	0	0	39.4	35.3	4.0
1600 - 1700	314	83	66	85	80	1	1	292	0	19	1	0	0	0	0	0	0	0	0	0	1	0	11	121	134	42	3	2	0	0	0	40.9	36.5	4.2
1700 - 1800	349	90	89	91	79	0	0	332	0	12	5	0	0	0	0	0	0	0	0	0	0	1	16	122	164	39	5	2	0	0	0	40.9	36.5	4.2
1800 - 1900	287	82	69	69	67	1	0	275	0	7	3	1	0	0	0	0	0	0	0	0	1	3	27	115	109	31	1	0	0	0	0	40.0	35.4	4.4
1900 - 2000	176	50	46	41	39	1	0	165	0	9	1	0	0	0	0	0	0	0	0	0	2	0	7	59	80	19	8	0	1	0	0	42.0	36.8	5.0
2000 - 2100	122	35	26	36	25	0	0	118	0	3	0	1	0	0	0	0	0	0	0	0	1	1	4	42	47	24	1	2	0	0	0	42.2	37.0	5.1
2100 - 2200	87	33	18	18	18	0	0	84	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	22	41	19	2	0	0	0	0	42.1	37.7	4.2
2200 - 2300	43	15	13	11	4	0	1	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14	13	8	2	2	1	0	0	45.2	38.2	6.7
2300 - 0000	21	7	5	4	5	0	0	18	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	10	4	2	1	0	0	0	45.4	39.4	5.7
0700 - 1900	3242	770	830	790	852	7	11	2993	5	190	30	2	1	2	1	0	0	0	0	3	9	9	209	1344	1281	337	44	5	1	0	0	40.4	35.8	4.3
0600 - 2200	3660	894	928	895	943	8	11	3387	5	210	32	3	1	2	1	0	0	0	0	3	12	10	224	1472	1467	406	57	7	2	0	0	40.6	36.0	4.4
0600 - 0000	3724	916	946	910	952	8	12	3447	5	213	32	3	1	2	1	0	0	0	0	3	12	10	228	1489	1490	418	61	10	3	0	0	40.7	36.0	4.5
0000 - 0000	3762	922	953	919	968	8	12	3480	5	218	32	3	1	2	1	0	0	0	0	3	12	10	231	1500	1501	425	64	13	3	0	0	40.8	36.1	4.5

Wednesday 18 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	10	3	2	3	2	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	1	2	0	0	0	50.2	43.5	6.4
0100 - 0200	7	2	1	1	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	1	1	0	56.7	45.1	11.1
0200 - 0300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	33.0	-
0300 - 0400	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	50.3	43.0	7.1
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	38.0	-
0500 - 0600	27	4	5	7	11	1	1	23	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	8	9	6	3	0	0	0	0	44.6	38.0	6.4
0600 - 0700	45	1	9	13	22	0	0	36	0	8	1	0	0	0	0	0	0	0	0	0	0	0	1	10	23	10	0	0	1	0	0	43.2	38.2	4.8
0700 - 0800	125	14	20	35	56	1	0	108	1	12	3	0	0	0	0	0	0	0	0	0	2	0	7	43	48	20	4	1	0	0	0	42.1	36.6	5.3
0800 - 0900	256	43	75	55	83	0	1	235	0	16	3	0	0	0	1	0	0	0	0	0	0	1	15	88	109	38	4	0	1	0	0	41.3	36.6	4.5
0900 - 1000	214	58	51	49	56	1	1	188	1	21	1	0	0	1	0	0	0	0	0	1	2	0	9	63	94	34	8	2	1	0	0	42.8	37.2	5.4
1000 - 1100	241	51	63	63	64	0	1	217	2	15	4	0	0	0	0	2	0	0	0	0	1	1	10	96	100	29	3	1	0	0	0	40.7	36.2	4.3
1100 - 1200	233	57	58	56	62	0	0	211	1	17	4	0	0	0	0	0	0	0	0	0	1	4	10	93	98	21	6	0	0	0	0	40.6	35.9	4.5
1200 - 1300	279	56	69	75	79	0	0	264	0	13	1	0	1	0	0	0	0	0	0	0	0	0	16	119	116	25	3	0	0	0	0	39.9	35.8	3.9
1300 - 1400	261	61	73	63	64	1	0	241	1	16	2	0	0	0	0	0	0	0	0	2	1	2	23	84	111	34	4	0	0	0	0	41.2	35.9	5.1
1400 - 1500	277	68	71	72	66	0	0	261	0	13	3	0	0	0	0	0	0	0	0	0	1	0	12	126	113	20	4	1	0	0	0	40.0	35.8	4.0
1500 - 1600	306	62	75	86	83	1	0	280	0	21	2	1	1	0	0	0	0	0	0	1	3	2	23	125	119	23	5	2	1	1	1	41.6	35.7	5.7
1600 - 1700	338	87	70	92	89	0	0	312	0	18	6	1	0	0	1	0	0	0	0	0	1	0	27	164	120	21	3	1	1	0	0	39.6	35.2	4.2
1700 - 1800	373	101	100	77	95	0	0	358	0	10	5	0	0	0	0	0	0	0	0	1	0	1	30	180	123	31	6	0	0	1	0	40.0	35.3	4.5
1800 - 1900	265	82	65	62	56	1	0	255	0	8	1	0	0	0	0	0	0	0	0	2	0	0	10	124	93	27	8	1	0	0	0	40.9	36.0	4.7
1900 - 2000	169	51	40	53	25	0	0	165	1	3	0	0	0	0	0	0	0	0	0	0	0	1	9	55	85	15	2	2	0	0	0	41.0	36.5	4.3
2000 - 2100	116	28	26	26	36	0	0	115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	40	45	21	5	1	0	1	0	43.1	37.7	5.2
2100 - 2200	80	25	12	29	14	0	0	77	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4	25	29	17	4	0	1	0	0	43.3	37.8	5.3
2200 - 2300	45	13	14	10	8	0	0	43	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	23	17	4	0	0	0	0	0	39.3	35.7	3.5
2300 - 0000	42	11	13	15	3	0	0	40	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	14	15	6	0	1	0	0	0	41.5	36.0	5.3
0700 - 1900	3168	740	790	785	853	5	3	2930	6	180	35	2	2	1	2	2	0	0	0	7	12	11	192	1305	1244	323	58	9	4	2	1	40.8	35.9	4.7
0600 - 2200	3578	845	877	906	950	5	3	3323	7	194	37	2	2	1	2	2	0	0	0	7	12	12	209	1435	1426	386	69	12	6	3	1	41.0	36.1	4.7
0600 - 0000	3665	869	904	931	961	5	3	3406	7	198	37	2	2	1	2	2	0	0	0	7	12	12	216	1472	1458	396	69	13	6	3	1	41.0	36.1	4.7
0000 - 0000	3713	879	915	942	977	6	4	3448	7	202	37	2	2	1	2	2	0	0	0	7	13	12	216	1483	1473	408	74	15	7	4	1	41.1	36.1	4.8

Thursday 19 December 2024

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	15	6	3	5	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	4	1	0	0	0	0	43.5	38.0	5.3
0100 - 0200	9	5	0	2	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	2	0	0	0	0	0	41.7	38.0	3.5
0200 - 0300	5	2	1	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	1	0	0	52.7	43.0	9.4
0300 - 0400	3	0	2	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	38.0	38.0	0.0
0400 - 0500	14	8	2	1	3	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	1	1	0	0	0	45.0	40.1	4.7
0500 - 0600	20	3	4	5	8	1	0	15	0	2	1	1	0	0	0	0	0	0	0	0	1	0	0	4	10	3	0	1	0	1	0	47.7	38.8	8.6
0600 - 0700	37	7	8	13	9	0	0	33	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7	17	11	2	0	0	0	0	43.3	39.1	4.1
0700 - 0800	119	16	27	28	48	0	0	105	1	11	1	1	0	0	0	0	0	0	0	0	1	2	16	30	56	11	2	1	0	0	0	41.2	35.7	5.3
0800 - 0900	266	66	77	65	58	0	0	241	0	14	9	1	0	1	0	0	0	0	0	0	1	0	17	94	116	32	5	1	0	0	0	41.0	36.4	4.5
0900 - 1000	257	86	67	38	66	2	1	236	2	6	8	1	0	0	0	1	0	0	0	4	0	1	15	97	111	26	1	2	0	0	0	41.0	35.7	5.1
1000 - 1100	253	60	50	75	68	1	0	237	1	7	3	3	0	1	0	0	0	0	0	1	0	2	24	125	80	19	1	1	0	0	0	39.4	34.8	4.4
1100 - 1200	294	71	80	70	73	1	3	269	0	17	3	1	0	0	0	0	0	0	0	5	0	3	23	146	96	17	4	0	0	0	0	39.7	34.6	4.9
1200 - 1300	275	72	69	75	59	2	1	253	0	11	7	1	0	0	0	0	0	0	0	0	1	0	16	123	104	26	3	0	0	2	0	40.7	35.9	4.7
1300 - 1400	292	80	62	73	77	2	2	264	0	14	10	0	0	0	0	0	0	0	0	2	2	1	30	123	92	34	8	0	0	0	0	40.8	35.4	5.2
1400 - 1500	246	58	54	63	71	0	0	230	1	10	4	0	0	1	0	0	0	0	0	1	0	0	6	99	108	27	5	0	0	0	0	40.7	36.4	4.2
1500 - 1600	331	80	70	83	98	3	1	302	0	17	7	1	0	0	0	0	0	0	0	2	3	0	27	142	124	29	3	1	0	0	0	40.2	35.3	4.8
1600 - 1700	419	92	83	133	111	0	1	393	1	12	11	0	0	0	0	1	0	0	0	1	0	3	46	178	151	37	3	0	0	0	0	39.7	35.1	4.4
1700 - 1800	402	113	94	96	99	0	0	385	0	13	4	0	0	0	0	0	0	0	0	1	3	5	35	165	165	24	4	0	0	0	0	39.7	35.1	4.5
1800 - 1900	274	63	76	69	66	1	0	260	0	7	5	0	0	1	0	0	0	0	0	0	2	1	19	105	109	33	4	1	0	0	0	40.8	36.0	4.6
1900 - 2000	212	81	48	54	29	0	0	201	0	8	2	1	0	0	0	0	0	0	0	0	0	0	7	87	94	23	1	0	0	0	0	40.0	36.2	3.7
2000 - 2100	121	27	31	33	30	0	0	115	0	4	2	0	0	0	0	0	0	0	0	0	0	0	8	36	55	18	2	1	1	0	0	42.1	37.0	4.9
2100 - 2200	105	37	17	23	28	0	0	101	0	3	1	0	0	0	0	0	0	0	0	0	0	0	8	33	40	17	4	2	1	0	0	43.1	37.3	5.6
2200 - 2300	76	24	24	14	14	0	0	72	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	22	37	10	5	0	1	0	0	43.1	38.0	4.9
2300 - 0000	61	23	17	12	9	0	0	58	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	21	24	11	1	0	0	1	0	43.3	37.0	6.0
0700 - 1900	3428	857	809	868	894	12	9	3175	6	139	72	9	0	4	0	2	0	0	0	17	13	18	274	1427	1312	315	43	7	0	2	0	40.4	35.5	4.7
0600 - 2200	3903	1009	913	991	990	12	9	3625	6	157	78	10	0	4	0	2	0	0	0	17	13	18	297	1590	1518	384	52	10	2	2	0	40.5	35.6	4.7
0600 - 0000	4040	1056	954	1017	1013	12	9	3755	6	164	78	10	0	4	0	2	0	0	0	17	14	19	299	1633	1579	405	58	10	3	3	0	40.6	35.7	4.8
0000 - 0000	4106	1080	966	1030	1030	13	9	3815	6	167	79	11	0	4	0	2	0	0	0	17	15	19	300	1644	1614	417	60	12	4	4	0	40.7	35.8	4.8

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	32	9	9	8	6	0	0	31	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	9	12	6	2	1	0	0	0	44.5	38.3	6
0100 - 0200	19	7	4	4	4	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	7	5	2	0	0	0	0	46.2	38.7	6.4
0200 - 0300	12	4	3	2	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	2	1	1	0	0	54	41.1	11.1
0300 - 0400	7	2	2	2	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	-	-	-
0400 - 0500	7	2	2	1	2	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	1	0	0	0	0	-	-	-
0500 - 0600	21	2	4	5	10	1	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5	7	4	2	1	0	0	0	45.2	38.3	6.7
0600 - 0700	30	4	6	9	11	0	0	25	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	7	13	7	1	0	0	0	0	43.2	37.5	5.5
0700 - 0800	101	14	19	27	41	1	0	90	0	9	1	0	0	0	0	0	0	0	0	0	1	0	8	35	41	12	3	1	0	0	0	41.9	36.4	5.3
0800 - 0900	218	46	60	51	61	1	1	197	0	14	3	0	0	0	0	0	0	0	0	0	1	1	13	82	89	27	4	1	0	0	0	41.5	36.3	5
0900 - 1000	210	60	46	48	56	2	1	189	1	13	3	0	0	0	0	0	0	0	0	1	2	0	14	84	83	22	3	1	0	0	0	40.9	35.8	4.9
1000 - 1100	234	55	57	58	64	1	1	212	1	15	3	0	0	0	0	0	0	0	0	1	1	2	14	98	93	21	3	1	0	0	0	40.4	35.7	4.6
1100 - 1200	259	65	63	64	67	0	1	238	0	15	3	0	0	0	0	0	0	0	0	1	1	1	18	112	100	21	5	0	0	0	0	40.1	35.5	4.4
1200 - 1300	275	71	68	68	68	1	1	256	0	13	4	0	0	0	0	0	0	0	0	1	1	1	17	113	111	27	3	0	0	0	0	40.4	35.7	4.6
1300 - 1400	269	68	63	70	68	1	1	247	1	16	3	0	0	0	0	0	0	0	0	1	1	2	17	103	109	31	4	0	0	0	0	40.8	36	4.6
1400 - 1500	270	68	67	65	70	1	1	252	0	12	3	1	0	0	0	0	0	0	0	1	1	1	17	116	108	22	4	1	0	0	0	40.1	35.7	4.3
1500 - 1600	316	72	80	83	81	1	0	295	0	15	3	0	0	0	0	0	0	0	0	0	1	1	26	143	115	23	3	1	0	0	0	39.9	35.3	4.5
1600 - 1700	319	81	70	86	82	1	1	298	0	13	5	0	0	0	0	0	0	0	0	0	1	1	28	140	115	29	4	1	0	0	0	40.1	35.6	4.4
1700 - 1800	314	82	81	74	77	0	0	301	0	9	4	0	0	0	0	0	0	0	0	0	1	2	21	130	126	30	4	1	0	0	0	40.6	35.9	4.5
1800 - 1900	244	69	65	56	54	1	0	232	0	8	3	0	0	0	0	0	0	0	0	1	1	1	14	99	98	28	4	1	0	0	0	40.9	36.1	4.6
1900 - 2000	174	53	43	43	35	0	0	166	0	6	1	0	0	0	0	0	0	0	0	0	0	0	8	69	74	18	4	1	0	0	0	40.9	36.3	4.5
2000 - 2100	109	29	27	28	25	0	0	105	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	33	49	19	3	1	0	0	0	42.5	37.4	4.9
2100 - 2200	78	23	18	18	19	0	0	75	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	22	31	14	4	1	1	0	0	43.7	38	5.5
2200 - 2300	63	19	18	13	13	0	0	61	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	21	27	8	2	1	0	0	0	42.3	37.1	5
2300 - 0000	48	14	14	12	8	0	0	44	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	15	19	8	2	0	0	0	0	43.4	37.9	5.3
0700 - 1900	3029	751	739	750	789	11	8	2807	3	152	38	1	0	0	0	0	0	0	0	7	13	13	207	1255	1188	293	44	9	0	0	0	40.6	35.8	4.6
0600 - 2200	3420	860	833	848	879	11	8	3178	3	168	39	1	0	0	0	0	0	0	0	7	13	13	224	1386	1355	351	56	12	1	0	0	41.1	36.2	4.8
0600 - 0000	3531	893	865	873	900	11	8	3283	3	172	39	1	0	0	0	0	0	0	0	7	13	13	230	1422	1401	367	60	13	1	0	0	41.3	36.3	4.8
0000 - 0000	3629	919	889	895	926	12	8	3374	3	177	39	1	0	0	0	0	0	0	0	7	13	13	236	1442	1435	388	70	16	2	0	0	42.4	36.8	5.3

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
Mon	3535	868	864	882	921	13	9	3253	5	209	42	2	0	1	0	1	0	0	1	3	20	20	263	1491	1339	328	55	12	1	2	0	40.4	35.6	4.7
Tue	3762	922	953	919	968	8	12	3480	5	218	32	3	1	2	1	0	0	0	0	3	12	10	231	1500	1501	425	64	13	3	0	0	40.8	36.1	4.5
Wed	3713	879	915	942	977	6	4	3448	7	202	37	2	2	1	2	2	0	0	0	7	13	12	216	1483	1473	408	74	15	7	4	1	41.1	36.1	4.8
Thu	4106	1080	966	1030	1030	13	9	3815	6	167	79	11	0	4	0	2	0	0	0	17	15	19	300	1644	1614	417	60	12	4	4	0	40.7	35.8	4.8
Fri	4028	1030	991	1006	1001	12	7	3725	6	205	62	5	0	3	2	1	0	0	2	4	14	14	318	1692	1503	387	79	8	7	0	0	40.5	35.7	4.7
Sat	3570	930	885	831	924	22	6	3373	5	139	23	2	0	0	0	0	0	0	0	7	19	15	174	1338	1491	399	96	26	3	2	0	41.4	36.4	4.9
Sun	2686	727	663	638	658	10	5	2537	3	105	23	2	0	1	0	0	0	0	0	8	12	16	152	952	1113	338	69	19	6	1	0	41.7	36.5	5.1

Whalley ATC

Report Id	606/24
Site Name	Site 1 of 1
Description	Clitheroe Road, 95m south of A59
Direction	Southbound

Friday 13 December 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	3	4	2	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	1	0	0	0	0	41.6	35.7	5.6
0100 - 0200	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	43.3	39.0	4.2
0200 - 0300	3	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	45.5	34.7	10.4
0300 - 0400	3	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	42.3	36.3	5.8
0400 - 0500	2	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	34.2	30.5	3.5
0500 - 0600	28	4	4	10	10	0	0	25	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	7	9	5	4	1	0	0	0	46.0	38.5	7.2
0600 - 0700	107	15	18	27	47	0	0	96	0	11	0	0	0	0	0	0	0	0	0	2	2	1	5	29	49	11	7	1	0	0	0	43.2	36.5	6.5
0700 - 0800	242	45	46	70	81	1	0	214	2	23	1	0	0	0	0	1	0	0	0	1	0	1	14	103	89	24	7	2	1	0	0	41.3	36.1	5.0
0800 - 0900	296	69	67	85	75	0	0	277	0	18	0	0	0	1	0	0	0	0	0	1	0	3	21	156	96	16	3	0	0	0	0	39.0	34.8	4.1
0900 - 1000	231	68	47	61	55	2	0	202	2	23	1	1	0	0	0	0	0	0	0	2	0	10	48	109	46	12	4	0	0	0	0	38.5	33.1	5.2
1000 - 1100	244	70	57	59	58	1	0	215	1	24	2	1	0	0	0	0	0	0	0	1	0	1	30	115	81	12	2	1	1	0	0	39.5	34.7	4.6
1100 - 1200	272	64	74	60	74	1	1	246	2	20	2	0	0	0	0	0	0	0	0	2	0	8	65	127	57	12	1	0	0	0	0	37.8	32.9	4.7
1200 - 1300	268	77	58	64	69	2	1	244	1	19	1	0	0	0	0	0	0	0	0	1	1	2	45	136	72	9	2	0	0	0	0	38.2	33.7	4.3
1300 - 1400	239	56	56	74	53	0	0	221	0	17	0	1	0	0	0	0	0	0	0	1	0	2	36	118	74	8	0	0	0	0	0	38.2	34.0	4.1
1400 - 1500	309	79	79	68	83	0	1	283	1	21	2	1	0	0	0	0	0	0	0	0	0	5	67	147	82	6	2	0	0	0	0	37.6	33.4	4.1
1500 - 1600	309	85	83	79	62	0	1	289	1	17	1	0	0	0	0	0	0	0	0	0	0	7	64	148	75	13	2	0	0	0	0	38.0	33.5	4.4
1600 - 1700	288	73	72	61	82	2	0	266	1	19	0	0	0	0	0	0	0	0	0	1	1	4	73	127	65	13	4	0	0	0	0	38.3	33.3	4.8
1700 - 1800	249	62	67	65	55	1	0	232	0	16	0	0	0	0	0	0	0	0	0	0	1	6	27	116	80	16	3	0	0	0	0	39.3	34.6	4.6
1800 - 1900	266	75	74	59	58	1	0	255	0	9	1	0	0	0	0	0	0	0	0	1	0	0	33	120	82	24	5	1	0	0	0	40.0	35.1	4.8
1900 - 2000	166	53	34	52	27	0	1	157	0	8	0	0	0	0	0	0	0	0	0	1	0	0	22	67	66	7	2	0	1	0	0	39.9	35.0	4.8
2000 - 2100	96	37	24	23	12	0	0	92	0	4	0	0	0	0	0	0	0	0	0	0	0	2	9	43	36	4	2	0	0	0	0	39.5	34.9	4.4
2100 - 2200	75	15	21	21	18	0	0	73	0	2	0	0	0	0	0	0	0	0	0	0	0	1	9	30	26	6	3	0	0	0	0	40.5	35.4	5.0
2200 - 2300	76	13	22	22	19	0	1	73	0	2	0	0	0	0	0	0	0	0	0	0	0	1	7	32	23	7	5	0	1	0	0	42.2	36.2	5.8
2300 - 0000	76	13	24	23	16	0	0	74	0	2	0	0	0	0	0	0	0	0	0	0	0	1	11	23	26	9	3	3	0	0	0	42.9	36.4	6.2
0700 - 1900	**3213**	**823**	**780**	**805**	**805**	**11**	**4**	**2944**	**11**	**226**	**11**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**11**	**3**	**49**	**523**	**1522**	**899**	**165**	**35**	**4**	**2**	**0**	**0**	**38.9**	**34.1**	**4.6**
0600 - 2200	**3657**	**943**	**877**	**928**	**909**	**11**	**5**	**3362**	**11**	**251**	**11**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**14**	**5**	**53**	**568**	**1691**	**1076**	**193**	**49**	**5**	**3**	**0**	**0**	**39.1**	**34.2**	**4.7**
0600 - 0000	**3809**	**969**	**923**	**973**	**944**	**11**	**6**	**3509**	**11**	**255**	**11**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**14**	**5**	**55**	**586**	**1746**	**1125**	**209**	**57**	**8**	**4**	**0**	**0**	**39.3**	**34.3**	**4.8**
0000 - 0000	**3861**	**978**	**933**	**989**	**961**	**11**	**6**	**3557**	**11**	**259**	**11**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**14**	**6**	**56**	**590**	**1760**	**1142**	**218**	**62**	**9**	**4**	**0**	**0**	**39.4**	**34.4**	**4.8**

Saturday 14 December 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	100	49	16	14	21	0	1	98	1	0	0	0	0	0	0	0	0	0	0	0	0	2	4	37	37	16	3	0	0	1	0	42.5	36.8	5.5
0100 - 0200	32	10	11	3	8	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	10	8	5	4	0	0	1	0	46.0	37.8	7.9
0200 - 0300	19	7	5	6	1	0	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	3	1	3	0	0	0	47.7	40.9	6.5
0300 - 0400	10	3	3	1	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	2	0	1	0	0	0	45.3	38.0	7.1
0400 - 0500	7	2	3	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	1	2	0	0	0	0	47.5	38.0	9.1
0500 - 0600	8	1	3	2	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	40.8	38.0	2.7
0600 - 0700	26	7	5	11	3	0	0	23	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	7	7	8	3	0	0	0	0	44.6	39.0	5.5
0700 - 0800	59	9	10	26	14	0	0	50	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	19	18	12	5	0	0	0	0	43.1	37.4	5.5
0800 - 0900	150	28	28	40	54	1	0	133	1	15	0	0	0	0	0	0	0	0	0	1	2	3	13	58	44	18	10	1	0	0	0	42.3	35.8	6.3
0900 - 1000	211	42	46	60	63	0	0	202	0	8	0	0	0	0	0	1	0	0	0	0	0	0	25	91	70	24	1	0	0	0	0	39.7	35.3	4.3
1000 - 1100	269	80	69	56	64	0	1	252	0	15	1	0	0	0	0	0	0	0	0	0	0	6	55	122	68	15	1	2	0	0	0	38.7	33.8	4.7
1100 - 1200	281	61	74	69	77	2	0	267	2	9	1	0	0	0	0	0	0	0	1	1	0	4	47	114	83	23	8	0	0	0	0	40.1	34.6	5.4
1200 - 1300	269	62	68	68	71	1	0	257	0	11	0	0	0	0	0	0	0	0	0	1	1	4	43	117	83	18	2	0	0	0	0	39.2	34.2	4.7
1300 - 1400	281	71	71	71	68	1	0	265	0	14	1	0	0	0	0	0	0	0	0	1	0	6	38	152	72	10	2	0	0	0	0	38.2	33.8	4.2
1400 - 1500	257	62	69	57	69	2	1	237	0	16	0	1	0	0	0	0	0	0	0	3	1	4	47	116	69	12	5	0	0	0	0	39.1	33.7	5.2
1500 - 1600	255	65	69	60	61	0	0	246	0	9	0	0	0	0	0	0	0	0	0	3	0	0	44	125	62	18	3	0	0	0	0	39.1	34.0	4.9
1600 - 1700	252	63	54	66	69	1	0	238	0	13	0	0	0	0	0	0	0	0	0	1	0	2	67	112	61	8	1	0	0	0	0	37.6	33.1	4.4
1700 - 1800	233	55	60	71	47	1	0	226	0	6	0	0	0	0	0	0	0	0	0	1	1	2	41	105	62	19	2	0	0	0	0	39.2	34.2	4.8
1800 - 1900	197	46	71	46	34	1	0	187	1	6	1	0	0	1	0	0	0	0	0	0	1	2	30	94	50	17	3	0	0	0	0	39.3	34.4	4.7
1900 - 2000	157	41	43	34	39	0	0	151	0	6	0	0	0	0	0	0	0	0	0	0	0	3	15	75	40	19	5	0	0	0	0	40.5	35.3	5.0
2000 - 2100	115	30	41	20	24	0	0	109	0	6	0	0	0	0	0	0	0	0	0	0	1	3	13	48	37	7	6	0	0	0	0	40.7	35.0	5.4
2100 - 2200	100	27	24	30	19	0	0	97	0	3	0	0	0	0	0	0	0	0	0	0	0	1	15	33	37	8	3	2	1	0	0	42.0	35.9	5.9
2200 - 2300	104	29	32	19	24	0	0	102	0	2	0	0	0	0	0	0	0	0	0	0	0	1	16	44	33	7	1	1	1	0	0	40.4	35.0	5.3
2300 - 0000	100	27	29	19	25	0	0	96	0	4	0	0	0	0	0	0	0	0	0	0	1	1	10	38	33	11	3	1	2	0	0	42.6	36.2	6.2
0700 - 1900	**2714**	**644**	**689**	**690**	**691**	**10**	**2**	**2560**	**4**	**131**	**4**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**12**	**6**	**33**	**455**	**1225**	**742**	**194**	**43**	**3**	**0**	**0**	**0**	**39.4**	**34.3**	**4.9**
0600 - 2200	**3112**	**749**	**802**	**785**	**776**	**10**	**2**	**2940**	**4**	**148**	**5**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**12**	**7**	**40**	**499**	**1388**	**863**	**236**	**60**	**5**	**1**	**0**	**0**	**39.6**	**34.4**	**5.0**
0600 - 0000	**3316**	**805**	**863**	**823**	**825**	**10**	**2**	**3138**	**4**	**154**	**5**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**12**	**8**	**42**	**525**	**1470**	**929**	**254**	**64**	**7**	**4**	**0**	**0**	**39.8**	**34.5**	**5.1**
0000 - 0000	**3492**	**877**	**904**	**850**	**861**	**10**	**4**	**3309**	**5**	**156**	**5**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**12**	**8**	**46**	**533**	**1526**	**993**	**282**	**74**	**11**	**4**	**2**	**0**	**40.0**	**34.7**	**5.2**

Sunday 15 December 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	76	16	20	22	18	0	0	74	0	1	1	0	0	0	0	0	0	0	0	0	0	3	2	24	26	12	7	2	0	0	0	44.1	37.7	6.2
0100 - 0200	37	7	15	9	6	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	13	9	5	5	2	0	0	0	45.5	38.1	7.1
0200 - 0300	37	10	10	7	10	0	1	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	14	5	8	0	0	0	0	45.3	39.4	5.7
0300 - 0400	26	11	4	6	5	0	0	25	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	6	4	10	2	0	0	0	50.1	42.6	7.2
0400 - 0500	16	8	5	1	2	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	5	1	5	0	1	1	1	0	51.8	39.6	11.8
0500 - 0600	4	0	2	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	37.2	33.0	4.1
0600 - 0700	21	6	5	4	6	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	9	5	2	2	1	0	0	0	43.9	37.0	6.6
0700 - 0800	26	6	4	11	5	0	0	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	8	7	1	1	0	0	0	44.2	38.4	5.6
0800 - 0900	54	10	12	16	16	0	0	49	1	4	0	0	0	0	0	0	0	0	0	0	0	1	3	19	20	6	3	2	0	0	0	43.2	37.1	5.9
0900 - 1000	149	30	35	44	40	2	0	140	0	6	0	1	0	0	0	0	0	0	1	2	0	1	14	60	51	15	5	0	0	0	0	41.3	35.2	5.8
1000 - 1100	201	33	61	51	56	1	0	186	0	13	1	0	0	0	0	0	0	0	0	1	2	1	8	93	76	16	3	1	0	0	0	40.4	35.5	4.7
1100 - 1200	223	55	57	55	56	0	0	213	1	9	0	0	0	0	0	0	0	0	0	0	0	1	33	105	67	14	2	1	0	0	0	39.1	34.6	4.4
1200 - 1300	253	78	62	62	51	1	0	239	1	11	1	0	0	0	0	0	0	0	0	0	5	3	33	134	57	19	2	0	0	0	0	38.9	33.9	4.8
1300 - 1400	249	45	65	65	74	2	0	235	1	10	0	1	0	0	0	0	0	0	0	0	2	0	24	116	89	16	1	1	0	0	0	39.4	35.0	4.3
1400 - 1500	257	67	57	54	79	0	0	243	2	12	0	0	0	0	0	0	0	0	0	0	0	3	44	129	74	4	3	0	0	0	0	38.0	33.8	4.0
1500 - 1600	269	82	66	71	50	1	0	254	0	13	0	0	0	0	0	1	0	0	1	1	0	1	60	118	70	15	3	0	0	0	0	38.8	33.7	4.9
1600 - 1700	196	51	58	41	46	1	0	184	0	11	0	0	0	0	0	0	0	0	0	1	1	2	38	98	47	9	0	0	0	0	0	38.0	33.4	4.4
1700 - 1800	129	31	34	31	33	0	0	125	0	3	0	1	0	0	0	0	0	0	0	0	0	0	17	53	45	8	4	2	0	0	0	40.7	35.5	5.0
1800 - 1900	135	28	29	41	37	1	0	127	1	6	0	0	0	0	0	0	0	0	1	0	0	2	16	52	48	8	5	2	1	0	0	41.8	35.5	6.1
1900 - 2000	106	30	26	24	26	0	0	101	0	5	0	0	0	0	0	0	0	0	0	0	0	1	20	42	33	8	2	0	0	0	0	39.5	34.6	4.8
2000 - 2100	70	23	16	17	14	0	0	68	0	2	0	0	0	0	0	0	0	0	0	0	0	1	11	30	21	5	1	1	0	0	0	40.1	34.8	5.1
2100 - 2200	47	17	11	14	5	0	0	45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	18	16	8	0	1	0	0	0	41.6	36.4	5.0
2200 - 2300	23	11	6	3	3	0	0	21	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	9	6	0	0	0	0	0	41.7	37.6	4.0
2300 - 0000	13	3	6	1	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	5	4	0	0	0	0	0	43.2	37.2	5.7
0700 - 1900	**2141**	**516**	**540**	**542**	**543**	**9**	**0**	**2020**	**7**	**99**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**5**	**10**	**15**	**291**	**985**	**652**	**137**	**32**	**10**	**1**	**0**	**0**	**39.7**	**34.6**	**4.9**
0600 - 2200	**2385**	**592**	**598**	**601**	**594**	**9**	**0**	**2253**	**7**	**110**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**5**	**10**	**17**	**328**	**1084**	**727**	**160**	**37**	**13**	**1**	**0**	**0**	**39.8**	**34.7**	**4.9**
0600 - 0000	**2421**	**606**	**610**	**605**	**600**	**9**	**0**	**2287**	**7**	**111**	**3**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**5**	**10**	**18**	**328**	**1095**	**741**	**170**	**37**	**13**	**1**	**0**	**0**	**39.8**	**34.7**	**4.9**
0000 - 0000	**2617**	**658**	**666**	**650**	**643**	**9**	**1**	**2479**	**7**	**113**	**4**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**5**	**11**	**24**	**334**	**1151**	**798**	**201**	**67**	**20**	**2**	**1**	**0**	**40.4**	**35.0**	**5.2**

Monday 16 December 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	3	5	2	1	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	4	0	0	0	0	0	42.7	37.1	5.4
0100 - 0200	6	1	2	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	40.6	36.3	4.1
0200 - 0300	3	1	0	1	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	37.7	34.7	2.9
0300 - 0400	4	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	42.2	38.0	4.1
0400 - 0500	5	1	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	48.2	43.0	5.0
0500 - 0600	33	6	8	7	12	0	0	29	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	10	10	8	3	0	0	0	0	43.6	38.0	5.4
0600 - 0700	105	10	24	31	40	1	0	91	0	13	0	0	0	0	0	0	0	0	0	1	0	0	4	33	40	20	6	1	0	0	0	43.2	37.5	5.5
0700 - 0800	262	38	55	83	86	1	0	238	3	20	0	0	0	0	0	0	0	0	0	2	0	0	20	102	101	30	6	0	0	1	0	41.3	36.0	5.1
0800 - 0900	264	65	64	83	52	0	0	238	2	21	1	0	0	2	0	0	0	0	0	0	1	0	14	117	109	16	7	0	0	0	0	40.0	35.7	4.1
0900 - 1000	227	54	52	60	61	0	0	202	1	23	1	0	0	0	0	0	0	0	0	0	0	5	35	101	70	13	2	1	0	0	0	39.2	34.3	4.6
1000 - 1100	258	57	63	65	73	1	0	234	1	22	0	0	0	0	0	0	0	0	0	1	0	2	43	132	70	8	2	0	0	0	0	38.1	33.8	4.2
1100 - 1200	234	44	69	51	70	1	0	212	0	21	0	0	0	0	0	0	0	0	0	1	0	1	25	123	71	11	2	0	0	0	0	38.7	34.5	4.1
1200 - 1300	237	43	64	70	60	0	0	218	0	19	0	0	0	0	0	0	0	0	0	0	1	1	37	131	61	5	1	0	0	0	0	37.6	33.7	3.8
1300 - 1400	218	49	52	55	62	0	0	194	0	24	0	0	0	0	0	0	0	0	0	0	0	2	38	103	62	12	1	0	0	0	0	38.5	34.1	4.2
1400 - 1500	263	81	64	65	53	3	1	234	1	23	0	1	0	0	0	0	0	0	1	2	6	10	70	98	65	10	1	0	0	0	0	38.2	32.4	5.6
1500 - 1600	247	58	61	71	57	0	0	226	1	19	1	0	0	0	0	0	0	0	0	1	1	4	52	121	58	8	2	0	0	0	0	37.9	33.3	4.5
1600 - 1700	268	74	63	69	62	0	0	241	3	22	0	0	0	2	0	0	0	0	0	0	1	9	68	115	56	17	2	0	0	0	0	38.2	33.1	4.9
1700 - 1800	236	69	58	55	54	1	0	225	0	10	0	0	0	0	0	0	0	0	0	1	1	9	28	104	75	14	3	1	0	0	0	39.6	34.3	5.1
1800 - 1900	189	51	47	48	43	0	2	174	2	10	1	0	0	0	0	0	0	0	0	0	3	3	21	79	64	16	3	0	0	0	0	40.0	34.8	5.0
1900 - 2000	131	44	38	28	21	0	1	124	0	6	0	0	0	0	0	0	0	0	0	0	0	0	19	57	34	17	4	0	0	0	0	40.5	35.3	5.0
2000 - 2100	90	24	28	19	19	0	1	85	0	4	0	0	0	0	0	0	0	0	0	0	0	2	13	29	38	7	1	0	0	0	0	40.0	35.1	4.7
2100 - 2200	43	9	8	11	15	0	0	41	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4	17	12	3	2	1	0	2	0	45.4	36.7	8.4
2200 - 2300	36	9	10	4	13	0	0	33	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	13	9	6	2	0	0	0	0	41.8	35.9	5.7
2300 - 0000	14	3	4	3	4	0	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4	4	2	0	1	0	1	0	48.6	38.7	9.6
0700 - 1900	**2903**	**683**	**712**	**775**	**733**	**7**	**3**	**2636**	**14**	**234**	**4**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**8**	**14**	**46**	**451**	**1326**	**862**	**160**	**32**	**2**	**0**	**1**	**0**	**39.1**	**34.2**	**4.7**
0600 - 2200	**3272**	**770**	**810**	**864**	**828**	**8**	**5**	**2977**	**14**	**259**	**4**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**9**	**14**	**50**	**491**	**1462**	**986**	**207**	**45**	**4**	**0**	**3**	**0**	**39.4**	**34.4**	**4.9**
0600 - 0000	**3322**	**782**	**824**	**871**	**845**	**8**	**5**	**3022**	**14**	**264**	**4**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**9**	**14**	**50**	**499**	**1479**	**999**	**215**	**47**	**5**	**0**	**4**	**0**	**39.5**	**34.4**	**4.9**
0000 - 0000	**3384**	**794**	**841**	**886**	**863**	**8**	**6**	**3078**	**14**	**269**	**4**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**9**	**14**	**50**	**502**	**1499**	**1018**	**230**	**52**	**5**	**0**	**4**	**0**	**39.6**	**34.5**	**5.0**

Tuesday 17 December 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	3	2	1	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	1	0	0	0	0	43.9	33.8	9.7
0100 - 0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	43.0	-
0200 - 0300	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.0	-
0300 - 0400	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	39.2	35.5	3.5
0400 - 0500	7	1	0	3	3	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	1	1	0	0	0	50.4	42.3	7.9
0500 - 0600	40	3	10	11	16	0	0	37	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	7	13	17	2	0	0	0	0	44.2	39.5	4.6
0600 - 0700	110	12	28	34	36	1	0	94	0	14	0	1	0	0	0	0	0	0	0	1	2	1	7	30	48	17	4	0	0	0	0	42.4	36.4	5.8
0700 - 0800	273	51	60	83	79	0	0	253	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20	103	117	26	4	3	0	0	0	40.8	36.2	4.4
0800 - 0900	334	58	83	99	94	0	2	307	1	24	0	0	0	0	0	0	0	0	0	0	1	0	19	146	143	21	4	0	0	0	0	39.6	35.6	3.9
0900 - 1000	209	56	53	55	45	1	1	185	0	21	0	1	0	0	0	0	0	0	0	2	0	0	24	83	79	18	3	0	0	0	0	40.2	35.2	4.8
1000 - 1100	214	57	52	52	53	0	1	191	0	19	1	1	0	1	0	0	0	0	0	0	0	0	34	99	74	7	0	0	0	0	0	38.2	34.3	3.8
1100 - 1200	251	54	68	70	59	0	1	226	3	21	0	0	0	0	0	0	0	0	0	1	0	3	45	128	58	14	1	1	0	0	0	38.5	33.8	4.5
1200 - 1300	245	65	60	58	62	3	0	225	0	17	0	0	0	0	0	0	0	0	0	3	0	1	21	123	79	12	6	0	0	0	0	39.7	34.8	4.8
1300 - 1400	265	69	63	67	66	0	0	251	0	14	0	0	0	0	0	0	0	0	0	0	0	1	55	126	73	9	1	0	0	0	0	37.9	33.7	4.0
1400 - 1500	235	61	64	65	45	0	2	216	0	15	0	1	0	1	0	0	0	0	0	0	0	0	49	113	53	17	3	0	0	0	0	38.6	34.0	4.5
1500 - 1600	324	88	77	94	65	1	1	296	2	21	1	1	1	0	0	0	0	0	1	0	5	8	60	162	68	18	2	0	0	0	0	38.4	33.2	5.0
1600 - 1700	255	58	71	63	63	0	0	233	2	19	0	0	0	0	1	0	0	0	0	1	1	3	58	120	60	10	2	0	0	0	0	38.0	33.3	4.6
1700 - 1800	251	67	71	45	68	0	0	233	1	17	0	0	0	0	0	0	0	0	0	1	0	3	35	123	72	13	4	1	0	0	0	39.1	34.5	4.5
1800 - 1900	212	72	45	44	51	1	0	203	0	8	0	0	0	0	0	0	0	0	0	1	0	4	29	85	73	18	2	0	0	0	0	39.8	34.7	4.8
1900 - 2000	149	44	34	40	31	1	0	138	2	8	0	0	0	0	0	0	0	0	0	1	0	0	22	69	45	7	5	0	0	0	0	39.7	34.6	4.9
2000 - 2100	95	36	24	15	20	0	0	92	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8	32	43	11	0	1	0	0	0	40.7	36.2	4.4
2100 - 2200	54	10	13	11	20	0	0	52	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	21	18	4	2	0	1	0	0	41.6	35.7	5.7
2200 - 2300	37	8	8	13	8	0	0	34	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	15	12	4	2	1	0	0	0	42.5	36.6	5.6
2300 - 0000	20	11	3	4	2	0	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	5	3	2	1	0	0	0	44.7	38.0	6.5
0700 - 1900	**3068**	**756**	**767**	**795**	**750**	**6**	**8**	**2819**	**9**	**216**	**2**	**4**	**1**	**2**	**1**	**0**	**0**	**0**	**1**	**8**	**7**	**23**	**449**	**1411**	**949**	**183**	**32**	**5**	**0**	**0**	**0**	**39.2**	**34.4**	**4.6**
0600 - 2200	**3476**	**858**	**866**	**895**	**857**	**8**	**8**	**3195**	**11**	**243**	**2**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	**1**	**10**	**9**	**24**	**494**	**1563**	**1103**	**222**	**43**	**6**	**1**	**0**	**0**	**39.4**	**34.6**	**4.7**
0600 - 0000	**3533**	**877**	**877**	**912**	**867**	**8**	**9**	**3247**	**11**	**247**	**2**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	**1**	**10**	**9**	**24**	**498**	**1586**	**1120**	**229**	**47**	**8**	**1**	**0**	**0**	**39.5**	**34.6**	**4.7**
0000 - 0000	**3590**	**884**	**889**	**930**	**887**	**8**	**10**	**3297**	**11**	**253**	**2**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	**1**	**11**	**9**	**26**	**500**	**1595**	**1137**	**250**	**51**	**9**	**1**	**0**	**0**	**39.6**	**34.7**	**4.8**

Wednesday 18 December 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	1	2	1	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	56.1	46.0	9.7
0100 - 0200	4	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	45.6	36.8	8.5
0200 - 0300	4	3	1	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	45.7	40.5	5.0
0300 - 0400	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	33.0	33.0	0.0
0400 - 0500	3	0	0	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	47.0	38.0	8.7
0500 - 0600	31	2	6	10	13	0	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	9	9	5	0	0	0	0	45.2	39.8	5.3
0600 - 0700	97	13	25	23	36	0	0	84	0	13	0	0	0	0	0	0	0	0	0	1	0	0	5	22	40	22	4	3	0	0	0	44.2	38.1	5.9
0700 - 0800	251	58	55	59	79	1	0	231	0	19	0	0	0	0	0	0	0	0	0	1	0	0	16	81	101	41	9	2	0	0	0	42.2	36.9	5.0
0800 - 0900	311	68	65	88	90	0	1	292	0	18	0	0	0	0	0	0	0	0	0	0	1	1	32	125	117	31	4	0	0	0	0	40.1	35.5	4.5
0900 - 1000	246	65	55	57	69	1	0	227	1	17	0	0	0	0	0	0	0	0	0	1	1	5	23	102	83	25	5	1	0	0	0	40.6	35.3	5.2
1000 - 1100	210	35	56	55	64	0	0	190	0	19	0	0	0	0	1	0	0	0	0	1	0	3	20	81	82	18	5	0	0	0	0	40.5	35.5	4.8
1100 - 1200	248	53	64	67	64	0	0	220	1	25	2	0	0	0	0	0	0	0	0	1	0	0	13	132	77	21	4	0	0	0	0	39.6	35.3	4.2
1200 - 1300	254	64	76	52	62	0	1	227	1	24	1	0	0	0	0	0	0	0	0	1	0	0	33	134	70	15	2	0	0	0	0	38.6	34.4	4.0
1300 - 1400	234	56	54	62	62	0	0	211	2	18	1	0	1	1	0	0	0	0	0	0	0	2	38	103	71	18	2	0	0	0	0	39.1	34.5	4.5
1400 - 1500	261	68	57	56	80	2	0	239	0	19	0	0	0	1	0	0	0	0	0	2	0	1	33	132	66	24	3	0	0	0	0	39.4	34.5	4.7
1500 - 1600	295	96	60	72	67	0	0	263	1	29	1	0	0	0	0	1	0	0	0	1	6	5	47	146	76	12	2	0	0	0	0	38.5	33.5	4.8
1600 - 1700	267	82	55	70	60	0	0	243	1	23	0	0	0	0	0	0	0	0	0	1	0	3	70	130	49	13	1	0	0	0	0	37.5	33.0	4.4
1700 - 1800	285	76	70	66	73	0	0	273	0	12	0	0	0	0	0	0	0	0	0	0	3	9	44	126	86	15	1	1	0	0	0	39.0	33.9	4.9
1800 - 1900	208	49	54	49	56	0	0	201	0	7	0	0	0	0	0	0	0	0	0	0	0	1	41	86	64	10	6	0	0	0	0	39.3	34.4	4.7
1900 - 2000	155	63	33	28	31	0	0	148	1	6	0	0	0	0	0	0	0	0	0	0	0	0	20	73	48	12	2	0	0	0	0	39.3	34.9	4.3
2000 - 2100	98	32	29	22	15	0	0	94	0	4	0	0	0	0	0	0	0	0	0	0	0	0	14	45	27	7	1	0	2	2	0	42.6	35.7	6.7
2100 - 2200	56	16	20	13	7	0	0	53	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	21	10	15	3	1	0	0	0	43.4	37.2	6.0
2200 - 2300	44	9	14	12	9	0	0	39	0	5	0	0	0	0	0	0	0	0	0	0	0	1	7	16	17	2	0	1	0	0	0	40.2	34.8	5.2
2300 - 0000	25	3	13	6	3	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	10	8	4	0	1	0	0	0	42.3	36.6	5.5
0700 - 1900	**3070**	**770**	**721**	**753**	**826**	**4**	**2**	**2817**	**7**	**230**	**5**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**8**	**11**	**30**	**410**	**1378**	**942**	**243**	**44**	**4**	**0**	**0**	**0**	**39.6**	**34.7**	**4.8**
0600 - 2200	**3476**	**894**	**828**	**839**	**915**	**4**	**2**	**3196**	**8**	**256**	**5**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**9**	**11**	**30**	**455**	**1539**	**1067**	**299**	**54**	**8**	**2**	**2**	**0**	**39.9**	**34.9**	**4.9**
0600 - 0000	**3545**	**906**	**855**	**857**	**927**	**4**	**2**	**3259**	**8**	**262**	**5**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**9**	**11**	**31**	**464**	**1565**	**1092**	**305**	**54**	**10**	**2**	**2**	**0**	**40.0**	**34.9**	**4.9**
0000 - 0000	**3594**	**912**	**865**	**876**	**941**	**4**	**2**	**3304**	**8**	**266**	**5**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**9**	**11**	**31**	**466**	**1577**	**1103**	**322**	**60**	**10**	**2**	**3**	**0**	**40.1**	**34.9**	**5.0**

Thursday 19 December 2024

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	10	4	4	0	2	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	1	2	0	0	0	0	45.2	38.5	6.4
0100 - 0200	4	3	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	33.5	30.5	2.9
0200 - 0300	5	1	1	3	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	2	0	0	0	0	47.9	40.0	7.6
0300 - 0400	5	1	2	1	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	43.8	37.0	6.5
0400 - 0500	5	0	2	0	3	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	48.3	44.0	4.2
0500 - 0600	30	5	5	5	15	0	0	25	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	8	13	2	2	3	0	0	0	45.5	38.5	6.7
0600 - 0700	103	16	16	31	40	1	0	90	0	11	1	0	0	0	0	0	0	0	0	2	0	0	7	33	34	20	7	0	0	0	0	43.2	36.9	6.1
0700 - 0800	241	42	54	74	71	0	0	218	1	20	1	0	0	0	1	0	0	0	0	0	0	0	20	105	86	23	4	3	0	0	0	40.6	35.8	4.6
0800 - 0900	269	57	48	81	83	0	1	241	1	23	1	0	0	1	0	1	0	0	0	0	2	4	28	111	85	33	6	0	0	0	0	40.6	35.4	5.0
0900 - 1000	236	62	52	58	64	2	0	211	0	20	2	1	0	0	0	0	0	0	0	2	0	0	30	109	68	23	3	1	0	0	0	40.0	34.9	5.0
1000 - 1100	241	62	64	57	58	0	0	215	2	23	0	1	0	0	0	0	0	0	2	2	1	1	41	102	77	12	0	2	0	1	0	40.0	34.1	5.8
1100 - 1200	253	61	64	65	63	3	0	225	1	24	0	0	0	0	0	0	0	0	1	2	1	1	43	108	74	16	3	2	0	2	0	40.7	34.5	6.0
1200 - 1300	278	62	73	58	85	0	1	259	1	17	0	0	0	0	0	0	0	0	0	0	1	0	23	123	107	19	4	1	0	0	0	39.8	35.4	4.3
1300 - 1400	262	63	75	60	64	3	1	241	0	16	1	0	0	0	0	0	0	0	0	4	0	0	19	105	105	23	5	1	0	0	0	40.9	35.6	5.1
1400 - 1500	267	65	61	65	76	4	0	243	0	20	0	0	0	0	0	0	0	0	0	3	2	1	38	120	81	19	2	1	0	0	0	39.6	34.3	5.1
1500 - 1600	312	77	94	75	66	2	1	281	2	22	2	0	0	2	0	0	0	0	0	3	6	3	35	160	89	14	2	0	0	0	0	39.0	33.8	4.9
1600 - 1700	301	68	77	72	84	0	0	279	1	19	0	1	1	0	0	0	0	0	0	2	0	13	63	115	88	16	4	0	0	0	0	39.0	33.6	5.3
1700 - 1800	252	64	59	65	64	0	0	235	2	15	0	0	0	0	0	0	0	0	0	1	2	4	35	106	80	18	4	0	0	1	1	40.8	34.8	5.8
1800 - 1900	258	83	64	44	67	0	1	249	0	8	0	0	0	0	0	0	0	0	0	0	1	1	31	123	82	17	2	0	1	0	0	39.4	34.8	4.5
1900 - 2000	164	59	43	31	31	0	0	153	0	10	0	1	0	0	0	0	0	0	0	0	0	5	27	70	50	9	3	0	0	0	0	39.2	34.2	4.8
2000 - 2100	103	28	22	32	21	0	0	99	0	4	0	0	0	0	0	0	0	0	0	0	1	0	17	41	33	9	1	1	0	0	0	40.1	34.8	5.1
2100 - 2200	82	20	22	18	22	0	0	79	0	3	0	0	0	0	0	0	0	0	0	0	0	1	9	38	21	10	2	0	1	0	0	41.2	35.5	5.5
2200 - 2300	86	39	18	17	12	0	0	83	0	3	0	0	0	0	0	0	0	0	0	0	0	1	9	34	29	10	0	3	0	0	0	41.6	35.9	5.4
2300 - 0000	36	9	14	7	6	0	0	34	0	1	1	0	0	0	0	0	0	0	0	0	1	0	6	12	11	5	1	0	0	0	0	41.2	35.1	5.9
0700 - 1900	**3170**	**766**	**785**	**774**	**845**	**14**	**5**	**2897**	**11**	**227**	**7**	**3**	**1**	**3**	**1**	**1**	**0**	**0**	**3**	**19**	**16**	**28**	**406**	**1387**	**1022**	**233**	**39**	**11**	**1**	**4**	**1**	**40.1**	**34.7**	**5.2**
0600 - 2200	**3622**	**889**	**888**	**886**	**959**	**15**	**5**	**3318**	**11**	**255**	**8**	**4**	**1**	**3**	**1**	**1**	**0**	**0**	**3**	**21**	**17**	**34**	**466**	**1569**	**1160**	**281**	**52**	**12**	**2**	**4**	**1**	**40.2**	**34.8**	**5.2**
0600 - 0000	**3744**	**937**	**920**	**910**	**977**	**15**	**5**	**3435**	**11**	**259**	**9**	**4**	**1**	**3**	**1**	**1**	**0**	**0**	**3**	**21**	**18**	**35**	**481**	**1615**	**1200**	**296**	**53**	**15**	**2**	**4**	**1**	**40.2**	**34.8**	**5.2**
0000 - 0000	**3803**	**951**	**934**	**920**	**998**	**15**	**5**	**3483**	**11**	**270**	**9**	**4**	**1**	**3**	**1**	**1**	**0**	**0**	**3**	**21**	**18**	**35**	**486**	**1632**	**1220**	**301**	**62**	**18**	**2**	**4**	**1**	**40.3**	**34.9**	**5.3**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	31	11	8	6	6	0	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	10	11	5	2	0	0	0	0	45.1	37.9	6.9
0100 - 0200	12	3	4	3	2	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	2	1	0	0	0	0	42.4	37.4	5.8
0200 - 0300	10	3	2	3	2	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	2	2	0	0	0	0	-	-	-
0300 - 0400	7	2	1	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	2	0	0	0	0	-	-	-
0400 - 0500	7	2	2	1	2	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	-	-	-
0500 - 0600	24	3	5	6	10	0	0	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	6	9	6	2	1	0	0	0	43.2	37.9	5.1
0600 - 0700	81	11	17	23	30	0	0	71	0	9	0	0	0	0	0	0	0	0	0	1	1	0	4	23	32	14	5	1	0	0	0	43.5	37.3	6
0700 - 0800	194	36	41	58	59	0	0	176	1	16	0	0	0	0	0	0	0	0	0	1	0	0	14	74	74	23	5	2	0	0	0	41.9	36.7	5.1
0800 - 0900	239	51	52	70	66	0	1	220	1	18	0	0	0	1	0	0	0	0	0	0	1	2	19	105	88	20	5	0	0	0	0	40.7	35.7	4.8
0900 - 1000	216	54	49	56	57	1	0	196	1	17	1	1	0	0	0	0	0	0	0	1	0	3	28	94	67	19	3	0	0	0	0	39.9	34.8	5
1000 - 1100	233	56	60	56	61	0	0	212	1	19	1	0	0	0	0	0	0	0	0	1	0	2	33	106	75	13	2	1	0	0	0	39.4	34.5	4.7
1100 - 1200	251	56	67	62	66	1	0	230	1	18	1	0	0	0	0	0	0	0	0	1	0	3	39	120	70	16	3	1	0	0	0	39.2	34.3	4.8
1200 - 1300	258	64	66	62	66	1	0	238	1	17	0	0	0	0	0	0	0	0	0	1	1	2	34	128	76	14	3	0	0	0	0	38.9	34.3	4.4
1300 - 1400	249	58	62	65	64	1	0	231	0	16	0	0	0	0	0	0	0	0	0	1	0	2	35	118	78	14	2	0	0	0	0	38.9	34.4	4.3
1400 - 1500	263	69	64	61	69	2	1	242	1	18	0	1	0	0	0	0	0	0	0	1	1	3	50	122	70	13	2	0	0	0	0	38.7	33.7	4.8
1500 - 1600	288	79	73	75	61	1	0	265	1	19	1	0	0	0	0	0	0	0	0	1	3	4	52	140	71	14	2	0	0	0	0	38.5	33.6	4.8
1600 - 1700	261	67	64	63	67	1	0	241	1	18	0	0	0	0	0	0	0	0	0	1	1	5	62	117	61	12	2	0	0	0	0	38.1	33.2	4.7
1700 - 1800	234	61	60	57	56	0	0	221	0	11	0	0	0	0	0	0	0	0	0	0	1	5	32	105	71	15	3	1	0	0	0	39.7	34.5	5
1800 - 1900	209	58	55	47	49	1	0	199	1	8	0	0	0	0	0	0	0	0	0	0	1	2	29	91	66	16	4	0	0	0	0	40	34.8	5
1900 - 2000	147	48	36	34	29	0	0	139	0	7	0	0	0	0	0	0	0	0	0	0	0	1	21	65	45	11	3	0	0	0	0	39.8	34.8	4.8
2000 - 2100	95	30	26	21	18	0	0	91	0	4	0	0	0	0	0	0	0	0	0	0	0	1	12	38	34	7	2	0	0	0	0	40.5	35.2	5.1
2100 - 2200	65	16	17	17	15	0	0	63	0	2	0	0	0	0	0	0	0	0	0	0	0	1	8	25	20	8	2	1	0	0	0	42.3	36.1	5.9
2200 - 2300	59	17	16	13	13	0	0	55	0	3	0	0	0	0	0	0	0	0	0	0	0	1	7	23	19	6	1	1	0	0	0	41.5	36	5.3
2300 - 0000	40	10	13	9	8	0	0	39	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	14	13	5	1	1	0	0	0	43.6	36.9	6.5
0700 - 1900	**2895**	**709**	**713**	**732**	**741**	**9**	**2**	**2671**	**10**	**195**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**33**	**427**	**1320**	**867**	**189**	**37**	**5**	**0**	**0**	**0**	**39.5**	**34.5**	**4.8**
0600 - 2200	**3283**	**814**	**809**	**827**	**833**	**9**	**2**	**3035**	**10**	**217**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**36**	**472**	**1471**	**998**	**229**	**49**	**7**	**0**	**0**	**0**	**40.0**	**34.9**	**5.0**
0600 - 0000	**3382**	**841**	**838**	**849**	**854**	**9**	**2**	**3129**	**10**	**222**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**37**	**484**	**1508**	**1030**	**240**	**51**	**9**	**0**	**0**	**0**	**40.3**	**35.0**	**5.1**
0000 - 0000	**3473**	**865**	**860**	**870**	**878**	**9**	**2**	**3216**	**10**	**227**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**38**	**487**	**1533**	**1060**	**258**	**61**	**10**	**0**	**0**	**0**	**40.8**	**35.4**	**5.2**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	3384	794	841	886	863	8	6	3078	14	269	4	1	0	4	0	0	0	0	1	9	14	50	502	1499	1018	230	52	5	0	4	0	39.6	34.5	5.0
Tue	3590	884	889	930	887	8	10	3297	11	253	2	5	1	2	1	0	0	0	1	11	9	26	500	1595	1137	250	51	9	1	0	0	39.6	34.7	4.8
Wed	3594	912	865	876	941	4	2	3304	8	266	5	0	1	2	1	1	0	0	0	9	11	31	466	1577	1103	322	60	10	2	3	0	40.1	34.9	5.0
Thu	3803	951	934	920	998	15	5	3483	11	270	9	4	1	3	1	1	0	0	3	21	18	35	486	1632	1220	301	62	18	2	4	1	40.3	34.9	5.3
Fri	3861	978	933	989	961	11	6	3557	11	259	11	4	0	1	0	1	0	0	0	14	6	56	590	1760	1142	218	62	9	4	0	0	39.4	34.4	4.8
Sat	3492	877	904	850	861	10	4	3309	5	156	5	1	0	1	0	1	0	0	1	12	8	46	533	1526	993	282	74	11	4	2	0	40.0	34.7	5.2
Sun	2617	658	666	650	643	9	1	2479	7	113	4	3	0	0	0	1	0	0	3	5	11	24	334	1151	798	201	67	20	2	1	0	40.4	35.0	5.2

Barrow
Classified Junction Count

Site 1 of 3
A671
Whalley Road
A671Whalley Road

Lat/Long
lat 53.848357° lon -2.395407°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 1.1: Left from A671 to Whalley Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	2	0	0	0	6	6.00
0715 - 0730	0	0	7	0	1	0	0	0	8	8.00
0730 - 0745	0	0	8	0	1	0	1	0	10	11.30
0745 - 0800	0	0	9	0	3	0	0	0	12	12.00
Hourly Total	0	0	28	0	7	0	1	0	36	37.30
Hourly Average	0.00	0.00	7.00	0.00	1.75	0.00	0.25	0.00	9.00	9.33
0800 - 0815	0	0	11	0	2	0	0	0	13	13.00
0815 - 0830	0	0	11	0	2	0	0	0	13	13.00
0830 - 0845	0	0	26	0	3	0	0	0	29	29.00
0845 - 0900	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	0	0	67	0	8	0	0	0	75	75.00
Hourly Average	0.00	0.00	16.75	0.00	2.00	0.00	0.00	0.00	18.75	18.75
0900 - 0915	0	0	9	1	2	0	0	0	12	12.00
0915 - 0930	0	0	6	0	5	1	0	0	12	12.50
0930 - 0945	0	0	14	0	4	0	1	0	19	20.30
0945 - 1000	0	0	12	0	2	1	1	0	16	17.80
Hourly Total	0	0	41	1	13	2	2	0	59	62.60
Hourly Average	0.00	0.00	10.25	0.25	3.25	0.50	0.50	0.00	14.75	15.65
1000 - 1015	0	0	14	1	7	1	0	0	23	23.50
1015 - 1030	0	0	12	0	2	0	0	0	14	14.00
1030 - 1045	0	0	8	0	2	0	1	0	11	12.30
1045 - 1100	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	44	1	13	1	1	0	60	61.80
Hourly Average	0.00	0.00	11.00	0.25	3.25	0.25	0.25	0.00	15.00	15.45
1100 - 1115	0	0	5	1	3	0	0	0	9	9.00
1115 - 1130	0	0	7	0	3	0	0	0	10	10.00
1130 - 1145	0	0	13	0	3	0	0	0	16	16.00
1145 - 1200	0	0	9	1	3	0	0	0	13	13.00
Hourly Total	0	0	34	2	12	0	0	0	48	48.00
Hourly Average	0.00	0.00	8.50	0.50	3.00	0.00	0.00	0.00	12.00	12.00
1200 - 1215	0	0	10	1	0	0	0	0	11	11.00
1215 - 1230	0	0	12	0	2	0	0	0	14	14.00
1230 - 1245	0	0	12	0	4	2	0	0	18	19.00
1245 - 1300	0	0	8	0	3	0	0	0	11	11.00
Hourly Total	0	0	42	1	9	2	0	0	54	55.00
Hourly Average	0.00	0.00	10.50	0.25	2.25	0.50	0.00	0.00	13.50	13.75
1300 - 1315	0	0	14	0	1	0	0	0	15	15.00
1315 - 1330	0	0	7	0	3	0	0	0	10	10.00
1330 - 1345	0	0	7	0	4	0	0	0	11	11.00
1345 - 1400	0	1	10	0	1	0	0	0	12	11.40
Hourly Total	0	1	38	0	9	0	0	0	48	47.40
Hourly Average	0.00	0.25	9.50	0.00	2.25	0.00	0.00	0.00	12.00	11.85
1400 - 1415	0	0	8	0	1	0	0	0	9	9.00
1415 - 1430	0	0	11	0	3	0	0	0	14	14.00
1430 - 1445	0	0	11	0	0	0	0	0	11	11.00
1445 - 1500	0	0	12	1	0	0	0	0	13	13.00
Hourly Total	0	0	42	1	4	0	0	0	47	47.00
Hourly Average	0.00	0.00	10.50	0.25	1.00	0.00	0.00	0.00	11.75	11.75
1500 - 1515	0	0	20	0	1	0	0	0	21	21.00
1515 - 1530	0	1	20	0	1	0	0	0	22	21.40
1530 - 1545	0	0	9	0	1	0	0	0	10	10.00
1545 - 1600	0	0	11	0	5	0	0	0	16	16.00
Hourly Total	0	1	60	0	8	0	0	0	69	68.40
Hourly Average	0.00	0.25	15.00	0.00	2.00	0.00	0.00	0.00	17.25	17.10
1600 - 1615	0	0	12	0	3	0	0	0	15	15.00
1615 - 1630	0	0	17	0	2	0	0	0	19	19.00
1630 - 1645	0	0	19	0	0	0	0	0	19	19.00
1645 - 1700	0	0	29	0	0	0	0	0	29	29.00
Hourly Total	0	0	77	0	5	0	0	0	82	82.00
Hourly Average	0.00	0.00	19.25	0.00	1.25	0.00	0.00	0.00	20.50	20.50
1700 - 1715	0	0	20	0	3	0	0	0	23	23.00
1715 - 1730	0	0	16	0	1	0	0	0	17	17.00
1730 - 1745	0	0	19	0	1	0	0	0	20	20.00
1745 - 1800	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	67	0	6	0	0	0	73	73.00
Hourly Average	0.00	0.00	16.75	0.00	1.50	0.00	0.00	0.00	18.25	18.25
1800 - 1815	0	0	18	0	2	0	0	0	20	20.00
1815 - 1830	0	0	9	0	0	0	0	0	9	9.00
1830 - 1845	0	0	11	0	1	0	0	0	12	12.00
1845 - 1900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	44	0	4	0	0	0	48	48.00
Hourly Average	0.00	0.00	11.00	0.00	1.00	0.00	0.00	0.00	12.00	12.00

Session Total	0	2	584	6	98	5	4	0	699	705.50
Session Average	0.00	0.04	12.17	0.13	2.04	0.10	0.08	0.00	14.56	14.70

Barrow
Classified Junction Count

Site 1 of 3
A671
Whalley Road
A671Whalley Road

Lat/Long
lat 53.848357° lon -2.395407°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 1.2: Left from A671 to A671Whalley Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	26	0	6	1	1	0	34	35.80
0715 - 0730	0	0	35	0	11	1	1	0	48	49.80
0730 - 0745	0	0	64	0	15	1	0	2	82	84.50
0745 - 0800	0	0	66	2	15	2	1	1	87	90.30
Hourly Total	0	0	191	2	47	5	3	3	251	260.40
Hourly Average	0.00	0.00	47.75	0.50	11.75	1.25	0.75	0.75	62.75	65.10
0800 - 0815	0	0	81	2	20	2	1	1	107	110.30
0815 - 0830	0	0	94	0	22	0	1	3	120	124.30
0830 - 0845	0	0	87	0	16	3	0	0	106	107.50
0845 - 0900	0	0	80	2	25	2	0	0	109	110.00
Hourly Total	0	0	342	4	83	7	2	4	442	452.10
Hourly Average	0.00	0.00	85.50	1.00	20.75	1.75	0.50	1.00	110.50	113.03
0900 - 0915	0	1	84	0	13	2	1	0	101	102.70
0915 - 0930	0	0	79	1	17	3	0	0	100	101.50
0930 - 0945	0	0	84	1	14	1	0	0	100	100.50
0945 - 1000	0	1	80	0	15	1	2	0	99	101.50
Hourly Total	0	2	327	2	59	7	3	0	400	406.20
Hourly Average	0.00	0.50	81.75	0.50	14.75	1.75	0.75	0.00	100.00	101.55
1000 - 1015	0	0	90	0	14	3	3	0	110	115.40
1015 - 1030	0	0	76	0	12	1	0	0	89	89.50
1030 - 1045	0	0	70	0	12	0	0	0	82	82.00
1045 - 1100	0	0	86	0	14	2	0	0	102	103.00
Hourly Total	0	0	322	0	52	6	3	0	383	389.90
Hourly Average	0.00	0.00	80.50	0.00	13.00	1.50	0.75	0.00	95.75	97.48
1100 - 1115	0	0	85	0	17	6	3	0	111	117.90
1115 - 1130	0	0	71	0	7	1	3	1	83	88.40
1130 - 1145	0	0	74	1	4	3	0	0	82	83.50
1145 - 1200	0	1	95	1	19	4	1	0	121	123.70
Hourly Total	0	1	325	2	47	14	7	1	397	413.50
Hourly Average	0.00	0.25	81.25	0.50	11.75	3.50	1.75	0.25	99.25	103.38
1200 - 1215	0	0	87	1	8	0	1	0	97	98.30
1215 - 1230	0	0	97	1	15	3	2	0	118	122.10
1230 - 1245	0	0	95	0	14	0	1	0	110	111.30
1245 - 1300	0	1	107	0	11	2	3	0	124	128.30
Hourly Total	0	1	386	2	48	5	7	0	449	460.00
Hourly Average	0.00	0.25	96.50	0.50	12.00	1.25	1.75	0.00	112.25	115.00
1300 - 1315	0	0	71	0	8	0	0	0	79	79.00
1315 - 1330	0	0	94	0	18	1	0	0	113	113.50
1330 - 1345	0	0	78	0	14	2	1	0	95	97.30
1345 - 1400	0	0	94	1	18	0	0	0	113	113.00
Hourly Total	0	0	337	1	58	3	1	0	400	402.80
Hourly Average	0.00	0.00	84.25	0.25	14.50	0.75	0.25	0.00	100.00	100.70
1400 - 1415	0	0	71	0	12	1	0	2	86	88.50
1415 - 1430	0	1	96	1	17	2	0	0	117	117.40
1430 - 1445	0	1	99	0	12	0	1	6	119	125.70
1445 - 1500	0	0	93	0	12	0	0	1	106	107.00
Hourly Total	0	2	359	1	53	3	1	9	428	438.60
Hourly Average	0.00	0.50	89.75	0.25	13.25	0.75	0.25	2.25	107.00	109.65
1500 - 1515	0	1	104	0	14	3	1	1	124	127.20
1515 - 1530	0	4	119	0	15	0	1	0	139	137.90
1530 - 1545	0	0	100	2	17	1	0	0	120	120.50
1545 - 1600	0	0	100	0	18	0	1	0	119	120.30
Hourly Total	0	5	423	2	64	4	3	1	502	505.90
Hourly Average	0.00	1.25	105.75	0.50	16.00	1.00	0.75	0.25	125.50	126.48
1600 - 1615	0	0	124	1	27	2	1	1	156	159.30
1615 - 1630	0	1	116	0	13	0	1	1	132	133.70
1630 - 1645	0	0	147	1	16	0	1	0	165	166.30
1645 - 1700	0	0	135	1	12	0	0	0	148	148.00
Hourly Total	0	1	522	3	68	2	3	2	601	607.30
Hourly Average	0.00	0.25	130.50	0.75	17.00	0.50	0.75	0.50	150.25	151.83
1700 - 1715	0	0	130	1	17	1	1	0	150	151.80
1715 - 1730	0	1	141	0	13	0	0	0	155	154.40
1730 - 1745	0	1	157	0	15	1	0	0	174	173.90
1745 - 1800	0	1	138	0	13	1	0	0	153	152.90
Hourly Total	0	3	566	1	58	3	1	0	632	633.00
Hourly Average	0.00	0.75	141.50	0.25	14.50	0.75	0.25	0.00	158.00	158.25
1800 - 1815	0	0	124	0	12	2	0	0	138	139.00
1815 - 1830	0	0	105	0	10	0	0	0	115	115.00
1830 - 1845	2	0	91	0	9	0	0	0	102	100.40
1845 - 1900	0	0	96	0	7	0	1	0	104	105.30
Hourly Total	2	0	416	0	38	2	1	0	459	459.70
Hourly Average	0.50	0.00	104.00	0.00	9.50	0.50	0.25	0.00	114.75	114.93

Session Total	2	15	4516	20	675	61	35	20	5344	5429.40
Session Average	0.04	0.31	94.08	0.42	14.06	1.27	0.73	0.42	111.33	113.11

Barrow
Classified Junction Count

Site 1 of 3
A671
Whalley Road
A671Whalley Road

Lat/Long
lat 53.848357° lon -2.395407°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 1.3: Left from Whalley Road to A671Whalley Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	1	1	0	2	11	13.50
0715 - 0730	0	0	12	0	2	0	0	1	15	16.00
0730 - 0745	0	0	19	1	5	2	0	3	30	34.00
0745 - 0800	0	0	33	0	3	0	0	0	36	36.00
Hourly Total	0	0	71	1	11	3	0	6	92	99.50
Hourly Average	0.00	0.00	17.75	0.25	2.75	0.75	0.00	1.50	23.00	24.88
0800 - 0815	0	0	34	0	5	0	0	2	41	43.00
0815 - 0830	0	0	57	0	1	1	0	7	66	73.50
0830 - 0845	0	0	41	0	5	1	1	2	50	53.80
0845 - 0900	0	0	50	0	12	0	0	0	62	62.00
Hourly Total	0	0	182	0	23	2	1	11	219	232.30
Hourly Average	0.00	0.00	45.50	0.00	5.75	0.50	0.25	2.75	54.75	58.08
0900 - 0915	1	0	43	2	4	0	0	3	53	55.20
0915 - 0930	0	0	25	1	7	0	0	0	33	33.00
0930 - 0945	0	1	25	1	8	1	0	1	37	37.90
0945 - 1000	0	0	32	0	2	0	0	1	35	36.00
Hourly Total	1	1	125	4	21	1	0	5	158	162.10
Hourly Average	0.25	0.25	31.25	1.00	5.25	0.25	0.00	1.25	39.50	40.53
1000 - 1015	0	0	35	0	7	0	0	3	45	48.00
1015 - 1030	0	0	28	1	4	0	1	0	34	35.30
1030 - 1045	0	0	33	0	7	1	0	1	42	43.50
1045 - 1100	0	1	32	0	2	0	0	2	37	38.40
Hourly Total	0	1	128	1	20	1	1	6	158	165.20
Hourly Average	0.00	0.25	32.00	0.25	5.00	0.25	0.25	1.50	39.50	41.30
1100 - 1115	0	0	23	0	8	2	0	2	35	38.00
1115 - 1130	0	0	29	0	3	0	0	0	32	32.00
1130 - 1145	0	0	34	0	6	2	1	1	44	47.30
1145 - 1200	1	0	41	0	4	0	0	1	47	47.20
Hourly Total	1	0	127	0	21	4	1	4	158	164.50
Hourly Average	0.25	0.00	31.75	0.00	5.25	1.00	0.25	1.00	39.50	41.13
1200 - 1215	0	0	31	1	8	0	0	2	42	44.00
1215 - 1230	0	3	45	1	4	0	0	1	54	53.20
1230 - 1245	0	0	42	0	6	0	1	2	51	54.30
1245 - 1300	0	0	36	0	4	0	0	0	40	40.00
Hourly Total	0	3	154	2	22	0	1	5	187	191.50
Hourly Average	0.00	0.75	38.50	0.50	5.50	0.00	0.25	1.25	46.75	47.88
1300 - 1315	0	1	35	1	1	1	0	3	42	44.90
1315 - 1330	0	0	32	1	7	0	0	0	40	40.00
1330 - 1345	1	0	35	1	5	0	0	2	44	45.20
1345 - 1400	0	0	34	0	9	1	0	1	45	46.50
Hourly Total	1	1	136	3	22	2	0	6	171	176.60
Hourly Average	0.25	0.25	34.00	0.75	5.50	0.50	0.00	1.50	42.75	44.15
1400 - 1415	0	0	46	1	4	0	0	2	53	55.00
1415 - 1430	0	0	30	0	3	0	0	0	33	33.00
1430 - 1445	0	1	34	1	3	0	1	1	41	42.70
1445 - 1500	0	0	32	1	5	0	0	2	40	42.00
Hourly Total	0	1	142	3	15	0	1	5	167	172.70
Hourly Average	0.00	0.25	35.50	0.75	3.75	0.00	0.25	1.25	41.75	43.18
1500 - 1515	0	0	33	1	5	0	0	1	40	41.00
1515 - 1530	0	0	43	2	3	0	0	1	49	50.00
1530 - 1545	0	0	65	0	7	0	0	4	76	80.00
1545 - 1600	0	0	33	1	9	0	1	0	44	45.30
Hourly Total	0	0	174	4	24	0	1	6	209	216.30
Hourly Average	0.00	0.00	43.50	1.00	6.00	0.00	0.25	1.50	52.25	54.08
1600 - 1615	0	0	42	0	5	1	0	2	50	52.50
1615 - 1630	0	0	57	2	7	0	0	1	67	68.00
1630 - 1645	0	0	46	1	5	0	0	1	53	54.00
1645 - 1700	0	0	64	0	2	0	0	2	68	70.00
Hourly Total	0	0	209	3	19	1	0	6	238	244.50
Hourly Average	0.00	0.00	52.25	0.75	4.75	0.25	0.00	1.50	59.50	61.13
1700 - 1715	0	0	43	0	4	0	0	0	47	47.00
1715 - 1730	0	0	30	0	5	0	1	3	39	43.30
1730 - 1745	0	1	37	0	2	0	0	0	40	39.40
1745 - 1800	0	0	62	2	2	0	0	2	68	70.00
Hourly Total	0	1	172	2	13	0	1	5	194	199.70
Hourly Average	0.00	0.25	43.00	0.50	3.25	0.00	0.25	1.25	48.50	49.93
1800 - 1815	1	0	36	0	5	0	0	2	44	45.20
1815 - 1830	0	0	32	0	2	0	0	1	35	36.00
1830 - 1845	0	0	29	0	1	0	0	2	32	34.00
1845 - 1900	0	0	37	0	2	0	0	0	39	39.00
Hourly Total	1	0	134	0	10	0	0	5	150	154.20
Hourly Average	0.25	0.00	33.50	0.00	2.50	0.00	0.00	1.25	37.50	38.55

Session Total	4	8	1754	23	221	14	7	70	2101	2179.10
Session Average	0.08	0.17	36.54	0.48	4.60	0.29	0.15	1.46	43.77	45.40

Barrow
Classified Junction Count

Site 1 of 3
A671
Whalley Road
A671Whalley Road

Lat/Long
lat 53.848357° lon -2.395407°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 1.4: Right from Whalley Road to A671								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	1	0	0	0	9	9.00
0715 - 0730	0	0	13	0	3	0	0	0	16	16.00
0730 - 0745	0	0	12	0	2	0	0	0	14	14.00
0745 - 0800	0	0	15	0	3	0	0	0	18	18.00
Hourly Total	0	0	48	0	9	0	0	0	57	57.00
Hourly Average	0.00	0.00	12.00	0.00	2.25	0.00	0.00	0.00	14.25	14.25
0800 - 0815	0	0	16	0	3	0	1	0	20	21.30
0815 - 0830	0	0	16	1	1	1	0	0	19	19.50
0830 - 0845	0	0	21	0	3	1	0	0	25	25.50
0845 - 0900	0	0	28	0	1	0	0	0	29	29.00
Hourly Total	0	0	81	1	8	2	1	0	93	95.30
Hourly Average	0.00	0.00	20.25	0.25	2.00	0.50	0.25	0.00	23.25	23.83
0900 - 0915	0	0	10	0	0	0	0	0	10	10.00
0915 - 0930	0	0	7	0	3	0	0	0	10	10.00
0930 - 0945	0	0	8	0	3	2	0	0	13	14.00
0945 - 1000	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	33	0	8	2	0	0	43	44.00
Hourly Average	0.00	0.00	8.25	0.00	2.00	0.50	0.00	0.00	10.75	11.00
1000 - 1015	0	0	5	1	2	0	2	0	10	12.60
1015 - 1030	0	0	7	0	4	0	0	0	11	11.00
1030 - 1045	0	0	10	0	2	0	0	0	12	12.00
1045 - 1100	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	0	0	29	1	10	0	2	0	42	44.60
Hourly Average	0.00	0.00	7.25	0.25	2.50	0.00	0.50	0.00	10.50	11.15
1100 - 1115	0	0	8	0	3	0	0	0	11	11.00
1115 - 1130	0	0	4	0	3	0	1	0	8	9.30
1130 - 1145	0	0	9	0	3	0	0	0	12	12.00
1145 - 1200	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	27	0	9	0	1	0	37	38.30
Hourly Average	0.00	0.00	6.75	0.00	2.25	0.00	0.25	0.00	9.25	9.58
1200 - 1215	0	0	12	1	6	1	0	0	20	20.50
1215 - 1230	0	0	12	0	3	1	0	0	16	16.50
1230 - 1245	0	0	12	0	1	0	0	0	13	13.00
1245 - 1300	0	0	16	0	2	1	0	0	19	19.50
Hourly Total	0	0	52	1	12	3	0	0	68	69.50
Hourly Average	0.00	0.00	13.00	0.25	3.00	0.75	0.00	0.00	17.00	17.38
1300 - 1315	0	0	18	0	4	0	0	0	22	22.00
1315 - 1330	0	0	10	0	1	0	0	0	11	11.00
1330 - 1345	0	0	5	0	1	0	0	0	6	6.00
1345 - 1400	0	1	6	0	1	0	0	0	8	7.40
Hourly Total	0	1	39	0	7	0	0	0	47	46.40
Hourly Average	0.00	0.25	9.75	0.00	1.75	0.00	0.00	0.00	11.75	11.60
1400 - 1415	0	0	7	0	4	0	1	0	12	13.30
1415 - 1430	0	0	8	0	0	0	0	0	8	8.00
1430 - 1445	0	0	12	0	2	0	0	0	14	14.00
1445 - 1500	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	35	0	7	0	1	0	43	44.30
Hourly Average	0.00	0.00	8.75	0.00	1.75	0.00	0.25	0.00	10.75	11.08
1500 - 1515	0	0	10	0	1	0	0	0	11	11.00
1515 - 1530	0	0	7	0	0	0	0	0	7	7.00
1530 - 1545	0	0	25	0	2	0	0	0	27	27.00
1545 - 1600	0	1	12	0	2	0	0	0	15	14.40
Hourly Total	0	1	54	0	5	0	0	0	60	59.40
Hourly Average	0.00	0.25	13.50	0.00	1.25	0.00	0.00	0.00	15.00	14.85
1600 - 1615	0	0	13	1	2	2	0	0	18	19.00
1615 - 1630	0	0	13	0	1	0	0	0	14	14.00
1630 - 1645	0	0	24	0	1	0	0	0	25	25.00
1645 - 1700	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	0	0	64	1	6	2	0	0	73	74.00
Hourly Average	0.00	0.00	16.00	0.25	1.50	0.50	0.00	0.00	18.25	18.50
1700 - 1715	0	0	13	0	1	0	0	1	15	16.00
1715 - 1730	0	0	7	0	2	0	0	0	9	9.00
1730 - 1745	0	0	15	0	1	0	0	0	16	16.00
1745 - 1800	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	45	0	5	0	0	1	51	52.00
Hourly Average	0.00	0.00	11.25	0.00	1.25	0.00	0.00	0.25	12.75	13.00
1800 - 1815	0	0	7	0	2	0	0	0	9	9.00
1815 - 1830	0	0	9	0	1	0	0	0	10	10.00
1830 - 1845	0	0	11	0	0	0	0	0	11	11.00
1845 - 1900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	33	0	3	0	0	0	36	36.00
Hourly Average	0.00	0.00	8.25	0.00	0.75	0.00	0.00	0.00	9.00	9.00

Session Total	0	2	540	4	89	9	5	1	650	660.80
Session Average	0.00	0.04	11.25	0.08	1.85	0.19	0.10	0.02	13.54	13.77

Barrow
Classified Junction Count

Site 1 of 3
A671
Whalley Road
A671Whalley Road

Lat/Long
lat 53.848357° lon -2.395407°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 1.5: Right from A671Whalley Road to A671								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	94	0	11	2	0	0	107	108.00
0715 - 0730	1	0	97	0	18	0	1	0	117	117.50
0730 - 0745	0	0	109	0	13	2	2	0	126	129.60
0745 - 0800	1	1	108	2	12	1	1	0	126	126.40
Hourly Total	2	1	408	2	54	5	4	0	476	481.50
Hourly Average	0.50	0.25	102.00	0.50	13.50	1.25	1.00	0.00	119.00	120.38
0800 - 0815	0	1	114	0	20	1	2	0	138	140.50
0815 - 0830	0	0	96	1	11	2	0	1	111	113.00
0830 - 0845	0	0	106	0	12	1	0	2	121	123.50
0845 - 0900	0	0	86	1	12	2	0	3	104	108.00
Hourly Total	0	1	402	2	55	6	2	6	474	485.00
Hourly Average	0.00	0.25	100.50	0.50	13.75	1.50	0.50	1.50	118.50	121.25
0900 - 0915	0	0	81	0	11	1	1	2	96	99.80
0915 - 0930	0	0	72	0	8	2	1	2	85	89.30
0930 - 0945	0	0	67	0	12	4	0	0	83	85.00
0945 - 1000	0	0	74	0	8	1	0	0	83	83.50
Hourly Total	0	0	294	0	39	8	2	4	347	357.60
Hourly Average	0.00	0.00	73.50	0.00	9.75	2.00	0.50	1.00	86.75	89.40
1000 - 1015	0	1	65	1	10	1	0	0	78	77.90
1015 - 1030	0	1	56	0	7	0	0	0	64	63.40
1030 - 1045	0	1	72	1	11	3	3	1	92	97.80
1045 - 1100	0	0	60	0	7	1	2	0	70	73.10
Hourly Total	0	3	253	2	35	5	5	1	304	312.20
Hourly Average	0.00	0.75	63.25	0.50	8.75	1.25	1.25	0.25	76.00	78.05
1100 - 1115	0	0	58	0	12	1	0	0	71	71.50
1115 - 1130	0	0	61	0	16	0	1	0	78	79.30
1130 - 1145	0	0	69	0	6	3	0	0	78	79.50
1145 - 1200	0	0	79	0	12	0	0	0	91	91.00
Hourly Total	0	0	267	0	46	4	1	0	318	321.30
Hourly Average	0.00	0.00	66.75	0.00	11.50	1.00	0.25	0.00	79.50	80.33
1200 - 1215	0	0	63	0	16	3	1	0	83	85.80
1215 - 1230	1	0	73	1	18	3	3	0	99	103.60
1230 - 1245	0	0	69	0	10	1	1	0	81	82.80
1245 - 1300	0	0	78	1	11	0	2	0	92	94.60
Hourly Total	1	0	283	2	55	7	7	0	355	366.80
Hourly Average	0.25	0.00	70.75	0.50	13.75	1.75	1.75	0.00	88.75	91.70
1300 - 1315	0	0	63	0	11	1	1	1	77	79.80
1315 - 1330	0	3	67	0	13	1	2	0	86	87.30
1330 - 1345	0	0	81	0	15	0	0	0	96	96.00
1345 - 1400	0	0	66	0	12	2	1	0	81	83.30
Hourly Total	0	3	277	0	51	4	4	1	340	346.40
Hourly Average	0.00	0.75	69.25	0.00	12.75	1.00	1.00	0.25	85.00	86.60
1400 - 1415	0	0	88	1	19	1	1	1	111	113.80
1415 - 1430	0	1	87	1	9	1	1	0	100	101.20
1430 - 1445	0	0	87	0	10	1	1	0	99	100.80
1445 - 1500	0	0	88	1	11	2	0	1	103	105.00
Hourly Total	0	1	350	3	49	5	3	2	413	420.80
Hourly Average	0.00	0.25	87.50	0.75	12.25	1.25	0.75	0.50	103.25	105.20
1500 - 1515	0	0	86	3	9	1	0	0	99	99.50
1515 - 1530	0	1	70	0	7	0	0	0	78	77.40
1530 - 1545	0	1	116	3	11	2	0	3	136	139.40
1545 - 1600	0	4	95	3	15	0	0	1	118	116.60
Hourly Total	0	6	367	9	42	3	0	4	431	432.90
Hourly Average	0.00	1.50	91.75	2.25	10.50	0.75	0.00	1.00	107.75	108.23
1600 - 1615	0	0	90	3	18	0	1	1	113	115.30
1615 - 1630	0	0	76	1	11	3	0	1	92	94.50
1630 - 1645	0	0	109	1	12	1	0	2	125	127.50
1645 - 1700	0	0	76	3	14	0	0	1	94	95.00
Hourly Total	0	0	351	8	55	4	1	5	424	432.30
Hourly Average	0.00	0.00	87.75	2.00	13.75	1.00	0.25	1.25	106.00	108.08
1700 - 1715	0	0	92	2	9	0	0	0	103	103.00
1715 - 1730	0	1	100	0	12	0	1	0	114	114.70
1730 - 1745	0	0	76	0	11	1	0	0	88	88.50
1745 - 1800	0	0	70	1	13	0	0	0	84	84.00
Hourly Total	0	1	338	3	45	1	1	0	389	390.20
Hourly Average	0.00	0.25	84.50	0.75	11.25	0.25	0.25	0.00	97.25	97.55
1800 - 1815	0	1	74	0	10	1	0	0	86	85.90
1815 - 1830	0	0	69	0	5	0	0	0	74	74.00
1830 - 1845	0	0	62	0	4	0	1	0	67	68.30
1845 - 1900	0	0	46	0	5	0	0	1	52	53.00
Hourly Total	0	1	251	0	24	1	1	1	279	281.20
Hourly Average	0.00	0.25	62.75	0.00	6.00	0.25	0.25	0.25	69.75	70.30

Session Total	3	17	3841	31	550	53	31	24	4550	4628.20
Session Average	0.06	0.35	80.02	0.65	11.46	1.10	0.65	0.50	94.79	96.42

Barrow
Classified Junction Count

Site 1 of 3
A671
Whalley Road
A671Whalley Road

Lat/Long
lat 53.848357° lon -2.395407°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 1.6: Right from A671Whalley Road to Whalley Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	21	0	2	0	0	0	23	23.00
0715 - 0730	0	0	20	0	4	0	0	2	26	28.00
0730 - 0745	0	0	19	1	4	1	0	1	26	27.50
0745 - 0800	0	0	23	0	3	0	0	3	29	32.00
Hourly Total	**0**	**0**	**83**	**1**	**13**	**1**	**0**	**6**	**104**	**110.50**
Hourly Average	**0.00**	**0.00**	**20.75**	**0.25**	**3.25**	**0.25**	**0.00**	**1.50**	**26.00**	**27.63**
0800 - 0815	0	0	16	1	3	1	0	2	23	25.50
0815 - 0830	0	0	26	0	3	1	0	1	31	32.50
0830 - 0845	0	0	43	0	2	0	0	2	47	49.00
0845 - 0900	0	0	36	1	2	0	0	1	40	41.00
Hourly Total	**0**	**0**	**121**	**2**	**10**	**2**	**0**	**6**	**141**	**148.00**
Hourly Average	**0.00**	**0.00**	**30.25**	**0.50**	**2.50**	**0.50**	**0.00**	**1.50**	**35.25**	**37.00**
0900 - 0915	1	0	22	0	5	0	0	3	31	33.20
0915 - 0930	0	0	26	0	3	0	0	1	30	31.00
0930 - 0945	0	0	24	0	5	1	0	1	31	32.50
0945 - 1000	2	0	20	1	2	1	0	1	27	26.90
Hourly Total	**3**	**0**	**92**	**1**	**15**	**2**	**0**	**6**	**119**	**123.60**
Hourly Average	**0.75**	**0.00**	**23.00**	**0.25**	**3.75**	**0.50**	**0.00**	**1.50**	**29.75**	**30.90**
1000 - 1015	0	0	24	0	2	1	0	1	28	29.50
1015 - 1030	0	0	28	0	2	0	0	2	32	34.00
1030 - 1045	0	0	27	0	4	0	0	1	32	33.00
1045 - 1100	1	0	21	0	3	0	0	1	26	26.20
Hourly Total	**1**	**0**	**100**	**0**	**11**	**1**	**0**	**5**	**118**	**122.70**
Hourly Average	**0.25**	**0.00**	**25.00**	**0.00**	**2.75**	**0.25**	**0.00**	**1.25**	**29.50**	**30.68**
1100 - 1115	0	0	27	0	8	1	0	1	37	38.50
1115 - 1130	0	0	29	1	4	0	0	2	36	38.00
1130 - 1145	0	0	45	2	8	0	0	1	56	57.00
1145 - 1200	0	0	35	0	6	2	0	1	44	46.00
Hourly Total	**0**	**0**	**136**	**3**	**26**	**3**	**0**	**5**	**173**	**179.50**
Hourly Average	**0.00**	**0.00**	**34.00**	**0.75**	**6.50**	**0.75**	**0.00**	**1.25**	**43.25**	**44.88**
1200 - 1215	1	0	32	0	4	0	0	1	38	38.20
1215 - 1230	1	1	34	0	3	1	0	2	42	43.10
1230 - 1245	0	1	36	1	5	0	0	1	44	44.40
1245 - 1300	0	0	39	0	4	0	0	1	44	45.00
Hourly Total	**2**	**2**	**141**	**1**	**16**	**1**	**0**	**5**	**168**	**170.70**
Hourly Average	**0.50**	**0.50**	**35.25**	**0.25**	**4.00**	**0.25**	**0.00**	**1.25**	**42.00**	**42.68**
1300 - 1315	0	1	47	3	3	0	0	1	55	55.40
1315 - 1330	0	0	44	2	6	0	0	1	53	54.00
1330 - 1345	0	0	26	3	5	0	0	2	36	38.00
1345 - 1400	0	0	24	1	5	1	0	1	32	33.50
Hourly Total	**0**	**1**	**141**	**9**	**19**	**1**	**0**	**5**	**176**	**180.90**
Hourly Average	**0.00**	**0.25**	**35.25**	**2.25**	**4.75**	**0.25**	**0.00**	**1.25**	**44.00**	**45.23**
1400 - 1415	7	1	29	0	2	0	0	1	40	34.80
1415 - 1430	0	0	31	0	4	0	0	1	36	37.00
1430 - 1445	0	0	36	0	4	0	0	2	42	44.00
1445 - 1500	0	0	38	0	5	0	0	1	44	45.00
Hourly Total	**7**	**1**	**134**	**0**	**15**	**0**	**0**	**5**	**162**	**160.80**
Hourly Average	**1.75**	**0.25**	**33.50**	**0.00**	**3.75**	**0.00**	**0.00**	**1.25**	**40.50**	**40.20**
1500 - 1515	1	0	51	0	5	1	0	3	61	63.70
1515 - 1530	0	0	23	1	3	0	0	1	28	29.00
1530 - 1545	0	0	39	0	4	1	0	5	49	54.50
1545 - 1600	1	0	38	1	1	0	0	1	42	42.20
Hourly Total	**2**	**0**	**151**	**2**	**13**	**2**	**0**	**10**	**180**	**189.40**
Hourly Average	**0.50**	**0.00**	**37.75**	**0.50**	**3.25**	**0.50**	**0.00**	**2.50**	**45.00**	**47.35**
1600 - 1615	0	0	44	1	3	0	0	2	50	52.00
1615 - 1630	1	0	48	2	4	0	0	2	57	58.20
1630 - 1645	0	0	45	0	2	0	0	1	48	49.00
1645 - 1700	0	0	37	2	2	0	0	1	42	43.00
Hourly Total	**1**	**0**	**174**	**5**	**11**	**0**	**0**	**6**	**197**	**202.20**
Hourly Average	**0.25**	**0.00**	**43.50**	**1.25**	**2.75**	**0.00**	**0.00**	**1.50**	**49.25**	**50.55**
1700 - 1715	0	0	55	0	2	0	0	1	58	59.00
1715 - 1730	0	0	50	0	2	0	0	3	55	58.00
1730 - 1745	0	0	40	0	6	0	0	0	46	46.00
1745 - 1800	0	0	44	0	6	0	0	2	52	54.00
Hourly Total	**0**	**0**	**189**	**0**	**16**	**0**	**0**	**6**	**211**	**217.00**
Hourly Average	**0.00**	**0.00**	**47.25**	**0.00**	**4.00**	**0.00**	**0.00**	**1.50**	**52.75**	**54.25**
1800 - 1815	0	0	47	1	2	0	0	0	50	50.00
1815 - 1830	0	0	39	0	1	0	0	3	43	46.00
1830 - 1845	0	0	31	0	1	0	0	0	32	32.00
1845 - 1900	0	0	35	0	3	0	0	1	39	40.00
Hourly Total	**0**	**0**	**152**	**1**	**7**	**0**	**0**	**4**	**164**	**168.00**
Hourly Average	**0.00**	**0.00**	**38.00**	**0.25**	**1.75**	**0.00**	**0.00**	**1.00**	**41.00**	**42.00**

Session Total	**16**	**4**	**1614**	**25**	**172**	**13**	**0**	**69**	**1913**	**1973.30**
Session Average	**0.33**	**0.08**	**33.63**	**0.52**	**3.58**	**0.27**	**0.00**	**1.44**	**39.85**	**41.11**

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.1: Left from Clitheroe Road to Brooke's Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	1	0	0	0	1	1.00
1145 - 1200	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	3	0	3	0	0	0	6	6.00
Hourly Average	0.00	0.00	0.75	0.00	0.75	0.00	0.00	0.00	1.50	1.50
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	2	0	1	0	0	0	3	3.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	21	0	7	0	0	0	28	28.00
Session Average	0.00	0.00	0.44	0.00	0.15	0.00	0.00	0.00	0.58	0.58

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.2: Southbound from Clitheroe Road to B6246 King Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	48	0	6	0	0	0	54	54.00
0715 - 0730	0	0	52	0	9	0	0	1	62	63.00
0730 - 0745	0	0	65	0	7	0	0	2	74	76.00
0745 - 0800	0	0	70	0	4	1	0	5	80	85.50
Hourly Total	0	0	235	0	26	1	0	8	270	278.50
Hourly Average	0.00	0.00	58.75	0.00	6.50	0.25	0.00	2.00	67.50	69.63
0800 - 0815	0	0	58	1	5	0	0	2	66	68.00
0815 - 0830	0	0	58	0	8	0	0	2	68	70.00
0830 - 0845	0	0	87	0	5	2	0	4	98	103.00
0845 - 0900	0	0	68	2	5	1	0	1	77	78.50
Hourly Total	0	0	271	3	23	3	0	9	309	319.50
Hourly Average	0.00	0.00	67.75	0.75	5.75	0.75	0.00	2.25	77.25	79.88
0900 - 0915	0	0	54	0	4	1	0	2	61	63.50
0915 - 0930	0	0	38	1	10	1	0	2	52	54.50
0930 - 0945	0	0	28	0	7	0	0	3	38	41.00
0945 - 1000	1	0	38	0	7	1	0	4	51	54.70
Hourly Total	1	0	158	1	28	3	0	11	202	213.70
Hourly Average	0.25	0.00	39.50	0.25	7.00	0.75	0.00	2.75	50.50	53.43
1000 - 1015	0	0	40	1	11	0	0	0	52	52.00
1015 - 1030	1	0	49	1	9	0	0	2	62	63.20
1030 - 1045	0	0	37	0	4	1	1	3	46	50.80
1045 - 1100	0	0	29	0	4	1	0	3	37	40.50
Hourly Total	1	0	155	2	28	2	1	8	197	206.50
Hourly Average	0.25	0.00	38.75	0.50	7.00	0.50	0.25	2.00	49.25	51.63
1100 - 1115	1	0	35	0	7	0	0	0	43	42.20
1115 - 1130	0	0	40	0	7	0	1	4	52	57.30
1130 - 1145	0	0	45	0	4	2	0	1	52	54.00
1145 - 1200	1	0	44	0	10	1	0	1	57	57.70
Hourly Total	2	0	164	0	28	3	1	6	204	211.20
Hourly Average	0.50	0.00	41.00	0.00	7.00	0.75	0.25	1.50	51.00	52.80
1200 - 1215	1	0	37	0	1	0	0	2	41	42.20
1215 - 1230	2	0	30	0	3	1	0	4	40	42.90
1230 - 1245	1	0	37	0	1	0	0	0	39	38.20
1245 - 1300	0	0	40	1	10	0	0	4	55	59.00
Hourly Total	4	0	144	1	15	1	0	10	175	182.30
Hourly Average	1.00	0.00	36.00	0.25	3.75	0.25	0.00	2.50	43.75	45.58
1300 - 1315	0	1	35	0	3	0	0	0	39	38.40
1315 - 1330	0	0	47	1	8	0	0	2	58	60.00
1330 - 1345	0	0	52	0	5	0	0	4	61	65.00
1345 - 1400	1	0	37	1	7	1	0	3	50	52.70
Hourly Total	1	1	171	2	23	1	0	9	208	216.10
Hourly Average	0.25	0.25	42.75	0.50	5.75	0.25	0.00	2.25	52.00	54.03
1400 - 1415	0	0	33	0	5	0	0	0	38	38.00
1415 - 1430	7	0	36	0	6	1	0	3	53	50.90
1430 - 1445	1	0	39	0	4	0	0	3	47	49.20
1445 - 1500	0	0	50	0	3	0	0	1	54	55.00
Hourly Total	8	0	158	0	18	1	0	7	192	193.10
Hourly Average	2.00	0.00	39.50	0.00	4.50	0.25	0.00	1.75	48.00	48.28
1500 - 1515	0	0	51	1	6	0	0	3	61	64.00
1515 - 1530	0	0	42	0	3	0	0	2	47	49.00
1530 - 1545	0	1	40	0	1	0	0	3	45	47.40
1545 - 1600	2	0	55	1	10	0	0	6	74	78.40
Hourly Total	2	1	188	2	20	0	0	14	227	238.80
Hourly Average	0.50	0.25	47.00	0.50	5.00	0.00	0.00	3.50	56.75	59.70
1600 - 1615	0	0	36	1	7	0	0	3	47	50.00
1615 - 1630	0	0	55	0	2	0	0	3	60	63.00
1630 - 1645	1	0	61	1	4	2	0	1	70	71.20
1645 - 1700	0	0	49	0	2	0	0	3	54	57.00
Hourly Total	1	0	201	2	15	2	0	10	231	241.20
Hourly Average	0.25	0.00	50.25	0.50	3.75	0.50	0.00	2.50	57.75	60.30
1700 - 1715	0	1	66	1	2	0	0	1	71	71.40
1715 - 1730	0	0	35	0	4	0	0	2	41	43.00
1730 - 1745	0	0	59	0	3	0	0	3	65	68.00
1745 - 1800	0	0	50	0	7	0	0	2	59	61.00
Hourly Total	0	1	210	1	16	0	0	8	236	243.40
Hourly Average	0.00	0.25	52.50	0.25	4.00	0.00	0.00	2.00	59.00	60.85
1800 - 1815	1	0	53	0	6	0	0	2	62	63.20
1815 - 1830	0	0	32	0	2	0	0	1	35	36.00
1830 - 1845	0	0	41	0	0	0	0	4	45	49.00
1845 - 1900	0	0	45	0	4	0	0	2	51	53.00
Hourly Total	1	0	171	0	12	0	0	9	193	201.20
Hourly Average	0.25	0.00	42.75	0.00	3.00	0.00	0.00	2.25	48.25	50.30

Session Total	21	3	2226	14	252	17	2	109	2644	2745.50
Session Average	0.44	0.06	46.38	0.29	5.25	0.35	0.04	2.27	55.08	57.20

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.3: Right from Clitheroe Road to B6246 Station Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	0	5	1	0	0	19	19.50
0715 - 0730	0	0	16	0	2	0	0	0	18	18.00
0730 - 0745	0	0	23	0	4	2	0	0	29	30.00
0745 - 0800	1	0	29	0	7	0	1	1	39	40.50
Hourly Total	1	0	81	0	18	3	1	1	105	108.00
Hourly Average	0.25	0.00	20.25	0.00	4.50	0.75	0.25	0.25	26.25	27.00
0800 - 0815	0	0	29	0	0	1	0	0	30	30.50
0815 - 0830	0	0	27	0	5	1	0	0	33	33.50
0830 - 0845	0	0	28	1	5	1	0	0	35	35.50
0845 - 0900	0	0	46	0	5	0	0	0	51	51.00
Hourly Total	0	0	130	1	15	3	0	0	149	150.50
Hourly Average	0.00	0.00	32.50	0.25	3.75	0.75	0.00	0.00	37.25	37.63
0900 - 0915	0	0	24	0	4	0	0	0	28	28.00
0915 - 0930	1	0	27	0	6	2	0	0	36	36.20
0930 - 0945	0	0	26	0	3	0	0	0	29	29.00
0945 - 1000	0	0	26	0	4	0	0	0	30	30.00
Hourly Total	1	0	103	0	17	2	0	0	123	123.20
Hourly Average	0.25	0.00	25.75	0.00	4.25	0.50	0.00	0.00	30.75	30.80
1000 - 1015	1	0	19	0	4	0	0	0	24	23.20
1015 - 1030	0	0	20	0	2	0	0	0	22	22.00
1030 - 1045	0	0	21	0	6	0	1	0	28	29.30
1045 - 1100	0	0	26	0	3	1	0	0	30	30.50
Hourly Total	1	0	86	0	15	1	1	0	104	105.00
Hourly Average	0.25	0.00	21.50	0.00	3.75	0.25	0.25	0.00	26.00	26.25
1100 - 1115	0	0	24	0	4	0	0	0	28	28.00
1115 - 1130	0	0	20	1	2	1	0	0	24	24.50
1130 - 1145	0	0	24	0	5	0	0	0	29	29.00
1145 - 1200	0	0	23	0	4	0	0	0	27	27.00
Hourly Total	0	0	91	1	15	1	0	0	108	108.50
Hourly Average	0.00	0.00	22.75	0.25	3.75	0.25	0.00	0.00	27.00	27.13
1200 - 1215	0	0	23	0	5	2	0	0	30	31.00
1215 - 1230	0	1	27	0	3	0	0	0	31	30.40
1230 - 1245	0	0	22	0	6	2	0	0	30	31.00
1245 - 1300	0	0	33	0	4	0	0	0	37	37.00
Hourly Total	0	1	105	0	18	4	0	0	128	129.40
Hourly Average	0.00	0.25	26.25	0.00	4.50	1.00	0.00	0.00	32.00	32.35
1300 - 1315	0	0	23	0	4	1	0	0	28	28.50
1315 - 1330	0	0	27	1	2	1	0	0	31	31.50
1330 - 1345	0	0	17	0	1	1	0	0	19	19.50
1345 - 1400	0	0	19	1	4	0	0	0	24	24.00
Hourly Total	0	0	86	2	11	3	0	0	102	103.50
Hourly Average	0.00	0.00	21.50	0.50	2.75	0.75	0.00	0.00	25.50	25.88
1400 - 1415	0	0	22	1	2	0	0	0	25	25.00
1415 - 1430	0	0	21	0	6	1	0	0	28	28.50
1430 - 1445	0	0	19	2	4	0	0	0	25	25.00
1445 - 1500	0	0	23	0	3	0	0	0	26	26.00
Hourly Total	0	0	85	3	15	1	0	0	104	104.50
Hourly Average	0.00	0.00	21.25	0.75	3.75	0.25	0.00	0.00	26.00	26.13
1500 - 1515	1	0	31	0	5	1	0	0	38	37.70
1515 - 1530	0	0	35	0	7	0	0	0	42	42.00
1530 - 1545	0	0	32	0	7	0	0	0	39	39.00
1545 - 1600	0	0	51	1	4	0	0	1	57	58.00
Hourly Total	1	0	149	1	23	1	0	1	176	176.70
Hourly Average	0.25	0.00	37.25	0.25	5.75	0.25	0.00	0.25	44.00	44.18
1600 - 1615	0	0	29	0	0	1	0	0	30	30.50
1615 - 1630	0	0	28	0	2	1	0	0	31	31.50
1630 - 1645	0	0	26	1	5	0	0	0	32	32.00
1645 - 1700	0	0	42	2	4	0	0	0	48	48.00
Hourly Total	0	0	125	3	11	2	0	0	141	142.00
Hourly Average	0.00	0.00	31.25	0.75	2.75	0.50	0.00	0.00	35.25	35.50
1700 - 1715	0	0	35	0	2	0	0	0	37	37.00
1715 - 1730	0	0	29	1	7	0	0	0	37	37.00
1730 - 1745	0	0	38	0	1	0	0	0	39	39.00
1745 - 1800	0	0	31	0	1	0	0	0	32	32.00
Hourly Total	0	0	133	1	11	0	0	0	145	145.00
Hourly Average	0.00	0.00	33.25	0.25	2.75	0.00	0.00	0.00	36.25	36.25
1800 - 1815	0	0	30	0	0	0	0	0	30	30.00
1815 - 1830	0	0	25	0	2	0	0	0	27	27.00
1830 - 1845	0	0	20	0	1	0	0	0	21	21.00
1845 - 1900	0	0	17	0	3	0	0	0	20	20.00
Hourly Total	0	0	92	0	6	0	0	0	98	98.00
Hourly Average	0.00	0.00	23.00	0.00	1.50	0.00	0.00	0.00	24.50	24.50

Session Total	4	1	1266	12	175	21	2	2	1483	1494.30
Session Average	0.08	0.02	26.38	0.25	3.65	0.44	0.04	0.04	30.90	31.13

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.4: U-Turn from Clitheroe Road to Clitheroe Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	9	0	1	0	0	0	10	10.00
Session Average	0.00	0.00	0.19	0.00	0.02	0.00	0.00	0.00	0.21	0.21

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.5: Left from Brooke's Lane to B6246 King Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00
1130 - 1145	0	0	1	0	1	0	0	0	2	2.00
1145 - 1200	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	1	0	0	0	1	1.00
1330 - 1345	0	0	1	0	1	0	0	0	2	2.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	2	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.25	1.25
1400 - 1415	0	0	0	0	2	0	0	0	2	2.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	3	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.75	0.75
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	1	0	1	0	0	0	2	2.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	1	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	20	0	9	0	0	0	29	29.00
Session Average	0.00	0.00	0.42	0.00	0.19	0.00	0.00	0.00	0.60	0.60

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.6: Westbound from Brooke's Lane to B6246 Station Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	1	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	1	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	1	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	1	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	9	0	5	0	0	0	14	14.00
Session Average	0.00	0.00	0.19	0.00	0.10	0.00	0.00	0.00	0.29	0.29

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.7: Right from Brooke's Lane to Clitheroe Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	1	0	0	0	3	3.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1000 - 1015	0	0	0	0	1	0	0	0	1	1.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1100 - 1115	0	0	1	0	1	0	0	0	2	2.00
1115 - 1130	0	0	1	0	0	1	0	0	2	2.50
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	1	0	0	4	4.50
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.25	0.00	0.00	1.00	1.13
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	1	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	2	0	0	0	0	0	2	2.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	1	0	1	0	0	0	2	2.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	4	0	0	0	6	6.00
Hourly Average	0.00	0.00	0.50	0.00	1.00	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	23	0	10	1	0	0	34	34.50
Session Average	0.00	0.00	0.48	0.00	0.21	0.02	0.00	0.00	0.71	0.72

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.8: U-Turn from Brooke's Lane to Brooke's Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.9: Left from B6246 King Street to B6246 Station Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	43	1	7	1	0	0	52	52.50
0715 - 0730	0	1	52	3	14	2	1	0	73	74.70
0730 - 0745	1	0	50	1	21	2	2	1	78	81.80
0745 - 0800	0	0	83	1	18	2	2	2	108	113.60
Hourly Total	1	1	228	6	60	7	5	3	311	322.60
Hourly Average	0.25	0.25	57.00	1.50	15.00	1.75	1.25	0.75	77.75	80.65
0800 - 0815	0	0	76	0	22	2	1	1	102	105.30
0815 - 0830	1	0	67	0	19	1	0	0	88	87.70
0830 - 0845	0	0	69	0	23	3	0	1	96	98.50
0845 - 0900	0	0	68	2	14	0	4	1	89	95.20
Hourly Total	1	0	280	2	78	6	5	3	375	386.70
Hourly Average	0.25	0.00	70.00	0.50	19.50	1.50	1.25	0.75	93.75	96.68
0900 - 0915	0	0	58	1	23	3	1	0	86	88.80
0915 - 0930	1	1	55	2	29	2	1	0	91	91.90
0930 - 0945	1	0	56	3	22	2	1	0	85	86.50
0945 - 1000	1	0	61	1	16	0	1	1	81	82.50
Hourly Total	3	1	230	7	90	7	4	1	343	349.70
Hourly Average	0.75	0.25	57.50	1.75	22.50	1.75	1.00	0.25	85.75	87.43
1000 - 1015	3	0	61	0	15	2	1	0	82	81.90
1015 - 1030	0	1	53	2	16	2	0	0	74	74.40
1030 - 1045	2	0	36	0	7	1	1	0	47	47.20
1045 - 1100	1	0	54	1	13	4	1	1	75	78.50
Hourly Total	6	1	204	3	51	9	3	1	278	282.00
Hourly Average	1.50	0.25	51.00	0.75	12.75	2.25	0.75	0.25	69.50	70.50
1100 - 1115	0	0	42	1	13	1	0	0	57	57.50
1115 - 1130	1	0	31	1	5	0	1	0	39	39.50
1130 - 1145	0	0	36	0	9	1	0	0	46	46.50
1145 - 1200	1	0	56	0	8	1	0	0	66	65.70
Hourly Total	2	0	165	2	35	3	1	0	208	209.20
Hourly Average	0.50	0.00	41.25	0.50	8.75	0.75	0.25	0.00	52.00	52.30
1200 - 1215	0	0	49	0	9	3	0	0	61	62.50
1215 - 1230	0	0	51	2	8	1	0	0	62	62.50
1230 - 1245	1	0	49	0	13	0	2	0	65	66.80
1245 - 1300	0	0	53	1	11	0	2	1	68	71.60
Hourly Total	1	0	202	3	41	4	4	1	256	263.40
Hourly Average	0.25	0.00	50.50	0.75	10.25	1.00	1.00	0.25	64.00	65.85
1300 - 1315	1	0	42	0	6	1	0	0	50	49.70
1315 - 1330	1	0	38	0	13	1	0	0	53	52.70
1330 - 1345	0	0	43	0	9	1	0	1	54	55.50
1345 - 1400	0	0	40	2	3	0	0	0	45	45.00
Hourly Total	2	0	163	2	31	3	0	1	202	202.90
Hourly Average	0.50	0.00	40.75	0.50	7.75	0.75	0.00	0.25	50.50	50.73
1400 - 1415	0	1	45	0	5	1	1	0	53	54.20
1415 - 1430	0	0	27	1	7	0	2	0	37	39.60
1430 - 1445	0	0	45	0	5	0	1	0	51	52.30
1445 - 1500	0	1	44	0	9	2	0	1	57	58.40
Hourly Total	0	2	161	1	26	3	4	1	198	204.50
Hourly Average	0.00	0.50	40.25	0.25	6.50	0.75	1.00	0.25	49.50	51.13
1500 - 1515	1	0	38	1	8	1	2	0	51	53.30
1515 - 1530	0	0	57	0	11	3	0	0	71	72.50
1530 - 1545	0	0	69	1	6	0	0	0	76	76.00
1545 - 1600	0	0	50	2	7	0	1	1	61	63.30
Hourly Total	1	0	214	4	32	4	3	1	259	265.10
Hourly Average	0.25	0.00	53.50	1.00	8.00	1.00	0.75	0.25	64.75	66.28
1600 - 1615	0	0	60	1	12	0	0	1	74	75.00
1615 - 1630	0	1	63	1	6	0	0	0	71	70.40
1630 - 1645	0	1	67	1	7	0	0	3	79	81.40
1645 - 1700	0	0	65	0	5	0	0	1	71	72.00
Hourly Total	0	2	255	3	30	0	0	5	295	298.80
Hourly Average	0.00	0.50	63.75	0.75	7.50	0.00	0.00	1.25	73.75	74.70
1700 - 1715	0	0	51	0	5	0	0	0	56	56.00
1715 - 1730	0	1	88	0	11	0	0	0	100	99.40
1730 - 1745	0	0	65	0	10	0	0	1	76	77.00
1745 - 1800	0	0	67	0	9	0	0	0	76	76.00
Hourly Total	0	1	271	0	35	0	0	1	308	308.40
Hourly Average	0.00	0.25	67.75	0.00	8.75	0.00	0.00	0.25	77.00	77.10
1800 - 1815	0	0	53	1	6	0	0	0	60	60.00
1815 - 1830	0	0	52	1	3	0	1	0	57	58.30
1830 - 1845	0	0	37	1	2	0	0	1	41	42.00
1845 - 1900	0	0	53	1	2	1	0	0	57	57.50
Hourly Total	0	0	195	4	13	1	1	1	215	217.80
Hourly Average	0.00	0.00	48.75	1.00	3.25	0.25	0.25	0.25	53.75	54.45

Session Total	17	8	2568	37	522	47	30	19	3248	3311.10
Session Average	0.35	0.17	53.50	0.77	10.88	0.98	0.63	0.40	67.67	68.98

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.10: Northbound from B6246 King Street to Clitheroe Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	14	0	2	0	0	0	16	16.00
0715 - 0730	0	0	12	0	3	1	0	4	20	24.50
0730 - 0745	0	0	28	1	2	0	0	1	32	33.00
0745 - 0800	0	0	24	1	2	0	0	1	28	29.00
Hourly Total	0	0	78	2	9	1	0	6	96	102.50
Hourly Average	0.00	0.00	19.50	0.50	2.25	0.25	0.00	1.50	24.00	25.63
0800 - 0815	0	0	30	2	6	1	0	5	44	49.50
0815 - 0830	0	0	38	1	6	0	0	8	53	61.00
0830 - 0845	1	1	36	0	9	0	0	1	48	47.60
0845 - 0900	2	0	55	0	9	0	0	0	66	64.40
Hourly Total	3	1	159	3	30	1	0	14	211	222.50
Hourly Average	0.75	0.25	39.75	0.75	7.50	0.25	0.00	3.50	52.75	55.63
0900 - 0915	0	0	48	0	6	0	0	4	58	62.00
0915 - 0930	0	0	28	0	5	0	0	1	34	35.00
0930 - 0945	0	1	25	1	4	0	1	2	34	36.70
0945 - 1000	0	0	23	0	4	0	0	1	28	29.00
Hourly Total	0	1	124	1	19	0	1	8	154	162.70
Hourly Average	0.00	0.25	31.00	0.25	4.75	0.00	0.25	2.00	38.50	40.68
1000 - 1015	0	0	27	0	11	0	0	4	42	46.00
1015 - 1030	2	0	33	0	8	0	0	3	46	47.40
1030 - 1045	0	0	35	0	6	0	0	1	42	43.00
1045 - 1100	1	1	35	1	2	0	0	2	42	42.60
Hourly Total	3	1	130	1	27	0	0	10	172	179.00
Hourly Average	0.75	0.25	32.50	0.25	6.75	0.00	0.00	2.50	43.00	44.75
1100 - 1115	1	0	31	0	6	2	0	2	42	44.20
1115 - 1130	3	0	34	0	5	2	0	3	47	48.60
1130 - 1145	2	0	36	0	7	2	2	0	49	51.00
1145 - 1200	0	0	34	0	6	0	0	4	44	48.00
Hourly Total	6	0	135	0	24	6	2	9	182	191.80
Hourly Average	1.50	0.00	33.75	0.00	6.00	1.50	0.50	2.25	45.50	47.95
1200 - 1215	0	3	26	0	6	0	0	2	37	37.20
1215 - 1230	0	0	47	0	9	0	0	3	59	62.00
1230 - 1245	0	0	28	1	6	0	0	1	36	37.00
1245 - 1300	1	0	49	1	7	1	0	3	62	64.70
Hourly Total	1	3	150	2	28	1	0	9	194	200.90
Hourly Average	0.25	0.75	37.50	0.50	7.00	0.25	0.00	2.25	48.50	50.23
1300 - 1315	0	0	36	0	4	0	0	1	41	42.00
1315 - 1330	0	0	23	1	6	0	1	2	33	36.30
1330 - 1345	0	0	46	1	9	0	0	1	57	58.00
1345 - 1400	0	0	43	0	5	0	0	2	50	52.00
Hourly Total	0	0	148	2	24	0	1	6	181	188.30
Hourly Average	0.00	0.00	37.00	0.50	6.00	0.00	0.25	1.50	45.25	47.08
1400 - 1415	0	0	38	0	5	0	0	3	46	49.00
1415 - 1430	2	0	32	1	10	0	0	3	48	49.40
1430 - 1445	0	1	44	1	3	0	0	1	50	50.40
1445 - 1500	0	0	36	0	2	0	0	2	40	42.00
Hourly Total	2	1	150	2	20	0	0	9	184	190.80
Hourly Average	0.50	0.25	37.50	0.50	5.00	0.00	0.00	2.25	46.00	47.70
1500 - 1515	0	0	39	1	5	0	0	2	47	49.00
1515 - 1530	0	0	49	1	8	0	0	2	60	62.00
1530 - 1545	0	0	54	0	4	0	0	4	62	66.00
1545 - 1600	0	0	42	1	6	0	0	1	50	51.00
Hourly Total	0	0	184	3	23	0	0	9	219	228.00
Hourly Average	0.00	0.00	46.00	0.75	5.75	0.00	0.00	2.25	54.75	57.00
1600 - 1615	2	0	63	1	5	1	0	4	76	78.90
1615 - 1630	1	0	53	1	4	0	0	3	62	64.20
1630 - 1645	0	0	70	0	9	0	0	0	79	79.00
1645 - 1700	0	0	73	1	4	0	0	3	81	84.00
Hourly Total	3	0	259	3	22	1	0	10	298	306.10
Hourly Average	0.75	0.00	64.75	0.75	5.50	0.25	0.00	2.50	74.50	76.53
1700 - 1715	0	0	66	1	4	0	1	1	73	75.30
1715 - 1730	0	0	63	0	4	0	0	4	71	75.00
1730 - 1745	0	0	76	0	3	0	0	0	79	79.00
1745 - 1800	0	0	68	0	3	0	0	5	76	81.00
Hourly Total	0	0	273	1	14	0	1	10	299	310.30
Hourly Average	0.00	0.00	68.25	0.25	3.50	0.00	0.25	2.50	74.75	77.58
1800 - 1815	1	0	44	0	6	0	0	1	52	52.20
1815 - 1830	1	0	41	1	3	0	0	3	49	51.20
1830 - 1845	0	0	29	2	2	0	0	2	35	37.00
1845 - 1900	0	0	55	0	1	0	0	2	58	60.00
Hourly Total	2	0	169	3	12	0	0	8	194	200.40
Hourly Average	0.50	0.00	42.25	0.75	3.00	0.00	0.00	2.00	48.50	50.10

Session Total	20	7	1959	23	252	10	5	108	2384	2483.30
Session Average	0.42	0.15	40.81	0.48	5.25	0.21	0.10	2.25	49.67	51.74

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.11: Right from B6246 King Street to Brooke's Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	2	0	0	0	2	2.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1100 - 1115	0	0	0	0	0	1	0	0	1	1.50
1115 - 1130	0	0	1	0	1	0	0	0	2	2.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.00	0.75	0.88
1200 - 1215	0	0	1	0	1	0	0	0	2	2.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	1	0	0	0	1	1.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75

Session Total	0	0	24	0	7	1	0	0	32	32.50
Session Average	0.00	0.00	0.50	0.00	0.15	0.02	0.00	0.00	0.67	0.68

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.12: U-Turn from B6246 King Street to B6246 King Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	1	0	0	1	1.50
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	2	0	0	0	0	0	2	2.00
1030 - 1045	0	0	3	0	0	0	0	0	3	3.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
1100 - 1115	0	0	7	0	0	0	0	0	7	7.00
1115 - 1130	0	0	3	0	0	0	0	0	3	3.00
1130 - 1145	0	0	2	0	1	0	0	0	3	3.00
1145 - 1200	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	15	0	2	0	0	0	17	17.00
Hourly Average	0.00	0.00	3.75	0.00	0.50	0.00	0.00	0.00	4.25	4.25
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	1	0	0	0	2	2.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1300 - 1315	0	0	1	0	2	0	0	0	3	3.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	4	0	1	0	0	0	5	5.00
1345 - 1400	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	8	0	3	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.00	0.00	0.75	0.00	0.00	0.00	2.75	2.75
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	4	0	0	0	0	0	4	4.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1500 - 1515	0	0	1	0	1	0	0	0	2	2.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	2	0	1	0	0	0	3	3.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	1	1	1	0	0	0	3	3.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	1	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.25	0.25	0.00	0.00	0.00	1.75	1.75
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00

Session Total	0	0	61	1	11	1	0	0	74	74.50
Session Average	0.00	0.00	1.27	0.02	0.23	0.02	0.00	0.00	1.54	1.55

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.13: Left from B6246 Station Road to Clitheroe Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	1	2	0	0	1	14	15.00
0715 - 0730	0	0	16	0	6	1	0	0	23	23.50
0730 - 0745	0	0	20	0	4	1	0	0	25	25.50
0745 - 0800	0	0	25	0	8	0	0	0	33	33.00
Hourly Total	0	0	71	1	20	2	0	1	95	97.00
Hourly Average	0.00	0.00	17.75	0.25	5.00	0.50	0.00	0.25	23.75	24.25
0800 - 0815	0	0	28	0	7	2	1	1	39	42.30
0815 - 0830	0	0	41	0	2	2	1	0	46	48.30
0830 - 0845	0	0	41	1	3	1	0	0	46	46.50
0845 - 0900	0	0	22	0	1	0	0	0	23	23.00
Hourly Total	0	0	132	1	13	5	2	1	154	160.10
Hourly Average	0.00	0.00	33.00	0.25	3.25	1.25	0.50	0.25	38.50	40.03
0900 - 0915	0	0	19	0	5	0	0	0	24	24.00
0915 - 0930	0	0	20	0	6	1	0	0	27	27.50
0930 - 0945	0	0	25	0	5	1	0	0	31	31.50
0945 - 1000	1	0	21	0	3	1	0	0	26	25.70
Hourly Total	1	0	85	0	19	3	0	0	108	108.70
Hourly Average	0.25	0.00	21.25	0.00	4.75	0.75	0.00	0.00	27.00	27.18
1000 - 1015	0	0	27	0	6	0	0	0	33	33.00
1015 - 1030	3	0	18	0	5	1	0	0	27	25.10
1030 - 1045	0	0	22	0	5	0	0	0	27	27.00
1045 - 1100	0	0	25	0	3	0	0	0	28	28.00
Hourly Total	3	0	92	0	19	1	0	0	115	113.10
Hourly Average	0.75	0.00	23.00	0.00	4.75	0.25	0.00	0.00	28.75	28.28
1100 - 1115	1	0	16	1	7	0	0	0	25	24.20
1115 - 1130	0	0	19	0	4	0	1	0	24	25.30
1130 - 1145	1	0	32	0	3	0	0	0	36	35.20
1145 - 1200	1	0	26	0	5	1	0	0	33	32.70
Hourly Total	3	0	93	1	19	1	1	0	118	117.40
Hourly Average	0.75	0.00	23.25	0.25	4.75	0.25	0.25	0.00	29.50	29.35
1200 - 1215	0	0	24	0	2	0	0	0	26	26.00
1215 - 1230	0	0	21	0	3	0	0	0	24	24.00
1230 - 1245	0	0	23	0	6	1	1	0	31	32.80
1245 - 1300	0	0	21	0	3	0	0	0	24	24.00
Hourly Total	0	0	89	0	14	1	1	0	105	106.80
Hourly Average	0.00	0.00	22.25	0.00	3.50	0.25	0.25	0.00	26.25	26.70
1300 - 1315	0	1	29	0	5	0	0	0	35	34.40
1315 - 1330	1	0	20	0	4	0	0	0	25	24.20
1330 - 1345	0	0	26	1	6	0	0	0	33	33.00
1345 - 1400	0	0	19	0	2	1	0	0	22	22.50
Hourly Total	1	1	94	1	17	1	0	0	115	114.10
Hourly Average	0.25	0.25	23.50	0.25	4.25	0.25	0.00	0.00	28.75	28.53
1400 - 1415	2	0	18	1	4	0	0	0	25	23.40
1415 - 1430	2	0	20	0	3	0	1	0	26	25.70
1430 - 1445	0	0	25	0	3	0	0	0	28	28.00
1445 - 1500	0	0	18	0	4	0	0	0	22	22.00
Hourly Total	4	0	81	1	14	0	1	0	101	99.10
Hourly Average	1.00	0.00	20.25	0.25	3.50	0.00	0.25	0.00	25.25	24.78
1500 - 1515	0	0	32	0	3	0	0	0	35	35.00
1515 - 1530	0	0	33	1	3	0	0	0	37	37.00
1530 - 1545	0	0	42	1	8	0	0	0	51	51.00
1545 - 1600	0	0	24	1	7	0	1	0	33	34.30
Hourly Total	0	0	131	3	21	0	1	0	156	157.30
Hourly Average	0.00	0.00	32.75	0.75	5.25	0.00	0.25	0.00	39.00	39.33
1600 - 1615	0	0	38	1	2	2	0	0	43	44.00
1615 - 1630	1	0	42	0	9	0	0	0	52	51.20
1630 - 1645	0	0	29	1	3	3	0	0	36	37.50
1645 - 1700	0	0	35	0	1	0	0	0	36	36.00
Hourly Total	1	0	144	2	15	5	0	0	167	168.70
Hourly Average	0.25	0.00	36.00	0.50	3.75	1.25	0.00	0.00	41.75	42.18
1700 - 1715	0	0	39	0	5	0	0	1	45	46.00
1715 - 1730	0	0	33	0	1	0	0	0	34	34.00
1730 - 1745	0	1	22	1	2	0	0	0	26	25.40
1745 - 1800	0	0	34	0	2	0	0	0	36	36.00
Hourly Total	0	1	128	1	10	0	0	1	141	141.40
Hourly Average	0.00	0.25	32.00	0.25	2.50	0.00	0.00	0.25	35.25	35.35
1800 - 1815	0	0	28	0	4	0	0	0	32	32.00
1815 - 1830	0	0	25	1	2	0	0	0	28	28.00
1830 - 1845	0	0	27	0	4	0	0	0	31	31.00
1845 - 1900	0	0	24	0	2	0	0	0	26	26.00
Hourly Total	0	0	104	1	12	0	0	0	117	117.00
Hourly Average	0.00	0.00	26.00	0.25	3.00	0.00	0.00	0.00	29.25	29.25

Session Total	13	2	1244	12	193	19	6	3	1492	1500.70
Session Average	0.27	0.04	25.92	0.25	4.02	0.40	0.13	0.06	31.08	31.26

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.14: Eastbound from B6246 Station Road to Brooke's Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	1	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	1	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	0	0	1	0	0	0	1	1.00
1445 - 1500	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	6	0	10	0	0	0	16	16.00
Session Average	0.00	0.00	0.13	0.00	0.21	0.00	0.00	0.00	0.33	0.33

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.15: Right from B6246 Station Road to B6246 King Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	39	1	11	0	1	0	52	53.30
0715 - 0730	0	0	51	1	4	3	0	0	59	60.50
0730 - 0745	0	0	66	1	6	0	0	0	73	73.00
0745 - 0800	0	0	73	1	8	3	0	1	86	88.50
Hourly Total	0	0	229	4	29	6	1	1	270	275.30
Hourly Average	0.00	0.00	57.25	1.00	7.25	1.50	0.25	0.25	67.50	68.83
0800 - 0815	0	0	55	0	12	0	1	0	68	69.30
0815 - 0830	0	0	80	2	11	3	1	2	99	103.80
0830 - 0845	0	0	72	1	9	1	0	0	83	83.50
0845 - 0900	0	0	53	0	10	1	2	0	66	69.10
Hourly Total	0	0	260	3	42	5	4	2	316	325.70
Hourly Average	0.00	0.00	65.00	0.75	10.50	1.25	1.00	0.50	79.00	81.43
0900 - 0915	0	0	56	1	10	3	2	2	74	80.10
0915 - 0930	1	0	43	3	5	0	1	0	53	53.50
0930 - 0945	0	0	44	0	8	0	1	0	53	54.30
0945 - 1000	1	0	44	2	7	0	2	0	56	57.80
Hourly Total	2	0	187	6	30	3	6	2	236	245.70
Hourly Average	0.50	0.00	46.75	1.50	7.50	0.75	1.50	0.50	59.00	61.43
1000 - 1015	0	1	48	0	10	1	0	0	60	59.90
1015 - 1030	0	0	50	0	5	0	0	1	56	57.00
1030 - 1045	0	0	35	1	9	1	1	0	47	48.80
1045 - 1100	0	0	39	0	2	2	0	0	43	44.00
Hourly Total	0	1	172	1	26	4	1	1	206	209.70
Hourly Average	0.00	0.25	43.00	0.25	6.50	1.00	0.25	0.25	51.50	52.43
1100 - 1115	0	0	45	1	5	3	1	0	55	57.80
1115 - 1130	0	0	39	0	7	2	1	1	50	53.30
1130 - 1145	0	0	50	2	10	2	0	0	64	65.00
1145 - 1200	0	0	30	1	8	0	1	0	40	41.30
Hourly Total	0	0	164	4	30	7	3	1	209	217.40
Hourly Average	0.00	0.00	41.00	1.00	7.50	1.75	0.75	0.25	52.25	54.35
1200 - 1215	0	0	46	0	13	1	0	0	60	60.50
1215 - 1230	2	0	32	0	6	3	0	1	44	44.90
1230 - 1245	1	2	51	0	7	1	0	0	62	60.50
1245 - 1300	1	0	29	0	4	1	0	0	35	34.70
Hourly Total	4	2	158	0	30	6	0	1	201	200.60
Hourly Average	1.00	0.50	39.50	0.00	7.50	1.50	0.00	0.25	50.25	50.15
1300 - 1315	0	0	42	1	11	2	1	0	57	59.30
1315 - 1330	2	0	47	2	10	3	2	1	67	70.50
1330 - 1345	2	0	37	3	9	0	1	0	52	51.70
1345 - 1400	1	0	39	0	5	1	0	0	46	45.70
Hourly Total	5	0	165	6	35	6	4	1	222	227.20
Hourly Average	1.25	0.00	41.25	1.50	8.75	1.50	1.00	0.25	55.50	56.80
1400 - 1415	2	0	53	1	9	1	0	0	66	64.90
1415 - 1430	3	0	53	1	8	1	1	1	68	68.40
1430 - 1445	0	1	50	0	8	0	0	0	59	58.40
1445 - 1500	0	0	55	0	14	2	0	1	72	74.00
Hourly Total	5	1	211	2	39	4	1	2	265	265.70
Hourly Average	1.25	0.25	52.75	0.50	9.75	1.00	0.25	0.50	66.25	66.43
1500 - 1515	0	0	73	0	13	2	2	0	90	93.60
1515 - 1530	0	1	57	0	15	1	2	1	77	80.50
1530 - 1545	0	0	78	0	10	0	2	0	90	92.60
1545 - 1600	1	0	64	1	25	0	0	0	91	90.20
Hourly Total	1	1	272	1	63	3	6	1	348	356.90
Hourly Average	0.25	0.25	68.00	0.25	15.75	0.75	1.50	0.25	87.00	89.23
1600 - 1615	1	0	72	0	15	3	1	1	93	96.00
1615 - 1630	1	0	70	1	15	2	0	1	90	91.20
1630 - 1645	0	0	56	0	8	0	1	0	65	66.30
1645 - 1700	1	0	71	0	9	0	0	0	81	80.20
Hourly Total	3	0	269	1	47	5	2	2	329	333.70
Hourly Average	0.75	0.00	67.25	0.25	11.75	1.25	0.50	0.50	82.25	83.43
1700 - 1715	0	0	65	0	7	0	0	2	74	76.00
1715 - 1730	0	0	57	0	8	0	0	0	65	65.00
1730 - 1745	0	0	50	0	2	0	0	0	52	52.00
1745 - 1800	0	0	63	0	4	0	0	1	68	69.00
Hourly Total	0	0	235	0	21	0	0	3	259	262.00
Hourly Average	0.00	0.00	58.75	0.00	5.25	0.00	0.00	0.75	64.75	65.50
1800 - 1815	0	0	50	0	7	0	0	0	57	57.00
1815 - 1830	0	0	52	1	2	0	0	0	55	55.00
1830 - 1845	0	0	39	0	0	0	0	0	39	39.00
1845 - 1900	0	0	28	0	2	0	0	0	30	30.00
Hourly Total	0	0	169	1	11	0	0	0	181	181.00
Hourly Average	0.00	0.00	42.25	0.25	2.75	0.00	0.00	0.00	45.25	45.25

Session Total	20	5	2491	29	403	49	28	17	3042	3100.90
Session Average	0.42	0.10	51.90	0.60	8.40	1.02	0.58	0.35	63.38	64.60

Barrow
Classified Junction Count

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road

Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 2.16: U-Turn from B6246 Station Road to B6246 Station Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	8	0	0	0	0	0	8	8.00
Session Average	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.17	0.17

Barrow
Classified Junction Count

Site 3 of 3
B6246 King Street
Accrington Road
King Street

Lat/Long
lat 53.821036° lon -2.406487°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 3.1: Left from B6246 King Street to Accrington Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	52	1	15	0	1	1	70	72.30
0715 - 0730	0	0	65	1	10	2	0	0	78	79.00
0730 - 0745	0	0	72	1	10	0	0	1	84	85.00
0745 - 0800	0	0	66	1	9	4	0	2	82	86.00
Hourly Total	0	0	255	4	44	6	1	4	314	322.30
Hourly Average	0.00	0.00	63.75	1.00	11.00	1.50	0.25	1.00	78.50	80.58
0800 - 0815	0	0	55	1	8	1	1	3	69	73.80
0815 - 0830	0	0	72	0	8	2	1	1	84	87.30
0830 - 0845	0	0	67	1	10	2	0	0	80	81.00
0845 - 0900	0	0	66	1	9	0	2	1	79	82.60
Hourly Total	0	0	260	3	35	5	4	5	312	324.70
Hourly Average	0.00	0.00	65.00	0.75	8.75	1.25	1.00	1.25	78.00	81.18
0900 - 0915	1	0	74	0	6	1	2	3	87	92.30
0915 - 0930	2	0	61	1	8	1	1	1	75	76.20
0930 - 0945	0	0	45	2	3	0	1	1	52	54.30
0945 - 1000	0	0	54	2	9	1	2	1	69	73.10
Hourly Total	3	0	234	5	26	3	6	6	283	295.90
Hourly Average	0.75	0.00	58.50	1.25	6.50	0.75	1.50	1.50	70.75	73.98
1000 - 1015	1	1	49	1	6	1	0	1	60	60.10
1015 - 1030	0	0	61	1	5	0	0	1	68	69.00
1030 - 1045	0	0	43	0	5	2	1	1	52	55.30
1045 - 1100	0	0	41	0	5	2	0	1	49	51.00
Hourly Total	1	1	194	2	21	5	1	4	229	235.40
Hourly Average	0.25	0.25	48.50	0.50	5.25	1.25	0.25	1.00	57.25	58.85
1100 - 1115	0	0	39	1	9	3	1	1	54	57.80
1115 - 1130	0	0	50	0	7	2	0	1	60	62.00
1130 - 1145	0	0	51	1	5	2	0	1	60	62.00
1145 - 1200	1	0	35	1	6	0	0	1	44	44.20
Hourly Total	1	0	175	3	27	7	1	4	218	226.00
Hourly Average	0.25	0.00	43.75	0.75	6.75	1.75	0.25	1.00	54.50	56.50
1200 - 1215	0	0	57	0	8	1	1	1	68	70.80
1215 - 1230	2	0	33	0	8	2	0	1	46	46.40
1230 - 1245	1	0	47	0	8	2	0	1	59	60.20
1245 - 1300	0	0	47	0	9	1	0	1	58	59.50
Hourly Total	3	0	184	0	33	6	1	4	231	236.90
Hourly Average	0.75	0.00	46.00	0.00	8.25	1.50	0.25	1.00	57.75	59.23
1300 - 1315	0	1	42	0	12	1	0	1	57	57.90
1315 - 1330	2	0	61	0	12	2	1	1	79	80.70
1330 - 1345	1	0	38	4	9	0	1	1	54	55.50
1345 - 1400	2	0	41	0	10	0	0	1	54	53.40
Hourly Total	5	1	182	4	43	3	2	4	244	247.50
Hourly Average	1.25	0.25	45.50	1.00	10.75	0.75	0.50	1.00	61.00	61.88
1400 - 1415	0	0	57	0	10	2	0	1	70	72.00
1415 - 1430	9	0	48	0	12	1	0	1	71	65.30
1430 - 1445	0	1	46	0	9	0	0	1	57	57.40
1445 - 1500	0	0	46	0	12	2	0	1	61	63.00
Hourly Total	9	1	197	0	43	5	0	4	259	257.70
Hourly Average	2.25	0.25	49.25	0.00	10.75	1.25	0.00	1.00	64.75	64.43
1500 - 1515	0	0	60	1	15	2	2	2	82	87.60
1515 - 1530	0	1	58	0	6	1	1	1	68	70.20
1530 - 1545	0	0	82	0	8	0	3	0	93	96.90
1545 - 1600	1	0	68	1	19	0	0	2	91	92.20
Hourly Total	1	1	268	2	48	3	6	5	334	346.90
Hourly Average	0.25	0.25	67.00	0.50	12.00	0.75	1.50	1.25	83.50	86.73
1600 - 1615	0	0	74	1	17	3	0	1	96	98.50
1615 - 1630	1	0	64	0	15	1	0	2	83	84.70
1630 - 1645	0	0	67	2	11	2	1	0	83	85.30
1645 - 1700	0	0	56	0	8	0	0	1	65	66.00
Hourly Total	1	0	261	3	51	6	1	4	327	334.50
Hourly Average	0.25	0.00	65.25	0.75	12.75	1.50	0.25	1.00	81.75	83.63
1700 - 1715	0	0	68	1	15	0	0	1	85	86.00
1715 - 1730	0	0	55	0	7	0	0	0	62	62.00
1730 - 1745	0	0	57	0	1	0	0	2	60	62.00
1745 - 1800	0	0	60	0	6	0	0	0	66	66.00
Hourly Total	0	0	240	1	29	0	0	3	273	276.00
Hourly Average	0.00	0.00	60.00	0.25	7.25	0.00	0.00	0.75	68.25	69.00
1800 - 1815	1	0	68	0	7	0	0	2	78	79.20
1815 - 1830	0	0	46	1	2	0	0	0	49	49.00
1830 - 1845	0	0	48	0	2	0	0	2	52	54.00
1845 - 1900	0	0	38	0	2	0	0	0	40	40.00
Hourly Total	1	0	200	1	13	0	0	4	219	222.20
Hourly Average	0.25	0.00	50.00	0.25	3.25	0.00	0.00	1.00	54.75	55.55

Session Total	25	4	2650	28	413	49	23	51	3243	3326.00
Session Average	0.52	0.08	55.21	0.58	8.60	1.02	0.48	1.06	67.56	69.29

Barrow
Classified Junction Count

Site 3 of 3
B6246 King Street
Accrington Road
King Street

Lat/Long
lat 53.821036° lon -2.406487°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 3.2: Southbound from B6246 King Street to King Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	42	0	4	1	0	0	47	47.50
0715 - 0730	0	0	49	0	7	1	0	0	57	57.50
0730 - 0745	0	0	61	0	4	0	0	1	66	67.00
0745 - 0800	0	0	78	0	3	2	0	2	85	88.00
Hourly Total	0	0	230	0	18	4	0	3	255	260.00
Hourly Average	0.00	0.00	57.50	0.00	4.50	1.00	0.00	0.75	63.75	65.00
0800 - 0815	0	0	57	0	11	0	0	2	70	72.00
0815 - 0830	0	0	77	2	8	0	0	2	89	91.00
0830 - 0845	0	0	78	0	8	2	0	3	91	95.00
0845 - 0900	0	0	42	1	8	2	0	0	53	54.00
Hourly Total	0	0	254	3	35	4	0	7	303	312.00
Hourly Average	0.00	0.00	63.50	0.75	8.75	1.00	0.00	1.75	75.75	78.00
0900 - 0915	0	0	50	1	7	3	0	1	62	64.50
0915 - 0930	0	0	35	1	7	0	0	1	44	45.00
0930 - 0945	0	0	31	0	10	0	0	2	43	45.00
0945 - 1000	2	0	27	0	8	0	0	0	37	35.40
Hourly Total	2	0	143	2	32	3	0	4	186	189.90
Hourly Average	0.50	0.00	35.75	0.50	8.00	0.75	0.00	1.00	46.50	47.48
1000 - 1015	0	0	35	0	11	1	0	1	48	49.50
1015 - 1030	0	0	46	0	4	0	0	1	51	52.00
1030 - 1045	1	0	35	0	6	0	0	1	43	43.20
1045 - 1100	0	0	30	1	5	1	1	0	38	39.80
Hourly Total	1	0	146	1	26	2	1	3	180	184.50
Hourly Average	0.25	0.00	36.50	0.25	6.50	0.50	0.25	0.75	45.00	46.13
1100 - 1115	1	0	45	0	5	0	0	1	52	52.20
1115 - 1130	1	0	31	0	12	0	2	2	48	51.80
1130 - 1145	0	0	39	1	12	2	0	1	55	57.00
1145 - 1200	0	0	48	0	17	0	0	0	65	65.00
Hourly Total	2	0	163	1	46	2	2	4	220	226.00
Hourly Average	0.50	0.00	40.75	0.25	11.50	0.50	0.50	1.00	55.00	56.50
1200 - 1215	2	0	36	0	7	1	0	1	47	46.90
1215 - 1230	2	0	31	0	5	2	0	2	42	43.40
1230 - 1245	1	2	35	0	2	0	0	0	40	38.00
1245 - 1300	0	0	22	1	8	0	0	0	31	31.00
Hourly Total	5	2	124	1	22	3	0	3	160	159.30
Hourly Average	1.25	0.50	31.00	0.25	5.50	0.75	0.00	0.75	40.00	39.83
1300 - 1315	1	0	42	1	4	1	1	1	51	53.00
1315 - 1330	2	0	38	2	6	1	1	2	52	54.20
1330 - 1345	1	0	38	0	13	0	0	2	54	55.20
1345 - 1400	0	0	32	1	4	1	0	1	39	40.50
Hourly Total	4	0	150	4	27	3	2	6	196	202.90
Hourly Average	1.00	0.00	37.50	1.00	6.75	0.75	0.50	1.50	49.00	50.73
1400 - 1415	2	0	33	1	5	0	0	0	41	39.40
1415 - 1430	1	0	41	1	4	1	1	2	51	54.00
1430 - 1445	0	0	39	0	6	0	0	1	46	47.00
1445 - 1500	0	0	54	0	4	0	0	1	59	60.00
Hourly Total	3	0	167	2	19	1	1	4	197	200.40
Hourly Average	0.75	0.00	41.75	0.50	4.75	0.25	0.25	1.00	49.25	50.10
1500 - 1515	0	0	61	0	5	0	0	1	67	68.00
1515 - 1530	0	0	41	0	8	0	0	1	50	51.00
1530 - 1545	0	1	48	0	9	0	0	3	61	63.40
1545 - 1600	2	0	53	1	20	0	0	4	80	82.40
Hourly Total	2	1	203	1	42	0	0	9	258	264.80
Hourly Average	0.50	0.25	50.75	0.25	10.50	0.00	0.00	2.25	64.50	66.20
1600 - 1615	1	0	46	0	8	0	1	0	56	56.50
1615 - 1630	0	0	57	0	5	1	0	3	66	69.50
1630 - 1645	0	0	57	0	7	0	0	1	65	66.00
1645 - 1700	0	0	56	0	4	0	0	3	63	66.00
Hourly Total	1	0	216	0	24	1	1	7	250	258.00
Hourly Average	0.25	0.00	54.00	0.00	6.00	0.25	0.25	1.75	62.50	64.50
1700 - 1715	0	1	71	1	2	0	0	2	77	78.40
1715 - 1730	0	0	45	0	5	0	0	1	51	52.00
1730 - 1745	0	0	50	0	2	0	0	2	54	56.00
1745 - 1800	0	0	45	0	4	0	0	1	50	51.00
Hourly Total	0	1	211	1	13	0	0	6	232	237.40
Hourly Average	0.00	0.25	52.75	0.25	3.25	0.00	0.00	1.50	58.00	59.35
1800 - 1815	0	0	52	0	8	0	0	1	61	62.00
1815 - 1830	0	0	34	0	2	0	0	0	36	36.00
1830 - 1845	0	0	35	0	2	0	0	2	39	41.00
1845 - 1900	0	0	37	0	4	0	0	2	43	45.00
Hourly Total	0	0	158	0	16	0	0	5	179	184.00
Hourly Average	0.00	0.00	39.50	0.00	4.00	0.00	0.00	1.25	44.75	46.00

Session Total	20	4	2165	16	320	23	7	61	2616	2679.20
Session Average	0.42	0.08	45.10	0.33	6.67	0.48	0.15	1.27	54.50	55.82

Barrow
Classified Junction Count

Site 3 of 3
B6246 King Street
Accrington Road
King Street

Lat/Long
lat 53.821036° lon -2.406487°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 3.3: U-Turn from B6246 King Street to B6246 King Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Session Total	0	0	10	0	0	0	0	0	10	10.00
Session Average	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.00	0.21	0.21

Barrow
Classified Junction Count

Site 3 of 3
B6246 King Street
Accrington Road
King Street

Lat/Long
lat 53.821036° lon -2.406487°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 3.4: Left from Accrington Road to King Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	20	0	0	0	0	0	22	20.60
0715 - 0730	0	0	27	0	9	1	0	1	38	39.50
0730 - 0745	0	0	23	0	4	0	0	0	27	27.00
0745 - 0800	1	0	26	2	5	0	0	0	34	33.20
Hourly Total	2	1	96	2	18	1	0	1	121	120.30
Hourly Average	0.50	0.25	24.00	0.50	4.50	0.25	0.00	0.25	30.25	30.08
0800 - 0815	0	0	33	0	6	0	0	0	39	39.00
0815 - 0830	0	0	28	1	3	0	0	3	35	38.00
0830 - 0845	0	0	40	1	5	0	0	3	49	52.00
0845 - 0900	0	0	28	0	7	1	0	0	36	36.50
Hourly Total	0	0	129	2	21	1	0	6	159	165.50
Hourly Average	0.00	0.00	32.25	0.50	5.25	0.25	0.00	1.50	39.75	41.38
0900 - 0915	0	0	21	0	4	0	0	0	25	25.00
0915 - 0930	0	0	18	0	7	0	0	0	25	25.00
0930 - 0945	12	0	23	0	3	0	0	0	38	28.40
0945 - 1000	0	0	23	1	2	2	0	0	28	29.00
Hourly Total	12	0	85	1	16	2	0	0	116	107.40
Hourly Average	3.00	0.00	21.25	0.25	4.00	0.50	0.00	0.00	29.00	26.85
1000 - 1015	1	0	12	0	3	1	0	0	17	16.70
1015 - 1030	0	0	20	0	8	0	0	0	28	28.00
1030 - 1045	0	0	30	0	4	0	0	0	34	34.00
1045 - 1100	0	0	21	0	5	1	0	0	27	27.50
Hourly Total	1	0	83	0	20	2	0	0	106	106.20
Hourly Average	0.25	0.00	20.75	0.00	5.00	0.50	0.00	0.00	26.50	26.55
1100 - 1115	0	0	23	0	6	0	0	0	29	29.00
1115 - 1130	1	0	19	0	5	1	0	0	26	25.70
1130 - 1145	0	0	20	0	4	0	0	0	24	24.00
1145 - 1200	2	0	18	2	1	0	0	0	23	21.40
Hourly Total	3	0	80	2	16	1	0	0	102	100.10
Hourly Average	0.75	0.00	20.00	0.50	4.00	0.25	0.00	0.00	25.50	25.03
1200 - 1215	0	0	24	0	0	0	0	0	24	24.00
1215 - 1230	0	0	21	0	4	0	0	0	25	25.00
1230 - 1245	0	0	17	1	10	0	0	0	28	28.00
1245 - 1300	0	0	16	3	3	0	0	0	22	22.00
Hourly Total	0	0	78	4	17	0	0	0	99	99.00
Hourly Average	0.00	0.00	19.50	1.00	4.25	0.00	0.00	0.00	24.75	24.75
1300 - 1315	0	3	20	0	7	0	0	0	30	28.20
1315 - 1330	0	0	25	0	4	1	0	0	30	30.50
1330 - 1345	0	0	14	0	5	0	0	0	19	19.00
1345 - 1400	1	0	20	0	5	1	0	0	27	26.70
Hourly Total	1	3	79	0	21	2	0	0	106	104.40
Hourly Average	0.25	0.75	19.75	0.00	5.25	0.50	0.00	0.00	26.50	26.10
1400 - 1415	0	0	25	1	1	0	0	0	27	27.00
1415 - 1430	0	0	23	2	3	0	0	0	28	28.00
1430 - 1445	0	0	18	2	4	0	0	3	27	30.00
1445 - 1500	0	0	36	4	3	0	0	0	43	43.00
Hourly Total	0	0	102	9	11	0	0	3	125	128.00
Hourly Average	0.00	0.00	25.50	2.25	2.75	0.00	0.00	0.75	31.25	32.00
1500 - 1515	0	0	35	0	5	0	0	2	42	44.00
1515 - 1530	0	0	31	0	5	0	0	0	36	36.00
1530 - 1545	0	1	30	0	5	1	0	0	37	36.90
1545 - 1600	0	0	28	0	11	0	0	0	39	39.00
Hourly Total	0	1	124	0	26	1	0	2	154	155.90
Hourly Average	0.00	0.25	31.00	0.00	6.50	0.25	0.00	0.50	38.50	38.98
1600 - 1615	0	0	52	0	4	0	0	0	56	56.00
1615 - 1630	0	0	38	0	9	0	0	0	47	47.00
1630 - 1645	0	0	42	1	2	0	0	0	45	45.00
1645 - 1700	0	0	43	1	4	0	0	0	48	48.00
Hourly Total	0	0	175	2	19	0	0	0	196	196.00
Hourly Average	0.00	0.00	43.75	0.50	4.75	0.00	0.00	0.00	49.00	49.00
1700 - 1715	0	0	31	0	5	0	0	0	36	36.00
1715 - 1730	0	0	35	0	1	0	0	0	36	36.00
1730 - 1745	0	0	38	0	2	0	0	0	40	40.00
1745 - 1800	0	0	32	0	1	0	0	0	33	33.00
Hourly Total	0	0	136	0	9	0	0	0	145	145.00
Hourly Average	0.00	0.00	34.00	0.00	2.25	0.00	0.00	0.00	36.25	36.25
1800 - 1815	0	0	34	0	3	0	0	0	37	37.00
1815 - 1830	0	0	18	0	4	0	0	0	22	22.00
1830 - 1845	1	0	27	0	3	0	0	0	31	30.20
1845 - 1900	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	1	0	102	0	11	0	0	0	114	113.20
Hourly Average	0.25	0.00	25.50	0.00	2.75	0.00	0.00	0.00	28.50	28.30

Session Total	20	5	1269	22	205	10	0	12	1543	1541.00
Session Average	0.42	0.10	26.44	0.46	4.27	0.21	0.00	0.25	32.15	32.10

Barrow
Classified Junction Count

Site 3 of 3
B6246 King Street
Accrington Road
King Street

Lat/Long
lat 53.821036° lon -2.406487°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 3.5: Right from Accrington Road to B6246 King Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	45	1	12	1	0	0	59	59.50
0715 - 0730	0	1	40	3	12	2	1	2	61	64.70
0730 - 0745	0	0	51	2	23	1	3	1	81	86.40
0745 - 0800	0	0	67	1	21	4	1	1	95	99.30
Hourly Total	0	1	203	7	68	8	5	4	296	309.90
Hourly Average	0.00	0.25	50.75	1.75	17.00	2.00	1.25	1.00	74.00	77.48
0800 - 0815	0	0	78	2	18	3	1	1	103	106.80
0815 - 0830	0	0	60	1	19	2	0	2	84	87.00
0830 - 0845	0	1	49	0	17	2	0	0	69	69.40
0845 - 0900	2	0	63	1	13	0	3	0	82	84.30
Hourly Total	2	1	250	4	67	7	4	3	338	347.50
Hourly Average	0.50	0.25	62.50	1.00	16.75	1.75	1.00	0.75	84.50	86.88
0900 - 0915	0	0	46	0	24	1	1	2	74	77.80
0915 - 0930	0	1	54	0	18	0	1	1	75	76.70
0930 - 0945	0	0	47	2	20	2	2	1	74	78.60
0945 - 1000	3	0	55	1	16	0	0	1	76	74.60
Hourly Total	3	1	202	3	78	3	4	5	299	307.70
Hourly Average	0.75	0.25	50.50	0.75	19.50	0.75	1.00	1.25	74.75	76.93
1000 - 1015	2	0	57	0	23	1	1	1	85	86.20
1015 - 1030	0	1	45	1	12	1	0	1	61	61.90
1030 - 1045	3	0	37	0	6	1	1	1	49	49.40
1045 - 1100	2	1	44	1	8	2	0	1	59	58.80
Hourly Total	7	2	183	2	49	5	2	4	254	256.30
Hourly Average	1.75	0.50	45.75	0.50	12.25	1.25	0.50	1.00	63.50	64.08
1100 - 1115	0	0	43	1	11	4	0	1	60	63.00
1115 - 1130	1	0	41	0	7	1	1	1	52	54.00
1130 - 1145	0	0	46	0	9	1	0	0	56	56.50
1145 - 1200	0	0	55	0	6	1	0	2	64	66.50
Hourly Total	1	0	185	1	33	7	1	4	232	240.00
Hourly Average	0.25	0.00	46.25	0.25	8.25	1.75	0.25	1.00	58.00	60.00
1200 - 1215	0	0	46	0	9	2	0	1	58	60.00
1215 - 1230	0	0	53	2	12	1	0	1	69	70.50
1230 - 1245	0	0	40	0	11	0	2	1	54	57.60
1245 - 1300	0	0	56	0	8	1	0	1	66	67.50
Hourly Total	0	0	195	2	40	4	2	4	247	255.60
Hourly Average	0.00	0.00	48.75	0.50	10.00	1.00	0.50	1.00	61.75	63.90
1300 - 1315	1	0	40	0	8	1	0	1	51	51.70
1315 - 1330	1	0	36	1	5	1	0	1	45	45.70
1330 - 1345	0	0	47	1	11	1	0	1	61	62.50
1345 - 1400	0	0	32	2	1	0	0	1	36	37.00
Hourly Total	2	0	155	4	25	3	0	4	193	196.90
Hourly Average	0.50	0.00	38.75	1.00	6.25	0.75	0.00	1.00	48.25	49.23
1400 - 1415	0	0	57	0	3	1	0	1	62	63.50
1415 - 1430	0	0	25	0	6	0	2	1	34	37.60
1430 - 1445	0	0	55	0	4	0	1	1	61	63.30
1445 - 1500	0	1	59	0	6	0	1	0	67	67.70
Hourly Total	0	1	196	0	19	1	4	3	224	232.10
Hourly Average	0.00	0.25	49.00	0.00	4.75	0.25	1.00	0.75	56.00	58.03
1500 - 1515	2	0	48	0	7	1	1	2	61	63.20
1515 - 1530	0	0	51	0	10	3	0	1	65	67.50
1530 - 1545	1	0	46	0	4	0	0	1	52	52.20
1545 - 1600	0	0	57	2	8	0	0	0	67	67.00
Hourly Total	3	0	202	2	29	4	1	4	245	249.90
Hourly Average	0.75	0.00	50.50	0.50	7.25	1.00	0.25	1.00	61.25	62.48
1600 - 1615	0	0	62	0	12	0	0	2	76	78.00
1615 - 1630	0	0	61	0	7	0	0	0	68	68.00
1630 - 1645	0	1	69	0	5	0	0	3	78	80.40
1645 - 1700	0	0	62	0	5	0	0	3	70	73.00
Hourly Total	0	1	254	0	29	0	0	8	292	299.40
Hourly Average	0.00	0.25	63.50	0.00	7.25	0.00	0.00	2.00	73.00	74.85
1700 - 1715	0	0	65	1	1	0	1	0	68	69.30
1715 - 1730	0	1	88	0	12	0	0	2	103	104.40
1730 - 1745	0	0	73	0	10	0	0	0	83	83.00
1745 - 1800	0	0	66	0	8	0	0	2	76	78.00
Hourly Total	0	1	292	1	31	0	1	4	330	334.70
Hourly Average	0.00	0.25	73.00	0.25	7.75	0.00	0.25	1.00	82.50	83.68
1800 - 1815	0	0	57	1	9	0	0	0	67	67.00
1815 - 1830	0	0	63	1	3	0	0	1	68	69.00
1830 - 1845	2	0	35	0	4	0	0	1	42	41.40
1845 - 1900	0	0	63	0	3	1	0	1	68	69.50
Hourly Total	2	0	218	2	19	1	0	3	245	246.90
Hourly Average	0.50	0.00	54.50	0.50	4.75	0.25	0.00	0.75	61.25	61.73

Session Total	20	8	2535	28	487	43	24	50	3195	3276.90
Session Average	0.42	0.17	52.81	0.58	10.15	0.90	0.50	1.04	66.56	68.27

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Site 3 of 3
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lat 53.821036° lon -2.406487°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 3.6: U-Turn from Accrington Road to Accrington Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	1	0	0	1	1.50
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	3	1	0	1	0	0	5	5.50
Session Average	0.00	0.00	0.06	0.02	0.00	0.02	0.00	0.00	0.10	0.11

Barrow
Classified Junction Count

Site 3 of 3
B6246 King Street
Accrington Road
King Street

Lat/Long
lat 53.821036° lon -2.406487°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 3.7: Northbound from King Street to B6246 King Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	18	0	4	0	0	0	22	22.00
0715 - 0730	0	0	23	0	8	1	0	2	34	36.50
0730 - 0745	0	0	30	0	2	3	0	1	36	38.50
0745 - 0800	0	0	41	1	2	0	0	0	44	44.00
Hourly Total	0	0	112	1	16	4	0	3	136	141.00
Hourly Average	0.00	0.00	28.00	0.25	4.00	1.00	0.00	0.75	34.00	35.25
0800 - 0815	0	0	44	0	12	0	0	9	65	74.00
0815 - 0830	1	0	37	0	4	0	0	4	46	49.20
0830 - 0845	1	0	75	0	13	0	0	0	89	88.20
0845 - 0900	0	0	71	1	9	0	1	1	83	85.30
Hourly Total	2	0	227	1	38	0	1	14	283	296.70
Hourly Average	0.50	0.00	56.75	0.25	9.50	0.00	0.25	3.50	70.75	74.18
0900 - 0915	0	0	54	1	7	2	0	2	66	69.00
0915 - 0930	0	0	30	2	14	2	0	0	48	49.00
0930 - 0945	1	1	37	2	3	0	0	1	45	44.60
0945 - 1000	0	0	36	0	5	0	1	0	42	43.30
Hourly Total	1	1	157	5	29	4	1	3	201	205.90
Hourly Average	0.25	0.25	39.25	1.25	7.25	1.00	0.25	0.75	50.25	51.48
1000 - 1015	1	0	36	0	7	1	0	3	48	50.70
1015 - 1030	2	0	39	1	4	1	0	1	48	47.90
1030 - 1045	0	0	32	0	6	0	0	0	38	38.00
1045 - 1100	1	0	45	1	9	2	1	1	60	62.50
Hourly Total	4	0	152	2	26	4	1	5	194	199.10
Hourly Average	1.00	0.00	38.00	0.50	6.50	1.00	0.25	1.25	48.50	49.78
1100 - 1115	0	0	34	1	6	1	0	1	43	44.50
1115 - 1130	3	0	27	0	4	1	0	1	36	35.10
1130 - 1145	2	0	25	0	9	1	2	0	39	40.50
1145 - 1200	1	0	36	0	13	0	0	2	52	53.20
Hourly Total	6	0	122	1	32	3	2	4	170	173.30
Hourly Average	1.50	0.00	30.50	0.25	8.00	0.75	0.50	1.00	42.50	43.33
1200 - 1215	0	3	34	0	7	2	0	1	47	47.20
1215 - 1230	0	0	48	0	6	0	0	1	55	56.00
1230 - 1245	2	0	43	1	10	0	0	0	56	54.40
1245 - 1300	1	0	46	2	11	0	2	2	64	67.80
Hourly Total	3	3	171	3	34	2	2	4	222	225.40
Hourly Average	0.75	0.75	42.75	0.75	8.50	0.50	0.50	1.00	55.50	56.35
1300 - 1315	0	0	34	0	8	0	0	0	42	42.00
1315 - 1330	0	0	33	0	6	0	1	1	41	43.30
1330 - 1345	0	0	45	0	7	0	0	0	52	52.00
1345 - 1400	0	0	46	0	4	0	0	1	51	52.00
Hourly Total	0	0	158	0	25	0	1	2	186	189.30
Hourly Average	0.00	0.00	39.50	0.00	6.25	0.00	0.25	0.50	46.50	47.33
1400 - 1415	2	1	39	0	7	0	1	2	52	53.10
1415 - 1430	2	0	38	2	9	0	0	1	52	51.40
1430 - 1445	0	1	37	1	3	0	0	0	42	41.40
1445 - 1500	0	0	39	0	5	3	0	2	49	52.50
Hourly Total	4	2	153	3	24	3	1	5	195	198.40
Hourly Average	1.00	0.50	38.25	0.75	6.00	0.75	0.25	1.25	48.75	49.60
1500 - 1515	0	0	40	2	8	0	0	0	50	50.00
1515 - 1530	1	0	60	1	8	0	0	2	72	73.20
1530 - 1545	0	0	58	1	7	0	0	2	68	70.00
1545 - 1600	1	0	44	1	7	0	1	1	55	56.50
Hourly Total	2	0	202	5	30	0	1	5	245	249.70
Hourly Average	0.50	0.00	50.50	1.25	7.50	0.00	0.25	1.25	61.25	62.43
1600 - 1615	1	0	60	2	9	1	0	3	76	78.70
1615 - 1630	1	1	69	2	5	0	0	1	79	78.60
1630 - 1645	0	0	74	1	8	0	0	1	84	85.00
1645 - 1700	0	0	67	1	3	0	0	2	73	75.00
Hourly Total	2	1	270	6	25	1	0	7	312	317.30
Hourly Average	0.50	0.25	67.50	1.50	6.25	0.25	0.00	1.75	78.00	79.33
1700 - 1715	1	0	63	1	7	0	0	1	73	73.20
1715 - 1730	0	0	62	0	5	0	0	2	69	71.00
1730 - 1745	0	0	78	0	1	0	0	0	79	79.00
1745 - 1800	0	0	77	0	6	0	0	2	85	87.00
Hourly Total	1	0	280	1	19	0	0	5	306	310.20
Hourly Average	0.25	0.00	70.00	0.25	4.75	0.00	0.00	1.25	76.50	77.55
1800 - 1815	1	0	34	0	4	0	0	2	41	42.20
1815 - 1830	0	0	38	2	5	0	1	1	47	49.30
1830 - 1845	1	0	28	2	4	0	0	1	36	36.20
1845 - 1900	0	0	52	1	0	0	0	1	54	55.00
Hourly Total	2	0	152	5	13	0	1	5	178	182.70
Hourly Average	0.50	0.00	38.00	1.25	3.25	0.00	0.25	1.25	44.50	45.68

Session Total	27	7	2156	33	311	21	11	62	2628	2689.00
Session Average	0.56	0.15	44.92	0.69	6.48	0.44	0.23	1.29	54.75	56.02

Barrow
Classified Junction Count

Site 3 of 3
B6246 King Street
Accrington Road
King Street

Lat/Long
lat 53.821036° lon -2.406487°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

	Movement 3.8: Right from King Street to Accrington Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	0	3	0	0	0	19	19.00
0715 - 0730	0	0	33	1	2	0	0	0	36	36.00
0730 - 0745	0	0	34	0	6	0	0	0	40	40.00
0745 - 0800	0	1	36	1	5	0	0	0	43	42.40
Hourly Total	0	1	119	2	16	0	0	0	138	137.40
Hourly Average	0.00	0.25	29.75	0.50	4.00	0.00	0.00	0.00	34.50	34.35
0800 - 0815	0	0	25	1	5	0	0	0	31	31.00
0815 - 0830	0	0	38	1	4	0	0	1	44	45.00
0830 - 0845	0	0	43	4	3	0	0	1	51	52.00
0845 - 0900	0	0	51	2	6	0	0	2	61	63.00
Hourly Total	0	0	157	8	18	0	0	4	187	191.00
Hourly Average	0.00	0.00	39.25	2.00	4.50	0.00	0.00	1.00	46.75	47.75
0900 - 0915	1	0	50	0	5	0	0	1	57	57.20
0915 - 0930	1	0	25	0	1	3	0	0	30	30.70
0930 - 0945	0	0	24	1	8	0	0	0	33	33.00
0945 - 1000	0	0	19	1	5	2	0	1	28	30.00
Hourly Total	2	0	118	2	19	5	0	2	148	150.90
Hourly Average	0.50	0.00	29.50	0.50	4.75	1.25	0.00	0.50	37.00	37.73
1000 - 1015	0	0	19	0	5	0	0	0	24	24.00
1015 - 1030	0	0	26	0	4	1	0	0	31	31.50
1030 - 1045	0	0	17	2	4	0	0	0	23	23.00
1045 - 1100	0	0	24	0	7	0	0	0	31	31.00
Hourly Total	0	0	86	2	20	1	0	0	109	109.50
Hourly Average	0.00	0.00	21.50	0.50	5.00	0.25	0.00	0.00	27.25	27.38
1100 - 1115	0	0	25	1	3	1	0	0	30	30.50
1115 - 1130	0	0	18	0	7	1	0	0	26	26.50
1130 - 1145	0	0	14	0	4	0	0	0	18	18.00
1145 - 1200	0	0	18	0	5	0	0	0	23	23.00
Hourly Total	0	0	75	1	19	2	0	0	97	98.00
Hourly Average	0.00	0.00	18.75	0.25	4.75	0.50	0.00	0.00	24.25	24.50
1200 - 1215	0	0	24	0	4	0	0	0	28	28.00
1215 - 1230	1	0	27	0	5	0	0	0	33	32.20
1230 - 1245	0	0	29	0	5	0	0	0	34	34.00
1245 - 1300	0	0	24	2	6	0	0	0	32	32.00
Hourly Total	1	0	104	2	20	0	0	0	127	126.20
Hourly Average	0.25	0.00	26.00	0.50	5.00	0.00	0.00	0.00	31.75	31.55
1300 - 1315	0	0	16	0	8	0	0	0	24	24.00
1315 - 1330	0	0	35	0	4	1	0	0	40	40.50
1330 - 1345	0	0	28	1	3	0	0	0	32	32.00
1345 - 1400	0	0	25	1	3	2	0	0	31	32.00
Hourly Total	0	0	104	2	18	3	0	0	127	128.50
Hourly Average	0.00	0.00	26.00	0.50	4.50	0.75	0.00	0.00	31.75	32.13
1400 - 1415	0	0	30	1	3	0	0	0	34	34.00
1415 - 1430	8	0	29	0	0	0	0	0	37	30.60
1430 - 1445	2	0	22	0	5	1	0	0	30	28.90
1445 - 1500	0	1	26	0	4	0	0	0	31	30.40
Hourly Total	10	1	107	1	12	1	0	0	132	123.90
Hourly Average	2.50	0.25	26.75	0.25	3.00	0.25	0.00	0.00	33.00	30.98
1500 - 1515	0	0	20	3	5	0	0	0	28	28.00
1515 - 1530	1	1	61	1	1	0	0	5	70	73.60
1530 - 1545	0	0	50	1	7	0	0	1	59	60.00
1545 - 1600	0	0	35	1	4	0	0	0	40	40.00
Hourly Total	1	1	166	6	17	0	0	6	197	201.60
Hourly Average	0.25	0.25	41.50	1.50	4.25	0.00	0.00	1.50	49.25	50.40
1600 - 1615	0	0	44	1	6	0	0	0	51	51.00
1615 - 1630	0	0	41	0	1	0	0	0	42	42.00
1630 - 1645	0	1	47	2	2	0	0	0	52	51.40
1645 - 1700	0	0	33	0	6	0	0	0	39	39.00
Hourly Total	0	1	165	3	15	0	0	0	184	183.40
Hourly Average	0.00	0.25	41.25	0.75	3.75	0.00	0.00	0.00	46.00	45.85
1700 - 1715	0	0	33	0	3	1	0	0	37	37.50
1715 - 1730	0	0	33	0	5	0	0	0	38	38.00
1730 - 1745	0	0	35	1	3	0	0	0	39	39.00
1745 - 1800	0	0	31	0	3	0	0	0	34	34.00
Hourly Total	0	0	132	1	14	1	0	0	148	148.50
Hourly Average	0.00	0.00	33.00	0.25	3.50	0.25	0.00	0.00	37.00	37.13
1800 - 1815	0	0	28	0	4	0	0	0	32	32.00
1815 - 1830	0	0	30	0	4	0	0	0	34	34.00
1830 - 1845	0	0	23	0	2	0	0	0	25	25.00
1845 - 1900	0	0	16	0	3	0	0	0	19	19.00
Hourly Total	0	0	97	0	13	0	0	0	110	110.00
Hourly Average	0.00	0.00	24.25	0.00	3.25	0.00	0.00	0.00	27.50	27.50

Session Total	14	4	1430	30	201	13	0	12	1704	1708.90
Session Average	0.29	0.08	29.79	0.63	4.19	0.27	0.00	0.25	35.50	35.60

Barrow
Classified Junction Count

Site 3 of 3
B6246 King Street
Accrington Road
King Street

Lat/Long
lat 53.821036° lon -2.406487°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

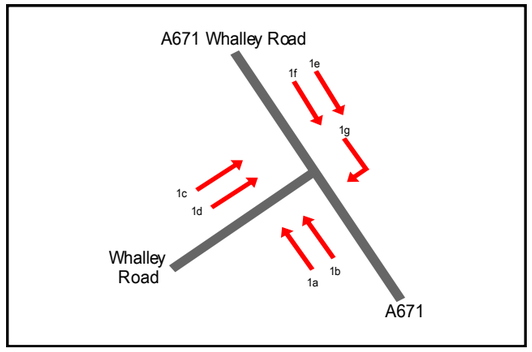
0700 - 1900 (Weekday 12H Session)

	Movement 3.9: U-Turn from King Street to King Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	3	0	0	0	0	0	3	3.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	1	0	1	0	0	0	2	2.00
1515 - 1530	0	0	3	0	0	0	0	0	3	3.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50

Session Total	0	0	35	0	2	0	0	0	37	37.00
Session Average	0.00	0.00	0.73	0.00	0.04	0.00	0.00	0.00	0.77	0.77

Barrow
Queue Length Survey

Site 1 of 3
A671
Whalley Road
A671Whalley Road



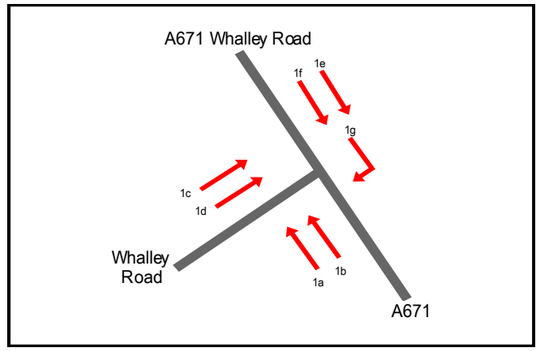
Lat/Long
lat 53.848357° lon -2.395407°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

TIME	1a	1b	1c	1d	1e	1f	1g
0700 - 0705	1	2	2	1	4	1	0
0705 - 0710	2	2	1	3	2	1	0
0710 - 0715	1	3	2	2	2	3	0
0715 - 0720	1	2	1	2	4	1	0
0720 - 0725	0	1	1	1	3	3	0
0725 - 0730	1	3	3	1	3	1	0
0730 - 0735	1	3	3	3	5	1	0
0735 - 0740	0	6	3	3	2	3	0
0740 - 0745	1	8	4	1	6	3	0
0745 - 0750	0	8	6	3	9	3	0
0750 - 0755	2	6	5	0	3	2	0
0755 - 0800	1	5	3	1	2	2	0
Hourly Average	**0.92**	**4.08**	**2.83**	**1.75**	**3.75**	**2.00**	**0.00**
0800 - 0805	0	8	2	3	4	3	0
0805 - 0810	0	11	5	3	5	2	0
0810 - 0815	2	9	4	2	6	3	0
0815 - 0820	1	8	5	2	4	3	0
0820 - 0825	1	14	15	1	7	3	0
0825 - 0830	1	9	5	4	5	5	1
0830 - 0835	1	8	8	2	15	4	0
0835 - 0840	1	8	8	3	5	5	0
0840 - 0845	1	10	5	5	6	14	0
0845 - 0850	1	15	6	5	6	4	0
0850 - 0855	0	8	6	3	4	3	0
0855 - 0900	0	8	5	2	4	5	0
Hourly Average	**0.75**	**9.67**	**6.17**	**2.92**	**5.92**	**4.50**	**0.08**
0900 - 0905	1	6	4	1	5	2	0
0905 - 0910	0	8	5	1	4	4	0
0910 - 0915	1	10	4	1	3	5	0
0915 - 0920	0	4	4	2	3	2	0
0920 - 0925	1	7	2	1	7	3	0
0925 - 0930	0	7	5	3	4	3	0
0930 - 0935	1	8	3	2	4	3	0
0935 - 0940	0	8	5	2	3	3	0
0940 - 0945	1	8	4	1	3	3	0
0945 - 0950	0	12	4	1	3	2	0
0950 - 0955	1	7	4	1	3	4	0
0955 - 1000	0	6	2	3	3	4	0
Hourly Average	**0.50**	**7.58**	**3.83**	**1.58**	**3.75**	**3.17**	**0.00**
1000 - 1005	2	7	4	0	4	2	0
1005 - 1010	1	8	4	2	2	3	0
1010 - 1015	1	8	3	1	5	2	0
1015 - 1020	1	7	2	1	3	6	0
1020 - 1025	0	5	5	0	2	2	0
1025 - 1030	2	5	3	2	3	1	0
1030 - 1035	1	4	4	1	3	2	0
1035 - 1040	1	7	3	1	4	4	0
1040 - 1045	1	5	5	2	5	5	0
1045 - 1050	0	9	4	1	2	3	0
1050 - 1055	1	5	2	1	3	2	0
1055 - 1100	1	7	5	1	2	2	0
Hourly Average	**1.00**	**6.42**	**3.67**	**1.08**	**3.17**	**2.83**	**0.00**
1100 - 1105	1	7	2	2	3	3	0
1105 - 1110	2	8	3	2	4	3	0
1110 - 1115	1	10	4	1	2	6	0



No All Red			
TIME	1b	1c	1e
0800 - 0805	8	2	4
0805 - 0810	11	5	5
0810 - 0815	9	4	6
0815 - 0820	8	5	4
0820 - 0825	14	15	7
0825 - 0830	9	5	5
0830 - 0835	8	8	15
0835 - 0840	8	8	5
0840 - 0845	10	5	6
0845 - 0850	15	6	6
0850 - 0855	8	6	4
0855 - 0900	8	5	4
Observed	9.67	6.17	5.92
Modelled	10.20	5.80	6.30

All Red			
TIME	1b	1c	1e
4	8	2	4
5	11	5	5
6	9	4	6
4	8	5	4
7	14	15	7
5	9	5	5
15	8	8	15
5	8	8	5
6	10	5	6
6	15	6	6
4	8	6	4
4	8	5	4
Observed	9.67	6.17	5.92
Modelled	14.70	7.70	10.10

TIME	1b	1c	1e
1600 - 1605	14	7	3
1605 - 1610	12	6	6
1610 - 1615	14	6	3
1615 - 1620	12	7	6
1620 - 1625	11	5	3
1625 - 1630	15	8	3
1630 - 1635	11	8	3
1635 - 1640	13	5	4
1640 - 1645	17	5	6
1645 - 1650	13	8	3
1650 - 1655	11	8	2
1655 - 1700	11	6	4
Observed	12.83	6.58	3.83
Modelled	14.60	7.00	6.10

TIME	1b	1c	1e
3	14	7	3
6	12	6	6
3	14	6	3
6	12	7	6
3	11	5	3
3	15	8	3
3	11	8	3
4	13	5	4
6	17	5	6
3	13	8	3
2	11	8	2
4	11	6	4
Observed	12.83	6.58	3.83
Modelled	21.60	10.00	8.60

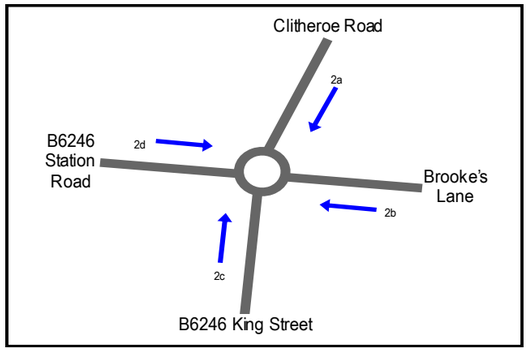
1115 - 1120	1	6	3	1	1	4	0
1120 - 1125	1	6	2	3	3	3	0
1125 - 1130	0	6	6	1	4	3	0
1130 - 1135	1	6	4	1	4	5	3
1135 - 1140	1	8	5	3	3	4	0
1140 - 1145	1	6	6	1	5	8	0
1145 - 1150	1	7	4	1	4	4	1
1150 - 1155	1	8	4	1	3	5	0
1155 - 1200	1	8	4	1	2	2	0
Hourly Average	**1.00**	**7.17**	**3.92**	**1.50**	**3.17**	**4.17**	**0.33**
1200 - 1205	2	6	4	3	2	3	0
1205 - 1210	0	5	2	2	4	4	0
1210 - 1215	1	7	5	0	4	1	0
1215 - 1220	2	8	6	2	5	3	0
1220 - 1225	0	13	6	2	3	4	0
1225 - 1230	1	8	4	1	4	5	0
1230 - 1235	1	9	8	2	3	3	2
1235 - 1240	1	16	3	2	3	5	0
1240 - 1245	0	3	7	1	3	4	0
1245 - 1250	0	8	4	3	4	5	0
1250 - 1255	1	9	5	2	4	8	0
1255 - 1300	1	9	3	2	3	3	0
Hourly Average	**0.83**	**8.42**	**4.75**	**1.83**	**3.50**	**4.00**	**0.17**
1300 - 1305	1	6	2	3	2	4	0
1305 - 1310	1	7	6	1	4	2	0
1310 - 1315	1	4	2	1	4	3	0
1315 - 1320	0	11	4	2	4	8	0
1320 - 1325	1	5	6	3	3	5	0
1325 - 1330	1	7	7	1	6	5	0
1330 - 1335	0	6	3	0	4	4	0
1335 - 1340	0	6	5	1	1	4	0
1340 - 1345	1	9	6	2	3	2	0
1345 - 1350	1	7	3	1	6	3	0
1350 - 1355	0	5	4	1	4	4	0
1355 - 1400	1	5	4	0	3	5	0
Hourly Average	**0.67**	**6.50**	**4.33**	**1.33**	**3.67**	**4.08**	**0.00**
1400 - 1405	1	6	3	1	8	2	0
1405 - 1410	1	12	4	1	8	4	0
1410 - 1415	1	6	6	1	4	3	0
1415 - 1420	1	7	3	1	4	4	0
1420 - 1425	0	5	5	1	3	3	0
1425 - 1430	0	11	5	1	3	3	0
1430 - 1435	0	5	5	2	5	2	0
1435 - 1440	1	12	5	1	5	5	0
1440 - 1445	0	9	3	3	4	4	0
1445 - 1450	1	11	9	1	5	5	0
1450 - 1455	1	9	4	1	6	3	0
1455 - 1500	1	6	5	2	2	3	0
Hourly Average	**0.67**	**8.25**	**4.75**	**1.33**	**4.75**	**3.42**	**0.00**
1500 - 1505	0	11	3	4	2	3	0
1505 - 1510	0	9	2	2	3	6	1
1510 - 1515	0	8	6	0	1	7	0
1515 - 1520	0	14	4	1	3	3	0
1520 - 1525	1	8	3	0	4	4	0
1525 - 1530	1	9	5	3	4	2	0
1530 - 1535	0	7	9	2	9	3	0
1535 - 1540	0	10	10	3	9	4	0
1540 - 1545	0	18	10	4	8	7	0
1545 - 1550	1	6	2	2	8	5	1
1550 - 1555	1	7	5	1	5	4	0
1555 - 1600	1	13	6	2	3	4	0
Hourly Average	**0.42**	**10.00**	**5.42**	**2.00**	**4.92**	**4.33**	**0.17**
1600 - 1605	0	14	7	3	3	6	0
1605 - 1610	1	12	6	3	6	4	0
1610 - 1615	1	14	6	1	3	5	0
1615 - 1620	0	12	7	2	6	6	0
1620 - 1625	0	11	5	1	3	7	0
1625 - 1630	1	15	8	2	3	8	0
1630 - 1635	0	11	8	5	3	6	0
1635 - 1640	0	13	5	1	4	5	0
1640 - 1645	1	17	5	2	6	3	0
1645 - 1650	1	13	8	2	3	7	0
1650 - 1655	0	11	8	1	2	4	0
1655 - 1700	0	11	6	4	4	3	0
Hourly Average	**0.42**	**12.83**	**6.58**	**2.25**	**3.83**	**5.33**	**0.00**
1700 - 1705	1	9	5	1	3	4	0
1705 - 1710	1	11	4	2	4	7	0
1710 - 1715	0	15	7	1	5	6	0
1715 - 1720	0	12	11	3	5	6	0
1720 - 1725	1	10	3	2	1	5	0
1725 - 1730	0	11	4	0	6	6	0

1730 - 1735	0	17	4	2	0	6	0
1735 - 1740	2	18	5	3	6	3	0
1740 - 1745	1	12	4	2	3	5	0
1745 - 1750	0	11	6	2	3	7	0
1750 - 1755	0	16	11	2	9	4	0
1755 - 1800	0	11	8	2	4	3	0
Hourly Average	**0.50**	**12.75**	**6.00**	**1.83**	**4.08**	**5.17**	**0.00**
1800 - 1805	0	10	5	2	3	5	0
1805 - 1810	2	11	6	4	5	5	0
1810 - 1815	1	12	4	1	4	8	0
1815 - 1820	0	10	8	1	3	4	0
1820 - 1825	0	6	3	1	3	3	0
1825 - 1830	0	6	4	2	1	4	0
1830 - 1835	1	9	5	1	2	4	0
1835 - 1840	1	9	2	2	3	2	0
1840 - 1845	1	6	4	1	4	4	0
1845 - 1850	1	7	5	3	3	5	0
1850 - 1855	0	7	6	0	3	3	0
1855 - 1900	1	8	3	1	2	3	0
Hourly Average	**0.67**	**8.42**	**4.58**	**1.58**	**3.00**	**4.17**	**0.00**

Session Total	**0.69**	**8.51**	**4.74**	**1.75**	**3.96**	**3.93**	**0.06**

Barrow
Queue Length Survey

Site 2 of 3
Clitheroe Road
Brooke's Lane
B6246 King Street
B6246 Station Road



Lat/Long
lat 53.823582° lon -2.406160°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

TIME	2a	2b	2c	2d
0700 - 0705	1	0	2	2
0705 - 0710	1	0	1	4
0710 - 0715	2	0	2	5
0715 - 0720	1	0	1	3
0720 - 0725	4	0	0	4
0725 - 0730	3	0	2	2
0730 - 0735	4	1	2	2
0735 - 0740	3	0	1	2
0740 - 0745	3	0	2	6
0745 - 0750	3	0	2	2
0750 - 0755	14	1	2	3
0755 - 0800	9	0	4	6
Hourly Average	**4.00**	**0.17**	**1.75**	**3.42**
0800 - 0805	6	0	5	2
0805 - 0810	2	0	2	2
0810 - 0815	5	0	7	6
0815 - 0820	5	1	6	11
0820 - 0825	12	1	3	11
0825 - 0830	3	0	4	13
0830 - 0835	7	2	1	10
0835 - 0840	5	0	3	11
0840 - 0845	4	0	3	6
0845 - 0850	7	0	2	8
0850 - 0855	8	0	4	9
0855 - 0900	2	1	3	2
Hourly Average	**5.50**	**0.42**	**3.58**	**7.58**
0900 - 0905	4	1	2	7
0905 - 0910	7	1	2	8
0910 - 0915	4	0	0	3
0915 - 0920	3	0	3	7
0920 - 0925	4	1	2	7
0925 - 0930	3	1	2	3
0930 - 0935	6	0	2	5
0935 - 0940	1	1	2	5
0940 - 0945	2	0	4	3
0945 - 0950	3	1	2	2
0950 - 0955	3	0	2	6
0955 - 1000	2	0	1	5
Hourly Average	**3.50**	**0.50**	**2.00**	**5.08**
1000 - 1005	6	0	3	6
1005 - 1010	2	1	2	4
1010 - 1015	1	1	3	8
1015 - 1020	2	1	2	4
1020 - 1025	3	0	4	3
1025 - 1030	3	0	1	3
1030 - 1035	3	0	2	6
1035 - 1040	1	1	2	2
1040 - 1045	2	0	1	3
1045 - 1050	3	0	3	6
1050 - 1055	2	0	4	2
1055 - 1100	7	1	2	5
Hourly Average	**2.92**	**0.42**	**2.42**	**4.33**
1100 - 1105	2	1	1	7
1105 - 1110	7	0	2	4
1110 - 1115	3	0	2	7

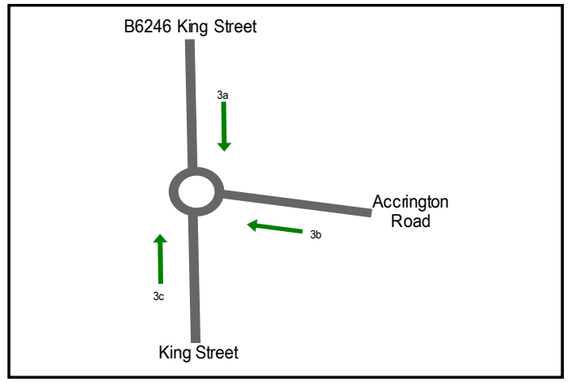
1115 - 1120	6	1	2	5
1120 - 1125	3	2	1	3
1125 - 1130	3	1	2	3
1130 - 1135	2	0	1	3
1135 - 1140	2	1	2	4
1140 - 1145	3	1	2	6
1145 - 1150	1	1	2	3
1150 - 1155	3	0	3	4
1155 - 1200	3	0	3	6
Hourly Average	**3.17**	**0.67**	**1.92**	**4.58**
1200 - 1205	1	0	1	5
1205 - 1210	4	0	2	3
1210 - 1215	4	0	1	8
1215 - 1220	0	0	2	3
1220 - 1225	2	1	1	3
1225 - 1230	3	0	3	4
1230 - 1235	3	0	1	3
1235 - 1240	2	0	3	5
1240 - 1245	2	0	1	7
1245 - 1250	5	0	2	3
1250 - 1255	4	0	3	6
1255 - 1300	4	1	2	3
Hourly Average	**2.83**	**0.17**	**1.83**	**4.42**
1300 - 1305	4	1	2	4
1305 - 1310	3	0	1	3
1310 - 1315	5	0	1	8
1315 - 1320	5	1	2	3
1320 - 1325	5	1	1	6
1325 - 1330	6	1	1	6
1330 - 1335	2	1	1	9
1335 - 1340	2	1	3	6
1340 - 1345	1	0	2	4
1345 - 1350	1	0	2	5
1350 - 1355	2	1	2	3
1355 - 1400	4	1	2	7
Hourly Average	**3.33**	**0.67**	**1.67**	**5.33**
1400 - 1405	4	0	3	3
1405 - 1410	4	1	2	6
1410 - 1415	2	0	3	5
1415 - 1420	11	0	2	6
1420 - 1425	4	0	0	5
1425 - 1430	2	1	2	7
1430 - 1435	0	0	3	6
1435 - 1440	2	1	1	3
1440 - 1445	2	0	2	5
1445 - 1450	10	0	1	6
1450 - 1455	2	0	1	3
1455 - 1500	7	0	3	4
Hourly Average	**4.17**	**0.25**	**1.92**	**4.92**
1500 - 1505	7	0	1	7
1505 - 1510	6	0	2	8
1510 - 1515	3	0	1	5
1515 - 1520	4	1	3	9
1520 - 1525	5	1	3	9
1525 - 1530	2	0	2	5
1530 - 1535	2	0	0	6
1535 - 1540	9	1	4	9
1540 - 1545	8	0	1	8
1545 - 1550	5	0	3	6
1550 - 1555	10	0	2	12
1555 - 1600	9	1	3	10
Hourly Average	**5.83**	**0.33**	**2.08**	**7.83**
1600 - 1605	8	0	3	4
1605 - 1610	6	1	3	9
1610 - 1615	6	1	2	12
1615 - 1620	3	0	2	10
1620 - 1625	4	1	2	8
1625 - 1630	6	1	3	8
1630 - 1635	9	1	1	6
1635 - 1640	7	1	3	6
1640 - 1645	4	0	2	8
1645 - 1650	5	0	3	10
1650 - 1655	3	1	2	7
1655 - 1700	2	0	2	6
Hourly Average	**5.25**	**0.58**	**2.33**	**7.83**
1700 - 1705	6	0	2	7
1705 - 1710	3	0	3	5
1710 - 1715	5	0	2	12
1715 - 1720	3	0	3	10
1720 - 1725	2	0	2	10
1725 - 1730	3	0	2	4

1730 - 1735	4	1	4	7
1735 - 1740	5	1	3	6
1740 - 1745	4	0	3	6
1745 - 1750	1	0	2	5
1750 - 1755	5	1	1	6
1755 - 1800	8	0	4	9
Hourly Average	**4.08**	**0.25**	**2.58**	**7.25**
1800 - 1805	1	1	1	9
1805 - 1810	4	1	0	3
1810 - 1815	1	0	1	4
1815 - 1820	10	0	2	5
1820 - 1825	2	0	1	7
1825 - 1830	2	1	3	2
1830 - 1835	1	0	0	2
1835 - 1840	1	0	1	3
1840 - 1845	1	0	0	2
1845 - 1850	2	0	2	1
1850 - 1855	1	0	2	3
1855 - 1900	1	0	0	4
Hourly Average	**2.25**	**0.25**	**1.08**	**3.75**

Session Total	**3.90**	**0.39**	**2.10**	**5.53**

Barrow
Queue Length Survey

Site 3 of 3
B6246 King Street
Accrington Road
King Street



Lat/Long
lat 53.821036° lon -2.406487°

Date
Wednesday 05 February 2025

Weather
Cloudy
Temp: 7°C

0700 - 1900 (Weekday 12H Session)

TIME	3a	3b	3c
0700 - 0705	2	3	2
0705 - 0710	6	7	2
0710 - 0715	4	6	1
0715 - 0720	2	5	2
0720 - 0725	6	4	3
0725 - 0730	10	5	3
0730 - 0735	3	8	2
0735 - 0740	7	2	3
0740 - 0745	4	6	7
0745 - 0750	6	10	6
0750 - 0755	6	11	4
0755 - 0800	5	9	3
Hourly Average	**5.08**	**6.33**	**3.17**
0800 - 0805	8	8	4
0805 - 0810	6	12	8
0810 - 0815	5	6	6
0815 - 0820	9	10	4
0820 - 0825	8	8	8
0825 - 0830	8	12	9
0830 - 0835	5	7	11
0835 - 0840	6	16	8
0840 - 0845	6	12	13
0845 - 0850	9	5	12
0850 - 0855	7	9	13
0855 - 0900	8	5	8
Hourly Average	**7.08**	**9.17**	**8.67**
0900 - 0905	8	8	15
0905 - 0910	10	3	7
0910 - 0915	4	8	4
0915 - 0920	4	6	3
0920 - 0925	3	4	5
0925 - 0930	3	4	5
0930 - 0935	5	4	5
0935 - 0940	4	10	8
0940 - 0945	6	10	10
0945 - 0950	3	5	3
0950 - 0955	5	10	4
0955 - 1000	3	3	5
Hourly Average	**4.83**	**6.25**	**6.17**
1000 - 1005	5	4	5
1005 - 1010	2	5	5
1010 - 1015	1	5	2
1015 - 1020	5	2	4
1020 - 1025	5	5	4
1025 - 1030	2	2	2
1030 - 1035	2	6	2
1035 - 1040	2	4	4
1040 - 1045	3	5	2
1045 - 1050	8	11	4
1050 - 1055	2	7	3
1055 - 1100	2	2	4
Hourly Average	**3.25**	**4.83**	**3.42**
1100 - 1105	3	3	5
1105 - 1110	10	3	4
1110 - 1115	5	5	2

1115 - 1120	3	4	1
1120 - 1125	4	3	3
1125 - 1130	3	6	2
1130 - 1135	3	3	2
1135 - 1140	2	4	2
1140 - 1145	2	5	3
1145 - 1150	5	3	5
1150 - 1155	2	4	4
1155 - 1200	3	2	3
Hourly Average	**3.75**	**3.75**	**3.00**
1200 - 1205	3	3	3
1205 - 1210	2	8	4
1210 - 1215	2	4	10
1215 - 1220	3	3	8
1220 - 1225	3	3	2
1225 - 1230	2	6	3
1230 - 1235	2	3	5
1235 - 1240	4	4	7
1240 - 1245	2	2	4
1245 - 1250	3	2	2
1250 - 1255	3	6	3
1255 - 1300	2	4	5
Hourly Average	**2.58**	**4.00**	**4.67**
1300 - 1305	3	3	2
1305 - 1310	3	3	1
1310 - 1315	2	4	2
1315 - 1320	4	2	2
1320 - 1325	4	2	4
1325 - 1330	7	3	6
1330 - 1335	4	4	3
1335 - 1340	4	12	6
1340 - 1345	4	3	3
1345 - 1350	3	5	3
1350 - 1355	2	4	2
1355 - 1400	3	2	3
Hourly Average	**3.58**	**3.92**	**3.08**
1400 - 1405	4	2	3
1405 - 1410	3	3	5
1410 - 1415	2	6	3
1415 - 1420	5	4	2
1420 - 1425	4	3	3
1425 - 1430	9	2	2
1430 - 1435	4	6	2
1435 - 1440	2	4	3
1440 - 1445	5	8	5
1445 - 1450	2	4	5
1450 - 1455	8	4	9
1455 - 1500	3	8	3
Hourly Average	**4.25**	**4.50**	**3.75**
1500 - 1505	2	4	2
1505 - 1510	4	5	2
1510 - 1515	5	5	2
1515 - 1520	5	8	7
1520 - 1525	5	7	12
1525 - 1530	4	2	10
1530 - 1535	12	6	11
1535 - 1540	12	4	7
1540 - 1545	7	6	2
1545 - 1550	5	10	2
1550 - 1555	4	7	5
1555 - 1600	7	8	13
Hourly Average	**6.00**	**6.00**	**6.25**
1600 - 1605	4	6	9
1605 - 1610	5	7	8
1610 - 1615	7	9	7
1615 - 1620	10	13	10
1620 - 1625	9	9	8
1625 - 1630	4	9	11
1630 - 1635	5	7	9
1635 - 1640	12	5	6
1640 - 1645	8	11	7
1645 - 1650	8	11	11
1650 - 1655	7	5	4
1655 - 1700	3	4	5
Hourly Average	**6.83**	**8.00**	**7.92**
1700 - 1705	7	5	7
1705 - 1710	7	5	6
1710 - 1715	5	4	7
1715 - 1720	6	12	9
1720 - 1725	4	5	10
1725 - 1730	2	7	6

1730 - 1735	6	5	12
1735 - 1740	4	9	13
1740 - 1745	3	5	9
1745 - 1750	2	8	9
1750 - 1755	4	6	9
1755 - 1800	6	6	6
Hourly Average	**4.67**	**6.42**	**8.58**
1800 - 1805	3	5	5
1805 - 1810	7	7	4
1810 - 1815	3	4	6
1815 - 1820	4	4	6
1820 - 1825	5	2	3
1825 - 1830	1	3	3
1830 - 1835	3	3	1
1835 - 1840	1	3	2
1840 - 1845	3	2	3
1845 - 1850	3	2	5
1850 - 1855	3	5	2
1855 - 1900	4	4	3
Hourly Average	**3.33**	**3.67**	**3.58**

Session Total	**4.60**	**5.57**	**5.19**

APPENDIX J Site Access / Clitheroe Road – PICADY Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: Site Access_Clitheroe Road.j9
Path: C:\Users\Windows\mode Dropbox\Project\Manchester\2. Projects\J328482_Clitheroe Road, Whalley\4. Data\6. Junction Capacity Assessments\Junctions
Report generation date: 27/03/2025 12:48:49

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 Base											
Stream B-AC	D1	0.0	0.00	0.00	A	900 %	D2	0.0	0.00	0.00	A	900 %
Stream C-B		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	2030 Base + Comm											
Stream B-AC	D3	0.0	0.00	0.00	A	900 %	D4	0.0	0.00	0.00	A	900 %
Stream C-B		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	2030 Base + Comm + Dev											
Stream B-AC	D5	0.1	7.05	0.06	A	314 %	D6	0.0	6.96	0.03	A	262 %
Stream C-B		0.0	6.28	0.02	A	[Stream B-AC]		0.0	6.53	0.04	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	18/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-P980MS0\Windows
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2030 Base + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Base + Comm	PM	ONE HOUR	15:45	17:15	15	✓
D5	2030 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Base + Comm + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Arms

Arms

Arm	Name	Description	Arm type
A	Clitheroe Road N		Major
B	Site Access		Minor
C	Clitheroe Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.50		✓	2.50	100.0		-

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	150	52

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	539	0.087	0.221	0.139	0.316
B-C	640	0.087	0.221	-	-
C-B	653	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	240	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	240
	B	0	0	0
	C	219	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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 LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					201	301
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					220	330

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	531	0.000	0	0.0	0.0	0.000	A
C-A	165	41			165				
C-B	0	0	612	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	181	45			181				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	520	0.000	0	0.0	0.0	0.000	A
C-A	197	49			197				
C-B	0	0	604	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	216	54			216				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	505	0.000	0	0.0	0.0	0.000	A
C-A	241	60			241				
C-B	0	0	593	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	264	66			264				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	505	0.000	0	0.0	0.0	0.000	A
C-A	241	60			241				
C-B	0	0	593	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	264	66			264				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	520	0.000	0	0.0	0.0	0.000	A
C-A	197	49			197				
C-B	0	0	604	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	216	54			216				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	531	0.000	0	0.0	0.0	0.000	A
C-A	165	41			165				
C-B	0	0	612	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	181	45			181				

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	262	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	262
	B	0	0	0
	C	321	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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 LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					295	442
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					240	361

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	242	60			242				
C-B	0	0	608	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	197	49			197				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	508	0.000	0	0.0	0.0	0.000	A
C-A	289	72			289				
C-B	0	0	599	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	236	59			236				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-A	353	88			353				
C-B	0	0	588	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	288	72			288				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-A	353	88			353				
C-B	0	0	588	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	288	72			288				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	508	0.000	0	0.0	0.0	0.000	A
C-A	289	72			289				
C-B	0	0	599	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	236	59			236				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	242	60			242				
C-B	0	0	608	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	197	49			197				

2030 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Base + Comm	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	270	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	270
	B	0	0	0
	C	259	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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 LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					238	356
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					248	372

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	523	0.000	0	0.0	0.0	0.000	A
C-A	195	49			195				
C-B	0	0	607	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	203	51			203				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	233	58			233				
C-B	0	0	598	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	243	61			243				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	494	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
C-B	0	0	586	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	297	74			297				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	494	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
C-B	0	0	586	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	297	74			297				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	233	58			233				
C-B	0	0	598	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	243	61			243				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	523	0.000	0	0.0	0.0	0.000	A
C-A	195	49			195				
C-B	0	0	607	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	203	51			203				

2030 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Base + Comm	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	308	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	364	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	308
	B	0	0	0
	C	364	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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 LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-A					334	501
C-B	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					283	424

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-A	274	69			274				
C-B	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	232	58			232				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	327	82			327				
C-B	0	0	590	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	277	69			277				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	474	0.000	0	0.0	0.0	0.000	A
C-A	401	100			401				
C-B	0	0	576	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	339	85			339				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	474	0.000	0	0.0	0.0	0.000	A
C-A	401	100			401				
C-B	0	0	576	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	339	85			339				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	495	0.000	0	0.0	0.0	0.000	A
C-A	327	82			327				
C-B	0	0	590	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	277	69			277				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-A	274	69			274				
C-B	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	232	58			232				

2030 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.50	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	314	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	270	100.000
B		ONE HOUR	✓	31	100.000
C		ONE HOUR	✓	270	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	270
	B	5	0	26
	C	259	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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 LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	7.05	0.1	A	28	43
C-A					238	356
C-B	0.02	6.28	0.0	A	10	15
A-B					0	0
A-C					248	372

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	569	0.041	23	0.0	0.0	6.589	A
C-A	195	49			195				
C-B	8	2	607	0.014	8	0.0	0.0	6.015	A
A-B	0	0			0				
A-C	203	51			203				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	559	0.050	28	0.0	0.1	6.775	A
C-A	233	58			233				
C-B	10	2	598	0.017	10	0.0	0.0	6.122	A
A-B	0	0			0				
A-C	243	61			243				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	545	0.063	34	0.1	0.1	7.047	A
C-A	285	71			285				
C-B	12	3	586	0.021	12	0.0	0.0	6.277	A
A-B	0	0			0				
A-C	297	74			297				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	545	0.063	34	0.1	0.1	7.047	A
C-A	285	71			285				
C-B	12	3	586	0.021	12	0.0	0.0	6.277	A
A-B	0	0			0				
A-C	297	74			297				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	559	0.050	28	0.1	0.1	6.777	A
C-A	233	58			233				
C-B	10	2	598	0.017	10	0.0	0.0	6.125	A
A-B	0	0			0				
A-C	243	61			243				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	569	0.041	23	0.1	0.0	6.593	A
C-A	195	49			195				
C-B	8	2	607	0.014	8	0.0	0.0	6.017	A
A-B	0	0			0				
A-C	203	51			203				

2030 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.34	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	262	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Base + Comm + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	308	100.000
B		ONE HOUR	✓	13	100.000
C		ONE HOUR	✓	387	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	308
	B	2	0	11
	C	364	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	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 LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	6.96	0.0	A	12	18
C-A					334	501
C-B	0.04	6.53	0.0	A	21	32
A-B					0	0
A-C					283	424

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	561	0.017	10	0.0	0.0	6.532	A
C-A	274	69			274				
C-B	17	4	600	0.029	17	0.0	0.0	6.172	A
A-B	0	0			0				
A-C	232	58			232				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	549	0.021	12	0.0	0.0	6.704	A
C-A	327	82			327				
C-B	21	5	590	0.035	21	0.0	0.0	6.321	A
A-B	0	0			0				
A-C	277	69			277				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	532	0.027	14	0.0	0.0	6.959	A
C-A	401	100			401				
C-B	25	6	576	0.044	25	0.0	0.0	6.535	A
A-B	0	0			0				
A-C	339	85			339				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	531	0.027	14	0.0	0.0	6.959	A
C-A	401	100			401				
C-B	25	6	576	0.044	25	0.0	0.0	6.535	A
A-B	0	0			0				
A-C	339	85			339				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	549	0.021	12	0.0	0.0	6.707	A
C-A	327	82			327				
C-B	21	5	590	0.035	21	0.0	0.0	6.322	A
A-B	0	0			0				
A-C	277	69			277				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	561	0.017	10	0.0	0.0	6.533	A
C-A	274	69			274				
C-B	17	4	600	0.029	17	0.0	0.0	6.177	A
A-B	0	0			0				
A-C	232	58			232				

APPENDIX K A671 / Whalley Road – LinSig Outputs

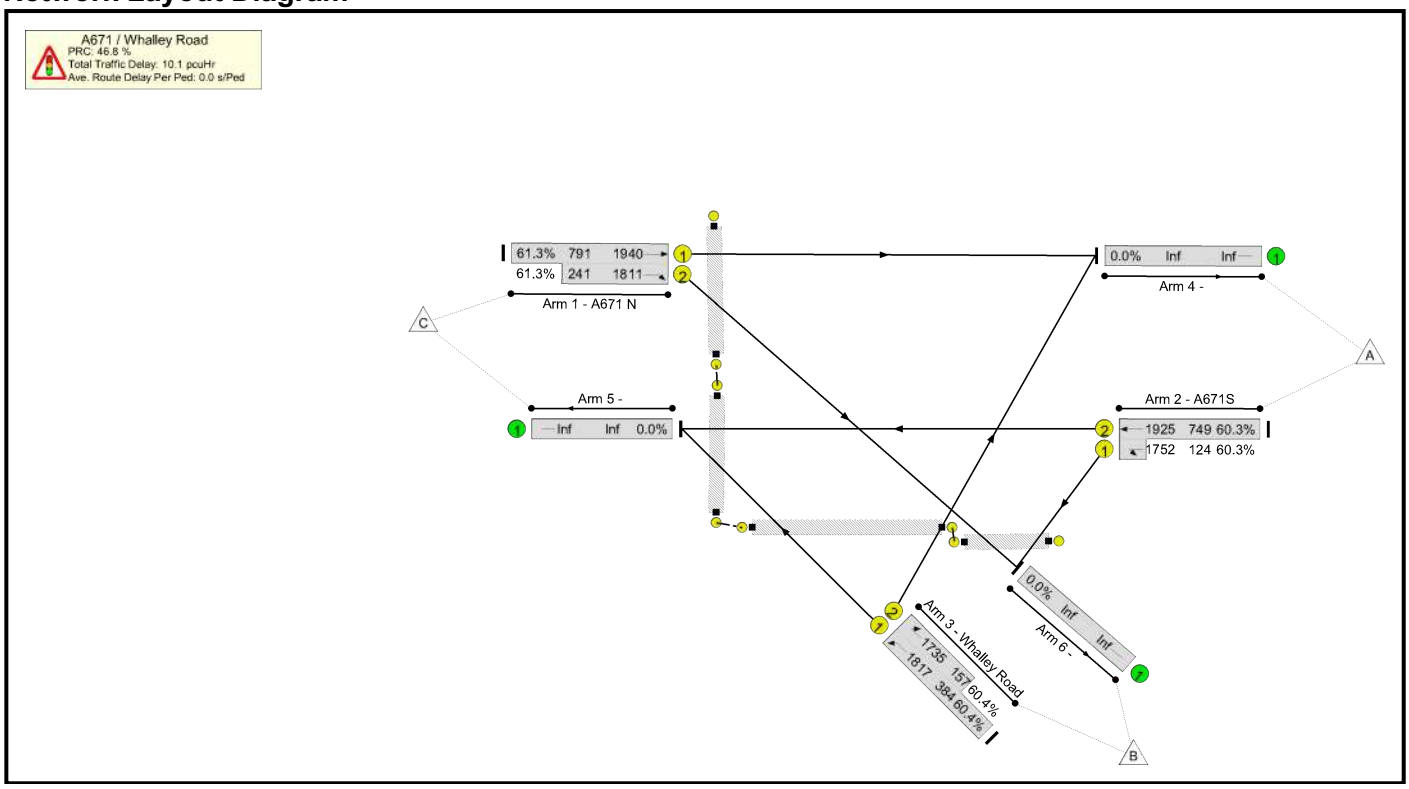
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	A671_Whalley Road.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 2: 'No All Red')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.3%**	**0**	**0**	**0**	**10.1**	**-**	**-**
A671 / Whalley Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.3%**	**0**	**0**	**0**	**10.1**	**-**	**-**
1/1+1/2	A671 N Ahead Ahead2	U	A C		1	58:11	-	633	1940:1811	791+241	61.3 : 61.3%	-	-	-	3.3	18.5	6.3
2/2+2/1	A671S Ahead U-Turn	U	B		1	40	-	527	1925:1752	749+124	60.3 : 60.3%	-	-	-	3.4	23.3	10.2
3/1+3/2	Whalley Road U-Turn Ahead	U	D		1	20	-	327	1817:1735	384+157	60.4 : 60.4%	-	-	-	3.5	38.0	5.8
Ped Link: P1	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-	G		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	F		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

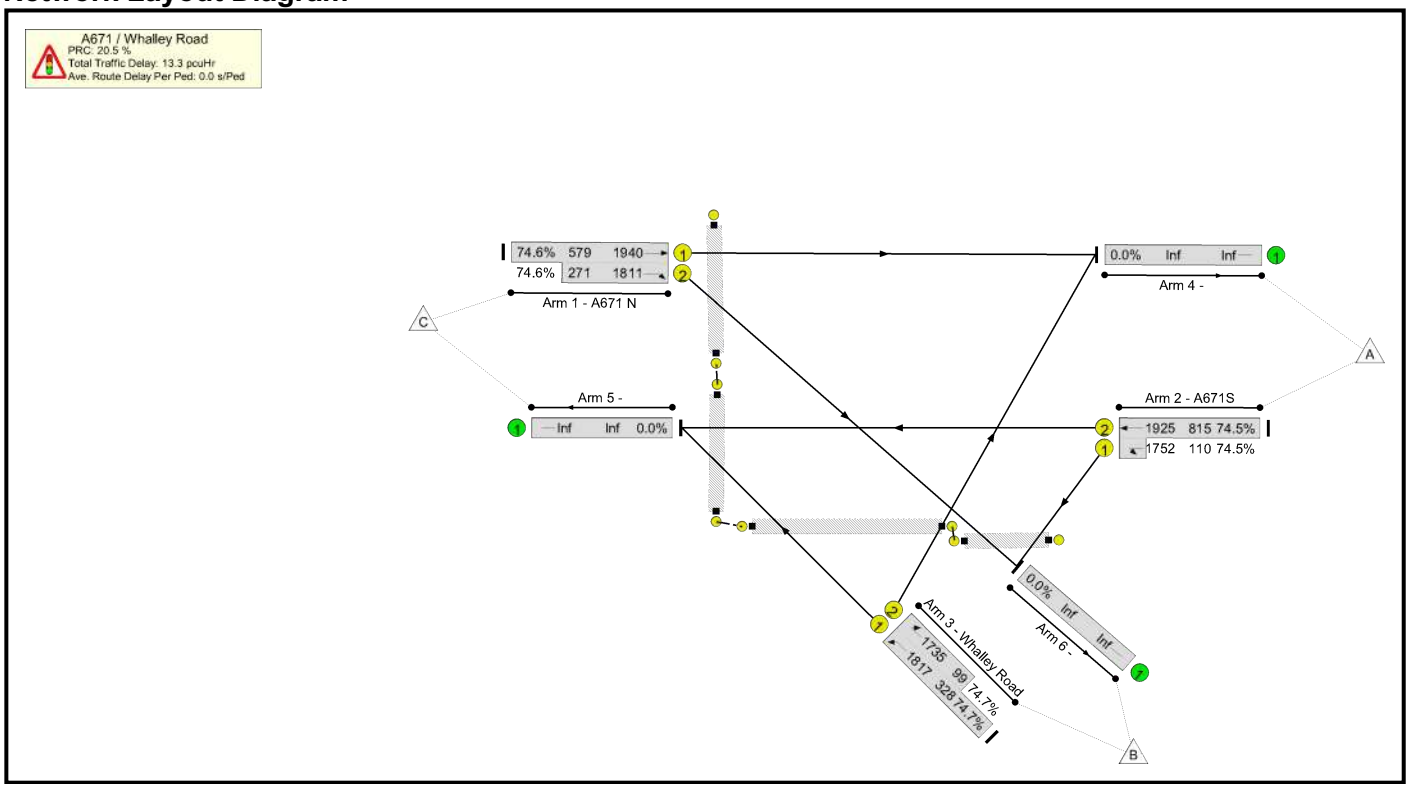
C1 PRC for Signalled Lanes (%): 46.8 Total Delay for Signalled Lanes (pcuHr): 10.12 Cycle Time (s): 90

PRC Over All Lanes (%): 46.8 Total Delay Over All Lanes(pcuHr): 10.12

Basic Results Summary

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 2: 'No All Red')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.7%**	**0**	**0**	**0**	**13.3**	**-**	**-**
A671 / Whalley Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.7%**	**0**	**0**	**0**	**13.3**	**-**	**-**
1/1+1/2	A671 N Ahead Ahead2	U	A C		1	60:12	-	634	1940:1811	579+271	74.6 : 74.6%	-	-	-	4.0	22.9	6.1
2/2+2/1	A671S Ahead U-Turn	U	B		1	41	-	689	1925:1752	815+110	74.5 : 74.5%	-	-	-	4.9	25.5	14.6
3/1+3/2	Whalley Road U-Turn Ahead	U	D		1	15	-	319	1817:1735	328+99	74.7 : 74.7%	-	-	-	4.3	48.9	7.0
Ped Link: P1	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-	G		1	59	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	F		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

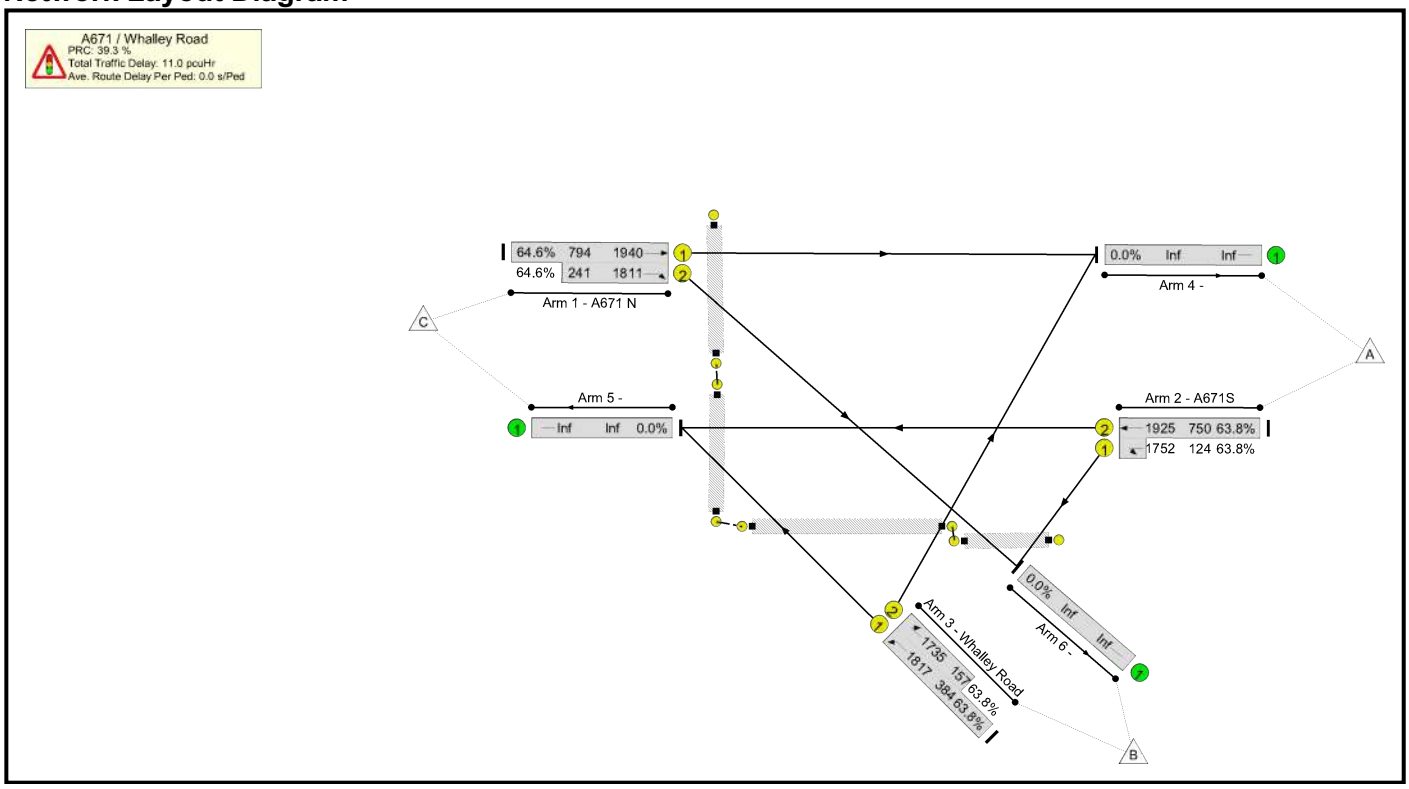
C1 PRC for Signalled Lanes (%): 20.5 Total Delay for Signalled Lanes (pcuHr): 13.26 Cycle Time (s): 87

PRC Over All Lanes (%): 20.5 Total Delay Over All Lanes(pcuHr): 13.26

Basic Results Summary

Scenario 3: '2030 Base + Comm AM' (FG3: '2030 B+C AM', Plan 2: 'No All Red')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.6%**	**0**	**0**	**0**	**11.0**	**-**	**-**
A671 / Whalley Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.6%**	**0**	**0**	**0**	**11.0**	**-**	**-**
1/1+1/2	A671 N Ahead Ahead2	U	A C		1	58:11	-	669	1940:1811	794+241	64.6 : 64.6%	-	-	-	3.5	19.1	6.9
2/2+2/1	A671S Ahead U-Turn	U	B		1	40	-	557	1925:1752	750+124	63.8 : 63.8%	-	-	-	3.7	24.2	11.1
3/1+3/2	Whalley Road U-Turn Ahead	U	D		1	20	-	345	1817:1735	384+157	63.8 : 63.8%	-	-	-	3.7	39.0	6.2
Ped Link: P1	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-	G		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	F		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

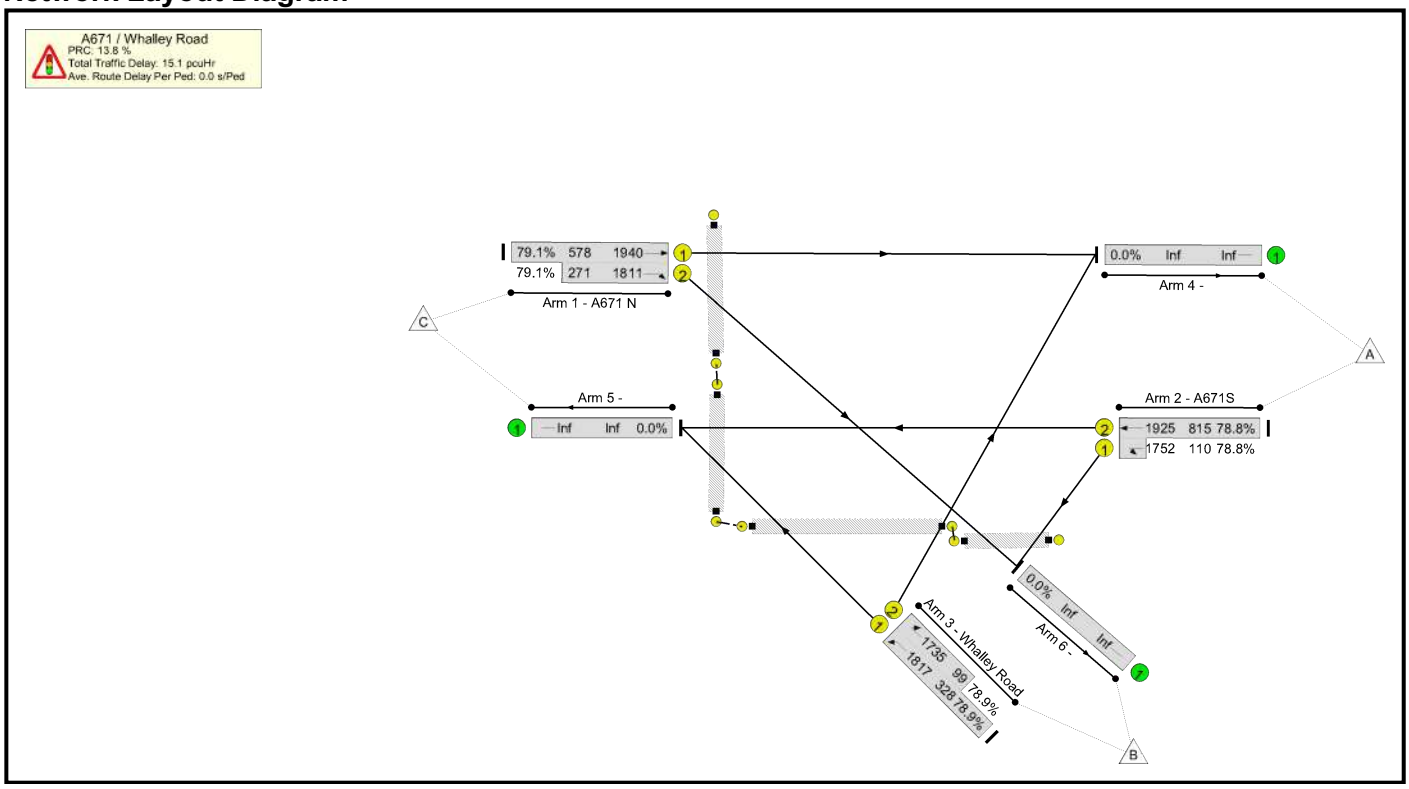
C1 PRC for Signalled Lanes (%): 39.3 Total Delay for Signalled Lanes (pcuHr): 11.02 Cycle Time (s): 90

PRC Over All Lanes (%): 39.3 Total Delay Over All Lanes(pcuHr): 11.02

Basic Results Summary

Scenario 4: '2030 Base + Comm PM' (FG4: '2030 B+C PM', Plan 2: 'No All Red')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**	**0**	**0**	**0**	**15.1**	**-**	**-**
A671 / Whalley Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**	**0**	**0**	**0**	**15.1**	**-**	**-**
1/1+1/2	A671 N Ahead Ahead2	U	A C		1	60:12	-	671	1940:1811	578+271	79.1 : 79.1%	-	-	-	4.6	24.8	6.8
2/2+2/1	A671S Ahead U-Turn	U	B		1	41	-	729	1925:1752	815+110	78.8 : 78.8%	-	-	-	5.6	27.6	16.1
3/1+3/2	Whalley Road U-Turn Ahead	U	D		1	15	-	337	1817:1735	328+99	78.9 : 78.9%	-	-	-	4.9	52.2	7.7
Ped Link: P1	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-	G		1	59	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	F		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

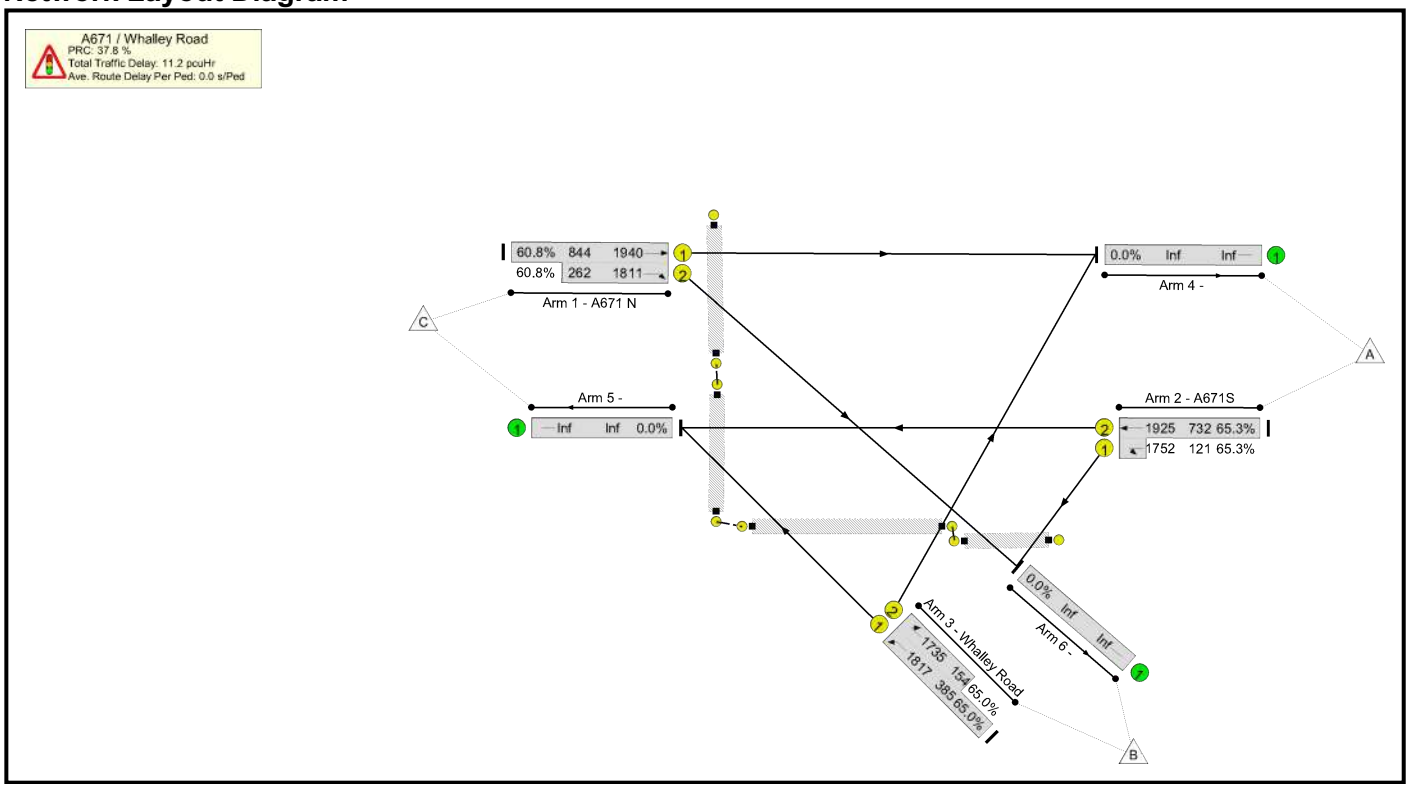
C1 PRC for Signalled Lanes (%): 13.8 Total Delay for Signalled Lanes (pcuHr): 15.10 Cycle Time (s): 87

PRC Over All Lanes (%): 13.8 Total Delay Over All Lanes(pcuHr): 15.10

Basic Results Summary

Scenario 5: '2030 Base + Comm + Dev AM' (FG5: '2030 B+C+D AM', Plan 2: 'No All Red')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.3%**	**0**	**0**	**0**	**11.2**	**-**	**-**
A671 / Whalley Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.3%**	**0**	**0**	**0**	**11.2**	**-**	**-**
1/1+1/2	A671 N Ahead Ahead2	U	A C		1	58:12	-	672	1940:1811	844+262	60.8 : 60.8%	-	-	-	3.4	18.2	6.8
2/2+2/1	A671S Ahead U-Turn	U	B		1	39	-	557	1925:1752	732+121	65.3 : 65.3%	-	-	-	3.9	25.4	11.4
3/1+3/2	Whalley Road U-Turn Ahead	U	D		1	20	-	350	1817:1735	385+154	65.0 : 65.0%	-	-	-	3.8	39.4	6.5
Ped Link: P1	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-	G		1	57	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	F		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

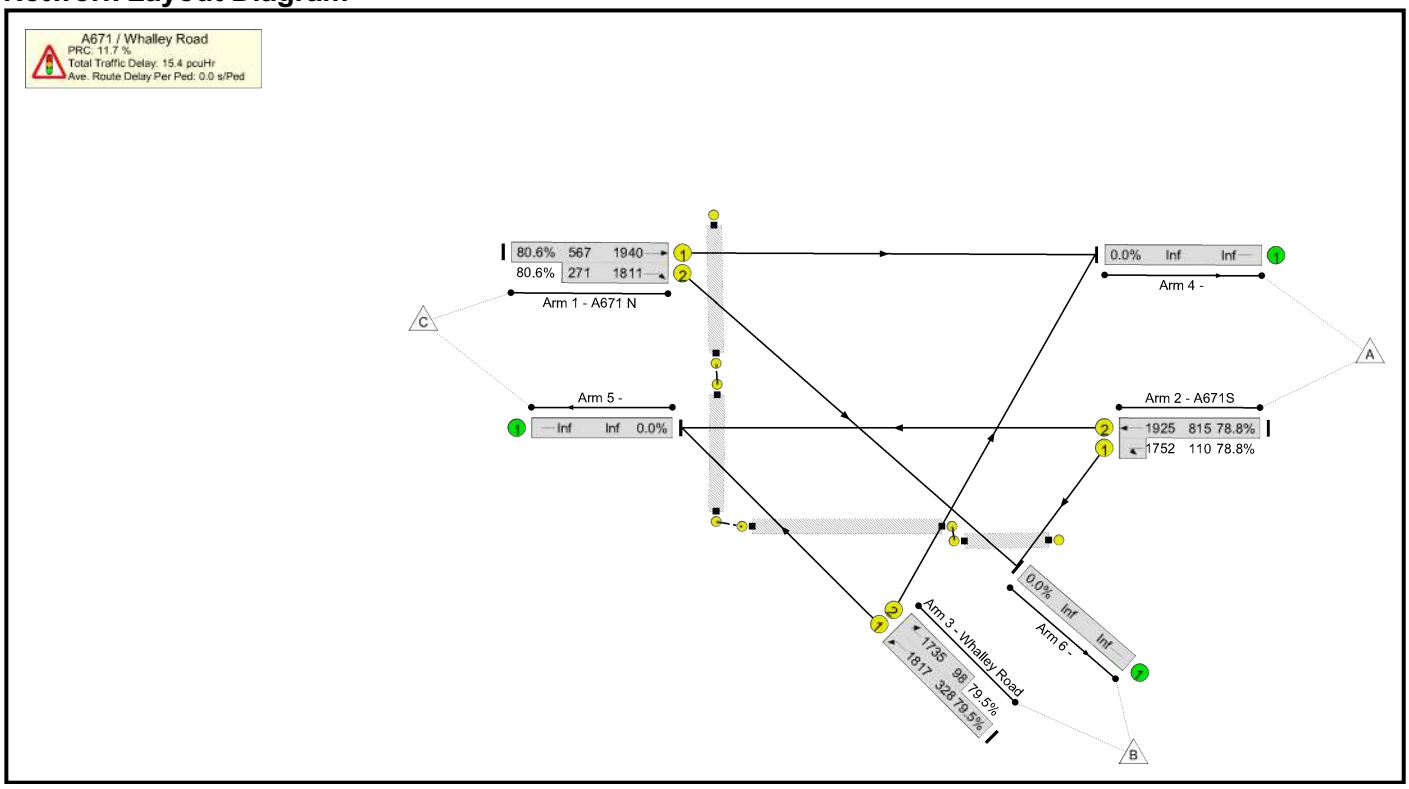
C1 PRC for Signalled Lanes (%): 37.8 Total Delay for Signalled Lanes (pcuHr): 11.16 Cycle Time (s): 90

PRC Over All Lanes (%): 37.8 Total Delay Over All Lanes(pcuHr): 11.16

Basic Results Summary

Scenario 6: '2030 Base + Comm + Dev PM' (FG6: '2030 B+C+D PM', Plan 2: 'No All Red')

Network Layout Diagram



Basic Results Summary

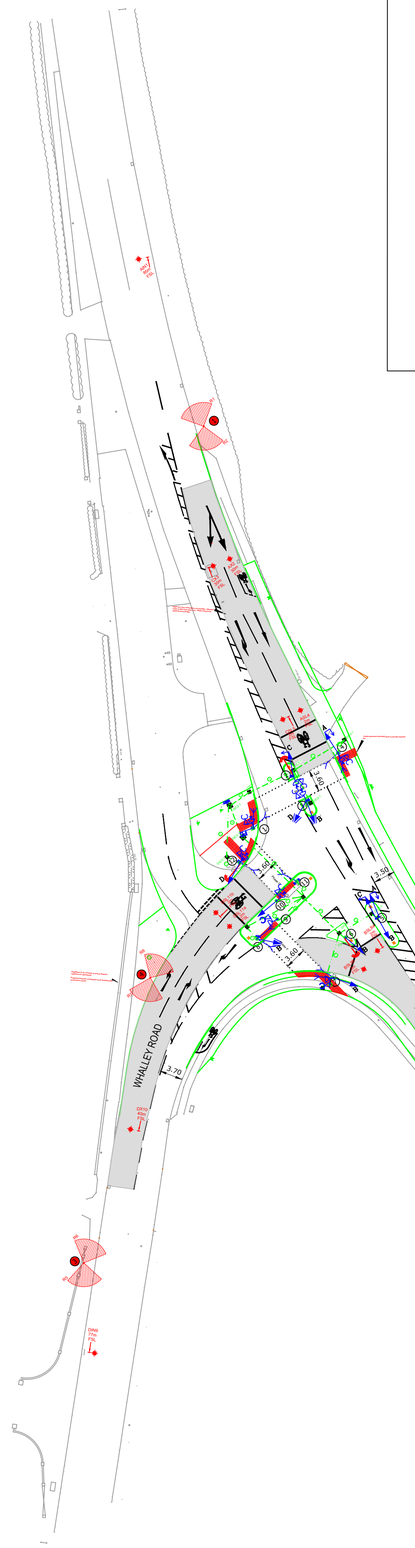
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.6%**	**0**	**0**	**0**	**15.4**	**-**	**-**
A671 / Whalley Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.6%**	**0**	**0**	**0**	**15.4**	**-**	**-**
1/1+1/2	A671 N Ahead Ahead2	U	A C		1	60:12	-	675	1940:1811	567+271	80.6 : 80.6%	-	-	-	4.8	25.8	7.1
2/2+2/1	A671S Ahead U-Turn	U	B		1	41	-	729	1925:1752	815+110	78.8 : 78.8%	-	-	-	5.6	27.6	16.1
3/1+3/2	Whalley Road U-Turn Ahead	U	D		1	15	-	339	1817:1735	328+98	79.5 : 79.5%	-	-	-	5.0	52.8	7.8
Ped Link: P1	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-	E		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-	G		1	59	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	F		0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 PRC for Signalled Lanes (%): 11.7 Total Delay for Signalled Lanes (pcuHr): 15.40 Cycle Time (s): 87

PRC Over All Lanes (%): 11.7 Total Delay Over All Lanes(pcuHr): 15.40

APPENDIX L A671 / Whalley Road – Signal Specifications



Legend

Signals Equipment

■	Traffic signals controller cabinet
E ☐	Electrical service box / mains electricity feeder pillar for dedicated mains electrical supply to traffic signals only
●	Traffic signals pole Standard length signals pole, 4m long
→	3-aspect R/A/G signals head - primary hoods
	Toucan RM/GM near-side indicator and push button demand unit (combined)
	Pedestrian push button demand unit
✳	Pedestrian tactile rotating cone
	Pedestrian on-crossing detector
	Pedestrian kerb-side detector
PE	Photo-electric cell (solar cell)
①	Traffic signals pole reference No.

Other Equipment

DIC2 ☒	Traffic signals cable drawpit Type 2 600mm x 600mm clear opening
DIC3 ☒	Traffic signals cable drawpit Type 3 450mm x 450mm clear opening
PJB1 ☒	Traffic signals pavement jointing box 450mm x 300mm clear opening
①	Traffic signals duct 100mm Dia, orange in colour, non-ribbed
◉	Traffic signals pole foundation / retention socket "NAL" Type or equivalent
	Vehicle magnetometer detector
▨	Anti-skid surface dressing
▦	Tactile paving (400mm x 400mm slabs)
	Access point for magnetometer
	Magnetometer repeater

GENERAL NOTES

1, This drawing shall be read in conjunction with L.C.C. Special Details Nos. LL1 - LL40 inclusive and L.C.C. Special Detail No. IL1.

2, All equipment including traffic signals, street furniture, ducts and drawpits shall be of a type approved by the Engineer.

3, The precise location of all traffic signals equipment shall be confirmed on site by the Engineer's traffic signals representative.

4, If any traffic signal pole, or any other item of traffic signals equipment or street furniture, cannot be sited in the specified location, for whatever reason, the contractor shall determine a suitable alternative location. The Contractor shall provide full details to the Engineer's traffic signals representative and either obtain his agreement to the alternative location or receive instruction on action to be taken.

5, Traffic signals poles (supplied) shall be erected in accordance with L.C.C. Special Details Nos. LL1, LL2 and LL3 and at a planting depth of 600mm below finished footway surface level. Any pole which cannot be installed at this depth, for whatever reason, must be cut accordingly and fitted with a metal plate at the pole base. The Contractor shall provide full details to the Engineer's traffic signals representative and either obtain his agreement or receive his instruction on action to be taken.

6, The Contractor shall supply and install the new traffic signals duct and drawpit infrastructure, including cable drawpits and signals pole retention sockets, in accordance with L.C.C. Special Details Nos. LL20-LL26 inclusive.

7, The Contractor shall supply and install all new traffic signals ducts in accordance with L.C.C. Special Detail No. IL 1.

8, All new traffic signals ducts are to be single 100mm Dia. non-ribbed except where stated otherwise.

9, Traffic signals controllers are to be built and configured in accordance with DfT Specification TR 2500 A.

10, The Contractor is to strip out all redundant traffic signals cabling and remove from site.

11, The Contractor shall supply and install all new traffic signals cables, including:
    New LV and ELV signals cables
    New detector feeder cables
    and
    New detector loop cables

12, All ELV traffic signals cables are to have Min 1.5mm^2 CSA conductors.

13, The Contractor's traffic signals installer must be capable of installing and commissioning pedestrian kerb-side detection and pedestrian on-crossing detection.

14, The mains electrical supply to the traffic signals feeder pillar shall be classed as 'Network Cabling'. All other cabling from the feeder pillar to the controller cabinet, and from the controller cabinet to the traffic signals equipment shall not be classed as 'Network Cabling'.

15, The Contractor shall securely cover all signals heads and push button units with orange Polyethylene covers marked LCC. These covers are to remain fitted until the commissioning and switch-on of the traffic signals installation.

16, The Contractor shall provide and erect temporary warning signs to Diagram No. 7014 reading "New Traffic Signals Ahead" as directed by the Engineer. These signs are to be fixed to suitable lighting columns as directed by the Engineer and the Contractor is to remove them to stores 90 days after the commissioning and switch on of the new traffic signals installation.

Sign to Diagram No. 7014

17, The Contractor shall strictly comply with the requirements of Chapter 8 (2009) of the Traffic Signs Manual. It is essential that all temporary traffic and/or pedestrian management proposals are pre-planned and submitted to the Engineer in sufficient time to enable any consultations which may be necessary with the police and any other interested parties. The Contractor shall ensure that all traffic and/or pedestrian management equipment is fully maintained to the specified standards at all times as required by the works and agreed with the Engineer.

18, All stop lines are to be 300mm wide.

19, This drawing shall be read in conjunction with the related Appendix 12/5 and LCC's General Specification for Traffic Signals.

SITE SPECIFIC NOTES

1, An ELV photo-electric solar switch shall be installed on signals pole No. 1

2, Areas of anti-skid surface dressing are to extend too and terminate at the line of road studs at pedestrian crossing points and NOT at the vehicle stop line.

3, The magnetometer positions shown are currently indicative

4, Toucan RM/GM near-side indicator and push button demand unit (combined) to be Narrow Field Of View (NFOV).

No.	DATE	AMENDMENT DETAILS	CHECKED BY	DRAWN BY

REVISIONS

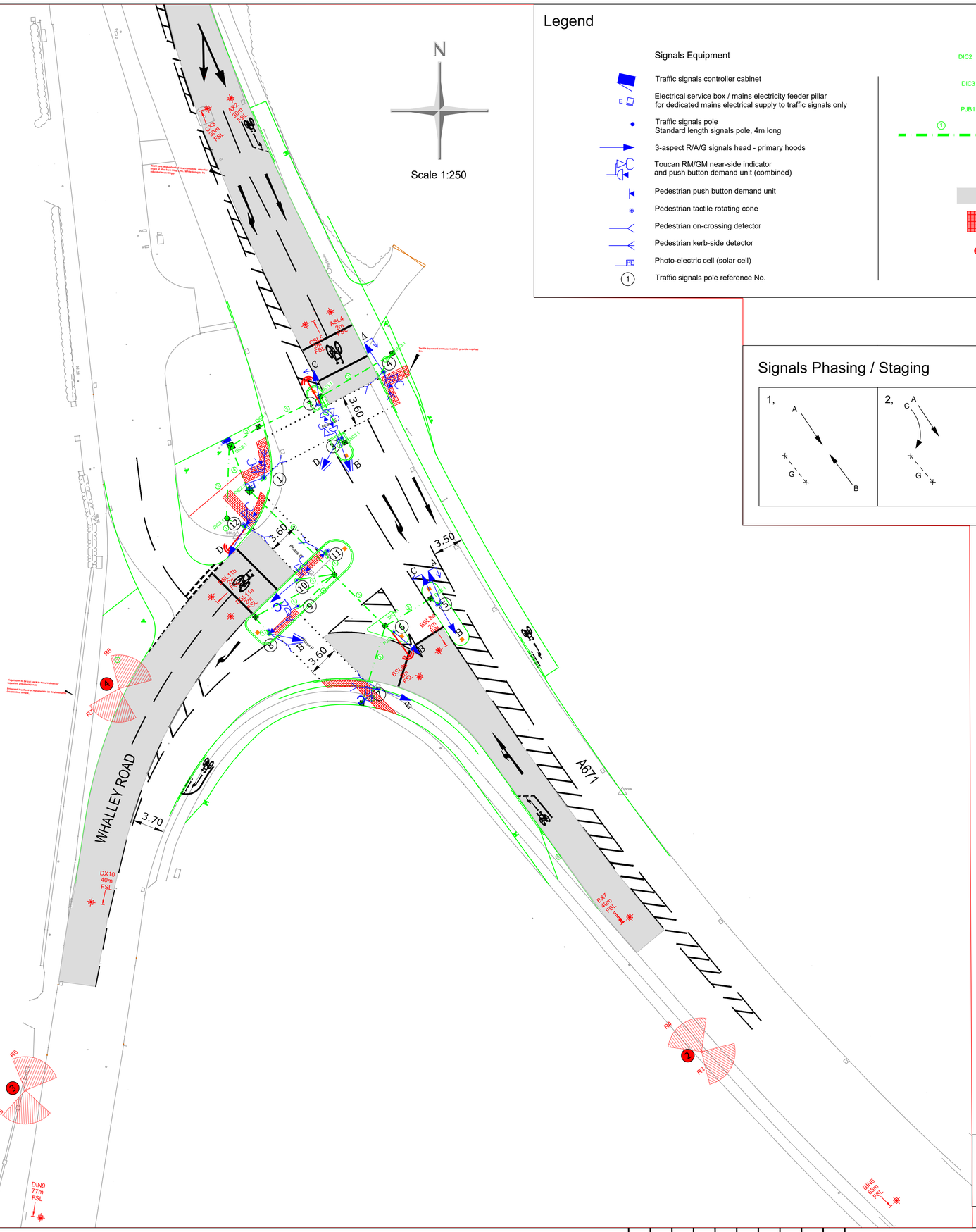
Lancashire County Council

Community Services

Network Control - Traffic Systems

PROJECT TITLE BARROW RESIDENTIAL DEVELOPMENT	
DRAWING TITLE WHALLEY ROAD PROPOSED SIGNALISED JUNCTION S278 WHALLEY ROAD A671 JUNCTION SIGNALS	
DRAWN BY MAA	**PROJECT No.** 7079
CHECKED BY ARN	**DRAWING No.** 7079_1200_002 REV C
DATE APRIL 2018	
SCALE 500:1 @ A1	**SHEET No.** 2 OF 2
CLIENT No. THE BARROW LANDS COMPANY	

FILE REF



Legend

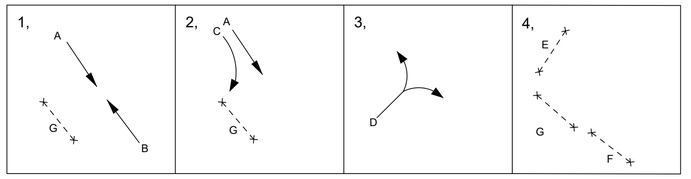
Signals Equipment

- Traffic signals controller cabinet
- Electrical service box / mains electricity feeder pillar for dedicated mains electrical supply to traffic signals only
- Traffic signals pole Standard length signals pole, 4m long
- 3-aspect R/A/G signals head - primary hoods
- Toucan RM/GM near-side indicator and push button demand unit (combined)
- Pedestrian push button demand unit
- Pedestrian tactile rotating cone
- Pedestrian on-crossing detector
- Pedestrian kerb-side detector
- Photo-electric cell (solar cell)
- (1) Traffic signals pole reference No.

Other Equipment

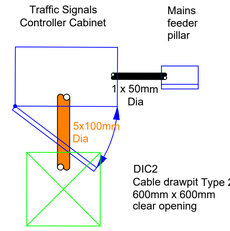
- DIC2 — Traffic signals cable drawpit Type 2 600mm x 600mm clear opening
- DIC3 — Traffic signals cable drawpit Type 3 450mm x 450mm clear opening
- PJB1 — Traffic signals pavement jointing box 450mm x 300mm clear opening
- (1) — Traffic signals duct 100mm Dia, orange in colour, non-ribbed
- Traffic signals pole foundation / retention socket "NAL" Type or equivalent
- Vehicle magnetometer detector
- Anti-skid surface dressing
- Tactile paving (400mm x 400mm slabs)
- Access point for magnetometer
- Magnetometer repeater

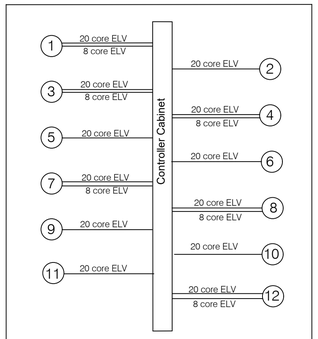
Signals Phasing / Staging



Controller Detail

(n.t.s)





Signals Cabling Schematic

GENERAL NOTES

1, This drawing shall be read in conjunction with L.C.C. Special Details Nos. LL1 - LL40 inclusive and L.C.C. Special Detail No. IL1.

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7, The Contractor shall supply and install all new traffic signals ducts in accordance with L.C.C. Special Detail No. IL 1.

8, All new traffic signals ducts are to be single 100mm Dia. non-ribbed except where stated otherwise.

9, Traffic signals controllers are to be built and configured in accordance with DfT Specification TR 2500 A.

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New detector feeder cables
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16, The Contractor shall provide and erect temporary warning signs to Diagram No. 7014 reading "New Traffic Signals Ahead" as directed by the Engineer. These signs are to be fixed to suitable lighting columns as directed by the Engineer and the Contractor is to remove them to stores 90 days after the commissioning and switch on of the new traffic signals installation.

NEW TRAFFIC SIGNALS AHEAD

Sign to Diagram No. 7014

17, The Contractor shall strictly comply with the requirements of Chapter 8 (2009) of the Traffic Signs Manual. It is essential that all temporary traffic and/or pedestrian management proposals are pre-planned and submitted to the Engineer in sufficient time to enable any consultations which may be necessary with the police and any other interested parties. The Contractor shall ensure that all traffic and/or pedestrian management equipment is fully maintained to the specified standards at all times as required by the works and agreed with the Engineer.

18, All stop lines are to be 300mm wide.

19, This drawing shall be read in conjunction with the related Appendix 12/5 and LCC's General Specification for Traffic Signals.

SITE SPECIFIC NOTES

1, An ELV photo-electric solar switch shall be installed on signals pole No. 1

2, Areas of anti-skid surface dressing are to extend to and terminate at the line of road studs at pedestrian crossing points and NOT at the vehicle stop line.

3, The magnetometer positions shown are currently indicative.

4, Toucan RM/GM near-side indicator and push button demand unit (combined) to be Near Field Of View (NFOV)

No.	DATE	AMENDMENT DETAILS	CHECKED BY	DRAWN BY

REVISIONS

Lancashire County Council

Community Services

Network Control - Traffic Systems

PROJECT TITLE
BARROW RESIDENTIAL DEVELOPMENT

DRAWING TITLE
WHALLEY ROAD PROPOSED SIGNALISED JUNCTION
S278 WHALLEY ROAD A671 JUNCTION SIGNALS

DRAWN BY MAA	**PROJECT No.** 7079
CHECKED BY ARN	**DRAWING No.** 7079_1200_001 REV D
DATE APRIL 2018	
SCALE 250:1 @ A1	**SHEET No.** 1 of 2
CLIENT No. THE BARROW LANDS COMPANY	

FILE REF

APPENDIX M King Street / Accrington Road Mini Roundabout – ARCADY Outputs

Junctions 9

ARCADY 9 - Roundabout Module

Filename: King Street_Accrington Road.j9
Path: C:\Users\Windows\mode Dropbox\Project\Manchester\2. Projects\J328482_Clitheroe Road, Whalley\4. Data\6. Junction Capacity Assessments\Junctions
Report generation date: 18/02/2025 15:43:59

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 Base											
Arm 1	D1	48.4	314.17	1.17	F	-24 % [Arm 1]	D2	23.5	151.56	1.05	F	-17 % [Arm 1]
Arm 2		1.7	11.43	0.63	B			1.7	11.28	0.63	B	
Arm 3		12.0	65.44	0.96	F			6.3	36.79	0.88	E	
	2030 Base + Comm											
Arm 1	D3	77.9	568.54	1.27	F	-29 % [Arm 1]	D4	42.5	256.72	1.14	F	-22 % [Arm 1]
Arm 2		2.0	12.81	0.68	B			2.2	13.29	0.69	B	
Arm 3		30.0	136.24	1.05	F			11.7	63.94	0.95	F	
	2030 Base + Comm + Dev											
Arm 1	D5	83.5	612.91	1.29	F	-30 % [Arm 1]	D6	44.1	272.53	1.15	F	-23 % [Arm 1]
Arm 2		2.1	13.01	0.68	B			2.3	13.90	0.71	B	
Arm 3		36.1	158.36	1.07	F			12.8	68.74	0.96	F	

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	18/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-P980MS0\Windows
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2030 Base + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Base + Comm	PM	ONE HOUR	15:45	17:15	15	✓
D5	2030 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Base + Comm + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	127.05	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-24	Arm 1

Arms

Arms

Arm	Name	Description
1	Accrington Road	
2	King Street S	
3	King Street N	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.01	3.01	3.80	1.0	14.14	9.55	0.0	
2	3.58	3.58	5.38	1.0	20.00	17.32	0.0	
3	3.14	3.14	3.34	4.0	12.01	14.96	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.601	692
2	0.702	1088
3	0.626	871

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	515	100.000
2		ONE HOUR	✓	494	100.000
3		ONE HOUR	✓	637	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	166	348
	2	191	6	297
	3	325	312	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1.17	314.17	48.4	F	473	709
2	0.63	11.43	1.7	B	453	680
3	0.96	65.44	12.0	F	585	877

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388	97	236	550	0.705	379	385	0.0	2.2	20.149	C
2	372	93	257	908	0.410	369	358	0.0	0.7	6.654	A
3	480	120	148	778	0.616	473	478	0.0	1.6	11.597	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	463	116	283	522	0.888	449	462	2.2	5.6	43.340	E
2	444	111	305	874	0.508	443	428	0.7	1.0	8.322	A
3	573	143	177	759	0.754	567	570	1.6	2.8	18.255	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	567	142	337	489	1.159	480	554	5.6	27.2	143.227	F
2	544	136	326	859	0.633	541	492	1.0	1.7	11.226	B
3	701	175	217	735	0.954	674	650	2.8	9.6	46.118	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	567	142	345	484	1.171	482	564	27.2	48.4	294.629	F
2	544	136	327	858	0.634	544	501	1.7	1.7	11.433	B
3	701	175	218	734	0.955	692	653	9.6	12.0	65.440	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	463	116	303	510	0.908	499	483	48.4	39.2	314.168	F
2	444	111	338	850	0.522	446	464	1.7	1.1	8.966	A
3	573	143	179	759	0.755	607	606	12.0	3.4	27.972	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	388	97	243	546	0.710	530	393	39.2	3.7	154.224	F
2	372	93	359	836	0.445	373	414	1.1	0.8	7.800	A
3	480	120	150	777	0.617	486	582	3.4	1.7	12.666	B

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	64.47	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-17	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	495	100.000
2		ONE HOUR	✓	502	100.000
3		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	196	299
	2	183	2	317
	3	335	258	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1.05	151.56	23.5	F	454	681
2	0.63	11.28	1.7	B	461	691
3	0.88	36.79	6.3	E	544	816

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	373	93	193	576	0.648	366	386	0.0	1.7	16.655	C
2	378	94	221	933	0.405	375	338	0.0	0.7	6.427	A
3	446	112	138	784	0.569	441	458	0.0	1.3	10.357	B

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	445	111	232	552	0.806	438	463	1.7	3.6	29.596	D
2	451	113	264	902	0.500	450	405	0.7	1.0	7.939	A
3	533	133	166	767	0.695	530	549	1.3	2.2	14.949	B

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	545	136	280	523	1.041	499	562	3.6	15.0	86.075	F
2	553	138	302	876	0.631	550	478	1.0	1.7	10.948	B
3	653	163	203	744	0.878	639	649	2.2	5.6	30.905	D

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	545	136	285	520	1.047	511	569	15.0	23.5	151.562	F
2	553	138	309	871	0.634	553	488	1.7	1.7	11.285	B
3	653	163	204	743	0.879	650	658	5.6	6.3	36.792	E

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	445	111	240	547	0.813	515	475	23.5	5.9	105.160	F
2	451	113	311	869	0.519	454	444	1.7	1.1	8.712	A
3	533	133	167	766	0.696	548	598	6.3	2.4	17.585	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	373	93	198	573	0.650	389	393	5.9	2.0	20.967	C
2	378	94	235	923	0.409	380	351	1.1	0.7	6.644	A
3	446	112	140	783	0.570	451	474	2.4	1.4	10.965	B

2030 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	232.42	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-29	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Base + Comm	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	544	100.000
2		ONE HOUR	✓	530	100.000
3		ONE HOUR	✓	691	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	175	368
	2	202	6	322
	3	343	348	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1.27	568.54	77.9	F	499	749
2	0.68	12.81	2.0	B	486	730
3	1.05	136.24	30.0	F	634	951

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	410	102	263	534	0.767	398	406	0.0	2.9	24.691	C
2	399	100	270	898	0.444	396	391	0.0	0.8	7.121	A
3	520	130	156	773	0.673	512	510	0.0	2.0	13.446	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	489	122	314	503	0.972	463	486	2.9	9.4	65.146	F
2	476	119	314	867	0.549	475	463	0.8	1.2	9.133	A
3	621	155	187	753	0.825	613	602	2.0	4.1	24.175	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	599	150	360	476	1.259	472	570	9.4	41.1	211.999	F
2	584	146	320	863	0.676	580	512	1.2	2.0	12.584	B
3	761	190	229	727	1.046	701	672	4.1	19.0	75.428	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	599	150	368	471	1.272	470	579	41.1	73.3	451.821	F
2	584	146	319	864	0.675	583	519	2.0	2.0	12.813	B
3	761	190	230	727	1.047	717	673	19.0	30.0	136.241	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	489	122	366	472	1.036	471	539	73.3	77.9	568.544	F
2	476	119	319	864	0.552	480	517	2.0	1.3	9.446	A
3	621	155	189	752	0.826	715	610	30.0	6.4	93.014	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	410	102	275	527	0.778	520	420	77.9	50.3	446.412	F
2	399	100	353	840	0.475	400	442	1.3	0.9	8.209	A
3	520	130	158	772	0.674	537	595	6.4	2.2	16.345	C

2030 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	106.66	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-22	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Base + Comm	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	523	100.000
2		ONE HOUR	✓	549	100.000
3		ONE HOUR	✓	637	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	207	316
	2	193	2	354
	3	354	283	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1.14	256.72	42.5	F	480	720
2	0.69	13.29	2.2	B	504	756
3	0.95	63.94	11.7	F	585	877

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394	98	212	565	0.698	385	407	0.0	2.1	19.259	C
2	413	103	233	924	0.447	410	364	0.0	0.8	6.957	A
3	480	120	146	779	0.615	473	497	0.0	1.5	11.546	B

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	118	254	539	0.872	458	488	2.1	5.1	39.489	E
2	494	123	277	893	0.552	492	435	0.8	1.2	8.927	A
3	573	143	175	761	0.752	568	594	1.5	2.8	18.108	C

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	576	144	302	510	1.128	499	586	5.1	24.4	126.352	F
2	604	151	301	876	0.690	601	500	1.2	2.1	12.893	B
3	701	175	213	737	0.952	675	689	2.8	9.4	45.363	E

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	576	144	310	506	1.139	503	597	24.4	42.5	253.313	F
2	604	151	304	874	0.691	604	509	2.1	2.2	13.294	B
3	701	175	215	736	0.953	692	694	9.4	11.7	63.936	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	118	271	529	0.889	517	512	42.5	30.9	256.720	F
2	494	123	312	869	0.568	497	476	2.2	1.3	9.768	A
3	573	143	176	760	0.753	606	633	11.7	3.3	27.342	D

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394	98	218	561	0.702	506	416	30.9	2.8	99.555	F
2	413	103	306	873	0.473	415	418	1.3	0.9	7.890	A
3	480	120	147	778	0.616	486	573	3.3	1.7	12.591	B

2030 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	253.24	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-30	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	544	100.000
2		ONE HOUR	✓	536	100.000
3		ONE HOUR	✓	705	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	175	368
	2	202	6	328
	3	343	362	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1.29	612.91	83.5	F	499	749
2	0.68	13.01	2.1	B	492	738
3	1.07	158.36	36.1	F	647	970

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	410	102	273	528	0.776	397	406	0.0	3.0	25.635	D
2	404	101	270	899	0.449	400	401	0.0	0.8	7.179	A
3	531	133	156	773	0.687	522	514	0.0	2.1	13.950	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	489	122	326	496	0.986	460	485	3.0	10.3	70.007	F
2	482	120	312	869	0.555	480	474	0.8	1.2	9.225	A
3	634	158	187	753	0.841	624	605	2.1	4.5	26.003	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	599	150	369	470	1.274	467	565	10.3	43.3	225.400	F
2	590	148	317	866	0.682	587	519	1.2	2.1	12.758	B
3	776	194	229	727	1.067	706	675	4.5	22.1	83.986	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	599	150	376	466	1.286	465	574	43.3	76.7	479.253	F
2	590	148	316	866	0.681	590	526	2.1	2.1	13.007	B
3	776	194	230	727	1.068	720	676	22.1	36.1	158.357	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	489	122	381	463	1.057	462	540	76.7	83.5	612.906	F
2	482	120	313	868	0.555	485	530	2.1	1.3	9.482	A
3	634	158	189	752	0.843	732	609	36.1	11.6	124.049	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	410	102	296	514	0.797	508	430	83.5	59.0	506.952	F
2	404	101	344	846	0.477	405	459	1.3	0.9	8.188	A
3	531	133	158	772	0.688	568	591	11.6	2.3	20.519	C

2030 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	112.64	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-23	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Base + Comm + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	523	100.000
2		ONE HOUR	✓	561	100.000
3		ONE HOUR	✓	643	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	207	316
	2	193	2	366
	3	354	289	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1.15	272.53	44.1	F	480	720
2	0.71	13.90	2.3	B	515	772
3	0.96	68.74	12.8	F	590	885

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394	98	216	562	0.701	385	407	0.0	2.2	19.515	C
2	422	106	233	924	0.457	419	369	0.0	0.8	7.078	A
3	484	121	146	779	0.621	478	506	0.0	1.6	11.703	B

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	118	259	536	0.877	458	488	2.2	5.3	40.557	E
2	504	126	277	894	0.564	503	440	0.8	1.3	9.163	A
3	578	145	175	761	0.759	573	604	1.6	2.9	18.566	C

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	576	144	308	507	1.136	496	585	5.3	25.2	130.392	F
2	618	154	300	877	0.704	614	504	1.3	2.3	13.446	B
3	708	177	213	737	0.961	679	700	2.9	10.1	47.585	E

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	576	144	315	502	1.146	500	596	25.2	44.1	263.333	F
2	618	154	302	876	0.705	617	513	2.3	2.3	13.899	B
3	708	177	215	736	0.962	697	705	10.1	12.8	68.744	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	118	278	524	0.896	513	514	44.1	33.5	272.530	F
2	504	126	310	870	0.579	508	481	2.3	1.4	10.036	B
3	578	145	177	760	0.761	615	641	12.8	3.5	29.644	D

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394	98	222	558	0.705	516	416	33.5	3.0	114.974	F
2	422	106	312	869	0.486	424	426	1.4	1.0	8.124	A
3	484	121	147	778	0.622	491	588	3.5	1.7	12.831	B

APPENDIX N

Clitheroe Road / King Street / Station Road / Brooke's Lane Mini Roundabout – ARCADY Outputs

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Clitheroe Road_King Street_Station Road_Mini.j9
Path: C:\Users\Windows\mode Dropbox\Project\Manchester\2. Projects\J328482_Clitheroe Road, Whalley\4. Data\6. Junction Capacity Assessments\Junctions
Report generation date: 28/03/2025 10:15:53

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 Base											
Arm 1	D1	0.0	17.60	0.05	C	-24 % [Arm 4]	D2	0.0	16.63	0.04	C	-13 % [Arm 4]
Arm 2		3.8	20.79	0.80	C			3.8	21.22	0.80	C	
Arm 3		1.7	11.34	0.63	B			2.3	15.32	0.70	C	
Arm 4		47.3	314.51	1.18	F			11.2	99.19	0.97	F	
	2030 Base + Comm											
Arm 1	D3	0.0	18.13	0.05	C	-31 % [Arm 4]	D4	0.0	18.07	0.05	C	-21 % [Arm 4]
Arm 2		5.4	28.14	0.86	D			6.3	32.69	0.88	D	
Arm 3		2.2	13.82	0.69	B			3.5	22.08	0.79	C	
Arm 4		94.6	700.20	1.37	F			32.5	234.12	1.12	F	
	2030 Base + Comm + Dev											
Arm 1	D5	0.0	18.13	0.05	C	-33 % [Arm 4]	D6	0.0	18.10	0.05	C	-22 % [Arm 4]
Arm 2		5.6	29.02	0.86	D			7.1	36.39	0.89	E	
Arm 3		2.2	14.06	0.69	B			3.7	23.38	0.80	C	
Arm 4		107.4	781.02	1.40	F			35.5	251.68	1.13	F	

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	13/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-P980MS0\Windows
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2030 Base + Comm	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Base + Comm	PM	ONE HOUR	15:45	17:15	15	✓
D5	2030 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Base + Comm + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 69% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 68% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	106.07	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-24	Arm 4

Arms

Arms

Arm	Name	Description
1	Brooke's Lane	
2	King Street	
3	Station Road	
4	Clitheroe Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.24	2.24	3.32	1.3	19.55	5.34	0.0	
2	3.51	3.51	4.72	12.8	16.65	12.15	0.0	
3	4.78	2.82	5.22	4.9	17.82	16.91	0.0	
4	3.08	3.08	3.08	0.0	9.37	5.60	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.572	677
2	0.651	949
3	0.683	1032
4	0.593	665

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	9	100.000
2		ONE HOUR	✓	618	100.000
3		ONE HOUR	✓	487	100.000
4		ONE HOUR	✓	478	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	3	1	5
	2	2	6	387	223
	3	0	326	1	160
	4	4	320	151	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.05	17.60	0.0	C	8	12
2	0.80	20.79	3.8	C	567	851
3	0.63	11.34	1.7	B	447	670
4	1.18	314.51	47.3	F	439	658

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	597	335	0.020	7	4	0.0	0.0	10.966	B
2	465	116	118	872	0.533	461	486	0.0	1.1	8.657	A
3	367	92	178	911	0.403	364	401	0.0	0.7	6.555	A
4	360	90	250	517	0.696	351	292	0.0	2.1	20.820	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	712	269	0.030	8	5	0.0	0.0	13.780	B
2	556	139	141	858	0.648	553	579	1.1	1.8	11.701	B
3	438	109	214	886	0.494	437	480	0.7	1.0	7.984	A
4	430	107	300	487	0.882	417	350	2.1	5.3	44.571	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	801	219	0.045	10	6	0.0	0.0	17.244	C
2	680	170	149	852	0.798	673	661	1.8	3.6	19.334	C
3	536	134	260	855	0.627	534	563	1.0	1.6	11.111	B
4	526	132	367	448	1.176	440	426	5.3	27.0	153.469	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	808	214	0.046	10	6	0.0	0.0	17.601	C
2	680	170	151	851	0.800	680	667	3.6	3.8	20.790	C
3	536	134	262	853	0.629	536	568	1.6	1.7	11.344	B
4	526	132	369	447	1.178	445	430	27.0	47.3	311.481	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	773	234	0.035	8	6	0.0	0.0	15.909	C
2	556	139	160	846	0.657	563	621	3.8	2.0	13.031	B
3	438	109	218	884	0.496	440	504	1.7	1.0	8.173	A
4	430	107	303	486	0.885	476	355	47.3	35.9	314.506	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	738	254	0.027	7	6	0.0	0.0	14.554	B
2	465	116	163	843	0.552	468	582	2.0	1.3	9.679	A
3	367	92	182	908	0.404	368	450	1.0	0.7	6.681	A
4	360	90	253	515	0.698	491	297	35.9	3.1	143.829	F

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 73% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	39.15	E

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-13	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Base	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	9	100.000
2		ONE HOUR	✓	615	100.000
3		ONE HOUR	✓	504	100.000
4		ONE HOUR	✓	387	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	2	1	6
	2	4	6	299	306
	3	1	334	0	169
	4	2	241	142	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.04	16.63	0.0	C	8	12
2	0.80	21.22	3.8	C	564	847
3	0.70	15.32	2.3	C	462	694
4	0.97	99.19	11.2	F	355	533

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	539	368	0.018	7	5	0.0	0.0	9.948	A
2	463	116	112	877	0.528	459	434	0.0	1.1	8.526	A
3	379	95	242	867	0.438	376	329	0.0	0.8	7.289	A
4	291	73	258	513	0.568	286	360	0.0	1.3	15.588	C

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	646	307	0.026	8	6	0.0	0.0	12.046	B
2	553	138	134	862	0.641	550	520	1.1	1.7	11.450	B
3	453	113	290	834	0.543	451	394	0.8	1.2	9.365	A
4	348	87	309	482	0.722	343	432	1.3	2.4	25.178	D

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	771	235	0.042	10	8	0.0	0.0	15.957	C
2	677	169	157	847	0.799	670	624	1.7	3.6	19.483	C
3	555	139	353	791	0.701	551	474	1.2	2.2	14.696	B
4	426	107	377	442	0.964	402	526	2.4	8.4	66.563	F

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	787	226	0.044	10	8	0.0	0.0	16.634	C
2	677	169	162	844	0.802	676	635	3.6	3.8	21.223	C
3	555	139	356	789	0.703	555	482	2.2	2.3	15.317	C
4	426	107	380	440	0.968	415	531	8.4	11.2	99.193	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	687	283	0.029	8	7	0.0	0.0	13.088	B
2	553	138	148	853	0.648	561	548	3.8	1.9	12.612	B
3	453	113	295	830	0.546	457	413	2.3	1.2	9.755	A
4	348	87	313	480	0.725	381	440	11.2	3.0	44.268	E

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	553	360	0.019	7	5	0.0	0.0	10.190	B
2	463	116	116	874	0.530	466	444	1.9	1.1	8.894	A
3	379	95	246	865	0.439	381	337	1.2	0.8	7.475	A
4	291	73	261	511	0.571	298	366	3.0	1.4	17.367	C

2030 Base + Comm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 69% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	232.66	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-31	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Base + Comm	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	9	100.000
2		ONE HOUR	✓	661	100.000
3		ONE HOUR	✓	525	100.000
4		ONE HOUR	✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	3	1	5
	2	2	6	409	244
	3	0	345	1	179
	4	4	356	176	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.05	18.13	0.0	C	8	12
2	0.86	28.14	5.4	D	607	910
3	0.69	13.82	2.2	B	482	723
4	1.37	700.20	94.6	F	495	742

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	652	303	0.022	7	4	0.0	0.0	12.127	B
2	498	124	135	861	0.578	492	524	0.0	1.3	9.627	A
3	395	99	194	900	0.439	392	434	0.0	0.8	7.046	A
4	406	101	264	509	0.798	392	321	0.0	3.4	28.388	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	761	241	0.034	8	5	0.0	0.0	15.451	C
2	594	149	156	848	0.701	591	614	1.3	2.2	13.780	B
3	472	118	232	874	0.540	470	514	0.8	1.2	8.891	A
4	485	121	317	477	1.015	449	385	3.4	12.2	82.086	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	816	210	0.047	10	5	0.0	0.0	17.982	C
2	728	182	152	851	0.856	717	674	2.2	5.0	24.969	C
3	578	145	281	840	0.688	574	587	1.2	2.1	13.340	B
4	593	148	387	436	1.362	434	468	12.2	52.1	284.963	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	818	209	0.048	10	5	0.0	0.0	18.125	C
2	728	182	152	851	0.856	726	676	5.0	5.4	28.140	D
3	578	145	285	838	0.690	578	593	2.1	2.2	13.817	B
4	593	148	390	434	1.367	434	473	52.1	91.9	589.997	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	789	225	0.036	8	5	0.0	0.0	16.599	C
2	594	149	164	843	0.705	606	634	5.4	2.5	15.842	C
3	472	118	238	870	0.543	476	531	2.2	1.2	9.227	A
4	485	121	321	475	1.020	474	393	91.9	94.6	700.198	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	764	240	0.028	7	5	0.0	0.0	15.464	C
2	498	124	172	838	0.594	502	599	2.5	1.5	10.842	B
3	395	99	198	897	0.441	397	476	1.2	0.8	7.218	A
4	406	101	268	507	0.801	501	327	94.6	70.8	595.498	F

2030 Base + Comm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 73% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	81.84	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-21	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Base + Comm	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	9	100.000
2		ONE HOUR	✓	668	100.000
3		ONE HOUR	✓	547	100.000
4		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	2	1	6
	2	4	6	316	342
	3	1	353	0	193
	4	2	265	165	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.05	18.07	0.0	C	8	12
2	0.88	32.69	6.3	D	613	919
3	0.79	22.08	3.5	C	502	753
4	1.12	234.12	32.5	F	398	597

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	586	341	0.020	7	5	0.0	0.0	10.757	B
2	503	126	128	866	0.581	498	465	0.0	1.4	9.638	A
3	412	103	268	849	0.485	408	358	0.0	0.9	8.097	A
4	327	82	272	504	0.648	320	405	0.0	1.7	18.878	C

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	701	276	0.029	8	6	0.0	0.0	13.456	B
2	601	150	153	850	0.707	597	556	1.4	2.3	14.015	B
3	492	123	322	813	0.605	489	428	0.9	1.5	11.063	B
4	390	98	326	472	0.826	382	485	1.7	3.9	36.554	E

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	805	216	0.046	10	7	0.0	0.0	17.471	C
2	735	184	168	840	0.876	722	647	2.3	5.7	27.716	D
3	602	151	389	767	0.786	595	501	1.5	3.3	20.141	C
4	478	119	396	431	1.110	417	588	3.9	19.1	121.428	F

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	817	209	0.047	10	7	0.0	0.0	18.069	C
2	735	184	171	838	0.878	733	656	5.7	6.3	32.694	D
3	602	151	395	763	0.790	601	509	3.3	3.5	22.079	C
4	478	119	400	428	1.117	424	596	19.1	32.5	234.124	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	780	230	0.035	8	7	0.0	0.0	16.204	C
2	601	150	181	831	0.722	615	607	6.3	2.8	17.544	C
3	492	123	331	806	0.610	499	464	3.5	1.6	12.026	B
4	390	98	332	468	0.833	454	498	32.5	16.5	199.241	F

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	655	302	0.022	7	6	0.0	0.0	12.201	B
2	503	126	153	850	0.592	508	508	2.8	1.5	10.689	B
3	412	103	274	845	0.487	414	387	1.6	1.0	8.408	A
4	327	82	276	502	0.651	385	413	16.5	2.0	43.256	E

2030 Base + Comm + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 69% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	261.57	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-33	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Base + Comm + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	9	100.000
2		ONE HOUR	✓	667	100.000
3		ONE HOUR	✓	525	100.000
4		ONE HOUR	✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	3	1	5
	2	2	6	409	250
	3	0	345	1	179
	4	4	370	176	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.05	18.13	0.0	C	8	12
2	0.86	29.02	5.6	D	612	918
3	0.69	14.06	2.2	B	482	723
4	1.40	781.02	107.4	F	507	761

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	661	298	0.023	7	4	0.0	0.0	12.343	B
2	502	126	135	861	0.583	497	533	0.0	1.4	9.732	A
3	395	99	198	897	0.441	392	434	0.0	0.8	7.089	A
4	416	104	264	509	0.819	401	326	0.0	3.7	30.372	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	767	238	0.034	8	5	0.0	0.0	15.661	C
2	600	150	153	849	0.706	596	621	1.4	2.3	13.987	B
3	472	118	237	870	0.542	470	512	0.8	1.2	8.978	A
4	497	124	317	477	1.042	455	391	3.7	14.3	92.348	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	816	210	0.047	10	5	0.0	0.0	18.012	C
2	734	184	148	853	0.861	723	678	2.3	5.2	25.587	D
3	578	145	287	836	0.691	574	584	1.2	2.1	13.545	B
4	609	152	387	436	1.397	434	474	14.3	58.0	317.540	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	818	208	0.048	10	5	0.0	0.0	18.133	C
2	734	184	148	853	0.861	733	680	5.2	5.6	29.015	D
3	578	145	291	833	0.694	578	590	2.1	2.2	14.056	B
4	609	152	390	434	1.402	434	479	58.0	101.7	650.464	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	790	225	0.036	8	5	0.0	0.0	16.632	C
2	600	150	160	845	0.709	612	638	5.6	2.6	16.125	C
3	472	118	244	866	0.545	476	528	2.2	1.2	9.322	A
4	497	124	321	475	1.047	474	399	101.7	107.4	781.021	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	764	239	0.028	7	5	0.0	0.0	15.491	C
2	502	126	168	840	0.598	506	603	2.6	1.5	10.913	B
3	395	99	202	894	0.442	397	472	1.2	0.8	7.264	A
4	416	104	268	507	0.822	502	332	107.4	86.0	694.647	F

2030 Base + Comm + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 73% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		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.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	88.54	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-22	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Base + Comm + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	9	100.000
2		ONE HOUR	✓	681	100.000
3		ONE HOUR	✓	547	100.000
4		ONE HOUR	✓	440	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	2	1	6
	2	4	6	316	355
	3	1	353	0	193
	4	2	271	165	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.05	18.10	0.0	C	8	12
2	0.89	36.39	7.1	E	625	937
3	0.80	23.38	3.7	C	502	753
4	1.13	251.68	35.5	F	404	606

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	590	339	0.020	7	5	0.0	0.0	10.835	B
2	513	128	128	866	0.592	507	469	0.0	1.4	9.884	A
3	412	103	278	843	0.489	408	358	0.0	0.9	8.216	A
4	331	83	272	504	0.657	324	414	0.0	1.8	19.287	C

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	706	273	0.030	8	6	0.0	0.0	13.591	B
2	612	153	153	850	0.720	608	561	1.4	2.4	14.633	B
3	492	123	333	805	0.611	489	428	0.9	1.5	11.329	B
4	396	99	326	472	0.838	386	497	1.8	4.1	38.172	E

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	807	215	0.046	10	7	0.0	0.0	17.537	C
2	750	187	167	841	0.892	734	650	2.4	6.3	30.045	D
3	602	151	402	758	0.795	594	499	1.5	3.5	21.090	C
4	484	121	395	431	1.125	419	601	4.1	20.6	128.394	F

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	10	2	818	209	0.047	10	7	0.0	0.0	18.102	C
2	750	187	169	839	0.893	747	659	6.3	7.1	36.393	E
3	602	151	409	753	0.800	601	507	3.5	3.7	23.378	C
4	484	121	400	428	1.132	425	610	20.6	35.5	251.680	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	8	2	781	230	0.035	8	7	0.0	0.0	16.259	C
2	612	153	179	833	0.735	629	610	7.1	3.0	18.869	C
3	492	123	344	797	0.617	500	463	3.7	1.7	12.441	B
4	396	99	333	468	0.845	455	512	35.5	20.6	225.086	F

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	7	2	675	290	0.023	7	6	0.0	0.0	12.703	B
2	513	128	159	846	0.606	518	523	3.0	1.6	11.161	B
3	412	103	284	838	0.491	415	393	1.7	1.0	8.550	A
4	331	83	276	502	0.660	405	423	20.6	2.1	57.814	F

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