

Proposed Residential Development  
Land at Causeway Farm, Longsight Road  
Mellor

November 2025

# TRANSPORT ASSESSMENT

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# REPORT

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**CLIENT:** Sander Douglas

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# CONTENTS

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<b>1</b>	<b>INTRODUCTION .....</b>	<b>3</b>
<b>1.1</b>	<b>Preamble .....</b>	<b>3</b>
<b>1.2</b>	<b>Scope of Report.....</b>	<b>3</b>
<b>1.3</b>	<b>Structure of Report.....</b>	<b>4</b>
<b>2.3</b>	<b>Public Rights of Way (PRoW).....</b>	<b>6</b>
<b>3</b>	<b>DEVELOPMENT PROPOSALS.....</b>	<b>7</b>
<b>3.1</b>	<b>Introduction.....</b>	<b>7</b>
<b>3.2</b>	<b>Proposed Development .....</b>	<b>7</b>
<b>3.3</b>	<b>Vehicular Access .....</b>	<b>7</b>
<b>3.4</b>	<b>Servicing .....</b>	<b>8</b>
<b>3.5</b>	<b>Construction Access.....</b>	<b>8</b>
<b>4</b>	<b>ACCESSIBILITY BY NON CAR MODES .....</b>	<b>9</b>
<b>4.1</b>	<b>Introduction.....</b>	<b>9</b>
<b>4.2</b>	<b>Accessibility by Cycle.....</b>	<b>15</b>
<b>4.3</b>	<b>Accessibility by Bus.....</b>	<b>16</b>
<b>4.4</b>	<b>Accessibility by Rail.....</b>	<b>18</b>
<b>4.5</b>	<b>Non-Car Access Summary .....</b>	<b>18</b>
<b>5</b>	<b>TRAFFIC IMPACT ANALYSIS .....</b>	<b>20</b>
<b>5.1</b>	<b>Introduction.....</b>	<b>20</b>
<b>5.2</b>	<b>Assessment Criteria.....</b>	<b>20</b>
<b>5.3</b>	<b>Traffic Survey Data.....</b>	<b>20</b>
<b>5.4</b>	<b>Growthed Traffic Flows.....</b>	<b>21</b>
<b>5.7</b>	<b>Trip Distribution.....</b>	<b>21</b>
<b>5.8</b>	<b>Proposed Development .....</b>	<b>22</b>

<b>5.9</b>	<b>With Development Flows</b> .....	<b>23</b>
<b>5.11</b>	<b>Traffic Impact Summary</b> .....	<b>26</b>
<b>6</b>	<b>ACCIDENT ANALYSIS</b> .....	<b>28</b>
<b>7</b>	<b>PROMOTING SMARTER CHOICES VIA TRAVEL PLANS</b> .....	<b>30</b>
<b>7.1</b>	<b>Introduction</b> .....	<b>30</b>
<b>7.2</b>	<b>Travel Planning Guidance</b> .....	<b>30</b>
<b>7.3</b>	<b>Residents Travel Pack</b> .....	<b>31</b>
<b>8</b>	<b>CONCLUSIONS</b> .....	<b>33</b>

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**FIGURES**            1 to 10

**PLANS**

<b>Plan 1</b>	<b>Site Location</b>
<b>Plan 2</b>	<b>Proposed Site Layout</b>
<b>Plan 3</b>	<b>Proposed Site Access</b>
<b>Plan 4</b>	<b>Pedestrian Catchments</b>

**APPENDICES**

<b>Appendix 1</b>	<b>Traffic Survey Data</b>
<b>Appendix 2</b>	<b>ATC Data</b>
<b>Appendix 3</b>	<b>TRICS Output</b>
<b>Appendix 4</b>	<b>PICADY Output for A59/Site Access</b>
<b>Appendix 4</b>	<b>ARCADY Output for A59/Longsight Road/Myerscough Smithy Road/Daniel Thwaites Road</b>
<b>Appendix 6</b>	<b>LINSIG Output for A59 Longsight Road/B6245 Ribchester Road</b>
<b>Appendix 7</b>	<b>Personal Injury Accident Data</b>
<b>Appendix 8</b>	<b>Framework Travel Plan</b>

# 1 INTRODUCTION

## 1.1 Preamble

1.1.1 Eddisons have been instructed by Sander Douglas to advise on the traffic and transportation issues relating to proposals to develop a site on land at Causeway Farm, Longsight Road, Mellor for Residential purposes.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the forthcoming planning application.

1.1.3 The Local Highway Authority (LHA) responsible for the Mellor area is Lancashire County Council (LCC), while the Local Planning Authority (LPA) is Ribble Valley Borough Council (RVBC).

1.1.4 The proposal relates to an outline application for the development of land at Causeway Farm off Longsight Road in Mellor to provide up to 85 residential units. Requesting consideration of access with all other matters reserved.

## 1.2 Scope of Report

1.2.1 This Transport Assessment (TA) has been prepared to consider the development in transport and highways terms in order to provide the local highway authority with the necessary reassurance that the proposals can be accommodated by the local transport network.

1.2.2 The scope of this Transport Assessment conforms to the guidance provided in the Department for Levelling Up, Housing & Communities Planning Practice Guidance 'Transport Evidence Bases in Plan Making and Decision Taking'.

1.2.3 The guidance covers the following matters;

- Reducing the need to travel, especially by car – ensure at the outset that thought is given to reducing the need to travel; consider the types of uses (or mix of uses) and the scale of development in order to promote multipurpose or linked trips;

- Sustainable accessibility – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour;
- Dealing with residual trips – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that suitable measures are proposed to manage these impacts; and
- Mitigation measures – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions.

## **1.3 Structure of Report**

- 1.3.1** Following this introduction, Section 2 will provide a description of the existing site, while Section 3 will detail the development proposals, including access.
- 1.3.2** Section 4 will consider the accessibility of the site by non-car modes, including walking, cycling and public transport.
- 1.3.3** Section 5 will consider the trip generation and the potential traffic impact of the proposals on the local highway network.
- 1.3.4** A review of road safety and personal injury accidents in the vicinity of the site over the last 3 years will be detailed in Section 6.
- 1.3.5** The Travel Plan to be implemented at the development will be discussed in Section 7 and Section 8 will draw together the Report's findings and conclusions.

## 2 EXISTING CONDITIONS

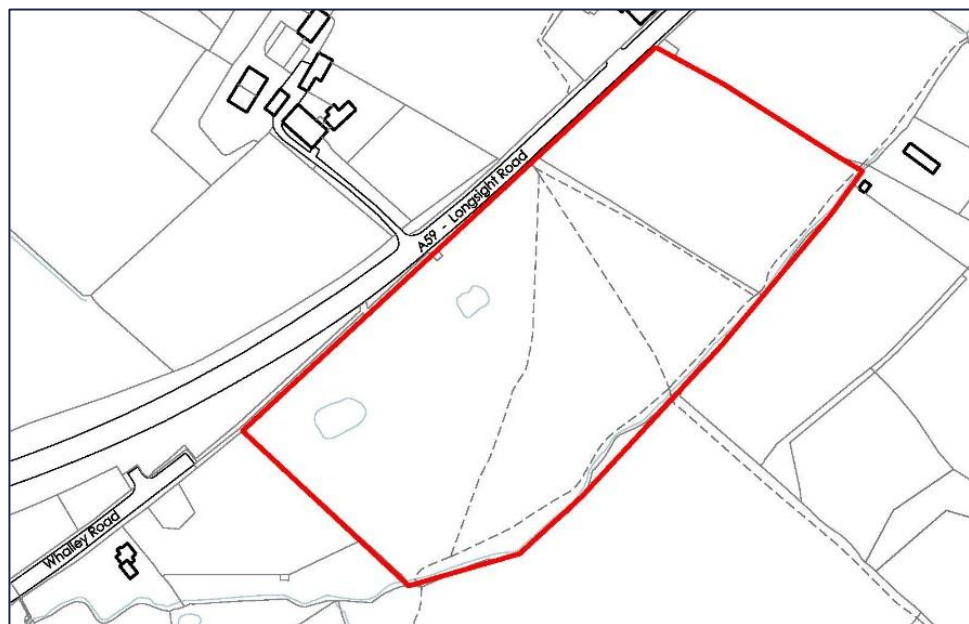
### 2.1 Introduction

2.1.1 This section will detail the existing site and surroundings and provide details about the existing highway network.

### 2.2 Existing Site

2.2.1 The application site extends to approximately 4.175 hectares (10.32 acres). Vehicular access is currently provided from the A59 Longsight Road on the north-west boundary of the site.

2.2.2 The location of the site in relation to the surrounding local area is shown in **Plan 1**, whilst the approximate red line boundary is shown in **Figure 2.1** below.



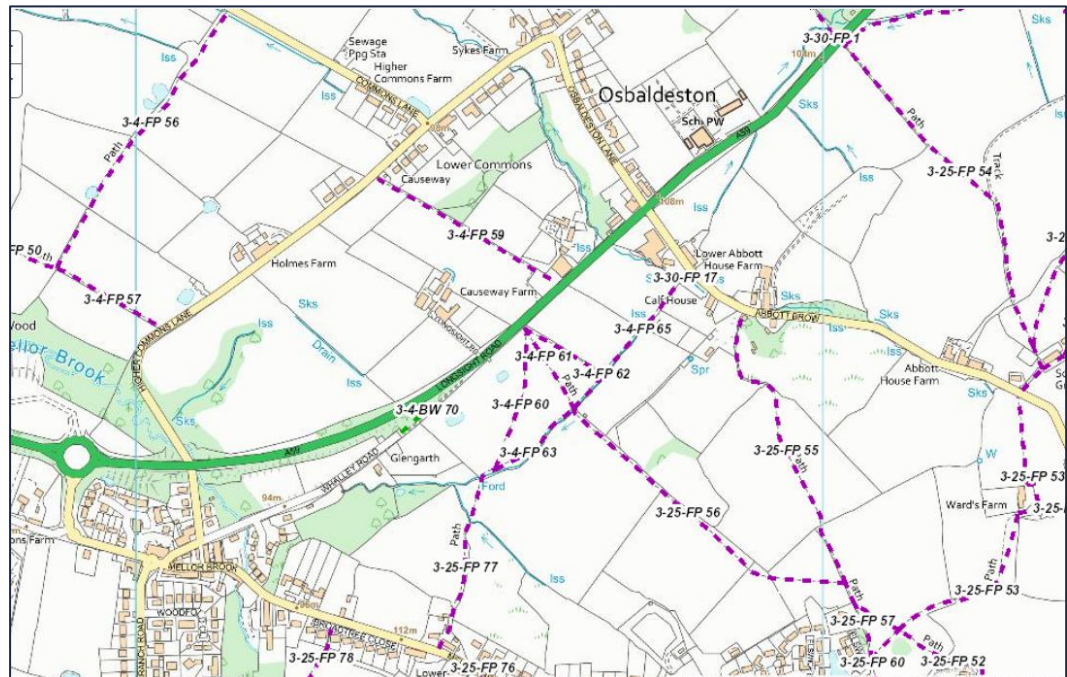
**Figure 2.1 - Approximate Red Line Boundary**

2.2.3 The site is bound by the A59 Longsight Road to the west, whilst undeveloped land surrounds the site on all other sides.

2.2.4 The site lies in the area of Mellor, approximately 4.5 kilometres to the north-west of Blackburn town centre.

## 2.3 Public Rights of Way (PRoW)

2.3.1 There are numerous Public Rights of Way (PRoW's) in the area surrounding the site, as illustrated in **Figure 2.2** below.



**Figure 2.2 - Public Rights of Way in the Area**

2.3.2 As can be seen above, various Public Rights of Way (PRoW) routes run across the site from Rambler's Gate on the north-west boundary (adjacent to the A59) and meet another route that runs along the south-east boundary (adjacent to the brook).

## **3 DEVELOPMENT PROPOSALS**

### **3.1 Introduction**

3.1.1 The following paragraphs will describe the development proposals and report on proposed access arrangements and servicing.

### **3.2 Proposed Development**

3.2.1 The applicant is seeking outline planning permission, with all matters reserved, apart from access to develop the site for residential purposes, comprising of up to 85 residential units, with associated car parking.

3.2.2 An illustrative Masterplan for the site is provided at **Plan 2**.

3.2.3 Car parking across the site, whilst not being considered as part of this application, will comply with the Councils' current car parking standards, as set out the Joint Lancashire Structure Plan - Access and Parking.

### **3.3 Vehicular Access**

3.3.1 Vehicular access is proposed via a new priority-controlled junction directly off the A59 Longsight Road.

3.3.2 The proposed site access on Longsight Road is shown in **Plan 3**.

3.3.3 The design and criteria of the proposed site access junction conforms to current guidance for priority-controlled junctions (DMRB. CD 123 - Geometric design of at-grade priority and signal-controlled junctions).

3.3.4 The site access will have a carriageway width of approximately 5.5 metres, with footways of 2 metres which will continue through the site.

3.3.5 As shown on the plan, visibility splays of 2.4 metres by 131 metres can be achieved which is over and above the 30 mph design speed requirements outlined in Manual for Streets.

**3.3.6** All of the land required for the vehicular access is on land controlled by the Applicant or on currently adopted highway.

**3.3.7** The access into the application site will be constructed to current adoptable standards to ensure that the access to the site is suitable and appropriate to serve the proposed development.

### **3.4 Servicing**

**3.4.1** The internal access road will be designed to accommodate waste and delivery vehicles so that they can enter the site, turn around and exit in a forward gear.

**3.4.2** This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.

### **3.5 Construction Access**

**3.5.1** It is likely that a Construction Management Plan will be the subject of a formal planning condition that will be appended to any planning consent at the site.

**3.5.2** Such a document could include the following elements:

- Size of HGV to be used in the construction period.
- Timing of deliveries during construction, to avoid peak periods for example.
- Control noise to specified levels and duration.
- Procedures related to dust suppression measures.
- Routing of HGVs to and from the site.

**3.5.3** The details will need to be agreed with LCC, but it is likely that access to the site during the construction period will be via the A59.

## **4 ACCESSIBILITY BY NON CAR MODES**

### **4.1 Introduction**

**4.1.1** In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

**4.1.2** The presumption in favour of sustainable development is a central theme running through the framework.

**4.1.3** New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

**4.1.4** The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility by walking / wheeling;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

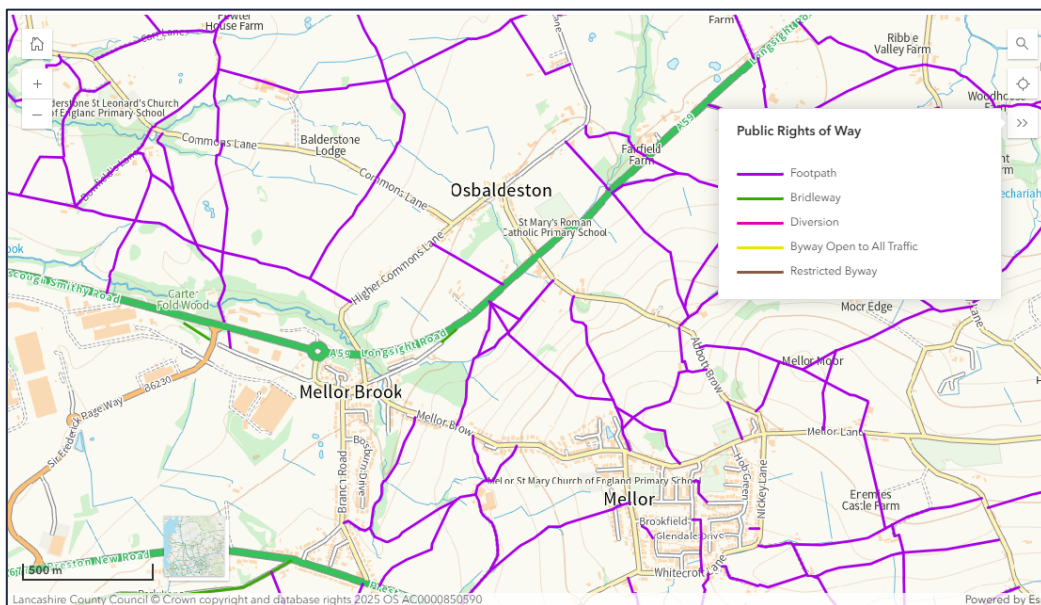
**4.1.1** It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk / wheel whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

**4.1.2** The nearest footways are located along the A59 Longsight Road fronting the site and have a width of around 2.2 metres. These footways provide links to a comprehensive network of routes within the local area.

**4.1.3** The existing key pedestrian infrastructure in the form of the existing footway on the north eastern side of Hall End Road is of good quality, well-lit, flat and well maintained to cater for pedestrians and mobility impaired users.

4.1.4 Additionally, there are a number of Public Rights of Ways (PROWs) in close proximity to the site as well as tree that run through the middle of the site. FP0304060, FP0304061 and FP0304062 runs centre of the development joining FP0304063 and FP0304065 which run along the southern boundary of the site. These footpaths form part of a network of footpaths which travel south to connect you to Mellor and the local amenities within the local area.

4.1.5 As you can see bellow there are multiple PROWs within close proximity to the site which allow residents to access local amenities and local walking routes for leisure purposes. All footpaths are highlighted in purple and then bridleways are in green.



**Figure 3.1 Public Right of Ways in the vicinity of the proposed site (Lancashire County Council)**

4.1.6 The DFT National Travel Survey of 2022 confirms that 83% of all trips less than a mile (1.6km) are carried out on foot. The Institution of Highways and Transportation’s (IHT) document ‘Guidelines for Providing for Journeys on Foot’ states in paragraph 1.12 that:

*‘...walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile.’*

4.1.7 Whilst superseded by the NPPF, ‘Planning Policy Guidance 13 (PPG13) – Transport’ sets out useful guidance related to walking catchments, which is still widely accepted. It states that:

*“...walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Paragraph 74).*

4.1.8 The Institute of Highways and Transportation (IHT) document ‘Guidelines for Providing for Journeys on Foot’, provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to ‘town centres’, ‘commuting/schools’ and ‘elsewhere’. The ‘preferred maximum’ distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

**Table 4.1 IHT ‘Providing for Journeys on Foot’ Walk Distances**

4.1.9 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that ‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.

4.1.10 **Table 4.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

**Table 4.2 Manual for Streets Walk Distances**

**4.1.11** Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

**4.1.12** Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 <sup>th</sup> Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

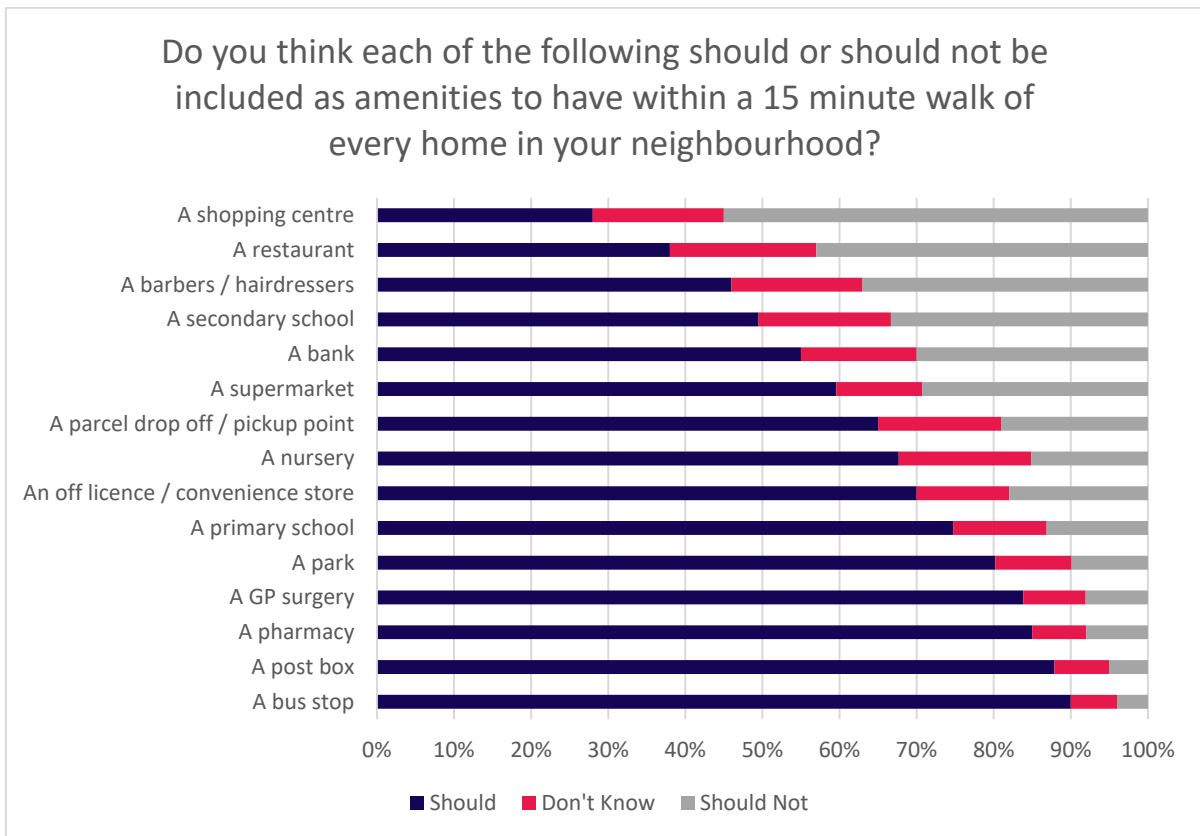
**Table 4.3 WYG Report/NTS Data Walk Distances**

**4.1.13** In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

**4.1.14** The CIHT guidance ‘Planning for Walking’ document from 2015 provides a useful reminder of the health benefits of walking. This states that:

*‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’*

- 4.1.15 A 20-minute walk equates to a walking distance of around 1,600 metres or potentially further if the walk is brisk.
- 4.1.16 In light of the above, a pedestrian catchment of 800 meters and 2 kilometres from the centre of the site, using all available pedestrian routes, has been provided in **Plan 3**.
- 4.1.17 In addition to the pedestrian catchment plan, a review of the proximity of local facilities has been undertaken. As can be seen, the 800-metre pedestrian catchment encompasses parts of Mellor Brook, including the nearest bus stops to the site and a convenience store..
- 4.1.18 The 2,000-metre pedestrian catchment illustrates that the majority of Mellor, including the central areas with various public houses, convenience stores, education and health facilities, falls within the 2km catchment.
- 4.1.19 In a 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 4.2** below:



**Figure 4.2 YouGov Poll Results (Source YouGov)**

**4.1.20** Figure 4.2 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

**4.1.21** Plan 3 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

**4.1.22** As can be seen in Plan 3, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a health surgery, and a local convenience store.

**4.1.23** **Table 4.4** below, shows the walking distance from the centre point of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Spar Convenience store	150m	1,950m	YES
Bay Horse Bus Stop	240m	1,950m	YES
Fielden’s Arms Public House	650m	1,950m	YES
Mellor Saint Mary CE Primary School	1,000m	3,200m	YES
Mellor Village Hall	1,270m	1,950m	YES
Oakhurst Surgery	1,100m	1,950m	YES
Mellor Post Office	1,360m	1,950m	YES
One Stop Convenience Store	1,360m	1,950m	YES
Mellor Pharmacy	1,430m	1,950m	YES

**Table 4.4 Distance from Site to Local Facilities**

**4.1.24** As can be seen, many day-to-day facilities are located within close proximity of the site and can be accessed in a sustainable manner by walking / wheeling.

**4.1.25** Based on this review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct walking and wheeling linkages between the site and numerous local services and amenities.

## **4.2 Accessibility by Cycle**

**4.2.1** An alternative mode of travel to the site could be achieved by bicycle.

**4.2.2** The importance of cycling as an alternative mode of travel both now and in the future, is demonstrated by the new rules relating to cyclists contained within the revised Highway Code, which came into force in January 2022.

4.2.3 These new rules, which include the 'Hierarchy of Users' or 'Hierarchy of Responsibility', recognise that drivers of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others. This together with the simplification of the rules, to make junctions safer and new rules to tackle dangerous overtaking will provide a road environment where cyclists and pedestrians are given priority, feel safer using the road network and further encourage travel by cycle.

4.2.4 The Cycling England document 'Integrating Cycling into Development Proposals' advises that 'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'

4.2.5 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including the entirety of Mellor Brook, Longridge, Samlesbury and Blackburn. In recent years, there has been a significant uptake in electric bikes, known as e-bikes. An e-bike features a pedal-assist motor which can propel the cyclist at 15.5mph, while the batteries are capable of c.100km on a single charge. Assuming a commute time of 25 minutes, a cyclist on an e bike would travel 10km.

4.2.6 The site can, therefore, be considered as being accessible by cycle.

### **4.3 Accessibility by Bus**

4.3.1 An effective public transport system is essential for providing good accessibility to large parts of the population.

4.3.2 This provides opportunities for work, education, shopping, leisure and healthcare trips in the town and beyond.

**4.3.3** The nearest bus stop to the site is north east of the proposed development site, along A59 Longsight Road. The bus stop currently consists of a bus stop pole and timetable traveling south and a bus stop pole, timetable and shelter for traveling north.

**4.3.4** A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.5** below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
<b>25A</b>	Mellor Brook - Lammack, St.Marys College - Blackburn	-	Every 120-mins	-	-	Every 120-mins	-	Every 120-mins
<b>280</b>	Preston - Clitheroe - Skipton	2 services	Every 60-mins	2 services	2 services	Every 60-mins	2 services	Every 120-mins

**Table 4.5 Existing Bus Services Operating in the Vicinity of the Site**

**4.3.5** As can be seen from Table 3.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Blackburn, Clitheroe, Skipton and Preston.

**4.3.6** It is noted that the above services provide a choice of how people travel with the bus services operating from around 07:10am to around 18:40pm, making travel by public transport a real alternative to travelling by car for commuting trips.

**4.3.7** In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.6** below.

Destination	Duration
Preston	20 minutes
Blackburn	24 minutes
Clitheroe	29 minutes
Skipton	95 minutes

**Table 6.6 Example Bus Journey Times from the Site**

4.3.8 The above table demonstrates that Preston Town Centre (Bus Station) is just a 20-minute bus journey, Blackburn is just a 24-minute bus journey from the site, Clitheroe is just a 29-minute bus journey and Skipton is a 95-minute bus journey from the site.

4.3.9 It is therefore concluded that the proposed development site is accessible by bus.

## 4.4 Accessibility by Rail

4.4.1 The nearest train station located to the site is Blackburn Railway Station, which can be accessed via an 24-minute bus journey on service 25A, or a 28-minute cycle. This train station is operated by Northern Rail and has 4 platforms, offering around 9 services per hour to destinations such as Rochdale, Headbolt Lane, Blackpool North, Clitheroe, Preston (Lancs) and York.

4.4.2 This provides opportunities for commuting/leisure opportunities from the site via rail.

## 4.5 Non-Car Access Summary

4.5.1 The proposals have been considered in terms of access by non-car modes for the proposed development.

**4.5.2** The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian direct and linked trips between the development and the surrounding area;
- it has been demonstrated that the site is accessible by cycle, with multiple large towns being located within close proximity of the site;
- the services from the bus stop on A59 Longsight Road, travelling to destinations such as Preston and Blackburn, shows that the proposed development can be considered as accessible by bus; and
- the site is accessible via rail with Blackburn station located just a short bus journey or cycle away.

**4.5.3** In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors.

**4.5.4** It is considered that occupiers of the proposed development would have a genuine choice of transport modes to access local services and employment opportunities.

**4.5.5** As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

## **5 TRAFFIC IMPACT ANALYSIS**

### **5.1 Introduction**

5.1.1 The following section considers the traffic impact of the development proposals on the local highway network.

### **5.2 Assessment Criteria**

5.2.1 Given the proposed residential land use, it is assumed reasonable to consider the AM and PM weekday peak hours, as being those with the greatest impact on the local highway network.

### **5.3 Traffic Survey Data**

5.3.1 In order to assess the impact of the proposed development on the local highway network, the following traffic surveys were undertaken on Thursday 15<sup>th</sup> September 2022:

- A59 Longsight Road/Myerscough Smithy Road/Daniel Thwaites Road
- A59 Longsight Road/B6245 Ribchester Road

5.3.2 The surveys were undertaken between 0730 and 0930 hours in the morning and between 1630 and 1830 hours in the evening. The full traffic survey data is contained within **Appendix 1**.

5.3.3 The peak hours were identified as 0745 to 0845 hours and 1630 to 1730 hours, for the AM and PM peaks respectively.

5.3.4 The 2022 surveyed flows for the peak hours converted into Passenger Car Units (PCU's) are shown in **Figures 1** and **2**.

5.3.5 An Automatic Traffic Counter (ATC) was also installed on the A59 Longsight Road to capture existing traffic volumes and speeds. The ATC data is contained within **Appendix 2**.

## **5.4**      **Growthed Traffic Flows**

**5.4.1**      For the purpose of this Report, assessments have been undertaken for a design horizon of 2030, representing five years after the application registration.

**5.4.2**      This can be considered to be a robust approach.

**5.4.3**      To derive the baseline 2030 flows, the 2022 surveyed flows have been growthed to 2030 using National Traffic Model (NTM) factors adjusted by using the Trip End Model Program (TEMPPro) local growth factors.

**5.4.4**      The resultant growth factors are shown below:

- 2022 to 2030 AM Peak - 1.0321
- 2022 to 2030 PM Peak - 1.0301

**5.4.5**      The resultant 2030 growthed traffic flows are shown in **Figures 3** and **4** for the AM and PM peak periods.

## **5.5**      **Committed Development**

**5.5.1**      Eddisons are not aware of any committed development in the area that need to be considered as part of this TA.

## **5.6**      **Base Flows**

**5.6.1**      As there are no committed developments to take into account, the 2030 growthed flows shown in Figures 3 and 4 form the 2030 'Without Development' flows for the AM and PM peak hours respectively.

## **5.7**      **Trip Distribution**

**5.7.1**      The directional distribution of the traffic associated with the proposals has been based on observed turning movements, which is considered to present a reasonable approach.

**5.7.2**      The resulting traffic assignment for the AM peak period is shown in **Figure 5** whilst the traffic assignment for the PM peak traffic is shown in **Figure 6**.

## 5.8 Proposed Development

5.8.1 The applicant is seeking outline planning permission for residential purposes, comprising up to 85 dwellings.

5.8.2 The In order to establish the number of trips which the proposed development is forecast to generate the TRICS database has been used for the ‘Residential – Houses Privately Owned’ range of sites.

5.8.3 The parameters used to select for TRICS sites are as follows:

- Residential, Houses Privately Owned
- Greater London and Republic of Ireland sites excluded
- Tuesday to Thursday surveys only.

5.8.4 The resultant trip rates can be applied to the proposed number of dwellings to establish the likely level of trips that would be generated by the site. That information is summarised in **Table 5.1** below, with the TRICS output provided at **Appendix 2**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.146	0.371	12	32
	PM Peak Hour	0.340	0.157	29	13

**Table 5.1 Proposed Development Trip Rates and Trips**

5.8.5 The above shows that the proposed development would generate a total of 44 two-way trips in the AM peak and around 42 two-way trips in the PM peak hour.

5.8.6 It should be noted that the above trip rates do not take into account the measures proposed by the Travel Plan, which seek to maximise sustainable trip making and minimise car use. This represents a robust approach to trip generation.

**5.8.7** The resultant proposed commercial development flows for the AM Peak are shown in **Figure 7** whilst the development flows for the PM Peak are shown in **Figure 8**.

## **5.9 With Development Flows**

**5.9.1** In order to calculate the 2030 ‘With Development’ flows, the development flows contained within Figures 7 and 8 have been added to the 2030 ‘Without Development’ flows contained within Figures 3 and 4 for the AM and PM peak hours.

**5.9.2** The resulting 2030 ‘With Development’ Flows are presented in **Figure 9** for the AM peak and **Figure 10** for the PM peak.

## **5.10 Capacity Assessments**

**5.10.1** In order to demonstrate that the proposed site access junction is suitable to accommodate the above levels of traffic, a capacity assessment has been undertaken.

### ***A59 Longsight Road/Site Access***

**5.10.2** The proposed site access will be priority controlled and so has been assessed using Junctions 9 - PICADY 9 - Priority Intersection Module.

**5.10.3** The results for the 2030 ‘With Development’ flow scenario are summarised within **Table 5.2** with the full results contained within **Appendix 3**.

Arm	2030 ‘With Development’			
	Weekday AM		Weekday PM	
	Max RFC	Q	Max RFC	Q
<b>Site Access</b>	0.10	0	0.05	0
<b>A59 Longsight Road</b>	0.01	0	0.03	0

**Table 5.2 - Summary of PICADY Results for A59 Longsight Road/Site Access**

**5.10.4** As can be seen above, the results show the new site access junction serving the development will operate efficiently in both the AM and PM peak hours in the 'With Development' 2030 flow scenarios.

**5.10.5** The above demonstrates that the proposed access is suitable in terms of its geometric layout and design and will provide a safe point of access into the site.

**5.10.6** In addition to the proposed site access on the A59 Longsight Road, capacity assessments have also been undertaken at the following junctions on the local road network;

- A59 Longsight Road/Myerscough Smithy Road/Daniel Thwaites Road
- A59 Longsight Road/B6245 Ribchester Road

**5.10.7** The capacity assessment results for the above junctions on the local highway network are detailed in the following paragraphs.

***A59 Longsight Road/Myerscough Smithy Road/Daniel Thwaites Road***

**5.10.8** The A59 Longsight Road/Myerscough Smithy Road/Daniel Thwaites Road is a roundabout and so has been assessed using Junctions 9 - ARCADY 9 - Roundabout Module.

**5.10.9** The results for the 2030 'Without Development' and 'With Development' flow scenarios are summarised within **Table 5.3** with the full results contained within **Appendix 4**.

Arm	2030 'Without Development'				2030 'With Development'			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	Max RFC	Q	Max RFC	Q	Max RFC	Q	Max RFC	Q
Daniel Thwaites Access	0.01	0	0.03	0	0.01	0	0.02	0
A59 (e)	0.34	1	0.40	1	0.33	1	0.40	1
Myerscough Smithy Road	0.15	0	0.10	0	0.15	0	0.08	0
A59 (w)	0.26	0	0.43	1	0.26	0	0.43	1

**Table 5.3 - Summary of ARCADY Results for A59 Longsight Rd/Myerscough Smithy Road/Daniel Thwaites Rd**

**5.10.10** As can be seen above, the results show the junction will operate with reserve capacity in the 2030 'Without Development' flow scenario in both the AM and PM peak hours.

**5.10.11** The results for the 2030 'With Development' assessments show that the junction will operate in a similar manner to the 'Without Development' in the AM and PM peaks.

***A59 Longsight Road/B6245 Ribchester Road***

**5.10.12** The A59 Longsight Road/B6245 Ribchester Road junction is signalised and so has been assessed using LINSIG.

**5.10.13** The results for the 2030 'Without Development' and 'With Development' flow scenarios are summarised within **Table 5.4** with the full results contained within **Appendix 5**.

Arm	2030 'Without Development'				2030 'With Development'			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DoS %	MMQ	DoS %	MMQ	DoS %	MMQ	DoS %	MMQ
<b>B6245 Ribchester Road (N) Left Ahead Right</b>	67.5	9	66.7	7	71.3	9	64.3	7
<b>A59 Longsight Road (E) Left Ahead Right</b>	60.0	11	39.9	6	59.5	11	41.6	6
<b>B6245 Ribchester Road (S) Right Left Ahead</b>	45.6	5	60.9	6	47.6	5	58.5	6
<b>A59 Longsight Road (W) Ahead Right Left</b>	70.8	14	65.8	13	71.3	15	67.6	13
<b>PRC %</b>	<b>27.2%</b>		<b>34.9%</b>		<b>26.2%</b>		<b>33.2%</b>	

**Table 5.4 – Summary of Results for A59 Longsight Road/B6245 Ribchester Road**

**5.10.14** As can be seen above, the results show the junction is forecast to operate with reserve capacity in the 2030 'Without Development' in the morning and evening peak hours.

**5.10.15** The results for the 2030 'With Development' assessments show that the junction will continue to operate within capacity, in a similar manner to the base situation.

## **5.11 Traffic Impact Summary**

**5.11.1** This section of the Report has considered the impact of the proposal in transport terms.

**5.11.2** The trip rates have been derived from the TRICS database and are considered to be appropriate and robust.

**5.11.3** The assessments have shown that the proposed site access junction on Longsight Road can easily accommodate the development traffic and is therefore deemed to be suitable in its scale and design.

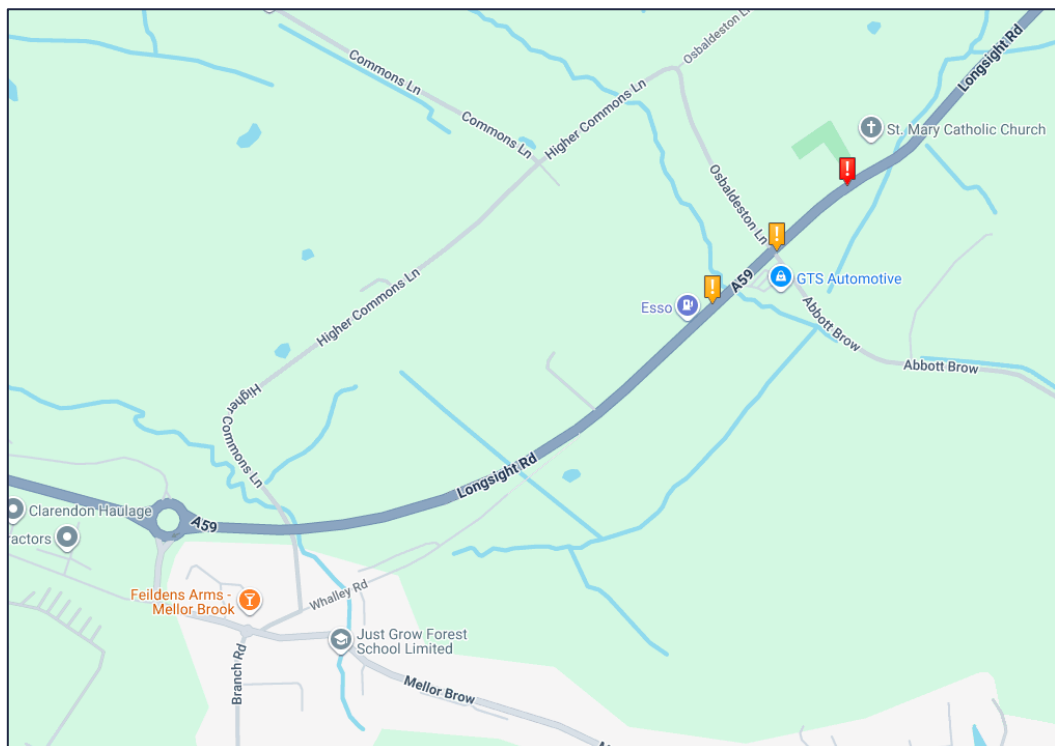
- 5.11.4 The capacity assessments undertaken on the wider road network have demonstrated that the proposals will not have a material impact or give rise to any highway capacity issues.
- 5.11.5 It is therefore considered that the predicted level of traffic can be accommodated onto the local highway network.

## 6 ACCIDENT ANALYSIS

6.1.1 In order to consider the potential impact of the development on road safety, a brief review of the Crashmap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)) has been undertaken.

6.1.2 The information provided on the website covered the five-year period 2019 to 2023 in the vicinity of the development site.

6.1.3 According to the data provided there have been a total of 3 recorded accidents within the study area, which in this instance comprises the A59 Longsight Road for approximately 500 metres in each direction, as shown in **Figure 6.1** below. The accident data is provided at **Appendix 6**.



**Figure 6.1 - CrashMap Accident Plot**

6.1.4 Seven of the incidents resulted in slight injuries, while one was recorded as a serious accident, as detailed below in **Table 6.1**.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
08/03/2020	Slight	Daylight	Fine	Wet/damp	Vehicle collides with another vehicle proceeding normally along the carriageway
27/05/2020	Serious	Darkness	Fine	Wet/damp	Vehicle proceeding normally along a right hand bend then the car struck a wall
01/07/2022	Slight	Daylight	Fine	Dry	Vehicle is not paying attention when it collides into the back of car in front

**Table 6.1 - Accident Summary**

- 6.1.5 The data reviewed has not identified any untypical accidents.
- 6.1.6 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.
- 6.1.7 It is not considered that the proposals for a commercial development will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.
- 6.1.8 In view of this information, it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record, and it is highly unlikely that this situation should be materially worsened as a consequence of the development proposals.
- 6.1.9 Furthermore, it can therefore be confirmed that the new priority site access junction complies with current design guidance and will allow the site to be served in a safe and efficient manner.

## **7 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS**

### **7.1 Introduction**

**7.1.1** In order to manage the travel by residents at the new development, the applicant wishes to offer a Travel Plan to encourage travel to the site by non-car modes. It includes a range of measures and incentives to reduce and mitigate impact and enhance the accessibility of the site by non-car modes.

### **7.2 Travel Planning Guidance**

**7.2.1** The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled ‘*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*’ was published in August 2009.

**7.2.2** The guidance explains how “*we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment*” and identifies that “*The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO<sub>2</sub> emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life*”.

**7.2.3** The document sets out an overview of the process and delivery of Travel Plans and states that “*A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.*”

**7.2.4** The Guidance states that “*Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use...*” and;

*“A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review”.*

**7.2.5** It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan, it advises *“needs to address all the journeys that may be made to and from a site”.*

**7.2.6** The guidance also specifies that *“It is important to note that Travel Planning should be developed as one of the means of delivering an area’s sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks”.*

**7.2.7** A Travel Plan is a package of measures designed to reduce car use originating from new developments by supporting alternative forms of transport and reducing the need to travel in the first place.

### **7.3 Residents Travel Pack**

**7.3.1** The objective of a Travel Plan is the delivery of the objectives of the NPPF, i.e. to encourage residents to travel to work by bus, on foot and by bicycle.

**7.3.2** The Framework Travel Plan outlines physical and management measures that are designed to achieve this objective.

**7.3.3** However, the principle measure will consist of an residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures.

**7.3.4** The Travel Pack will contain information to inform staff of the existing long-term strategy for reducing the dependence of travel by private car.

- 7.3.5** The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.
- 7.3.6** A Travel Plan Framework is contained within **Appendix 7**.

## **8 CONCLUSIONS**

**8.1.1** Eddisons have been instructed by Sander Douglas to advise on the traffic and transportation issues relating to proposals to develop a site off the A59 Longsight Road in Mellor for residential purposes.

**8.1.2** The following conclusions have been drawn with regard to the proposed development:

- The existing and proposed pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movements between the development site and the local area.
- The site benefits from being located in close proximity to bus stops which provide services that are ideally placed to cater for the needs of the residents at the development.
- The proposed access arrangements are considered to be appropriate to serve this scale of development and will provide a safe means of access into the site.
- The impact of the proposals has been assessed using the TRICS database and are deemed to be appropriate.
- The capacity assessments undertaken have shown that the proposals will not have a material impact or give rise to any highways related issues.
- It can therefore be concluded that the proposed development would have a minimal impact and be able to be accommodated onto the local highway network.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.
- The provision of a Travel Plan for the site and improvements to the existing pedestrian/cyclist environment will assist in reducing impact and help to create a wider choice of sustainable travel to residents and visitors.

- 8.1.3** Based on the above, it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

## FIGURES

FIGURE	DESCRIPTION	SCENARIO	CALC
FIGURE 1	2022 SURVEYED FLOWS	AM PEAK	See TA
FIGURE 2	2022 SURVEYED FLOWS	PM PEAK	See TA
FIGURE 3	2030 BASE FLOWS	AM PEAK	FIG1xNTM
FIGURE 4	2030 BASE FLOWS	PM PEAK	FIG2xNTM
FIGURE 5	TRIP DISTRIBUTION	AM PEAK	See TA
FIGURE 6	TRIP DISTRIBUTION	PM PEAK	See TA
FIGURE 7	DEVELOPMENT FLOWS	AM PEAK	See TA
FIGURE 8	DEVELOPMENT FLOWS	PM PEAK	See TA
FIGURE 9	2030 ASSESSMENT FLOWS	AM PEAK	FIG3+FIG7
FIGURE 10	2030 ASSESSMENT FLOWS	PM PEAK	FIG4+FIG8

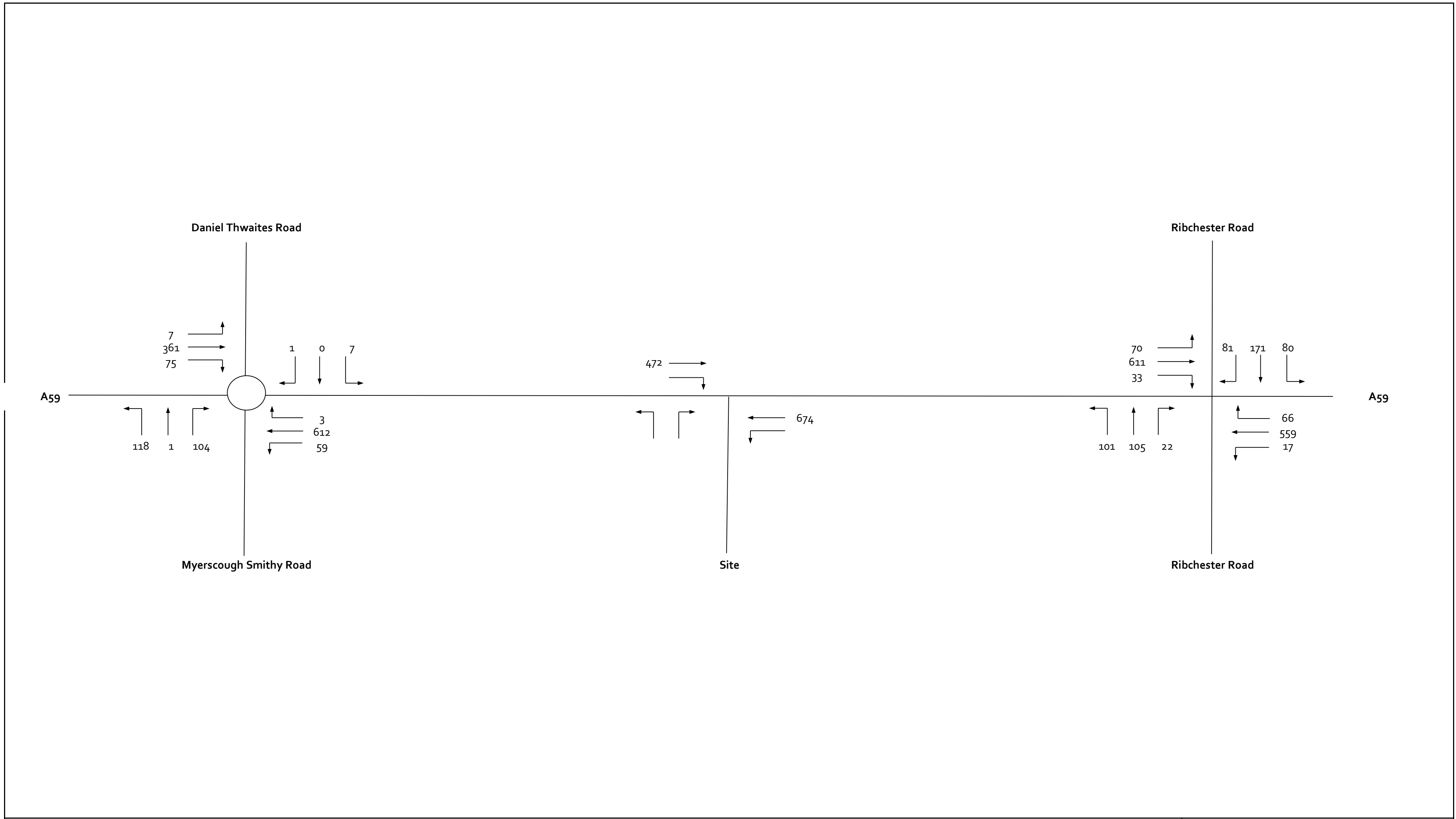


Figure 1 2022 Surveyed Flows - Weekday AM Peak

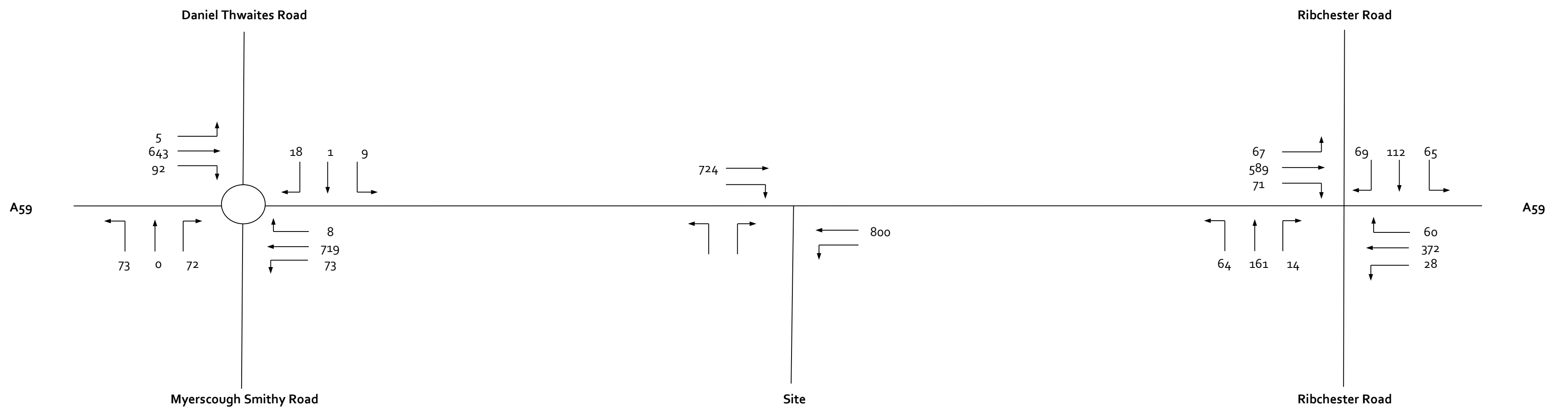


Figure 2 2022 Surveyed Flows - Weekday PM Peak

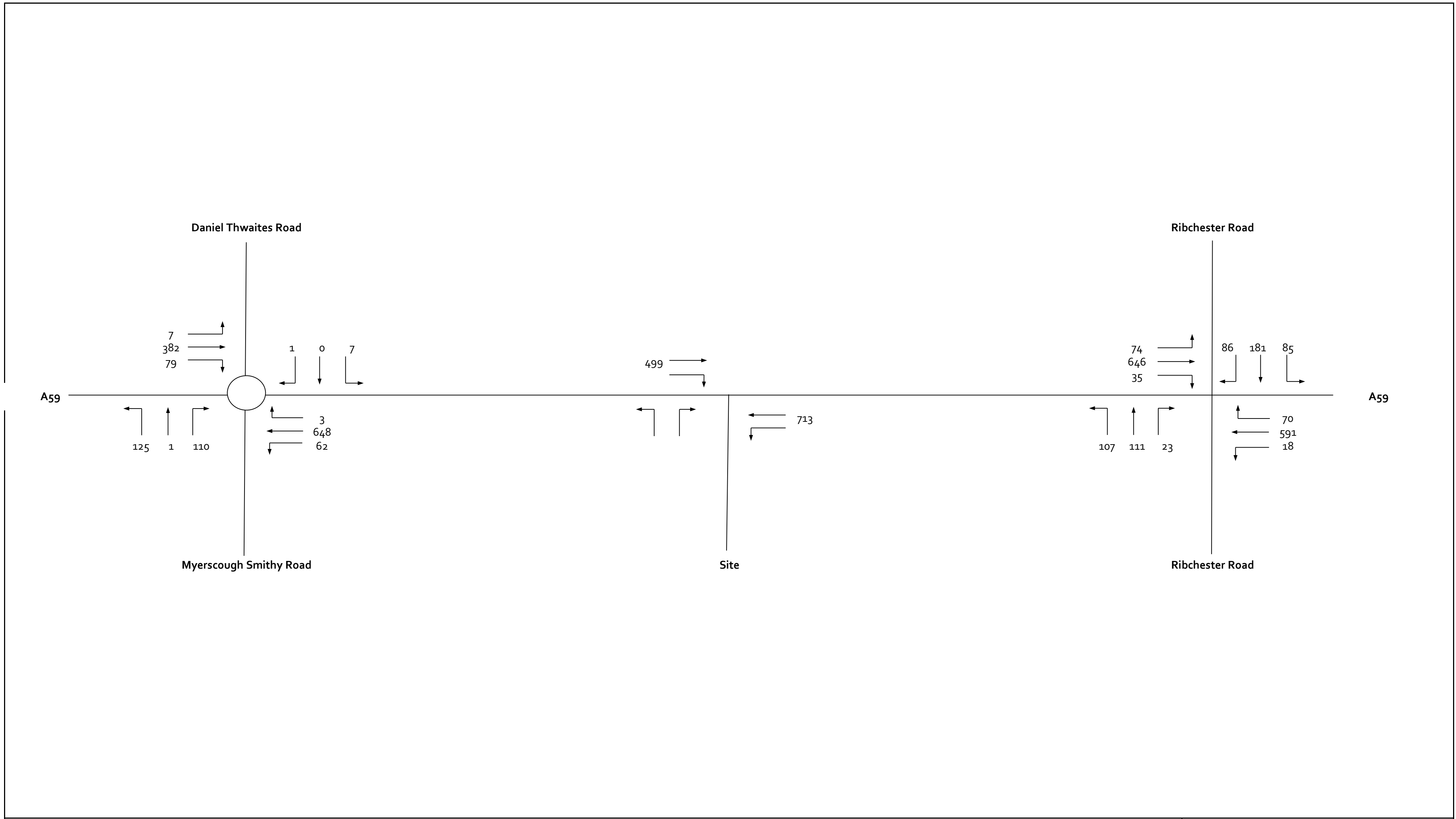


Figure 3 2030 Growthed Flows - Weekday AM Peak

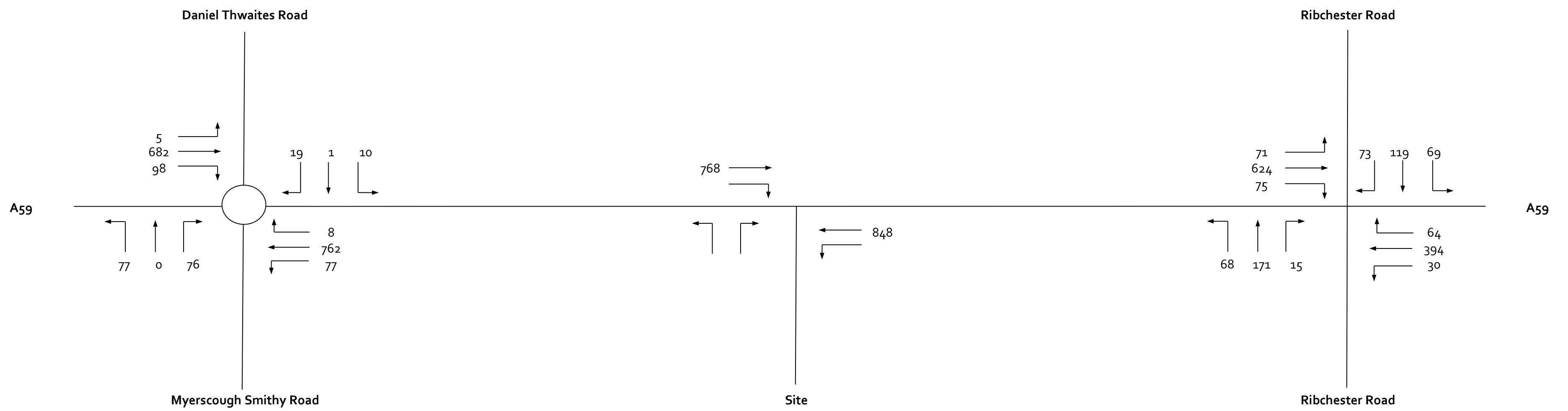


Figure 4 2030 Growthed Flows - Weekday PM Peak

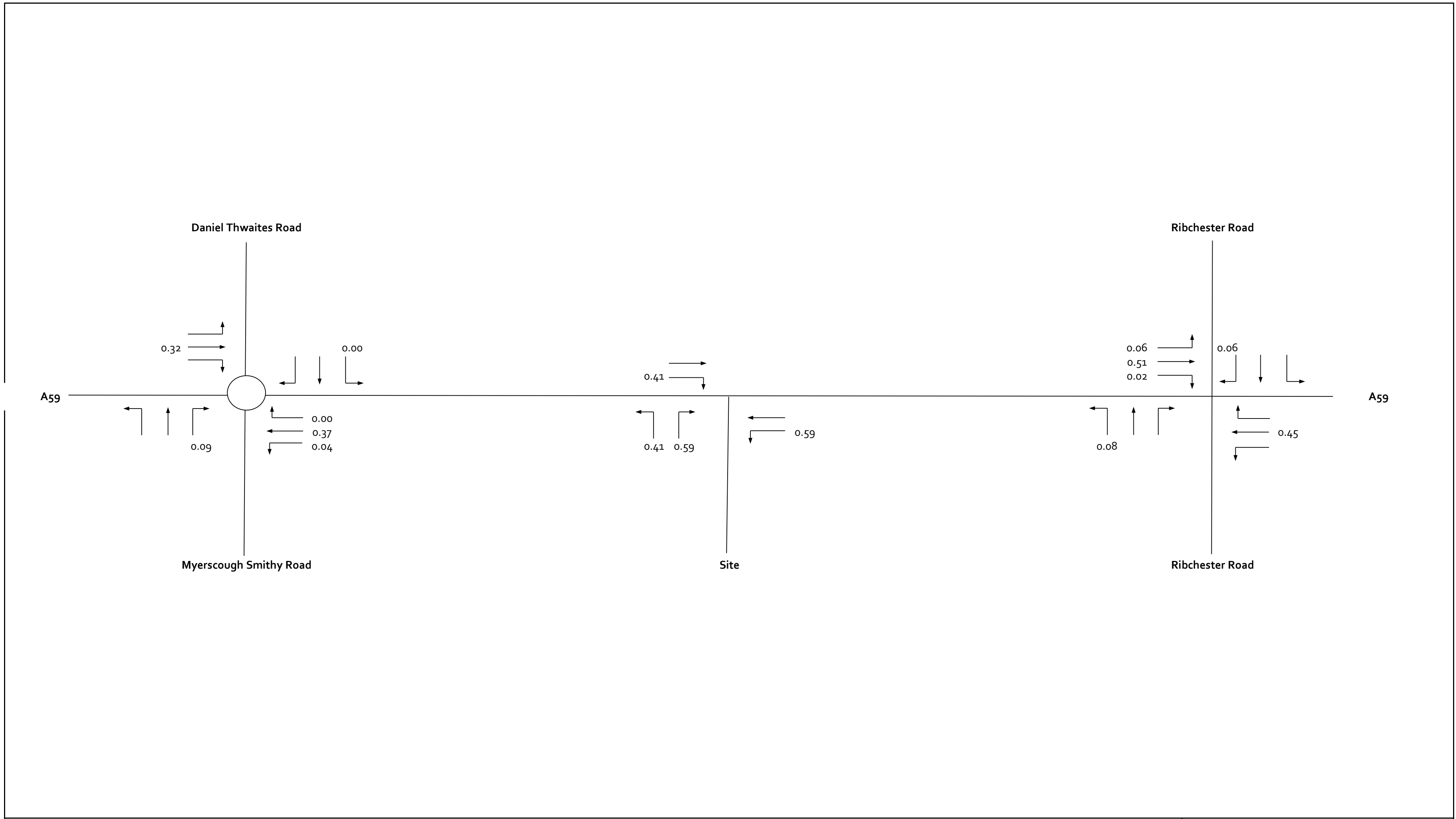


Figure 5 Trip Distribution - Weekday AM Peak

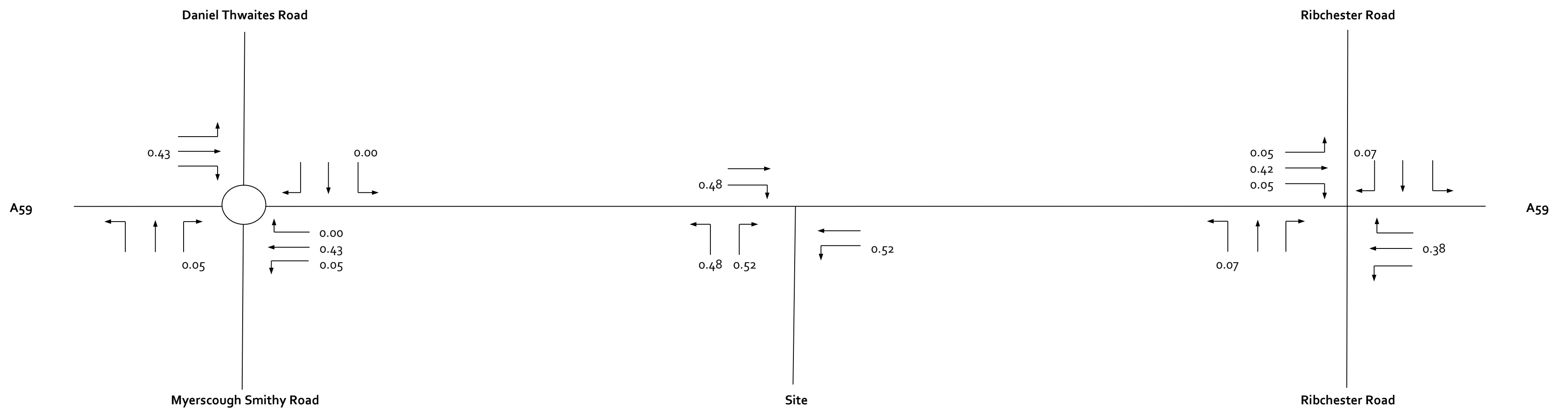


Figure 6 Trip Distribution - Weekday PM Peak

Arns	12
Deps	32

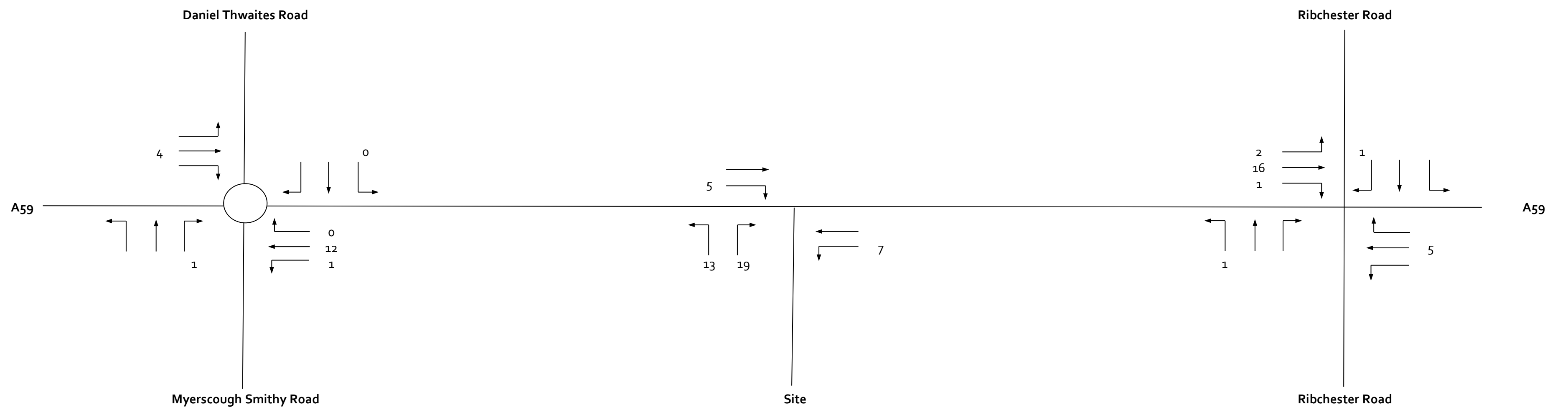


Figure 7 Development Flows - Weekday AM Peak

Arrs	29
Deps	13

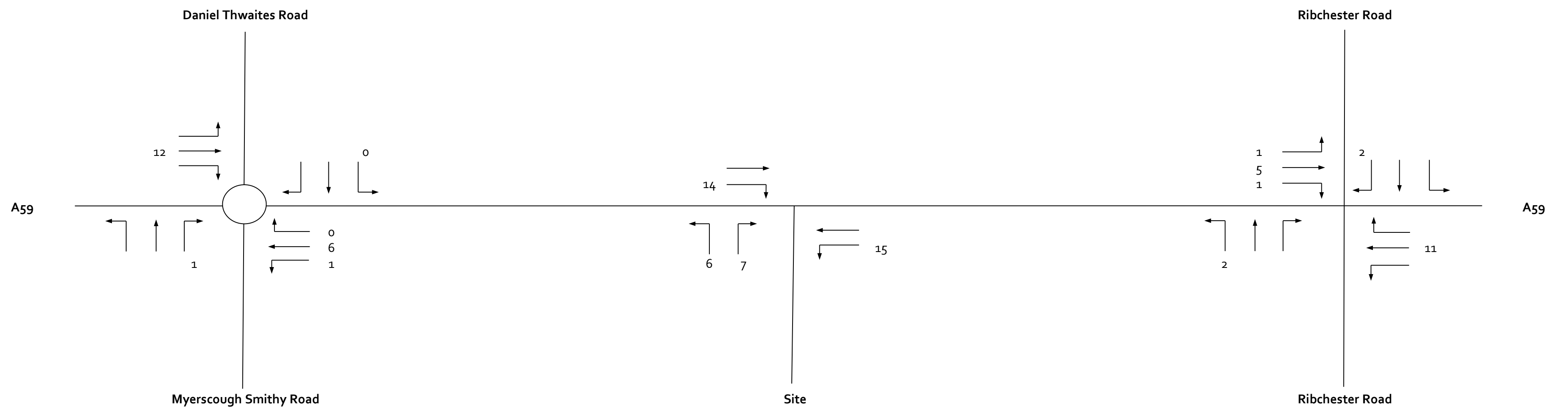


Figure 8 Development Flows - Weekday PM Peak

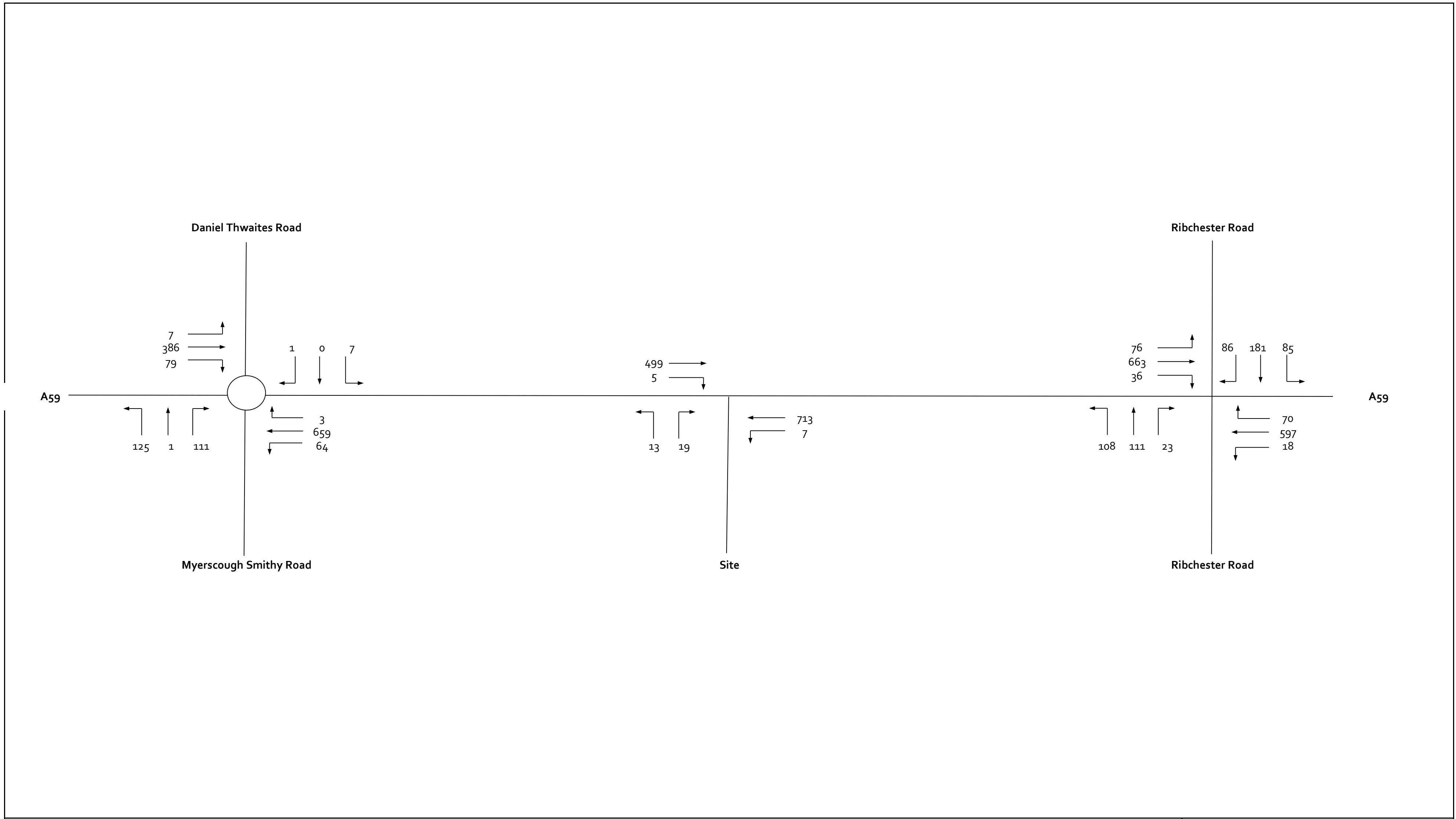


Figure 9 2030 Assessment Flows - Weekday AM Peak

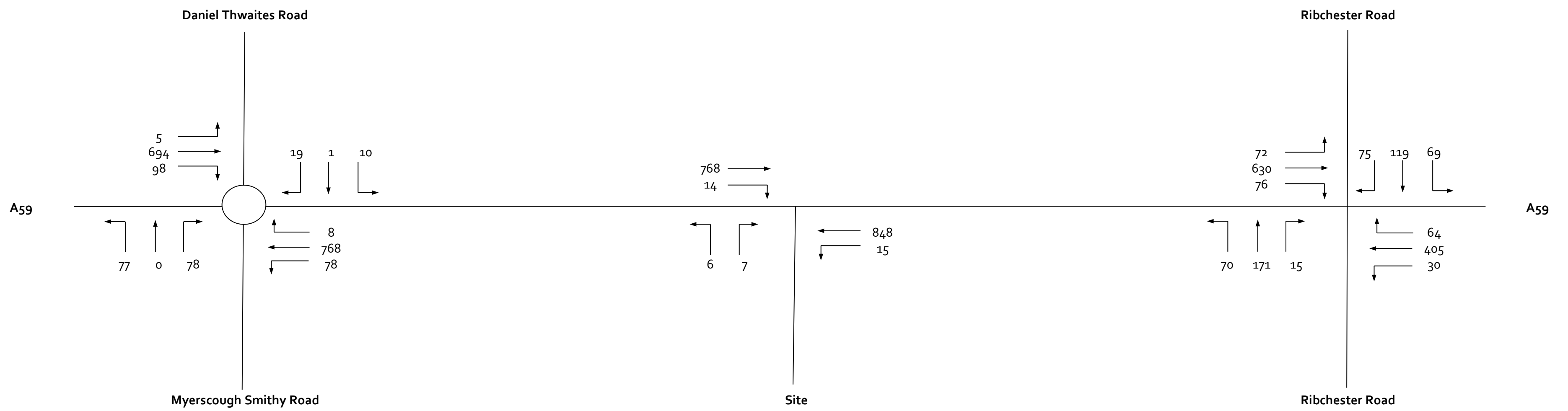
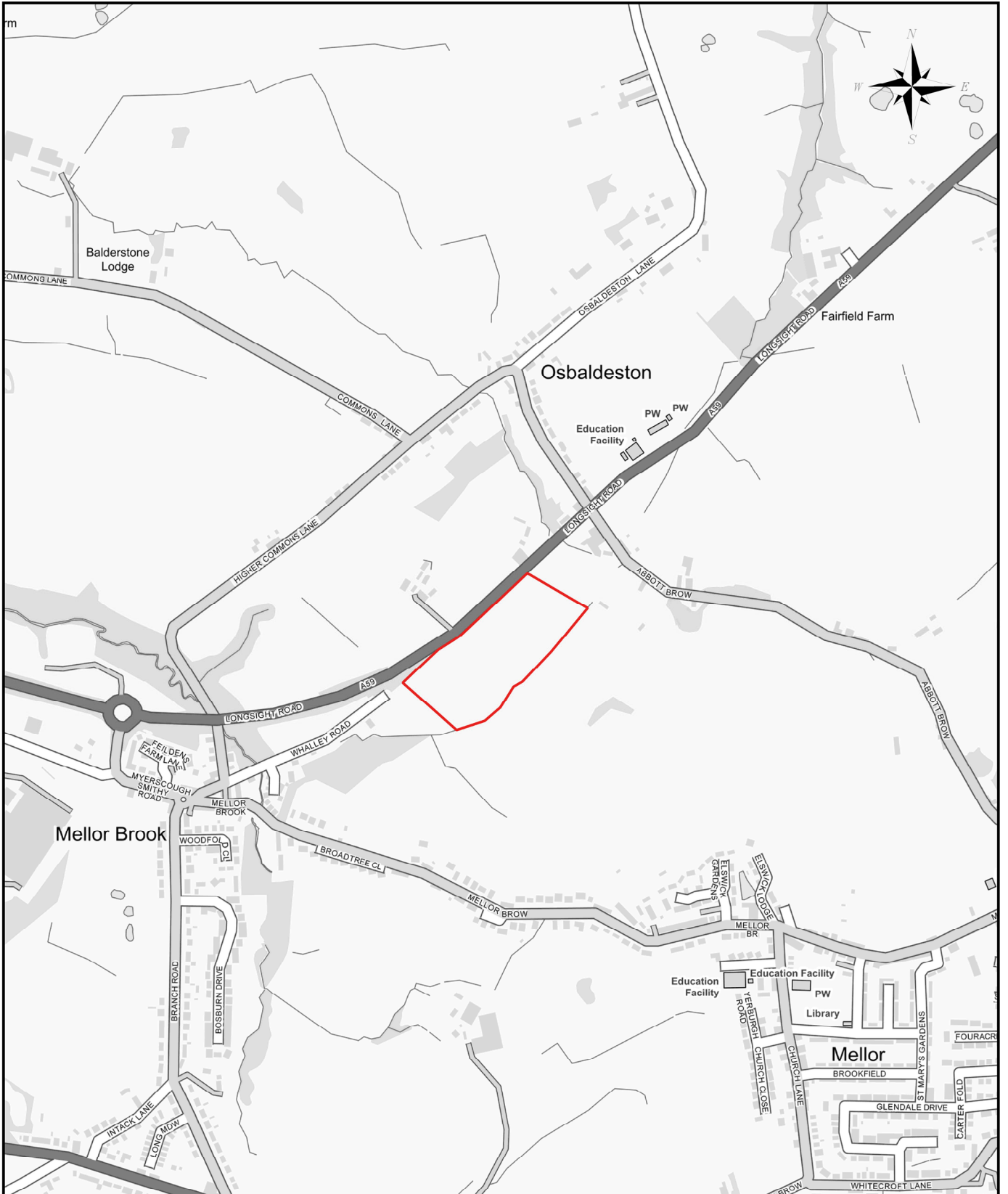


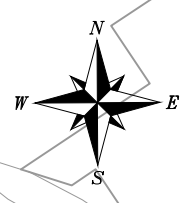
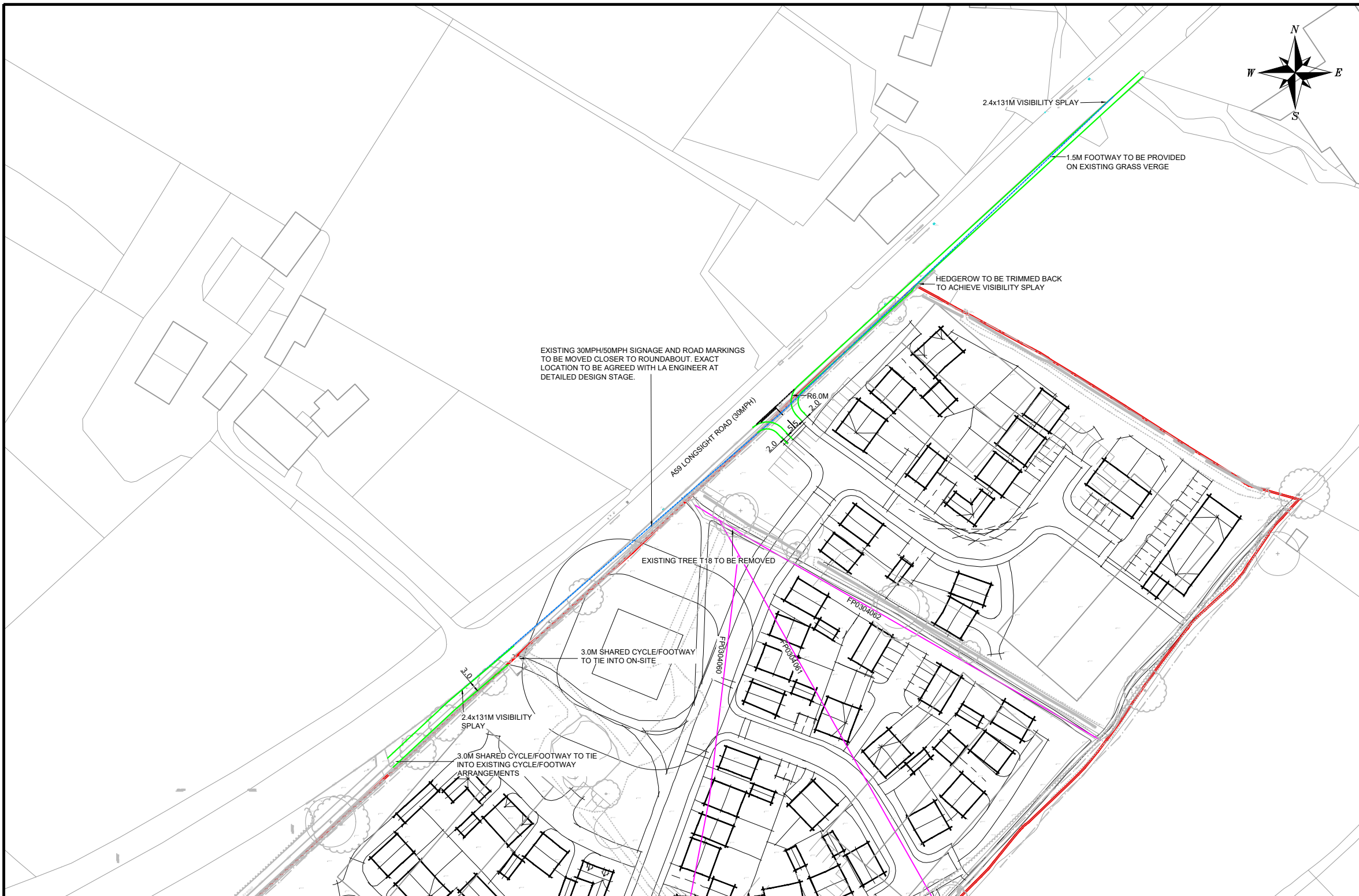
Figure 10 2030 Assessment Flows - Weekday PM Peak

# PLANS



CLIENT: <b>SANDER DOUGLAS</b>					Eddisons 340 Deansgate Manchester M3 4LY	
DRAWING TITLE: <b>CAUSEWAY FARM, LONGSIGHT ROAD, MELLOR</b>					Email: <a href="mailto:info@croffts.co.uk">info@croffts.co.uk</a> Tel: 0161 837 7380 Web: <a href="http://www.eddisons.com/services/transport-planning">www.eddisons.com/services/transport-planning</a>	
DRAWING NUMBER: <b>3839-01</b>					REVISION: -	
DRAWN: <b>GW</b>	DATE: <b>OCT 2022</b>	CHECKED: <b>MR</b>	DATE: <b>OCT 2022</b>	SCALES: <b>NTS @ A4</b>	<b>Eddisons</b>	

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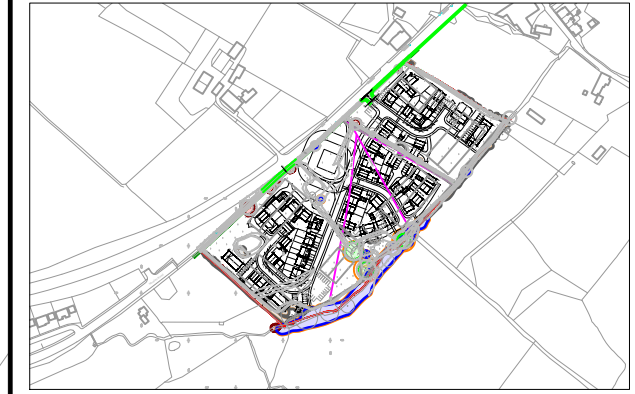


**NOTES**

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

— INDICATIVE SITE BOUNDARY  
— EXISTING PROW  
— DENOTES NEW KERBS

LOCAL AUTHORITY: LANCASHIRE COUNTY COUNCIL  
 TOTAL AREA OF SITE: 4.22Ha



SITE LAYOUT NTS

B	SITE LAYOUT AMENDED	LB	MR	NOV 25
A	SITE LAYOUT ADDED	LB	MR	SEP 25
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

**SANDER DOUGLAS**

PROJECT:

**CAUSEWAY FARM,  
LONGSIGHT ROAD, BLACKBURN**

DRAWING TITLE:

**PROPOSED SITE ACCESS PLAN**

SCALES:

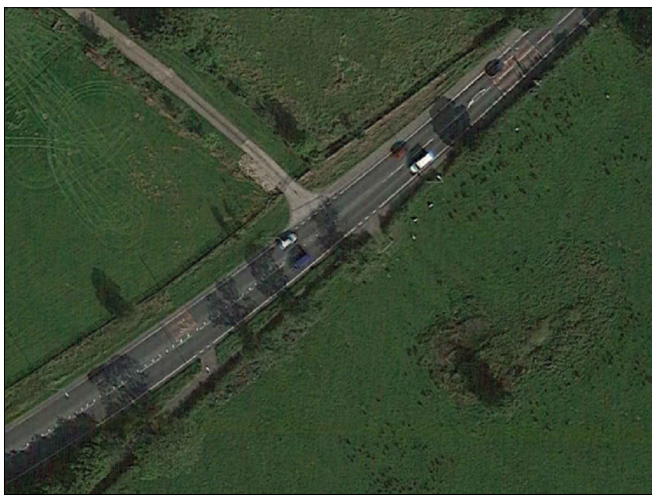
**1:1250 @ A3**

DRAWN: LB    CHECKED: MR    DATE: SEP 25

Croft Transport Planning & Design  
 340 Deansgate  
 Manchester  
 M3 4LY

Email: [info@croftts.co.uk](mailto:info@croftts.co.uk)  
 Tel: 0161 837 7380  
 Web: [www.eddisons.com/services/transport-planning](http://www.eddisons.com/services/transport-planning)

DRAWING NUMBER: **3839-F02**    REVISION: **B**



**NORTH SOUTH AERIAL VIEW**



**TREE SURVEY - SCALE 1:2000@A3**

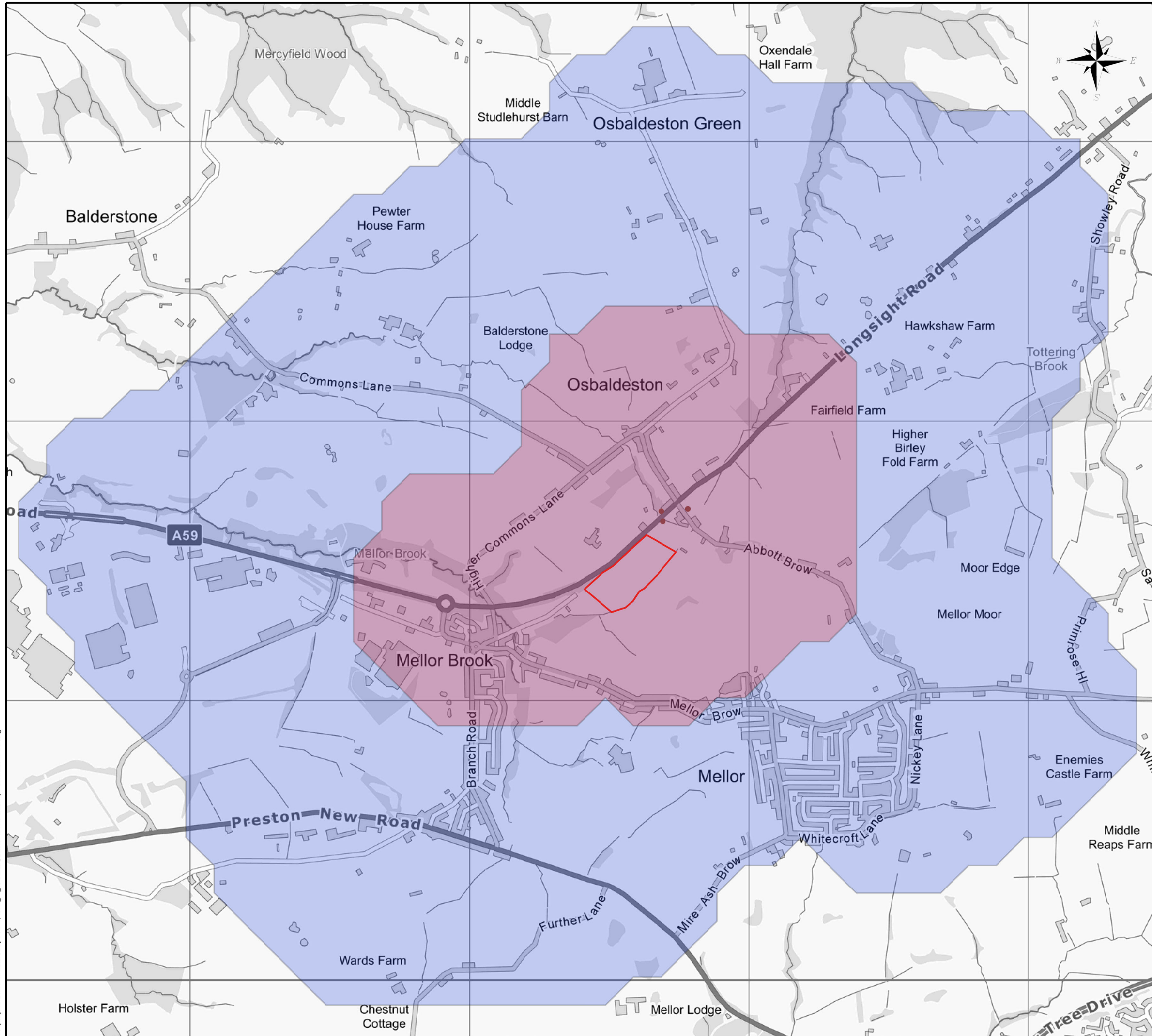
**KEY**  
(This drawing must be reproduced in colour)

- T1/G1 Trees and Groups
- H1 Hedgerow
- Root Protection Area (RPA)
- Survey Boundary
- Approximate location (TBC - awaiting topo survey)  
(Features not shown on supplied topographical survey)
- Tree Preservation Order No. 7/19/3/224

**Tree Quality Categorisation**  
(Based on BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations)

- Category A (High quality)
- Category B (Moderate quality)
- Category C (Low quality)
- Category U (Unsuitable for retention)
- Hedgerow (Not categorised)

NOTE: This drawing should be read in conjunction with the respective Arboricultural Survey Data (Appendix A).



**NOTES**

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:  
**SANDER DOUGLAS**

PROJECT:  
**CAUSEWAY FARM, LONGSIGHT ROAD, MELLOR**

DRAWING TITLE:  
**800M & 2KM  
PEDESTRIAN CATCHMENT**

SCALES:  
**NTS @ A3**

DRAWN: GW	CHECKED: MR	DATE: OCT 2022
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Eddisons  
340 Deansgate  
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Tel: 0161 837 7380  
Web: [www.eddisons.com/services/transport-planning](http://www.eddisons.com/services/transport-planning)

DRAWING NUMBER: <b>3839-03</b>	REVISION: -
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# APPENDICES

# **APPENDIX 1**

## **Traffic Survey Data**

Mellor, Thursday 15th September 2022

Junction: 1  
 Approach: B6245 Ribchester Road North



TIME	Left to A59 (East)					Ahead to B6245 Ribchester Road (South)					Right to A59 (West)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	6	0	1	7	8.0	31	0	0	31	31.0	18	0	1	19	20.0
07:45 - 08:00	20	1	0	21	22.3	40	0	2	42	44.0	15	0	0	15	15.0
<b>Hourly Total</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>30.3</b>	<b>71</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>75.0</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>35.0</b>
08:00 - 08:15	17	1	0	18	19.3	36	0	2	38	40.0	28	0	0	28	28.0
08:15 - 08:30	13	0	0	13	13.0	44	0	0	44	44.0	22	1	0	23	24.3
08:30 - 08:45	25	0	0	25	25.0	38	2	0	40	42.6	14	0	0	14	14.0
08:45 - 09:00	17	1	0	18	19.3	25	0	0	25	25.0	16	0	0	16	16.0
<b>Hourly Total</b>	<b>72</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>76.6</b>	<b>143</b>	<b>2</b>	<b>2</b>	<b>147</b>	<b>151.6</b>	<b>80</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>82.3</b>
09:00 - 09:15	6	0	0	6	6.0	23	0	0	23	23.0	13	0	0	13	13.0
09:15 - 09:30	15	0	0	15	15.0	18	0	0	18	18.0	11	0	0	11	11.0
<b>Hourly Total</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21.0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>41.0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24.0</b>
<b>TOTAL</b>	<b>119</b>	<b>3</b>	<b>1</b>	<b>123</b>	<b>127.9</b>	<b>255</b>	<b>2</b>	<b>4</b>	<b>261</b>	<b>267.6</b>	<b>137</b>	<b>1</b>	<b>1</b>	<b>139</b>	<b>141.3</b>
16:30 - 16:45	13	0	0	13	13.0	29	1	0	30	31.3	20	0	0	20	20.0
16:45 - 17:00	21	0	0	21	21.0	28	1	1	30	32.3	15	0	0	15	15.0
<b>Hourly Total</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>34.0</b>	<b>57</b>	<b>2</b>	<b>1</b>	<b>60</b>	<b>63.6</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35.0</b>
17:00 - 17:15	17	0	0	17	17.0	23	0	1	24	25.0	17	0	0	17	17.0
17:15 - 17:30	14	0	0	14	14.0	23	0	0	23	23.0	17	0	0	17	17.0
17:30 - 17:45	11	0	0	11	11.0	22	0	0	22	22.0	22	0	0	22	22.0
17:45 - 18:00	8	0	0	8	8.0	18	0	0	18	18.0	9	0	0	9	9.0
<b>Hourly Total</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50.0</b>	<b>86</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>88.0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>65.0</b>
18:00 - 18:15	13	0	0	13	13.0	14	0	1	15	16.0	18	0	0	18	18.0
18:15 - 18:30	13	0	0	13	13.0	13	0	0	13	13.0	16	0	0	16	16.0
<b>Hourly Total</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26.0</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>29.0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>34.0</b>
<b>TOTAL</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>110.0</b>	<b>170</b>	<b>2</b>	<b>3</b>	<b>175</b>	<b>180.6</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>134.0</b>

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Mellor, Thursday 15th September 2022

Junction: 1  
 Approach: A59 East



TIME	Left to B6245 Ribchester Road (South)					Ahead to A59 (West)					Right to B6245 Ribchester Road (North)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	1	1	2.0	127	12	0	139	154.6	9	0	0	9	9.0
07:45 - 08:00	0	0	0	0	0.0	135	10	2	147	162.0	13	1	1	15	17.3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2.0</b>	<b>262</b>	<b>22</b>	<b>2</b>	<b>286</b>	<b>316.6</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>26.3</b>
08:00 - 08:15	4	0	0	4	4.0	118	5	0	123	129.5	20	0	0	20	20.0
08:15 - 08:30	4	0	0	4	4.0	107	9	0	116	127.7	11	1	0	12	13.3
08:30 - 08:45	7	1	0	8	9.3	105	15	0	120	139.5	11	2	0	13	15.6
08:45 - 09:00	30	0	0	30	30.0	136	11	0	147	161.3	19	1	2	22	25.3
<b>Hourly Total</b>	<b>45</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>47.3</b>	<b>466</b>	<b>40</b>	<b>0</b>	<b>506</b>	<b>558.0</b>	<b>61</b>	<b>4</b>	<b>2</b>	<b>67</b>	<b>74.2</b>
09:00 - 09:15	6	0	0	6	6.0	100	6	1	107	115.8	9	0	0	9	9.0
09:15 - 09:30	6	1	0	7	8.3	121	6	1	128	136.8	10	2	0	12	14.6
<b>Hourly Total</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>14.3</b>	<b>221</b>	<b>12</b>	<b>2</b>	<b>235</b>	<b>252.6</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>23.6</b>
<b>TOTAL</b>	<b>57</b>	<b>2</b>	<b>1</b>	<b>60</b>	<b>63.6</b>	<b>949</b>	<b>74</b>	<b>4</b>	<b>1027</b>	<b>1127.2</b>	<b>102</b>	<b>7</b>	<b>3</b>	<b>112</b>	<b>124.1</b>
16:30 - 16:45	2	1	2	5	8.3	149	8	2	159	171.4	19	0	0	19	19.0
16:45 - 17:00	7	0	0	7	7.0	161	5	1	167	174.5	15	0	0	15	15.0
<b>Hourly Total</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>12</b>	<b>15.3</b>	<b>310</b>	<b>13</b>	<b>3</b>	<b>326</b>	<b>345.9</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>34.0</b>
17:00 - 17:15	9	1	0	10	11.3	145	8	1	154	165.4	13	0	0	13	13.0
17:15 - 17:30	1	0	0	1	1.0	147	6	0	153	160.8	11	1	0	12	13.3
17:30 - 17:45	5	0	0	5	5.0	118	4	1	123	129.2	10	1	0	11	12.3
17:45 - 18:00	2	0	0	2	2.0	119	5	0	124	130.5	13	1	0	14	15.3
<b>Hourly Total</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>19.3</b>	<b>529</b>	<b>23</b>	<b>2</b>	<b>554</b>	<b>585.9</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>53.9</b>
18:00 - 18:15	4	1	0	5	6.3	125	6	1	132	140.8	12	2	0	14	16.6
18:15 - 18:30	3	0	0	3	3.0	107	2	1	110	113.6	19	0	0	19	19.0
<b>Hourly Total</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>9.3</b>	<b>232</b>	<b>8</b>	<b>2</b>	<b>242</b>	<b>254.4</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>35.6</b>
<b>TOTAL</b>	<b>33</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>43.9</b>	<b>1071</b>	<b>44</b>	<b>7</b>	<b>1122</b>	<b>1186.2</b>	<b>112</b>	<b>5</b>	<b>0</b>	<b>117</b>	<b>123.5</b>

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Mellor, Thursday 15th September 2022

Junction: 1  
 Approach: B6245 Ribchester Road South



TIME	Left to A59 (West)					Ahead to B6245 Ribchester Road (North)					Right to A59 (East)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	30	0	0	30	30.0	23	0	0	23	23.0	2	0	0	2	2.0
07:45 - 08:00	31	0	0	31	31.0	27	0	1	28	29.0	0	0	1	1	2.0
<b>Hourly Total</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>61.0</b>	<b>50</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>52.0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4.0</b>
08:00 - 08:15	29	0	0	29	29.0	25	0	0	25	25.0	2	1	2	5	8.3
08:15 - 08:30	18	0	0	18	18.0	19	0	1	20	21.0	3	0	0	3	3.0
08:30 - 08:45	21	1	0	22	23.3	28	1	0	29	30.3	9	0	0	9	9.0
08:45 - 09:00	18	0	0	18	18.0	21	1	0	22	23.3	5	1	0	6	7.3
<b>Hourly Total</b>	<b>86</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>88.3</b>	<b>93</b>	<b>2</b>	<b>1</b>	<b>96</b>	<b>99.6</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>27.6</b>
09:00 - 09:15	18	0	0	18	18.0	23	0	0	23	23.0	4	1	0	5	6.3
09:15 - 09:30	6	0	0	6	6.0	19	0	1	20	21.0	3	0	0	3	3.0
<b>Hourly Total</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24.0</b>	<b>42</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>44.0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>9.3</b>
<b>TOTAL</b>	<b>171</b>	<b>1</b>	<b>0</b>	<b>172</b>	<b>173.3</b>	<b>185</b>	<b>2</b>	<b>3</b>	<b>190</b>	<b>195.6</b>	<b>28</b>	<b>3</b>	<b>3</b>	<b>34</b>	<b>40.9</b>
16:30 - 16:45	15	1	0	16	17.3	30	0	2	32	34.0	4	0	0	4	4.0
16:45 - 17:00	28	0	0	28	28.0	40	0	0	40	40.0	4	0	1	5	6.0
<b>Hourly Total</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>45.3</b>	<b>70</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>74.0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>10.0</b>
17:00 - 17:15	14	0	0	14	14.0	40	0	0	40	40.0	2	0	0	2	2.0
17:15 - 17:30	5	0	0	5	5.0	47	0	0	47	47.0	2	0	0	2	2.0
17:30 - 17:45	16	0	0	16	16.0	29	0	1	30	31.0	3	0	0	3	3.0
17:45 - 18:00	16	0	0	16	16.0	39	0	0	39	39.0	2	0	0	2	2.0
<b>Hourly Total</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>51.0</b>	<b>155</b>	<b>0</b>	<b>1</b>	<b>156</b>	<b>157.0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9.0</b>
18:00 - 18:15	9	0	0	9	9.0	37	0	0	37	37.0	3	0	0	3	3.0
18:15 - 18:30	12	0	0	12	12.0	30	0	0	30	30.0	3	0	0	3	3.0
<b>Hourly Total</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21.0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>67.0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6.0</b>
<b>TOTAL</b>	<b>115</b>	<b>1</b>	<b>0</b>	<b>116</b>	<b>117.3</b>	<b>292</b>	<b>0</b>	<b>3</b>	<b>295</b>	<b>298.0</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>25.0</b>

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Mellor, Thursday 15th September 2022

Junction: 1  
 Approach: A59 West



TIME	Left to B6245 Ribchester Road (North)					Ahead to A59 (East)					Right to B6245 Ribchester Road (South)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	10	0	0	10	10.0	106	11	1	118	133.3	2	0	0	2	2.0
07:45 - 08:00	20	0	0	20	20.0	123	12	2	137	154.6	7	1	0	8	9.3
<b>Hourly Total</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30.0</b>	<b>229</b>	<b>23</b>	<b>3</b>	<b>255</b>	<b>287.9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>11.3</b>
08:00 - 08:15	18	0	0	18	18.0	133	13	1	147	164.9	4	0	1	5	6.0
08:15 - 08:30	13	0	0	13	13.0	136	11	1	148	163.3	7	0	0	7	7.0
08:30 - 08:45	19	0	0	19	19.0	103	11	0	114	128.3	11	0	0	11	11.0
08:45 - 09:00	13	0	0	13	13.0	98	12	1	111	127.6	13	1	0	14	15.3
<b>Hourly Total</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>63.0</b>	<b>470</b>	<b>47</b>	<b>3</b>	<b>520</b>	<b>584.1</b>	<b>35</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>39.3</b>
09:00 - 09:15	15	1	0	16	17.3	104	13	2	119	137.9	5	0	0	5	5.0
09:15 - 09:30	10	0	0	10	10.0	86	8	1	95	106.4	4	0	0	4	4.0
<b>Hourly Total</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>27.3</b>	<b>190</b>	<b>21</b>	<b>3</b>	<b>214</b>	<b>244.3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9.0</b>
<b>TOTAL</b>	<b>118</b>	<b>1</b>	<b>0</b>	<b>119</b>	<b>120.3</b>	<b>889</b>	<b>91</b>	<b>9</b>	<b>989</b>	<b>1116.3</b>	<b>53</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>59.6</b>
16:30 - 16:45	15	0	0	15	15.0	159	3	0	162	165.9	20	0	0	20	20.0
16:45 - 17:00	12	0	0	12	12.0	121	4	1	126	132.2	20	0	0	20	20.0
<b>Hourly Total</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27.0</b>	<b>280</b>	<b>7</b>	<b>1</b>	<b>288</b>	<b>298.1</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40.0</b>
17:00 - 17:15	25	0	0	25	25.0	150	4	2	156	163.2	19	0	0	19	19.0
17:15 - 17:30	15	0	0	15	15.0	116	5	0	121	127.5	12	0	0	12	12.0
17:30 - 17:45	18	0	0	18	18.0	121	1	0	122	123.3	12	1	0	13	14.3
17:45 - 18:00	18	0	0	18	18.0	103	2	1	106	109.6	12	0	0	12	12.0
<b>Hourly Total</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>76.0</b>	<b>490</b>	<b>12</b>	<b>3</b>	<b>505</b>	<b>523.6</b>	<b>55</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>57.3</b>
18:00 - 18:15	12	0	0	12	12.0	129	4	0	133	138.2	8	0	0	8	8.0
18:15 - 18:30	19	0	0	19	19.0	120	1	0	121	122.3	17	0	0	17	17.0
<b>Hourly Total</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31.0</b>	<b>249</b>	<b>5</b>	<b>0</b>	<b>254</b>	<b>260.5</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25.0</b>
<b>TOTAL</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>134.0</b>	<b>1019</b>	<b>24</b>	<b>4</b>	<b>1047</b>	<b>1082.2</b>	<b>120</b>	<b>1</b>	<b>0</b>	<b>121</b>	<b>122.3</b>

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Mellor, Thursday 15th September 2022

Junction: 2  
 Approach: Daniel Thwaites



TIME	Left to A59 (East)					Ahead to Myerscough Smithy Road					Right to A59 (West)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>
08:00 - 08:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	3	0	0	3	3.0	0	0	0	0	0.0	1	0	0	1	1.0
08:30 - 08:45	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0.0	0	0	0	0	0.0	2	0	0	2	2.0
<b>Hourly Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>
09:00 - 09:15	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>
<b>TOTAL</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>
16:30 - 16:45	3	0	0	3	3.0	0	0	0	0	0.0	5	0	0	5	5.0
16:45 - 17:00	1	0	0	1	1.0	1	0	0	1	1.0	9	0	0	9	9.0
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4.0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14.0</b>
17:00 - 17:15	3	0	0	3	3.0	0	0	0	0	0.0	2	0	0	2	2.0
17:15 - 17:30	2	0	0	2	2.0	0	0	0	0	0.0	2	0	0	2	2.0
17:30 - 17:45	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
<b>Hourly Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4.0</b>
18:00 - 18:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:15 - 18:30	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>
<b>TOTAL</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11.0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18.0</b>

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Mellor, Thursday 15th September 2022

Junction: 2  
 Approach: A59 East



TIME	Left to Myerscough Smithy Road					Ahead to A59 (West)					Right to Daniel Thwaites				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	10	0	0	10	10.0	157	11	0	168	182.3	1	0	0	1	1.0
07:45 - 08:00	13	1	0	14	15.3	163	12	2	177	194.6	1	0	0	1	1.0
<b>Hourly Total</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>25.3</b>	<b>320</b>	<b>23</b>	<b>2</b>	<b>345</b>	<b>376.9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2.0</b>
08:00 - 08:15	11	1	0	12	13.3	167	6	1	174	182.8	1	0	0	1	1.0
08:15 - 08:30	14	1	0	15	16.3	124	7	0	131	140.1	1	0	0	1	1.0
08:30 - 08:45	14	0	0	14	14.0	122	14	0	136	154.2	0	0	0	0	0.0
08:45 - 09:00	13	0	0	13	13.0	155	11	0	166	180.3	1	0	0	1	1.0
<b>Hourly Total</b>	<b>52</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>56.6</b>	<b>568</b>	<b>38</b>	<b>1</b>	<b>607</b>	<b>657.4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>
09:00 - 09:15	12	0	0	12	12.0	113	8	1	122	133.4	0	0	0	0	0.0
09:15 - 09:30	10	0	0	10	10.0	130	6	0	136	143.8	0	0	0	0	0.0
<b>Hourly Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22.0</b>	<b>243</b>	<b>14</b>	<b>1</b>	<b>258</b>	<b>277.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>
<b>TOTAL</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>100</b>	<b>103.9</b>	<b>1131</b>	<b>75</b>	<b>4</b>	<b>1210</b>	<b>1311.5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5.0</b>
16:30 - 16:45	17	1	0	18	19.3	164	5	0	169	175.5	1	0	0	1	1.0
16:45 - 17:00	16	1	1	18	20.3	182	9	0	191	202.7	5	0	0	5	5.0
<b>Hourly Total</b>	<b>33</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>39.6</b>	<b>346</b>	<b>14</b>	<b>0</b>	<b>360</b>	<b>378.2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6.0</b>
17:00 - 17:15	18	0	0	18	18.0	150	7	1	158	168.1	0	0	0	0	0.0
17:15 - 17:30	13	1	0	14	15.3	159	5	1	165	172.5	2	0	0	2	2.0
17:30 - 17:45	16	0	0	16	16.0	137	5	0	142	148.5	0	0	0	0	0.0
17:45 - 18:00	14	1	1	16	18.3	124	2	0	126	128.6	1	0	0	1	1.0
<b>Hourly Total</b>	<b>61</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>67.6</b>	<b>570</b>	<b>19</b>	<b>2</b>	<b>591</b>	<b>617.7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3.0</b>
18:00 - 18:15	10	2	0	12	14.6	143	2	0	145	147.6	0	0	0	0	0.0
18:15 - 18:30	12	0	0	12	12.0	114	3	1	118	122.9	1	0	0	1	1.0
<b>Hourly Total</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>26.6</b>	<b>257</b>	<b>5</b>	<b>1</b>	<b>263</b>	<b>270.5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>
<b>TOTAL</b>	<b>116</b>	<b>6</b>	<b>2</b>	<b>124</b>	<b>133.8</b>	<b>1173</b>	<b>38</b>	<b>3</b>	<b>1214</b>	<b>1266.4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10.0</b>

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Mellor, Thursday 15th September 2022

Junction: 2  
 Approach: Myerscough Smithy Road



TIME	Left to A59 (West)					Ahead to Daniel Thwaites					Right to A59 (East)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	23	2	0	25	27.6	0	0	0	0	0.0	15	1	0	16	17.3
07:45 - 08:00	33	1	0	34	35.3	1	0	0	1	1.0	17	0	1	18	19.0
<b>Hourly Total</b>	<b>56</b>	<b>3</b>	<b>0</b>	<b>59</b>	<b>62.9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>32</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>36.3</b>
08:00 - 08:15	24	1	1	26	28.3	0	0	0	0	0.0	19	1	2	22	25.3
08:15 - 08:30	30	0	0	30	30.0	0	0	0	0	0.0	25	0	0	25	25.0
08:30 - 08:45	24	0	0	24	24.0	0	0	0	0	0.0	33	0	1	34	35.0
08:45 - 09:00	28	0	0	28	28.0	0	0	0	0	0.0	27	2	1	30	33.6
<b>Hourly Total</b>	<b>106</b>	<b>1</b>	<b>1</b>	<b>108</b>	<b>110.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>104</b>	<b>3</b>	<b>4</b>	<b>111</b>	<b>118.9</b>
09:00 - 09:15	38	0	0	38	38.0	0	0	0	0	0.0	18	1	0	19	20.3
09:15 - 09:30	24	2	0	26	28.6	0	0	0	0	0.0	18	0	0	18	18.0
<b>Hourly Total</b>	<b>62</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>66.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>38.3</b>
<b>TOTAL</b>	<b>224</b>	<b>6</b>	<b>1</b>	<b>231</b>	<b>239.8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>172</b>	<b>5</b>	<b>5</b>	<b>182</b>	<b>193.5</b>
16:30 - 16:45	16	0	0	16	16.0	0	0	0	0	0.0	20	0	0	20	20.0
16:45 - 17:00	13	1	1	15	17.3	0	0	0	0	0.0	16	0	1	17	18.0
<b>Hourly Total</b>	<b>29</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>33.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>38.0</b>
17:00 - 17:15	15	0	0	15	15.0	0	0	0	0	0.0	18	0	0	18	18.0
17:15 - 17:30	25	0	0	25	25.0	0	0	0	0	0.0	16	0	0	16	16.0
17:30 - 17:45	10	0	0	10	10.0	0	0	0	0	0.0	23	0	0	23	23.0
17:45 - 18:00	17	0	1	18	19.0	0	0	0	0	0.0	16	0	0	16	16.0
<b>Hourly Total</b>	<b>67</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>69.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>73.0</b>
18:00 - 18:15	15	0	0	15	15.0	0	0	0	0	0.0	18	1	0	19	20.3
18:15 - 18:30	10	0	0	10	10.0	0	0	0	0	0.0	17	0	0	17	17.0
<b>Hourly Total</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>37.3</b>
<b>TOTAL</b>	<b>121</b>	<b>1</b>	<b>2</b>	<b>124</b>	<b>127.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>144</b>	<b>1</b>	<b>1</b>	<b>146</b>	<b>148.3</b>

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Mellor, Thursday 15th September 2022

Junction: 2  
 Approach: A59 West



TIME	Left to Daniel Thwaites					Ahead to A59 (East)					Right to Myerscough Smithy Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	1	1	0	2	3.3	104	13	1	118	135.9	10	2	1	13	16.6
07:45 - 08:00	3	0	0	3	3.0	131	12	0	143	158.6	12	0	0	12	12.0
<b>Hourly Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>6.3</b>	<b>235</b>	<b>25</b>	<b>1</b>	<b>261</b>	<b>294.5</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>28.6</b>
08:00 - 08:15	1	0	0	1	1.0	145	12	1	158	174.6	19	1	0	20	21.3
08:15 - 08:30	1	0	0	1	1.0	124	15	0	139	158.5	11	0	0	11	11.0
08:30 - 08:45	2	0	0	2	2.0	109	13	0	122	138.9	21	4	0	25	30.2
08:45 - 09:00	0	0	0	0	0.0	98	5	0	103	109.5	15	1	0	16	17.3
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4.0</b>	<b>476</b>	<b>45</b>	<b>1</b>	<b>522</b>	<b>581.5</b>	<b>66</b>	<b>6</b>	<b>0</b>	<b>72</b>	<b>79.8</b>
09:00 - 09:15	1	0	0	1	1.0	97	15	2	114	135.5	18	2	0	20	22.6
09:15 - 09:30	0	1	0	1	2.3	94	6	1	101	109.8	12	0	0	12	12.0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>191</b>	<b>21</b>	<b>3</b>	<b>215</b>	<b>245.3</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>34.6</b>
<b>TOTAL</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>13.6</b>	<b>902</b>	<b>91</b>	<b>5</b>	<b>998</b>	<b>1121.3</b>	<b>118</b>	<b>10</b>	<b>1</b>	<b>129</b>	<b>143.0</b>
16:30 - 16:45	4	0	0	4	4.0	165	4	1	170	176.2	23	1	0	24	25.3
16:45 - 17:00	0	0	0	0	0.0	143	3	0	146	149.9	21	1	0	22	23.3
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4.0</b>	<b>308</b>	<b>7</b>	<b>1</b>	<b>316</b>	<b>326.1</b>	<b>44</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>48.6</b>
17:00 - 17:15	1	0	0	1	1.0	166	4	2	172	179.2	22	1	0	23	24.3
17:15 - 17:30	0	0	0	0	0.0	128	4	0	132	137.2	19	0	0	19	19.0
17:30 - 17:45	1	1	0	2	3.3	130	1	0	131	132.3	21	1	0	22	23.3
17:45 - 18:00	0	0	0	0	0.0	113	2	0	115	117.6	19	1	0	20	21.3
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>537</b>	<b>11</b>	<b>2</b>	<b>550</b>	<b>566.3</b>	<b>81</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>87.9</b>
18:00 - 18:15	0	1	0	1	2.3	131	5	0	136	142.5	21	1	0	22	23.3
18:15 - 18:30	1	0	0	1	1.0	133	0	0	133	133.0	15	0	0	15	15.0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>264</b>	<b>5</b>	<b>0</b>	<b>269</b>	<b>275.5</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>38.3</b>
<b>TOTAL</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>11.6</b>	<b>1109</b>	<b>23</b>	<b>3</b>	<b>1135</b>	<b>1167.9</b>	<b>161</b>	<b>6</b>	<b>0</b>	<b>167</b>	<b>174.8</b>

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

## **APPENDIX 2**

### **ATC Data**

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

09/09/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	23	22	1	0	0
01:00	13	9	3	1	0
02:00	9	7	1	1	0
03:00	14	10	1	3	0
04:00	28	16	9	3	0
05:00	80	44	15	16	5
06:00	234	164	57	11	2
07:00	602	477	108	10	7
08:00	638	488	121	18	11
09:00	458	347	85	20	6
10:00	495	404	75	14	2
11:00	567	473	74	16	4
12:00	565	455	87	18	5
13:00	487	403	66	11	7
14:00	549	455	69	18	7
15:00	631	528	82	20	1
16:00	678	599	63	13	3
17:00	619	552	55	12	0
18:00	493	445	42	5	1
19:00	339	300	35	3	1
20:00	209	187	18	3	1
21:00	115	102	10	2	1
22:00	87	81	5	1	0
23:00	76	67	6	2	1
<b>Total</b>					
12H(7-19)	6782	5626	927	175	54
16H(6-22)	7679	6379	1047	194	59
18H(6-24)	7842	6527	1058	197	60
24H(0-24)	8009	6635	1088	221	65
<b>AM Peak</b>	08:00	08:00	08:00	09:00	08:00
	<b>638</b>	<b>488</b>	<b>121</b>	<b>20</b>	<b>11</b>
<b>PM Peak</b>	16:00	16:00	12:00	15:00	13:00
	<b>678</b>	<b>599</b>	<b>87</b>	<b>20</b>	<b>7</b>

360 TSL Ltd

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	36	28	5	3	0
01:00	26	21	3	2	0
02:00	12	7	4	1	0
03:00	15	9	4	1	1
04:00	31	24	4	3	0
05:00	119	101	11	7	0
06:00	302	246	37	17	2
07:00	648	589	44	11	4
08:00	662	602	51	5	4
09:00	552	477	59	9	7
10:00	534	453	70	8	3
11:00	476	400	57	13	6
12:00	519	425	80	10	4
13:00	518	432	68	13	5
14:00	573	483	71	13	6
15:00	641	553	70	12	6
16:00	689	622	58	6	3
17:00	650	597	47	2	4
18:00	409	381	24	2	2
19:00	253	241	11	0	1
20:00	186	164	19	3	0
21:00	151	140	9	2	0
22:00	121	113	7	1	0
23:00	84	79	3	1	1
<b>Total</b>					
12H(7-19)	6871	6014	699	104	54
16H(6-22)	7763	6805	775	126	57
18H(6-24)	7968	6997	785	128	58
24H(0-24)	8207	7187	816	145	59
<b>AM Peak</b>	08:00	08:00	10:00	06:00	09:00
	<b>662</b>	<b>602</b>	<b>70</b>	<b>17</b>	<b>7</b>
<b>PM Peak</b>	16:00	16:00	12:00	13:00	14:00
	<b>689</b>	<b>622</b>	<b>80</b>	<b>13</b>	<b>6</b>

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	59	50	6	3	0
01:00	39	30	6	3	0
02:00	21	14	5	2	0
03:00	29	19	5	4	1
04:00	59	40	13	6	0
05:00	199	145	26	23	5
06:00	536	410	94	28	4
07:00	1250	1066	152	21	11
08:00	1300	1090	172	23	15
09:00	1010	824	144	29	13
10:00	1029	857	145	22	5
11:00	1043	873	131	29	10
12:00	1084	880	167	28	9
13:00	1005	835	134	24	12
14:00	1122	938	140	31	13
15:00	1272	1081	152	32	7
16:00	1367	1221	121	19	6
17:00	1269	1149	102	14	4
18:00	902	826	66	7	3
19:00	592	541	46	3	2
20:00	395	351	37	6	1
21:00	266	242	19	4	1
22:00	208	194	12	2	0
23:00	160	146	9	3	2
<b>Total</b>					
12H(7-19)	13653	11640	1626	279	108
16H(6-22)	15442	13184	1822	320	116
18H(6-24)	15810	13524	1843	325	118
24H(0-24)	16216	13822	1904	366	124
<b>AM Peak</b>	08:00	08:00	08:00	09:00	08:00
	<b>1300</b>	<b>1090</b>	<b>172</b>	<b>29</b>	<b>15</b>
<b>PM Peak</b>	16:00	16:00	12:00	15:00	14:00
	<b>1367</b>	<b>1221</b>	<b>167</b>	<b>32</b>	<b>13</b>

360 TSL Ltd

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

10/09/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	43	37	5	0	1
01:00	17	11	6	0	0
02:00	15	13	1	1	0
03:00	14	11	3	0	0
04:00	23	10	8	5	0
05:00	42	34	5	3	0
06:00	111	81	21	8	1
07:00	206	156	40	7	3
08:00	336	254	73	6	3
09:00	414	353	47	8	6
10:00	499	445	45	5	4
11:00	574	516	48	6	4
12:00	520	477	40	0	3
13:00	492	447	37	7	1
14:00	413	377	34	0	2
15:00	378	348	29	0	1
16:00	386	358	23	3	2
17:00	409	380	26	0	3
18:00	309	282	26	0	1
19:00	275	252	22	0	1
20:00	160	148	11	0	1
21:00	140	131	8	0	1
22:00	132	121	11	0	0
23:00	84	76	7	0	1
<b>Total</b>					
12H(7-19)	4936	4393	468	42	33
16H(6-22)	5622	5005	530	50	37
18H(6-24)	5838	5202	548	50	38
24H(0-24)	5992	5318	576	59	39
<b>AM Peak</b>	11:00	11:00	08:00	06:00	09:00
	574	516	73	8	6
<b>PM Peak</b>	12:00	12:00	12:00	13:00	12:00
	520	477	40	7	3

360 TSL Ltd

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	46	42	1	2	1
01:00	34	27	4	3	0
02:00	18	13	2	2	1
03:00	20	13	6	1	0
04:00	22	16	4	2	0
05:00	57	46	9	2	0
06:00	129	112	14	3	0
07:00	175	154	18	3	0
08:00	295	278	15	2	0
09:00	379	348	28	0	3
10:00	558	510	41	6	1
11:00	583	539	33	7	4
12:00	605	539	59	5	2
13:00	688	617	58	9	4
14:00	740	670	56	8	6
15:00	767	707	53	6	1
16:00	726	679	40	4	3
17:00	772	716	47	7	2
18:00	590	546	39	3	2
19:00	451	419	27	3	2
20:00	327	313	11	3	0
21:00	212	193	13	5	1
22:00	164	155	7	2	0
23:00	131	127	4	0	0
<b>Total</b>					
12H(7-19)	6878	6303	487	60	28
16H(6-22)	7997	7340	552	74	31
18H(6-24)	8292	7622	563	76	31
24H(0-24)	8489	7779	589	88	33
<b>AM Peak</b>	11:00	11:00	10:00	11:00	11:00
	583	539	41	7	4
<b>PM Peak</b>	17:00	17:00	12:00	13:00	14:00
	772	716	59	9	6

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	89	79	6	2	2
01:00	51	38	10	3	0
02:00	33	26	3	3	1
03:00	34	24	9	1	0
04:00	45	26	12	7	0
05:00	99	80	14	5	0
06:00	240	193	35	11	1
07:00	381	310	58	10	3
08:00	631	532	88	8	3
09:00	793	701	75	8	9
10:00	1057	955	86	11	5
11:00	1157	1055	81	13	8
12:00	1125	1016	99	5	5
13:00	1180	1064	95	16	5
14:00	1153	1047	90	8	8
15:00	1145	1055	82	6	2
16:00	1112	1037	63	7	5
17:00	1181	1096	73	7	5
18:00	899	828	65	3	3
19:00	726	671	49	3	3
20:00	487	461	22	3	1
21:00	352	324	21	5	2
22:00	296	276	18	2	0
23:00	215	203	11	0	1
<b>Total</b>					
12H(7-19)	11814	10696	955	102	61
16H(6-22)	13619	12345	1082	124	68
18H(6-24)	14130	12824	1111	126	69
24H(0-24)	14481	13097	1165	147	72
<b>AM Peak</b>	11:00	11:00	08:00	11:00	09:00
	1157	1055	88	13	9
<b>PM Peak</b>	17:00	17:00	12:00	13:00	14:00
	1181	1096	99	16	8

360 TSL Ltd

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

11/09/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	57	54	3	0	0
01:00	22	20	2	0	0
02:00	14	12	2	0	0
03:00	15	14	0	1	0
04:00	14	12	1	1	0
05:00	36	26	7	3	0
06:00	59	52	5	2	0
07:00	124	102	16	5	1
08:00	216	179	30	6	1
09:00	284	255	18	7	4
10:00	426	386	34	5	1
11:00	519	462	47	6	4
12:00	524	487	32	4	1
13:00	505	465	36	2	2
14:00	452	420	30	2	0
15:00	461	417	36	5	3
16:00	430	392	33	2	3
17:00	374	346	23	1	4
18:00	299	282	16	0	1
19:00	240	219	17	3	1
20:00	134	124	9	1	0
21:00	111	100	9	2	0
22:00	51	48	3	0	0
23:00	46	41	5	0	0
<b>Total</b>					
12H(7-19)	4614	4193	351	45	25
16H(6-22)	5158	4688	391	53	26
18H(6-24)	5255	4777	399	53	26
24H(0-24)	5413	4915	414	58	26
<b>AM Peak</b>	11:00	11:00	11:00	09:00	09:00
	519	462	47	7	4
<b>PM Peak</b>	12:00	12:00	13:00	15:00	17:00
	524	487	36	5	4

360 TSL Ltd

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	74	65	6	3	0
01:00	58	56	1	1	0
02:00	27	23	1	3	0
03:00	22	18	3	1	0
04:00	14	11	1	2	0
05:00	35	31	3	1	0
06:00	84	73	8	3	0
07:00	128	111	11	4	2
08:00	197	178	17	2	0
09:00	361	331	23	4	3
10:00	580	525	50	5	0
11:00	697	644	47	4	2
12:00	681	628	48	3	2
13:00	760	695	53	9	3
14:00	796	743	47	4	2
15:00	833	768	51	14	0
16:00	880	796	66	15	3
17:00	775	714	55	2	4
18:00	587	536	39	8	4
19:00	521	483	30	4	4
20:00	230	218	10	2	0
21:00	130	124	6	0	0
22:00	73	71	2	0	0
23:00	39	36	3	0	0
<b>Total</b>					
12H(7-19)	7275	6669	507	74	25
16H(6-22)	8240	7567	561	83	29
18H(6-24)	8352	7674	566	83	29
24H(0-24)	8582	7878	581	94	29
<b>AM Peak</b>	11:00	11:00	10:00	10:00	09:00
	697	644	50	5	3
<b>PM Peak</b>	16:00	16:00	16:00	16:00	17:00
	880	796	66	15	4

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	131	119	9	3	0
01:00	80	76	3	1	0
02:00	41	35	3	3	0
03:00	37	32	3	2	0
04:00	28	23	2	3	0
05:00	71	57	10	4	0
06:00	143	125	13	5	0
07:00	252	213	27	9	3
08:00	413	357	47	8	1
09:00	645	586	41	11	7
10:00	1006	911	84	10	1
11:00	1216	1106	94	10	6
12:00	1205	1115	80	7	3
13:00	1265	1160	89	11	5
14:00	1248	1163	77	6	2
15:00	1294	1185	87	19	3
16:00	1310	1188	99	17	6
17:00	1149	1060	78	3	8
18:00	886	818	55	8	5
19:00	761	702	47	7	5
20:00	364	342	19	3	0
21:00	241	224	15	2	0
22:00	124	119	5	0	0
23:00	85	77	8	0	0
<b>Total</b>					
12H(7-19)	11889	10862	858	119	50
16H(6-22)	13398	12255	952	136	55
18H(6-24)	13607	12451	965	136	55
24H(0-24)	13995	12793	995	152	55
<b>AM Peak</b>	11:00	11:00	11:00	09:00	09:00
	1216	1106	94	11	7
<b>PM Peak</b>	16:00	16:00	16:00	15:00	17:00
	1310	1188	99	19	8

360 TSL Ltd

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

12/09/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	28	21	4	2	1
01:00	23	16	6	0	1
02:00	14	7	3	3	1
03:00	9	7	0	2	0
04:00	35	18	11	6	0
05:00	60	41	12	6	1
06:00	250	175	53	20	2
07:00	580	477	79	16	8
08:00	727	583	120	15	9
09:00	504	377	100	20	7
10:00	385	310	59	11	5
11:00	422	332	68	19	3
12:00	461	356	74	24	7
13:00	443	348	75	11	9
14:00	475	382	75	14	4
15:00	525	446	67	11	1
16:00	720	613	92	11	4
17:00	779	700	64	12	3
18:00	465	412	46	5	2
19:00	272	243	24	5	0
20:00	158	139	16	1	2
21:00	107	98	7	2	0
22:00	60	53	5	2	0
23:00	29	26	1	2	0
<b>Total</b>					
12H(7-19)	6486	5336	919	169	62
16H(6-22)	7273	5991	1019	197	66
18H(6-24)	7362	6070	1025	201	66
24H(0-24)	7531	6180	1061	220	70
<b>AM Peak</b>	08:00	08:00	08:00	06:00	08:00
	<b>727</b>	<b>583</b>	<b>120</b>	<b>20</b>	<b>9</b>
<b>PM Peak</b>	17:00	17:00	16:00	12:00	13:00
	<b>779</b>	<b>700</b>	<b>92</b>	<b>24</b>	<b>9</b>

360 TSL Ltd

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	17	11	6	0	0
01:00	21	18	1	2	0
02:00	20	16	3	0	1
03:00	18	16	2	0	0
04:00	49	37	5	7	0
05:00	133	116	8	8	1
06:00	421	379	33	7	2
07:00	807	740	53	12	2
08:00	785	730	44	7	4
09:00	698	612	71	9	6
10:00	515	439	63	11	2
11:00	495	405	69	12	9
12:00	463	380	67	13	3
13:00	424	352	51	18	3
14:00	477	391	68	7	11
15:00	507	419	76	5	7
16:00	605	534	65	5	1
17:00	579	535	39	4	1
18:00	331	303	21	5	2
19:00	224	206	14	2	2
20:00	140	132	7	1	0
21:00	74	67	3	4	0
22:00	49	42	4	3	0
23:00	26	23	0	3	0
<b>Total</b>					
12H(7-19)	6686	5840	687	108	51
16H(6-22)	7545	6624	744	122	55
18H(6-24)	7620	6689	748	128	55
24H(0-24)	7878	6903	773	145	57
<b>AM Peak</b>	07:00	07:00	09:00	07:00	11:00
	<b>807</b>	<b>740</b>	<b>71</b>	<b>12</b>	<b>9</b>
<b>PM Peak</b>	16:00	17:00	15:00	13:00	14:00
	<b>605</b>	<b>535</b>	<b>76</b>	<b>18</b>	<b>11</b>

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	45	32	10	2	1
01:00	44	34	7	2	1
02:00	34	23	6	3	2
03:00	27	23	2	2	0
04:00	84	55	16	13	0
05:00	193	157	20	14	2
06:00	671	554	86	27	4
07:00	1387	1217	132	28	10
08:00	1512	1313	164	22	13
09:00	1202	989	171	29	13
10:00	900	749	122	22	7
11:00	917	737	137	31	12
12:00	924	736	141	37	10
13:00	867	700	126	29	12
14:00	952	773	143	21	15
15:00	1032	865	143	16	8
16:00	1325	1147	157	16	5
17:00	1358	1235	103	16	4
18:00	796	715	67	10	4
19:00	496	449	38	7	2
20:00	298	271	23	2	2
21:00	181	165	10	6	0
22:00	109	95	9	5	0
23:00	55	49	1	5	0
<b>Total</b>					
12H(7-19)	13172	11176	1606	277	113
16H(6-22)	14818	12615	1763	319	121
18H(6-24)	14982	12759	1773	329	121
24H(0-24)	15409	13083	1834	365	127
<b>AM Peak</b>	08:00	08:00	09:00	11:00	08:00
	<b>1512</b>	<b>1313</b>	<b>171</b>	<b>31</b>	<b>13</b>
<b>PM Peak</b>	17:00	17:00	16:00	12:00	14:00
	<b>1358</b>	<b>1235</b>	<b>157</b>	<b>37</b>	<b>15</b>

360 TSL Ltd

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

13/09/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	22	18	4	0	0
01:00	17	13	3	1	0
02:00	14	10	1	3	0
03:00	11	6	3	2	0
04:00	34	17	11	6	0
05:00	75	45	20	8	2
06:00	249	184	49	14	2
07:00	663	531	115	10	7
08:00	727	590	108	20	9
09:00	508	400	87	13	8
10:00	456	357	86	10	3
11:00	472	357	86	21	8
12:00	471	378	74	14	5
13:00	426	337	66	20	3
14:00	470	379	75	11	5
15:00	593	509	71	11	2
16:00	838	740	80	16	2
17:00	827	753	64	9	1
18:00	564	513	42	7	2
19:00	306	276	26	4	0
20:00	164	146	17	1	0
21:00	150	136	13	1	0
22:00	356	332	23	1	0
23:00	93	83	9	1	0
<b>Total</b>					
12H(7-19)	7015	5844	954	162	55
16H(6-22)	7884	6586	1059	182	57
18H(6-24)	8333	7001	1091	184	57
24H(0-24)	8506	7110	1133	204	59
<b>AM Peak</b>	08:00	08:00	07:00	11:00	08:00
	<b>727</b>	<b>590</b>	<b>115</b>	<b>21</b>	<b>9</b>
<b>PM Peak</b>	16:00	17:00	16:00	13:00	12:00
	<b>838</b>	<b>753</b>	<b>80</b>	<b>20</b>	<b>5</b>

360 TSL Ltd

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	28	21	3	4	0
01:00	6	4	2	0	0
02:00	7	2	4	0	1
03:00	24	18	3	3	0
04:00	36	29	4	3	0
05:00	129	112	12	5	0
06:00	449	398	36	11	4
07:00	856	786	57	10	3
08:00	806	756	40	8	2
09:00	573	514	50	7	2
10:00	470	374	79	13	4
11:00	465	381	66	13	5
12:00	443	367	55	15	6
13:00	417	340	55	16	6
14:00	463	386	64	9	4
15:00	597	518	62	11	6
16:00	649	570	67	7	5
17:00	674	619	50	4	1
18:00	538	498	35	1	4
19:00	296	276	17	0	3
20:00	187	174	12	0	1
21:00	110	102	7	1	0
22:00	132	128	4	0	0
23:00	57	51	5	1	0
<b>Total</b>					
12H(7-19)	6951	6109	680	114	48
16H(6-22)	7993	7059	752	126	56
18H(6-24)	8182	7238	761	127	56
24H(0-24)	8412	7424	789	142	57
<b>AM Peak</b>	07:00	07:00	10:00	10:00	11:00
	<b>856</b>	<b>786</b>	<b>79</b>	<b>13</b>	<b>5</b>
<b>PM Peak</b>	17:00	17:00	16:00	13:00	12:00
	<b>674</b>	<b>619</b>	<b>67</b>	<b>16</b>	<b>6</b>

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	50	39	7	4	0
01:00	23	17	5	1	0
02:00	21	12	5	3	1
03:00	35	24	6	5	0
04:00	70	46	15	9	0
05:00	204	157	32	13	2
06:00	698	582	85	25	6
07:00	1519	1317	172	20	10
08:00	1533	1346	148	28	11
09:00	1081	914	137	20	10
10:00	926	731	165	23	7
11:00	937	738	152	34	13
12:00	914	745	129	29	11
13:00	843	677	121	36	9
14:00	933	765	139	20	9
15:00	1190	1027	133	22	8
16:00	1487	1310	147	23	7
17:00	1501	1372	114	13	2
18:00	1102	1011	77	8	6
19:00	602	552	43	4	3
20:00	351	320	29	1	1
21:00	260	238	20	2	0
22:00	488	460	27	1	0
23:00	150	134	14	2	0
<b>Total</b>					
12H(7-19)	13966	11953	1634	276	103
16H(6-22)	15877	13645	1811	308	113
18H(6-24)	16515	14239	1852	311	113
24H(0-24)	16918	14534	1922	346	116
<b>AM Peak</b>	08:00	08:00	07:00	11:00	11:00
	<b>1533</b>	<b>1346</b>	<b>172</b>	<b>34</b>	<b>13</b>
<b>PM Peak</b>	17:00	17:00	16:00	13:00	12:00
	<b>1501</b>	<b>1372</b>	<b>147</b>	<b>36</b>	<b>11</b>

360 TSL Ltd

Mellor ATC, A59 Longsight Road

Direction: Northwestbound

14/09/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	34	31	0	2	1
01:00	12	7	2	2	1
02:00	13	8	2	2	1
03:00	18	12	3	3	0
04:00	19	6	8	5	0
05:00	73	45	20	7	1
06:00	251	188	52	10	1
07:00	615	499	95	14	7
08:00	703	568	111	13	11
09:00	492	385	84	14	9
10:00	460	368	66	16	10
11:00	448	349	77	13	9
12:00	529	437	78	7	7
13:00	454	365	67	15	7
14:00	501	416	65	16	4
15:00	643	552	69	19	3
16:00	805	703	90	10	2
17:00	860	771	74	14	1
18:00	518	458	54	5	1
19:00	354	311	39	3	1
20:00	168	145	20	2	1
21:00	128	122	6	0	0
22:00	82	77	4	0	1
23:00	39	35	1	3	0
<b>Total</b>					
12H(7-19)	7028	5871	930	156	71
16H(6-22)	7929	6637	1047	171	74
18H(6-24)	8050	6749	1052	174	75
24H(0-24)	8219	6858	1087	195	79
<b>AM Peak</b>	08:00	08:00	08:00	10:00	08:00
	703	568	111	16	11
<b>PM Peak</b>	17:00	17:00	16:00	15:00	12:00
	860	771	90	19	7

360 TSL Ltd

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	13	12	1	0	0
01:00	13	11	0	2	0
02:00	8	5	2	1	0
03:00	26	20	3	3	0
04:00	35	32	3	0	0
05:00	129	111	14	3	1
06:00	434	377	45	10	2
07:00	799	733	60	5	1
08:00	816	753	49	10	4
09:00	572	489	66	14	3
10:00	471	413	40	11	7
11:00	449	364	70	9	6
12:00	442	376	49	10	7
13:00	469	387	61	12	9
14:00	516	416	83	12	5
15:00	592	514	63	11	4
16:00	708	622	75	8	3
17:00	541	495	42	3	1
18:00	370	346	21	3	0
19:00	253	235	15	1	2
20:00	241	222	18	1	0
21:00	129	118	9	2	0
22:00	81	78	2	0	1
23:00	35	30	3	2	0
<b>Total</b>					
12H(7-19)	6745	5908	679	108	50
16H(6-22)	7802	6860	766	122	54
18H(6-24)	7918	6968	771	124	55
24H(0-24)	8142	7159	794	133	56
<b>AM Peak</b>	08:00	08:00	11:00	09:00	10:00
	816	753	70	14	7
<b>PM Peak</b>	16:00	16:00	14:00	13:00	13:00
	708	622	83	12	9

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	47	43	1	2	1
01:00	25	18	2	4	1
02:00	21	13	4	3	1
03:00	44	32	6	6	0
04:00	54	38	11	5	0
05:00	202	156	34	10	2
06:00	685	565	97	20	3
07:00	1414	1232	155	19	8
08:00	1519	1321	160	23	15
09:00	1064	874	150	28	12
10:00	931	781	106	27	17
11:00	897	713	147	22	15
12:00	971	813	127	17	14
13:00	923	752	128	27	16
14:00	1017	832	148	28	9
15:00	1235	1066	132	30	7
16:00	1513	1325	165	18	5
17:00	1401	1266	116	17	2
18:00	888	804	75	8	1
19:00	607	546	54	4	3
20:00	409	367	38	3	1
21:00	257	240	15	2	0
22:00	163	155	6	0	2
23:00	74	65	4	5	0
<b>Total</b>					
12H(7-19)	13773	11779	1609	264	121
16H(6-22)	15731	13497	1813	293	128
18H(6-24)	15968	13717	1823	298	130
24H(0-24)	16361	14017	1881	328	135
<b>AM Peak</b>	08:00	08:00	08:00	09:00	10:00
	1519	1321	160	28	17
<b>PM Peak</b>	16:00	16:00	16:00	15:00	13:00
	1513	1325	165	30	16

360 TSL Ltd

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

15/09/2022

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	19	12	5	2	0
01:00	16	14	0	2	0
02:00	16	8	5	2	1
03:00	7	3	3	1	0
04:00	27	13	7	6	1
05:00	74	50	13	11	0
06:00	220	169	38	8	5
07:00	647	501	121	17	8
08:00	659	519	118	15	7
09:00	531	402	103	19	7
10:00	471	346	100	16	9
11:00	486	385	82	14	5
12:00	513	414	76	20	3
13:00	488	376	93	15	4
14:00	460	375	65	18	2
15:00	588	509	61	17	1
16:00	809	702	90	14	3
17:00	835	758	67	9	1
18:00	483	434	42	3	4
19:00	327	298	24	4	1
20:00	215	191	20	3	1
21:00	178	165	10	2	1
22:00	117	100	16	1	0
23:00	45	39	4	2	0
<b>Total</b>					
12H(7-19)	6970	5721	1018	177	54
16H(6-22)	7910	6544	1110	194	62
18H(6-24)	8072	6683	1130	197	62
24H(0-24)	8231	6783	1163	221	64
<b>AM Peak</b>	08:00	08:00	07:00	09:00	10:00
	659	519	121	19	9
<b>PM Peak</b>	17:00	17:00	13:00	12:00	13:00
	835	758	93	20	4

360 TSL Ltd

Direction: Southeastbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	30	25	4	1	0
01:00	28	22	3	3	0
02:00	18	15	3	0	0
03:00	16	12	3	0	1
04:00	51	46	3	2	0
05:00	132	115	12	4	1
06:00	436	396	26	12	2
07:00	789	741	41	6	1
08:00	754	701	42	10	1
09:00	569	507	54	5	3
10:00	494	422	63	8	1
11:00	457	368	76	9	4
12:00	472	396	58	12	6
13:00	494	391	85	13	5
14:00	519	419	72	18	10
15:00	569	483	70	7	9
16:00	774	672	91	8	3
17:00	557	512	43	2	0
18:00	349	318	23	6	2
19:00	286	259	22	2	3
20:00	177	154	21	2	0
21:00	140	136	3	1	0
22:00	75	72	2	1	0
23:00	47	41	3	3	0
<b>Total</b>					
12H(7-19)	6797	5930	718	104	45
16H(6-22)	7836	6875	790	121	50
18H(6-24)	7958	6988	795	125	50
24H(0-24)	8233	7223	823	135	52
<b>AM Peak</b>	07:00	07:00	11:00	06:00	11:00
	789	741	76	12	4
<b>PM Peak</b>	16:00	16:00	16:00	14:00	14:00
	774	672	91	18	10

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	49	37	9	3	0
01:00	44	36	3	5	0
02:00	34	23	8	2	1
03:00	23	15	6	1	1
04:00	78	59	10	8	1
05:00	206	165	25	15	1
06:00	656	565	64	20	7
07:00	1436	1242	162	23	9
08:00	1413	1220	160	25	8
09:00	1100	909	157	24	10
10:00	965	768	163	24	10
11:00	943	753	158	23	9
12:00	985	810	134	32	9
13:00	982	767	178	28	9
14:00	979	794	137	36	12
15:00	1157	992	131	24	10
16:00	1583	1374	181	22	6
17:00	1392	1270	110	11	1
18:00	832	752	65	9	6
19:00	613	557	46	6	4
20:00	392	345	41	5	1
21:00	318	301	13	3	1
22:00	192	172	18	2	0
23:00	92	80	7	5	0
<b>Total</b>					
12H(7-19)	13767	11651	1736	281	99
16H(6-22)	15746	13419	1900	315	112
18H(6-24)	16030	13671	1925	322	112
24H(0-24)	16464	14006	1986	356	116
<b>AM Peak</b>	07:00	07:00	10:00	08:00	09:00
	1436	1242	163	25	10
<b>PM Peak</b>	16:00	16:00	16:00	14:00	14:00
	1583	1374	181	36	12

360 TSL Ltd

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

09/09/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	23	54.4	45.5	8.6	0	0	1	0	5	5	6	3	2	1	0	0
01:00	13	60.0	47.5	12.0	0	0	0	1	2	5	1	1	1	1	1	0
02:00	9	49.0	41.9	6.8	0	0	0	2	1	3	2	1	0	0	0	0
03:00	14	46.2	39.3	6.7	0	0	0	5	3	3	2	1	0	0	0	0
04:00	28	52.2	44.2	7.7	0	0	0	2	8	6	6	4	1	1	0	0
05:00	80	50.7	42.0	8.4	0	0	2	17	16	18	13	9	3	2	0	0
06:00	234	49.6	42.1	7.3	1	0	7	14	61	94	30	17	7	2	1	0
07:00	602	47.6	39.5	7.8	2	20	27	44	183	233	76	13	2	0	0	2
08:00	638	44.3	38.7	5.3	0	0	24	114	240	203	43	14	0	0	0	0
09:00	458	46.7	39.4	7.0	0	8	17	73	138	142	62	11	6	1	0	0
10:00	495	45.2	39.7	5.2	0	0	10	69	186	157	62	10	1	0	0	0
11:00	567	44.4	38.5	5.7	0	0	31	106	202	173	48	5	1	1	0	0
12:00	565	44.3	38.2	5.9	0	0	31	131	190	146	59	7	1	0	0	0
13:00	487	44.9	38.9	5.8	0	0	23	89	166	141	59	9	0	0	0	0
14:00	549	43.9	39.0	4.7	0	0	8	90	226	181	36	8	0	0	0	0
15:00	631	44.7	38.5	6.0	0	0	26	162	179	190	61	12	0	0	1	0
16:00	678	44.5	38.3	6.0	0	1	49	121	232	204	63	6	2	0	0	0
17:00	619	45.3	39.2	6.0	0	1	30	102	204	195	72	12	3	0	0	0
18:00	493	46.2	40.2	5.7	0	0	24	39	159	191	63	16	1	0	0	0
19:00	339	47.7	41.5	5.9	0	0	3	40	88	124	67	12	3	1	1	0
20:00	209	46.7	40.4	6.1	0	0	5	31	65	67	25	15	1	0	0	0
21:00	115	49.7	42.5	6.9	0	0	0	14	29	37	21	9	4	0	1	0
22:00	87	51.1	42.8	8.0	0	0	1	10	19	30	17	6	2	1	0	1
23:00	76	50.5	42.8	7.4	0	0	4	4	18	19	21	8	1	1	0	0
<b>Total</b>																
<b>2H(10-12)</b>	1062	44.8	39.1	5.5	0	0	41	175	388	330	110	15	2	1	0	0
<b>2H(14-16)</b>	1180	44.4	38.8	5.4	0	0	34	252	405	371	97	20	0	0	1	0
<b>12H(7-19)</b>	6782	45.2	39.0	6.0	2	30	300	1140	2305	2156	704	123	17	2	1	2
<b>24H(0-24)</b>	8009	45.9	39.4	6.3	3	30	323	1280	2620	2567	915	209	42	12	5	3
<b>AM Peak</b>	08:00 638	01:00 60.0	01:00 47.5	01:00 12.0	07:00 2	07:00 20	11:00 31	08:00 114	08:00 240	07:00 233	07:00 76	06:00 17	06:00 7	05:00 2	01:00 1	07:00 2
<b>PM Peak</b>	16:00 678	22:00 51.1	22:00 42.8	22:00 8.0	12:00 0	16:00 1	16:00 49	15:00 162	16:00 232	16:00 204	17:00 72	18:00 16	21:00 4	19:00 1	15:00 1	22:00 1

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	36	52.5	45.4	6.9	0	0	1	0	6	9	12	7	0	1	0	0
01:00	26	52.6	45.6	6.8	0	0	0	2	2	9	7	3	3	0	0	0
02:00	12	53.0	45.6	7.2	0	0	0	0	1	7	2	1	0	1	0	0
03:00	15	54.6	48.2	6.2	0	0	0	0	1	5	2	5	2	0	0	0
04:00	31	48.6	43.1	5.3	0	0	0	2	5	14	8	1	1	0	0	0
05:00	119	51.5	45.1	6.2	0	0	0	5	20	31	39	21	1	2	0	0
06:00	302	49.8	44.5	5.0	0	0	0	4	41	131	90	30	3	3	0	0
07:00	648	47.0	42.5	4.3	0	0	0	17	158	309	138	23	3	0	0	0
08:00	662	46.7	41.7	4.8	0	0	5	36	180	309	110	17	3	2	0	0
09:00	552	45.4	40.7	4.5	0	0	10	25	197	248	62	9	1	0	0	0
10:00	534	45.0	40.5	4.3	0	0	6	31	202	226	65	4	0	0	0	0
11:00	476	44.6	40.4	4.1	0	0	1	25	204	194	45	6	1	0	0	0
12:00	519	45.0	41.0	3.9	0	0	0	17	192	247	58	4	0	1	0	0
13:00	518	45.4	40.5	4.7	0	0	12	19	194	244	38	5	5	1	0	0
14:00	573	46.3	41.7	4.4	0	0	1	21	163	291	78	16	2	0	1	0
15:00	641	45.7	41.3	4.2	0	0	1	20	228	295	80	14	2	1	0	0
16:00	689	45.5	41.5	3.9	0	0	1	12	226	354	82	11	3	0	0	0
17:00	650	46.5	41.9	4.5	0	0	6	24	173	306	126	13	2	0	0	0
18:00	409	47.5	43.0	4.4	0	0	2	5	85	197	103	14	3	0	0	0
19:00	253	48.7	43.5	5.0	0	0	1	4	53	102	73	17	2	1	0	0
20:00	186	48.0	42.0	5.8	0	0	1	11	57	75	27	10	3	2	0	0
21:00	151	46.5	41.5	4.8	0	0	1	8	49	62	25	5	1	0	0	0
22:00	121	49.0	43.1	5.7	0	0	1	4	29	54	15	15	3	0	0	0
23:00	84	52.2	45.7	6.3	0	0	0	1	13	25	30	12	1	1	1	0
<b>Total</b>																
2H(10-12)	1010	44.8	40.5	4.2	0	0	7	56	406	420	110	10	1	0	0	0
2H(14-16)	1214	46.0	41.5	4.3	0	0	2	41	391	586	158	30	4	1	1	0
12H(7-19)	6871	46.0	41.4	4.4	0	0	45	252	2202	3220	985	136	25	5	1	0
24H(0-24)	8207	46.7	41.8	4.7	0	0	50	293	2479	3744	1315	263	45	16	2	0
<b>AM Peak</b>	08:00 <b>662</b>	03:00 <b>54.6</b>	03:00 <b>48.2</b>	02:00 <b>7.2</b>	00:00 <b>0</b>	00:00 <b>0</b>	09:00 <b>10</b>	08:00 <b>36</b>	11:00 <b>204</b>	07:00 <b>309</b>	07:00 <b>138</b>	06:00 <b>30</b>	01:00 <b>3</b>	06:00 <b>3</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	16:00 <b>689</b>	23:00 <b>52.2</b>	23:00 <b>45.7</b>	23:00 <b>6.3</b>	12:00 <b>0</b>	12:00 <b>0</b>	13:00 <b>12</b>	17:00 <b>24</b>	15:00 <b>228</b>	16:00 <b>354</b>	17:00 <b>126</b>	19:00 <b>17</b>	13:00 <b>5</b>	20:00 <b>2</b>	14:00 <b>1</b>	12:00 <b>0</b>

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	59	53.3	45.5	7.5	0	0	2	0	11	14	18	10	2	2	0	0
01:00	39	55.3	46.2	8.8	0	0	0	3	4	14	8	4	4	1	1	0
02:00	21	51.4	44.0	7.1	0	0	0	2	2	10	4	2	0	1	0	0
03:00	29	51.9	43.9	7.8	0	0	0	5	4	8	4	6	2	0	0	0
04:00	59	50.4	43.6	6.5	0	0	0	4	13	20	14	5	2	1	0	0
05:00	199	51.4	43.9	7.3	0	0	2	22	36	49	52	30	4	4	0	0
06:00	536	49.9	43.5	6.2	1	0	7	18	102	225	120	47	10	5	1	0
07:00	1250	47.7	41.0	6.4	2	20	27	61	341	542	214	36	5	0	0	2
08:00	1300	45.7	40.2	5.3	0	0	29	150	420	512	153	31	3	2	0	0
09:00	1010	46.1	40.1	5.8	0	8	27	98	335	390	124	20	7	1	0	0
10:00	1029	45.1	40.1	4.8	0	0	16	100	388	383	127	14	1	0	0	0
11:00	1043	44.7	39.4	5.1	0	0	32	131	406	367	93	11	2	1	0	0
12:00	1084	44.9	39.5	5.2	0	0	31	148	382	393	117	11	1	1	0	0
13:00	1005	45.3	39.7	5.3	0	0	35	108	360	385	97	14	5	1	0	0
14:00	1122	45.4	40.4	4.8	0	0	9	111	389	472	114	24	2	0	1	0
15:00	1272	45.5	39.9	5.3	0	0	27	182	407	485	141	26	2	1	1	0
16:00	1367	45.4	39.9	5.3	0	1	50	133	458	558	145	17	5	0	0	0
17:00	1269	46.2	40.5	5.4	0	1	36	126	377	501	198	25	5	0	0	0
18:00	902	47.0	41.5	5.3	0	0	26	44	244	388	166	30	4	0	0	0
19:00	592	48.2	42.4	5.6	0	0	4	44	141	226	140	29	5	2	1	0
20:00	395	47.4	41.2	6.0	0	0	6	42	122	142	52	25	4	2	0	0
21:00	266	48.0	41.9	5.9	0	0	1	22	78	99	46	14	5	0	1	0
22:00	208	50.0	43.0	6.8	0	0	2	14	48	84	32	21	5	1	0	1
23:00	160	51.5	44.3	7.0	0	0	4	5	31	44	51	20	2	2	1	0
<b>Total</b>																
2H(10-12)	2072	44.9	39.7	5.0	0	0	48	231	794	750	220	25	3	1	0	0
2H(14-16)	2394	45.4	40.2	5.1	0	0	36	293	796	957	255	50	4	1	2	0
12H(7-19)	13653	45.8	40.2	5.4	2	30	345	1392	4507	5376	1689	259	42	7	2	2
24H(0-24)	16216	46.5	40.6	5.6	3	30	373	1573	5099	6311	2230	472	87	28	7	3
<b>AM Peak</b>	08:00 <b>1300</b>	01:00 <b>55.3</b>	01:00 <b>46.2</b>	01:00 <b>8.8</b>	07:00 <b>2</b>	07:00 <b>20</b>	11:00 <b>32</b>	08:00 <b>150</b>	08:00 <b>420</b>	07:00 <b>542</b>	07:00 <b>214</b>	06:00 <b>47</b>	06:00 <b>10</b>	06:00 <b>5</b>	01:00 <b>1</b>	07:00 <b>2</b>
<b>PM Peak</b>	16:00 <b>1367</b>	23:00 <b>51.5</b>	23:00 <b>44.3</b>	23:00 <b>7.0</b>	12:00 <b>0</b>	16:00 <b>1</b>	16:00 <b>50</b>	15:00 <b>182</b>	16:00 <b>458</b>	16:00 <b>558</b>	17:00 <b>198</b>	18:00 <b>30</b>	13:00 <b>5</b>	19:00 <b>2</b>	14:00 <b>1</b>	22:00 <b>1</b>

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

10/09/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	43	52.2	44.4	7.6	0	0	0	3	11	11	8	6	3	1	0	0
01:00	17	54.1	43.8	9.9	0	0	0	2	4	6	2	2	0	0	1	0
02:00	15	46.1	41.2	4.8	0	0	0	1	6	4	4	0	0	0	0	0
03:00	14	47.6	41.4	5.9	0	0	0	1	6	4	1	2	0	0	0	0
04:00	23	48.3	41.8	6.3	0	0	0	3	7	6	4	3	0	0	0	0
05:00	42	49.4	43.7	5.5	0	0	0	2	8	16	11	4	1	0	0	0
06:00	111	50.9	43.4	7.3	0	0	0	7	31	38	18	10	4	2	1	0
07:00	206	49.9	41.9	7.7	0	2	10	17	38	77	47	7	3	5	0	0
08:00	336	48.4	41.1	7.0	0	0	11	50	80	115	51	19	7	2	1	0
09:00	414	46.3	40.1	6.0	0	0	17	54	126	141	61	11	4	0	0	0
10:00	499	45.9	39.8	5.8	0	3	15	60	163	192	48	15	3	0	0	0
11:00	574	45.3	40.2	5.0	0	0	3	75	190	236	61	6	1	1	1	0
12:00	520	45.8	39.5	6.1	0	2	26	68	165	183	64	8	4	0	0	0
13:00	492	46.5	40.4	5.9	2	0	17	44	149	194	75	7	3	1	0	0
14:00	413	47.0	41.5	5.3	0	2	0	20	141	169	61	15	2	3	0	0
15:00	378	46.0	40.8	5.0	0	0	1	44	123	143	53	12	2	0	0	0
16:00	386	47.2	42.3	4.7	0	0	0	17	103	168	79	15	4	0	0	0
17:00	409	48.0	42.3	5.5	0	0	11	11	95	182	83	24	2	1	0	0
18:00	309	48.0	42.6	5.3	0	0	3	14	77	118	74	22	1	0	0	0
19:00	275	47.6	41.9	5.5	0	0	1	22	81	102	51	15	1	2	0	0
20:00	160	48.1	41.8	6.1	0	0	3	12	46	63	20	11	5	0	0	0
21:00	140	47.1	40.6	6.4	0	0	4	24	33	48	24	6	0	1	0	0
22:00	132	45.8	40.0	5.6	0	0	2	21	46	40	17	6	0	0	0	0
23:00	84	51.8	44.0	7.5	0	0	0	9	18	22	19	11	2	3	0	0
<b>Total</b>																
<b>2H(10-12)</b>	1073	45.6	40.0	5.4	0	3	18	135	353	428	109	21	4	1	1	0
<b>2H(14-16)</b>	791	46.5	41.2	5.2	0	2	1	64	264	312	114	27	4	3	0	0
<b>12H(7-19)</b>	4936	46.9	40.9	5.8	2	9	114	474	1450	1918	757	161	36	13	2	0
<b>24H(0-24)</b>	5992	47.2	41.1	5.9	2	9	124	581	1747	2278	936	237	52	22	4	0
<b>AM Peak</b>	11:00 574	01:00 54.1	00:00 44.4	01:00 9.9	00:00 0	10:00 3	09:00 17	11:00 75	11:00 190	11:00 236	09:00 61	08:00 19	08:00 7	07:00 5	01:00 1	00:00 0
<b>PM Peak</b>	12:00 520	23:00 51.8	23:00 44.0	23:00 7.5	13:00 2	12:00 2	12:00 26	12:00 68	12:00 165	13:00 194	17:00 83	17:00 24	20:00 5	14:00 3	12:00 0	12:00 0

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	46	50.4	44.1	6.1	0	0	0	1	12	13	15	3	1	1	0	0
01:00	34	52.6	45.1	7.3	0	0	0	3	5	9	9	6	1	1	0	0
02:00	18	50.6	45.6	4.9	0	0	0	0	2	7	5	4	0	0	0	0
03:00	20	48.8	44.3	4.4	0	0	0	0	4	6	9	1	0	0	0	0
04:00	22	52.6	44.5	7.8	0	0	1	0	4	7	6	3	0	1	0	0
05:00	57	51.9	44.6	7.1	0	0	1	4	8	18	13	9	4	0	0	0
06:00	129	49.2	44.4	4.6	0	0	0	1	21	49	45	12	1	0	0	0
07:00	175	51.8	46.0	5.7	0	0	0	2	14	70	53	27	7	1	1	0
08:00	295	47.9	43.2	4.6	0	0	0	6	66	120	89	11	3	0	0	0
09:00	379	47.6	43.2	4.2	0	0	0	4	75	180	103	15	2	0	0	0
10:00	558	45.8	40.8	4.7	0	0	9	31	183	260	63	10	0	2	0	0
11:00	583	46.0	41.6	4.3	0	0	3	13	183	292	71	18	3	0	0	0
12:00	605	46.4	41.0	5.2	0	0	17	24	183	297	73	3	4	3	1	0
13:00	688	45.5	41.2	4.1	0	0	3	26	221	346	75	16	1	0	0	0
14:00	740	45.2	41.0	4.1	0	0	0	34	277	330	81	17	1	0	0	0
15:00	767	44.9	41.0	3.8	0	0	1	16	299	362	79	8	2	0	0	0
16:00	726	45.6	41.7	3.8	0	0	0	15	211	386	103	9	2	0	0	0
17:00	772	45.9	41.0	4.7	0	0	13	27	275	347	86	20	3	1	0	0
18:00	590	46.8	42.4	4.3	0	0	0	11	153	290	114	16	6	0	0	0
19:00	451	46.2	42.1	4.0	0	1	0	7	104	263	62	13	1	0	0	0
20:00	327	45.1	41.1	3.9	0	0	0	6	132	144	38	7	0	0	0	0
21:00	212	45.5	41.1	4.3	0	0	2	7	79	87	35	2	0	0	0	0
22:00	164	47.1	41.6	5.3	0	0	0	8	65	54	27	5	5	0	0	0
23:00	131	48.0	42.7	5.1	0	0	0	6	30	62	23	6	4	0	0	0
<b>Total</b>																
2H(10-12)	1141	45.9	41.2	4.5	0	0	12	44	366	552	134	28	3	2	0	0
2H(14-16)	1507	45.1	41.0	3.9	0	0	1	50	576	692	160	25	3	0	0	0
12H(7-19)	6878	46.2	41.6	4.5	0	0	46	209	2140	3280	990	170	34	7	2	0
24H(0-24)	8489	46.4	41.7	4.6	0	1	50	252	2606	3999	1277	241	51	10	2	0
<b>AM Peak</b>	11:00	01:00	07:00	04:00	00:00	00:00	10:00	10:00	10:00	11:00	09:00	07:00	07:00	10:00	07:00	00:00
	<b>583</b>	<b>52.6</b>	<b>46.0</b>	<b>7.8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>31</b>	<b>183</b>	<b>292</b>	<b>103</b>	<b>27</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>PM Peak</b>	17:00	23:00	23:00	22:00	12:00	19:00	12:00	14:00	15:00	16:00	18:00	17:00	18:00	12:00	12:00	12:00
	<b>772</b>	<b>48.0</b>	<b>42.7</b>	<b>5.3</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>34</b>	<b>299</b>	<b>386</b>	<b>114</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	89	51.3	44.2	6.8	0	0	0	4	23	24	23	9	4	2	0	0
01:00	51	53.1	44.7	8.2	0	0	0	5	9	15	11	8	1	1	1	0
02:00	33	49.0	43.6	5.3	0	0	0	1	8	11	9	4	0	0	0	0
03:00	34	48.5	43.1	5.2	0	0	0	1	10	10	10	3	0	0	0	0
04:00	45	50.5	43.2	7.1	0	0	1	3	11	13	10	6	0	1	0	0
05:00	99	50.9	44.2	6.4	0	0	1	6	16	34	24	13	5	0	0	0
06:00	240	50.2	43.9	6.0	0	0	0	8	52	87	63	22	5	2	1	0
07:00	381	51.2	43.8	7.1	0	2	10	19	52	147	100	34	10	6	1	0
08:00	631	48.4	42.1	6.1	0	0	11	56	146	235	140	30	10	2	1	0
09:00	793	47.2	41.6	5.4	0	0	17	58	201	321	164	26	6	0	0	0
10:00	1057	45.9	40.4	5.3	0	3	24	91	346	452	111	25	3	2	0	0
11:00	1157	45.8	40.9	4.7	0	0	6	88	373	528	132	24	4	1	1	0
12:00	1125	46.2	40.3	5.7	0	2	43	92	348	480	137	11	8	3	1	0
13:00	1180	46.0	40.9	5.0	2	0	20	70	370	540	150	23	4	1	0	0
14:00	1153	45.9	41.2	4.6	0	2	0	54	418	499	142	32	3	3	0	0
15:00	1145	45.3	40.9	4.2	0	0	2	60	422	505	132	20	4	0	0	0
16:00	1112	46.2	41.9	4.1	0	0	0	32	314	554	182	24	6	0	0	0
17:00	1181	46.7	41.4	5.0	0	0	24	38	370	529	169	44	5	2	0	0
18:00	899	47.3	42.5	4.6	0	0	3	25	230	408	188	38	7	0	0	0
19:00	726	46.8	42.0	4.6	0	1	1	29	185	365	113	28	2	2	0	0
20:00	487	46.2	41.3	4.7	0	0	3	18	178	207	58	18	5	0	0	0
21:00	352	46.3	40.9	5.2	0	0	6	31	112	135	59	8	0	1	0	0
22:00	296	46.6	40.9	5.5	0	0	2	29	111	94	44	11	5	0	0	0
23:00	215	49.6	43.2	6.2	0	0	0	15	48	84	42	17	6	3	0	0
<b>Total</b>																
2H(10-12)	2214	45.8	40.7	5.0	0	3	30	179	719	980	243	49	7	3	1	0
2H(14-16)	2298	45.6	41.0	4.4	0	2	2	114	840	1004	274	52	7	3	0	0
12H(7-19)	11814	46.6	41.3	5.1	2	9	160	683	3590	5198	1747	331	70	20	4	0
24H(0-24)	14481	46.8	41.5	5.2	2	10	174	833	4353	6277	2213	478	103	32	6	0
<b>AM Peak</b>	11:00 <b>1157</b>	01:00 <b>53.1</b>	01:00 <b>44.7</b>	01:00 <b>8.2</b>	00:00 <b>0</b>	10:00 <b>3</b>	10:00 <b>24</b>	10:00 <b>91</b>	11:00 <b>373</b>	11:00 <b>528</b>	09:00 <b>164</b>	07:00 <b>34</b>	07:00 <b>10</b>	07:00 <b>6</b>	01:00 <b>1</b>	00:00 <b>0</b>
<b>PM Peak</b>	17:00 <b>1181</b>	23:00 <b>49.6</b>	23:00 <b>43.2</b>	23:00 <b>6.2</b>	13:00 <b>2</b>	12:00 <b>2</b>	12:00 <b>43</b>	12:00 <b>92</b>	15:00 <b>422</b>	16:00 <b>554</b>	18:00 <b>188</b>	17:00 <b>44</b>	12:00 <b>8</b>	12:00 <b>3</b>	12:00 <b>1</b>	12:00 <b>0</b>

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

11/09/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	57	54.3	45.7	8.3	0	0	0	3	8	19	15	8	2	1	0	1
01:00	22	56.8	46.3	10.2	0	0	1	0	4	6	5	4	0	1	1	0
02:00	14	57.1	48.0	8.8	0	0	0	0	1	4	6	2	0	0	1	0
03:00	15	52.0	44.5	7.3	0	0	0	1	4	3	3	3	1	0	0	0
04:00	14	51.6	43.9	7.4	0	0	0	1	4	4	1	3	1	0	0	0
05:00	36	51.4	42.8	8.3	0	0	1	4	10	9	5	4	2	1	0	0
06:00	59	51.5	45.0	6.2	0	0	0	2	8	20	23	2	2	2	0	0
07:00	124	58.1	47.2	10.5	1	0	0	5	12	42	33	15	4	7	2	3
08:00	216	50.5	42.6	7.6	0	2	8	22	35	63	60	19	5	2	0	0
09:00	284	51.6	44.5	6.8	0	4	0	2	51	97	91	28	7	2	2	0
10:00	426	49.1	42.9	6.0	0	0	5	21	100	163	102	25	3	7	0	0
11:00	519	46.1	40.1	5.8	1	1	11	65	167	196	63	9	4	2	0	0
12:00	524	46.6	41.3	5.1	0	0	7	41	152	218	87	15	4	0	0	0
13:00	505	47.3	41.8	5.3	0	0	2	32	142	230	77	11	5	6	0	0
14:00	452	47.3	42.0	5.2	0	0	1	18	147	188	66	27	2	3	0	0
15:00	461	47.5	41.6	5.7	0	0	12	31	120	193	79	24	1	0	1	0
16:00	430	46.3	40.4	5.7	0	0	15	51	110	179	66	7	1	1	0	0
17:00	374	45.9	40.8	4.9	0	0	1	43	112	156	50	11	1	0	0	0
18:00	299	47.2	41.6	5.4	0	0	8	18	75	128	58	10	2	0	0	0
19:00	240	46.8	41.1	5.4	0	0	3	21	70	104	32	9	0	0	1	0
20:00	134	46.8	40.0	6.6	0	0	7	13	50	46	7	8	2	1	0	0
21:00	111	45.2	39.8	5.2	0	0	0	22	37	35	15	1	1	0	0	0
22:00	51	48.1	42.4	5.6	0	0	0	2	15	23	7	3	0	1	0	0
23:00	46	47.1	40.3	6.5	0	0	2	7	13	13	8	3	0	0	0	0
<b>Total</b>																
2H(10-12)	945	47.6	41.4	6.1	1	1	16	86	267	359	165	34	7	9	0	0
2H(14-16)	913	47.4	41.8	5.4	0	0	13	49	267	381	145	51	3	3	1	0
12H(7-19)	4614	48.0	41.8	6.0	2	7	70	349	1223	1853	832	201	39	30	5	3
24H(0-24)	5413	48.1	41.8	6.1	2	7	84	425	1447	2139	959	251	50	37	8	4
<b>AM Peak</b>	11:00	07:00	02:00	07:00	07:00	09:00	11:00	11:00	11:00	11:00	10:00	09:00	09:00	07:00	07:00	07:00
	519	58.1	48.0	10.5	1	4	11	65	167	196	102	28	7	7	2	3
<b>PM Peak</b>	12:00	22:00	22:00	20:00	12:00	12:00	16:00	16:00	12:00	13:00	12:00	14:00	13:00	13:00	15:00	12:00
	524	48.1	42.4	6.6	0	0	15	51	152	230	87	27	5	6	1	0

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	74	49.0	42.4	6.4	0	0	0	4	25	28	10	3	2	2	0	0
01:00	58	49.3	44.1	5.0	0	0	0	2	8	24	18	5	1	0	0	0
02:00	27	53.9	44.9	8.7	0	0	1	1	3	10	7	4	0	0	1	0
03:00	22	52.0	46.6	5.3	0	0	0	0	2	7	7	5	1	0	0	0
04:00	14	49.9	44.3	5.4	0	0	0	1	1	6	4	2	0	0	0	0
05:00	35	50.6	44.1	6.3	0	0	0	5	0	16	8	5	1	0	0	0
06:00	84	51.2	45.8	5.2	0	0	0	1	7	30	33	9	3	1	0	0
07:00	128	52.9	46.1	6.6	0	0	0	2	17	43	35	22	4	5	0	0
08:00	197	49.1	43.8	5.1	0	0	2	7	26	87	53	22	0	0	0	0
09:00	361	46.2	42.3	3.8	0	0	0	2	96	182	76	4	1	0	0	0
10:00	580	46.3	41.9	4.2	0	0	1	13	167	297	78	20	4	0	0	0
11:00	697	45.9	40.5	5.2	0	7	3	44	247	301	87	6	1	0	0	1
12:00	681	45.2	41.0	4.0	0	1	1	29	229	342	67	12	0	0	0	0
13:00	760	46.1	41.7	4.2	0	0	0	23	231	378	106	15	6	1	0	0
14:00	796	45.1	40.9	4.1	0	0	3	37	286	369	88	12	1	0	0	0
15:00	833	45.7	41.2	4.3	0	0	4	36	275	404	92	18	3	1	0	0
16:00	880	46.2	41.1	4.9	0	1	7	38	308	395	109	15	2	3	2	0
17:00	775	46.3	42.0	4.2	0	0	2	16	212	405	120	16	2	2	0	0
18:00	587	46.2	41.7	4.4	0	0	0	25	178	273	96	11	3	1	0	0
19:00	521	44.8	40.5	4.1	0	0	0	39	193	233	49	6	1	0	0	0
20:00	230	45.2	40.3	4.7	0	0	2	17	96	90	18	6	0	1	0	0
21:00	130	45.3	40.0	5.2	0	0	0	20	54	33	18	5	0	0	0	0
22:00	73	47.3	42.0	5.1	0	0	1	3	23	23	21	2	0	0	0	0
23:00	39	51.1	43.1	7.8	0	0	0	2	14	11	7	3	1	0	1	0
<b>Total</b>																
2H(10-12)	1277	46.2	41.2	4.8	0	7	4	57	414	598	165	26	5	0	0	1
2H(14-16)	1629	45.4	41.0	4.2	0	0	7	73	561	773	180	30	4	1	0	0
12H(7-19)	7275	46.2	41.5	4.5	0	9	23	272	2272	3476	1007	173	27	13	2	1
24H(0-24)	8582	46.4	41.5	4.7	0	9	27	367	2698	3987	1207	228	37	17	4	1
<b>AM Peak</b>	11:00 <b>697</b>	02:00 <b>53.9</b>	03:00 <b>46.6</b>	02:00 <b>8.7</b>	00:00 <b>0</b>	11:00 <b>7</b>	11:00 <b>3</b>	11:00 <b>44</b>	11:00 <b>247</b>	11:00 <b>301</b>	11:00 <b>87</b>	07:00 <b>22</b>	07:00 <b>4</b>	07:00 <b>5</b>	02:00 <b>1</b>	11:00 <b>1</b>
<b>PM Peak</b>	16:00 <b>880</b>	23:00 <b>51.1</b>	23:00 <b>43.1</b>	23:00 <b>7.8</b>	12:00 <b>0</b>	12:00 <b>1</b>	16:00 <b>7</b>	19:00 <b>39</b>	16:00 <b>308</b>	17:00 <b>405</b>	17:00 <b>120</b>	15:00 <b>18</b>	13:00 <b>6</b>	16:00 <b>3</b>	16:00 <b>2</b>	12:00 <b>0</b>

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	131	51.5	43.8	7.5	0	0	0	7	33	47	25	11	4	3	0	1
01:00	80	51.8	44.7	6.8	0	0	1	2	12	30	23	9	1	1	1	0
02:00	41	55.0	46.0	8.7	0	0	1	1	4	14	13	6	0	0	2	0
03:00	37	52.1	45.7	6.1	0	0	0	1	6	10	10	8	2	0	0	0
04:00	28	50.7	44.1	6.4	0	0	0	2	5	10	5	5	1	0	0	0
05:00	71	51.1	43.4	7.4	0	0	1	9	10	25	13	9	3	1	0	0
06:00	143	51.4	45.5	5.7	0	0	0	3	15	50	56	11	5	3	0	0
07:00	252	55.7	46.6	8.7	1	0	0	7	29	85	68	37	8	12	2	3
08:00	413	50.0	43.2	6.6	0	2	10	29	61	150	113	41	5	2	0	0
09:00	645	48.9	43.3	5.4	0	4	0	4	147	279	167	32	8	2	2	0
10:00	1006	47.6	42.3	5.1	0	0	6	34	267	460	180	45	7	7	0	0
11:00	1216	46.0	40.4	5.5	1	8	14	109	414	497	150	15	5	2	0	1
12:00	1205	45.8	41.1	4.5	0	1	8	70	381	560	154	27	4	0	0	0
13:00	1265	46.6	41.7	4.7	0	0	2	55	373	608	183	26	11	7	0	0
14:00	1248	46.0	41.3	4.5	0	0	4	55	433	557	154	39	3	3	0	0
15:00	1294	46.4	41.3	4.9	0	0	16	67	395	597	171	42	4	1	1	0
16:00	1310	46.2	40.9	5.2	0	1	22	89	418	574	175	22	3	4	2	0
17:00	1149	46.2	41.6	4.4	0	0	3	59	324	561	170	27	3	2	0	0
18:00	886	46.6	41.6	4.8	0	0	8	43	253	401	154	21	5	1	0	0
19:00	761	45.4	40.7	4.6	0	0	3	60	263	337	81	15	1	0	1	0
20:00	364	45.9	40.2	5.5	0	0	9	30	146	136	25	14	2	2	0	0
21:00	241	45.2	39.9	5.2	0	0	0	42	91	68	33	6	1	0	0	0
22:00	124	47.6	42.1	5.3	0	0	1	5	38	46	28	5	0	1	0	0
23:00	85	49.1	41.6	7.2	0	0	2	9	27	24	15	6	1	0	1	0
<b>Total</b>																
2H(10-12)	2222	46.8	41.3	5.4	1	8	20	143	681	957	330	60	12	9	0	1
2H(14-16)	2542	46.2	41.3	4.7	0	0	20	122	828	1154	325	81	7	4	1	0
12H(7-19)	11889	47.0	41.6	5.2	2	16	93	621	3495	5329	1839	374	66	43	7	4
24H(0-24)	13995	47.1	41.6	5.3	2	16	111	792	4145	6126	2166	479	87	54	12	5
<b>AM Peak</b>	11:00 <b>1216</b>	07:00 <b>55.7</b>	07:00 <b>46.6</b>	02:00 <b>8.7</b>	07:00 <b>1</b>	11:00 <b>8</b>	11:00 <b>14</b>	11:00 <b>109</b>	11:00 <b>414</b>	11:00 <b>497</b>	10:00 <b>180</b>	10:00 <b>45</b>	07:00 <b>8</b>	07:00 <b>12</b>	02:00 <b>2</b>	07:00 <b>3</b>
<b>PM Peak</b>	16:00 <b>1310</b>	23:00 <b>49.1</b>	22:00 <b>42.1</b>	23:00 <b>7.2</b>	12:00 <b>0</b>	12:00 <b>1</b>	16:00 <b>22</b>	16:00 <b>89</b>	14:00 <b>433</b>	13:00 <b>608</b>	13:00 <b>183</b>	15:00 <b>42</b>	13:00 <b>11</b>	13:00 <b>7</b>	16:00 <b>2</b>	12:00 <b>0</b>

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

12/09/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	28	50.0	42.8	7.0	0	0	1	1	7	11	4	2	2	0	0	0
01:00	23	51.6	44.3	7.0	0	0	0	2	3	8	7	2	0	1	0	0
02:00	14	50.4	43.6	6.6	0	0	0	1	4	3	3	3	0	0	0	0
03:00	9	56.0	45.0	10.6	0	0	0	2	1	2	1	2	0	1	0	0
04:00	35	51.8	43.6	7.8	0	0	0	2	11	11	5	3	1	2	0	0
05:00	60	50.0	42.9	6.8	0	0	2	6	10	16	19	6	1	0	0	0
06:00	250	47.5	41.0	6.3	0	0	0	45	68	83	37	10	4	3	0	0
07:00	580	45.1	38.6	6.3	0	2	48	82	191	188	60	8	1	0	0	0
08:00	727	42.5	33.8	8.5	9	58	88	195	226	121	26	4	0	0	0	0
09:00	504	44.4	37.3	6.8	0	1	58	113	162	112	43	12	3	0	0	0
10:00	385	44.2	38.1	5.8	0	0	15	114	114	94	42	5	1	0	0	0
11:00	422	45.5	39.6	5.7	0	0	13	67	141	139	50	9	3	0	0	0
12:00	461	44.8	38.6	5.9	0	1	25	88	148	147	43	8	1	0	0	0
13:00	443	45.2	38.5	6.5	0	6	19	106	114	138	54	5	1	0	0	0
14:00	475	44.3	38.6	5.6	0	1	26	74	180	148	43	2	1	0	0	0
15:00	525	44.5	38.6	5.7	0	0	30	93	175	177	41	9	0	0	0	0
16:00	720	43.9	35.9	7.7	5	31	72	144	247	176	42	3	0	0	0	0
17:00	779	43.7	37.8	5.7	0	1	40	199	270	214	41	11	1	2	0	0
18:00	465	47.4	40.9	6.3	0	0	18	43	150	148	72	28	5	1	0	0
19:00	272	49.3	43.1	6.1	0	0	0	20	65	91	69	20	5	1	1	0
20:00	158	46.8	41.4	5.3	0	0	0	13	56	55	24	8	2	0	0	0
21:00	107	48.2	40.9	7.0	0	0	2	18	32	31	12	8	3	1	0	0
22:00	60	49.5	41.1	8.1	0	0	7	4	12	16	16	3	2	0	0	0
23:00	29	48.7	41.6	6.8	0	0	0	5	8	8	4	3	1	0	0	0
<b>Total</b>																
<b>2H(10-12)</b>	807	44.9	38.9	5.8	0	0	28	181	255	233	92	14	4	0	0	0
<b>2H(14-16)</b>	1000	44.4	38.6	5.6	0	1	56	167	355	325	84	11	1	0	0	0
<b>12H(7-19)</b>	6486	44.8	37.8	6.8	14	101	452	1318	2118	1802	557	104	17	3	0	0
<b>24H(0-24)</b>	7531	45.5	38.3	6.9	14	101	464	1437	2395	2137	758	174	38	12	1	0
<b>AM Peak</b>	08:00 727	03:00 56.0	03:00 45.0	03:00 10.6	08:00 9	08:00 58	08:00 88	08:00 195	08:00 226	07:00 188	07:00 60	09:00 12	06:00 4	06:00 3	00:00 0	00:00 0
<b>PM Peak</b>	17:00 779	22:00 49.5	19:00 43.1	22:00 8.1	16:00 5	16:00 31	16:00 72	17:00 199	17:00 270	17:00 214	18:00 72	18:00 28	18:00 5	17:00 2	19:00 1	12:00 0

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	17	48.4	42.2	6.0	0	0	0	2	4	6	3	2	0	0	0	0
01:00	21	44.1	39.9	4.1	0	0	0	1	12	5	3	0	0	0	0	0
02:00	20	52.0	44.1	7.6	0	0	0	0	7	7	2	2	1	1	0	0
03:00	18	48.9	43.1	5.7	0	0	0	2	2	8	4	2	0	0	0	0
04:00	49	53.3	46.2	6.9	0	0	0	1	7	13	18	7	0	3	0	0
05:00	133	50.8	44.7	5.9	0	0	0	2	27	47	33	17	6	1	0	0
06:00	421	47.6	43.1	4.4	0	0	0	10	80	209	98	21	3	0	0	0
07:00	807	45.1	41.1	3.9	0	0	0	20	295	398	82	10	1	0	1	0
08:00	785	44.9	41.0	3.8	0	0	1	25	286	378	85	10	0	0	0	0
09:00	698	44.1	40.0	3.9	0	0	1	65	266	320	41	5	0	0	0	0
10:00	515	43.4	39.6	3.6	0	0	0	32	272	182	24	4	1	0	0	0
11:00	495	44.0	39.7	4.2	0	0	5	43	216	193	35	2	1	0	0	0
12:00	463	44.6	39.9	4.5	0	0	12	19	206	183	38	4	1	0	0	0
13:00	424	45.4	41.0	4.2	0	0	1	10	174	184	42	11	1	1	0	0
14:00	477	44.8	40.9	3.8	0	0	0	18	174	229	53	2	1	0	0	0
15:00	507	45.5	41.0	4.3	0	0	1	25	178	235	57	9	1	1	0	0
16:00	605	45.1	41.0	4.0	0	0	2	31	200	293	74	5	0	0	0	0
17:00	579	45.4	41.5	3.8	0	0	0	5	203	290	66	15	0	0	0	0
18:00	331	47.4	42.9	4.4	0	0	1	3	75	161	75	13	3	0	0	0
19:00	224	48.0	42.8	5.0	0	1	0	10	41	111	45	15	1	0	0	0
20:00	140	47.4	42.3	5.0	0	0	0	8	38	55	33	4	2	0	0	0
21:00	74	49.3	43.1	6.0	0	0	0	2	16	39	10	5	1	0	1	0
22:00	49	49.6	43.6	5.8	0	0	1	0	11	20	10	6	1	0	0	0
23:00	26	48.5	40.7	7.5	0	0	0	6	9	3	7	0	0	1	0	0
<b>Total</b>																
2H(10-12)	1010	43.7	39.6	3.9	0	0	5	75	488	375	59	6	2	0	0	0
2H(14-16)	984	45.2	41.0	4.0	0	0	1	43	352	464	110	11	2	1	0	0
12H(7-19)	6686	45.0	40.8	4.1	0	0	24	296	2545	3046	672	90	10	2	1	0
24H(0-24)	7878	45.6	41.1	4.4	0	1	25	340	2799	3569	938	171	25	8	2	0
<b>AM Peak</b>	07:00	04:00	04:00	02:00	00:00	00:00	11:00	09:00	07:00	07:00	06:00	06:00	05:00	04:00	07:00	00:00
	<b>807</b>	<b>53.3</b>	<b>46.2</b>	<b>7.6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>295</b>	<b>398</b>	<b>98</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>PM Peak</b>	16:00	22:00	22:00	23:00	12:00	19:00	12:00	16:00	12:00	16:00	18:00	17:00	18:00	13:00	21:00	12:00
	<b>605</b>	<b>49.6</b>	<b>43.6</b>	<b>7.5</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>31</b>	<b>206</b>	<b>293</b>	<b>75</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	45	49.4	42.6	6.6	0	0	1	3	11	17	7	4	2	0	0	0
01:00	44	48.6	42.2	6.2	0	0	0	3	15	13	10	2	0	1	0	0
02:00	34	51.3	43.9	7.1	0	0	0	1	11	10	5	5	1	1	0	0
03:00	27	51.5	43.7	7.5	0	0	0	4	3	10	5	4	0	1	0	0
04:00	84	52.8	45.1	7.4	0	0	0	3	18	24	23	10	1	5	0	0
05:00	193	50.6	44.1	6.2	0	0	2	8	37	63	52	23	7	1	0	0
06:00	671	47.8	42.3	5.3	0	0	0	55	148	292	135	31	7	3	0	0
07:00	1387	45.4	40.1	5.2	0	2	48	102	486	586	142	18	2	0	1	0
08:00	1512	45.2	37.5	7.4	9	58	89	220	512	499	111	14	0	0	0	0
09:00	1202	44.6	38.9	5.5	0	1	59	178	428	432	84	17	3	0	0	0
10:00	900	43.9	38.9	4.8	0	0	15	146	386	276	66	9	2	0	0	0
11:00	917	44.8	39.7	4.9	0	0	18	110	357	332	85	11	4	0	0	0
12:00	924	44.8	39.3	5.3	0	1	37	107	354	330	81	12	2	0	0	0
13:00	867	45.6	39.7	5.7	0	6	20	116	288	322	96	16	2	1	0	0
14:00	952	44.8	39.7	4.9	0	1	26	92	354	377	96	4	2	0	0	0
15:00	1032	45.2	39.8	5.2	0	0	31	118	353	412	98	18	1	1	0	0
16:00	1325	45.2	38.2	6.8	5	31	74	175	447	469	116	8	0	0	0	0
17:00	1358	44.9	39.4	5.3	0	1	40	204	473	504	107	26	1	2	0	0
18:00	796	47.6	41.7	5.7	0	0	19	46	225	309	147	41	8	1	0	0
19:00	496	48.7	42.9	5.6	0	1	0	30	106	202	114	35	6	1	1	0
20:00	298	47.1	41.8	5.1	0	0	0	21	94	110	57	12	4	0	0	0
21:00	181	48.8	41.8	6.7	0	0	2	20	48	70	22	13	4	1	1	0
22:00	109	49.7	42.2	7.2	0	0	8	4	23	36	26	9	3	0	0	0
23:00	55	48.6	41.2	7.1	0	0	0	11	17	11	11	3	1	1	0	0
<b>Total</b>																
2H(10-12)	1817	44.3	39.3	4.9	0	0	33	256	743	608	151	20	6	0	0	0
2H(14-16)	1984	45.0	39.8	5.0	0	1	57	210	707	789	194	22	3	1	0	0
12H(7-19)	13172	45.3	39.3	5.8	14	101	476	1614	4663	4848	1229	194	27	5	1	0
24H(0-24)	15409	45.9	39.8	5.9	14	102	489	1777	5194	5706	1696	345	63	20	3	0
<b>AM Peak</b>	08:00 <b>1512</b>	04:00 <b>52.8</b>	04:00 <b>45.1</b>	03:00 <b>7.5</b>	08:00 <b>9</b>	08:00 <b>58</b>	08:00 <b>89</b>	08:00 <b>220</b>	08:00 <b>512</b>	07:00 <b>586</b>	07:00 <b>142</b>	06:00 <b>31</b>	05:00 <b>7</b>	04:00 <b>5</b>	07:00 <b>1</b>	00:00 <b>0</b>
<b>PM Peak</b>	17:00 <b>1358</b>	22:00 <b>49.7</b>	19:00 <b>42.9</b>	22:00 <b>7.2</b>	16:00 <b>5</b>	16:00 <b>31</b>	16:00 <b>74</b>	17:00 <b>204</b>	17:00 <b>473</b>	17:00 <b>504</b>	18:00 <b>147</b>	18:00 <b>41</b>	18:00 <b>8</b>	17:00 <b>2</b>	19:00 <b>1</b>	12:00 <b>0</b>

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

13/09/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	22	51.4	45.1	6.1	0	0	0	1	0	13	5	2	0	1	0	0
01:00	17	54.6	44.3	10.0	0	0	1	2	2	5	2	3	1	1	0	0
02:00	14	51.6	42.7	8.6	0	0	0	2	4	4	2	1	0	1	0	0
03:00	11	49.2	41.6	7.4	0	0	0	2	3	3	2	0	1	0	0	0
04:00	34	51.0	43.2	7.6	0	0	1	2	11	6	7	5	2	0	0	0
05:00	75	48.5	42.5	5.8	0	0	0	8	18	23	18	8	0	0	0	0
06:00	249	47.7	41.0	6.4	1	0	4	34	69	76	47	16	2	0	0	0
07:00	663	46.2	40.1	5.8	0	0	30	78	193	245	97	19	1	0	0	0
08:00	727	44.8	34.7	9.8	16	66	75	131	214	160	57	6	0	2	0	0
09:00	508	47.1	40.1	6.8	0	1	22	65	152	185	66	9	5	0	1	2
10:00	456	48.0	41.3	6.5	0	1	21	32	118	174	85	15	7	3	0	0
11:00	472	46.3	39.9	6.2	0	1	15	73	157	134	70	18	4	0	0	0
12:00	471	45.8	39.8	5.7	0	2	7	64	182	143	59	10	3	0	1	0
13:00	426	45.1	38.9	6.0	0	0	22	77	143	127	46	9	2	0	0	0
14:00	470	45.2	39.6	5.4	0	0	10	75	164	160	47	12	2	0	0	0
15:00	593	46.7	40.6	5.8	0	0	18	64	179	218	87	23	2	2	0	0
16:00	838	45.8	40.3	5.3	0	0	17	94	279	311	116	18	2	1	0	0
17:00	827	45.2	39.1	6.0	0	2	53	95	297	291	65	21	3	0	0	0
18:00	564	47.5	40.8	6.5	1	0	25	61	153	187	100	34	3	0	0	0
19:00	306	50.5	43.7	6.5	0	1	0	20	56	118	70	31	4	5	1	0
20:00	164	48.2	42.8	5.3	0	0	0	6	41	75	28	10	3	1	0	0
21:00	150	49.5	42.5	6.7	0	0	1	11	46	52	20	13	4	3	0	0
22:00	356	48.4	42.1	6.1	0	0	2	38	94	118	70	26	7	1	0	0
23:00	93	51.7	43.5	7.9	0	0	3	7	17	32	21	6	3	4	0	0
<b>Total</b>																
2H(10-12)	928	47.2	40.6	6.4	0	2	36	105	275	308	155	33	11	3	0	0
2H(14-16)	1063	46.0	40.2	5.7	0	0	28	139	343	378	134	35	4	2	0	0
12H(7-19)	7015	46.4	39.5	6.7	17	73	315	909	2231	2335	895	194	34	8	2	2
24H(0-24)	8506	47.0	40.0	6.8	18	74	327	1042	2592	2860	1187	315	61	25	3	2
<b>AM Peak</b>	08:00 727	01:00 54.6	00:00 45.1	01:00 10.0	08:00 16	08:00 66	08:00 75	08:00 131	08:00 214	07:00 245	07:00 97	07:00 19	10:00 7	10:00 3	09:00 1	09:00 2
<b>PM Peak</b>	16:00 838	23:00 51.7	19:00 43.7	23:00 7.9	18:00 1	12:00 2	17:00 53	17:00 95	17:00 297	16:00 311	16:00 116	18:00 34	22:00 7	19:00 5	12:00 1	12:00 0

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	28	51.7	44.4	7.1	0	0	0	2	7	4	11	3	0	1	0	0
01:00	6	60.3	50.4	9.5	0	0	0	0	1	1	0	3	0	1	0	0
02:00	7	57.1	47.1	9.6	0	0	0	0	2	1	2	1	0	1	0	0
03:00	24	52.7	45.1	7.4	0	0	1	1	2	7	8	3	2	0	0	0
04:00	36	49.9	45.0	4.7	0	0	0	1	4	11	16	4	0	0	0	0
05:00	129	49.6	42.8	6.5	0	0	0	8	46	30	27	12	5	1	0	0
06:00	449	47.0	42.4	4.4	0	0	0	14	112	212	91	17	3	0	0	0
07:00	856	45.7	41.6	4.0	0	0	0	23	266	433	111	22	1	0	0	0
08:00	806	44.5	39.9	4.5	0	0	9	83	313	324	65	12	0	0	0	0
09:00	573	45.8	41.4	4.3	0	2	0	18	177	294	76	2	2	2	0	0
10:00	470	45.4	40.7	4.5	0	0	6	17	189	197	49	9	3	0	0	0
11:00	465	45.1	40.2	4.7	0	0	12	24	187	187	49	5	1	0	0	0
12:00	443	45.4	40.9	4.3	0	0	0	19	167	208	39	7	2	0	1	0
13:00	417	45.6	41.3	4.1	0	0	0	20	131	205	52	7	2	0	0	0
14:00	463	45.5	41.1	4.2	0	0	0	21	168	208	58	5	2	1	0	0
15:00	597	45.0	41.1	3.8	0	0	0	17	228	271	73	8	0	0	0	0
16:00	649	45.4	40.9	4.4	0	0	0	38	243	271	86	9	0	2	0	0
17:00	674	46.0	42.0	3.9	0	0	0	15	171	370	103	12	3	0	0	0
18:00	538	46.6	41.6	4.8	0	0	9	26	144	245	103	10	0	1	0	0
19:00	296	47.5	42.3	5.0	0	0	1	9	86	126	56	14	3	1	0	0
20:00	187	46.5	41.9	4.5	0	0	0	5	64	75	38	3	2	0	0	0
21:00	110	48.4	42.3	5.9	0	0	1	3	38	41	14	11	1	1	0	0
22:00	132	47.8	43.1	4.5	0	0	0	2	24	74	21	9	2	0	0	0
23:00	57	50.5	44.1	6.2	0	0	0	4	12	13	21	4	3	0	0	0
<b>Total</b>																
2H(10-12)	935	45.2	40.5	4.6	0	0	18	41	376	384	98	14	4	0	0	0
2H(14-16)	1060	45.2	41.1	4.0	0	0	0	38	396	479	131	13	2	1	0	0
12H(7-19)	6951	45.5	41.1	4.3	0	2	36	321	2384	3213	864	108	16	6	1	0
24H(0-24)	8412	46.0	41.3	4.5	0	2	39	370	2782	3808	1169	192	37	12	1	0
<b>AM Peak</b>	07:00 <b>856</b>	01:00 <b>60.3</b>	01:00 <b>50.4</b>	02:00 <b>9.6</b>	00:00 <b>0</b>	09:00 <b>2</b>	11:00 <b>12</b>	08:00 <b>83</b>	08:00 <b>313</b>	07:00 <b>433</b>	07:00 <b>111</b>	07:00 <b>22</b>	05:00 <b>5</b>	09:00 <b>2</b>	00:00 <b>0</b>	00:00 <b>0</b>
<b>PM Peak</b>	17:00 <b>674</b>	23:00 <b>50.5</b>	23:00 <b>44.1</b>	23:00 <b>6.2</b>	12:00 <b>0</b>	12:00 <b>0</b>	18:00 <b>9</b>	16:00 <b>38</b>	16:00 <b>243</b>	17:00 <b>370</b>	17:00 <b>103</b>	19:00 <b>14</b>	17:00 <b>3</b>	16:00 <b>2</b>	12:00 <b>1</b>	12:00 <b>0</b>

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	50	51.6	44.7	6.6	0	0	0	3	7	17	16	5	0	2	0	0
01:00	23	56.3	45.9	10.0	0	0	1	2	3	6	2	6	1	2	0	0
02:00	21	53.4	44.2	9.0	0	0	0	2	6	5	4	2	0	2	0	0
03:00	35	51.7	44.0	7.4	0	0	1	3	5	10	10	3	3	0	0	0
04:00	70	50.6	44.1	6.3	0	0	1	3	15	17	23	9	2	0	0	0
05:00	204	49.2	42.7	6.3	0	0	0	16	64	53	45	20	5	1	0	0
06:00	698	47.4	41.9	5.3	1	0	4	48	181	288	138	33	5	0	0	0
07:00	1519	46.1	41.0	4.9	0	0	30	101	459	678	208	41	2	0	0	0
08:00	1533	45.6	37.4	7.9	16	66	84	214	527	484	122	18	0	2	0	0
09:00	1081	46.6	40.8	5.6	0	3	22	83	329	479	142	11	7	2	1	2
10:00	926	46.8	41.0	5.6	0	1	27	49	307	371	134	24	10	3	0	0
11:00	937	45.7	40.1	5.5	0	1	27	97	344	321	119	23	5	0	0	0
12:00	914	45.7	40.4	5.1	0	2	7	83	349	351	98	17	5	0	2	0
13:00	843	45.6	40.1	5.3	0	0	22	97	274	332	98	16	4	0	0	0
14:00	933	45.4	40.3	4.9	0	0	10	96	332	368	105	17	4	1	0	0
15:00	1190	46.0	40.8	4.9	0	0	18	81	407	489	160	31	2	2	0	0
16:00	1487	45.7	40.6	4.9	0	0	17	132	522	582	202	27	2	3	0	0
17:00	1501	45.9	40.4	5.3	0	2	53	110	468	661	168	33	6	0	0	0
18:00	1102	47.1	41.2	5.8	1	0	34	87	297	432	203	44	3	1	0	0
19:00	602	49.1	43.0	5.9	0	1	1	29	142	244	126	45	7	6	1	0
20:00	351	47.3	42.3	4.9	0	0	0	11	105	150	66	13	5	1	0	0
21:00	260	49.0	42.4	6.4	0	0	2	14	84	93	34	24	5	4	0	0
22:00	488	48.3	42.4	5.7	0	0	2	40	118	192	91	35	9	1	0	0
23:00	150	51.3	43.7	7.3	0	0	3	11	29	45	42	10	6	4	0	0
<b>Total</b>																
2H(10-12)	1863	46.3	40.5	5.6	0	2	54	146	651	692	253	47	15	3	0	0
2H(14-16)	2123	45.7	40.6	4.9	0	0	28	177	739	857	265	48	6	3	0	0
12H(7-19)	13966	46.2	40.3	5.7	17	75	351	1230	4615	5548	1759	302	50	14	3	2
24H(0-24)	16918	46.7	40.7	5.8	18	76	366	1412	5374	6668	2356	507	98	37	4	2
<b>AM Peak</b>	08:00	01:00	01:00	01:00	08:00	08:00	08:00	08:00	08:00	07:00	07:00	07:00	10:00	10:00	09:00	09:00
	<b>1533</b>	<b>56.3</b>	<b>45.9</b>	<b>10.0</b>	<b>16</b>	<b>66</b>	<b>84</b>	<b>214</b>	<b>527</b>	<b>678</b>	<b>208</b>	<b>41</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>2</b>
<b>PM Peak</b>	17:00	23:00	23:00	23:00	18:00	12:00	17:00	16:00	16:00	17:00	18:00	19:00	22:00	19:00	12:00	12:00
	<b>1501</b>	<b>51.3</b>	<b>43.7</b>	<b>7.3</b>	<b>1</b>	<b>2</b>	<b>53</b>	<b>132</b>	<b>522</b>	<b>661</b>	<b>203</b>	<b>45</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

14/09/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	34	49.6	42.9	6.5	0	0	1	3	6	10	10	4	0	0	0	0
01:00	12	58.3	45.8	12.1	0	0	0	3	2	1	2	1	1	2	0	0
02:00	13	56.2	45.6	10.3	0	0	1	0	3	2	3	2	1	1	0	0
03:00	18	50.2	43.6	6.3	0	0	0	2	3	5	5	3	0	0	0	0
04:00	19	48.5	41.4	6.8	0	0	0	3	7	3	3	3	0	0	0	0
05:00	73	49.0	41.8	6.9	0	0	0	15	16	16	19	4	3	0	0	0
06:00	251	47.9	40.7	6.9	1	0	8	33	74	79	35	15	5	1	0	0
07:00	615	45.0	38.7	6.1	0	1	35	125	194	175	70	14	1	0	0	0
08:00	703	44.2	38.4	5.7	0	0	35	143	250	216	42	14	3	0	0	0
09:00	492	45.5	38.9	6.4	0	0	34	79	174	125	62	16	2	0	0	0
10:00	460	45.5	39.6	5.6	0	2	7	72	170	140	56	11	1	1	0	0
11:00	448	45.0	39.2	5.6	0	3	8	68	177	141	40	9	1	1	0	0
12:00	529	45.9	40.0	5.7	2	0	11	61	193	180	67	13	1	1	0	0
13:00	454	45.9	39.4	6.2	0	3	19	70	134	167	45	13	3	0	0	0
14:00	501	45.8	39.9	5.7	0	0	10	76	185	136	74	18	2	0	0	0
15:00	643	44.9	38.9	5.8	0	1	36	81	255	203	53	11	1	2	0	0
16:00	805	45.3	39.0	6.1	1	3	52	90	282	293	66	14	4	0	0	0
17:00	860	45.2	36.7	8.2	1	35	105	143	250	244	65	11	2	3	1	0
18:00	518	50.0	42.4	7.3	0	2	5	46	129	187	104	27	5	9	2	2
19:00	354	48.2	41.4	6.5	0	1	14	29	94	116	71	26	3	0	0	0
20:00	168	46.8	40.7	5.9	0	0	2	24	51	60	23	2	6	0	0	0
21:00	128	47.7	41.9	5.6	0	0	2	6	42	43	28	6	0	1	0	0
22:00	82	49.7	43.0	6.4	0	0	0	4	22	34	13	4	3	2	0	0
23:00	39	53.6	44.2	9.1	0	0	0	7	5	10	10	4	1	1	1	0
<b>Total</b>																
2H(10-12)	908	45.2	39.4	5.6	0	5	15	140	347	281	96	20	2	2	0	0
2H(14-16)	1144	45.3	39.4	5.8	0	1	46	157	440	339	127	29	3	2	0	0
12H(7-19)	7028	45.8	39.1	6.5	4	50	357	1054	2393	2207	744	171	26	17	3	2
24H(0-24)	8219	46.3	39.5	6.6	5	51	385	1183	2718	2586	966	245	49	25	4	2
<b>AM Peak</b>	08:00	01:00	01:00	01:00	06:00	11:00	07:00	08:00	08:00	08:00	07:00	09:00	06:00	01:00	00:00	00:00
	703	58.3	45.8	12.1	1	3	35	143	250	216	70	16	5	2	0	0
<b>PM Peak</b>	17:00	23:00	23:00	23:00	12:00	17:00	17:00	17:00	16:00	16:00	18:00	18:00	20:00	18:00	18:00	18:00
	860	53.6	44.2	9.1	2	35	105	143	282	293	104	27	6	9	2	2

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	13	52.5	47.1	5.2	0	0	0	0	0	6	3	3	1	0	0	0
01:00	13	49.2	43.3	5.7	0	0	0	1	1	8	2	0	1	0	0	0
02:00	8	52.8	43.4	9.1	0	0	1	0	1	2	2	2	0	0	0	0
03:00	26	50.4	44.0	6.1	0	0	0	3	1	12	6	3	1	0	0	0
04:00	35	62.3	51.1	10.9	0	0	0	2	2	7	9	5	0	9	1	0
05:00	129	51.6	46.7	4.7	0	0	0	0	8	38	55	24	3	1	0	0
06:00	434	48.4	43.8	4.4	0	0	0	5	71	198	126	30	4	0	0	0
07:00	799	46.0	41.9	3.9	0	0	1	12	217	433	123	12	0	0	1	0
08:00	816	46.0	41.8	4.0	0	0	1	16	244	402	136	14	3	0	0	0
09:00	572	45.3	41.1	4.0	0	1	0	12	210	278	62	6	2	1	0	0
10:00	471	45.0	41.2	3.7	0	0	0	10	163	242	51	3	2	0	0	0
11:00	449	46.3	41.6	4.5	0	0	1	24	126	216	72	8	0	2	0	0
12:00	442	45.3	40.7	4.5	0	0	7	25	153	200	51	5	1	0	0	0
13:00	469	45.0	40.7	4.2	0	0	3	30	166	212	52	6	0	0	0	0
14:00	516	45.2	40.4	4.6	0	1	7	34	185	227	54	7	1	0	0	0
15:00	592	45.8	41.2	4.5	0	0	1	37	199	254	87	12	1	1	0	0
16:00	708	45.5	41.6	3.8	0	0	0	13	227	362	90	15	1	0	0	0
17:00	541	46.1	41.6	4.3	0	0	0	24	169	243	91	13	1	0	0	0
18:00	370	47.8	42.6	5.0	0	0	3	11	80	188	59	25	3	1	0	0
19:00	253	48.1	42.0	5.9	0	1	0	10	74	125	30	8	0	3	2	0
20:00	241	46.2	41.2	4.8	0	0	1	6	94	105	27	6	1	0	1	0
21:00	129	47.6	42.3	5.1	0	0	0	7	32	60	21	6	3	0	0	0
22:00	81	50.7	45.0	5.5	0	0	0	0	14	29	27	7	3	1	0	0
23:00	35	56.0	48.4	7.4	0	0	0	0	4	9	9	6	5	2	0	0
<b>Total</b>																
2H(10-12)	920	45.7	41.4	4.1	0	0	1	34	289	458	123	11	2	2	0	0
2H(14-16)	1108	45.6	40.8	4.6	0	1	8	71	384	481	141	19	2	1	0	0
12H(7-19)	6745	45.8	41.4	4.3	0	2	24	248	2139	3257	928	126	15	5	1	0
24H(0-24)	8142	46.6	41.8	4.6	0	3	26	282	2441	3856	1245	226	37	21	5	0
<b>AM Peak</b>	08:00 <b>816</b>	04:00 <b>62.3</b>	04:00 <b>51.1</b>	04:00 <b>10.9</b>	00:00 <b>0</b>	09:00 <b>1</b>	02:00 <b>1</b>	11:00 <b>24</b>	08:00 <b>244</b>	07:00 <b>433</b>	08:00 <b>136</b>	06:00 <b>30</b>	06:00 <b>4</b>	04:00 <b>9</b>	04:00 <b>1</b>	00:00 <b>0</b>
<b>PM Peak</b>	16:00 <b>708</b>	23:00 <b>56.0</b>	23:00 <b>48.4</b>	23:00 <b>7.4</b>	12:00 <b>0</b>	14:00 <b>1</b>	12:00 <b>7</b>	15:00 <b>37</b>	16:00 <b>227</b>	16:00 <b>362</b>	17:00 <b>91</b>	18:00 <b>25</b>	23:00 <b>5</b>	19:00 <b>3</b>	19:00 <b>2</b>	12:00 <b>0</b>

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	47	50.7	44.0	6.4	0	0	1	3	6	16	13	7	1	0	0	0
01:00	25	54.0	44.5	9.2	0	0	0	4	3	9	4	1	2	2	0	0
02:00	21	54.8	44.8	9.6	0	0	2	0	4	4	5	4	1	1	0	0
03:00	44	50.2	43.9	6.1	0	0	0	5	4	17	11	6	1	0	0	0
04:00	54	58.7	47.7	10.6	0	0	0	5	9	10	12	8	0	9	1	0
05:00	202	51.2	44.9	6.1	0	0	0	15	24	54	74	28	6	1	0	0
06:00	685	48.6	42.7	5.7	1	0	8	38	145	277	161	45	9	1	0	0
07:00	1414	45.9	40.5	5.2	0	1	36	137	411	608	193	26	1	0	1	0
08:00	1519	45.6	40.2	5.1	0	0	36	159	494	618	178	28	6	0	0	0
09:00	1064	45.7	40.1	5.4	0	1	34	91	384	403	124	22	4	1	0	0
10:00	931	45.4	40.4	4.8	0	2	7	82	333	382	107	14	3	1	0	0
11:00	897	45.8	40.4	5.2	0	3	9	92	303	357	112	17	1	3	0	0
12:00	971	45.7	40.3	5.2	2	0	18	86	346	380	118	18	2	1	0	0
13:00	923	45.6	40.1	5.3	0	3	22	100	300	379	97	19	3	0	0	0
14:00	1017	45.6	40.2	5.2	0	1	17	110	370	363	128	25	3	0	0	0
15:00	1235	45.5	40.0	5.3	0	1	37	118	454	457	140	23	2	3	0	0
16:00	1513	45.7	40.2	5.3	1	3	52	103	509	655	156	29	5	0	0	0
17:00	1401	46.2	38.6	7.3	1	35	105	167	419	487	156	24	3	3	1	0
18:00	888	49.2	42.5	6.4	0	2	8	57	209	375	163	52	8	10	2	2
19:00	607	48.1	41.7	6.3	0	2	14	39	168	241	101	34	3	3	2	0
20:00	409	46.5	41.0	5.3	0	0	3	30	145	165	50	8	7	0	1	0
21:00	257	47.6	42.1	5.4	0	0	2	13	74	103	49	12	3	1	0	0
22:00	163	50.3	44.0	6.0	0	0	0	4	36	63	40	11	6	3	0	0
23:00	74	55.0	46.1	8.6	0	0	0	7	9	19	19	10	6	3	1	0
<b>Total</b>																
2H(10-12)	1828	45.6	40.4	5.0	0	5	16	174	636	739	219	31	4	4	0	0
2H(14-16)	2252	45.5	40.1	5.3	0	2	54	228	824	820	268	48	5	3	0	0
12H(7-19)	13773	46.0	40.2	5.6	4	52	381	1302	4532	5464	1672	297	41	22	4	2
24H(0-24)	16361	46.6	40.6	5.8	5	54	411	1465	5159	6442	2211	471	86	46	9	2
<b>AM Peak</b>	08:00 <b>1519</b>	04:00 <b>58.7</b>	04:00 <b>47.7</b>	04:00 <b>10.6</b>	06:00 <b>1</b>	11:00 <b>3</b>	07:00 <b>36</b>	08:00 <b>159</b>	08:00 <b>494</b>	08:00 <b>618</b>	07:00 <b>193</b>	06:00 <b>45</b>	06:00 <b>9</b>	04:00 <b>9</b>	04:00 <b>1</b>	00:00 <b>0</b>
<b>PM Peak</b>	16:00 <b>1513</b>	23:00 <b>55.0</b>	23:00 <b>46.1</b>	23:00 <b>8.6</b>	12:00 <b>2</b>	17:00 <b>35</b>	17:00 <b>105</b>	17:00 <b>167</b>	16:00 <b>509</b>	16:00 <b>655</b>	18:00 <b>163</b>	18:00 <b>52</b>	18:00 <b>8</b>	18:00 <b>10</b>	18:00 <b>2</b>	18:00 <b>2</b>

# Mellor ATC, A59 Longsight Road

Direction: Northwestbound

15/09/2022

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	19	53.2	43.7	9.2	0	0	0	4	3	5	2	3	1	1	0	0
01:00	16	51.3	43.0	8.1	0	0	0	2	4	5	3	1	0	1	0	0
02:00	16	53.7	45.9	7.5	0	0	0	1	2	6	1	4	2	0	0	0
03:00	7	49.4	41.8	7.3	0	0	0	2	0	3	1	1	0	0	0	0
04:00	27	51.8	44.1	7.4	0	0	1	1	6	6	8	3	2	0	0	0
05:00	74	50.3	42.3	7.8	0	0	1	13	16	19	15	6	2	2	0	0
06:00	220	49.6	42.2	7.1	1	0	5	26	46	64	54	19	4	1	0	0
07:00	647	45.0	38.9	5.9	0	0	31	118	229	184	66	15	4	0	0	0
08:00	659	44.7	38.1	6.4	0	0	67	117	199	207	55	13	1	0	0	0
09:00	531	44.2	38.0	6.0	1	0	23	137	189	125	43	11	1	1	0	0
10:00	471	45.9	39.4	6.3	0	6	21	65	132	186	48	13	0	0	0	0
11:00	486	45.4	39.2	6.0	1	3	13	82	160	170	41	14	2	0	0	0
12:00	513	45.0	39.3	5.5	0	0	19	66	203	163	50	10	1	1	0	0
13:00	488	45.5	38.8	6.4	0	4	33	59	177	160	43	9	1	2	0	0
14:00	460	45.4	39.3	5.8	0	0	14	88	159	118	69	11	1	0	0	0
15:00	588	46.1	39.2	6.7	0	6	26	95	179	205	60	13	1	2	0	1
16:00	809	44.3	38.6	5.5	0	0	38	140	312	240	68	9	1	1	0	0
17:00	835	44.7	37.6	6.8	1	13	62	164	291	237	50	10	4	2	1	0
18:00	483	47.4	40.4	6.8	0	0	28	66	120	163	79	21	3	3	0	0
19:00	327	48.8	42.0	6.6	0	0	4	37	79	122	54	22	5	3	1	0
20:00	215	45.1	40.0	4.9	0	0	4	16	99	65	26	4	1	0	0	0
21:00	178	49.7	42.1	7.3	0	0	2	22	43	57	43	6	2	1	1	1
22:00	117	52.4	44.2	7.8	0	0	0	7	30	33	29	10	3	3	2	0
23:00	45	50.9	43.7	7.0	0	0	0	4	9	17	6	7	1	1	0	0
<b>Total</b>																
2H(10-12)	957	45.7	39.3	6.1	1	9	34	147	292	356	89	27	2	0	0	0
2H(14-16)	1048	45.8	39.3	6.3	0	6	40	183	338	323	129	24	2	2	0	1
12H(7-19)	6970	45.3	38.8	6.2	3	32	375	1197	2350	2158	672	149	20	12	1	1
24H(0-24)	8231	46.0	39.3	6.5	4	32	392	1332	2687	2560	914	235	43	25	5	2
<b>AM Peak</b>	08:00 659	02:00 53.7	02:00 45.9	00:00 9.2	06:00 1	10:00 6	08:00 67	09:00 137	07:00 229	08:00 207	07:00 66	06:00 19	06:00 4	05:00 2	00:00 0	00:00 0
<b>PM Peak</b>	17:00 835	22:00 52.4	22:00 44.2	22:00 7.8	17:00 1	17:00 13	17:00 62	17:00 164	16:00 312	16:00 240	18:00 79	19:00 22	19:00 5	18:00 3	22:00 2	15:00 1

Direction: Southeastbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	30	50.0	45.0	4.9	0	0	0	0	4	13	7	6	0	0	0	0
01:00	28	54.0	48.9	4.9	0	0	0	0	2	4	6	16	0	0	0	0
02:00	18	46.5	41.7	4.6	0	0	0	1	6	6	5	0	0	0	0	0
03:00	16	56.2	48.0	8.0	0	0	0	0	4	1	4	5	1	1	0	0
04:00	51	48.6	43.6	4.8	0	0	0	3	7	20	18	3	0	0	0	0
05:00	132	50.3	44.7	5.4	0	0	0	1	21	51	44	10	3	2	0	0
06:00	436	48.3	43.4	4.7	0	0	0	6	66	244	94	19	5	1	0	1
07:00	789	46.5	42.6	3.8	0	0	1	7	159	462	131	27	2	0	0	0
08:00	754	46.1	41.8	4.2	0	0	4	19	220	362	137	10	2	0	0	0
09:00	569	45.7	41.3	4.3	0	0	1	26	191	262	75	12	2	0	0	0
10:00	494	45.0	40.7	4.2	0	0	6	25	166	246	45	6	0	0	0	0
11:00	457	45.8	40.8	4.8	0	0	6	27	161	202	52	5	3	0	1	0
12:00	472	45.0	40.0	4.8	0	1	12	26	191	191	45	6	0	0	0	0
13:00	494	44.4	40.4	3.9	0	0	0	22	225	195	48	3	0	1	0	0
14:00	519	45.3	40.5	4.6	0	0	7	38	184	226	57	5	1	1	0	0
15:00	569	45.1	40.9	4.0	0	0	0	19	235	226	83	5	1	0	0	0
16:00	774	44.8	40.4	4.2	0	0	1	59	292	342	70	9	0	0	1	0
17:00	557	46.4	41.9	4.3	0	0	3	13	162	267	97	13	1	1	0	0
18:00	349	47.5	43.0	4.4	0	0	1	4	71	182	74	11	6	0	0	0
19:00	286	47.9	43.2	4.5	0	0	1	3	53	149	62	13	5	0	0	0
20:00	177	47.7	42.0	5.4	0	0	2	9	51	74	25	14	2	0	0	0
21:00	140	46.3	41.4	4.7	0	0	1	9	40	65	21	3	1	0	0	0
22:00	75	50.9	44.7	6.0	0	0	0	1	18	22	19	13	1	1	0	0
23:00	47	52.8	45.4	7.2	0	0	1	0	6	17	18	1	1	3	0	0
<b>Total</b>																
2H(10-12)	951	45.4	40.7	4.5	0	0	12	52	327	448	97	11	3	0	1	0
2H(14-16)	1088	45.2	40.7	4.3	0	0	7	57	419	452	140	10	2	1	0	0
12H(7-19)	6797	45.7	41.2	4.4	0	1	42	285	2257	3163	914	112	18	3	2	0
24H(0-24)	8233	46.4	41.6	4.6	0	1	47	318	2535	3829	1237	215	37	11	2	1
<b>AM Peak</b>	07:00	03:00	01:00	03:00	00:00	00:00	10:00	11:00	08:00	07:00	08:00	07:00	06:00	05:00	11:00	06:00
	<b>789</b>	<b>56.2</b>	<b>48.9</b>	<b>8.0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>27</b>	<b>220</b>	<b>462</b>	<b>137</b>	<b>27</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>
<b>PM Peak</b>	16:00	23:00	23:00	23:00	12:00	12:00	12:00	16:00	16:00	16:00	17:00	20:00	18:00	23:00	16:00	12:00
	<b>774</b>	<b>52.8</b>	<b>45.4</b>	<b>7.2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>59</b>	<b>292</b>	<b>342</b>	<b>97</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	49	51.6	44.5	6.8	0	0	0	4	7	18	9	9	1	1	0	0
01:00	44	53.8	46.8	6.8	0	0	0	2	6	9	9	17	0	1	0	0
02:00	34	50.3	43.7	6.4	0	0	0	2	8	12	6	4	2	0	0	0
03:00	23	54.5	46.1	8.1	0	0	0	2	4	4	5	6	1	1	0	0
04:00	78	49.8	43.8	5.8	0	0	1	4	13	26	26	6	2	0	0	0
05:00	206	50.5	43.8	6.4	0	0	1	14	37	70	59	16	5	4	0	0
06:00	656	48.9	43.0	5.6	1	0	5	32	112	308	148	38	9	2	0	1
07:00	1436	46.3	40.9	5.2	0	0	32	125	388	646	197	42	6	0	0	0
08:00	1413	45.9	40.0	5.7	0	0	71	136	419	569	192	23	3	0	0	0
09:00	1100	45.3	39.7	5.4	1	0	24	163	380	387	118	23	3	1	0	0
10:00	965	45.6	40.0	5.4	0	6	27	90	298	432	93	19	0	0	0	0
11:00	943	45.7	40.0	5.5	1	3	19	109	321	372	93	19	5	0	1	0
12:00	985	45.0	39.7	5.2	0	1	31	92	394	354	95	16	1	1	0	0
13:00	982	45.2	39.6	5.4	0	4	33	81	402	355	91	12	1	3	0	0
14:00	979	45.4	39.9	5.2	0	0	21	126	343	344	126	16	2	1	0	0
15:00	1157	45.9	40.1	5.6	0	6	26	114	414	431	143	18	2	2	0	1
16:00	1583	44.7	39.5	5.0	0	0	39	199	604	582	138	18	1	1	1	0
17:00	1392	45.9	39.3	6.3	1	13	65	177	453	504	147	23	5	3	1	0
18:00	832	47.7	41.4	6.0	0	0	29	70	191	345	153	32	9	3	0	0
19:00	613	48.5	42.6	5.7	0	0	5	40	132	271	116	35	10	3	1	0
20:00	392	46.4	40.9	5.3	0	0	6	25	150	139	51	18	3	0	0	0
21:00	318	48.3	41.8	6.3	0	0	3	31	83	122	64	9	3	1	1	1
22:00	192	51.8	44.4	7.2	0	0	0	8	48	55	48	23	4	4	2	0
23:00	92	51.9	44.5	7.1	0	0	1	4	15	34	24	8	2	4	0	0
<b>Total</b>																
2H(10-12)	1908	45.6	40.0	5.4	1	9	46	199	619	804	186	38	5	0	1	0
2H(14-16)	2136	45.6	40.0	5.4	0	6	47	240	757	775	269	34	4	3	0	1
12H(7-19)	13767	45.7	40.0	5.5	3	33	417	1482	4607	5321	1586	261	38	15	3	1
24H(0-24)	16464	46.4	40.5	5.7	4	33	439	1650	5222	6389	2151	450	80	36	7	3
<b>AM Peak</b>	07:00 <b>1436</b>	03:00 <b>54.5</b>	01:00 <b>46.8</b>	03:00 <b>8.1</b>	06:00 <b>1</b>	10:00 <b>6</b>	08:00 <b>71</b>	09:00 <b>163</b>	08:00 <b>419</b>	07:00 <b>646</b>	07:00 <b>197</b>	07:00 <b>42</b>	06:00 <b>9</b>	05:00 <b>4</b>	11:00 <b>1</b>	06:00 <b>1</b>
<b>PM Peak</b>	16:00 <b>1583</b>	23:00 <b>51.9</b>	23:00 <b>44.5</b>	22:00 <b>7.2</b>	17:00 <b>1</b>	17:00 <b>13</b>	17:00 <b>65</b>	16:00 <b>199</b>	16:00 <b>604</b>	16:00 <b>582</b>	18:00 <b>153</b>	19:00 <b>35</b>	19:00 <b>10</b>	22:00 <b>4</b>	22:00 <b>2</b>	15:00 <b>1</b>

## **APPENDIX 3**

### **PICADY Output for A59/Site Access**

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

**Filename:** Import of A49 Longsight Road - Site Access Junction.j11  
**Path:** Z:\projects\3839 CAUSEWAY FARM, LONGSIGHT ROAD, MELLOR\Picady  
**Report generation date:** 05/11/2025 15:04:10

- »2030 | Assessment Flows | AM
- »2030 | Assessment Flows | PM

**Summary of junction performance**

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2030 - Assessment Flows								
Stream B-AC	0.1	10.64	0.08	B	0.0	13.39	0.04	B
Stream C-AB	0.0	7.26	0.01	A	0.0	8.07	0.03	A

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

**File summary**

**File Description**

<b>Title</b>	A49 Longsight Road - Site Access
<b>Location</b>	Mellor Brook
<b>Site number</b>	3839
<b>Date</b>	12/12/2022
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	George Monks
<b>Client</b>	Sander Douglas
<b>Jobnumber</b>	3839
<b>Enumerator</b>	EDD\George.Monks
<b>Description</b>	

**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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

### Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Assessment Flows	AM	ONE HOUR	08:00	09:30	15	✓
D2	2030	Assessment Flows	PM	ONE HOUR	17:00	18:30	15	✓

### Analysis Set Details

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

# 2030 | Assessment Flows | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.24	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.24	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	A49 Longsight Road (E)		Major
B	Site Access		Minor
C	A490 Longsight Road (W)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			231.0	✓	6.00

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	3.65	201	67

## 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	615	0.107	0.271	0.170	0.387
B-C	709	0.104	0.263	-	-
C-B	708	0.262	0.262	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Assessment Flows	AM	ONE HOUR	08:00	09:30	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	719	100.000
B		ONE HOUR	✓	26	100.000
C		ONE HOUR	✓	503	100.000

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	A	B	C
A	0	6	713
B	15	0	11
C	499	4	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

From	To		
	A	B	C
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	0.08	10.64	0.1	B	24	36
C-AB	0.01	7.26	0.0	A	4	6
C-A					458	687
A-B					6	8
A-C					654	981

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	460	0.043	19	0.0	0.0	8.158	A
C-AB	3	0.75	0.00	566	0.005	3	0.0	0.0	6.396	A
C-A	376	94	0.00			376				
A-B	5	1	0.00			5				
A-C	537	134	0.00			537				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	422	0.055	23	0.0	0.1	9.035	A
C-AB	4	0.90	0.00	538	0.007	4	0.0	0.0	6.733	A
C-A	449	112	0.00			449				
A-B	5	1	0.00			5				
A-C	641	160	0.00			641				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	367	0.078	29	0.1	0.1	10.629	B
C-AB	4	1	0.00	500	0.009	4	0.0	0.0	7.261	A
C-A	549	137	0.00			549				
A-B	7	2	0.00			7				
A-C	785	196	0.00			785				

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	367	0.078	29	0.1	0.1	10.635	B
C-AB	4	1	0.00	500	0.009	4	0.0	0.0	7.261	A
C-A	549	137	0.00			549				
A-B	7	2	0.00			7				
A-C	785	196	0.00			785				

**09:00 - 09:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	422	0.055	23	0.1	0.1	9.043	A
C-AB	4	0.90	0.00	538	0.007	4	0.0	0.0	6.735	A
C-A	449	112	0.00			449				
A-B	5	1	0.00			5				
A-C	641	160	0.00			641				

**09:15 - 09:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	460	0.043	20	0.1	0.0	8.169	A
C-AB	3	0.75	0.00	566	0.005	3	0.0	0.0	6.399	A
C-A	376	94	0.00			376				
A-B	5	1	0.00			5				
A-C	537	134	0.00			537				

# 2030 | Assessment Flows | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.15	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.15	A

## Traffic Demand

### Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	Assessment Flows	PM	ONE HOUR	17:00	18:30	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	860	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	780	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	848
	B	6	0	5
	C	768	12	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		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	0.04	13.39	0.0	B	10	15
C-AB	0.03	8.07	0.0	A	11	17
C-A					705	1057
A-B					11	17
A-C					778	1167

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	408	0.020	8	0.0	0.0	8.990	A
C-AB	9	2	0.00	538	0.017	9	0.0	0.0	6.805	A
C-A	578	145	0.00			578				
A-B	9	2	0.00			9				
A-C	638	160	0.00			638				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	357	0.028	10	0.0	0.0	10.381	B
C-AB	11	3	0.00	505	0.021	11	0.0	0.0	7.283	A
C-A	690	173	0.00			690				
A-B	11	3	0.00			11				
A-C	762	191	0.00			762				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	281	0.043	12	0.0	0.0	13.386	B
C-AB	13	3	0.00	459	0.029	13	0.0	0.0	8.068	A
C-A	846	211	0.00			846				
A-B	13	3	0.00			13				
A-C	934	233	0.00			934				

#### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	281	0.043	12	0.0	0.0	13.391	B
C-AB	13	3	0.00	459	0.029	13	0.0	0.0	8.068	A
C-A	846	211	0.00			846				
A-B	13	3	0.00			13				
A-C	934	233	0.00			934				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	357	0.028	10	0.0	0.0	10.385	B
C-AB	11	3	0.00	505	0.021	11	0.0	0.0	7.284	A
C-A	690	173	0.00			690				
A-B	11	3	0.00			11				
A-C	762	191	0.00			762				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	408	0.020	8	0.0	0.0	8.997	A
C-AB	9	2	0.00	538	0.017	9	0.0	0.0	6.809	A
C-A	578	145	0.00			578				
A-B	9	2	0.00			9				
A-C	638	160	0.00			638				

## **APPENDIX 4**

### **ARCADY Output for A59/Longsight Road/Myerscough Smithy Road/Thwaites Road**

# Junctions 11

## PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177  
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

Filename: A49 Longsight Road - Site Access Junction (85 units).j11

Path: Z:\projects\3839 CAUSEWAY FARM, LONGSIGHT ROAD, MELLOR\Picady

Report generation date: 26/11/2025 11:56:05

»2030 | Assessment Flows | AM

»2030 | Assessment Flows | PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>2030 - Assessment Flows</b>								
Stream B-AC	0.1	10.96	0.10	B	0.1	13.49	0.05	B
Stream C-AB	0.0	7.28	0.01	A	0.0	8.12	0.03	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

### File summary

#### File Description

Title	A49 Longsight Road - Site Access
Location	Mellor Brook
Site number	3839
Date	12/12/2022
Version	
Status	(new file)
Identifier	George Monks
Client	Sander Douglas
Jobnumber	3839
Enumerator	EDD\George.Monks
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

### Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Assessment Flows	AM	ONE HOUR	08:00	09:30	15	✓
D2	2030	Assessment Flows	PM	ONE HOUR	17:00	18:30	15	✓

### Analysis Set Details

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

# 2030 | Assessment Flows | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.31	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	A49 Longsight Road (E)		Major
B	Site Access		Minor
C	A490 Longsight Road (W)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A490 Longsight Road (W)	7.00			231.0	✓	6.00

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 - Site Access	One lane	3.65	201	67

## 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	615	0.107	0.271	0.170	0.387
B-C	709	0.104	0.263	-	-
C-B	708	0.262	0.262	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Assessment Flows	AM	ONE HOUR	08:00	09:30	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A49 Longsight Road (E)		ONE HOUR	✓	720	100.000
B - Site Access		ONE HOUR	✓	32	100.000
C - A490 Longsight Road (W)		ONE HOUR	✓	504	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A49 Longsight Road (E)	B - Site Access	C - A490 Longsight Road (W)
From	A - A49 Longsight Road (E)	0	7	713
	B - Site Access	19	0	13
	C - A490 Longsight Road (W)	499	5	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		A - A49 Longsight Road (E)	B - Site Access	C - A490 Longsight Road (W)
From	A - A49 Longsight Road (E)	0	0	0
	B - Site Access	0	0	0
	C - A490 Longsight Road (W)	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	0.10	10.96	0.1	B	29	44
C-AB	0.01	7.28	0.0	A	5	7
C-A					458	687
A-B					6	10
A-C					654	981

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	458	0.053	24	0.0	0.1	8.297	A
C-AB	4	0.94	0.00	566	0.007	4	0.0	0.0	6.407	A
C-A	376	94	0.00			376				
A-B	5	1	0.00			5				
A-C	537	134	0.00			537				

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	419	0.069	29	0.1	0.1	9.232	A
C-AB	4	1	0.00	538	0.008	4	0.0	0.0	6.747	A
C-A	449	112	0.00			449				
A-B	6	2	0.00			6				
A-C	641	160	0.00			641				

## 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	364	0.097	35	0.1	0.1	10.949	B
C-AB	6	1	0.00	500	0.011	5	0.0	0.0	7.281	A
C-A	549	137	0.00			549				
A-B	8	2	0.00			8				
A-C	785	196	0.00			785				

## 08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	364	0.097	35	0.1	0.1	10.957	B
C-AB	6	1	0.00	500	0.011	6	0.0	0.0	7.281	A
C-A	549	137	0.00			549				
A-B	8	2	0.00			8				
A-C	785	196	0.00			785				

## 09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	419	0.069	29	0.1	0.1	9.239	A
C-AB	4	1	0.00	538	0.008	5	0.0	0.0	6.747	A
C-A	449	112	0.00			449				
A-B	6	2	0.00			6				
A-C	641	160	0.00			641				

## 09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	458	0.053	24	0.1	0.1	8.310	A
C-AB	4	0.94	0.00	566	0.007	4	0.0	0.0	6.409	A
C-A	376	94	0.00			376				
A-B	5	1	0.00			5				
A-C	537	134	0.00			537				

# 2030 | Assessment Flows | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.17	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

## Traffic Demand

### Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	Assessment Flows	PM	ONE HOUR	17:00	18:30	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A49 Longsight Road (E)		ONE HOUR	✓	863	100.000
B - Site Access		ONE HOUR	✓	13	100.000
C - A490 Longsight Road (W)		ONE HOUR	✓	782	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - A49 Longsight Road (E)	B - Site Access	C - A490 Longsight Road (W)
From	A - A49 Longsight Road (E)	0	15	848
	B - Site Access	7	0	6
	C - A490 Longsight Road (W)	768	14	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To		
		A - A49 Longsight Road (E)	B - Site Access	C - A490 Longsight Road (W)
From	A - A49 Longsight Road (E)	0	0	0
	B - Site Access	0	0	0
	C - A490 Longsight Road (W)	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	0.05	13.49	0.1	B	12	18
C-AB	0.03	8.12	0.0	A	13	19
C-A					705	1057
A-B					14	21
A-C					778	1167

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	409	0.024	10	0.0	0.0	9.012	A
C-AB	11	3	0.00	537	0.020	10	0.0	0.0	6.833	A
C-A	578	145	0.00			578				
A-B	11	3	0.00			11				
A-C	638	160	0.00			638				

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	357	0.033	12	0.0	0.0	10.419	B
C-AB	13	3	0.00	504	0.025	13	0.0	0.0	7.321	A
C-A	690	173	0.00			690				
A-B	13	3	0.00			13				
A-C	762	191	0.00			762				

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	281	0.051	14	0.0	0.1	13.483	B
C-AB	15	4	0.00	459	0.034	15	0.0	0.0	8.124	A
C-A	846	211	0.00			846				
A-B	17	4	0.00			17				
A-C	934	233	0.00			934				

#### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	281	0.051	14	0.1	0.1	13.492	B
C-AB	15	4	0.00	459	0.034	15	0.0	0.0	8.124	A
C-A	846	211	0.00			846				
A-B	17	4	0.00			17				
A-C	934	233	0.00			934				

#### 18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	357	0.033	12	0.1	0.0	10.428	B
C-AB	13	3	0.00	504	0.025	13	0.0	0.0	7.322	A
C-A	690	173	0.00			690				
A-B	13	3	0.00			13				
A-C	762	191	0.00			762				

## 18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	409	0.024	10	0.0	0.0	9.020	A
C-AB	11	3	0.00	537	0.020	11	0.0	0.0	6.833	A
C-A	578	145	0.00			578				
A-B	11	3	0.00			11				
A-C	638	160	0.00			638				

## **APPENDIX 5**

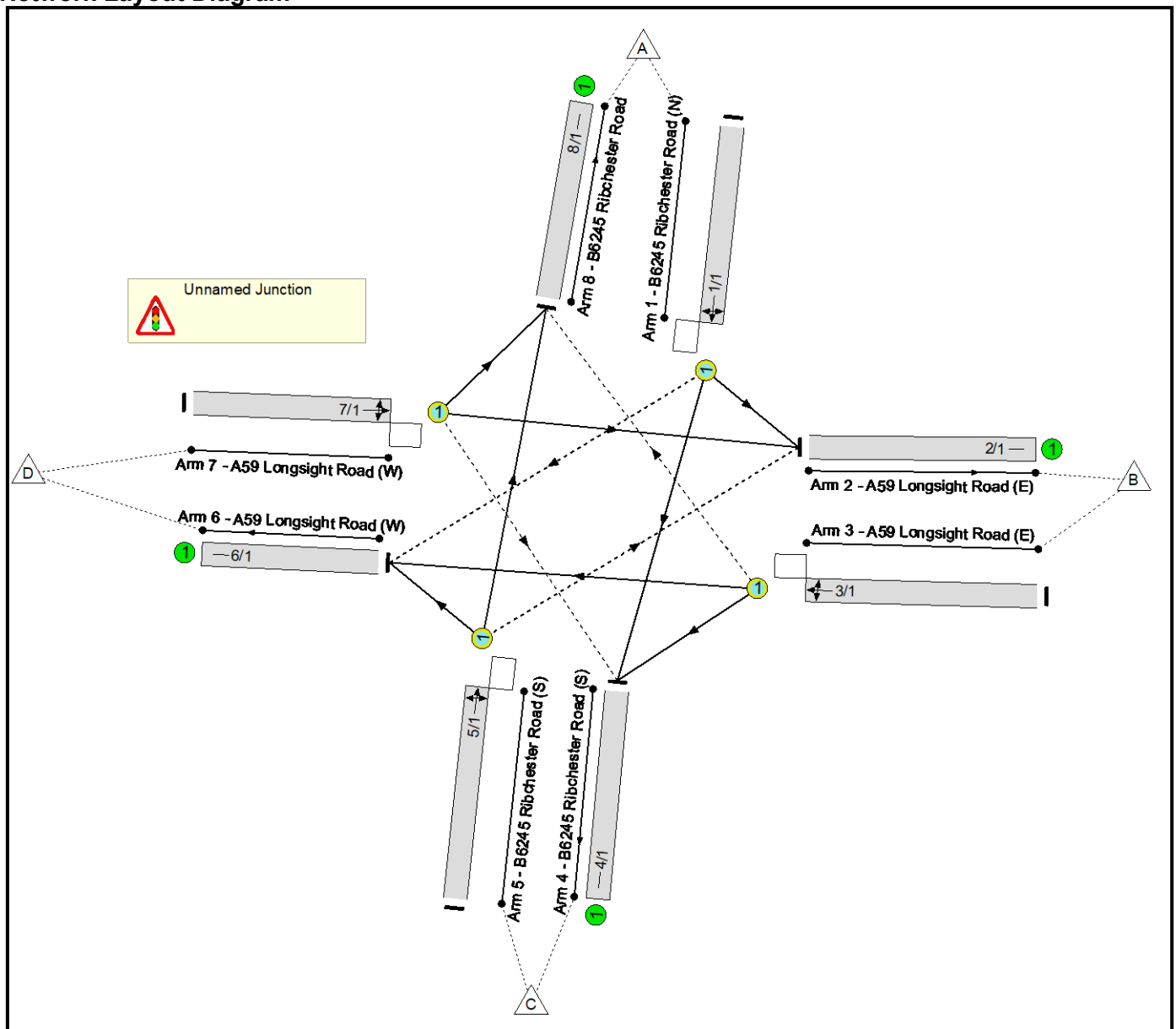
### **LINSIG Output for Longsight Road/B6245 Ribchester Road**

Full Input Data And Results  
Full Input Data And Results

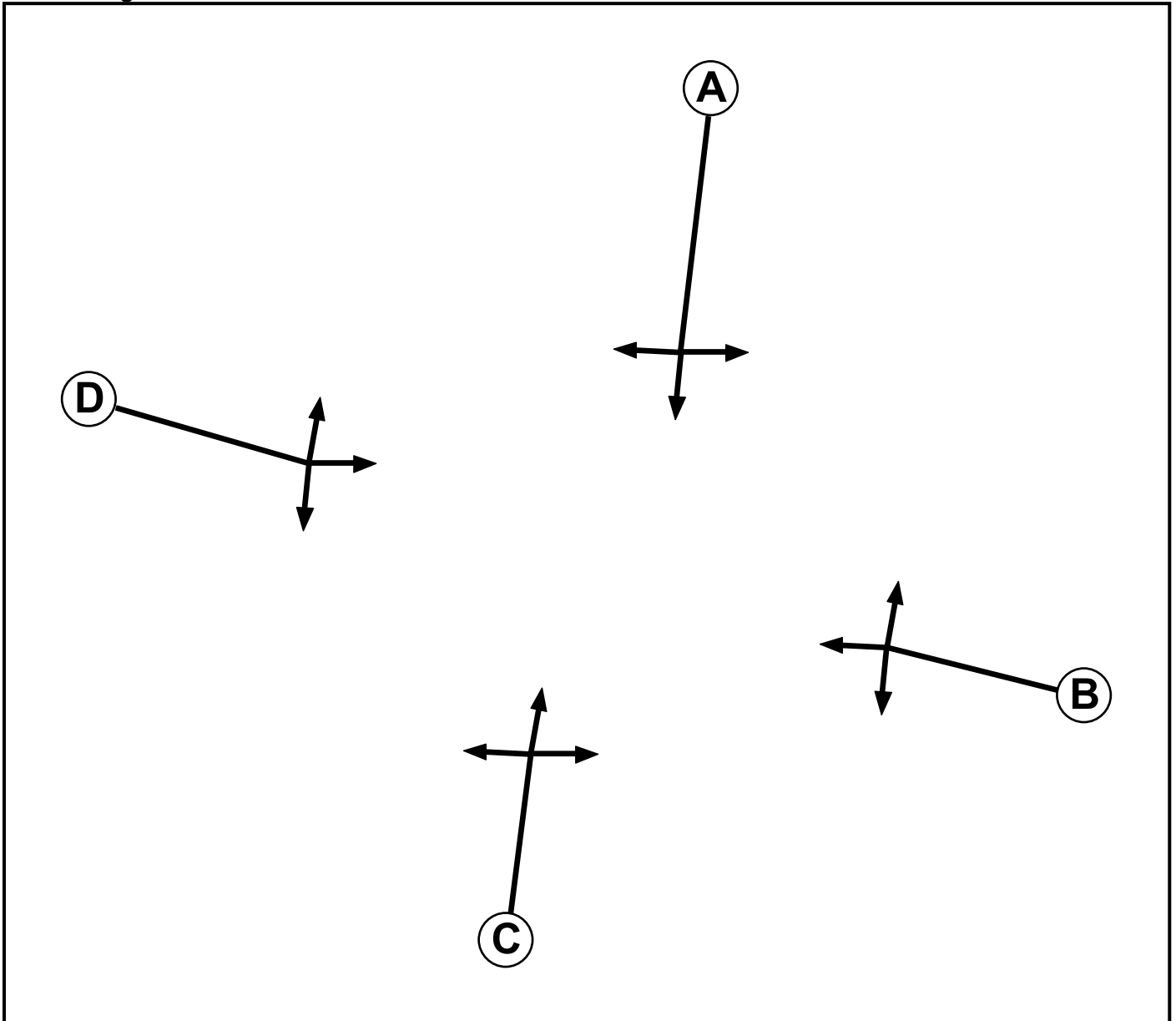
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	B6245 Ribchester Road-A59 Longsight Road - B6245 Ribchester Road.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

## Full Input Data And Results

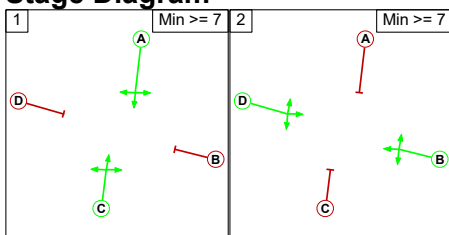
### Phase Intergrens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	-	5
	B	5		7	-
	C	-	5		5
	D	7	-	5	

### Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B D

### Stage Diagram



### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		5
	2	7	

Full Input Data And Results

**Give-Way Lane Input Data**

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (B6245 Ribchester Road (N))	6/1 (Right)	1439	0	5/1	1.09	To 6/1 (Left) To 8/1 (Ahead)	2.00	2.00	0.50	2	2.00
3/1 (A59 Longsight Road (E))	8/1 (Right)	1439	0	7/1	1.09	To 2/1 (Ahead) To 8/1 (Left)	2.00	2.00	0.50	2	2.00
5/1 (B6245 Ribchester Road (S))	2/1 (Right)	1439	0	1/1	1.09	To 2/1 (Left) To 4/1 (Ahead)	2.00	2.00	0.50	2	2.00
7/1 (A59 Longsight Road (W))	4/1 (Right)	1439	0	3/1	1.09	To 4/1 (Left) To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

**Lane Input Data**

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (B6245 Ribchester Road (N))	O	A	2	3	62.6	Geom	-	3.30	0.00	Y	Arm 2 Left	20.00
											Arm 4 Ahead	Inf
											Arm 6 Right	12.00
2/1 (A59 Longsight Road (E))	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A59 Longsight Road (E))	O	B	2	3	67.8	Geom	-	3.30	0.00	Y	Arm 4 Left	22.00
											Arm 6 Ahead	Inf
											Arm 8 Right	19.00
4/1 (B6245 Ribchester Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (B6245 Ribchester Road (S))	O	C	2	3	81.7	Geom	-	3.30	0.00	Y	Arm 2 Right	24.00
											Arm 6 Left	Inf
											Arm 8 Ahead	12.00
6/1 (A59 Longsight Road (W))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A59 Longsight Road (W))	O	D	2	3	62.6	Geom	-	3.30	0.00	Y	Arm 2 Ahead	15.00
											Arm 4 Right	Inf
											Arm 8 Left	18.00
8/1 (B6245 Ribchester Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2030 Base Flows - AM Peak'	07:45	08:45	01:00	
2: '2030 Base Flows - PM Peak'	16:30	17:30	01:00	
3: '2030 Assessment Flows - AM Peak'	07:45	08:45	01:00	
4: '2030 Assessment Flows - PM Peak'	16:30	17:30	01:00	

Full Input Data And Results

**Scenario 1: '2030 Base Flows - AM Peak'** (FG1: '2030 Base Flows - AM Peak', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

Origin	Destination					
	A	B	C	D	Tot.	
A	0	85	181	86	352	
B	70	0	18	591	679	
C	111	23	0	107	241	
D	74	646	35	0	755	
Tot.	255	754	234	784	2027	

**Traffic Lane Flows**

Lane	Scenario 1: 2030 Base Flows - AM Peak
<b>Junction: Unnamed Junction</b>	
1/1	352
2/1	754
3/1	679
4/1	234
5/1	241
6/1	784
7/1	755
8/1	255

**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6245 Ribchester Road (N))	3.30	0.00	Y	Arm 2 Left	20.00	24.1 %	1855	1855
				Arm 4 Ahead	Inf	51.4 %		
				Arm 6 Right	12.00	24.4 %		
2/1 (A59 Longsight Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A59 Longsight Road (E))	3.30	0.00	Y	Arm 4 Left	22.00	2.7 %	1926	1926
				Arm 6 Ahead	Inf	87.0 %		
				Arm 8 Right	19.00	10.3 %		
4/1 (B6245 Ribchester Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6245 Ribchester Road (S))	3.30	0.00	Y	Arm 2 Right	24.00	9.5 %	1829	1829
				Arm 6 Left	Inf	44.4 %		
				Arm 8 Ahead	12.00	46.1 %		
6/1 (A59 Longsight Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A59 Longsight Road (W))	3.30	0.00	Y	Arm 2 Ahead	15.00	85.6 %	1778	1778
				Arm 4 Right	Inf	4.6 %		
				Arm 8 Left	18.00	9.8 %		
8/1 (B6245 Ribchester Road Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 2: '2030 Base Flows - PM Peak'** (FG2: '2030 Base Flows - PM Peak', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

Origin	Destination					
	A	B	C	D	Tot.	
A	0	69	119	73	261	
B	64	0	30	394	488	
C	171	15	0	68	254	
D	71	624	75	0	770	
Tot.	306	708	224	535	1773	

Full Input Data And Results

**Traffic Lane Flows**

Scenario 2: 2030 Base Flows - PM Peak	
<b>Junction: Unnamed Junction</b>	
1/1	261
2/1	708
3/1	488
4/1	224
5/1	254
6/1	535
7/1	770
8/1	306

**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6245 Ribchester Road (N))	3.30	0.00	Y	Arm 2 Left	20.00	26.4 %	1844	1844
				Arm 4 Ahead	Inf	45.6 %		
				Arm 6 Right	12.00	28.0 %		
2/1 (A59 Longsight Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A59 Longsight Road (E))	3.30	0.00	Y	Arm 4 Left	22.00	6.1 %	1917	1917
				Arm 6 Ahead	Inf	80.7 %		
				Arm 8 Right	19.00	13.1 %		
4/1 (B6245 Ribchester Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6245 Ribchester Road (S))	3.30	0.00	Y	Arm 2 Right	24.00	5.9 %	1788	1788
				Arm 6 Left	Inf	26.8 %		
				Arm 8 Ahead	12.00	67.3 %		
6/1 (A59 Longsight Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A59 Longsight Road (W))	3.30	0.00	Y	Arm 2 Ahead	15.00	81.0 %	1786	1786
				Arm 4 Right	Inf	9.7 %		
				Arm 8 Left	18.00	9.2 %		
8/1 (B6245 Ribchester Road Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 3: '2030 Assessment Flows - AM Peak'** (FG3: '2030 Assessment Flows - AM Peak', Plan 1: 'Network

Full Input Data And Results  
Control Plan 1')

**Traffic Flows, Desired**

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	85	181	86	352
	B	70	0	18	597	685
	C	111	23	0	108	242
	D	76	663	36	0	775
	Tot.	257	771	235	791	2054

**Traffic Lane Flows**

Lane	Scenario 3: 2030 Assessment Flows - AM Peak
	<b>Junction: Unnamed Junction</b>
1/1	352
2/1	771
3/1	685
4/1	235
5/1	242
6/1	791
7/1	775
8/1	257

**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6245 Ribchester Road (N))	3.30	0.00	Y	Arm 2 Left	20.00	24.1 %	1855	1855
				Arm 4 Ahead	Inf	51.4 %		
				Arm 6 Right	12.00	24.4 %		
2/1 (A59 Longsight Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A59 Longsight Road (E))	3.30	0.00	Y	Arm 4 Left	22.00	2.6 %	1926	1926
				Arm 6 Ahead	Inf	87.2 %		
				Arm 8 Right	19.00	10.2 %		
4/1 (B6245 Ribchester Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6245 Ribchester Road (S))	3.30	0.00	Y	Arm 2 Right	24.00	9.5 %	1829	1829
				Arm 6 Left	Inf	44.6 %		
				Arm 8 Ahead	12.00	45.9 %		
6/1 (A59 Longsight Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A59 Longsight Road (W))	3.30	0.00	Y	Arm 2 Ahead	15.00	85.5 %	1778	1778
				Arm 4 Right	Inf	4.6 %		
				Arm 8 Left	18.00	9.8 %		
8/1 (B6245 Ribchester Road Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 4: '2030 Assessment Flows - PM Peak'** (FG4: '2030 Assessment Flows - PM Peak', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

Origin	Destination					
	A	B	C	D	Tot.	
A	0	69	119	75	263	
B	64	0	30	405	499	
C	171	15	0	70	256	
D	72	630	76	0	778	
Tot.	307	714	225	550	1796	

Full Input Data And Results

**Traffic Lane Flows**

Scenario 4: 2030 Assessment Flows - PM Peak	
Junction: Unnamed Junction	
1/1	263
2/1	714
3/1	499
4/1	225
5/1	256
6/1	550
7/1	778
8/1	307

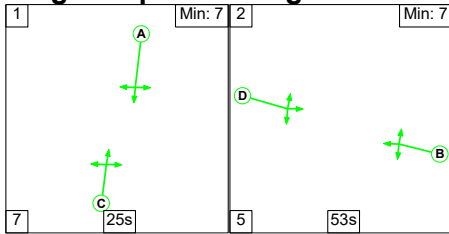
**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6245 Ribchester Road (N))	3.30	0.00	Y	Arm 2 Left	20.00	26.2 %	1843	1843
				Arm 4 Ahead	Inf	45.2 %		
				Arm 6 Right	12.00	28.5 %		
2/1 (A59 Longsight Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A59 Longsight Road (E))	3.30	0.00	Y	Arm 4 Left	22.00	6.0 %	1918	1918
				Arm 6 Ahead	Inf	81.2 %		
				Arm 8 Right	19.00	12.8 %		
4/1 (B6245 Ribchester Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6245 Ribchester Road (S))	3.30	0.00	Y	Arm 2 Right	24.00	5.9 %	1789	1789
				Arm 6 Left	Inf	27.3 %		
				Arm 8 Ahead	12.00	66.8 %		
6/1 (A59 Longsight Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A59 Longsight Road (W))	3.30	0.00	Y	Arm 2 Ahead	15.00	81.0 %	1787	1787
				Arm 4 Right	Inf	9.8 %		
				Arm 8 Left	18.00	9.3 %		
8/1 (B6245 Ribchester Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2030 Base Flows - AM Peak' (FG1: '2030 Base Flows - AM Peak', Plan 1: 'Network Control Plan 1')

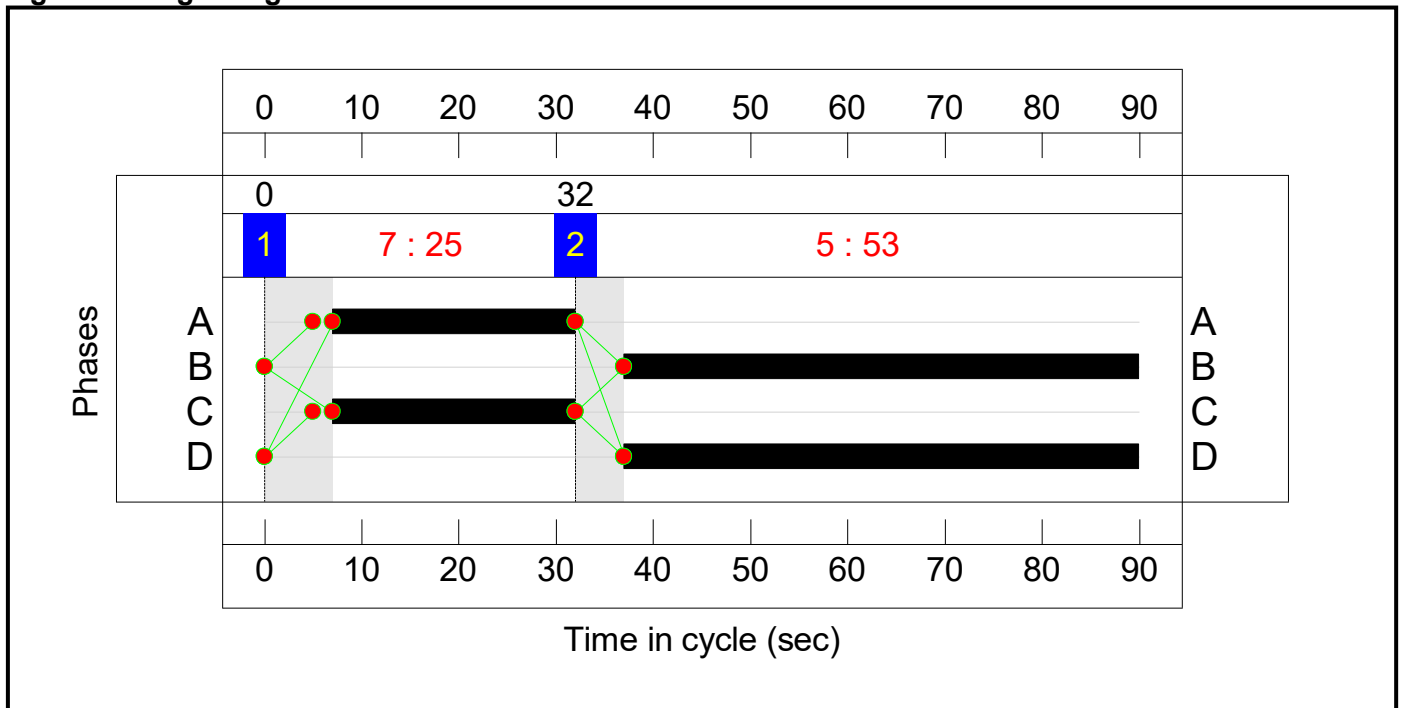
Stage Sequence Diagram



Stage Timings

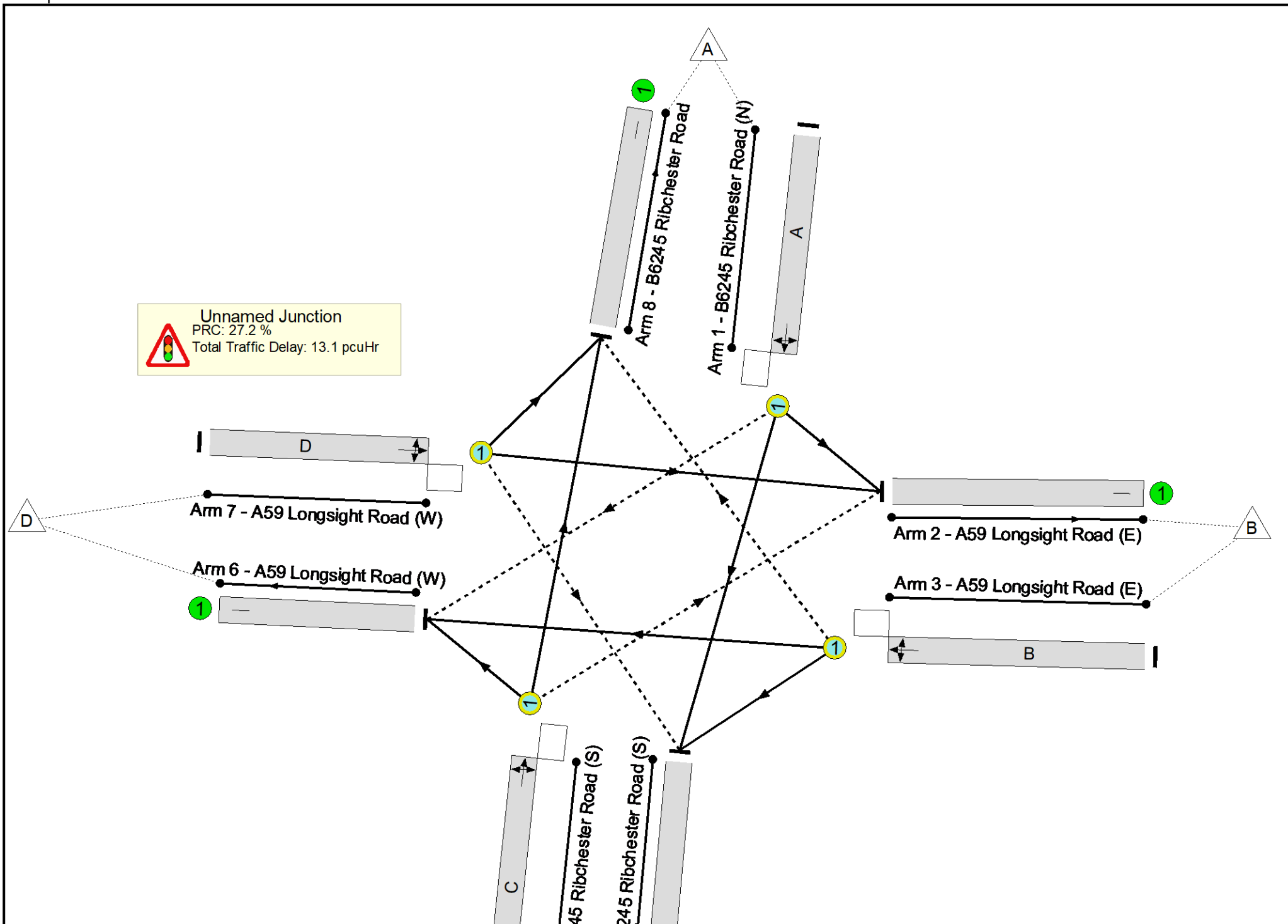
Stage	1	2
Duration	25	53
Change Point	0	32

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.8%</b>
<b>Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.8%</b>
1/1	B6245 Ribchester Road (N) Left Ahead Right	O	N/A	N/A	A		1	25	-	352	1855	521	67.5%
2/1	A59 Longsight Road (E)	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
3/1	A59 Longsight Road (E) Left Ahead Right	O	N/A	N/A	B		1	53	-	679	1926	1131	60.0%
4/1	B6245 Ribchester Road (S)	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
5/1	B6245 Ribchester Road (S) Right Left Ahead	O	N/A	N/A	C		1	25	-	241	1829	528	45.6%
6/1	A59 Longsight Road (W)	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
7/1	A59 Longsight Road (W) Ahead Right Left	O	N/A	N/A	D		1	53	-	755	1778	1067	70.8%
8/1	B6245 Ribchester Road	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%

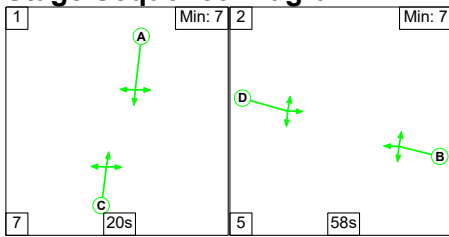
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	214	0	0	9.2	3.4	0.5	13.1	-	-	-	-
Unnamed Junction	-	-	214	0	0	9.2	3.4	0.5	13.1	-	-	-	-
1/1	352	352	86	0	0	2.8	1.0	0.1	3.9	39.8	7.7	1.0	8.8
2/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	679	679	70	0	0	2.1	0.7	0.3	3.1	16.5	10.4	0.7	11.1
4/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	241	241	23	0	0	1.8	0.4	0.1	2.2	33.2	4.9	0.4	5.3
6/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	755	755	35	0	0	2.6	1.2	0.1	3.9	18.5	13.0	1.2	14.2
8/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1                      PRC for Signalled Lanes (%): 27.2                      Total Delay for Signalled Lanes (pcuHr): 13.11                      Cycle Time (s): 90 PRC Over All Lanes (%): 27.2                      Total Delay Over All Lanes(pcuHr): 13.11													

Full Input Data And Results

Scenario 2: '2030 Base Flows - PM Peak' (FG2: '2030 Base Flows - PM Peak', Plan 1: 'Network Control Plan 1')

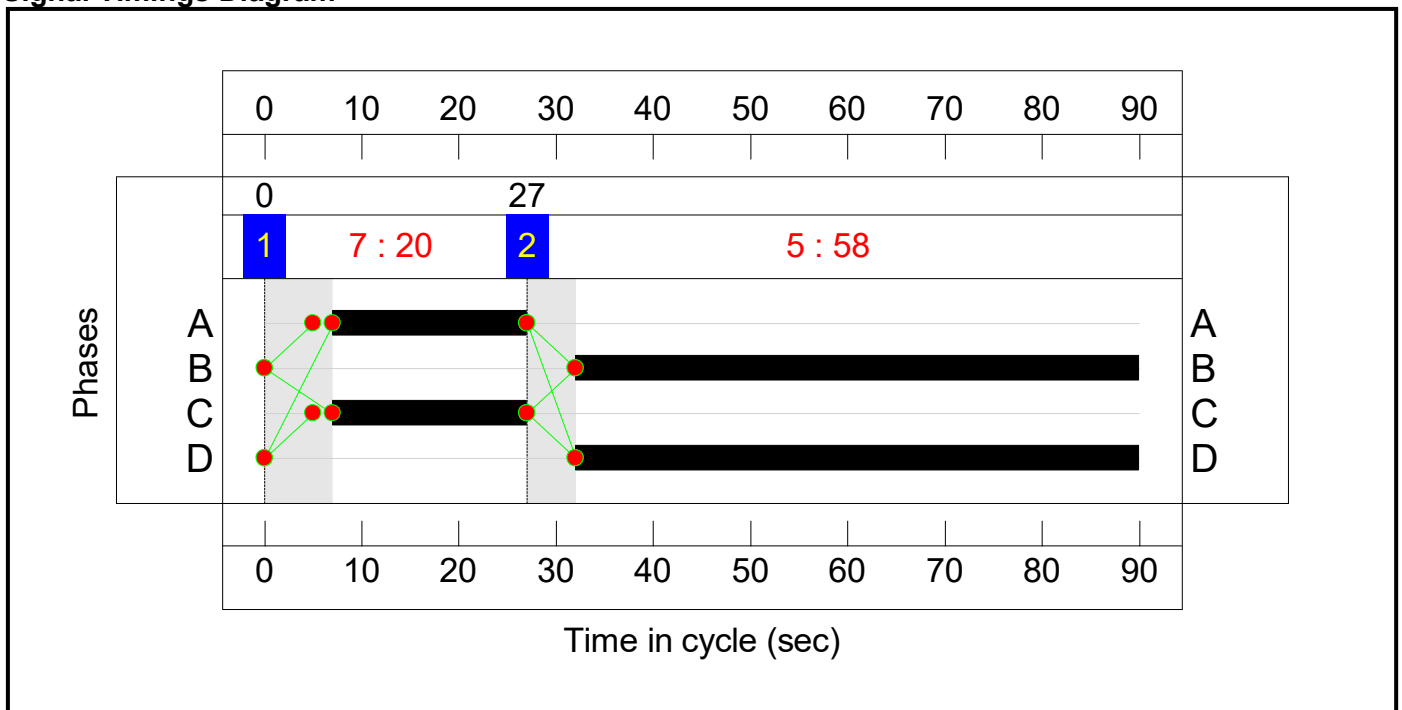
Stage Sequence Diagram



Stage Timings

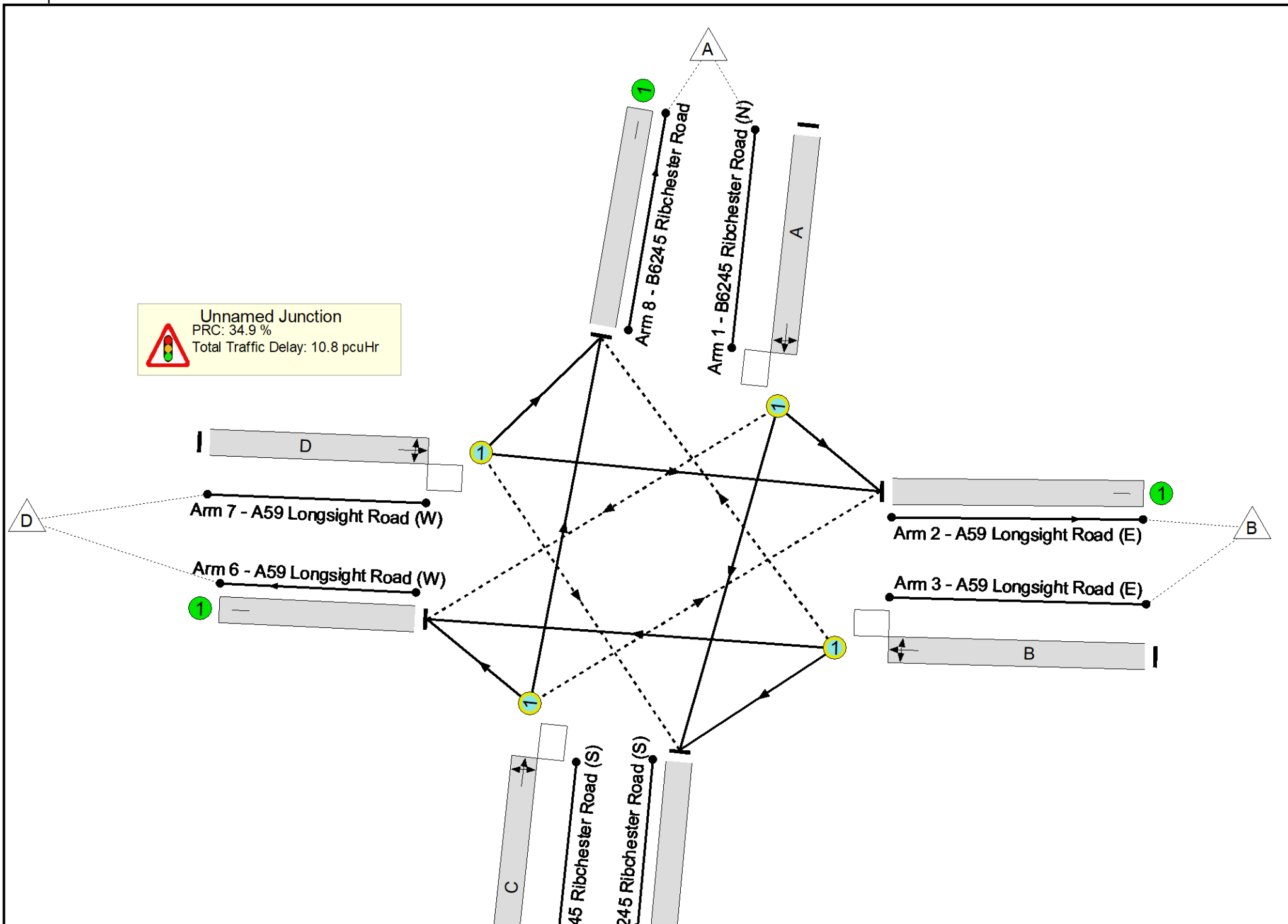
Stage	1	2
Duration	20	58
Change Point	0	27

Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.7%</b>
<b>Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>66.7%</b>
1/1	B6245 Ribchester Road (N) Left Ahead Right	O	N/A	N/A	A		1	20	-	261	1844	391	66.7%
2/1	A59 Longsight Road (E)	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
3/1	A59 Longsight Road (E) Left Ahead Right	O	N/A	N/A	B		1	58	-	488	1917	1222	39.9%
4/1	B6245 Ribchester Road (S)	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
5/1	B6245 Ribchester Road (S) Right Left Ahead	O	N/A	N/A	C		1	20	-	254	1788	417	60.9%
6/1	A59 Longsight Road (W)	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
7/1	A59 Longsight Road (W) Ahead Right Left	O	N/A	N/A	D		1	58	-	770	1786	1171	65.8%
8/1	B6245 Ribchester Road	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%

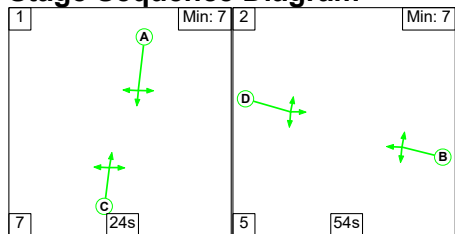
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	227	0	0	7.4	3.0	0.4	10.8	-	-	-	-
Unnamed Junction	-	-	227	0	0	7.4	3.0	0.4	10.8	-	-	-	-
1/1	261	261	73	0	0	2.2	1.0	0.2	3.4	46.6	5.8	1.0	6.8
2/1	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	488	488	64	0	0	1.0	0.3	0.2	1.5	11.1	5.6	0.3	5.9
4/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	254	254	15	0	0	2.2	0.8	0.0	3.0	42.1	5.6	0.8	6.4
6/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	770	770	75	0	0	2.0	1.0	0.0	3.0	14.0	11.5	1.0	12.5
8/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1                      PRC for Signalled Lanes (%): 34.9                      Total Delay for Signalled Lanes (pcuHr): 10.85                      Cycle Time (s): 90 PRC Over All Lanes (%): 34.9                      Total Delay Over All Lanes(pcuHr): 10.85													

Full Input Data And Results

**Scenario 3: '2030 Assessment Flows - AM Peak'** (FG3: '2030 Assessment Flows - AM Peak', Plan 1: 'Network Control Plan 1')

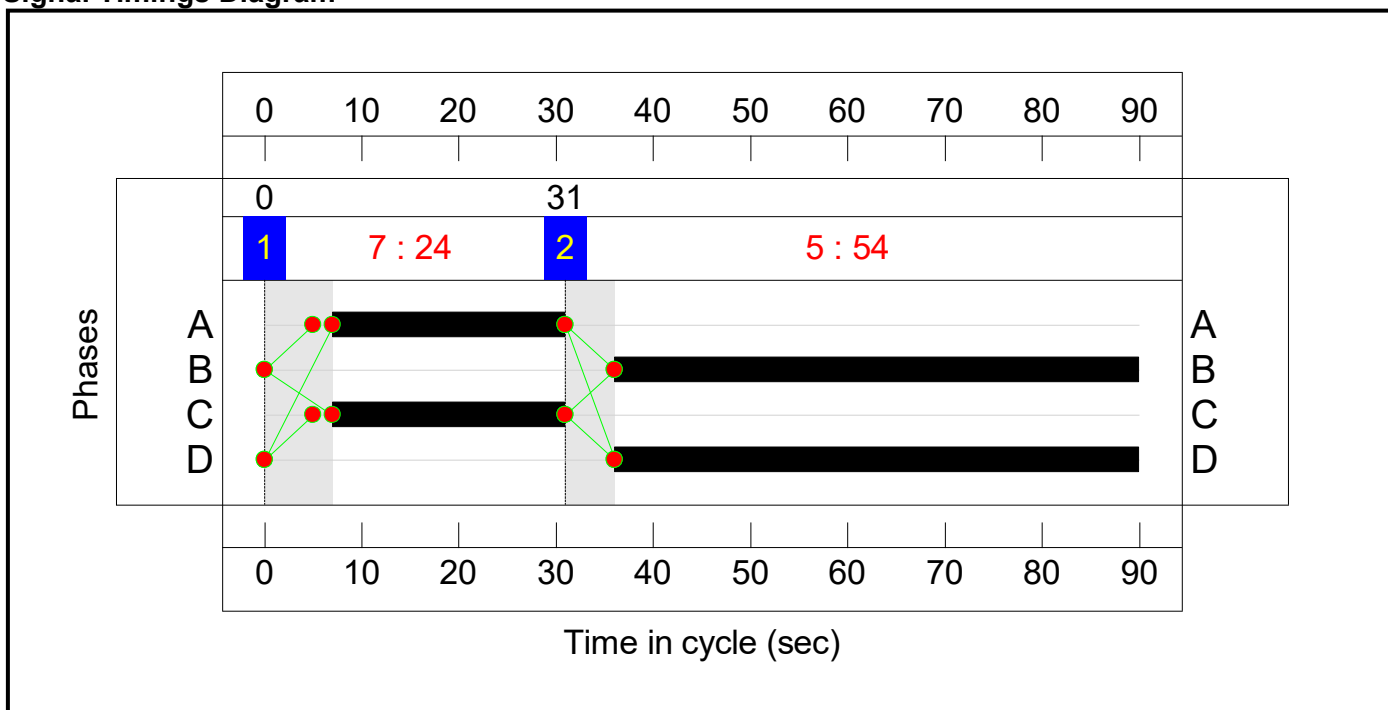
**Stage Sequence Diagram**



**Stage Timings**

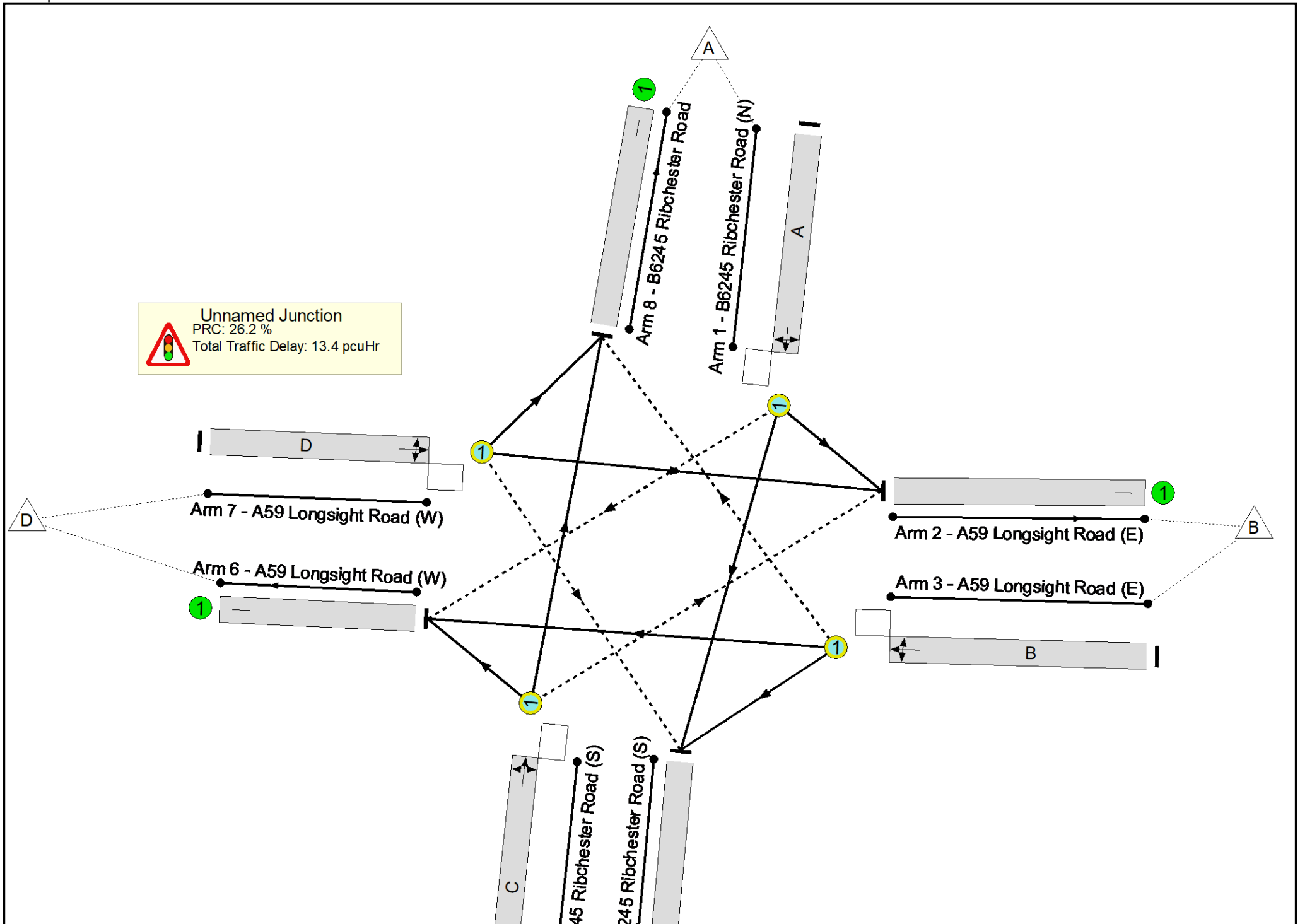
Stage	1	2
Duration	24	54
Change Point	0	31

**Signal Timings Diagram**



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>71.3%</b>
<b>Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>71.3%</b>
1/1	B6245 Ribchester Road (N) Left Ahead Right	O	N/A	N/A	A		1	24	-	352	1855	494	71.3%
2/1	A59 Longsight Road (E)	U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
3/1	A59 Longsight Road (E) Left Ahead Right	O	N/A	N/A	B		1	54	-	685	1926	1150	59.5%
4/1	B6245 Ribchester Road (S)	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
5/1	B6245 Ribchester Road (S) Right Left Ahead	O	N/A	N/A	C		1	24	-	242	1829	508	47.6%
6/1	A59 Longsight Road (W)	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%
7/1	A59 Longsight Road (W) Ahead Right Left	O	N/A	N/A	D		1	54	-	775	1778	1087	71.3%
8/1	B6245 Ribchester Road	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%

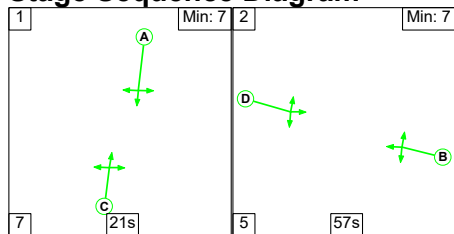
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	215	0	0	9.3	3.6	0.5	13.4	-	-	-	-
<b>Unnamed Junction</b>	-	-	215	0	0	9.3	3.6	0.5	13.4	-	-	-	-
1/1	352	352	86	0	0	2.8	1.2	0.1	4.2	42.7	7.9	1.2	9.1
2/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	685	685	70	0	0	2.0	0.7	0.3	3.0	15.8	10.3	0.7	11.0
4/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	242	242	23	0	0	1.8	0.5	0.0	2.3	34.5	5.0	0.5	5.4
6/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	775	775	36	0	0	2.6	1.2	0.1	3.9	18.0	13.3	1.2	14.6
8/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1                      PRC for Signalled Lanes (%): 26.2                      Total Delay for Signalled Lanes (pcuHr): 13.39                      Cycle Time (s): 90 PRC Over All Lanes (%): 26.2                      Total Delay Over All Lanes(pcuHr): 13.39													

Full Input Data And Results

**Scenario 4: '2030 Assessment Flows - PM Peak'** (FG4: '2030 Assessment Flows - PM Peak', Plan 1: 'Network Control Plan 1')

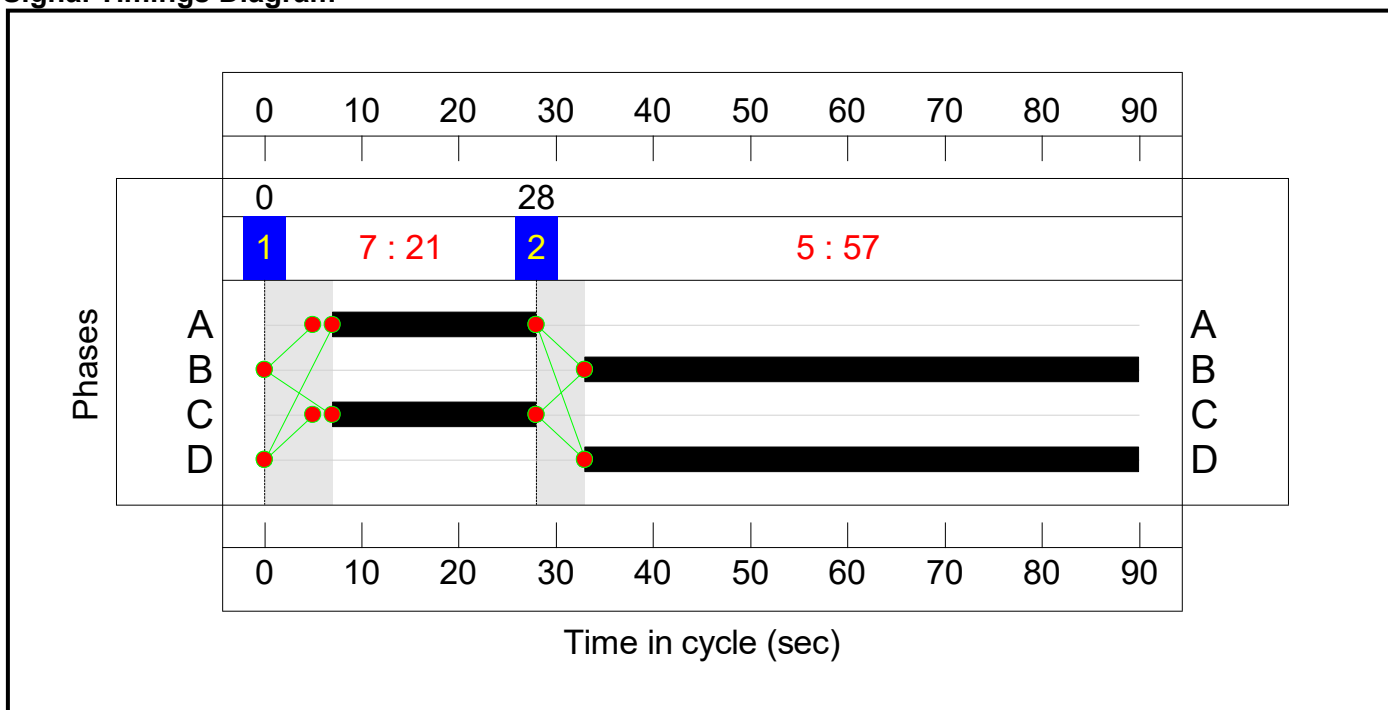
**Stage Sequence Diagram**



**Stage Timings**

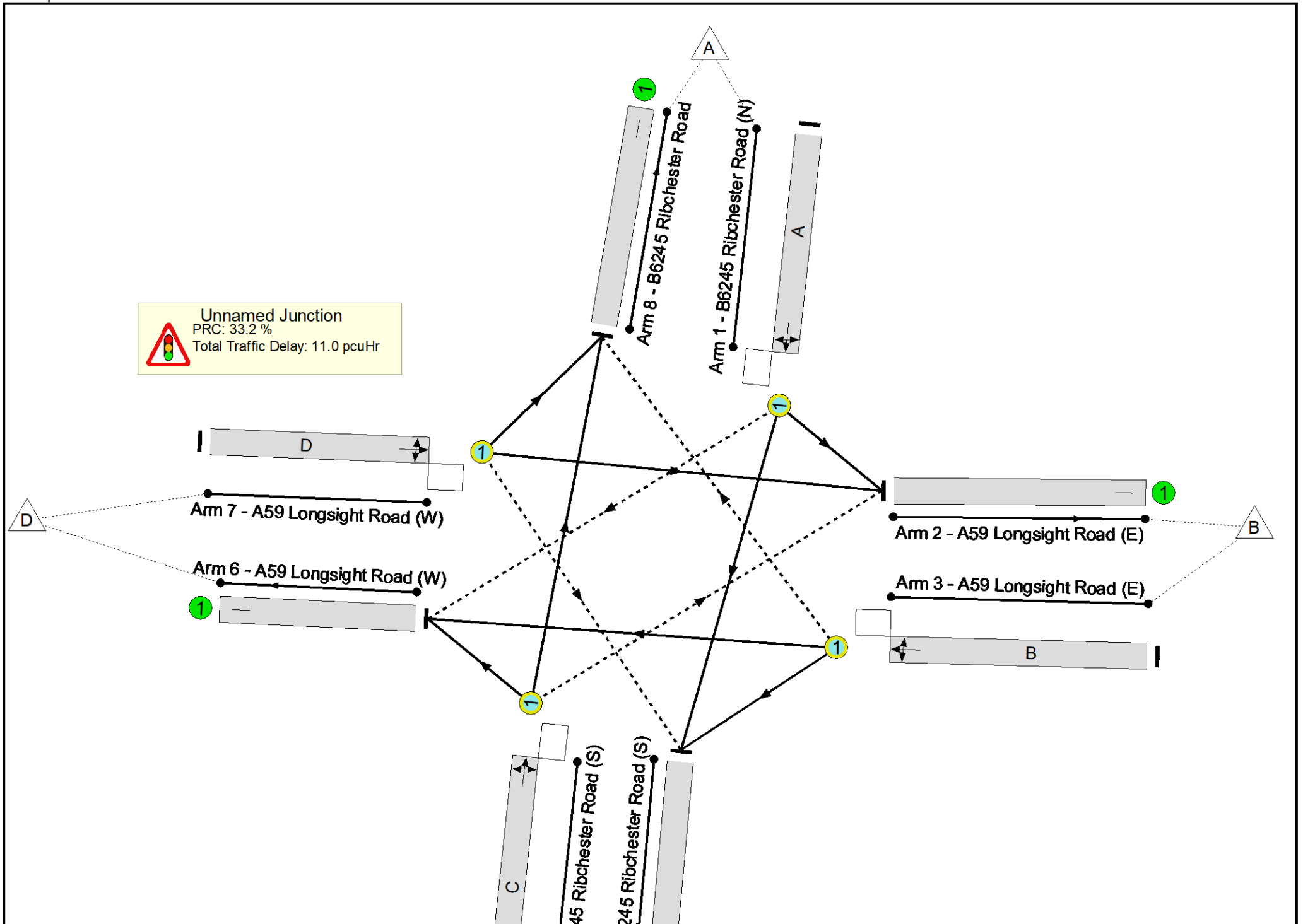
Stage	1	2
Duration	21	57
Change Point	0	28

**Signal Timings Diagram**



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>67.6%</b>
<b>Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>67.6%</b>
1/1	B6245 Ribchester Road (N) Left Ahead Right	O	N/A	N/A	A		1	21	-	263	1843	409	64.3%
2/1	A59 Longsight Road (E)	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
3/1	A59 Longsight Road (E) Left Ahead Right	O	N/A	N/A	B		1	57	-	499	1918	1199	41.6%
4/1	B6245 Ribchester Road (S)	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
5/1	B6245 Ribchester Road (S) Right Left Ahead	O	N/A	N/A	C		1	21	-	256	1789	437	58.5%
6/1	A59 Longsight Road (W)	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
7/1	A59 Longsight Road (W) Ahead Right Left	O	N/A	N/A	D		1	57	-	778	1787	1152	67.6%
8/1	B6245 Ribchester Road	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	230	0	0	7.6	3.0	0.4	11.0	-	-	-	-
Unnamed Junction	-	-	230	0	0	7.6	3.0	0.4	11.0	-	-	-	-
1/1	263	263	75	0	0	2.2	0.9	0.2	3.2	44.3	5.8	0.9	6.7
2/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	499	499	64	0	0	1.1	0.4	0.2	1.6	11.8	6.0	0.4	6.3
4/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	256	256	15	0	0	2.1	0.7	0.0	2.9	40.1	5.6	0.7	6.3
6/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	778	778	76	0	0	2.2	1.0	0.0	3.3	15.1	12.1	1.0	13.1
8/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1      PRC for Signalled Lanes (%): 33.2      Total Delay for Signalled Lanes (pcuHr): 10.98      Cycle Time (s): 90 PRC Over All Lanes (%): 33.2      Total Delay Over All Lanes(pcuHr): 10.98													

## **APPENDIX 6**

### **Personal Injury Accident Data**



**Validated Data**

**Crash Date:** Sunday, July 09, 2017      **Time of Crash:** 5:12:00 PM      **Crash Reference:** 201704ED17234

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A59	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Lancashire			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Ribble Valley Borough			<b>OS Grid Reference:</b>	365300 432220
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Tree

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

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Validated Data

**Crash Date:** Wednesday, January 31, 2018    **Time of Crash:** 2:07:00 PM    **Crash Reference:** 201804ED18077

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A59	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Lancashire			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Ribble Valley Borough			<b>OS Grid Reference:</b>	364830 431790
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	Telegraph pole/Electricity pole
2	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Journey as part of work	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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Validated Data

**Crash Date:** Friday, March 02, 2018      **Time of Crash:** 1:37:00 PM      **Crash Reference:** 201804ED18080

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A59	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Lancashire	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	363420 431470
<b>Local Authority:</b>	Ribble Valley Borough				
<b>Weather Description:</b>	Fine with high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Entered ditch

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

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Validated Data

**Crash Date:** Monday, November 12, 2018      **Time of Crash:** 2:59:00 AM      **Crash Reference:** 201804ED18445

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Lancashire			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Ribble Valley Borough			<b>OS Grid Reference:</b>	364440 431450
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Other junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		9 Female	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

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**Validated Data**

**Crash Date:** Saturday, November 17, 2018    **Time of Crash:** 3:26:00 PM    **Crash Reference:** 201804ED18456

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A59	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Lancashire	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	364730 431700
<b>Local Authority:</b>	Ribble Valley Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Stop sign				



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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		2 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Motorcycle over 50cc and up to 125cc		3 Male	66 - 75	Vehicle is passing another vehicle (moving or stationary) on its nearside	Front	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

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**Validated Data**

**Crash Date:** Sunday, March 08, 2020      **Time of Crash:** 8:28:00 AM      **Crash Reference:** 2020040937645

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A59	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Lancashire	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	364746 431706
<b>Local Authority:</b>	Ribble Valley Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	12	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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Validated Data

**Crash Date:** Wednesday, May 27, 2020      **Time of Crash:** 2:50:00 AM      **Crash Reference:** 2020040986447

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A59	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Lancashire			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Ribble Valley Borough			<b>OS Grid Reference:</b>	364843 431795
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a right hand bend	Back	Other	None	Wall or fence

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

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Validated Data

**Crash Date:** Wednesday, October 28, 2020    **Time of Crash:** 8:05:00 AM    **Crash Reference:** 2020040994029

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A59	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Lancashire			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Ribble Valley Borough			<b>OS Grid Reference:</b>	363609 431429
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
2	Car (excluding private hire)	13	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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## **APPENDIX 7**

### **Residential Travel Plan Framework**

Proposed Residential Development  
Land at Causeway Farm, Longsight Road, Mellor

November 2025

# FRAMEWORK TRAVEL PLAN

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**Eddisons**

# REPORT

**DOCUMENT:** Framework Travel Plan

**PROJECT:** Causeway Farm, Longsight Road, Mellor

**CLIENT:** Sander Douglas

**JOB NUMBER:** 3839

**FILE ORIGIN:** Z:\projects\3839 CAUSEWAY FARM, LONGSIGHT ROAD,  
MELLOR\Docs\Reports\3839RESITP.2

## DOCUMENT CHECKING:

**Primary Author:** RC **Initialed:**

**Contributor** MR **Initialed:**

**Review By:** TR **Initialed:**

Issue	Date	Status	Checked for Issue
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1	26-11-2025	Final	TR
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# CONTENTS

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<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.2	Structure of the Travel Plan .....	1
1.3	The Travel Plan .....	2
<b>2</b>	<b>TRAVEL PLANNING POLICY AND GUIDANCE .....</b>	<b>3</b>
2.1	Travel Planning Policy.....	3
2.2	Travel Planning Guidance.....	3
<b>3</b>	<b>PLAN ADMINISTRATION.....</b>	<b>5</b>
<b>4</b>	<b>ACCESSIBILITY BY NON CAR MODES .....</b>	<b>6</b>
4.1	Introduction .....	6
4.2	Accessibility by Walking/Wheeling .....	6
4.3	Accessibility by Cycle .....	13
4.4	Accessibility by Bus .....	14
4.5	Accessibility by Rail .....	15
4.6	Non-Car Access Summary .....	15
<b>5</b>	<b>MANAGEMENT MEASURES .....</b>	<b>17</b>
5.1	Introduction .....	17
5.2	Appointment of Travel Plan Co-ordinator .....	17
5.3	Resident's Travel Pack.....	18
5.4	Travel Awareness and Information .....	20

<b>5.5</b>	<b>Promotion of the Lift Share Scheme</b> .....	<b>20</b>
<b>5.6</b>	<b>Encouraging Walking/Cycling/Wheeling</b> .....	<b>20</b>
<b>5.7</b>	<b>Encouraging Travel by Public Transport</b> .....	<b>20</b>
<b>5.8</b>	<b>Marketing and Promotion</b> .....	<b>21</b>
<b>6</b>	<b>TRAVEL PLAN TARGETS</b> .....	<b>22</b>
<b>6.1</b>	<b>Introduction</b> .....	<b>22</b>
<b>6.2</b>	<b>Potential Targets</b> .....	<b>22</b>
<b>6.3</b>	<b>Action Plan</b> .....	<b>23</b>
<b>7</b>	<b>PLAN MONITORING AND ASSESSMENT</b> .....	<b>25</b>
<b>8</b>	<b>CONCLUSION</b> .....	<b>27</b>

**PLANS (See Transport Assessment)**

- Plan 1 Site Location**
- Plan 2 Illustrative Masterplan**
- Plan 3 Pedestrian Catchments**

## **1 INTRODUCTION**

**1.1.1** Eddisons has been instructed by Sander Douglas to advise on the traffic and transport issues relating to a planning application for a residential development on land at Causeway Farm, Longsight Road, Mellor.

**1.1.2** The location of the site in relation to the surrounding local area is shown in **Plan 1**.

**1.1.3** This document will set out the principal strategies that will be put in place once residents are occupying the dwellings to encourage sustainable travel.

**1.1.4** The Department for Transport has guidance on the preparation of travel plans which are of relevance to this proposed development in ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009’.

**1.1.5** Lancashire County Council (LCC) also provide Travel Plan guidance in their document ‘Transport for New Developments – Transport Assessments and Travel Plans March 2014’.

### **1.2 Structure of the Travel Plan**

**1.2.1** Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the ‘Travel Plan Pyramid’.

**1.2.2** Section 3 sets out the role of the Travel Pan co-ordinator, whilst, Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

**1.2.3** Section 5 presents a series of management measures to encourage sustainable modes of travel that will be implemented as part of the Travel Plan.

**1.2.4** Section 6 discusses the initial targets for reducing trips by the private car while Section 7 details the monitoring and assessment of the Travel Plan.

**1.2.5** Section 8 draws together the conclusions and findings.

## **1.3 The Travel Plan**

**1.3.1** The aim of the Travel Plan is as follows:

- To encourage residents and visitors to use alternatives to the private car.
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

## **2 TRAVEL PLANNING POLICY AND GUIDANCE**

### **2.1 Travel Planning Policy**

**2.1.1** The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments that generate significant amounts of movement should provide a Travel Plan.

### **2.2 Travel Planning Guidance**

**2.2.1** The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

**2.2.2** The Department for Transport's (DfT's) 'Making Residential Travel Plans Work', has been superseded by the National Planning Practice Guidance, but still provides relevant guidance on the preparation of Travel Plan. That guidance introduced the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below.

**2.2.3** The hierarchy of 5-tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

**2.2.4** The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.



**Figure 2.1 The Travel Plan Pyramid**

- 2.2.5** The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.6** As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.7** The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

### **3 PLAN ADMINISTRATION**

- 3.1.1** The administration of the Travel Plan (once implemented) will be the responsibility of the developer.
- 3.1.2** The developer will be required to designate a Travel Plan Coordinator (TPC) for the residential development. The TPC will be responsible for implementing the Travel Plan and will be point of contact for the residents and the Local Planning Authority (LHA).
- 3.1.3** Details of the TPC will be submitted to the LHA one month prior to the first occupation of the site. Similarly, the TPC details will be provided to all personnel at the development, such as those in the sales office for example.
- 3.1.4** The TPC will therefore become the first point of contact for residents, the LHA and other outside organisations in all matters regarding travel including TPCs from other local sites.
- 3.1.5** Prospective buyers will be made aware of the Travel Plan and its aims at the earliest opportunity, such as when viewing and enquiring about properties. The Residents Travel Pack, discussed in more detail below, will also form part of a Prospective Buyers Information Pack.
- 3.1.6** The TPC will also develop and manage the Travel Plan for the site as the document evolves over time. The duties will include monitoring, reviewing targets and forming action plans if the Residential Travel Plan is not performing in some areas.

## **4 ACCESSIBILITY BY NON CAR MODES**

### **4.1 Introduction**

**4.1.1** In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

**4.1.2** The presumption in favour of sustainable development is a central theme running through the framework. New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

**4.1.3** The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility by walking / wheeling;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

**4.1.1** It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk / wheel whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

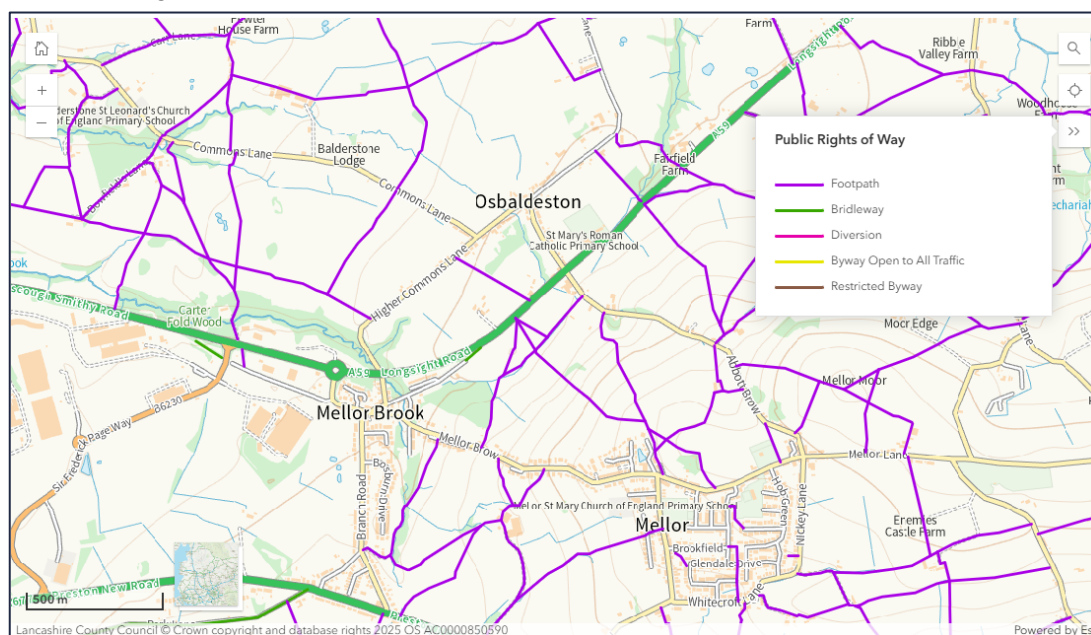
### **4.2 Accessibility by Walking/Wheeling**

**4.2.1** The nearest footways are located along the A59 Longsight Road fronting the site and have a width of around 2.2 metres. These footways provide links to a comprehensive network of routes within the local area.

4.2.2 The existing key pedestrian infrastructure in the form of the existing footway on the north eastern side of Hall End Road is of good quality, well-lit, flat and well maintained to cater for pedestrians and mobility impaired users.

4.2.3 Additionally, there are a number of Public Rights of Ways (PRoWs) in close proximity to the site as well as tree that run through the middle of the site. FP0304060, FP0304061 and FP0304062 runs centre of the development joining FP0304063 and FP0304065 which run along the southern boundary of the site. These footpaths form part of a network of footpaths which travel south to connect you to Mellor and the local amenities within the local area.

4.2.4 As shown in **Figure 4.1** below, there are several PRoWs within close proximity to the site which allow residents to access local amenities and local walking routes for leisure purposes. All footpaths are highlighted in purple and then bridleways are in green.



**Figure 4.1 Public Right of Ways in the vicinity of the proposed site (Lancashire County Council)**

**4.2.5** The DFT National Travel Survey of 2022 confirms that 83% of all trips less than a mile (1.6km) are carried out on foot. The Institution of Highways and Transportation’s (IHT) document ‘Guidelines for Providing for Journeys on Foot’ states in paragraph 1.12 that:

*‘...walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile.’*

**4.2.6** Whilst superseded by the NPPF, ‘Planning Policy Guidance 13 (PPG13) – Transport’ sets out useful guidance related to walking catchments, which is still widely accepted. It states that:

*“...walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Paragraph 74).*

**4.2.7** The Institute of Highways and Transportation (IHT) document ‘Guidelines for Providing for Journeys on Foot’, provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to ‘town centres’, ‘commuting/schools’ and ‘elsewhere’. The ‘preferred maximum’ distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

**Table 4.1 IHT ‘Providing for Journeys on Foot’ Walk Distances**

**4.2.8** Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.*

4.2.9 *However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.*

4.2.10 **Table 4.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

**Table 4.2 Manual for Streets Walk Distances**

4.2.11 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

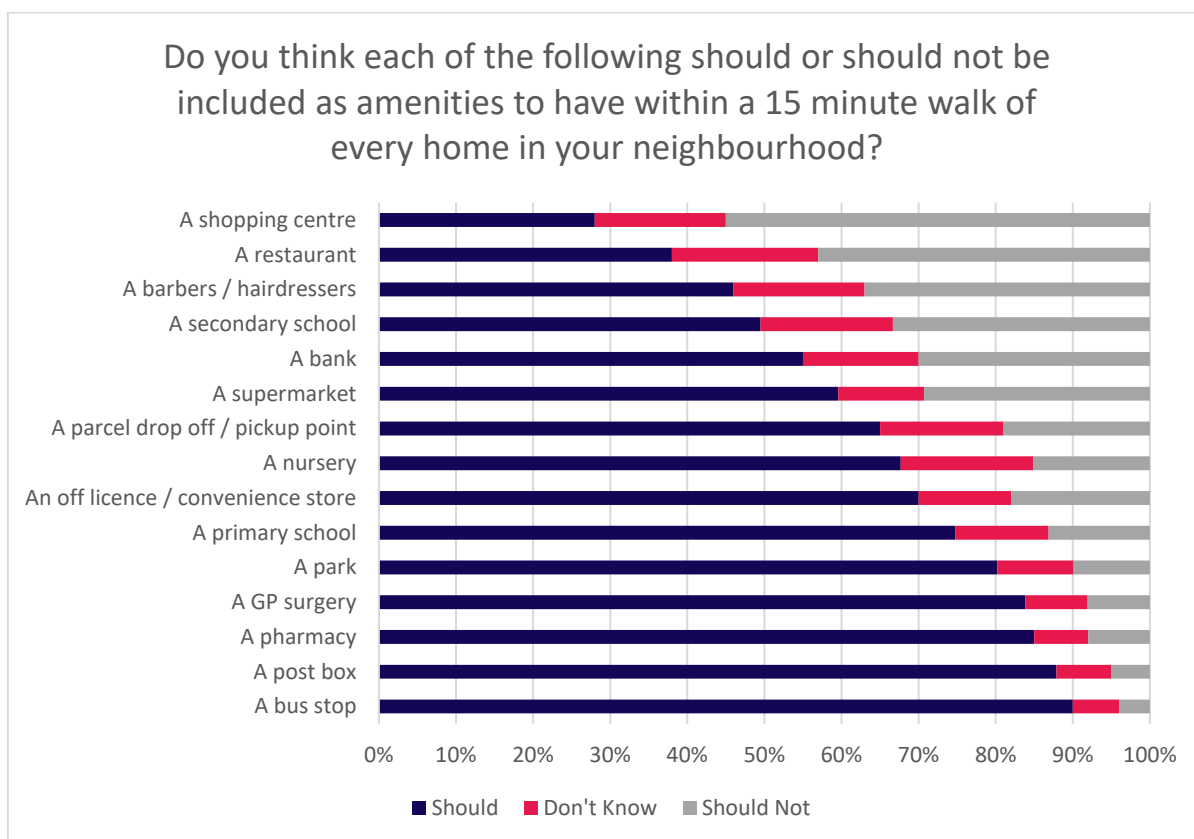
4.2.12 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 <sup>th</sup> Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

**Table 4.3 WYG Report/NTS Data Walk Distances**

- 4.2.13 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 4.2.14 The CIHT guidance ‘Planning for Walking’ document from 2015 provides a useful reminder of the health benefits of walking. This states that:  
  
*‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’*
- 4.2.15 A 20-minute walk equates to a walking distance of around 1,600 metres or potentially further if the walk is brisk.
- 4.2.16 In light of the above, a pedestrian catchment of 800 meters and 2 kilometres from the centre of the site, using all available pedestrian routes, has been provided in **Plan 3**.
- 4.2.17 In addition to the pedestrian catchment plan, a review of the proximity of local facilities has been undertaken. As can be seen, the 800-metre pedestrian catchment encompasses parts of Mellor Brook, including the nearest bus stops to the site and a convenience store.
- 4.2.18 The 2,000-metre pedestrian catchment illustrates that the majority of Mellor, including the central areas with various public houses, convenience stores, education and health facilities, falls within the 2km catchment.
- 4.2.19 In a 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home.

4.2.20 The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 4.2** below:



**Figure 4.2 YouGov Poll Results (Source YouGov)**

4.2.21 Figure 4.2 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

4.2.22 Plan 3 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

**4.2.23** As can be seen in Plan 3, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a health surgery, and a local convenience store.

**4.2.24** **Table 4.4** below, shows the walking distance from the centre point of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Spar Convenience store	150m	1,950m	YES
Bay Horse Bus Stop	240m	1,950m	YES
Fielden’s Arms Public House	650m	1,950m	YES
Mellor Saint Mary CE Primary School	1,000m	3,200m	YES
Mellor Village Hall	1,270m	1,950m	YES
Oakhurst Surgery	1,100m	1,950m	YES
Mellor Post Office	1,360m	1,950m	YES
One Stop Convenience Store	1,360m	1,950m	YES
Mellor Pharmacy	1,430m	1,950m	YES

**Table 4.4 Distance from Site to Local Facilities**

**4.2.25** As can be seen, many day-to-day facilities are located within close proximity of the site and can be accessed in a sustainable manner by walking / wheeling.

**4.2.26** Based on this review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct walking and wheeling linkages between the site and numerous local services and amenities.

## **4.3 Accessibility by Cycle**

- 4.3.1** An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2** The importance of cycling as an alternative mode of travel both now and in the future, is demonstrated by the new rules relating to cyclists contained within the revised Highway Code, which came into force in January 2022.
- 4.3.3** These new rules, which include the 'Hierarchy of Users' or 'Hierarchy of Responsibility', recognise that drivers of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others. This together with the simplification of the rules, to make junctions safer and new rules to tackle dangerous overtaking will provide a road environment where cyclists and pedestrians are given priority, feel safer using the road network and further encourage travel by cycle.
- 4.3.4** The Cycling England document 'Integrating Cycling into Development Proposals' advises that 'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'
- 4.3.5** A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including the entirety of Mellor Brook, Longridge, Samesbury and Blackburn. In recent years, there has been a significant uptake in electric bikes, known as e-bikes. An e-bike features a pedal-assist motor which can propel the cyclist at 15.5mph, while the batteries are capable of c.100km on a single charge. Assuming a commute time of 25 minutes, a cyclist on an e bike would travel 10km.
- 4.3.6** The site can, therefore, be considered as being accessible by cycle.

## 4.4 Accessibility by Bus

4.4.1 An effective public transport system is essential for providing good accessibility to large parts of the population. This provides opportunities for work, education, shopping, leisure and healthcare trips in the town and beyond.

4.4.2 The nearest bus stop to the site is north east of the proposed development site, along A59 Longsight Road. The bus stop currently consists of a bus stop pole and timetable traveling south and a bus stop pole, timetable and shelter for traveling north.

4.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.5** below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
25A	Mellor Brook - Lammack, St.Marys College - Blackburn	-	Every 120-mins	-	-	Every 120-mins	-	Every 120-mins
280	Preston - Clitheroe - Skipton	2 services	Every 60-mins	2 services	2 services	Every 60-mins	2 services	Every 120-mins

**Table 4.5 Existing Bus Services Operating in the Vicinity of the Site**

4.4.4 As can be seen from Table 4.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Blackburn, Clitheroe, Skipton and Preston.

4.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 07:10am to around 18:40pm, making travel by public transport a real alternative to travelling by car for commuting trips.

4.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.6** below.

Destination	Duration
Preston	20 minutes
Blackburn	24 minutes
Clitheroe	29 minutes
Skipton	95 minutes

**Table 4.6 Example Bus Journey Times from the Site**

4.4.7 The above table demonstrates that Preston Town Centre (Bus Station) is just a 20-minute bus journey, Blackburn is just a 24-minute bus journey from the site, Clitheroe is just a 29-minute bus journey and Skipton is a 95-minute bus journey from the site.

4.4.8 It is therefore concluded that the proposed development site is accessible by bus.

## 4.5 Accessibility by Rail

4.5.1 The nearest train station located to the site is Blackburn Railway Station, which can be accessed via an 24-minute bus journey on service 25A, or a 28-minute cycle. This train station is operated by Northern Rail and has 4 platforms, offering around 9 services per hour to destinations such as Rochdale, Headbolt Lane, Blackpool North, Clitheroe, Preston (Lancs) and York.

4.5.2 This provides opportunities for commuting/leisure opportunities from the site via rail.

## 4.6 Non-Car Access Summary

4.6.1 The proposals have been considered in terms of access by non-car modes for the proposed development.

4.6.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian direct and linked trips between the development and the surrounding area;
- it has been demonstrated that the site is accessible by cycle, with multiple large towns being located within close proximity of the site;
- the services from the bus stop on A59 Longsight Road, travelling to destinations such as Preston and Blackburn, shows that the proposed development can be considered as accessible by bus; and
- the site is accessible via rail with Blackburn station located just a short bus journey or cycle away.

4.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors.

4.6.4 It is considered that occupiers of the proposed development would have a genuine choice of transport modes to access local services and employment opportunities.

4.6.5 As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

## **5 MANAGEMENT MEASURES**

### **5.1 Introduction**

**5.1.1** The following provides a summary of the measures that will be implemented by this Travel Plan, which are discussed in more detail below:

- i) Appointment of Travel Plan Co-ordinator
- ii) Resident's Travel Pack
- iii) Travel Awareness and Information
- iv) Promotion of Lift Share Scheme
- v) Encouraging Walking/Cycling/Wheeling
- vi) Encouraging Home Working and Delivery Services
- vii) Encouraging Travel by Public Transport
- viii) Marketing and Promotion

### **5.2 Appointment of Travel Plan Co-ordinator**

**5.2.1** A Travel Plan Co-ordinator (TPC) will be appointed by the housebuilder or developer at least one month prior to occupation of the first dwelling.

**5.2.2** The TPC will be responsible for all aspects of the Travel Plan. Their primary functions will be:

- Liaison with the local planning and highway authorities;
- Provision of a Resident's Travel Pack containing information for residents;
- Promotion of the sustainable transport options available to residents by providing information on local public transport, cycle, walking and car sharing schemes; and

- Maintenance of all necessary systems, data and paperwork.

**5.2.3** The role of the TPC will also be to develop and manage the Site's Travel Plan.

**5.2.4** Their duties will include monitoring, reviewing targets and forming action plans if an area of the Travel Plan is underperforming. Annual progress reports will be prepared and submitted to the Council.

**5.2.5** Details of the nominated TPC will be submitted to the Planning and Highway Authorities, and the appropriate local bus companies, at least one month prior to first occupation of the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

### **5.3 Resident's Travel Pack**

**5.3.1** A Travel Plan is an important component of new development. It is a document created as part of the planning application process, but it comes fully into force when a development becomes operational. It will then evolve with the Site over a number of years with input from Residents, the TPC and feedback from the Local Authorities.

**5.3.2** It promotes sustainable travel patterns from development inception by ensuring that prospective residents are aware of the Travel Plan and its objectives at the earliest opportunity. This encourages all new residents to consider the travel options available to them and what trips could be undertaken by sustainable means.

**5.3.3** The following section discusses the active travel network serving the Site, which connects the site to a wide range of local facilities. Similarly, the local bus services will encourage residents to use public transport as a primary means of travel where appropriate.

**5.3.4** The content of the Travel Pack will be updated over time when new resources and information become available; however, the following basic information will be included within the first issue:

- information relating to local walking and cycling routes.
- information on the local bus and rail timetables, including online information and local journey planner services.
- Information about the local area and identification of the local amenities and facilities , e.g. the location, distance and routes to the local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions and other local amenities.
- Copies of the most recently published public transport information and the online equivalent.
- Details of other websites and sources of information that can help plan sustainable travel such as:
  - Public Transport - Links to timetable information e.g. [www.traveline.info](http://www.traveline.info) and [www.nationalrail.co.uk](http://www.nationalrail.co.uk).
  - Car Sharing - Links to websites that co-ordinate car sharing such as [www.enterprise-carshare.com](http://www.enterprise-carshare.com), and [www.liftshare.org.uk](http://www.liftshare.org.uk) to encourage car sharing.
  - Cycling - Link to the Cycling UK charity website [www.cyclinguk.org](http://www.cyclinguk.org) and Sustrans [www.sustrans.org.uk](http://www.sustrans.org.uk).
  - Local Amenities - local supermarkets and delivery services offering online shopping (reduce the need for car travel).

**5.3.5** The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

## **5.4 Travel Awareness and Information**

**5.4.1** All prospective residents will be made aware of the Travel Plan and its aims. Resident Travel Packs will be issued to all new residents prior to occupation and prospective buyers will be made aware of the Travel Plan when viewing properties to promote the sustainable travel opportunities of the Site.

## **5.5 Promotion of the Lift Share Scheme**

**5.5.1** The TPC will promote the use of lift sharing, encouraging residents interested in lift sharing to register on the Liftshare website. The site allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination. This site will then provide information on matching lift share opportunities.

**5.5.2** The website can be found at [www.liftshare.com/uk](http://www.liftshare.com/uk)

## **5.6 Encouraging Walking/Cycling/Wheeling**

**5.6.1** Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site.

**5.6.2** If there is interest in walking or cycling schemes, the TPC could review the potential for the provision of walking / cycling signage or provide details of walks and cycle routes. That information could identify the distances to key destinations served by the route, along with information on the local services and amenities in those areas.

## **5.7 Encouraging Travel by Public Transport**

**5.7.1** The TPC will liaise with the local bus operators to promote the use of bus and rail services and ensure that up to date timetable information is readily available to residents.

**5.7.2** Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

## **5.8 Marketing and Promotion**

**5.8.1** To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development. This will include a display outlining the sustainable travel options available from the site and the travel measures being implemented to promote their use.

**5.8.2** The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development. Key concepts relating to the site's accessibility will also be included within marketing and sales particulars.

## **6 TRAVEL PLAN TARGETS**

### **6.1 Introduction**

**6.1.1** This section considers the operation of the Travel Plan once the development has been completed, occupied and the site is operational. The Travel Plan provides targets against which the success of the Plan in achieving its objectives will be measured.

**6.1.2** The targets are designed to be quantifiable, relevant to both measures and objectives in the Plan and include a timescale.

**6.1.3** In order to set the targets, further information may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

**6.1.4** More accurate information to establish the baseline targets, however, will be obtained from a Residents Travel Survey which will be undertaken within one month of the development being 75% occupied.

**6.1.5** Suitable targets for reducing the need to travel by private car will be set against the baseline targets and agreed with the Council and included in the final Residential Travel Plan for the whole development.

### **6.2 Potential Targets**

**6.2.1** The Travel Plan targets are designed to be quantifiable, be relevant to both the Plan's measures and objectives and include a timescale within which they should be achieved.

**6.2.2** Targets that can be included within a Travel Plan include:

- Car trips per household - targets set on the basis of predicted trip rates for the development.
- Uptake of alternatives to car travel - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

**6.3** **Action Plan**

**6.3.1** **Table 6.1** below sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator. The Action Plan includes timescales to assist the TPC with implementing the obligations of the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Residents Travel Pack	Upon Occupation	Resident travel survey	Developer
Undertake initial travel surveys	Within 1 month of reaching 75% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of targets	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Residents travel surveys conducted in years 1, 3 and 5	TPC

**Table 6.1 Travel Plan Action Plan and Timescales**

## **7 PLAN MONITORING AND ASSESSMENT**

**7.1.1** Travel Plan monitoring typically takes place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan;
- Annually, or at least every two years thereafter, to provide on-going information on the impact of the plan;
- Monitoring should take place over a wide range of time periods to review the different patterns of journeys that can be generated by residential development.

**7.1.2** The monitoring could include items such as:

- 'Full residential surveys' to be completed in year 1, year 3 and year 5, with 'snapshot' surveys completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services and provide an understanding of how the demand might integrate with existing timetables.

**7.1.3** A Final Travel Plan will be produced once planning permission has been granted.

**7.1.4** The production of that document will consider of how best to monitor and measure the success of the Travel Plan. Appropriate monitoring arrangements will also be agreed with the Local Planning Authorities.

**7.1.5** Annual progress reports will be submitted as part of the monitoring and assessment process. This will summarise the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

**7.1.6** The report will be submitted to the Local Authority no later than one month following the anniversary of the Travel Plan approval.

- 7.1.7** The monitoring of the Travel Plan will identify which measures are proving most effective and which are not performing as intended. This will enable the effective measures to be promoted further, whilst ineffective measures can be reviewed and rectified.
  
- 7.1.8** The monitoring also provides an opportunity to identify any existing barriers to sustainable trip making and what initiatives could be used to overcome them. New initiatives for the coming year will also be identified by the report.

## 8 CONCLUSION

8.1.1 This Travel Plan has identified how the proposed development seeks to promote travel by sustainable modes and reduce the dependency of the private car.

8.1.2 It has presented a series of measures that will be implemented to support the reduction in car usage, particularly for single car occupancy trips.

8.1.3 The aims of the Travel Plan are to:

- encourage residents to use sustainable modes of transport;
- reduce the reliance on single car occupancy journeys; and
- generally reduce traffic related pollution and noise.

8.1.4 This Travel Plan provides information on the non-car modes of transport that will be accessible by residents and visitors of the Site.

8.1.5 The Travel Plan also identifies the wide range of measures and actions that will be used to encourage walking, cycling, public transport use and car sharing.

8.1.6 The Travel Plan will be managed by a Travel Plan Co-ordinator, who will ensure that the Travel Plan is implemented and operating effectively. They will also be a point of contact for residents and the Local Authority.

8.1.7 The Travel Plan Coordinator will conduct Resident Travel Surveys to establish the baseline travel characteristics of the site and consider how sustainable trip making could be enhanced. From that baseline, Travel Plan targets will be set and agreed with the Travel Plan team at the Council.

8.1.8 It can therefore be concluded that the proposals will provide a highly sustainable development and should be considered acceptable to the local highway authority.

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