



Bank Top Farm

Land at Bank Top Farm, Hollingworth Road

Transport Statement

August 2022



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Transport Statement

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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, incorporating a butchery, café and community room 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 15 car parking spaces (including 3 disabled spaces), 1 minibus parking space, 4 motorcycle spaces and 8 cycle spaces.
- 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 Methodology and Scope

- 1.2.1 This Transport Statement (TS) has been prepared to assess the development proposals, with particular consideration to accessibility by sustainable modes of travel, servicing arrangements, expected trip generation and parking provision.

- 1.2.2 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Communities & Local Government document, '*Transport Evidence Bases in Plan Making and Decision Taking (2014)*', which superseded the Department for Transport's (DfT) '*Guidance on Transport Assessment (2007)*'.
- 1.2.3 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.
- 1.2.4 The scope and methodology of assessment has been agreed with Rochdale Metropolitan Borough Council (RMBC) Highways and Transport for Greater Manchester (TfGM). Scoping correspondence with RMBC Highways and TfGM is attached in [Appendix A](#).

1.3 Report Structure

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

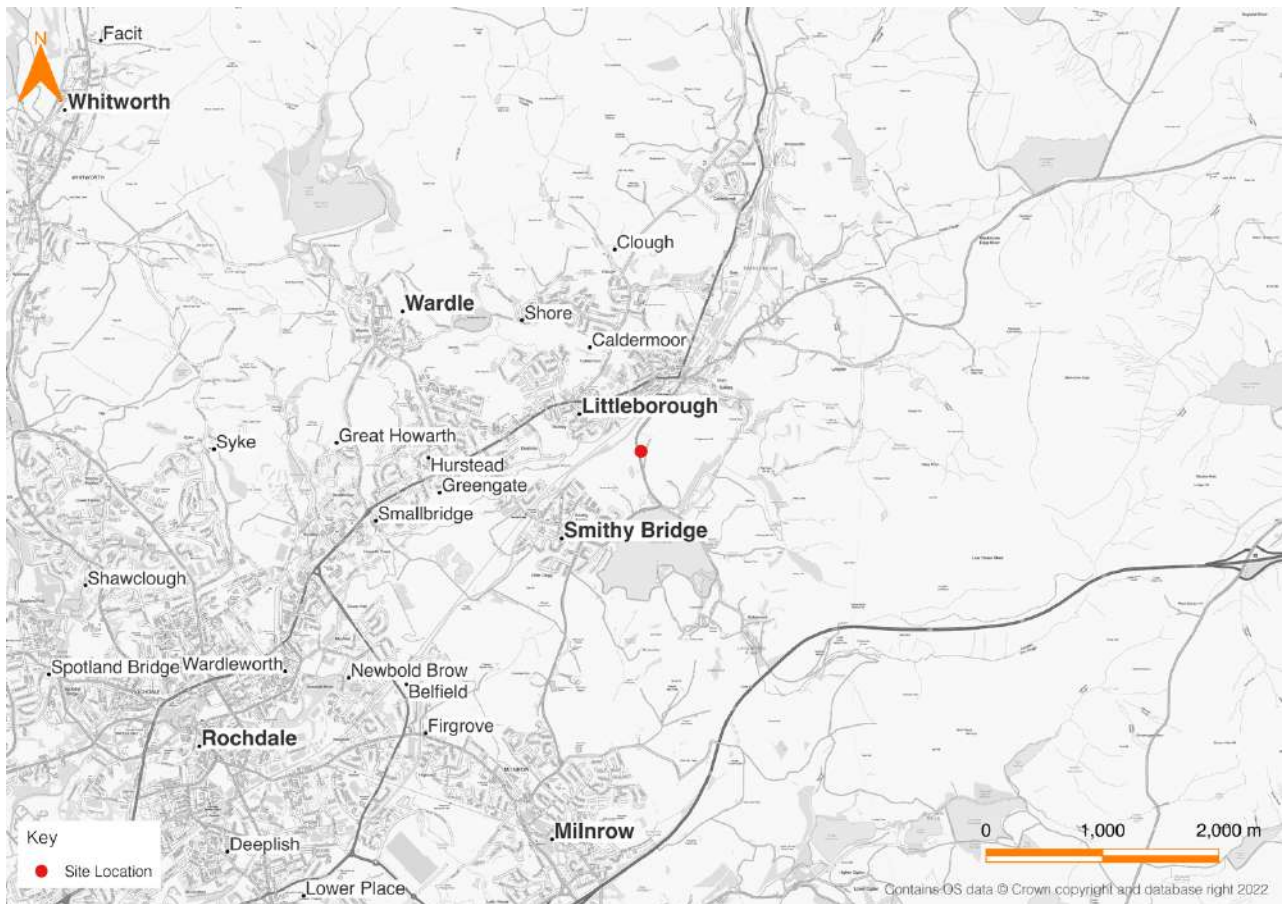
- [Chapter 2](#) describes the site location, local highway network and collision data;
- [Chapter 3](#) outlines the development proposals, vehicular access, servicing and on-site parking;
- [Chapter 4](#) describes accessibility by non-car modes, including public transport, cycle and on foot;
- [Chapter 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

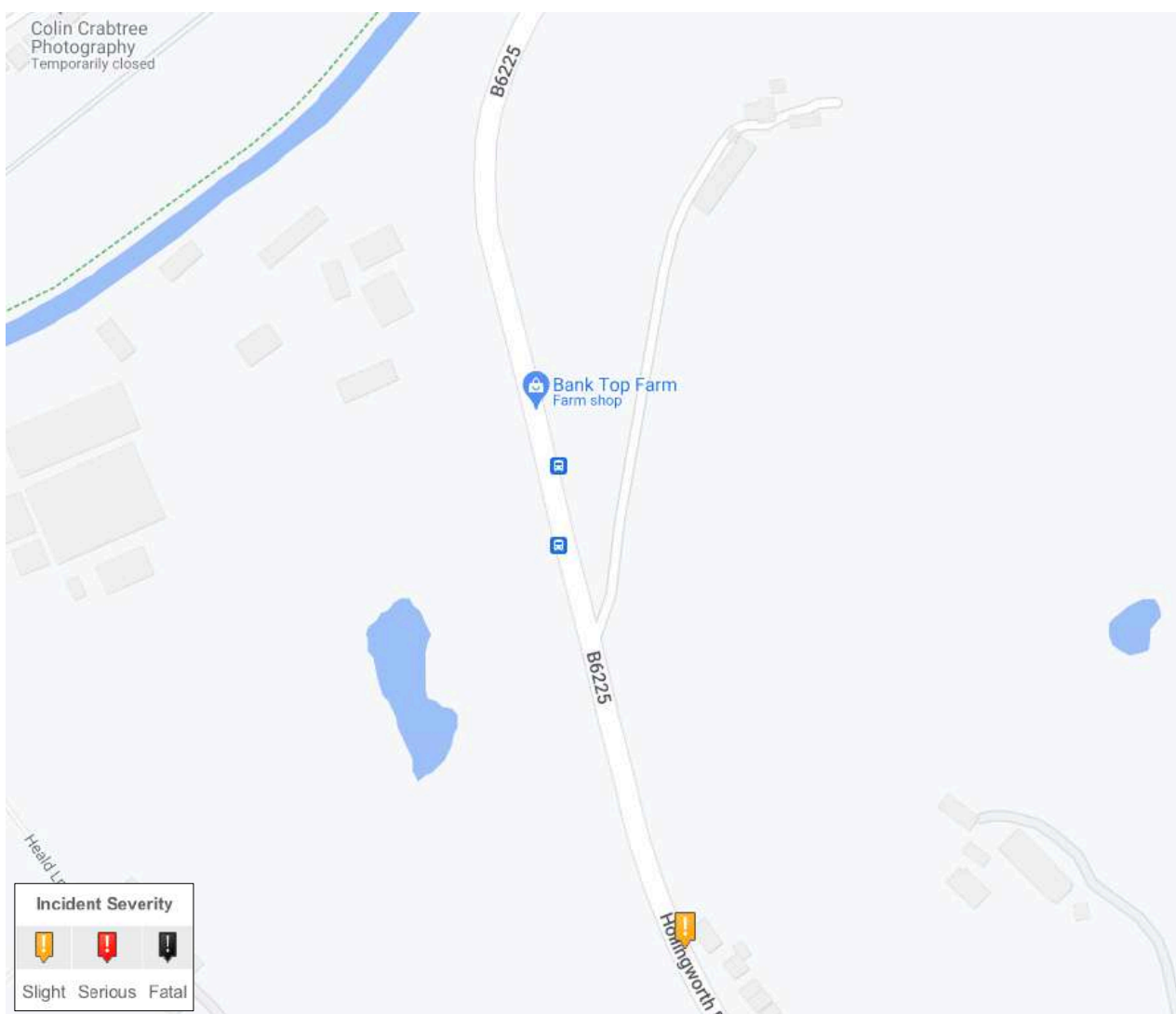
	Average Speeds	85 th Percentile Speeds
Northbound	35.2 mph	40.3 mph
Southbound	37.4 mph	43.1 mph

- 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 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 2016 and 2020. 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)



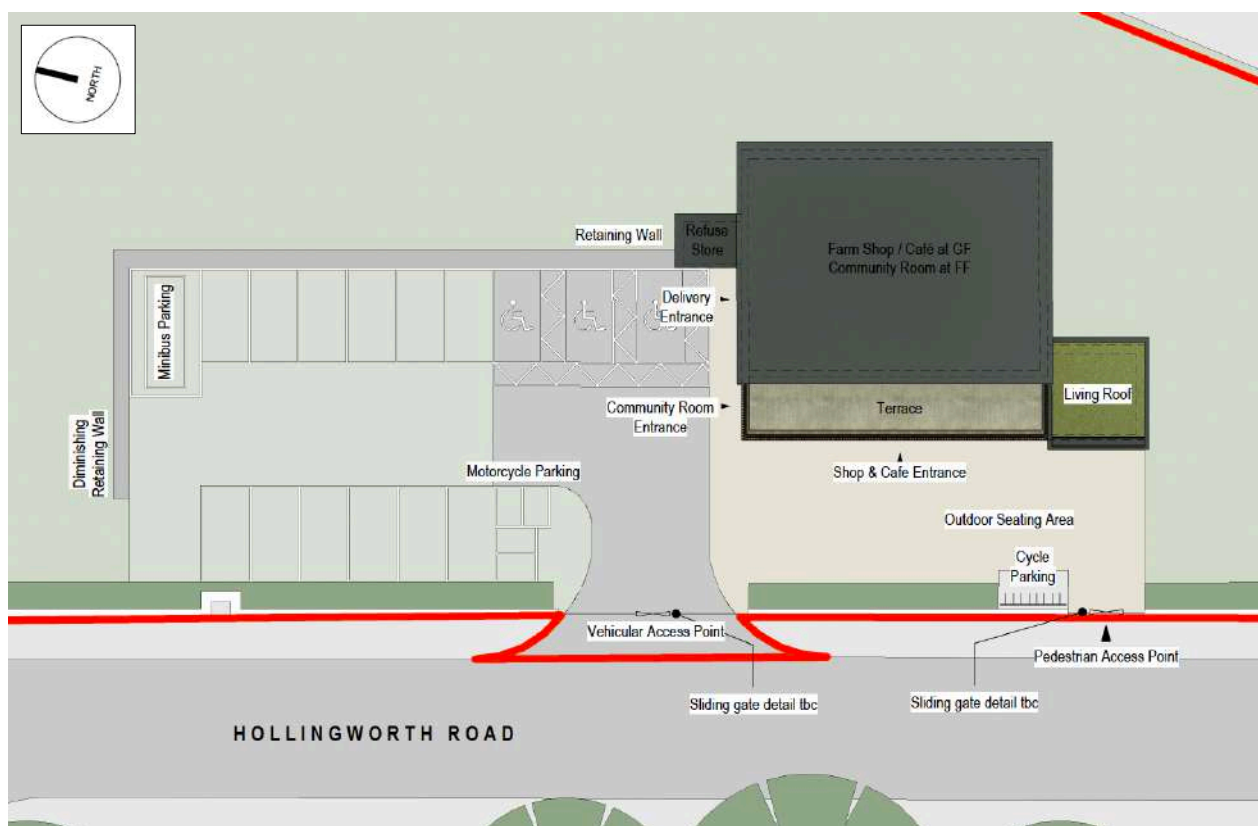
2.5.2 As shown in [Figure 2.4](#), there are no public rights of way (PRoW) within the development site boundary. The nearest public footpath connects with the footway on the western side of Hollingworth Road, opposite the existing farm access junction.

3. Development Proposals

3.1 Proposed Use

- 3.1.1 The proposed development comprises the erection of a farm shop, incorporating a café and community room 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 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.
- 3.1.3 The Applicant has advised that the community room is likely to comprise an educational and social function. During weekdays, it is expected that the room would be used for school/ nursery group visits for education and meeting purposes, with classes up to c.30 children and a few adults. It is anticipated that such purposes would involve local school/ nursery children walking to the site or utilising a minibus to visit.
- 3.1.4 During weekdays and weekend (daytime), it is envisaged that the community room may also be used for small group functions, such as toddler groups/ yoga/ art groups of around 8 to 10 people, likely between 10am-3pm. During evenings, the Applicant expects that the community room could be booked by slightly larger groups, for purposes such as Young Farmers events, with visitor numbers expected to be up to 20-30 people. The Applicant does not envisage the community room will be booked/in use 5 hours each day or every evening (as set out in the Business Diversification Report – more likely to be 1-2 hours through the day) therefore any assessment will also be a worse case position.
- 3.1.5 Although group sizes may increase in the evening, there is expected to be a significant level of car sharing, and as the site would not have an alcohol licence, it is not envisaged that there would be larger evening social functions.
- 3.1.6 The proposed development layout is shown in [Figure 3.1](#), with the full site layout drawings attached in [Appendix C](#).

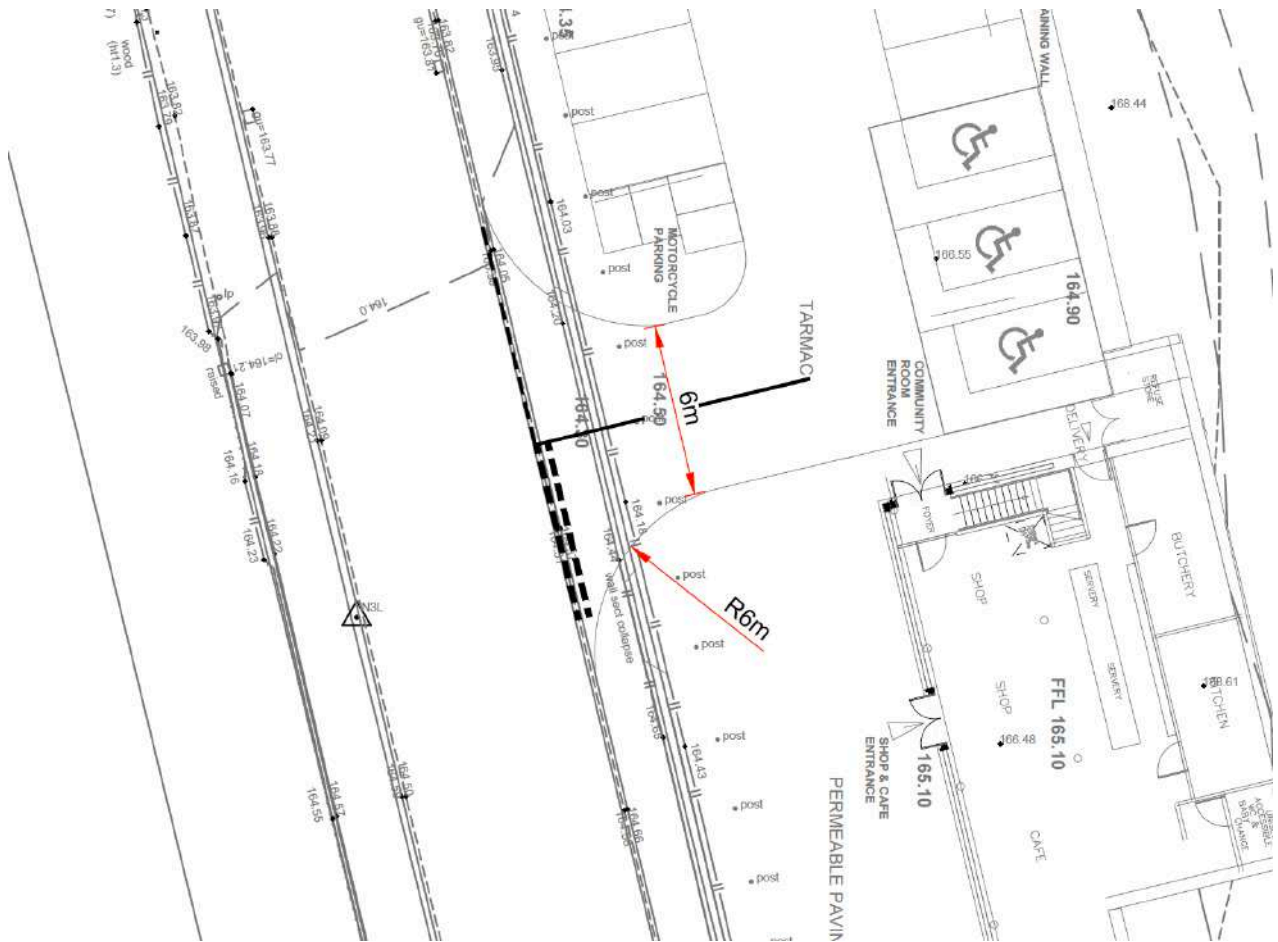
Figure 3.1 : Proposed Development Site Layout (source: Corstorphine & Wright Architects)



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



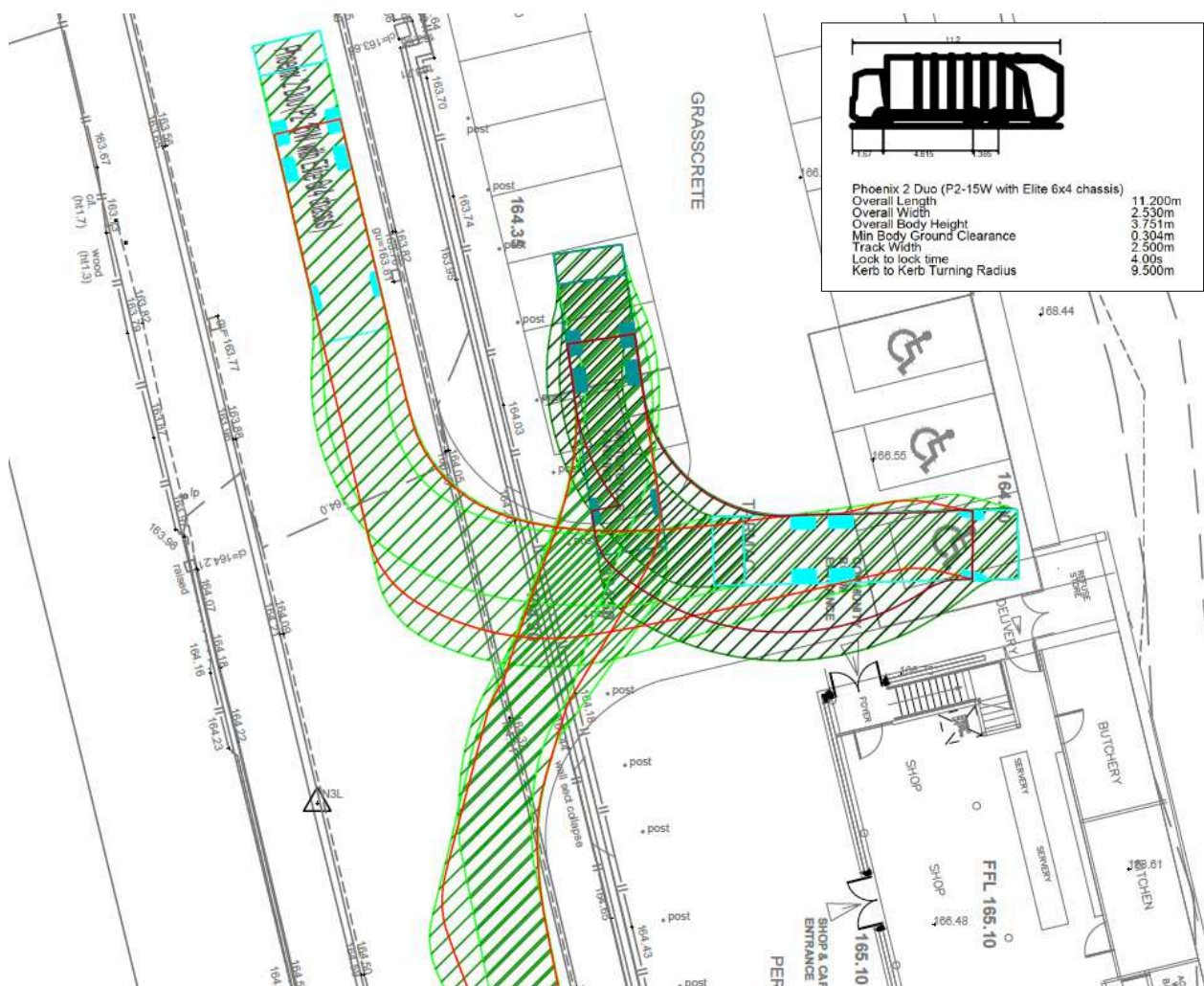
- 3.2.3 In accordance with the Design Manual for Roads and Bridges (DMRB) and observed 85th percentile traffic speeds recorded on Hollingworth Road (shown in [Table 2.1](#)), horizontal visibility splay of 2.4m x 116.6m northbound and 2.4m x 104.5m southbound are achievable from the proposed access junction. 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 peak frequency of the No.458 bus service (2 buses/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 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.
- 3.3.3 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**.
- 3.3.4 The full swept path analysis drawing for both vehicle types is shown in **Drawing J32-5773-PS-002** attached in **Appendix E**.
- 3.3.5 It should be noted that whilst a 10m rigid HGV, most deliveries will be undertaken by smaller vans.

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



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)
Indoor Recreation	1 space per 25 sqm	1 space per 1,000 sqm (min 2 spaces)	1 space per 250 sqm (min 4 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 proposed floor areas, the RMBC's parking requirements for each use (if considered individually) are 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 including butchery (85 sqm)	4 spaces	Considered individually	2 spaces
Café including ground floor wc (71 sqm)*	12 spaces	2 spaces	2 spaces
Community Room including 1 st floor kitchen & wc (142sqm)	6 spaces	2 spaces	4 spaces

*internal public floor area excluding the ground floor kitchen

3.4.4 The proposed on-site parking provision includes 15 car parking spaces and 1 minibus parking space.

3.4.5 When each use is considered individually, the proposed number of car parking spaces exceeds RMBC's maximum car parking provision. For the farm shop and community room, the proposed car parking provision exceeds RMBC's maximum standard by 11 spaces and 9 spaces respectively. For the café use, the proposed car parking provision exceeds RMBC's maximum standard by 3 spaces. In addition, the car park includes a dedicated minibus parking space that can accommodate a 15-seater minibus.

3.4.6 Considering the proposed layout of the building (and as set out in the Business Case Report), it is expected that there will be a significant number of linked trips, as visitors utilise more than one of the proposed uses in a single trip. For example, it is highly likely that visitors to the café will also visit the farm shop, and some users of the community room are also likely to visit the farm shop. As a result, linked trips will reduce the overall number of customer trips and resulting parking demand.

3.4.7 On this basis, it is reasonable to conclude that the level of car parking provision does not therefore need to match the cumulative maximum standards for all uses. Instead, it is considered that the 15 car parking spaces plus minibus space, will provide adequate parking provision to accommodate expected parking demand. Further analysis has been undertaken in [Chapter 5](#) to demonstrate that the proposed car parking provision is adequate.

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

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

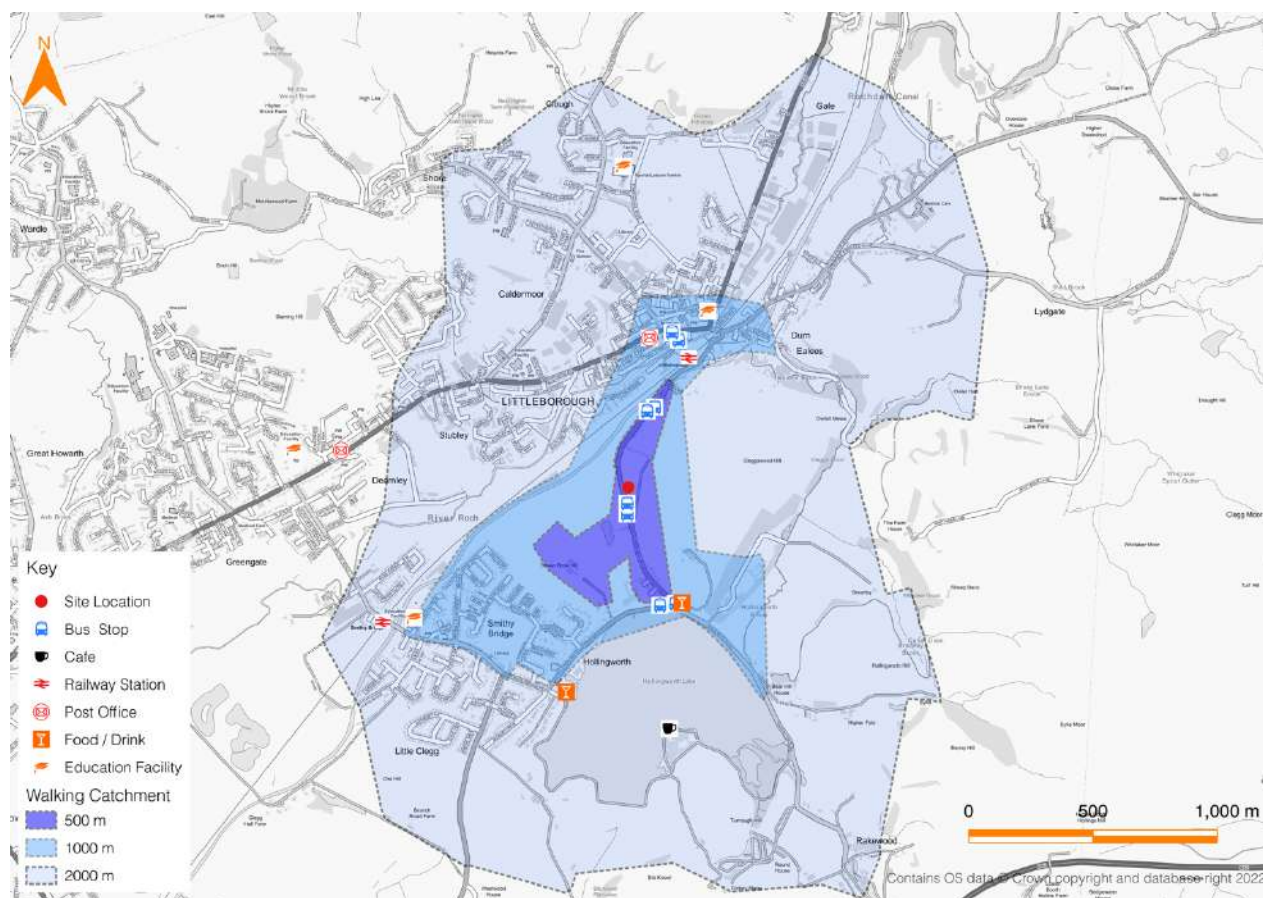
- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

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

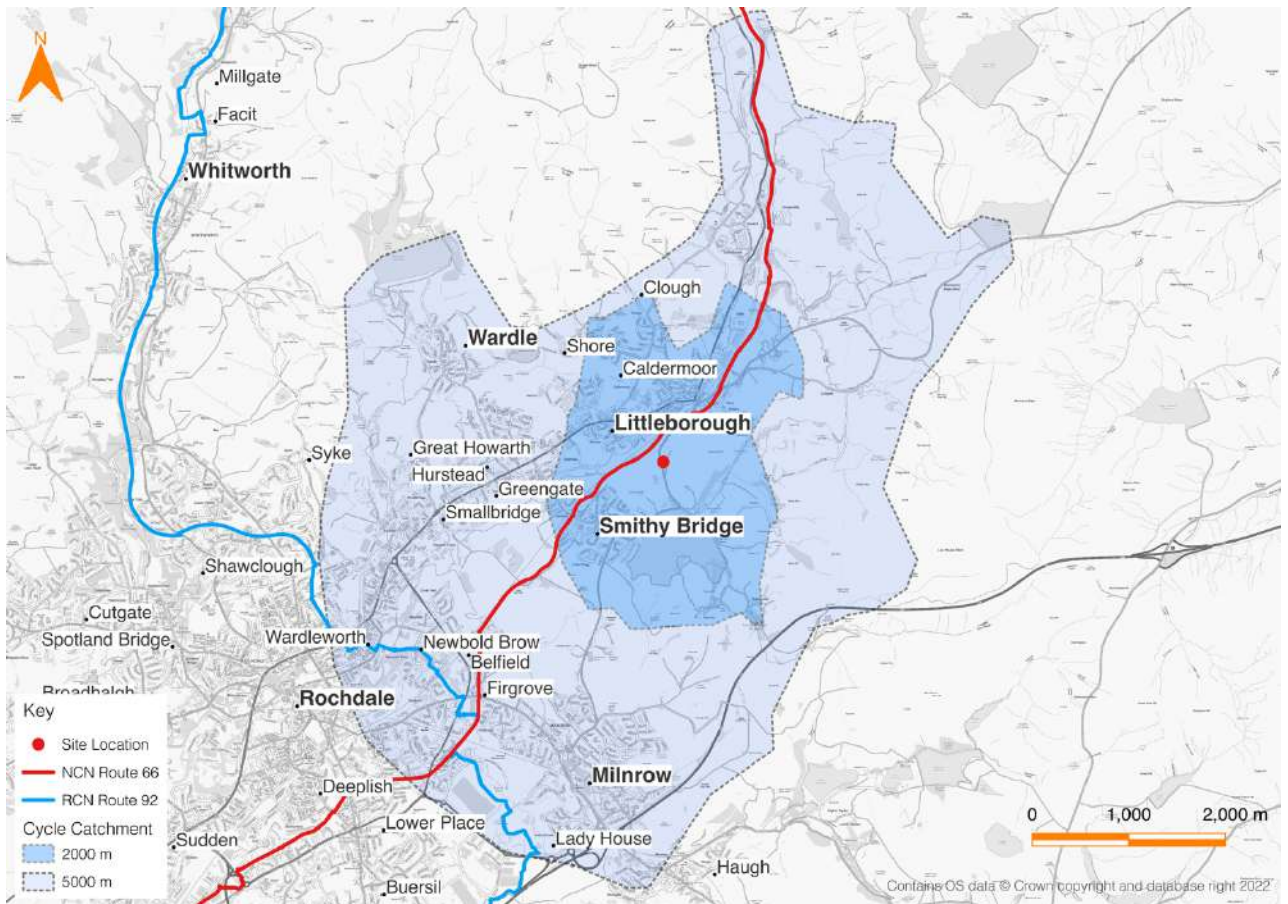
Amenity	Approx. Distance	Approx. Walking Time
Bus Stop on Hollingworth Road (southbound)	<10m	<1 minute
Bus Stop on Hollingworth Road (northbound)	60m	<1 minute
Hollingworth Lake (Lake Bank)	500m	6 minutes
Littleborough Railway Station	700m	8 minutes
Littleborough Town Centre (Church Street)	900m	11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

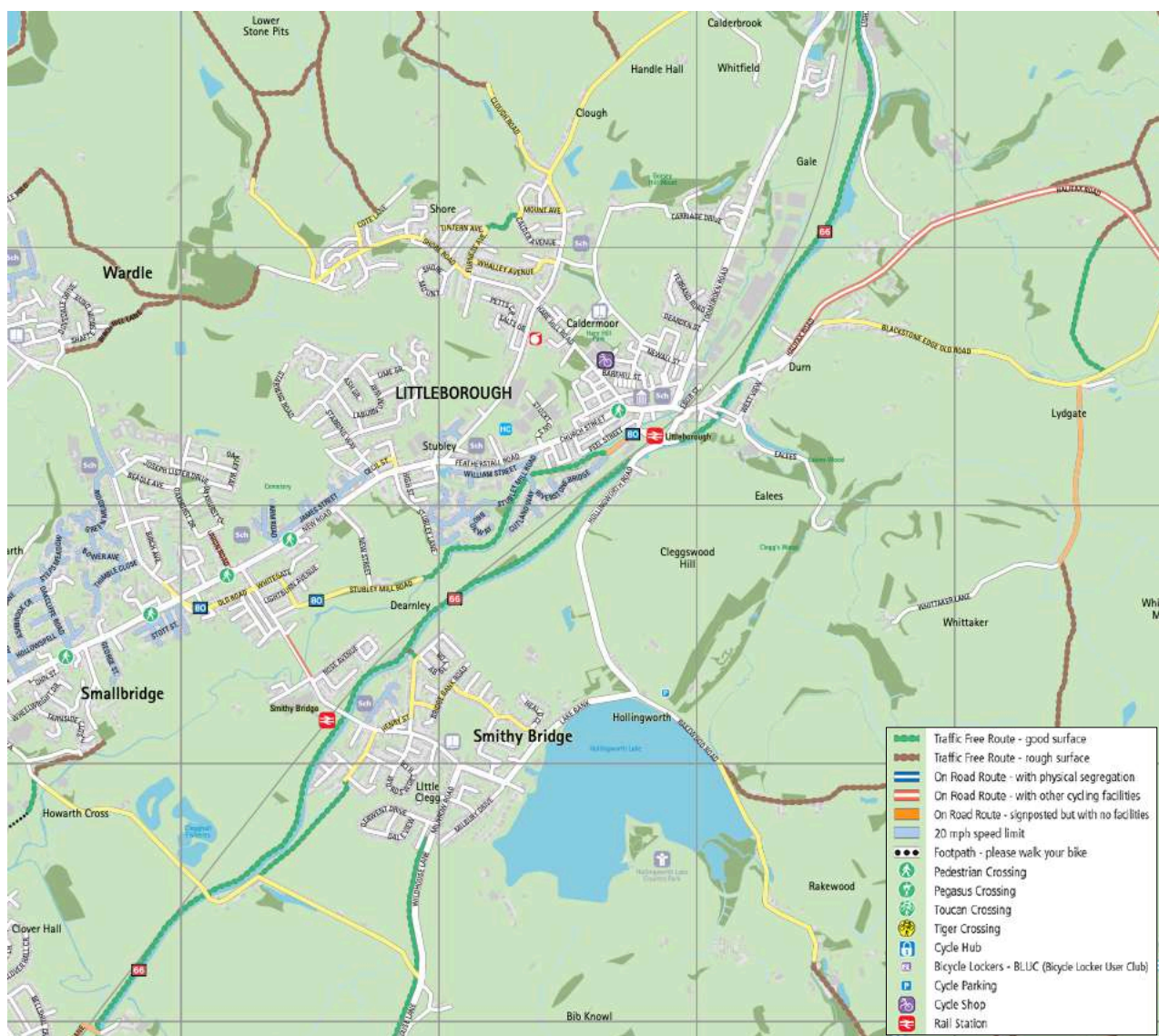
- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles 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*
458	Littleborough – Hollingworth Lake – Smithy Bridge – Wardle – Rochdale	2	1	1	1

*Sundays and Public Holidays

4.4.4 Table 4.3 shows that Service No. 458 is accessible within a short walk from the development site, providing services to Littleborough, Smithy Bridge and Rochdale throughout the week including Saturdays, Sundays and Public Holidays.

4.4.5 Service No. 458 also serves 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	1 hour
Manchester	2	23 minutes
Blackburn	1	45 minutes
Wigan	2	1 hour 5 minutes

4.4.8 As summarised in Table 4.4, direct local train services are available from Littleborough Railway Station to Leeds, Manchester, 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, Smithy Bridge and Rochdale; and
- Rail services available from Littleborough Railway Station, within an 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,

Community Room

- 5.1.15 The Applicant has advised that the community room is likely to comprise an educational and social function. During weekdays, it is expected that the room would be used for school/ nursery group visits for education and meeting purposes, with classes up to c.30 children and a few adults. It is anticipated that such purposes would involve local school/ nursery children walking to the site or utilising a minibus to visit.
- 5.1.16 During weekdays and weekend (daytime), it is envisaged that the community room may also be used for small group functions, such as toddler groups/ yoga/ art groups of around 8 to 10 people, likely between 10am-3pm, and as noted at [Section 3](#), this is likely to be a more limited use option.
- 5.1.17 During the evenings, the Applicant expects that the community room could be booked by slightly larger group purposes, such as Young Farmers events, with visitor numbers expected to be up to 20-30 people.
- 5.1.18 Although group sizes increase in the evening, there is expected to be a significant level of car sharing, and site would not have an alcohol licence, therefore it is not envisaged that there would be larger evening social functions.

5.1.19 In order to assess the development's peak cumulative impact, the trips generated during the weekend (daytime) have been considered by this assessment, which estimates around 10 arrival trips and 10 departure trips generated by the community room.

5.1.20 Again, this is considered a robust assessment as it has been assumed that all community room users will arrive separately by car.

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
Community Room	10	10	20
Total	26	26	52

5.2.2 As shown in **Table 5.1**, in total, the proposed development is expected to generate 26 arrival trips and 26 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 or community room users 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 and community room users may remain beyond an hour;
- No reduction has been applied for linked trips (i.e. café customers and community room users 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 and community room users 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 assumptions:

- 100% of café customers would visit the farm shop; and
- 80% of daytime community room users would visit the farm shop and café.

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
Community Room	2	2	4
Total	12	12	24

5.2.5 As shown in [Table 5.2](#), when linked trips are considered, the proposed development is expected to generate 12 arrival trips and 12 departure trips in the peak hour.

5.3 Parking Demand

5.3.1 The proposed on-site parking provision includes 15 car parking spaces and 1 minibus parking space.

5.3.2 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 will be adequate to accommodate peak parking demand based on the robust trip generation.

5.3.3 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 and community room arrive separately by car.

5.3.4 There will be visitors that arrive by non-car modes, and a significant number of farm shop and community room 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, incorporating a butchery, café and community room 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 15 car parking spaces (including 3 disabled spaces), 1 minibus parking space, 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.
 - When each use is considered individually, the 15 car parking spaces and 1 minibus parking space 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 plus minibus space will provide adequate parking provision to accommodate expected parking demand.
 - When the linked trips are considered, the proposed development is expected to generate 12 arrival trips and 12 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.

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



ROCHDALE
BOROUGH COUNCIL

01706 924660

tim.wood@rochdale.gov.uk

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

To access our services go to www.rochdale.gov.uk
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

www.modetransport.co.uk

mode transport planning

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

keep up with mode:



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.

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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;
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- **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

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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	0	0	0	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	-	37.3	5.3	0.7		
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	39.8	5.9	0.4		
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	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	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	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	39.7	35.2	4.4	
1000-1100	327	89	73	84	81	4	2	268	0	50	0	1	0	1	0	1	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	0	40.5	36	4.5	
1200-1300	375	105	83	86	101	0	3	326	3	38	1	0	0	1	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	475	139	109	114	113	2	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	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	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	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	4017	15	578	4	5	1	7	2	7	0	0	0	0	0	0	0	3	13	39	323	1962	1768	481	71	17	4	3	2	39.4	35.3	4.5	
0800-2200	5028	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	35.4	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	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	1	7	12	8	4	0	0	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	1	20	33	31	16	3	2	0	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	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	2	2	121	158	43	6	0	0	0	0	39.3	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	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	3	2	28	138	109	35	8	0	1	0	39.4	35	4.7			
1100-1200	316	98	106	53	3	6	345	106	53	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	37	109	112	33	6	1	0	0	39.6	34.4	4.8				
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	1	1	1	33	165	117	37	6	1	1	0	39.9	34.5	5			
1300-1400	334	110	128	51	9	9	345	128	51	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	60	152	63	53	6	0	0	0	39.5	34.9	5.6				
1400-1500	437	120	104	109	4	12	364	3	0	0	1	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	2	25	187	192	74	14	2	0	0	40.5	36.2	4				
1600-1700	327	122	108	109	2	14	438	122	108	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	110	102	38	23	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	49	188	162	56	15	2	2	0	40	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	3	14	151	115	39	5	2	0	0	39.5	34.5	6.2				
1900-2000	460	200	67	91	286	0	3	286	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16	60	38	48	6	1	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	5	41	71	31	11	2	7	2	3	44.9	39.4	8.1				
2100-2200	180	39	37	10	12	0	0	37	0	10	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	1	4	33	49	10	2	0	1	0	39.9	36.4	4.6				
2300-2400	96	18	27	34	17	0	0	0	0	0	0	0	0	1	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	1252	1256	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	2093	1982	684	127	30	19	8	7	402	248	78	7	9	8	7	40.2	34.7	7.3			
0000-0003	5832	1411	1565	1475	1445	32	109	4808	19	587	11	3	2	7	3	153	40	82	38	401	2093	1982	684	127	30	19	8	7	402	248	78	7	9	8	7	40.2	34.7	7.3			
0000-0004	5816	1430	1519	1461	1419	32	111	5111	19	587	11	3	2	7	3	142	11	3	42	11	1161	1079	725	145	33	22	13	7	416	245	73	7	9	8	7	40.2	34.7	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 <140mph			
0000-0100	95	35	17	24	19	0	0	93	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25	36	19	12	1	1	1	0	45.1	38.8	5.8			
0100-0200	64	14	15	17	14	0	0	50	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	17	16	4	2	0	0	0	2	45.2	39.8	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	5	2	0	0	0	1	45	39.4	8.8				
0300-0400	14	4	1	5	0	0	0	13	0	1	0	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	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	1	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	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	1	1	0	0	0	0	3	1	3	12	19	4	3	0	1	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	1	7	5	26	125	133	38	3	0	1	0	39.5	36	5.1	
1100-1200	407	84	95	120	108	7	11	364	0	21	0	2	0	0	0	1	1	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	0	0	0	0	0	0	0	0	0	0	0	2	11	73	206	137	45	3	2	1	0	39	33.7	5.6		
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	39	34.2	6.2		
1500-1600	470	131	115	98	126	3	17	427	2	18	0	0	0	0	0	1	0	0	0	0	0	23	18	2	46	144	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	0	0	33	210	164	53	12	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	0	1	35	149	121	53	11	1	2	1	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	0	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	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	1	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	0	1	4	42	38	12	3	1	0	0	40.2	36	4.6		
2200-2300	63	21	18	10	14	0	0	60	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	18	15	4	0	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	0	6	6	4	7	0	0	0	1	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	1646	1441	446	88	23	15	5	1	39.6	34.8	5.9			
0600-2200	4759	1156	1182	1227	1214	52	129	4288	9	257	6	6	2	2	1	7	0	0	10	41	59	69	387	1636	1455	546	107	26	6	2	39.9	36	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	1663	1479	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	1680	1481	568	123	28	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	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	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	17	6	4	3	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	4	1	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	0	0	0	0	0	0	0	0	0	38.5	6.1		
0200-0300	10	4	2	0	4	0	0	7	0	2	4	0	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	0	2	2	1	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	2	2	3	1	3	0	0	0	0	40.4	6.6		
0500-0600	35	4	7	8	4	0	2	35	4	7	4	16	0	0	0	0	0	0	0	0	1	0	3	10	14	5	0	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	292	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	433	82	92	83	92	0	1	333	0	26	1	0	0	0	0	0	0	0	0	0	0	0	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	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	0	1	10	92	131	56	2	4	1	0	40.9	36.6	4.6	
1100-1200	324	88	82	74	80	0	4	256	0	58	2	0	1	0	0	0	0	0	0	0	0	1	3	2	29	139	116	27	6	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	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	3	10	28	165	91	29	10	0	0	39.1	34.2	4.8	
1400-1500	336	86	85	78	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	39.6	35.7	4
1500-1600	438	94	91	130	123	2	5	383	0	45	1	1	1	0	0	0	0	0	0	0	0	0	3	47	178	156	42	6	3	0	1	39.2	35.2	5
1600-1700	462	127	109	126	123	0	6	462	0	52	0	0	0	0	0	0	0	0	0	0	0	0	27	107	168	80	40	0	0	0	40	35.9	4.9	
1700-1800	461	105	107	124	125	2	4	404	1	48	1	1	1	0	1	1	16	184	178	65	11	4	0	0	0	0	0	0	0	0	39.4	36.1	4.5	
1800-1900	365	94	100	86	76	1	1	288	0	76	1	0	0	0	0	0	0	0	0	0	0	1	146	137	37	10	0	0	0	0	39.5	35.5	4.5	
1900-2000	219	64	58	43	52	1	0	199	0	15	2	0	0	0	0	0	0	0	0	0	0	1	0	13	77	83	30	11	1	0	1	41.7	36.4	5.1
2000-2100	1407	37	35	45	32	0	0	139	0	10	0	0	0	0	0	0	2	39	62	36	7	0	2	0	0	0	0	0	0	0	0	42.6	38.2	5.3
2100-2200	215	2200	41	21	116	38	0	121	0	116	38	0	0	0	0	0	0	0	0	0	0	2	4	63	38	12	6	0	0	0	0	43.8	38.3	5.3
2200-2300	88	26	21	31	10	0	0	83	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	36.6	5.3
2300-0000	49	14	21	8	8	0	1	42	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.2	40.6	7.5
0000-0100	428	107	109	109	109	8	1	428	0	58	8	13	8	27	278	1638	1638	534	105	0	0	0	5	2	3	107	107	40	35	0	0	35.8	48.7	16.6
0600-0200	4991	1226	1221	1254	1196	22	39	4221	14	571	10	3	2	3	0	3	14	27	299	1979	1899	667	143	30	5	2	0	0	0	0	0	40.8	36.8	4.8
0600-0000	5828	1266	1263	1293	1296	22	40	4346	14	580	10	5	310	2	14	3	0	0	0	0	0	0	14	27	310	6	2	0	0	0	0	40.8	36.1	4.9
0600-0000	5914	1269	1263	1293	1296	22	42	4416	14	586	11	3	311	2	14	3	0	0	0	0	0	0	14	27	311	6	2	0	0	0	0	40.8	36.1	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-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	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	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	13	2	0	0	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	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	1	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	0	37	5.6	0		
0500 - 0600	44	6	12	16	10	0	1	33	0	3	33	33	3	0	0	0	0	0	0	0	0	0	4	12	13	9	4	2	0	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	0	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	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	0	40	36	4.3		
0900 - 1000	338	94	71	84	89	10	4	274	3	44	1	0	0	0	0	0	1	1	0	0	3	5	8	24	106	134	49	5	3	0	1	0	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	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	0	38.3	34.5	5.1	
1300 - 1400	414	106	90	116	106	6	9	349	2	46	0	1	0	0	0	0	0	0	0	0	0	4	6	37	163	142	52	7	3	0	0	40	35.2	5		
1400 - 1500	417	115	92	120	90	9	10	342	1	54	0	0	0	0	0	0	0	0	0	0	1	3	5	30	176	161	31	6	1	2	0	1	39.7	34.8	5.1	
1500 - 1600	491	115	113	128	135	3	8	429	2	48	0	0	0	1	0	0	0	0	0	0	0	0	3	46	212	157	58	12	1	2	0	0	40	35.3	4.6	
1600 - 1700	500	136	127	117	120	3	9	444	1	42	1	0	0	0	0	0	0	0	0	0	29	3	1	10	39	147	184	70	12	1	2	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	266	96	30	6	22	26	22	7	0	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	1	4	33	203	145	40	8	6	0	0	0	39	35	4.7	
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	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	32	35	18	4	1	0	0	0	41.5	37	5		
2300 - 0000	53	26	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	
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		
0600 - 2200	5879	1408	1322	1461	1388	58	75	4804	28	585	29	6	0	3	4	2	1	0	295	106	52	61	394	2018	1837	637	130	30	9	4	6	40	33.8	8.6		
0600 - 0000	5724	1459	1362	1489	1414	58	76	4931	20	601	30	6	0	3	4	2	1	0	295	106	53	61	399	2062	1897	667	137	31	10	4	6	40	33.6	8.6		
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		

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 <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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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	0	40.5	6.3	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
0500 - 0600	33	5	6	10	11	0	0	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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
0600 - 0700	92	10	16	33	33	0	2	77	0	0	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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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	0	41.6	37.2	5.1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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	0	40.9	36.4	4.7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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	0	40.5	36	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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	0	39.8	35.3	4.9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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	0	39.5	34.9	5.1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
1200 - 1300	398	105	96	100	97	3	7	349	2	34	1	0	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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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	0	39.1	34.4	5.3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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	0	39	34.5	5.5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
1500 - 1600	470	117	113	123	127	2	9	412	1	48	0	0	0	0	0	0	0	0	0	0	0	0	1	9	167	50	9	2	1	1	0	0	39.8	35	5.5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
1600 - 1700	482	124	124	128	128	4	8	482	2	48	0	0	0	0	0	0	0	0	0	0	0	0	2	33	30	74	33	30	7	3	0	0	39.7	33.6	5.4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
1700 - 1800	456	119	113	115	108	0	6	406	38	1	0	0	0	0	0	0	0	0	0	0	0	4	11	152	147	50	10	0	0	0	0	39.8	32.4	10																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
1800 - 1900	413	90	112	91	90	0	6	406	38	1	0	0	0	0	0	0	0	0	0	0	0	3	176	144	37	6	1	0	0	0	0	39.1	36.1	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
2000 - 2100	185	56	49	42	38	0	1	169	0	12	2	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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
2200 - 2300	93	27	24	20	21	0	0	86	0	6	0	0	0	0	0	0	0	0	0	0	0	4	31	33	18	5	1	1	0	0	0	42	37.1	5.6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
0000 - 0100	1123	1123	1123	1123	1123	33	33	73	460	1123	1140	1162	33	73	333	1173	1164	1164	1168	81	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87	87

Littleborough ATC

Report Id	126/22
Site Name	Site 1 of 1
Description	B6226 Holingworth Road, 455m north of Rakewood Road
Direction	Southbound

[illegible]

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van Towing	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Tile Error	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-00					2 Axle Road Lorry	3 Axle Road	4 Axle Road	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75				MPH 80	MPH 85	MPH 90	MPH 95
0000-0100	18	6	7	3	2	0	0	15	0	0	0	0	0	0	0	0	0	0	2	5	4	5	0	0	0	0	0	0	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	2	5	6	0	0	0	0	0	0	0	49.3	44.2	4.1			
0200-0300	6	1	0	2	3	0	0	4	2	0	0	0	0	0	0	0	0	0	1	2	2	0	1	0	0	0	0	0	-	40.0	9.1			
0300-0400	12	2	4	2	1	0	0	11	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	56.7	43.7	0.3			
0400-0500	22	4	5	6	7	0	0	19	0	0	0	0	0	0	0	0	0	0	1	3	3	7	4	1	0	0	0	0	51.9	43.8	8.4			
0500-0600	77	14	13	21	29	0	0	30	26	0	0	0	0	0	0	0	0	0	4	10	24	22	14	2	1	0	0	0	51.5	45.2	6.2			
0600-0700	47	300	94	78	101	0	0	65	78	0	0	0	0	0	0	0	0	0	2	69	100	80	64	7	1	4	0	0	48.4	42.4	5.9			
0700-0800	476	116	133	105	122	1	1	381	50	0	0	0	0	0	0	0	0	0	1	19	84	179	131	49	9	1	1	4	44	39	5.8			
0800-0900	418	115	143	108	137	1	1	343	70	0	0	0	0	0	0	0	0	0	1	103	155	107	71	3	0	0	0	0	31.6	43.6	5.6			
0900-1000	352	104	89	88	71	1	0	289	0	60	1	0	0	0	0	0	0	0	2	15	121	140	67	5	0	1	0	0	0	40.8	36.3	4.4		
1000-1100	348	75	78	102	93	4	5	293	3	38	1	1	0	1	1	1	0	0	9	5	4	20	137	112	47	9	2	2	1	0	40.7	35.5	6.6	
1100-1200	361	86	98	103	103	2	1	353	68	38	1	0	0	0	0	0	0	0	3	21	139	166	77	2	0	0	0	0	0	40.4	35.8	4.8		
1200-1300	450	106	109	106	129	7	13	349	4	72	3	0	1	1	0	0	0	0	3	5	11	38	143	141	83	21	3	2	2	0	42.2	38	6.7	
1300-1400	381	88	92	107	104	3	11	315	10	59	0	0	0	0	0	0	0	0	4	13	107	184	54	15	5	0	0	0	0	41.9	37	5.8		
1400-1500	419	104	117	104	122	2	6	344	2	84	3	0	0	0	0	0	0	0	1	123	177	177	118	37	1	0	0	0	0	42.8	37.1	5.5		
1500-1600	430	110	98	114	108	4	10	357	0	96	1	1	0	0	0	0	0	0	9	101	182	96	28	6	1	0	0	1	0	42.9	37.8	5.9		
1600-1700	386	97	113	122	94	3	7	313	32	84	3	1	0	0	0	0	0	0	1	5	7	15	90	112	68	6	5	0	0	42.2	31.9	6.5		
1700-1800	413	113	96	95	109	2	7	362	0	38	4	0	0	0	0	0	0	0	1	1	1	15	119	172	84	15	2	2	0	0	41.7	37.3	5.1	
1800-1900	355	87	86	97	85	3	2	304	1	42	3	0	0	0	0	0	0	0	29	123	125	59	11	5	0	0	0	0	0	41.6	36.1	5.3		
1900-2000	266	217	266	214	253	34	25	217	6	34	184	0	0	0	0	0	0	0	14	60	75	37	67	1	0	0	0	0	31.7	29.8	6.6			
2000-2100	142	50	27	40	25	0	0	5	120	0	1	0	0	0	0	0	0	0	1	5	38	51	21	11	5	3	1	6	47.8	40.5	12.3			
2100-2200	8	107	27	98	38	0	0	8	3	0	0	0	0	0	0	0	0	0	4	23	24	11	7	8	1	0	0	0	37.4	34.4	7.8			
2200-2300	88	22	21	22	23	0	1	78	0	9	0	0	0	0	0	0	0	0	1	0	0	1	7	3	0	1	0	0	0	45.3	38.1	6.9		
2300-0000	70	24	10	26	10	0	2	65	0	3	0	0	0	0	0	0	0	0	1	15	23	16	8	5	2	1	1	0	0	49.1	40.3	6.9		
0000-0100	1191	4824	1191	1227	1515	1228	15	1207	3444	1207	31	3	1	6	4	5	0	0	12	30	13	41	205	1543	2126	1113	347	84	30	6	12	42.7	37.4	8.3
0600-0700	5697	1381	1417	1401	1408	37	94	4662	17	807	31	3	1	6	4	5	0	0	12	30	13	41	205	1543	2126	1113	347	84	30	6	12	42.7	37.4	8.3
0800-0900	5763	1427	1448	1449	1441	37	97	4745	17	819	31	3	1	6	4	5	0	0	12	30	13	41	205	1543	2126	1113	347	84	30	7	13	42.8	37.4	8.3
0900-1000	5913	1459	1478	1487	1487	37	97	4857	18	830	31	3	1	6	4	5	0	0	12	30	13	41	205	1543	2126	1113	347	84	30	7	13	42.8	37.4	8.3

Saturday 19 March 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												Vehicle Speed										P-Tile Arise	Average Speed	Standard Deviation						
		00-15	15-30	30-45	45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Lorry	3 Axle Road	3 Axle Rigid	3 Axle Artic	4 Axle Rigid	5 Axle Rigid	6 Axle Rigid	Double Road Train	Triple Road Train	MPH 10-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55				MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75		
0000-0100	40	7	13	10	0	0	0	23	3	0	0	0	0	0	0	0	0	0	1	3	8	9	4	0	0	0	0	0	0	0	0	50.7	40.9	10.8		
0100-0200	26	8	7	6	5	0	0	23	5	0	0	0	0	0	0	0	0	0	1	3	8	9	4	0	0	0	0	0	0	0	0	47.5	40.8	6.8		
0200-0300	28	3	3	9	13	0	0	0	5	0	0	0	0	0	0	0	0	0	0	2	4	11	6	3	1	0	1	0	0	0	0	46.1	39.9	7.1		
0300-0400	6	1	1	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	4	11	6	3	1	0	0	0	0	0	42.6	38.3	0		
0400-0500	18	2	3	6	7	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	7	4	3	1	0	0	0	50.6	44	5.8		
0500-0600	40	9	9	11	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	5	5	10	7	3	0	0	3	55.9	46.8	10	0	0	0	0		
0600-0700	96	16	25	23	32	0	0	74	0	0	0	0	0	0	0	0	0	0	0	9	24	35	18	4	0	0	0	49.3	42.3	6.9	0	0	0	0		
0700-0800	152	36	35	35	46	0	0	1	112	0	33	3	0	0	2	1	0	0	1	29	30	41	32	11	4	2	1	48.7	40.9	14.9	7.5	0	0	0	0	
0800-0900	2654	44	44	79	47	0	0	216	0	11	216	41	0	0	0	0	0	0	4	28	6	58	92	6	0	1	0	44.4	38	6.7	0	0	0	0		
0900-1000	397	68	80	65	94	3	3	268	1	31	1	0	0	0	0	0	0	0	2	1	1	1	1	0	0	0	0	40.3	38.1	5.6	0	0	0	0		
1000-1100	380	93	91	105	101	5	3	331	2	46	0	2	0	0	1	0	0	0	1	10	0	9	36	131	142	57	6	3	1	0	0	0	43.2	38.4	6.2	
1100-1200	469	120	115	113	124	4	4	401	4	4	24	1	0	0	0	0	0	0	1	15	18	24	17	4	0	0	0	45.0	36.8	5.9	0	0	0	0		
1200-1300	447	115	107	128	127	8	10	422	1	30	3	3	0	0	0	0	0	0	3	13	2	19	33	177	152	63	12	3	0	0	0	40.3	34.4	6.9		
1300-1400	469	123	128	119	125	6	10	422	1	30	3	3	0	0	0	0	0	0	3	13	2	19	33	177	152	63	12	3	0	0	0	40.3	34.4	6.9		
1400-1500	424	104	112	102	106	0	15	366	1	39	1	2	1	0	0	0	0	0	1	16	7	1	1	35	141	134	67	15	4	1	0	0	11.2	40.6	10.8	
1500-1600	422	102	113	99	108	3	11	365	0	1	1	1	0	0	0	0	0	0	1	3	1	0	3	138	148	147	71	13	2	0	0	0	1.2	40.8	36.1	6
1600-1700	3095	46	46	113	146	3	6	113	346	3	13	3	0	0	0	0	0	0	1	105	4	4	9	147	105	24	9	0	0	0	0	15.5	32.6	5		
1700-1800	399	92	104	104	99	1	5	355	0	33	3	0	0	0	1	0	0	1	0	0	0	13	88	169	90	28	5	2	2	1	0	0	42.9	38.4	5.8	
1800-1900	288	76	71	86	65	0	0	272	0	21	5	0	0	0	0	0	0	0	7	10	7	16	132	51	19	2	0	0	0	0	0	42.5	37.2	5.5		
1900-2000	69	244	69	67	63	0	0	200	1	16	53	55	1	0	0	0	0	0	0	81	28	5	37	81	28	37	11	1	5.6	0	0	0	0	0		
2000-2100	129	37	35	26	31	0	0	109	0	18	5	0	0	0	0	0	0	0	4	41	49	18	10	4	0	1	2	4	0	0	0	38.2	6.8	0		
2100-2200	118	38	14	107	22	0	0	118	0	9	107	22	0	0	0	0	0	0	4	18	38	11	15	2	0	0	0	46.5	38	1	0	0	0	0		
2200-2300	123	31	33	31	28	0	0	113	0	9	1	0	0	0	0	0	0	0	6	49	40	20	6	1	0	0	0	42.6	38.5	5.9	0	0	0	0		
2300-0000	108	38	23	24	23	0	0	102	0	4	2	0	0	0	0	0	0	0	6	35	33	24	9	3	0	0	1	1	43.8	36.8	5.9	0	0	0	0	
0000-0100	4492	1454	1138	1438	1434	20	20	4197	3856	1138	434	20	0	0	64	247	1316	1548	812	1548	64	78	25	64	227	1316	1548	64	78	25	64	227	1316	1548		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3	0	0	0	0		
0000-2200	5079	1284	1289	1259	1317	34	82	4399	9	498	37	11	0	0	6	78	22	60	290	1492	1767	915	291	66	16	8	8	42.3	36.2	7.3						

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	20	0	0	9	0	20	1	5	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	1	10	28	26	18	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	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										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	53.9	16.5	
0100-0200	8	4	2	0	2	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	41.9	11.4	
0200-0300	13	5	2	2	4	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	50.3	7.8	
0300-0400	8	0	0	3	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	41.5	6.7	
0400-0500	25	6	4	10	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	52.7	6.9	
0500-0600	16	102	16	31	1	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	51.3	6.6	
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	0	0	0	0	0	0	0	0	47.9	6.3
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	0	0	0	0	0	0	0	0	44	5.3
0800-0900	480	132	96	86	83	1	1	397	86	63	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	6.5
0900-1000	359	109	93	87	70	0	1	299	4	50	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	5.3
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	0	0	0	0	0	0	0	0	41.7	5.7
1100-1200	67	32	30	25	24	0	0	120	64	25	94	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	6.4
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	0	0	0	0	0	0	0	0	40	4.5
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	0	0	0	0	0	0	0	0	40	4.8
1400-1500	69	94	100	94	77	3	6	269	0	59	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	5.4
1500-1600	373	90	112	86	85	1	1	314	1	51	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	4.3
1600-1700	380	109	91	106	102	3	100	346	0	102	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	4.3
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	0	0	0	0	0	0	0	0	42.4	37.8
1800-1900	254	61	63	59	73	0	1	230	17	43	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	4.8
1900-2000	162	51	46	41	24	0	0	137	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	5
2000-2100	116	37	24	35	20	0	0	104	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	6.8
2100-2200	81	20	10	69	33	0	0	69	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	7.7
2200-2300	49	15	10	9	15	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	8.3
2300-0000	28	3	6	1	0	0	0	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.4	7.3
0000-0100	16	4106	1060	1070	1004	996	16	35	3428	158	595	85	13	137	108	1679	882	251	32	13	0	0	0	0	0	0	0	0	0	0	0	37.6	0.4
0600-0200	4840	1240	1239	1191	1170	16	30	4015	10	704	47	1	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	37.9
0600-0000	4917	1264	1235	1207	1191	16	30	4085	10	711	47	1	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	38
0000-0000	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059	1059

Wednesday 23 March 2022

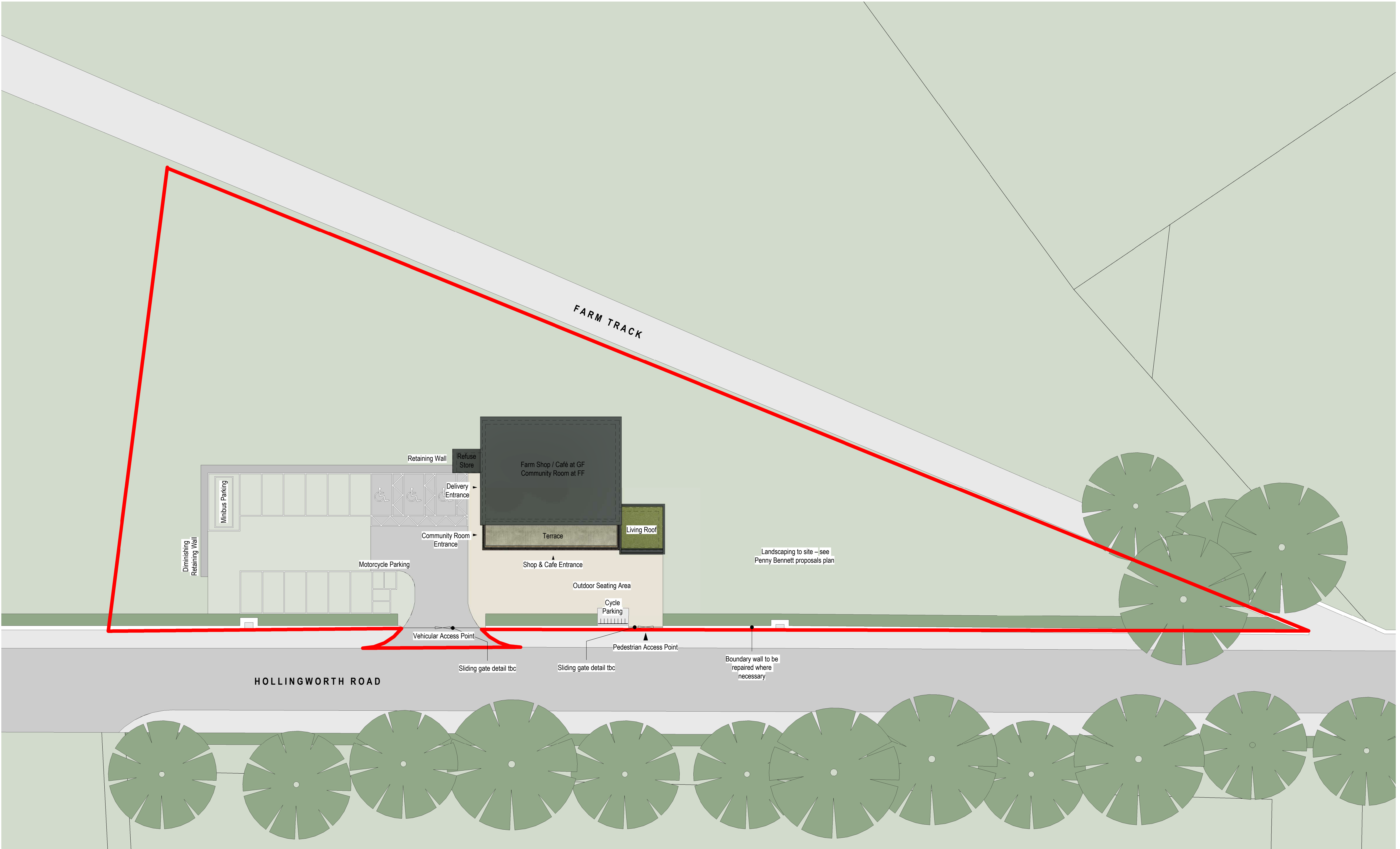
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation										
			15-30	30-45						3 Axle Rigid	3 Axle Artic	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	1	0	0	0	-	41.3	5.7					
0100-0200	8	2	5	4	0	1	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	2	0	0	-	41.3	10.5					
0200-0300	7	2	0	2	3	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	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	0	0	0	2	5	3	2	2	2	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	0	0	0	2	7	4	6	3	1	0	1	49.6	43.2	7.6					
0500-0600	100	9	20	20	51	0	0	100	66	31	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	37	3	21	37	28	10	1	49.4	43.8	5.3				
0600-0700	364	58	104	98	104	2	3	292	0	63	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	44	92	130	65	20	4	1	3	47	41.7	6.3				
0700-0800	501	131	136	117	117	2	4	394	2	90	8	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	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	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	0	0	0	0	0	7	88	146	66	25	5	0	0	0	42.5	37.4	5.2			
1000-1100	332	67	79	87	99	3	5	257	2	63	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	42.6	37.1	6.1				
1100-1200	349	74	82	100	93	6	4	286	0	52	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	1	1	0	1	40.5	36.1	5.7					
1200-1300	368	97	85	89	97	3	3	303	0	55	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	3	0	6	39	150	116	41	7	1	1	0	39.6	34.5	5.9	
1300-1400	339	91	86	91	71	4	6	271	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	41.3	36.2	5.2				
1400-1500	384	99	103	89	93	8	11	294	2	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	1	10	114	148	79	18	1	1	1	41.6	36.8	6.2	
1500-1600	418	101	111	99	107	2	10	325	1	76	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	13	148	169	60	15	1	2	1	1	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	0	0	0	0	0	0	0	0	2	1	3	160	160	80	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	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	0	0	0	0	0	0	0	1	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	0	0	0	0	0	9	87	91	35	7	1	0	0	1	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	0	0	0	0	0	1	9	45	58	24	7	1	0	3	1	42.9	37.3	6.8		
2100-2200	96	37	16	22	21	1	0	82	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	18	34	26	5	3	1	0	1	44.4	38.7	7.4		
2200-2300	81	25	25	21	11	0	1	68	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	25	14	2	1	0	0	0	46.4	40.2	6.2		
2300-0000	33	4	14	5	10	0	0	28	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	6	2	1	2	0	2	50	41.5	12.7				
0700-1900	4581	1199	1164	1089	1129	37	63	3697	10	728	28	48	3	1	8	4	0	0	0	0	0	0	0	0	0	0	0	17	23	15	28	240	1319	1820	827	226	43	11	6	41.9	36.8	5.9
0600-2200	8421	1411	1386	1391	1323	40	69	4408	10	845	39	3	1	8	4	1	0	0	2	17	25	16	29	268	1513	2095	1642	2198	268	191	10	14	42.8	37.1	6.1							
0600-0000	5530	1440	1422	1327	1343	40	70	4496	10	861	39	3	1	8	4	1	0	0	2	17	23	17	29	270	1547	2123	1073	326	71	19	10	14	42.6	37.2	6.1							
0000-0000	5695	1472	1462	1355	1406	40	70	4608	11	905	41	4	1	8	4	1	0	0	2	17	25	17	29	271	1550	2163	1124	365	84	24	11	15	42.8	37.4	6.2							

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										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 <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	0	0	0	0	0	0	0	0	0	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	0	0	0	0	1	2	4	3	1	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	0	0	0	0	0	1	3	3	4	1	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	0	0	0	0	2	3	3	2	1	1	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	0	0	0	0	0	2	5	6	5	3	1	0	0	51	43.5	6.9	
0500-0600	77	12	14	20	31	0	0	55	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16	23	21	10	2	1	1	51	44.5	6.6	
0600-0700	276	48	73	70	84	1	2	216	0	53	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	30	67	94	57	15	5	2	1	47.9	42.1	6.2	
0700-0800	390	92	107	93	97	1	3	311	1	69	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	12	74	142	106	41	10	2	1	1	44.6	39.1	5.9		
0800-0900	367	103	94	82	88	1	2	297	1	60	4	0	0	0	0	0	0	0	0	0	0	0	0	2	8	73	139	100	34	6	1	0	1	44.2	38.6	5.8			
0900-1000	335	92	85	75	83	2	2	275	1	52	2	0	0	0	1	0	0	0	0	0	0	0	0	1	2	1	2	15	84	131	71	23	4	1	0	0	42.7	37.4	5.8
1000-1100	338	77	82	91	88	4	4	274	2	50	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	3	19	105	128	59	11	3	1	0	0	41.5	36	6.2
1100-1200	371	81	96	96	98	4	7	304	1	52	1	1	0	0	0	0	0	0	0	0	0	0	2	3	1	3	19	121	152	55	11	3	1	0	0	40.8	36.1	5.8	
1200-1300	386	100	90	97	99	4	7	323	1	47	2	1	0	0	0	0	0	0	0	0	0	0	2	4	0	6	26	137	140	56	11	2	1	0	0	40.7	35.5	6	
1300-1400	368	96	98	98	95	3	6	305	1	43	2	1	0	0	0	0	0	0	0	0	0	0	1	6	1	23	116	140	102	35	13	1	0	0	41.3	35.3	7.2		
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	138	132	141	62	16	1	0	0	0	40.7	35.6	6	
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	128	160	170	17	3	1	0	0	0	41.4	36.6	5.7	
1600-1700	388	102	104	98	112	3	8	340	0	58	1	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	115	173	178	31	4	1	0	0	0	41.9	37	5.3	
1700-1800	391	103	94	96	96	3	4	340	0	42	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	123	104	155	78	21	3	2	1	1	42.2	37.2	5.7	
1800-1900	361	87	76	78	78	1	4	273	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	88	119	62	15	4	1	0	0	0	42.4	37.7	5.6	
1900-2000	218	70	58	50	59	0	2	189	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	73	82	34	12	3	1	1	0	0	41.9	37.1	5.6	
2000-2100	130	43	30	34	26	0	1	115	0	14	1	0	0	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	23	0	0	86	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	32	42	22	9	4	0	0	0	45.1	39	8.2		
2200-2300	76	23	19	18	15	0	0	67	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21	22	16	8	2	1	0	0	45.2	38.7	7.5	
2300-0000	47	15	11	12	9	0	0	43	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	39.8	8.2		
0700-0800	4462	1121	1169	1189	1190	38	64	1160	38	28	1154	38	64	1167	1177	123	212	1484	1930	1919	320	71	23	9	8	1477	1154	1686	232	6	14	23	55	42	36.8	62.8	6.2		
0800-0900	5165	1319	1318	1278	1270	31	89	4313	11	705	38	6	1	23	38	15	32	225	1444	1930	1019	320	71	23	9	8	1477	1154	1686	332	74	25	9	8	42.6	37.2	6.3		
0900-1000	5301	1398	1350	1280	1270	31	89	4422	11	1341	39	1265	6	1	23	38	15	33	241	1477	1986	1045	332	74	25	9	1477	1154	1686	332	74	25	9	8	42.6	37.2	6.4		
1000-1100	5471	1390	1384	1250	1241	31	89	4599	11	1450	39	1344	6	1	23	38	15	33	244	1484	2022	1019	320	71	23	9	1477	1154	1686	332	74	25	9	8	42.6	37.2	6.4		

APPENDIX C

Proposed Site Layout Drawing



1

PROPOSED SITE PLAN

1 : 200

020.0m

04.0

06.0

08.0

10.0

12.0

14.0

16.0

18.0

20.0

North

Key:

Site Boundary

Tarmac

Permeable Paving

Hedgerow

Grass

Grasscrete

Pavement

Building Footprint at Ground

Please Note:

Roof plan area/extent of proposed building indicated on this site plan; for ground floor footprint of proposed building refer to Floor Plans Drawing

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.

21358-2011

Revision

P-03

Drawn

Checked

Paper Size

Scale

Date

JS

RE

A1

As indicated

19.07.22

03 SCHEME AMENDS

02 PLANNING ISSUE

01 UPDATED FOLLOWING CONSULTANT COMMENTS

00 FIRST ISSUE

25.07.2022 JS RE

19.07.2022 JS RE

08.06.2022 FG RE

23.05.2022 FG RE

Rev

Description

Date

Draw

CHK

APPENDIX D

Proposed Access Junction Layout



indicative site access location for
former akzo nobel planning application

indicative site access location for
former akzo nobel planning application

2.4m x 116.6m visibility splay (DMRB 43.1mph)

extent of wall reduction to 600mm high

extent of wall reduction to 600mm high

existing bus stop location

2.4m x 104.5m visibility splay (DMRB 40.3mph)





transport planning

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

notes:

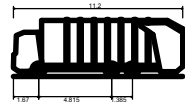
- this drawing is to be read in conjunction with all other relevant drawings, any discrepancies errors or omissions to be brought to the attention of overseeing organisation.
- all dimensions to be checked before commencement of work on site.
- all dimensions in metres unless otherwise stated.
- the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

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

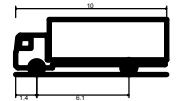
client: bank top farm
project: bank top farm, littleborough
project number: J325773
scale: 1:1000@A3 / 1:250 @A3
drawing title:
preliminary site access
drawing number:
J32-5773-PS-001

APPENDIX E

Swept Path Analysis



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



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

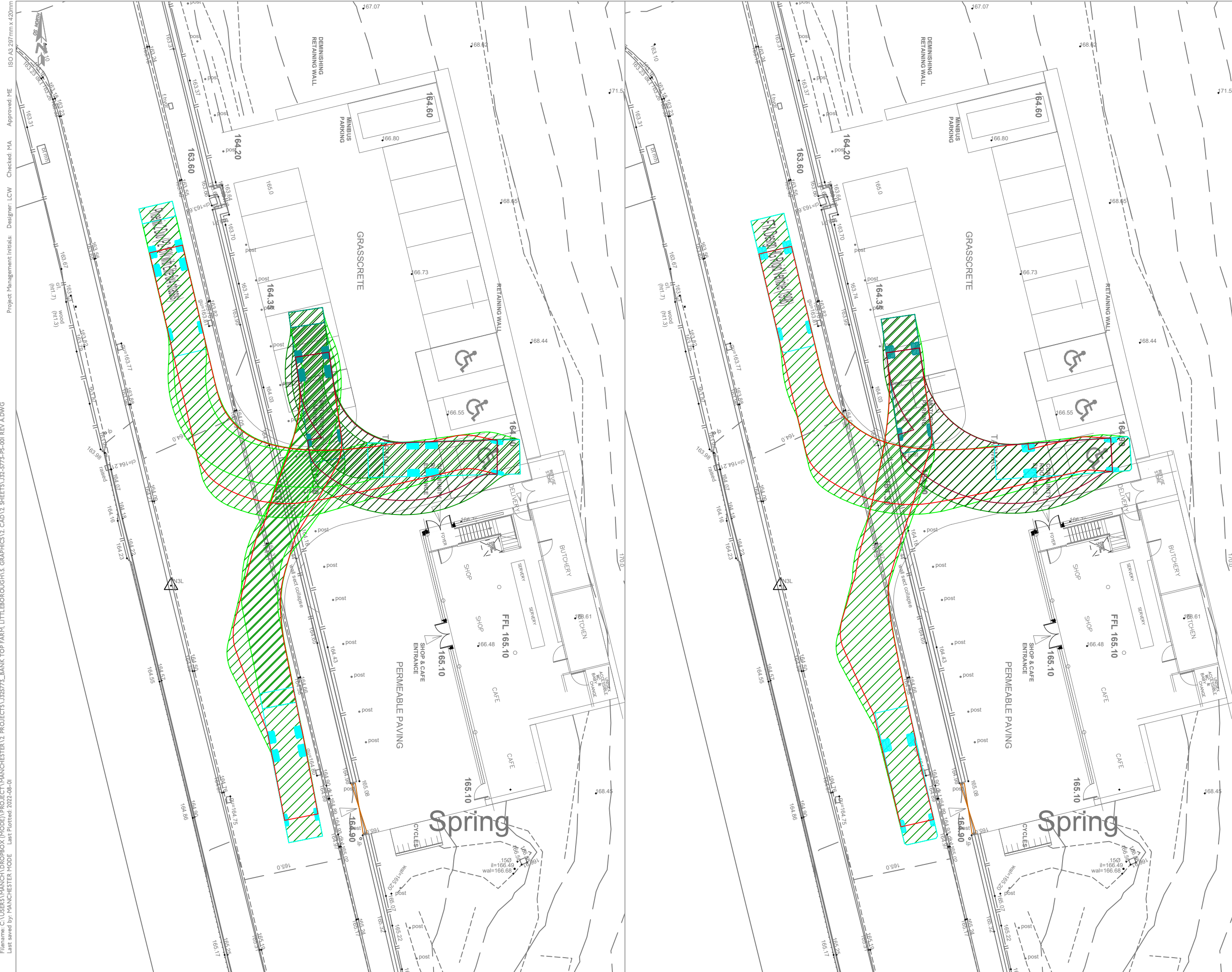
notes:

- 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

A	01/08/2022	issued
-	13/04/2022	issued
ilr	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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