



Bank Top Farm

Land at Bank Top Farm, Hollingworth Road

Transport Statement

September 2023



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Transport Statement

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PROJECT NO:
325773

DATE:
September 2023

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
2	230905 325773 TS MA v2.1.docx		05 September 2023	Final	LJ	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
2.0	24 August 2023	ME	Updated following project team comments
2.1	05 September 2023	ME	Final version for planning submission

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APPENDICES

APPENDIX A RMBC Highways and TfGM Scoping Correspondence

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APPENDIX B ATC Survey Data

APPENDIX C Proposed Site Layout Drawing

APPENDIX D Proposed Access Junction Layout

APPENDIX E Swept Path Analysis

1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by the Bank Top Farm (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for the erection of a farm shop and café at Bank Top Farm on Hollingworth Road near Littleborough.
- 1.1.2 The development proposals include vehicular access via a priority junction on Hollingworth Road and on-site parking provision, providing 17 car parking spaces (including 3 disabled spaces), 4 motorcycle parking spaces and 8 cycle parking.
- 1.1.3 The planning application site boundary (red line) and wider land ownership of the farm (blue line) are shown in [Figure 1.1](#).

Figure 1.1 : Site Location Plan (source: Corstorphine & Wright Architects)



1.2 Recent Planning History

- 1.2.1 In September 2022, the development site was subject to a planning application (Ref: 22/01216/FUL) for a similar scheme, including the erection of a farm shop with café and community room, and vehicular access via a new priority junction on Hollingworth Road.

- 1.2.2 The consultation response from the Local Highway Authority, Rochdale Metropolitan Borough Council (RMBC), and Transport for Greater Manchester (TfGM), confirmed that the September 2022 scheme was acceptable in respect to trip generation and traffic impact, access junction and visibility, parking provision and sustainable accessibility.
- 1.2.3 RMBC Highways and TfGM requested a Delivery and Servicing Management Plan to support the development proposals, which the Applicant offered to provide via an appropriately worded planning condition. It is understood that no objections were raised by RMBC Highways and TfGM when the development proposals were considered at RMBC's planning committee in February and July 2023.
- 1.2.4 The development proposals were subsequently refused planning permission for reasons relating to failure to preserve the openness of the Green Belt and harm to the visual amenity of the area and landscape. The planning refusal did not include any reasons relating to highways or transport.
- 1.2.5 In response, the Applicant has revised the development proposals to address the reasons for refusal – and the revised layout is subject to this latest planning application. Within the revised scheme, the uses proposed for the site comprise a farm shop and associated café only. A second floor for community and education uses is now omitted from the scheme. The proposed vehicle access junction on Hollingworth Road remains as previously proposed and the number of car parking spaces has been increased slightly.
- 1.2.6 In any case, the latest scheme is subject to an updated transport highways appraisal, as detailed in this Transport Statement (TS).

1.3 Methodology and Scope

- 1.3.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, *'Transport Evidence Bases in Plan Making and Decision Taking (2014)'*, which superseded the Department for Transport's (DfT) *'Guidance on Transport Assessment (2007)'*.
- 1.3.2 While the 2014 guidance places a focus on agreeing a scope of works with the Local Highway Authority, the 2007 guidance nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.3.3 This TS has been produced based on the scope and methodology of assessment previously agreed with RMBC Highways and TfGM as part of the 2022 planning application. Scoping correspondence with RMBC Highways and TfGM is attached in [Appendix A](#).

1.4 Report Structure

- 1.4.1 Following this introduction, the TS has been structured as follows:

- [Chapter 2](#) describes the site location, local highway network and collision data;

- Chapter 3 outlines the development proposals, vehicular access, servicing and on-site parking;
- Chapter 4 describes accessibility by non-car modes, including public transport, cycle and on foot;
- Chapter 5 details the expected trip generation, traffic impact and parking demand; and
- Chapter 6 summarise and concludes the findings of the report.

2. Existing Conditions

2.1 Site Location and Existing Use

- 2.1.1 As shown in [Figure 2.1](#), the development site is located approximately 4.5km northeast of Rochdale Town Centre, 0.9km to the south of Littleborough and 1.0km to the north east of Smithy Bridge.

Figure 2.1 : Strategic Site Location



- 2.1.2 The development site is currently used by the Applicant for grazing livestock and has an existing gated vehicle access onto Hollingworth Road.

2.2 Local Highway Network

- 2.2.1 The development site is bound by Hollingworth Road to the west, farm access road to the southeast and open agricultural fields to the north.
- 2.2.2 The location of the site in the context of the local highway network is shown in [Figure 2.2](#).

Figure 2.2 : Local Highway Network



Hollingworth Road (B6225)

- 2.2.3 Hollingworth Road extends on a broadly north-south alignment along the development site's western boundary. Adjacent to the development site, the road comprises a c.6.0m wide two-way single carriageway, with c.1.5-2.0m wide footways on both sides of the road, as shown in [Photograph 2.1](#) and [Photograph 2.2](#).
- 2.2.4 Hollingworth Road is subject to a 30mph speed limit and benefits from a network of street lighting columns. Parking is restricted along Hollingworth Road comprising 'No Waiting At Any Time' double yellow lines.
- 2.2.5 To the south of the site, the existing farm access road forms the minor arm of a priority junction with Hollingworth Road, as shown in [Photograph 2.3](#).
- 2.2.6 As shown in [Photograph 2.4](#), the development site is currently served by an existing gated vehicle access onto Hollingworth Road.
- 2.2.7 Adjacent to the development site there are two existing bus stops on Hollingworth Road, as shown in [Photograph 2.5](#).

Photograph 2.1 : Hollingworth Road (northbound)



Photograph 2.2 : Hollingworth Road (southbound)



Photograph 2.3 : Hollingworth Road / Farm Access Road Priority Junction



Photograph 2.4 : Existing Gated Access onto Hollingworth Road



Photograph 2.5 : Existing Bus Stops on Hollingworth Road



2.3 Traffic Speed Survey Data

- 2.3.1 An Automatic Traffic Count (ATC) survey was carried out over a 7-day period between 17th to 23rd March 2022 to record two-way traffic speeds on Hollingworth Road. The ATC tubes were located adjacent to the southbound bus stop.
- 2.3.2 The traffic speeds in both directions along Hollingworth Road are summarised in [Table 2.1](#), with the full survey data is attached in [Appendix B](#).

Table 2.1 : ATC Traffic Speed Summary Results – Hollingworth Road

	Average Speeds	85 th Percentile Speeds
Northbound	35.2 mph	40.3 mph
Southbound	37.4 mph	43.1 mph

- 2.3.3 [Table 2.1](#) shows that 85th percentile traffic speeds of 40.3 mph and 43.1 mph were recorded in the northbound and southbound direction respectively along Hollingworth Road.
- 2.3.4 Planning permission was granted in April 2023 for 127 houses on the AKZO Nobel site on Hollingworth Road (Planning Ref: 21/01146/FUL). The Transport Assessment produced to accompany this application concluded that the residential development would have a minor impact on Hollingworth Road and the wider local highway network.

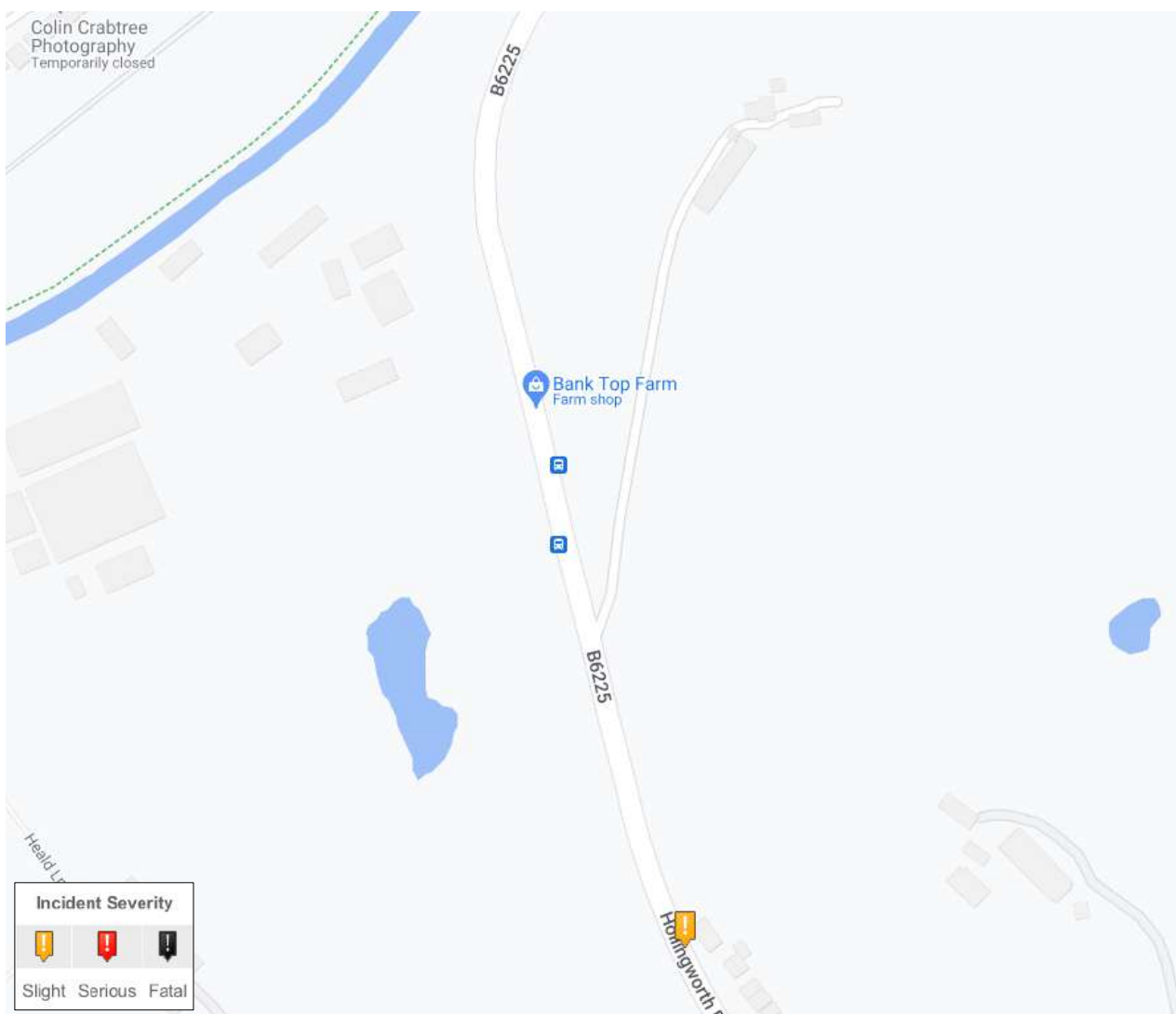
2.3.5 It should be noted that any future development at the former Akzo Nobel site and this development site will create a more active frontage along this section of Hollingworth Road, which is likely to result in passive traffic calming and reduced traffic speeds.

2.4 Road Safety

2.4.1 Collision data in the vicinity of the development site has been obtained from the CrashMap Pro database for the most recent period between 2017 and 2021. The study area includes a c.500m section of Hollingworth Road near to the development site.

2.4.2 **Figure 2.3** shows the extent of the study area and the location of Personal Injury Collisions (PIC) reported during the five-year study period.

Figure 2.3 : Personal Injury Collision Data (source: CrashMap)



2.4.3 As shown in **Figure 2.3**, a total of one PIC has been reported on the local highway network during the 5-year study period. The collision was classified as slight in severity and occurred in September 2019 and involved a single car.

2.4.4 The analysis shows that no serious or fatal collisions reported in the study area and no collisions were recorded immediately along the development site frontage with Hollingworth Road.

2.4.5 According to the available PIC data, based on the location, frequency and severity of collisions reported, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.

2.5 Public Rights of Way

2.5.1 The development site benefits from a surrounding network of public footpaths, providing walking routes within the local area, including links between the development site, Littleborough and Smithy Bridge, as indicated by the solid red lines in [Figure 2.4](#).

Figure 2.4 : Public Footpaths (source: Ordnance Survey)



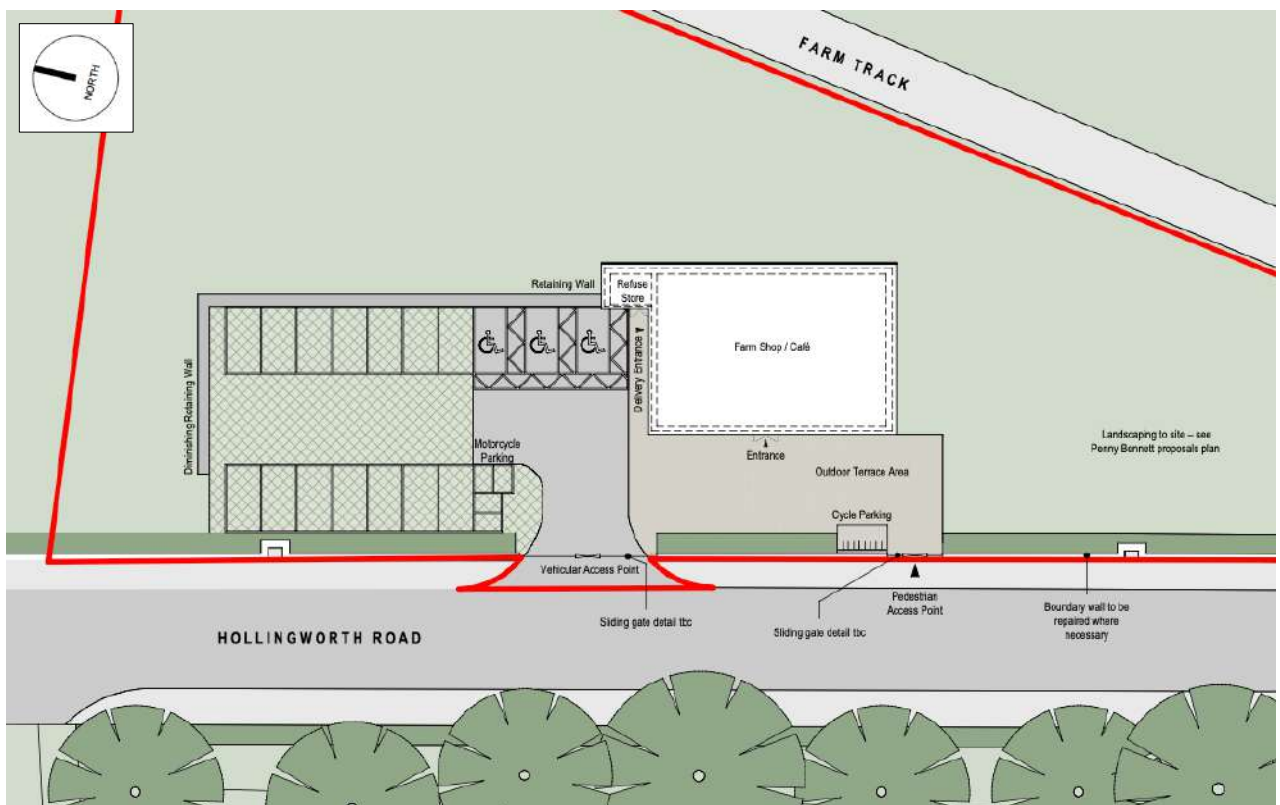
2.5.2 As shown in [Figure 2.4](#), there are no public rights of way (PRoW) within the development site boundary. The nearest public footpath connects with the footway on the western side of Hollingworth Road, opposite the existing farm access junction.

3. Development Proposals

3.1 Proposed Use

- 3.1.1 The proposed development comprises the erection of a farm shop and café at Bank Top Farm on Hollingworth Road near Littleborough. The development proposals include vehicular access via a new priority junction on Hollingworth Road and associated on-site parking provision.
- 3.1.2 The gross internal floor area of the building is 189 sqm. The floor area for the shop is 85 sqm and the floor area for the café is 47 sqm (including 38 sqm public sales area), excluding the walkway area to the toilet area.
- 3.1.3 The café's opening hours are expected to be 10:00 to 16:00, with the shop likely to be open slightly later until 17:00 / 18:00.
- 3.1.4 As previously outlined, additional uses and floorspace previously proposed for community and education use are now not included. As such, the levels of traffic and parking requirements will be lower than previously assessed, which were in any case considered acceptable by RMBC Highways.
- 3.1.5 The proposed development layout is shown in [Figure 3.1](#), with the full site layout drawings attached in [Appendix C](#).

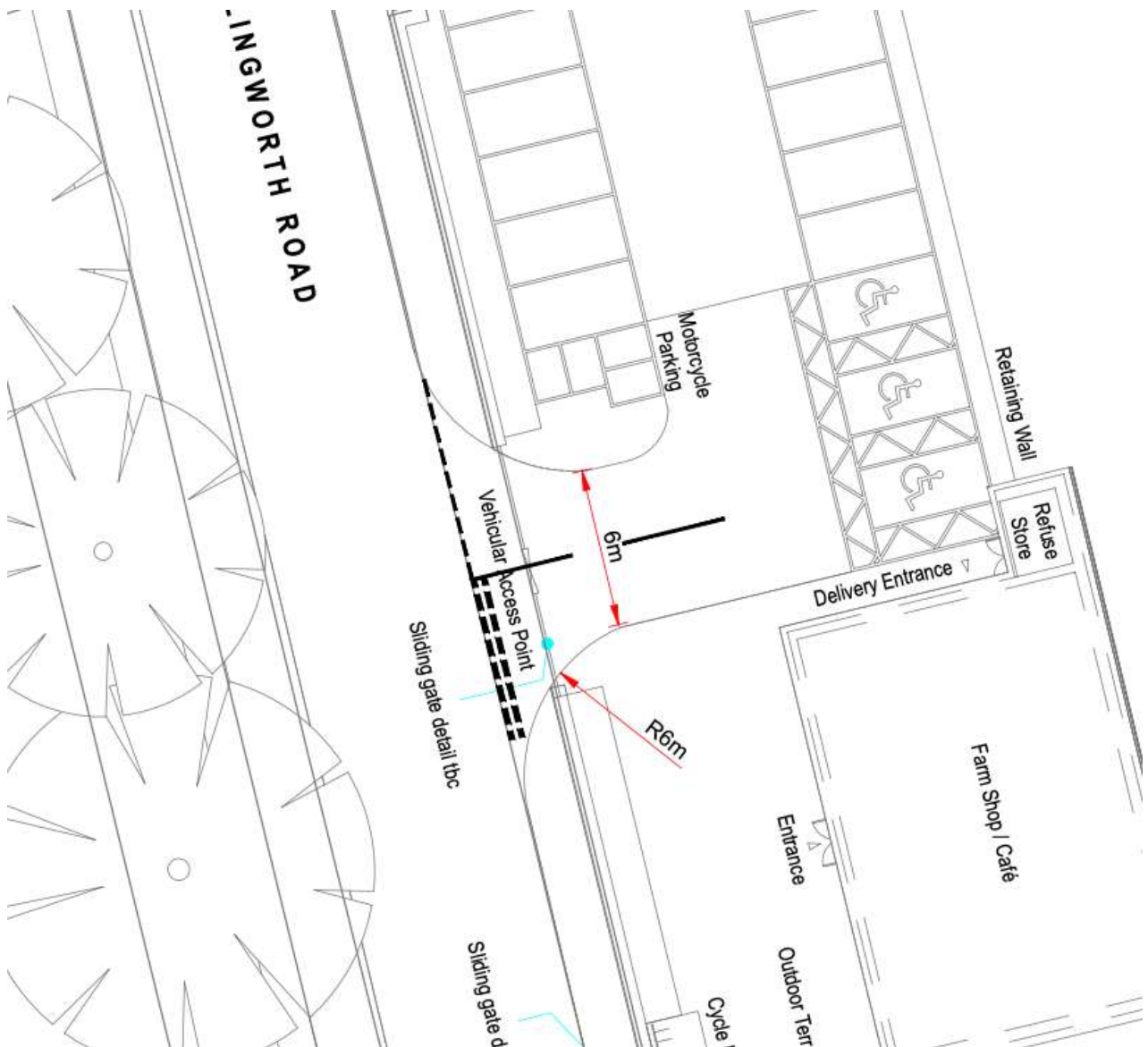
Figure 3.1 : Proposed Development Site Layout (source: Corstorphine & Wright Architects)



3.2 Site Access Arrangement

- 3.2.1 Vehicular access to the site is proposed via a new priority junction on Hollingworth Road, comprising 6m kerb radii at the bell mouth and 6m wide carriageway at the tangent points.
- 3.2.2 The proposed vehicular access junction is shown in [Figure 3.2](#), with the full junction layout including visibility splays shown in [Drawing J32-5773-PS-001](#) attached in [Appendix D](#).

Figure 3.2 : Proposed Vehicular Access Junction – Hollingworth Road



- 3.2.3 In accordance with the Design Manual for Roads and Bridges (DMRB) and observed 85th percentile traffic speeds recorded on Hollingworth Road (shown in [Table 2.1](#)), horizontal visibility splay of 2.4m x 116.6m northbound and 2.4m x 104.5m southbound are achievable from the proposed access junction. To ensure that vertical visibility splays can also be achieved, the access junction drawing also indicates a section of wall either side of the access junction that will not exceed 0.6m in height.

- 3.2.4 The development site will be designed and surfaced to ensure a relatively level gradient throughout the site, including the site access and within the car park.
- 3.2.5 The existing southbound bus stop flagpole on Hollingworth Road is located 17m from the proposed access junction. This arrangement will allow a 12m bus to stop without encroaching the bell-mouth of the proposed access junction.
- 3.2.6 It is acknowledged that a stationary bus may impede southbound visibility; however, considering the frequency of the No.456 bus service (1 bus/hour – detailed in [Chapter 4](#)) and reasonable assumption that buses will not always stop, the likelihood of a vehicle exiting the site at the same time is low, and in any case would only impede visibility for a short period of time. Therefore, on balance, the proximity of the existing bus stop to the proposed vehicular access junction is considered acceptable.
- 3.2.7 The vehicular access will be gated along the back of the footway (within the site boundary), likely via sliding gates. The gates will be opened by the first staff member to arrive and closed by the last staff member to depart from the site. The gates would remain open during operating hours and therefore clear access would be provided to any further arrivals. On-site staff would ensure that the gates are open when a service vehicle is expected.
- 3.2.8 **Drawing J32-5773-PS-001** also shows the approximate location of the two access junctions serving the proposed residential development at the former Akzo Nobel site (Planning Ref: 21/01146/FUL). The drawing indicated that the closest junction serving the former Akzo Nobel site will be located c.50m from the proposed access junction.
- 3.2.9 As shown in [Figure 3.1](#), the development proposals include a separate pedestrian access, located near the bus stop flagpole. The proposed pedestrian access will provide a dedicated traffic-free route to the building entrance from the existing footway on Hollingworth Road.

3.3 Servicing Arrangement

- 3.3.1 Servicing and deliveries will take place from within the development site and with full supervision by on-site staff. No servicing or delivery vehicles will stop on Hollingworth Road. Any large service/delivery vehicles (HGVs) will be arranged to take place outside opening hours.
- 3.3.2 As advised by the Applicant, it is not envisaged that many suppliers will utilise HGVs to deliver to the site given the scale of the proposal and knowledge of local suppliers.
- 3.3.3 The proposed development will be serviced by a private refuse collection contractor and will also be scheduled to take place outside opening hours, which will allow the car parking area to be used for manoeuvring.

- 3.3.4 Swept path analysis has been undertaken which shows that an 11.2m refuse collection vehicle and 10m rigid HGV can enter/exit in a forward gear and turn within the development site. The swept path analysis demonstrates that a refuse collection vehicle can manoeuvre close to the refuse store, as shown in [Figure 3.3](#).
- 3.3.5 The full swept path analysis drawing for both vehicle types is shown in **Drawing J32-5773-PS-002** attached in [Appendix E](#).
- 3.3.6 It should be noted that whilst a 10m rigid HGV has been assessed, most deliveries are expected to be undertaken by smaller vans.

Figure 3.3 : Swept Path Analysis – 11.2m Refuse Collection Vehicles



- 3.3.7 As previously requested by RMBC Highways and TfGM, the Applicant has agreed to provide a Delivery and Servicing Management Plan, secured via an appropriately worded planning condition.

3.4 Parking Provision

3.4.1 RMBC's parking standards for the proposed uses, as set out in the adopted Core Strategy, are summarised in [Table 3.1](#).

Table 3.1 : RMBC Parking Standards

Land Use	Car Parking (max)	Motorcycle Parking (min)	Cycle Parking (min)
Food Retail (<900 sqm)	1 space per 25 sqm	Considered individually	1 space per 100 sqm (min 2 spaces)
Café (Public Floor Area)	1 space per 6 sqm	1 space per 280 sqm (min 2 spaces)	1 space per 140 sqm (min 2 spaces)

3.4.2 RMBC's minimum disabled parking standard for the above uses (between 12 to 200 spaces) is 3 bays or 6% (whichever is greater).

3.4.3 Based on the farm shop and cafe floor areas, and accounting for public floor area, the RMBC's parking requirements for each use is shown in the [Table 3.2](#).

Table 3.2 : RMBC Parking Requirements

Proposed Use	Car Parking (max)	MC Parking (min)	Cycle Parking (min)
Farm Shop (85 sqm)	4 spaces	Considered individually	2 spaces
Café (38 sqm*)	7 spaces	2 spaces	2 spaces
Total - All Proposed Uses	11 spaces	2 spaces (min)	4 spaces

* public sales area

3.4.4 The proposed on-site parking provision includes 17 car parking spaces, which exceeds the RMBC's combined maximum standard for both proposed uses. It is expected that there will be a significant number of linked trips, as visitors to the café will also visit the farm shop, and therefore these linked trips will reduce the overall number of trips and resulting parking demand.

3.4.5 On this basis, it is considered that the proposed parking provision will adequately accommodate expected parking demand. The proposed number of parking spaces exceeds the number of spaces previously accepted by RMBC Highways for the September 2022 application that included farm shop, café and community use.

3.4.6 The proposed parking provision also includes 3 disabled spaces, 4 motorcycle spaces and 8 cycle spaces, which complies with RMBC minimum standards.

3.4.7 Further analysis has also been undertaken in [Chapter 5](#) to demonstrate that the proposed car parking provision is adequate.

4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

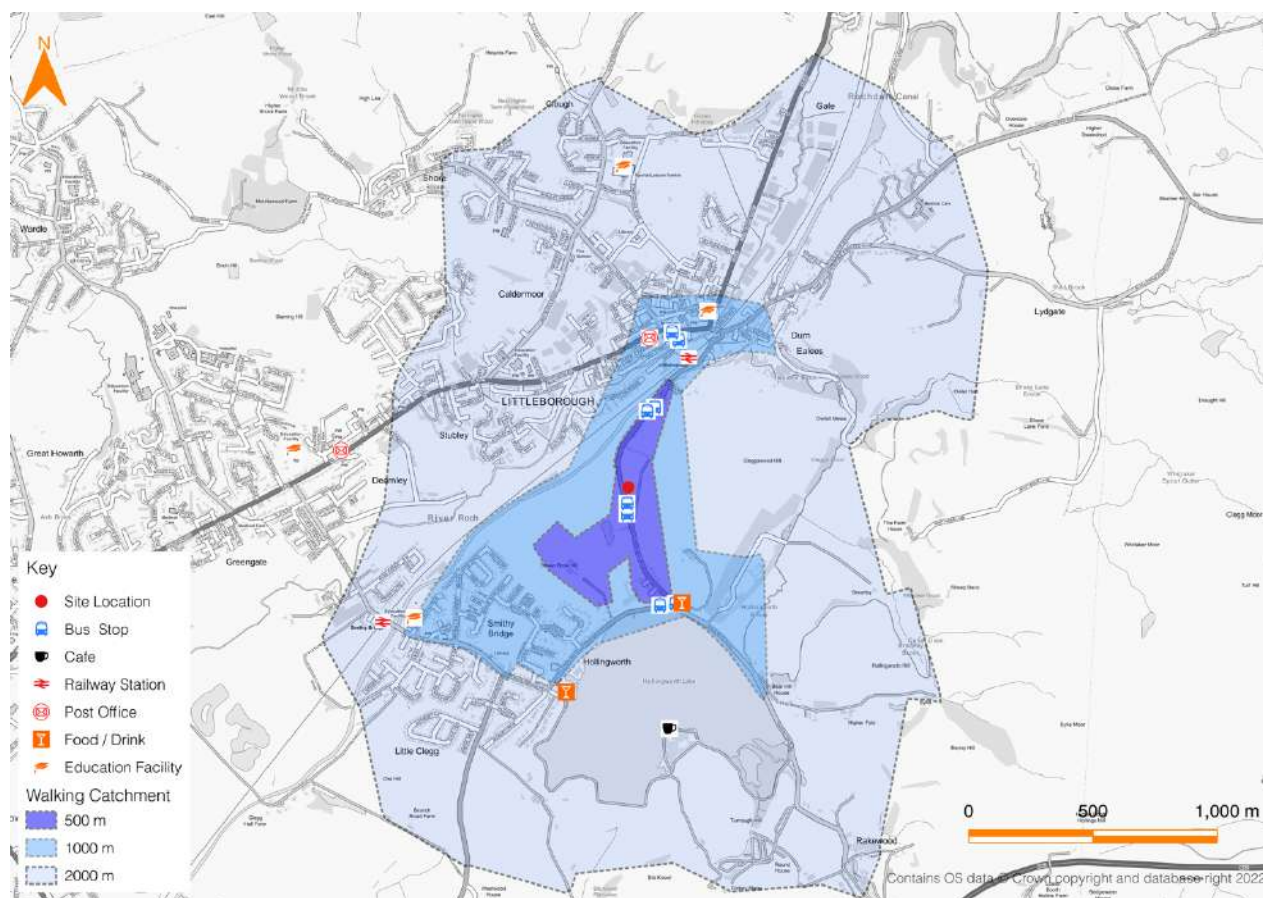
- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

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

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.4 As described previously, a network of existing footways is provided on the local highway network surrounding the site.
- 4.2.5 [Figure 4.1](#) presents a 500m, 1,000m and 2,000m walking catchment area from the site, as specified in CIHT guidance.

Figure 4.1 : Walking Catchment Area



4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and the surrounding local areas and amenities. The distances have been measured from the site access and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : CIHT Guideline Acceptable Walking Distances

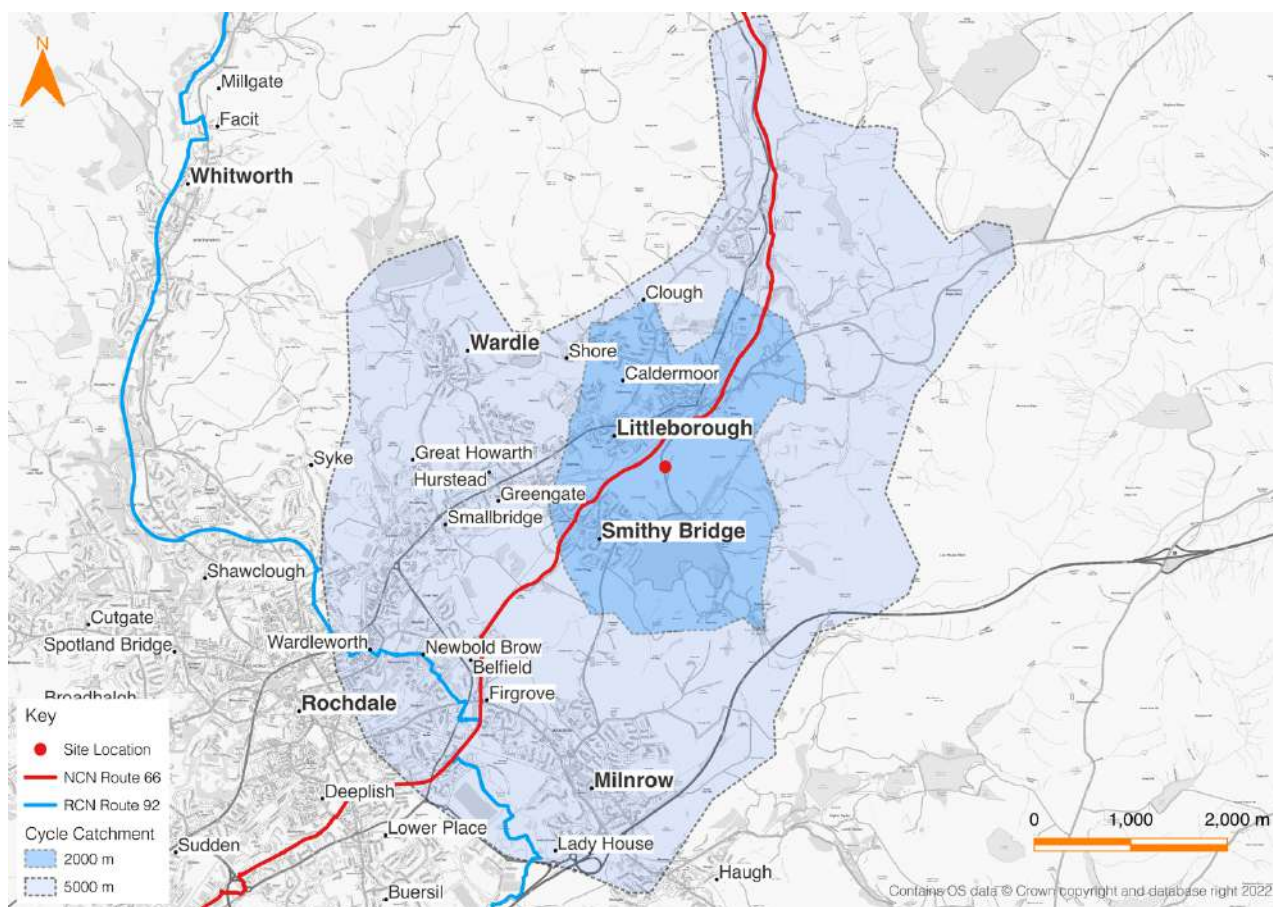
Amenity	Approx. Distance	Approx. Walking Time
Bus Stop on Hollingworth Road (southbound)	<10m	<1 minute
Bus Stop on Hollingworth Road (northbound)	60m	<1 minute
Hollingworth Lake (Lake Bank)	500m	6 minutes
Littleborough Railway Station	700m	8 minutes
Littleborough Town Centre (Church Street)	900m	11 minutes
Smithy Bridge Road	1,000m	12 minutes
Smithy Bridge Railway Station	1,100m	13 minutes

- 4.2.7 As summarised in [Table 4.2](#), there are existing bus stops on Hollingworth Road located within a 1-minute walk from the development site, and Hollingworth Lake is located c.500m (6-minute walk) from the development site.
- 4.2.8 Littleborough Railway Station and Littleborough Town Centre are located c.700m (8-minute walk) and 900m (11-minute walk) respectively from the development site. Smith Bridge Road and Smithy Bridge Railway Station are located c.1,000m (12-minute walk) and 1,200m (13-minute walk) respectively from the development site.
- 4.2.9 As described previously, the Hollingworth Road benefits from a network of good quality footways, including a network of street lighting columns, and there is a surrounding network of public footpaths providing largely traffic free routes to Littleborough and Smithy Bridge.
- 4.2.10 Therefore, overall, despite the relatively rural location, it can be reasonably concluded that the development site is accessible on foot by customers and staff, in accordance with local and national transport planning policy.

4.3 Cycle Accessibility

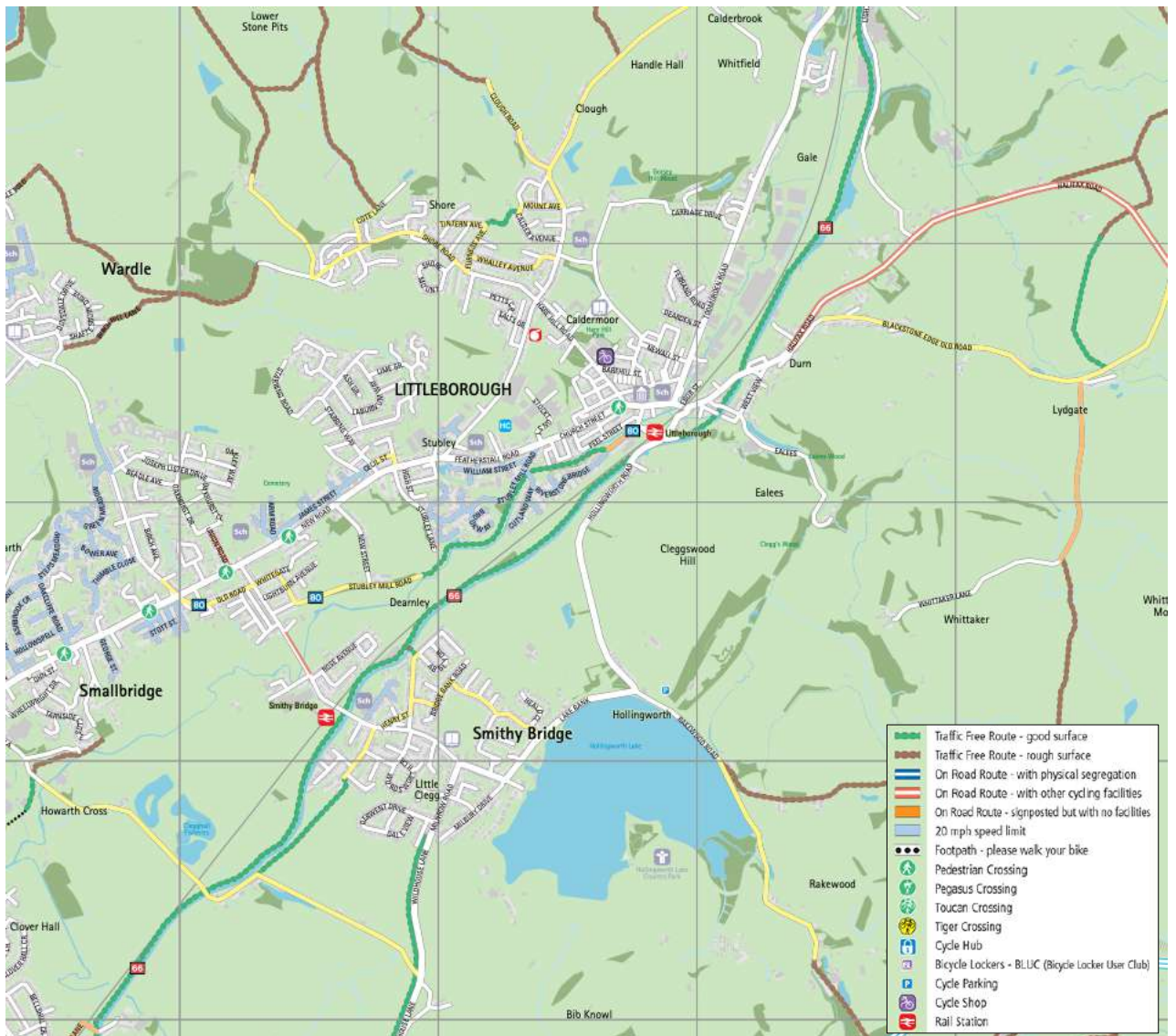
- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.
- 4.3.3 [Figure 4.2](#) presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan



- 4.3.4 As shown in [Figure 4.2](#), Littleborough and Smithy Bridge and the immediate surrounding areas are located within a 2km catchment from the development site. Further afield, Wardle, Milnrow and the outskirts of Rochdale are located within a 5km catchment from the site.
- 4.3.5 As also shown in [Figure 4.2](#), National Cycle Network (NCN) Route 66 passes within c.550m to the north of the development site, providing a dedicated cycle link between Littleborough and Smithy Bridge before continuing southbound towards Rochdale.
- 4.3.6 In addition to the NCN routes, there are local cycle routes available on the local highway network, including traffic free routes (good and rough surfaced) and on-road routes. The local cycle routes and cycling infrastructure are shown in [Figure 4.3](#).

Figure 4.3 : Local Cycle Routes and Infrastructure (source: TfGM)



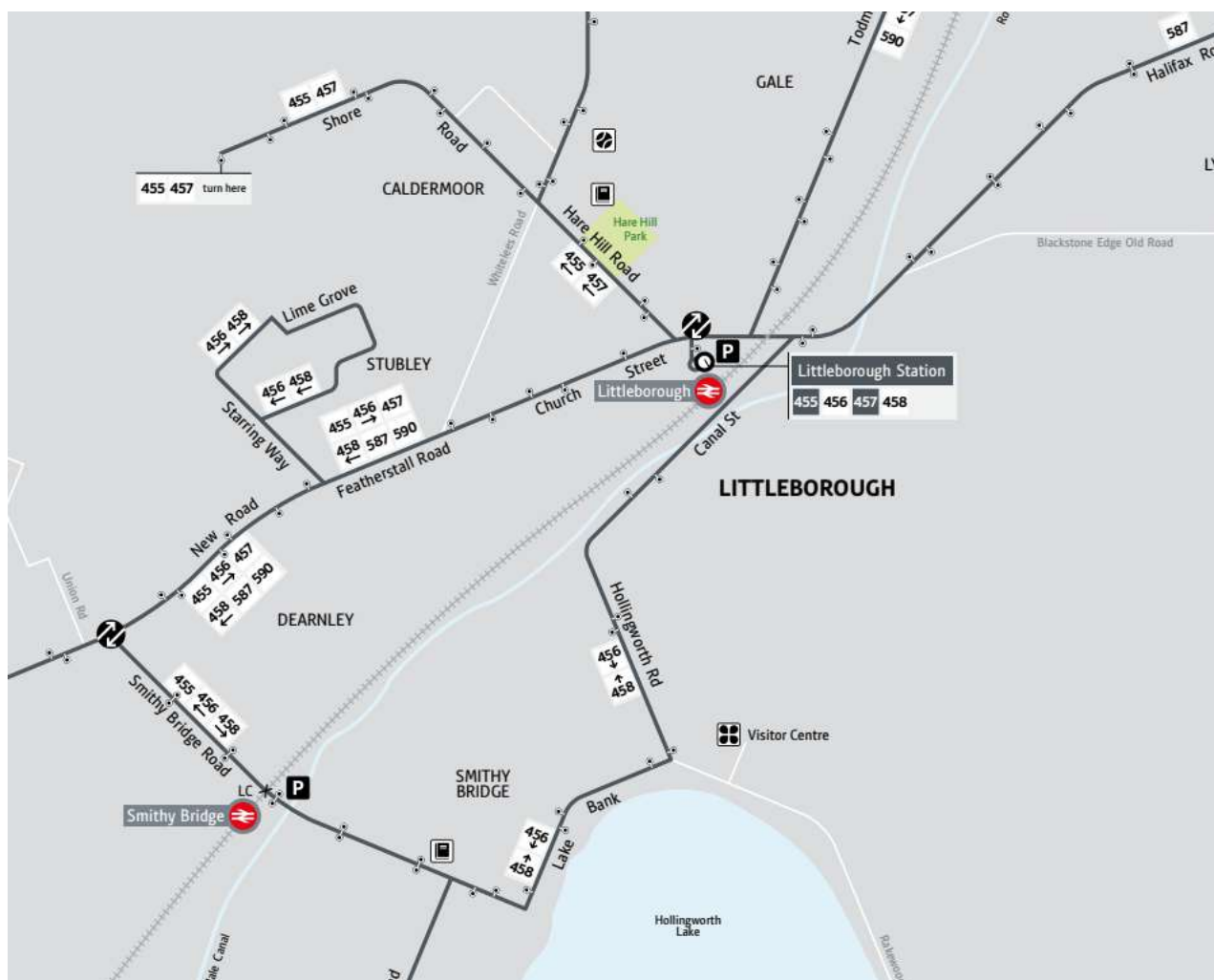
4.3.7 In accordance with local and national transport planning policy, the range of available cycle routes and accessibility of local cycling destinations demonstrates the development site's sustainable accessibility in cycling terms, particularly as an alternative to private car trips by customers and commuting trips.

4.4 Public Transport Services

Local Bus Services

- 4.4.1 As described previously, there are existing bus stops on Hollingworth Road located within a 1-minute walk from the development site.
- 4.4.2 Figure 4.4 shows the local bus services operating along Hollingworth Road and wider local highway network.

Figure 4.4 : Local Bus Services (source: TfGM)



4.4.3 Table 4.3 provides a summary of the existing local bus service accessible from bus stops on Hollingworth Road.

Table 4.3 : Local bus services – Hollingworth Road

Service No	Route	Approximate Frequency – 2 way (buses /hour)			
		Mon-Fri (AM/PM peak)	Mon-Fri (off-peak)	Sat	Sun*
456/458	Rochdale – Wardle – Stubley – Littleborough – Hollingworth Lake circular	1	1	1	1

*Sundays and Public Holidays

4.4.4 Table 4.3 shows that Service No. 456 (southbound) and Service No. 458 (northbound) are accessible within a short walk from the development site, providing an hourly service to Littleborough, Hollingworth and Rochdale throughout the week including Saturdays and Sundays.

4.4.5 These bus services also serve Littleborough Railway Station and Smithy Bridge Railway Station, thereby allowing connecting journeys by rail.

4.4.6 Considering the accessibility of the existing bus stops on Hollingworth Road and service frequency to local destinations throughout the week, overall, it can be reasonably concluded that the development site is accessible by bus, particularly as an alternative to private car trips for customer and commuting trips.

Rail Services

4.4.7 Littleborough Railway Station is located approximately 700m (8-minute walk) from the development site. Table 4.4 provides a summary of local rail services accessible from the station.

Table 4.4 : Direct Rail Services – Littleborough Railway Station

Final Destination	Approx. Frequency	Approx. Journey Time
Leeds	2 services / hour	1 hour 6 minutes
Blackburn	1 service / hour	47 minutes
Wigan (via Manchester and Salford)	1 service / hour	1 hour 10 minutes

4.4.8 As summarised in Table 4.4, direct local train services are available from Littleborough Railway Station to Leeds, Manchester, Salford, Blackburn and Wigan, with intermediate stops at local destinations across the region.

4.5 Summary

4.5.1 In summary, the development site benefits from following:

- Direct connections to existing footways on the local highway network, providing safe walking routes to public transport provision and surrounding local areas;
- Bus stops, railway stations and local amenities and residential areas located within a short walk;
- Access to a network of local and national cycle routes, providing designated routes between Littleborough, Smithy Bridge and surrounding areas;
- Regular local bus service accessible from bus stops located within a 1-minute walk from the development site on Hollingworth Road, providing regular services to Littleborough, Hollingworth and Rochdale; and
- Rail services available from Littleborough Railway Station, within 700m (8-minute walk) from the development site, providing direct services to Manchester, Leeds and Blackburn.

4.5.2 Overall, the development site benefits from accessibility to a range of sustainable modes of travel, includes safe walking routes, cycle routes and public transport services, in accordance with local and national transport planning policy.

5. Trip Generation and Parking Demand

5.1 Trip Generation

5.1.1 In order to quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed development. The trip generation has been estimated for each of the proposed uses, as detailed below, however, as referenced earlier in the report there will be a significant level of linked trips at the proposal between the different elements of the building which is material to the assessment:

Café Trip Generation

- 5.1.2 Typically, the TRICS database would be utilised to provide trip rates for a range of comparable sites to the proposed development. However, in this case, there are no similar café sites within the TRICS database, and therefore to calculate the likely trip generation, a 'first-principles' approach has been adopted that seeks to quantify the likely number of vehicle movements based on the expected customer and staff trips.
- 5.1.3 The Applicant has advised that the café will have an internal seating capacity for approx. 20 people (based on 4no. tables of 4 people and 2no. tables of 2 people). It is expected that the weekends are likely to be the busiest period for the café.
- 5.1.4 It is reasonable to assume that café customers arriving by car, and seated at the same table, would typically all travel together. Therefore, in a worst-case scenario, if all customers arrived by car, the café could generate up to 6 customer car trips per seating.
- 5.1.5 Furthermore, if it was robustly assumed that all 6 customer car trips departed at the same time that 6 new customers car trips arrived, this would result in approximately 6 arrivals and 6 departures within a one-hour period.
- 5.1.6 This is considered a reasonably robust worst-case assessment of car trips generated by the café, as it assumes all customers will arrive by car and that they all arrive/depart within a one-hour period. In reality, it is likely that some customer will arrive by non-car modes, such as walking, cycling and public transport, and some customers may stay beyond a one-hour period.
- 5.1.7 The café's external seating is expected to be utilised by customers as an alternative to sitting inside, when the weather is favourable. Also, there is likely to be a higher proportion of customers travelling by non-car modes during periods of good weather.
- 5.1.8 In addition to customer trips, the café (and farm shop) could employ up to 3 members of staff. The Applicant has advised that staff will park separately at Bank Top Farm and will therefore not use any of the on-site car parking provision.
- 5.1.9 As detailed previously, large servicing and delivery vehicles will be scheduled for outside the café opening hours.

Farm Shop Trip Generation

- 5.1.10 The Applicant currently operates meat sales from a moveable trailer shop at the end of the existing farm access road for short periods (4-hours) on weekends. During this 4-hour period, the trailer shop currently serves between 15 to 30 customers.
- 5.1.11 Whilst it is acknowledged that this is currently a smaller retail operation, the Applicant has a basic understanding of existing customer numbers and basis to estimate expected customer numbers at the proposed farm shop.
- 5.1.12 The Applicant has advised that the proposed farm shop is expected to attract around 50 customers per day during the busiest weekend period. It is expected that customer numbers to the shop may be lower on weekdays.
- 5.1.13 The farm shop's opening hours are expected to be 10:00 to 17:00 / 18:00. When averaged across an 8-hour day, the farm shop would generate 6 customers arrivals and 6 departures per hour. In reality, during the day there will likely be a peak in customer trips, with around 10 customers arrivals and 10 departures during the peak hour.
- 5.1.14 This is considered a robust assessment as it has been assumed that all farm shop customers will arrive separately by car. Although there will be some bulkier items for sale, in reality, much of the produce sold at the farm shop would be smaller items that could be transported by hand. Therefore, it is likely that some customers will arrive by non-car modes, such as walking, cycling and public transport,

5.2 Traffic Impact

- 5.2.1 **Table 5.1** provides a summary of the trips generated by each element of the proposed development during peak cumulative period (weekend daytime), prior to considering the impact of linked trips.

Table 5.1 : Trip Generation Summary

Proposed Use	Peak Hour Arrivals	Peak Hour Departures	Total Two-Way Trips
Café	6	6	12
Farm Shop	10	10	20
Total	16	16	32

- 5.2.2 As shown in **Table 5.1**, in total, the proposed development is expected to generate 32 arrival trips and 32 departure trips in the weekend (daytime) peak hour. The total trip generation is considered a robust worst-case scenario as:

- No allowance has been made for café/ farm shop customers traveling by sustainable non-car modes;

- It assumes that all peak hour trips will arrive and depart in a one-hour period, whereas café customers may remain beyond an hour;
- No reduction has been applied for linked trips (i.e. café customers also visiting the shop);
- No reduction has been applied for bypass trips (i.e. customers that would already be undertaking journeys and traveling past the site)

5.2.3 As described previously, there is likely to be a significant proportion of linked trips, as it is reasonable to assume that café customers will also visit the farm shop while at the site. If linked trips are taken into account, it would be reasonable to revise the trip generation based on the assumption:

- 100% of café customers would visit the farm shop.

5.2.4 Based on the above assumptions the trip generation has been revised to account for linked trips, as summarised in [Table 5.2](#).

Table 5.2 : Trip Generation Summary (accounting for Linked Trips)

Proposed Use	Peak Hour Arrivals	Peak Hour Departures	Total Two-Way Trips
Café	0	0	0
Farm Shop	10	10	20
Total	10	10	20

5.2.5 As shown in [Table 5.2](#), when linked trips are considered, the proposed development is expected to generate 10 arrival trips and 10 departure trips in the peak hour.

5.3 Parking Demand

5.3.1 As arrivals and departures will be spread across the peak, and farm shop only customers would be relatively short-stay visitors, it can be reasonably concluded that the likely proposed car parking provision (17 spaces) will be adequate to accommodate peak parking demand based on the robust trip generation.

5.3.2 The analysis provides a robust estimation of trip generation and parking demand as it does not account for travel by sustainable modes and does not consider trips by non-car modes such as walking, cycling and public transport. In addition, the analysis also assumes that all visitors to the farm shop will arrive separately by car.

5.3.3 There will be visitors that arrive by non-car modes, and a significant number of farm shop visitors that car-share, which will reduce the parking demand generated by the development proposals.

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by the Bank Top Farm to provide transport planning and highways advice in relation to a planning application for the erection of a farm shop and café at Bank Top Farm on Hollingworth Road near Littleborough.
- 6.1.2 The development proposals include vehicular access via a priority junction on Hollingworth Road and on-site parking provision, providing 17 car parking spaces (including 3 disabled spaces), 4 motorcycle spaces and 8 cycle spaces.
- 6.1.3 The analysis in this Transport Statement has been carried out in accordance with current policy and guidance and following scoping discussions with RMBC Highways. The results of the analysis within this report demonstrates that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling, public transport services - providing a realistic alternative to car travel, particularly for commuting and customer trips.
 - Following a review of the most recent personal injury collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety.
 - Vehicular access to the site is proposed via a new priority junction on Hollingworth Road, comprising 6m kerb radii at the bell mouth and 6m wide carriageway, and with visibility splays in compliance with DMRB based on 85th percentile traffic speeds.
 - Private refuse collection and large deliveries and will be scheduled to take place outside the proposed development's opening hours, and with full supervision by on-site staff. No servicing or delivery vehicles will need to stop on Hollingworth Road.
 - Swept path analysis has been undertaken which shows that an 11.2m refuse collection vehicle and 10m rigid HGV can enter/exit in a forward gear and turn within the development site. It should be noted that the majority of deliveries will be made by vans or smaller vehicles.
 - The 17 car parking spaces exceeds RMBC's maximum car parking standard. On the basis that there will be a significant number of linked trips it is considered that the proposed car parking spaces will provide adequate parking provision to accommodate expected parking demand.
 - When the linked trips are considered, the proposed development is expected to generate 10 arrival trips and 10 departure trips in the peak hour. The trip generation exercise demonstrates that the proposed development will have a low impact on the local highway network and provides further evidence to support the proposed car parking provision.
 - The proposed parking provision also includes 3 disabled spaces, 4 motorcycle spaces and 8 cycle spaces, which complies with RMBC minimum standards.

- Overall, it can be concluded that the proposed development will not have a severe highway impact, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.
- The previous planning application (Ref: 22/01216/FUL) for a larger proposal, which included a community room, was not subject to any objections on traffic generation or parking from RMBC Highways or TfGM, and it was accepted that a Delivery and Servicing Management Plan could be utilised to ensure satisfactory provisions for servicing of the site.

6.2 Conclusion

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

APPENDICES

APPENDIX A

RMBC Highways and TfGM Scoping Correspondence

Subject: RE: Bank Top Farm, Littleborough - TS Scope
Date: Thursday, 31 March 2022 at 09:35:42 British Summer Time
From: Network Development
To: Michael Anthony
CC: Rachel Carney
Attachments: image009.png, image010.png, image011.png, image014.png, image015.png, image016.png, image017.png, image018.png, image019.png, image020.png, image002.png

Hi Michael,

The scope as outlined below appears to be acceptable, however there may be other issues you may want to discuss in any future submission.

The car parking provision rationale bearing in mind our comments at pre-application stage

To enable to the refuse vehicle to enter the site and turn around the car park must be clear of parking therefore will attend the site "outside the café opening hours" we would need further information on these arrangement;

- what are the café opening hours
- will the site be gated
- the location of the bin store and swept path to match.

We may consider a Servicing Method Statement provision via planning condition.

Sustainable transport links and how the proposed development may improve access to them, this may include any discussions with TfGM around bus stop improvements and re-location.

You have mentioned the ongoing application for the Akzo Chemie site on the opposite side of the road to your proposed development we would need to know how the junction to your development relates to the junction of the previously approved and pending application and any proximity issues.

The junction visibility as reported in your e-mail seems acceptable. We would also need to ensure that the access to the junction does not exceed 1:20 gradient.

I hope this information is of assistance.

Regards

Tim Wood

Development Control Engineer
Place



 [01706 924660](tel:01706924660)

 tim.wood@rochdale.gov.uk

Rochdale Borough Council
Floor 2, Number One Riverside
Smith Street, Rochdale, OL16 1XU

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For news and social media updates go to www.rochdale.gov.uk/news

Please consider the environment before printing this email.

From: Michael Anthony <michaelanthony@modetransport.co.uk>

Sent: 30 March 2022 12:46

To: John Gillighan WN <john.gillighan@rochdale.gov.uk>

Subject: Bank Top Farm, Littleborough - TS Scope

:CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi John,

Mode Transport Planning has been appointed to provide transport and highways advice relating to a planning application to erection a farm shop unit with an associated café and community room at Bank Top Farm on Hollingworth Road in Littleborough (OL15 0AU).

Pre-application advise has previously been received from RMBC – see attached.

The development proposals include vehicular access via a priority junction on Hollingworth Road and the on-site parking area, providing 15 car parking spaces (including 3 disabled spaces), 1 minibus parking space, 4 motorcycle spaces and 8 cycle spaces. Although still subject to change, the latest site layout drawing is attached for reference.

Refuse collection and other servicing requirements will be undertaken on-site, and swept path analysis will be undertake to demonstrate that a large refuse collection vehicle can enter/ egress the site in a forward gear and safely manoeuvre within the site. Refuse collection will be undertaken by a private company and outside the farm shop/ café's opening hours to ensure there is space within the car park area for a service vehicle to manoeuvre safely.

The on-site car parking provision will be assessed with consideration to RMBC's maximum parking standards for each proposed land use. With the proposed mix of uses, it is reasonable to expect that there will be a significant amount of linked trips, which will be considered as part of the parking assessment to accompany the planning application. An initial assessment of RMBC parking standards has been undertake to inform the scoping discussion based on the current floor areas for each use (subject to change), as detailed in the table below:

Proposed Use	Floor Area (sqm)	Max Car Spaces	Min Cycle Spaces	Min MC Spaces
Farm Shop	80.3	3	2	Considered individually
Café	85.5	14	2	2
Community Use	165.2	7	4	2

As shown above, the proposed 15 car parking spaces exceeds the maximum standard for each use, when considered individually – significantly exceeding the maximum standard for the farm shop and community use. Considering the expected linked trips, together with mini-bus, mc and cycle parking provision, on balance, the proposed level of parking provision is expected to be adequate to accommodate parking demand generated by the proposed uses.

An ATC survey has recently been undertaken on Hollingworth Road, which shows that the 85th percentile speeds exceed the 30mph speed limit, specifically 40.3mph northbound and 43.1mph southbound. On this

basis, it is intended to assess visibility splays based on DMRB standards.

Please can you advise on whether a Stage 1 Road Safety Audit will be required to assess the proposed access junction on Hollingworth Road?

There is an existing bus stop (flag pole only) located close to the proposed access. We intend to consult with TfGM regarding the impact and potential relocation of the bus stop.

It is noted that there is a currently a planning application submitted for 174 residential units on the western side of Hollingworth Road, opposite the proposed farm shop/ café site. The residential development includes two access junctions on Hollingworth Road. It is understood that a similar residential scheme was approved on this site in 2011.

It is intended to produce a Transport Statement to accompany the planning application, and I am emailing to agree this approach and scope of assessment summarised below:

- **Existing conditions and accident data** – description of the site location and local highway network, and review of personal injury collision data based on the most recent 5-year period;
- **Sustainable accessibility** – review of existing access opportunities to the site by walking, cycling and public transport;
- **Development proposals** – full description of the development proposals;
- **Trip generation** – estimate the trip generation for the proposed uses using TRICS or first-principles approach using information provided by the operator;
- **Parking provision** – assess on-site parking provision with reference to RMBC's parking standards;
- **Access arrangement** – prepare preliminary access design, in accordance with current highway design standards;
- **Servicing arrangements** – describe the servicing and delivery arrangement and undertake swept path analysis for the largest regular vehicle.

It is not expected that there will be a requirement to undertake any capacity modelling assessment or produce a Travel Plan.

I would be grateful if you could provide confirmation that the proposed scope is acceptable. If you have any queries or need any further information, please let me know.

Kind regards,

Michael.

Michael Anthony MCIHT
Associate

☎ 0161 464 9495

☎ 07841 572 743

✉ michaelanthony@modetransport.co.uk

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Subject: RE: Bank Top Farm, Littleborough - TS Scope
Date: Wednesday, 20 April 2022 at 11:05:30 British Summer Time
From: Landuse
To: Michael Anthony
Attachments: image009.png, image010.png, image011.png, image012.png, image013.png, image014.png, image015.png, image016.png, image017.png

Good Morning

In respect of the proposed pre-application enquiry, the quantum of development would not trigger the requirement for the Local Authority to consult TfGM and as such we have no comments in terms of the highway impact of the proposals.

TfGM are an advisory consultee and as such we are unable to agree the scope, we provide advice to the Local Authority.

With regard to the bus stop and the potential for relocation, the contact is Clair Leeming in the Shelters team (shelters@tfgm.com), who will be able to advise of the associated costs and whether the relocation is a viable option depending on the highway layout.

Kind regards

Claire Smallman

Infrastructure Development Officer
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG
Direct line 0161 244 1733, Extension 701733
E-mail claire.smallman@tfgm.com
www.tfgm.com

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From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 30 March 2022 12:53
To: Landuse <Landuse@tfgm.com>
Subject: Bank Top Farm, Littleborough - TS Scope

Dear Sir / Madam,

Mode Transport Planning has been appointed to provide transport and highways advice relating to a planning application to erection a farm shop unit with an associated café and community room at Bank Top Farm on Hollingworth Road in Littleborough (OL15 0AU).

Pre-application advise has previously been received from RMBC – see attached.

The development proposals include vehicular access via a priority junction on Hollingworth Road and the on-site parking area, providing 15 car parking spaces (including 3 disabled spaces), 1 minibus parking space, 4 motorcycle spaces and 8 cycle spaces. Although still subject to change, the latest site layout drawing is attached for reference.

Refuse collection and other servicing requirements will be undertaken on-site, and swept path analysis will be

undertake to demonstrate that a large refuse collection vehicle can enter/ egress the site in a forward gear and safely manoeuvre within the site. Refuse collection will be undertaken by a private company and outside the farm shop/ café's opening hours to ensure there is space within the car park area for a service vehicle to manoeuvre safely.

The on-site car parking provision will be assessed with consideration to RMBC's maximum parking standards for each proposed land use. With the proposed mix of uses, it is reasonable to expect that there will be a significant amount of linked trips, which will be considered as part of the parking assessment to accompany the planning application. An initial assessment of RMBC parking standards has been undertaken to inform the scoping discussion based on the current floor areas for each use (subject to change), as detailed in the table below:

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There is an existing bus stop (flag pole only) located close to the proposed access. It is likely that there will be a requirement to relocate the flag pole on Hollingworth Road – please can you advise on the existing bus stop and process for its potential relocation?

It is noted that there is a currently a planning application submitted for 174 residential units on the western side of Hollingworth Road, opposite the proposed farm shop/ café site. The residential development includes two access junctions on Hollingworth Road. It is understood that a similar residential scheme was approved on this site in 2011.

It is intended to produce a Transport Statement to accompany the planning application, and I am emailing to agree this approach and scope of assessment summarised below. Please note that the proposed scope of assessment has also been issued to RMBC Highways for comment.

- **Existing conditions and accident data** – description of the site location and local highway network, and review of personal injury collision data based on the most recent 5-year period;
- **Sustainable accessibility** – review of existing access opportunities to the site by walking, cycling and public transport;
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- **Parking provision** – assess on-site parking provision with reference to RMBC's parking standards;
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- **Servicing arrangements** – describe the servicing and delivery arrangement and undertake swept path analysis for the largest regular vehicle.

It is not expected that there will be a requirement to undertake any capacity modelling assessment or produce a Travel Plan.

I would be grateful if you could provide confirmation that the proposed scope is acceptable. If you have any queries or need any further information, please let me know.

Kind regards,

Michael.

Michael Anthony MCIHT
Associate

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APPENDIX B

ATC Survey Data

Littleborough ATC

Report Id 126/22
 Site Name Site 1 of 1
 Description 88/225 Hollingworth Road, 455m north of Rathewood Road
 Direction Northbound

Thursday 17 March 2022

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation						
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph			MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph									
0000-0100	11	3	1	4	3	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	2	1	0	0	0	0	43.6	38.8	4		
0100-0200	10	3	2	2	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	2	2	0	0	0	40.6	8.5	0.5			
0200-0300	6	3	0	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	1	0	0	0	0	-	37.3	5.3			
0300-0400	7	2	1	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	1	0	0	0	0	39.8	5.9	0.7		
0400-0500	13	4	5	3	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	5	2	0	0	0	0	48.1	39.3	5.7			
0500-0600	45	7	13	18	0	1	37	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	13	13	6	5	1	0	0	49.2	41.6	6.4			
0600-0700	117	11	19	44	43	0	1	99	0	16	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	27	54	19	11	0	1	0	0	43	37.7	5.2	
0700-0800	518	48	81	84	105	2	3	253	1	57	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	114	132	46	5	19	4	2	0	40.2	36	4.3	
0800-0900	381	94	73	96	118	0	0	319	0	57	0	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	5	17	127	167	53	10	2	0	0	40.6	36.4	4.4	
0900-1000	342	99	77	89	77	1	2	280	0	56	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	21	154	113	38	10	0	0	0	39.7	35.2	4.4	
1000-1100	327	89	73	84	81	4	2	268	0	50	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9	11	115	145	34	6	2	0	0	39.9	35.6	4.8	
1100-1200	340	74	98	74	94	2	2	297	2	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	126	139	50	6	0	1	1	0	40.5	36	4.1	
1200-1300	375	105	83	86	101	0	3	326	3	38	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	45	194	109	23	2	2	0	0	38.2	34.3	3.9	
1300-1400	331	75	94	79	83	3	2	277	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26	132	127	36	4	1	1	0	39.4	35.4	5.3		
1400-1500	419	88	105	95	131	1	2	355	2	57	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	6	31	191	156	28	3	1	0	1	39	34.8	4.5	
1500-1600	462	88	110	131	133	2	2	397	2	56	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	33	216	174	30	2	0	1	1	38.4	34.9	4.3	
1600-1700	465	170	139	109	114	1	4	420	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	33	213	166	48	8	3	0	0	39.4	35.2	4.3	
1700-1800	458	108	124	123	103	2	3	406	1	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	37	155	185	62	11	3	1	0	0	40.6	35.8	4.8
1800-1900	456	136	125	98	97	0	4	419	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	35	225	153	33	4	1	0	0	38.3	34.7	3.8	
1900-2000	74	76	64	65	0	0	278	0	258	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	125	100	25	7	1	1	0	39.5	35.5	4.6		
2000-2100	187	55	50	38	44	0	1	174	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	58	85	30	2	0	2	0	40.4	36.5	4.4		
2100-2200	142	43	32	30	37	0	1	131	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	34	67	15	10	1	4	0	41.3	37.3	6	
2200-2300	60	22	18	10	10	0	0	53	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16	13	8	9	1	0	0	0	45.6	38.7	5.7	
2300-0000	36	11	13	8	4	0	0	34	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	13	7	4	1	2	0	1	47.8	41.4	9.6	
0700-1900	4684	1143	1152	1153	1238	19	29	4617	15	578	4	5	1	7	2	7	0	0	0	0	0	0	0	3	13	39	323	1962	1766	481	71	17	4	3	2	39.4	35.3	4.5		
0800-2200	5029	1326	1329	1329	1425	19	32	4679	16	648	4	5	1	8	2	7	0	0	0	0	0	0	3	13	41	366	2206	2072	570	101	19	12	4	2	39.6	35.5	4.6			
0900-0000	5050	1359	1360	1347	1439	19	32	4768	16	645	4	5	1	8	2	7	0	0	0	0	0	0	3	13	41	370	2229	2098	595	114	21	14	4	3	39.7	35.3	4.7			
0000-0000	5597	1381	1376	1374	1466	19	34	4841	16	658	5	5	1	8	2	8	0	0	0	0	0	0	3	13	41	370	2251	2125	617	126	29	15	4	3	39.8	35.6	4.7			

Friday 18 March 2022

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed														P-Title 85%	Average Speed	Standard Deviation			
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph			MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph										
0000-0100	11	4	4	1	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	3	2	1	0	0	52.4	43.3	8.7			
0100-0200	11	3	3	3	2	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	4	0	0	0	0	0	0	42	37.3	3.7			
0200-0300	10	2	1	2	5	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	2	1	0	0	0	0	40	7.6	0			
0300-0400	9	3	3	0	3	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	1	-	40.4	10.6		
0400-0500	9	2	1	3	3	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	0	0	0	0	1	-	45.2	8.8	0	
0500-0600	34	5	4	13	12	0	0	1	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	12	8	4	4	1	0	0	45.7	40.1	7.7		
0600-0700	106	11	22	37	36	0	3	86	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	33	31	16	3	2	0	0	45.5	40.2	5.9			
0700-0800	305	52	79	97	77	0	2	252	0	48	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	77	157	54	9	4	0	0	1	41.5	37.5	4.4			
0800-0900	84	91	69	80	0	0	345	69	0	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	13	121	158	43	6	0	0	0	39.8	36	4.3		
0900-1000	328	92	81	75	80	4	1	275	0	1	43	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	147	116	33	6	1	2	0	0	39.5	35.4	4.5	
1000-1100	324	75	80	90	79	2	3	266	0	1	50	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	28	138	109	35	8	0	1	0	39.4	35	4.7		
1100-1200	316	98	106	105	98	6	3	265	0	1	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	19	197	112	33	6	1	0	0	39.5	34.4	4.9		
1200-1300	372	97	89	104	82	5	10	316	3	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	39.9	34.5	5			
1300-1400	336	110	128	114	99	9	9	283	5	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	50	152	63	15	0	0	0	0	39.5	34.9	5.6		
1400-1500	437	120	104	109	4	12	384	3	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	167	162	55	3	3	3	0	0	39	35.3	5.1		
1500-1600	496	98	127	122	149	1	8	442	1	42	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25	187	192	74	14	2	0	0	40.5	36.2	4			
1600-1700	327	122	108	107	2	14	438	2	0	1	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	102	138	28	38	1	0	0	39.8	33.8	11.0			
1700-1800	481	113	127	135	106	3	17	420	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	188	162	56	15	2	2	0	0	40.3	35.6	5.4		
1800-1900	438	132	112	94	100	1	14	392	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14	151	152	39	5	2	0	0	39.5	34.5	6.2			
1900-2000	460	67	91	286	78	0	3	286	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	38	148	64	1	0	0	0	38.7	34.4	8.1			
2000-2100	173	56	43	38	36	0	7	152	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	41	71	31	11	2	7	2	3	49.9	39.4	8.1			
2100-2200	180	39	37	10	10	0	0	37	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	42	37	18	4	0	0	0	42.5	37.4	4.4			
2200-2300	100	27	31	16	26	0	0	95	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	33	49	10	2	0	0	0	39.9	36.4	4.6		
2300-2400	96	18	27	34	17	0	0	90	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	25	43	11	6	2	2	1	0	42	37.9	4.2		
0000-0001	6861	1193	1226	1252	32	96	96	4195	15	1252	32	96	96	4195	15	1252	32	96	96	4195	15	1252	32	96	96	4195	15	1252	32	96	96	4195	15	1252	32	96	96	4195	15	1252	72.4
0000-0002	6836	1366	1445	1425	1400	32	109	4808	19	587	11	3	2	7	3	153	40	82	38	401	2083	1982	684	127	30	19	8	7	402	248	785	145	13	0	0	0	40.2	34.6	7.3		
0000-0003	5832	1411	1565	1475	1445	32	109	4808	19	587	11	3	2	7	3	153	40	82	38	401	2083	1982	684	127	30	19	8	7	402	248	785	145	13	0	0	0	40.2	34.6	7.3		
0000-0004	5816	1430	1519	1461	1419	32	110	5111	19	587	11	3	2	7	3	142	11	3	42	11	1161	1079	725	145	13	22	4	7	415	247	725	145	13	0	0	0	40.2	34.6	7.3		

Sunday 20 March 2022

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation				
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph		
0000-0100	95	35	17	24	19	0	0	93	0	2	0	0	0	0	0	0	0	0	0	0	0	0	25	36	19	12	1	1	1	0	0	45.1	38.8	5.8		
0100-0200	64	14	15	17	8	0	0	50	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	17	16	4	2	2	0	2	45.2	40.8	8.4			
0200-0300	22	10	8	3	1	0	0	16	0	6	0	0	0	0	0	0	0	0	0	0	0	1	4	9	4	5	3	0	0	1	45	39.4	8.8			
0300-0400	14	4	4	1	5	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	5	2	0	1	1	0	54.4	42.7	8.5				
0400-0500	11	3	4	2	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	2	0	0	0	46.8	40.6	5.2				
0500-0600	16	5	3	4	4	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7	2	3	1	0	0	51.1	42.2	7.9				
0600-0700	35	8	5	13	9	0	1	30	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	12	19	1	0	0	0	43.5	39.9	3.8				
0700-0800	64	6	17	20	21	0	0	66	0	4	1	0	0	0	0	0	0	0	0	0	0	3	1	3	12	19	4	3	0	0	43.7	38.3	7.6			
0800-0900	91	16	24	24	27	5	3	72	0	8	0	2	1	0	0	0	0	0	0	0	0	1	3	4	0	24	30	19	7	3	0	43.8	36.9	7.3		
0900-1000	227	34	46	63	84	9	7	193	1	17	0	0	0	0	0	0	0	0	0	0	0	1	2	2	10	9	58	101	35	7	3	1	0	41.1	36.3	6
1000-1100	339	69	85	89	96	11	10	295	0	22	7	5	1	0	0	0	0	0	0	0	0	1	7	5	26	125	133	38	3	0	0	39.5	36	5.1		
1100-1200	407	84	95	120	108	7	11	364	0	21	0	2	0	0	0	0	0	0	0	0	0	1	13	3	22	155	149	48	9	5	1	1	0	40.2	35.3	5.9
1200-1300	517	143	110	133	131	4	12	472	1	26	1	0	0	0	0	0	0	0	0	0	0	0	4	12	44	237	182	28	10	0	0	38	34.3	4.4		
1300-1400	490	114	136	107	133	3	29	431	1	23	0	2	0	0	0	0	0	0	0	0	0	10	2	11	73	206	137	45	3	2	0	39	33.7	6.5		
1400-1500	462	98	113	137	114	3	19	416	0	23	0	0	0	0	0	0	0	0	0	0	0	4	5	12	62	188	138	33	12	1	5	2	0	39	34.2	6.2
1500-1600	470	131	115	98	126	3	17	427	2	18	0	0	0	0	0	0	0	0	0	0	0	18	2	14	68	223	169	48	8	1	1	0	39.3	33.2	6.2	
1600-1700	481	119	118	135	109	4	11	440	3	22	0	0	0	0	0	0	0	0	0	0	0	0	3	35	210	164	53	12	2	2	0	0	39.7	35.3	4.6	
1700-1800	372	110	88	94	80	0	2	349	0	19	2	0	0	0	0	0	0	0	0	0	0	0	1	33	149	121	53	11	1	2	1	0	41	35.7	5.2	
1800-1900	297	67	78	76	76	0	5	276	0	16	0	0	0	0	0	0	0	0	0	0	0	0	2	3	22	138	98	28	2	2	0	2	39	35	5.2	
1900-2000	239	64	59	65	51	0	0	219	0	19	1	0	0	0	0	0	0	0	0	0	0	0	1	4	97	86	33	8	0	0	0	40.6	36.1	4		
2000-2100	169	63	39	34	33	0	0	158	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	3	49	70	36	7	2	0	1	1	42.6	37.9	5.3	
2100-2200	99	30	34	19	16	1	1	91	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1	4	42	38	12	3	1	0	0	40.2	36	4.6		
2200-2300	63	21	18	10	14	0	1	60	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	18	15	4	1	1	0	1	43.8	38.3	7.4	
2300-0000	24	8	7	4	5	0	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	4	7	0	0	0	4	46.6	41	8.1		
0700-1900	4217	991	1025	1096	1105	51	127	3790	9	219	4	6	1	2	1	7	0	0	10	41	59	67	375	1648	1441	446	88	23	15	5	1	39.6	34.8	5.9		
0600-2200	4759	1156	1162	1227	1214	52	129	4288	9	257	6	6	2	2	1	7	0	0	10	41	59	69	387	1836	1655	546	107	26	15	6	2	39.9	35	5.8		
0600-0000	4846	1185	1187	1241	1233	52	130	4371	9	260	6	6	2	2	1	7	0	0	10	41	59	69	389	1859	1680	560	118	27	16	6	4	40	35.1	5.9		
0000-0000	5058	1256	1238	1292	1272	52	130	4569	9	273	7	6	2	2	1	7	0	0	10	41	60	69	390	1877	1755	616	143	31	20	9	7	40.3	35.3	6		

Monday 21 March 2022

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van 15	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation						
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph				
0000-0100	17	6	4	3	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	0	0	0	0	0	0	63.3	43.5	12.6					
0100-0200	10	4	3	0	3	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	5	0	0	0	0	0	-	38.5	6.1					
0200-0300	10	4	2	0	4	0	0	7	0	2	7	4	0	0	0	0	0	0	0	0	0	2	0	3	3	1	3	0	0	0	-	39.7	6.1					
0300-0400	5	1	1	3	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	-	41.2	4.4					
0400-0500	9	1	3	3	2	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	1	1	0	0	0	-	40.4	6.6					
0500-0600	35	4	7	8	4	0	2	29	4	8	16	0	0	0	0	0	0	0	0	0	0	1	0	3	10	14	5	0	0	0	41	47.7	4					
0600-0700	117	13	21	29	54	0	1	100	0	15	0	0	0	0	0	0	0	0	0	0	0	0	1	15	50	41	8	1	0	1	0	43.5	39.7	4.6				
0700-0800	292	58	70	85	79	1	1	238	0	50	2	0	0	0	0	0	0	0	0	0	0	0	15	70	140	53	10	2	0	0	1	41.2	37.1	5.2				
0800-0900	62	11	33	26	43	0	0	333	0	26	2	6	1	0	0	0	0	0	0	0	0	0	12	126	121	51	18	4	0	0	0	41.5	36.9	4.7				
0900-1000	287	71	84	76	56	2	3	233	1	46	0	0	1	0	0	0	0	0	0	0	0	1	2	6	91	132	40	11	3	1	0	0	40.7	38.8	4.6			
1000-1100	298	82	70	76	70	1	4	248	1	43	0	0	1	0	0	0	0	0	0	0	1	1	10	92	131	56	2	4	1	0	0	40.9	36.6	4.6				
1100-1200	324	88	82	74	80	1	4	256	3	58	0	0	0	0	0	0	0	0	0	0	1	1	3	2	29	139	116	27	6	1	0	0	39.3	34.8	4.8			
1200-1300	353	94	90	92	77	3	7	303	2	37	0	1	0	0	0	0	0	0	0	0	0	0	3	5	36	144	122	36	6	1	0	0	39.7	34.9	4.6			
1300-1400	337	84	100	85	68	6	3	291	2	32	2	1	0	0	0	0	0	0	0	0	0	1	3	10	28	165	91	29	10	0	0	0	39.1	34.2	4.8			
1400-1500	336	86	85	76	89	0	3	287	0	89	0	0	0	0	0	0	0	0	0	0	0	0	1	20	136	136	38	4	1	0	0	0	39.5	35.7	4			
1500-1600	438	94	91	130	123	2	5	383	0	45	1	1	1	0	1	0	0	0	0	0	0	0	3	47	178	156	42	6	3	0	1	1	39.2	35.2	5			
1600-1700	462	127	109	139	100	52	1	403	0	52	0	0	0	0	0	0	0	0	0	0	0	0	11	27	165	189	60	11	0	0	0	0	40.8	35.8	4			
1700-1800	461	105	107	124	125	2	4	404	1	48	1	1	1	1	1	0	1	16	184	178	65	11	4	0	184	178	65	11	4	0	0	0	39.6	36.1	4.5			
1800-1900	366	89	94	104	98	1	4	316	0	28	1	1	1	0	0	0	0	2	31	146	137	27	2	31	146	137	27	2	0	0	0	0	39.6	36.6	4.5			
1900-2000	217	64	58	43	52	1	0	199	0	15	2	0	0	0	0	0	0	0	0	0	0	0	13	77	83	30	11	0	1	0	0	41.7	36.4	5.1				
2000-2100	149	37	35	45	32	0	0	139	0	0	0	0	0	0	0	0	0	2	39	62	36	7	1	0	0	0	0	0	2	0	0	42.6	38.2	5.3				
2100-2200	121	41	41	16	4	0	0	116	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	28	46	12	5	2	0	0	0	42.3	38.3	5.5				
2200-2300	88	26	21	31	10	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	28	30	18	3	3	0	0	0	42.7	36.6	5.5				
2300-0000	45	14	21	3	0	0	0	42	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	17	33	13	4	3	2	1	0	48.2	40.6	7.5				
0000-0000	4287	1071	1086	1099	1031	21	38	3687	14	526	8	17	27	27	27	27	27	1636	1658	1634	155	3	10	3	7	10	3	7	0	0	0	48.7	35.8	4.7				
0000-0000	4891	1028	1221	1234	1190	22	39	4221	14	570	10	3	2	3	2	3	0	0	0	0	0	0	14	27	28	299	1797	1899	687	143	39	3	2	49.0	38	4.8		
0000-0000	5028	1266	1263	1293	1296	22	40	4346	14	581	10	3	2	3	2	3	0	0	0	0	0	0	14	5	14	27	310	1829	1842	696	150	34	7	6	2	49.6	36	4.9
0000-0000	5114	1219	1253	1254	1253	22	42	4416	14	594	10	3	2	3	2	3	0	0	0	0	0	0	14	5	14	27	310	1829	1842	696	150	34	7	6	2	49.6	36	4.9

Wednesday 23 March 2022

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation				
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph		
0000 - 0100	26	4	10	6	6	0	0	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	7	11	2	0	0	0	0	48.2	41.9	9.3			
0100 - 0200	11	5	3	2	1	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	9	2	3	2	0	0	0	50.3	42.8	7.7			
0200 - 0300	1	2	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	5.3	0			
0300 - 0400	10	3	3	2	2	0	0	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	5	2	0	1	0	0	0	-	42	9.1	0		
0400 - 0500	8	6	0	2	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	1	0	0	0	0	37	5.6	0			
0500 - 0600	44	6	12	16	10	0	1	33	0	3	33	0	0	0	0	0	0	0	0	0	0	0	4	12	13	9	4	2	0	0	49.6	42.8	5.9			
0600 - 0700	115	10	21	46	38	0	2	98	0	15	0	0	0	0	0	0	0	0	0	0	0	1	0	17	48	36	12	0	0	1	44.2	39.5	4.8			
0700 - 0800	82	54	82	104	79	2	319	275	1	44	1	1	0	0	0	0	0	0	0	0	0	2	14	105	116	67	12	3	0	0	41.5	36.9	4.9			
0800 - 0900	381	95	80	92	114	0	1	329	0	47	1	1	0	1	0	0	1	0	0	0	0	2	18	142	160	41	17	1	0	0	40	36	4.3	0		
0900 - 1000	338	94	71	84	89	10	4	274	3	44	1	0	0	0	0	1	1	0	0	0	3	5	8	24	106	134	49	5	3	0	1	40.4	35.4	5.8		
1000 - 1100	315	73	82	78	82	2	6	259	1	44	1	0	0	0	0	0	0	0	0	0	0	1	2	13	109	43	2	4	1	0	0	40.2	35.6	4.8		
1100 - 1200	358	79	84	87	108	3	3	289	3	59	0	0	0	0	0	0	0	0	0	0	0	1	5	41	156	118	28	8	1	0	0	38.6	34.5	4.6		
1200 - 1300	347	78	91	92	86	4	5	292	0	42	2	1	0	0	0	0	0	0	0	0	0	2	8	39	152	105	34	6	0	0	1	38.3	34.5	5.1		
1300 - 1400	414	108	90	116	116	0	9	340	1	46	0	0	0	0	0	0	0	0	0	0	0	1	6	37	163	142	52	7	3	0	0	40	35.2	5.0		
1400 - 1500	417	115	92	120	90	9	10	342	1	54	0	0	0	0	0	0	0	0	0	0	0	3	5	30	176	161	31	6	1	2	0	1	38.7	34.8	5.1	
1500 - 1600	491	115	113	128	135	3	8	429	2	48	0	0	0	0	0	0	0	0	0	0	0	3	46	212	157	58	12	1	0	0	40	35.3	4.6	0		
1600 - 1700	500	136	127	117	120	3	9	444	1	42	1	0	0	0	0	0	0	0	0	0	0	29	3	1	10	39	147	184	70	12	1	1	40.7	34.2	8.7	
1700 - 1800	475	121	107	134	113	3	4	421	2	40	3	1	0	1	0	0	0	0	0	0	0	266	96	30	6	22	26	7	0	0	0	26.1	13.2	9.8		
1800 - 1900	440	122	112	102	104	3	8	403	1	21	4	0	0	0	0	0	0	0	0	0	0	0	32	30	203	145	40	8	6	0	0	39	35	4.7	0	
1900 - 2000	282	99	67	70	46	1	1	251	1	23	5	0	0	0	0	0	0	0	0	0	0	1	2	19	143	81	26	8	1	0	0	39.5	35.1	4.6		
2000 - 2100	245	67	67	52	59	1	0	218	2	17	7	0	0	0	0	0	0	0	0	0	0	1	0	14	91	95	38	4	1	0	0	1	40.4	36	4.8	
2100 - 2200	142	44	36	39	23	0	3	131	0	6	2	0	0	0	0	0	0	0	0	0	0	1	0	3	42	60	17	11	4	1	1	2	43.6	38.3	7.3	
2200 - 2300	92	25	20	19	18	0	0	83	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	32	35	18	4	1	0	0	41.5	37	5	0	
2300 - 0000	53	24	10	9	8	0	1	44	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	25	12	3	0	1	0	0	43.6	38.7	4.6	0
0700 - 1900	4795	1188	1131	1254	1222	48	69	4106	17	524	15	6	0	3	4	2	1	0	295	106	49	58	358	1723	1553	520	95	24	7	2	3	39.6	33	8.9	0	
0800 - 2200	5879	1408	1322	1461	1388	58	75	4804	28	585	29	6	8	3	4	2	1	0	295	106	52	61	394	2018	1837	637	130	39	9	4	6	39.8	33.8	8.6	0	
0900 - 0000	5724	1459	1362	1489	1414	58	76	4931	20	601	30	6	9	3	4	2	1	0	295	106	53	61	399	2062	1897	667	137	31	10	4	6	40	33.6	8.6	0	
0000 - 0000	5825	1484	1391	1517	1433	58	77	5012	20	618	31	7	0	3	4	2	1	0	295	106	53	61	398	2074	1927	696	152	38	12	5	8	40.2	33.7	8.6	0	

Virtual Day (7.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation						
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	MPH 0 <10mph						MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph				
0000 - 0100	34	11	9	8	7	0	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	39.1	7.1	0				
0100 - 0200	21	7	6	5	3	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	5	2	1	0	0	1	46.1	40.3	8.7	0			
0200 - 0300	10	4	2	2	0	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	2	2	0	0	0	0	47.5	40.1	8.2	0			
0300 - 0400	9	3	2	2	2	1	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	1	0	0	0	0	-	41.2	8.2	0			
0400 - 0500	10	3	2	2	2	1	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	1	1	0	0	0	40.5	6.3	0	0			
0500 - 0600	33	5	6	10	11	0	1	33	28	6	4	0	0	0	0	0	0	0	0	0	0	0	4	10	9	6	2	0	0	0	0	48.5	41.6	6.8	0			
0600 - 0700	92	10	16	33	33	0	2	77	0	12	0	0	0	0	0	0	0	0	0	0	0	0	2	15	37	27	9	1	1	0	0	44.1	39.2	5.1	0			
0700 - 0800	242	41	61	71	69	1	2	202	0	35	1	0	0	0	0	0	0	0	0	0	0	1	0	9	68	105	46	9	3	0	0	41.6	37.2	5.1	0			
0800 - 0900	291	71	70	67	83	1	1	245	0	41	1	0	1	0	0	0	0	0	0	0	0	1	2	12	99	123	42	10	2	0	0	40.9	36.4	4.7	0			
0900 - 1000	306	77	72	78	78	5	3	257	1	39	1	1	0	0	0	0	0	0	0	0	0	1	2	4	15	109	122	43	8	2	1	0	40.5	36	5	0		
1000 - 1100	328	75	79	87	87	4	6	276	1	39	1	1	0	0	0	0	0	0	0	0	0	1	3	4	20	129	125	40	4	2	1	0	39.8	35.3	4.9	0		
1100 - 1200	382	89	95	96	103	4	5	325	2	44	1	0	0	0	0	0	0	0	0	0	0	1	4	4	35	159	130	39	8	2	1	0	39.5	34.9	5.1	0		
1200 - 1300	398	105	96	100	97	3	7	349	2	34	1	0	0	0	0	0	0	0	0	0	0	3	7	42	178	128	33	6	1	0	0	38.8	34.5	4.7	0			
1300 - 1400	414	101	109	100	104	4	11	358	0	38	0	0	0	0	0	0	0	0	0	0	0	2	3	9	48	173	131	40	5	1	0	1	39.1	34.4	5.3	0		
1400 - 1500	425	106	98	109	111	3	11	365	1	43	0	1	0	0	0	0	0	0	0	0	0	1	4	3	7	39	176	152	35	5	2	1	1	39	34.5	5.5	0	
1500 - 1600	470	117	113	123	127	2	9	412	1	43	0	0	0	0	0	0	0	0	0	0	0	1	9	19	167	50	9	2	1	1	0	39.8	35	5.5	0			
1600 - 1700	482	124	124	128	128	4	8	482	2	48	1	0	0	0	0	0	0	0	0	0	0	26	6	40	33	30	74	33	30	7	33	39.7	33.6	17.4	0			
1700 - 1800	456	119	113	115	108	2	6	406	38	1	1	0	0	0	0	0	0	0	0	0	0	14	5	4	41	152	147	50	10	0	0	0	39.8	32.4	10	0		
1800 - 1900	413	90	112	91	90	0	2	406	38	1	1	0	0	0	0	0	0	0	0	0	0	33	176	144	37	6	1	0	0	0	39.1	36.1	6	0				
1900 - 2000	265	73	71	65	56	0	1	243	1	18	1	0	0	0	0	0	0	0	0	0	0	1	17	113	95	29	8	1	0	0	0	39.9	35.6	4.6	0			
2000 - 2100	185	56	49	42	38	0	1	169	48	0	0	0	0	0	0	0	0	0	0	0	0	7	56	77	33	6	1	1	1	2	41.6	37.5	6.1	0				
2100 - 2200	139	39	34	34	34	0	0	139	39	34	7	0	0	0	0	0	0	0	0	0	0	5	40	56	42	26	4	0	0	0	0	37.6	37.6	0	0			
2200 - 2300	93	27	24	20	21	0	0	86	0	6	0	0	0	0	0	0	0	0	0	0	0	0	4	31	33	18	5	1	1	0	0	42	37.1	5.6	0			
2300 - 0000	63	20	18	16	10	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14	24	12	6	0	0	0	0	45.2	39	6.3	0			
0000 - 0100	1123	1123	1123	1117	1113	33	33	73	4601	1123	1140	1162	8	33	333	11783	10641	5008	81	274	0	0	67	67	12	97	32	97	32	97	32	97	32	34.8	35	0	0	
0600 - 0200	2482	1307	1319	1335	1339	34	78	4613	15	151	12	6	1	4	2	4	0	0	0	0	0	67	67	32	36	46	384	2007	1906	622	122	29	11	0	40	35	6.2	0
0600 - 0300	2483	1354	1361	1371	1361	34	79	4757	15	151	12	522	12	6	1	4	0	0	0	0	0	67	67	32	36	46	384	2007	1963	622	133	31	13	6	40	35	6.2	0
0600 - 0400	2484	1365	1372	1382	1372	34	80	4892	15	152	13	536	13	6	1	4	0	0	0	0	0	67	67	32	36	46	384	2007	1963	622	144	32	14	6	40	35	6.2	0

Litborough ATC

Report Id 126/22
 Site Name Site 1 of 1
 Description 89.225 Hollingworth Road, 455m north of Rakewood Road
 Direction Southbound

Thursday 17 March 2022

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation			
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph	
0000-0100	16	6	2	2	6	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	39.5	8
0100-0200	3	1	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	-	41.5	4.5	
0200-0300	9	3	2	2	2	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	1	0	0	0	0	0	-	40.2	6.2	
0300-0400	11	1	3	4	3	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	46.7	42	6.4	
0400-0500	25	4	4	6	11	0	0	19	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	8	5	6	4	0	0	0	50.7	43.1	6.3		
0500-0600	99	15	17	29	38	0	0	78	0	20	1	0	0	0	0	0	0	0	0	0	0	0	8	22	32	24	8	4	0	1	48.7	43.4	6.5		
0600-0700	373	65	94	103	111	0	1	297	2	70	2	0	0	0	0	0	0	0	0	0	0	0	12	52	78	137	76	9	7	1	1	47.2	41.4	6	
0700-0800	490	114	145	116	115	0	4	405	1	77	5	0	0	0	0	0	0	0	0	0	0	0	7	92	171	157	49	12	0	2	0	44.4	39.4	5.2	
0800-0900	474	137	128	98	111	0	4	373	0	91	3	1	0	0	0	0	0	0	0	0	0	0	11	83	186	142	42	7	1	0	1	43.9	39	5.1	
0900-1000	352	100	94	75	83	0	1	293	1	53	3	0	0	0	0	0	0	0	0	0	0	0	22	94	117	87	27	3	1	0	0	43	37.6	5.3	
1000-1100	341	81	90	87	83	1	1	267	3	62	5	0	0	0	0	0	0	0	0	0	0	0	22	97	141	61	10	3	0	1	0	41.6	36.5	5.8	
1100-1200	348	78	92	83	95	1	1	348	0	78	92	0	0	0	0	0	0	0	0	0	0	0	20	120	138	47	14	5	2	0	0	41.2	36.4	5.3	
1200-1300	339	95	77	94	73	1	3	287	2	45	1	0	0	0	0	0	0	0	0	0	0	0	17	137	123	50	10	1	0	0	0	40.8	36	4.6	
1300-1400	328	91	69	91	77	0	4	270	0	50	3	0	0	0	0	0	0	0	0	0	0	0	2	18	100	133	52	15	4	2	1	0	41.2	36.8	5.4
1400-1500	362	88	84	101	89	1	6	294	3	54	3	0	0	0	0	0	0	0	0	0	0	0	1	5	128	142	58	23	3	0	1	0	42.1	37	5.1
1500-1600	378	118	83	89	88	1	1	305	0	68	1	1	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	2	41.9	37.1	6		
1600-1700	404	104	105	96	104	0	3	340	1	58	1	0	0	0	0	0	0	0	0	0	0	0	100	175	87	17	3	5	0	0	0	42.3	37.6	5.1	
1700-1800	425	123	90	108	104	1	2	366	1	53	2	0	0	0	0	0	0	0	0	0	0	0	15	85	207	88	23	1	2	1	2	42.1	38	5.4	
1800-1900	307	87	72	79	69	0	2	268	1	36	0	0	0	0	0	0	0	0	0	0	0	0	10	95	116	67	15	3	0	0	0	42.6	37.6	5.4	
1900-2000	180	235	85	62	21	0	0	235	0	21	2	0	0	0	0	0	0	0	0	0	0	0	4	12	81	87	26	4	3	2	0	41.8	37	6.1	
2000-2100	140	41	35	33	31	0	0	119	0	21	0	0	0	0	0	0	0	0	0	0	0	0	3	42	52	22	11	9	1	0	0	45	38.4	6	
2100-2200	109	33	25	25	26	0	0	101	0	7	1	0	0	0	0	0	0	0	0	0	0	0	2	4	27	37	25	10	4	0	0	0	44.3	38.3	5.9
2200-2300	69	21	17	20	11	0	0	61	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16	18	14	12	3	1	1	2	49	40.6	8.5
2300-0000	35	11	11	8	5	0	0	30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	7	12	4	1	1	0	1	46.4	40.6	7.4
0700-1900	4548	1217	1123	1125	1083	6	29	3758	14	698	28	3	0	4	3	3	1	1	5	6	9	3	179	1248	1789	974	260	51	13	6	7	42.5	37.5	5.4	
0600-2200	5405	1441	1339	1333	1292	6	32	4484	17	817	33	3	0	5	3	3	1	1	5	6	9	9	219	1448	2043	1184	373	77	24	9	8	44.4	39.4	5.2	
0600-0000	5099	1473	1367	1361	1306	6	32	4575	17	830	33	3	0	5	3	3	1	1	5	6	9	9	214	1471	2068	1210	389	81	26	10	11	43.1	37.9	5.7	
0000-0000	5672	1503	1387	1404	1368	6	32	4703	17	864	34	3	0	5	3	3	1	1	5	6	9	9	215	1488	2110	1257	426	94	30	10	13	43.3	38	5.8	

Friday 18 March 2022

Time	Hourly Totals	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation																																																																																																																																																																																																																																																																																																																																																																																																																													
		00-15	15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph																																																																																																																																																																																																																																																																																																																																																																																																																											
0000-0100	18	6	7	3	2	0	0	15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	4	5	0	0	0	0	1	48.6	42.5	8.1																																																																																																																																																																																																																																																																																																																																																																																																																										
0100-0200	13	6	2	4	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	6	0	0	0	0	0	49.3	44.2	4.1																																																																																																																																																																																																																																																																																																																																																																																																																										
0200-0300	6	1	0	2	3	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	40	40	9.1																																																																																																																																																																																																																																																																																																																																																																																																																										
0300-0400	12	2	4	2	4	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	3	0	2	2	0	0	56.7	43.7	9.1																																																																																																																																																																																																																																																																																																																																																																																																																										
0400-0500	22	4	5	6	7	0	0	19	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	7	4	1	0	0	0	51.9	43.8	8.4																																																																																																																																																																																																																																																																																																																																																																																																																										
0500-0600	77	14	13	25	29	0	0	50	1	26	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10	24	22	4	1	1	0	0	51.5	45.2	6.2																																																																																																																																																																																																																																																																																																																																																																																																																										
0600-0700	320	47	94	78	101	1	3	256	0	55	5	0	0	0	0	0	0	0	0	0	0	0	1	0	2	29	80	100	80	24	3	1	0	0	48.2	42.4	5.9																																																																																																																																																																																																																																																																																																																																																																																																																								
0700-0800	476	116	133	105	122	1	1	381	1	86	5	0	0	1	0	0	0	0	0	0	0	0	1	0	1	19	84	179	131	49	9	1	1	1	44	39	5.8																																																																																																																																																																																																																																																																																																																																																																																																																								
0800-0900	115	108	87	108	86	1	1	418	0	108	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	100	153	101	33	0	0	0	0	43	37.6	5.6																																																																																																																																																																																																																																																																																																																																																																																																																								
0900-1000	352	104	89	88	71	1	0	289	0	60	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	15	121	140	67	5	0	1	0	0	40.8	36.3	4.4																																																																																																																																																																																																																																																																																																																																																																																																																								
1000-1100	348	75	78	102	93	4	5	293	3	38	1	1	0	0	0	0	0	0	0	0	0	0	9	5	4	20	137	112	47	9	2	2	0	0	40.7	35.5	6.6																																																																																																																																																																																																																																																																																																																																																																																																																								
1100-1200	383	86	88	106	103	1	4	305	1	77	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	1	139	156	47	12	0	0	0	40	36.8	4.8																																																																																																																																																																																																																																																																																																																																																																																																																									
1200-1300	450	106	109	106	129	7	13	349	4	72	3	0	0	0	1	1	0	0	0	0	0	0	3	5	0	11	36	143	141	83	21	3	2	2	0	42.2	36	6.7																																																																																																																																																																																																																																																																																																																																																																																																																							
1300-1400	391	88	92	107	104	3	11	315	2	59	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4	13	107	184	54	15	5	5	0	0	41.9	37	5.8																																																																																																																																																																																																																																																																																																																																																																																																																								
1400-1500	419	104	117	96	110	2	6	330	2	64	3	0	0	0	0	2	0	0	0	0	0	0	1	0	1	11	123	177	75	20	6	2	0	0	41.8	37.1	5.5																																																																																																																																																																																																																																																																																																																																																																																																																								
1500-1600	430	110	98	114	108	4	10	357	0	56	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	101	182	96	28	6	1	0	0	42.9	37.8	5.9																																																																																																																																																																																																																																																																																																																																																																																																																							
1600-1700	386	87	94	108	92	1	16	386	0	87	1	13	0	0	0	0	0	0	0	0	0	0	0	0	1	11	96	162	116	43	16	1	0	0	41.9	36.6	6.6																																																																																																																																																																																																																																																																																																																																																																																																																								
1700-1800	413	113	96	95	109	2	7	362	0	38	4	0	0	0	0	0	1	1	1	1	1	1	0	1	1	119	172	84	15	2	2	0	0	1	41.7	37.3	5.1																																																																																																																																																																																																																																																																																																																																																																																																																								
1800-1900	365	87	86	97	85	3	2	365	0	87	3	2	365	0	0	0	0	0	0	0	0	0	0	0	0	29	123	125	59	11	3	0	0	0	41.6	36.1	5.3																																																																																																																																																																																																																																																																																																																																																																																																																								
1900-2000	160	66	54	63	54	0	5	164	0	42	3	24	0	0	0	0	0	0	0	0	0	0	0	0	14	60	75	60	1	3	2	0	0	41.2	37.7	6.6																																																																																																																																																																																																																																																																																																																																																																																																																									
2000-2100	212	50	27	40	35	0	5	120	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	38	51	21	11	6	0	0	0	41.6	40.5	12.3																																																																																																																																																																																																																																																																																																																																																																																																																								
2100-2200	219	27	35	26	20	0	3	107	0	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23	37	26	11	6	4	2	0	0	41.2	39.4	6.4																																																																																																																																																																																																																																																																																																																																																																																																																							
2200-2300	88	22	21	22	23	0	1	78	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	26	29	13	7	3	2	0	0	1	45.3	38.1	7.8																																																																																																																																																																																																																																																																																																																																																																																																																							
2300-2400	70	24	10	26	10	0	2	65	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	23	16	8	5	1	0	0	0	40.1	40.3	6.9																																																																																																																																																																																																																																																																																																																																																																																																																								
0000-0001	4821	1191	1207	1208	36	36	81	1207	3844	1191	22	1220	6	225	8	1983	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183	1917	28	1183

Sunday 20 March 2022

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Axle Cycles	Motor Cycles	Car Van 55	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation			
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph	
0000-0100	74	20	23	20	11	0	0	38	0	4	0	0	1	0	0	0	0	0	0	0	0	0	8	12	8	6	3	0	0	2	46.9	41	10.2		
0100-0200	42	11	13	7	11	0	0	15	0	4	0	0	0	0	0	0	0	0	0	0	0	1	4	9	1	1	1	0	0	0	45.7	41.4	6.8		
0200-0300	19	4	5	7	4	0	0	14	0	5	0	0	0	0	0	0	0	0	0	0	0	1	4	4	5	3	0	2	0	0	49.5	41.3	8.2		
0300-0400	17	4	5	5	3	0	0	13	0	3	1	0	0	0	0	0	0	0	0	0	0	1	5	7	2	0	0	2	0	0	50.9	43.3	6.7		
0400-0500	26	7	5	9	5	0	0	20	1	5	0	0	0	0	0	0	0	0	0	0	0	0	2	9	9	2	3	1	0	0	52.2	41.8	6.7		
0500-0600	54	12	22	12	8	0	0	38	0	15	1	0	0	0	0	0	0	0	0	0	0	1	3	11	19	11	1	7	1	0	55.6	44.6	7.7		
0700-0800	97	21	19	20	37	1	0	78	0	16	2	0	0	0	0	0	0	0	1	1	0	2	10	28	18	14	9	2	0	2	49.9	42.4	8.1		
0800-0900	154	24	32	45	53	3	5	123	2	17	4	0	0	0	0	0	0	0	5	1	0	2	22	54	45	19	6	0	0	0	45.3	38.8	7.3		
0900-1000	264	47	54	65	98	8	5	212	1	33	1	2	0	0	1	1	0	0	2	9	9	9	14	54	93	37	24	12	1	0	0	44.6	36.1	9.1	
1000-1100	386	95	86	103	100	12	10	318	2	40	4	0	0	0	0	0	0	0	4	9	0	4	12	126	126	81	12	2	3	0	0	42	35.9	6.9	
1100-1200	406	92	120	103	91	4	17	347	2	34	0	2	0	0	0	0	0	0	0	4	2	4	22	121	182	54	10	4	0	2	1	40.7	36.2	6	
1200-1300	434	114	102	107	111	5	14	379	1	33	1	0	1	0	0	0	0	0	0	7	0	3	23	142	183	62	8	2	4	0	0	40.5	35.9	5.5	
1300-1400	440	112	110	115	103	5	14	375	0	42	1	2	0	1	0	0	0	0	0	3	4	5	7	32	159	152	65	19	2	1	1	0	40.5	35.3	6.3
1400-1500	439	107	114	104	114	1	14	386	0	30	2	6	0	0	0	0	0	0	22	21	10	14	28	138	143	46	14	1	1	0	1	39.8	32.6	9.5	
1500-1600	429	105	119	112	93	4	10	380	0	27	4	2	0	0	1	1	0	0	1	5	8	4	28	151	158	53	18	2	0	1	0	40.7	35.5	6.2	
1600-1700	456	126	127	104	99	2	14	395	0	42	2	1	0	0	0	0	0	0	1	1	0	5	24	177	188	46	12	2	0	0	1	40.4	36.5	4.6	
1700-1800	376	89	117	89	81	1	6	334	1	28	4	2	0	0	0	0	0	0	0	2	0	2	43	106	138	61	16	5	3	0	0	41.4	36.3	5.7	
1800-1900	282	87	73	56	66	2	4	251	0	23	1	0	0	0	0	0	0	0	0	2	0	1	11	87	85	75	16	2	0	1	2	43.2	37.8	7.8	
1900-2000	215	71	59	40	45	0	0	183	0	25	7	0	0	0	0	0	0	0	0	0	0	0	5	88	74	32	10	4	1	1	0	41.3	36.9	5.4	
2000-2100	147	52	34	32	29	1	0	135	0	10	1	0	0	0	0	0	0	0	1	0	0	1	6	40	56	28	12	2	0	1	0	43.4	37.7	6	
2100-2200	79	21	29	11	18	0	0	70	0	8	0	0	1	0	0	0	0	0	0	0	0	0	3	20	27	17	7	2	3	0	0	45.7	38.9	6.4	
2200-2300	46	19	12	6	9	0	0	44	0	2	0	0	0	0	0	0	0	0	0	0	0	1	8	12	13	6	3	0	1	1	1	43.9	37.1	8.8	
2300-0000	26	9	5	9	5	0	0	22	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	5	6	3	0	0	1	1	1	48.8	41.7	12.1	
0700-1900	4163	1019	1075	1023	1046	48	115	3578	9	365	24	17	1	1	2	3	0	0	33	70	35	53	245	1295	1530	641	186	49	15	5	6	41.5	35.9	7	
0800-2200	4658	1175	1219	1118	1146	49	115	4004	9	423	33	17	2	1	2	3	0	0	34	70	35	54	260	1446	1698	737	226	58	26	8	6	41.8	36.1	7	
0900-2000	4730	1201	1236	1133	1160	49	115	4070	9	429	33	17	2	1	2	3	0	0	34	70	35	53	271	1463	1717	749	232	58	28	10	8	41.8	36.2	7.1	
0000-0000	4927	1252	1284	1186	1195	49	115	4236	10	457	34	17	3	1	2	3	0	0	34	70	36	56	276	1501	1772	806	251	70	34	11	10	42.2	36.4	7.2	

Monday 21 March 2022

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	4 Axle Rigid	4 Axle Artic	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed														P-Tile 85%	Average Speed	Standard Deviation					
			15-30	30-45										2 Axle Van Lorry	3 Axle Rigid	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph				
0000-0100	8	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.9	16.5		
0100-0200	8	4	2	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	11.4		
0200-0300	13	5	2	2	4	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.3	43.7		
0300-0400	8	0	0	3	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	6.7		
0400-0500	25	6	4	10	5	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.7	45.2		
0500-0600	16	102	16	31	1	0	0	0	102	67	1	45	0	0	0	0	0	0	0	0	0	0	0	6	19	26	3	2	1	0	0	0	51.3	46	
0600-0700	355	72	79	93	111	0	2	277	1	69	3	0	0	0	0	0	0	0	0	0	0	0	0	2	45	89	124	65	19	7	2	2	0	47.9	42
0700-0800	478	99	150	118	111	1	3	390	1	77	5	0	0	0	0	0	0	0	0	0	0	0	0	10	74	199	141	42	6	2	2	0	0	44	39.1
0800-0900	480	132	96	86	83	1	1	397	1	86	63	2	0	0	0	0	0	0	0	0	0	0	0	2	62	146	115	49	9	4	0	2	0	0	45.4
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1000-1100	286	66	71	75	74	3	2	233	0	45	1	0	0	0	0	0	0	0	0	0	0	0	0	2	9	76	123	57	13	0	1	0	0	41.7	
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1200-1300	321	96	74	71	80	2	1	267	1	45	3	0	0	0	0	0	0	0	0	0	0	0	0	14	110	145	42	6	1	0	1	0	0	40	
1300-1400	273	75	64	59	75	1	1	227	0	42	2	0	0	0	0	0	0	0	0	0	0	0	0	22	100	108	32	7	2	1	0	0	0	40	
1400-1500	340	69	94	100	94	77	3	6	269	0	59	2	0	0	0	0	0	0	0	0	0	0	0	3	0	2	20	122	121	59	12	0	0	0	41.3
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1600-1700	380	109	91	106	102	3	100	346	3	100	46	0	0	0	0	0	0	0	0	0	0	0	0	1	103	181	81	27	4	0	0	0	0	42.1	
1700-1800	326	95	65	79	87	0	1	277	0	45	3	0	0	0	0	0	0	0	0	0	0	0	0	13	89	117	82	22	2	1	0	0	0	42.4	
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2100-2200	81	20	10	16	10	0	0	69	0	23	9	0	0	0	0	0	0	0	0	0	0	0	0	3	27	30	16	2	0	0	0	0	0	41.5	
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Wednesday 23 March 2022

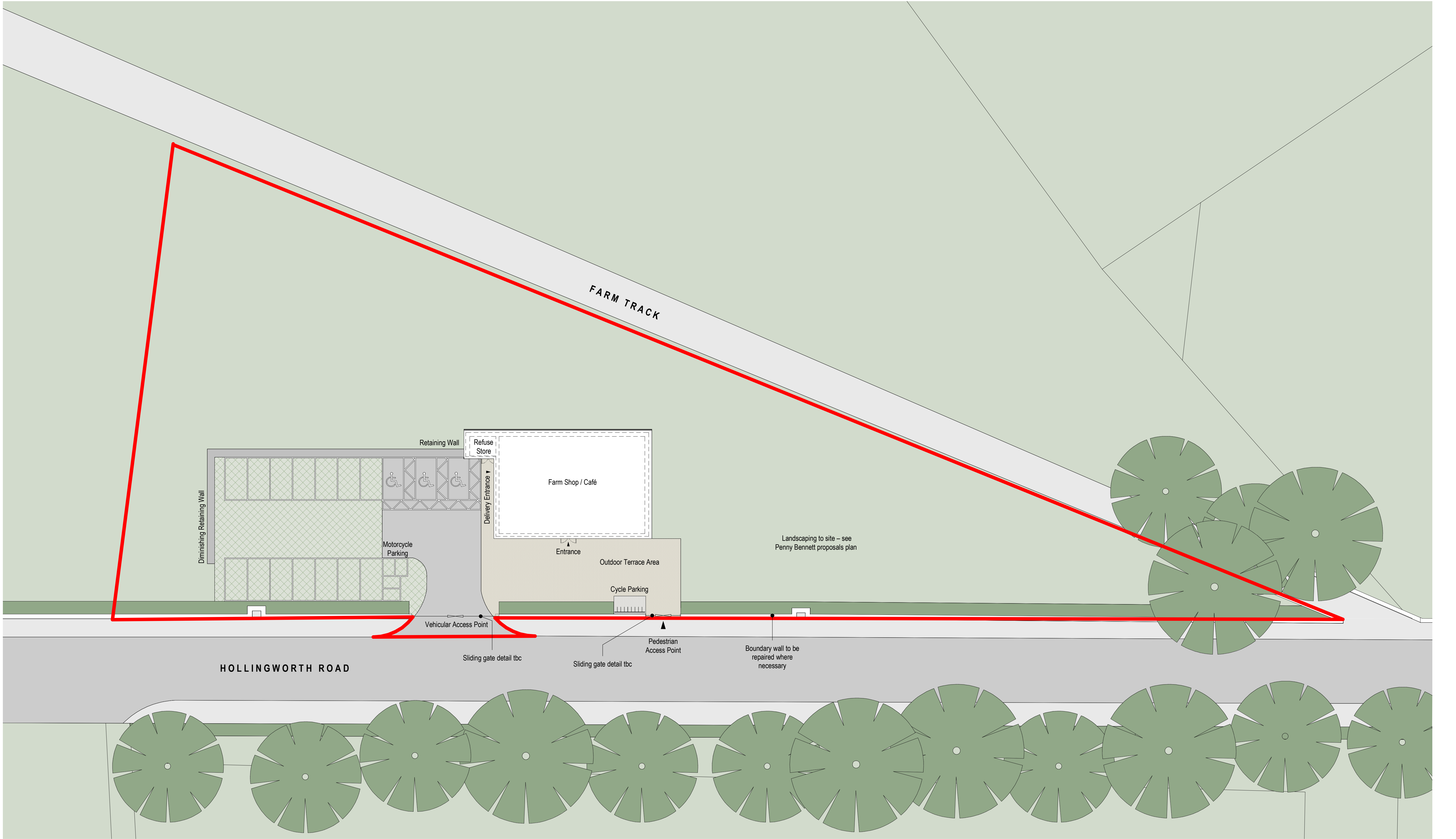
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme				4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation				
			15-30	30-45						3 Axle Rigid	3 Axle Rigid	4 Axle Rigid	4 Axle Rigid						MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	
0000-0100	8	5	3	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	-	41.3	5.7	
0100-0200	8	2	5	1	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	2	0	0	-	41.3	10.5
0200-0300	7	2	0	2	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	-	43.2	3.1
0300-0400	16	7	4	2	3	0	0	13	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	5	3	2	2	2	0	0	0	54.5	42.8	8.7
0400-0500	21	7	5	4	5	0	0	14	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	4	6	0	1	0	1	49.6	43.2	7.6	
0500-0600	100	9	20	20	51	0	0	100	66	31	1	100	0	0	0	0	0	0	0	0	0	0	0	3	21	37	28	10	0	1	0	49.4	43.8	5.3	
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0700-0800	501	131	136	117	117	2	4	394	2	136	8	117	0	0	0	0	0	0	0	0	0	0	1	89	207	127	49	10	2	1	0	44.3	38.9	5.7	
0800-0900	411	126	113	87	85	0	3	339	0	60	7	0	0	1	0	1	0	0	0	0	0	0	0	7	84	170	105	38	4	0	1	2	43.7	38.7	5.5
0900-1000	354	113	95	68	78	1	0	286	2	60	2	0	0	2	1	0	0	0	0	0	0	0	2	21	88	146	66	25	5	0	0	42.5	37.4	5.2	
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1100-1200	349	74	82	100	93	6	4	286	0	52	0	0	1	0	0	0	0	0	0	1	3	2	0	17	109	153	51	10	1	1	0	40.5	36.1	5.7	
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1500-1600	418	101	111	99	107	2	10	325	1	76	1	1	0	0	0	0	0	0	0	3	2	0	3	13	148	169	60	15	1	1	0	41.3	36.3	5.6	
1600-1700	423	99	105	108	111	4	8	337	1	70	2	1	0	0	0	0	0	0	0	2	1	2	0	26	130	171	73	17	0	1	0	41.3	36.2	5.5	
1700-1800	382	107	83	92	100	3	3	329	0	45	2	0	0	0	0	0	0	0	0	2	1	2	7	48	134	127	46	12	3	0	0	40	34.9	5.9	
1800-1900	320	94	86	62	78	1	6	276	0	33	2	0	0	1	1	0	0	0	0	0	1	0	0	7	14	91	122	60	13	9	1	1	42.3	37.2	6.6
1900-2000	231	66	75	49	41	0	2	197	0	29	2	0	0	0	0	0	0	0	0	0	0	0	9	87	91	35	7	1	0	0	40.4	36.4	4.7		
2000-2100	149	51	27	43	28	0	1	132	0	11	5	0	0	0	0	0	0	0	0	0	0	0	1	9	45	58	24	7	1	0	3	42.9	37.3	6.8	
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2200-2300	81	25	25	21	11	0	1	68	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	19	19	25	14	2	1	0	0	46.4	40.2	6.2
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Virtual Day (7.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation					
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph			
0000-0100	25	7	8	6	4	0	0	22	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	6	2	2	0	0	0	48.8	41	9.1			
0100-0200	16	5	5	3	3	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	3	1	0	0	0	0	49.3	41.9	8.8			
0200-0300	12	3	2	3	4	0	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	4	1	1	0	0	0	47	41.4	7.1			
0300-0400	12	2	3	4	3	0	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	2	1	1	0	0	0	49.9	42	7.5		
0400-0500	22	4	4	6	7	0	0	17	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	5	6	5	3	1	0	0	0	51	43.5	6.9			
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0600-0700	276	48	73	70	84	1	2	216	0	53	4	0	0	0	0	0	0	0	0	0	0	0	3	30	67	94	57	15	5	2	1	0	0	47.9	42.1	6.2	
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1000-1100	338	77	82	91	88	4	4	274	2	50	2	0	0	0	0	0	0	0	0	0	0	0	1	3	19	105	128	59	11	3	1	0	0	41.5	36	6.2	
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1400-1500	390	95	104	98	94	3	9	318	1	54	2	1	0	0	0	0	0	0	0	0	0	0	7	6	3	3	18	132	141	62	16	2	1	0	41.3	35.6	7
1500-1600	405	104	105	99	97	3	7	337	0	53	2	1	0	0	0	0	0	0	0	0	0	0	1	3	2	1	17	128	160	70	17	3	1	0	41.4	36.6	5.7
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1700-1800	391	103	94	96	96	3	7	330	0	4	340	0	0	0	0	0	0	0	0	0	0	0	0	2	2	23	104	155	78	21	3	2	1	41.2	37.2	5.2	
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2000-2100	130	43	30	34	26	0	1	115	0	14	1	0	0	0	0	0	0	0	0	0	0	0	1	6	39	47	22	10	4	1	1	1	44.4	38.3	7.8		
2100-2200	97	28	24	19	29	0	0	66	0	9	24	0	0	0	0	0	0	0	0	0	0	0	2	14	32	32	16	9	4	1	0	0	45.1	39	8.2		
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0700-0800	1121	1121	1121	1121	1121	30	30	64	77	1121	30	28	1121	1121	30	212	8	1278	1121	1121	1121	1121	1121	1121	1121	1121	1121	1121	1121	1121	1121	1121	1121	36.8	36.8	6.2	
0800-0900	1319	1319	1319	1319	1319	31	31	69	4313	11	705	38	6	1	23	38	15	32	235	1444	1930	1019	320	71	23	9	8	42.6	37.2	6.3							
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APPENDIX C

Proposed Site Layout Drawing



01 - SITE PLAN

0 2.0 4.0 6.0 8.0 10.0 20.0m

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05	DRAWINGS UPDATED FOLLOWING CLIENT COMMENTS	16.08.2023	FG	RE
04	REMOVAL OF FIRST FLOOR	11.08.2023	FG	RE
03	SCHEME AMENDS	25.07.2022	JS	RE
02	PLANNING ISSUE	19.07.2022	JS	RE
01	UPDATED FOLLOWING CONSULTANT COMMENTS	08.06.2022	FG	RE
00	FIRST ISSUE	23.05.2022	FG	RE
Rev	Description	Date	Draw	CHK

Key:

Site Boundary

Tarmac

Permeable Paving

Hedgerow

Grass

Grasscrete

Pavement

Building Footprint at Ground Floor Level

Client:
Bank Top Farm

Project:
Bank Top Farm, Littleborough

Drawing Title:
Proposed Site Plan

Drawing Status:
PLANNING

Manchester Studio

The Stables, Paradise Wharf, Ducie Street, Manchester, M1 2JN

0161 272 8100

corstorphine-wright.com

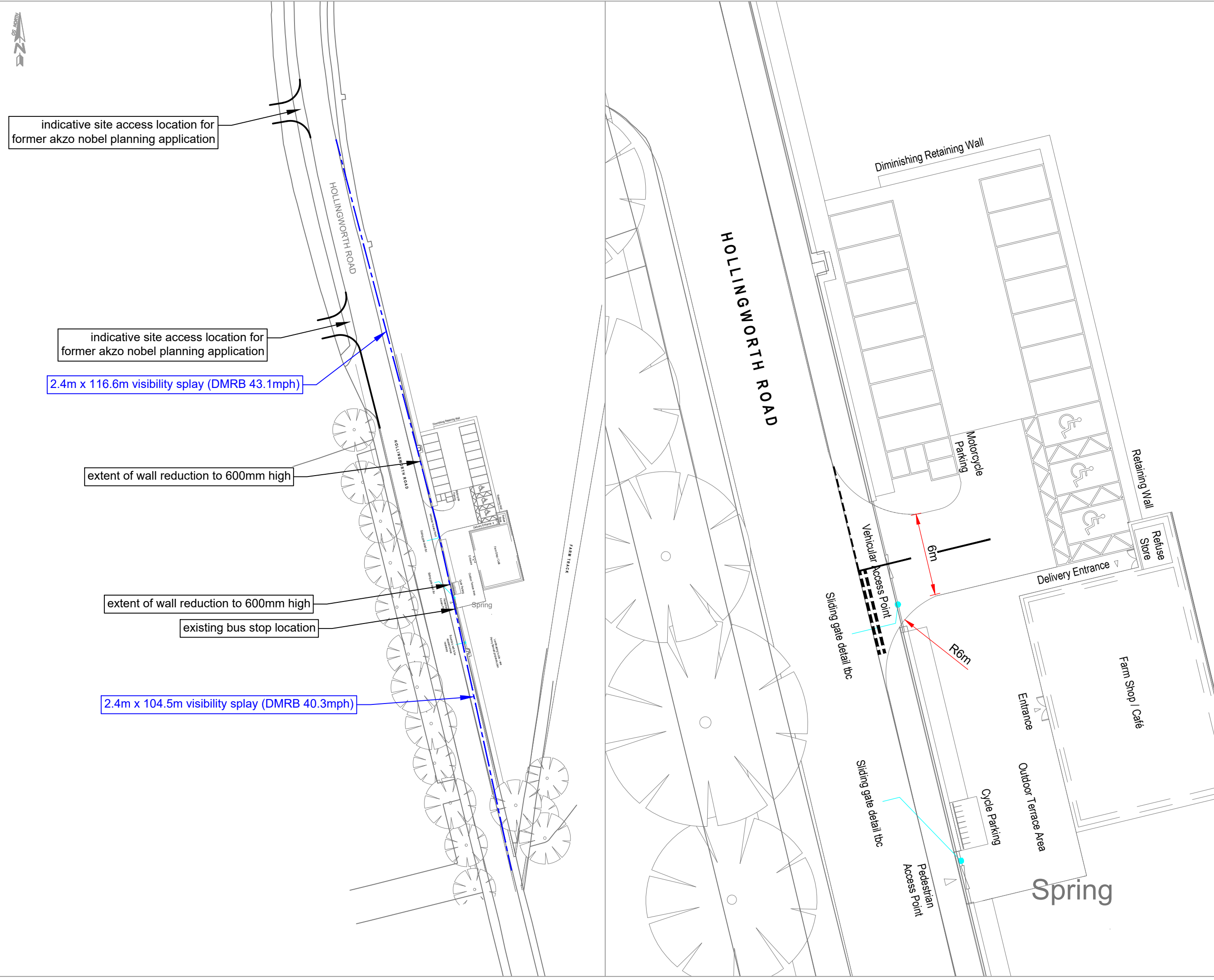
Drawing No.
21358-CWA-XX-00-DR-A-2011

Revision
P-05

Drawn	Checked	Paper Size	Scale	Date
FG	RE	A1	As indicated	06/05/22

APPENDIX D

Proposed Access Junction Layout



notes:

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

issue/revision

B	23/08/2023	issued
A	01/08/2022	issued
-	13/04/2022	issued
l/r	date	description

client: bank top farm
project: bank top farm, littleborough
project number: J325773
scale: 1:1000@A3 / 1:250 @A3
drawing title:
preliminary site access
drawing number:
J32-5773-PS-001

APPENDIX E

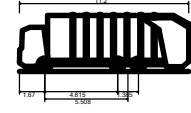
Swept Path Analysis





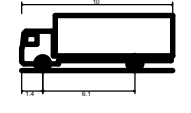
transport planning

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



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

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.05s
Kerb to Kerb Turning Radius	9.500m



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

- notes:
- this drawing is to be read in conjunction with all other relevant drawings, any discrepancies errors or omissions to be brought to the attention of overseeing organisation.
 - all dimensions to be checked before commencement of work on site.
 - all dimensions in metres unless otherwise stated.
 - the design is subject to approval of rochdale council.
 - drawing based on topographical survey.

issue/revision		
B	23/08/2023	issued
A	01/08/2022	issued
-	13/04/2022	issued
l/r	date	description

client: bank top farm

project: bank top farm, littleborough

project number: J325773

scale: 1:250@A3

drawing title:
swept path analysis

drawing number:
J32-5773-PS-002



keep up with mode:



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