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LIDL

Wallis Avenue

Rochdale

Transport Assessment

Final Report for:



June 2026

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Cora IHT have been instructed by Lidl and Wilson Bowden Developments to prepare a Transport Assessment [TA] to support proposals for a new discount foodstore located off Wallis Avenue, Rochdale. **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



- 1.1.2 This TA has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.1.3 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network.
- Section 3 then describes the development proposals.
- Section 4 considers the transport planning policy issues.
- Section 5 provides an assessment of the traffic associated with the proposed development.
- A summary and conclusion are set out in Section 6.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The proposed development site is located to the north of Wallis Avenue, to the east of Rochdale town centre.
- 2.1.2 Wallis Avenue is a residential road providing access to the Hornet Public House, which is located adjacent to the development site. The existing carriageway has an approximate width of 6 metres and is subject to a 30mph speed limit.
- 2.1.3 Michael Faraday Avenue comprises a single carriageway and provides access to the site via a roundabout junction with the A6193 Sir Isaac Newton Way, located to the south of the site.
- 2.1.4 The A6193 Sir Isaac Newton Way is a key arterial route providing connectivity to the Rochdale Bypass to the west of the site and onward access to the M62 motorway at Junction 21 to the east.
- 2.1.5 The site currently comprises vacant private land. It is bounded by Wallis Avenue and residential dwellings to the north, Sir Isaac Newton Way to the south, and Michael Faraday Avenue to the east. The total red line application boundary extends to approximately 8,927m² (2.20 acres / 0.89 hectares).
- 2.1.6 **Figure 2.1** shows an extract of the red line boundary plan.

Figure 2.1: Red Line Boundary Plan



2.2 Existing Traffic Conditions

2.3.1 Thursday and Saturday turning counts were conducted on the 5th March 2026 and 7th March 2026 respectively. The following junctions have been surveyed and assessed:

- *A6193 Sir Isaac Newton Way / A664 Rochdale Bypass / Moss Bridge Road Signalised Junction;*
- *A6193 Sir Isaac Newton Way / Michael Faraday Avenue Roundabout Junction;*
- *Michael Faraday Avenue / Wallis Avenue / JD Warehouse Crossroads Junction; and*
- *M62 Junction 21 Off-Ramp / A6193 Sir Isaac Newton Way Roundabout Junction.*

2.3.2 An Automatic Traffic Count (ATC) was installed for a 1-week period between the 4th and 10th March 2026 to determine vehicle speeds and volume along Sir Isaac Newton Way.

2.3.3 Queue surveys were also undertaken at the above junctions at the same time as the turning counts.

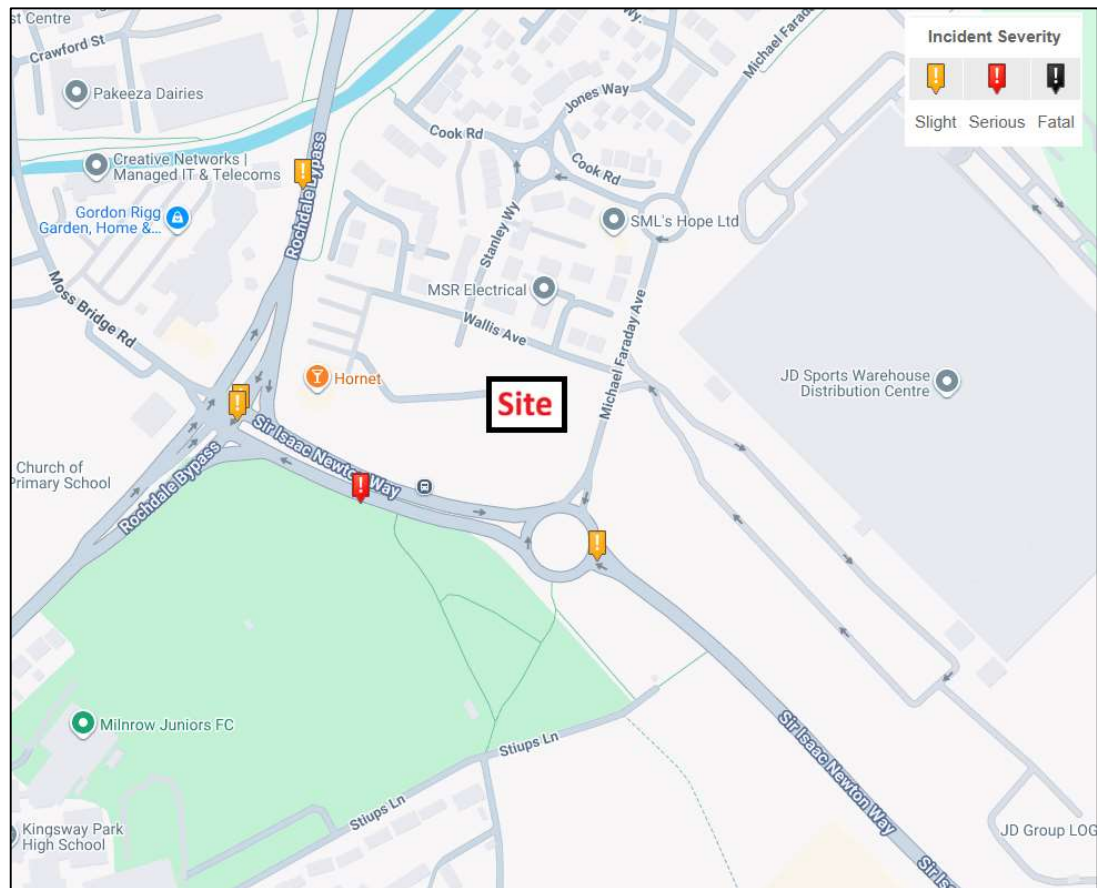
2.3.4 The traffic impact assessment has been carried out for the observed peak periods, AM (0800-0900), PM (1600-1700) and Saturday (1200-1300) peak hours.

2.3.5 **Traffic Figures 1, 2 and 3** provides the AM, PM and Saturday survey flows in total vehicles and HGVs. **Traffic Figures 4, 5 and 6** provides the flows in terms of PCUs. **Appendix A** presents the full traffic survey results.

2.4 Accident Analysis

2.5.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the period of 2020-2024. **Figure 2.2** shows an extract of the accident plot.

Figure 2.2: Crashmap Accident Plan



- 2.5.2 A total of 4 accidents were recorded within the study area in the latest 5-year period.
- 2.5.3 1 slight accident was reported the Sir Isaac Newton Way / Michael Faraday Avenue Roundabout Junction.
- 2.5.4 2 slight accidents were recorded at Sir Isaac Newton Way / A664 Rochdale Bypass / Moss Bridge Road Signalised Junction just to the west of the site.
- 2.5.5 1 serious accident was reported along Sir Isaac Newton Way in between the two aforementioned junctions.
- 2.5.6 The recorded accident data vicinity of the site, proposed study area and at the surveyed junctions does not indicate any existing highway safety patterns or problems.
- 2.5.7 It can be concluded that further detailed accident analysis is not required.

3.0 DEVELOPMENT PROPOSALS

3.1 *Proposed Development*

- 3.1.1 The proposed new Lidl store will provide a sales area of circa 1,529m², whilst the total GIA is 2,184m² which includes the warehouse and ancillary areas. The total area of the red line boundary measures circa 8,927m² (2.20 Acres / 0.89 Hectares).
- 3.1.2 Vehicular access to the development site is proposed via a new access to the site off Wallis Avenue. Wallis Avenue is to be widened to 7m from Michael Faraday Avenue.
- 3.1.3 In order to improve access by sustainable modes, the existing 2m footway is to be extended along the site boundary. As part of the proposed development, double yellow lines are proposed along Wallis Avenue from the site access to Michael Faraday Avenue.
- 3.1.4 **Appendix B** provides the proposed access arrangement and service vehicle tracking.
- 3.1.5 The proposed development will provide a site layout designed in accordance with current best practice to accommodate pedestrians and cyclists. **Figure 3.2** provides an extract of the proposed site layout. **Appendix C** shows the full site layout plan.
- 3.1.6 Direct pedestrian access will also be provided off Wallis Avenue, Michael Faraday Avenue and Sir Isaac Newton Way.

Figure 3.2: Proposed Site Layout



- 3.1.7 The Lidl store proposes a total of 122 spaces are to be provided on site, including 6 disabled, 9 parent & child bays, 2 electric charging bays.
- 3.1.8 There will be 1 or 2 service vehicles per day which will access the loading bay from the car park entrance.

4.0 TRANSPORT POLICY AND ACCESSIBILITY

4.1 Preamble

- 4.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport-related planning guidance. The following section outlines the relevant guidance in respect of the proposed development.

4.2 The Transport Decarbonisation Plan – March 2020

- 4.2.1 The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

4.3 National Planning Policy Framework [NPPF] 2024

- 4.3.1 The National Planning Policy Framework was updated on 12 December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

- 4.3.2 Paragraph 109 states that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

- 4.3.3 Paragraph 110 states:

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable,

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

4.3.4 Paragraph 116 states:

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

4.3.5 Paragraph 117 states that:

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.3.6 Paragraph 118 states:

4.3.7 *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. Travel Plans, Transport Assessments and Statements in Decision-Taking*

4.4 Travel Plans, Transport Assessments and Statements in Decision-Taking

4.4.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT] released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is set out within the document.

4.4.2 The advice reflects current Government policy, promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposal.

4.5 Greater Manchester Transport Strategy 2040 (Updated January 2021)

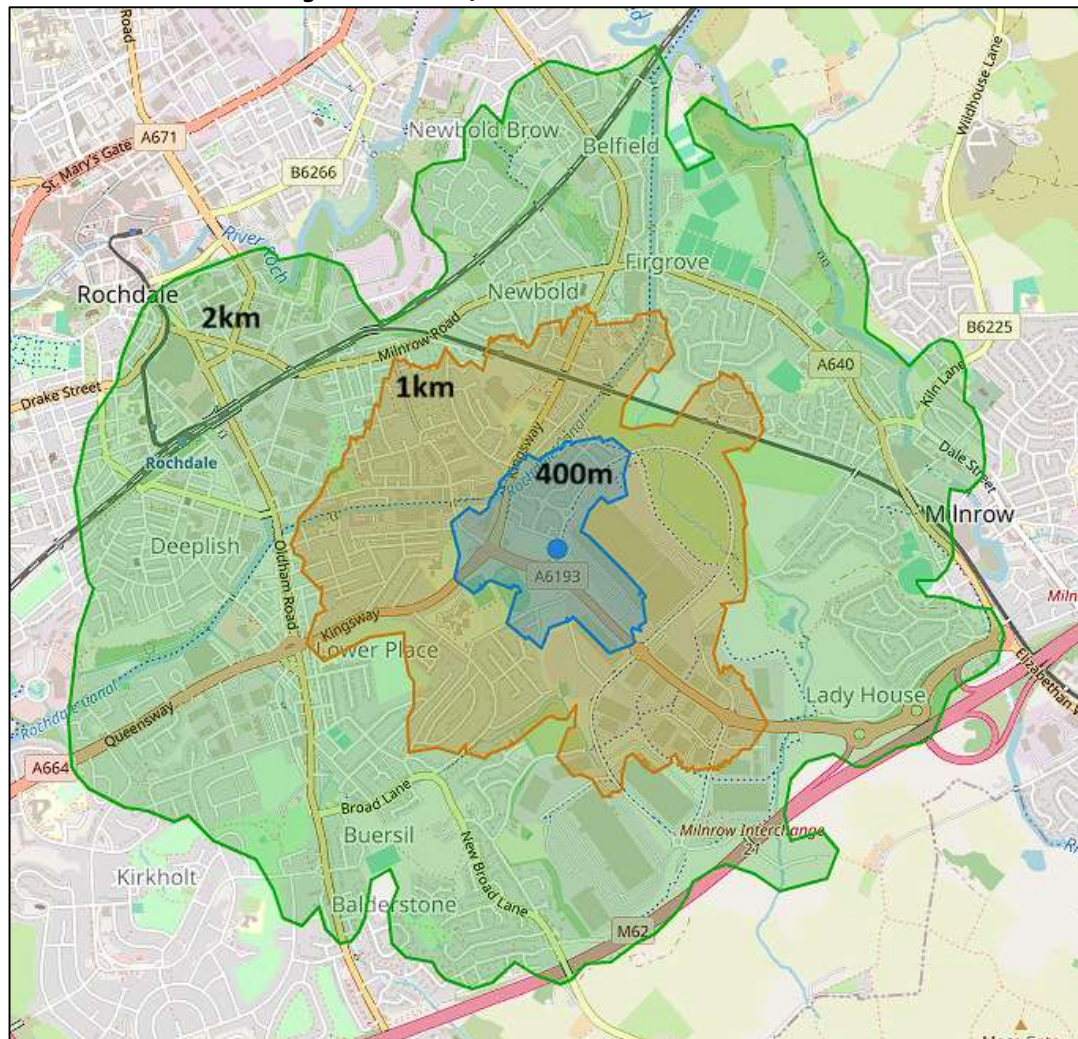
- 4.5.1 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport.
- 4.5.2 The vision is for Greater Manchester to have *"World-class connections that support long-term sustainable economic growth and access to opportunity for all"*.
- 4.5.3 It sets out a strong commitment to provide a transport system which: supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology and innovation.
- 4.5.4 *The ultimate vision for Greater Manchester within the strategy is:*

By 2040 we want 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport. This will mean one million more sustainable journeys every day enabling us to deliver a healthier, greener and more productive city-region.

4.6 Walking and Cycling

- 4.6.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing Journeys on Foot (IHT, 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m. **Figure 4.1** provides an extract of the indicative 1km / 2km isochrone plan.

Figure 4.1: 1km / 2km Isochrone Plan



- 4.6.2 Along Wallis Avenue, pedestrian footways run along both sides of the carriageway, with dropped kerbs and tactile paving provided at the minor junctions along Wallis Avenue including the existing access to the site.
- 4.6.3 Michael Faraday Avenue has streetlighting provision and double yellow-line parking restrictions along its length. A shared footway / cycleway provision is provided on the eastern side of the carriageway, and a pedestrian footway runs along the western side of the carriageway.

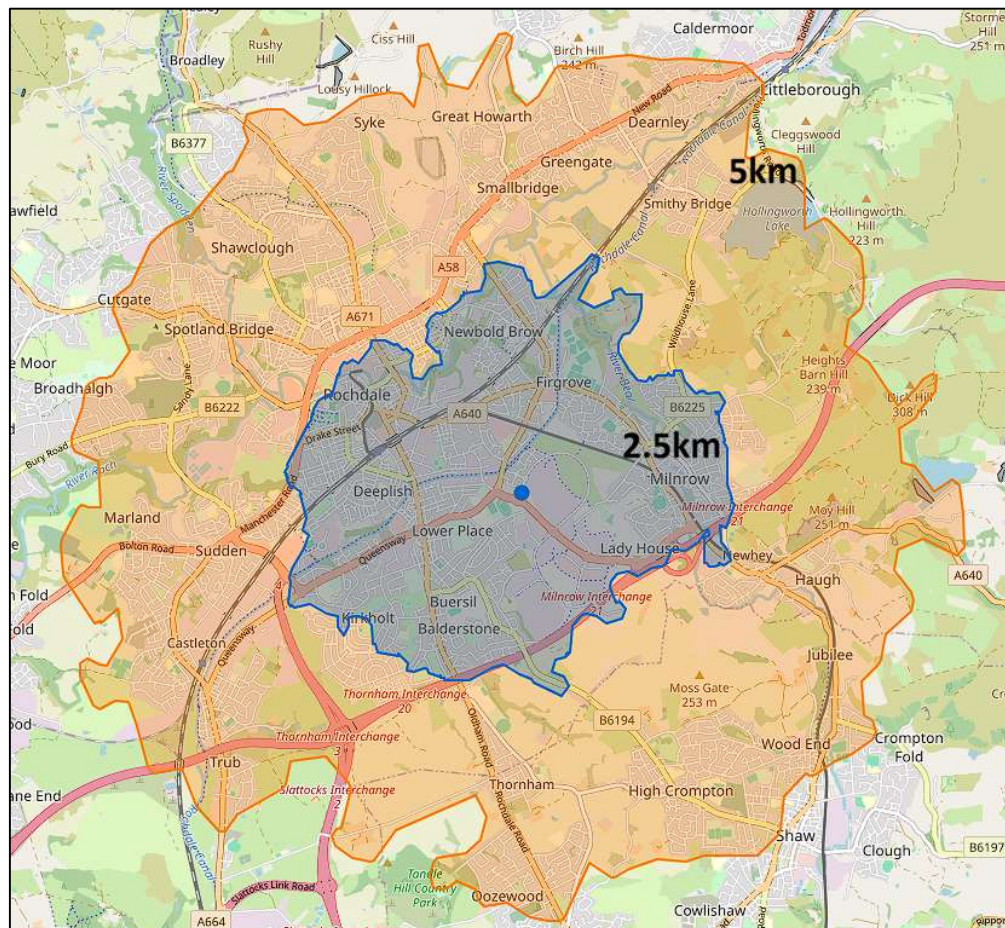
4.6.4 The development site is highly sustainable via walk. The following amenities are located within vicinity of the site:

- *Horney Public House – Adjacent to site;*
- *Gordon Rigg Garden, Home & Leisure – 450m away; and*
- *St Peter's C of E Primary School – 600m away*
- *Kingsway Park High School – Circa 750m away;*

4.6.5 Short car journeys of up to 2km are considered replaceable by walking and up to 5km by cycling. The general topography of area is reasonably flat, which should assist in encouraging visitors of the proposed development to travel by cycle.

4.6.6 **Figure 4.2** provides the 2.5km and 5km cycle catchment.

Figure 4.2: 2.5km and 5km Cycle Catchment Plan



4.6.7 As can be seen from **Figure 4.3**, the whole of Rochdale, and other Greater Manchester boroughs are accessible within 5km of the development site providing access for further settlements and residential areas.

4.6.8 The site benefits from off-road cycle provisions along Sir Isaac Newton Way which can be accessed just to the south of the developments.

4.7 Public Transport

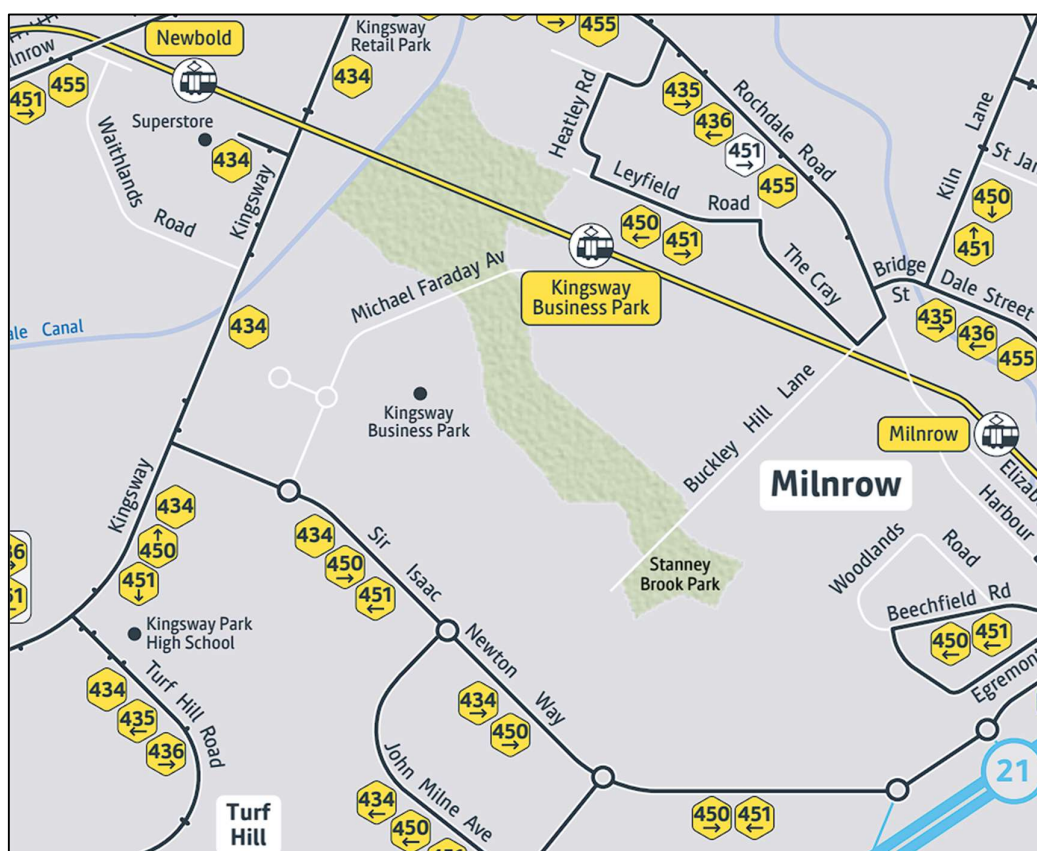
Bus

- 4.7.1 The closest bus stops to the site are located within walking distance along Sir Isaac Newton Way, adjacent to the development site (Michael Faraday Avenue bus stops). Additional bus stops can be found circa 300m away along the Rochdale Bypass (St. Peter's Primary School bus stops).
- 4.7.2 **Figure 4.3** shows an extract of the public transport map for the area. **Table 4.1** shows the frequencies of the bus services which align at the nearby stops.

Table 4.1: Bus Information

<i>Bus Service</i>	<i>Route</i>	<i>Monday - Saturday (Frequency)</i>	<i>Sunday (Frequency)</i>	<i>First</i>	<i>Last</i>
434	Rochdale – Middleton	1 per hour	1 per hour	06:09	22:24
450	Rochdale – Peppermint Bridge	1 per hour	1 per hour	05:46	21:40
451	Rochdale – Peppermint Bridge	1 per hour	1 per hour	06:18	22:20

Figure 4.3: Public Transport Map



Tram / Rail

- 4.7.3 The development site is located circa 900m away from Kingsway Business Park Metrolink Tram Stop. This station has 2 platforms and provides Metrolink services on the Oldham and Rochdale. The preceding station is Milnrow.
- 4.7.4 It is therefore concluded that the site benefits from substantial access by bus and tram, offering an attractive mode of transport to and from the site. Given the frequency of the bus services available, in addition to the excellent pedestrian and cycle provisions within vicinity of the site this is likely to provide a real alternative to single occupancy car journeys.

5.0 TRAFFIC IMPACT

5.1 Introduction

5.1.1 This section of the report considers the traffic impact of the proposed development on the local highway network. The primary aim is to provide an assessment of the development traffic which will be generated by the new store, and the impact it will have on the local highway network.

5.2 Proposed Development Trips

5.2.1 In order to estimate the likely vehicular trips generated by the new store and restaurant drive-throughs, the industry standard TRICS database has been used to ascertain the likely vehicle trips generated by discount food store uses. For robustness, sites in London, Wales, Scotland, Northern Ireland, and the Republic of Ireland have been excluded from the assessment process.

5.2.2 The proposed new Lidl store will provide a sales area of circa 1,529m².

5.2.3 **Tables 5.1** shows the calculated trip rates and total development trips for the new food store. **Appendix D** shows the full TRICS outputs.

Tables 5.1: Trip Rates & Trip Generation

Discount Food Store (1,529m ²)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1600-1700)			Saturday Peak (1200-1300)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	4.219	2.784	7.003	7.107	7.340	14.447	9.827	10.363	20.190
Trips	65	43	107	109	112	221	150	158	309

5.3 Trip Types

5.3.1 It is important to recognise that retail developments attract rather than generate trips. In simple terms, people always need to shop for various goods and the provision of a retail store does not, in itself, create the need to make an extra shopping trip. The presence of a retail store merely provides an alternative destination for an existing household's journey.

5.3.2 In considering traffic composition in relation to trips generated by retail developments, they are typically comprised of the following types of trips:

- **Primary (New Trips)** – are defined as those that will be new to the highway network during the assessment period (i.e. not currently undertaking a trip at this time). In most cases, these trips will be associated with new housing or another development. Primary trips would be single purpose trips for example; home – development – home.
- **Non-primary (Existing Trips in the Network)** - are defined as multi-purpose trips which call into a development en-route to another destination. Frequently this is a work-shop-home trip. Non-primary trips can be further sub-divided into:
 - **Pass-by Trips** are those non-primary trips that visit the new development without having to make any significant diversion from their existing route.
 - **Diverted Trips** Diverted trips are those non-primary trips that deviate off their normal route to visit the new development.

- **Linked Trips** - these are trips that will have multiple destinations within the proposed development site. Examples include trips to food and non-food retail, between both the development site and existing adjacent sites or between the development site and an established town centre. Where there is a high probability that there will be a proportion of linked trips between two uses on a development, it is customary only to 'count' those trips once for the development as a whole, and not effectively double-count them by attributing two visits and departures affecting the sections of highway network being assessed.

5.3.3 The TRICS Consortium research report, 14/1 'Pass-by and Diverted Trips', states that a significant number of trips to retail developments already exist on the network, especially at peak times. This statement is based on a number of studies that are quoted within the report and these are briefly summarised below:

Harries et al. (2012) 'Trip Generation Characteristics of Large-Format Retail Development Sites in Auckland'.

The report starts by stating that transport assessments of proposed retail developments typically involve application of generic trip rates to assess traffic effects to a road network, often with little, if any regard given to the nature of the trips that are generated. It is noted that a proportion of trips will exist as pass-by and linked (diverted) trips which when not considered result in inaccurate trip assessments leading to the over-design of traffic management measures at unnecessary cost.

As part of the study, interview and traffic count surveys were undertaken at a supermarket and home improvement warehouse to determine trip type proportions (importantly in a New Zealand context).

It found that a high proportion of secondary (pass-by and diverted) trips exist, being in the range of 57-67%.

Ghezawi et al. (1998) Convenience Store Trip Generation

This study aimed to develop mathematical models for estimating traffic generated by convenience stores using data collected at 26 stores. Two sets of equations were developed, one for all trips and one for pass-by trips only.

13 of the 26 convenience stores were selected for a questionnaire survey to assess the percentage of pass-by trips. A total of 571 interviews were undertaken with questions designed to determine whether a trip made to the store was a primary trip, a diverted trip or a pass-by trip.

The average percentage of pass-by trips recorded was 72%, with a range between the 13 stores of 61 to 85%. *The study also found a positive relationship between pass-by trip percentage and adjacent street volumes using average daily traffic flows.*

Wrigley (2006) The Effects of Corporate Foodstores on the High Street: Rebalancing the Debates, University of Southampton

This paper was written in response to the debate surrounding the Competition Commission's Inquiry into the Groceries Market, and presented, as the author states "in the spirit of attempting to rebalance debates on the effects of corporate food stores on the high street". The report considered two food stores located on the edge of town centres in Beverley in East Yorkshire and Warminster in Wiltshire. Research into the level of linked trips occurring between the stores and adjacent town centres indicated that a high level of linked trips combining food shopping and the use of other town centre shops and servicing were taking place.

The level of linked (diverted) trips recorded at both locations was in the region of 60% (65% at Beverley, 58% at Warminster).

Mouchel (2009) Proposed Tesco Store & Shopping Centre, West Bromwich: Working Paper 3 – Linked Trips

*Mouchel, on behalf of Tesco Stores Ltd, produced a working paper regarding linked and pass-by trips to be generated at a new Tesco foodstore in West Bromwich Town Centre. In order to determine the level of linked trips likely to occur at the Tesco store, a number of research papers on linked trips were investigated. It is argued that this research, much of which has been detailed above, demonstrates a high level of linkage between town centres and foodstores, with the level of linked trips ranging from 34% to 66% (Tesco Stores Ltd., 2001) and **the majority of cases having a level of linked trips with adjacent town and shopping centres at above 60%.***

5.3.4 In order to be robust, the trip composition is provided in **Table 5.2**

Table 5.2: Total Trip Generation By Type

		Weekday AM Peak (0800-0900)			Friday Peak (1600-1700)			Saturday Peak (1200-1300)		
Trip Types	Percentage	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
New	50%	32	21	54	54	56	110	75	79	154
Diverted	10%	6	4	11	11	11	22	15	16	31
Pass-By	40%	26	17	43	43	45	88	60	63	123
Total	100%	65	43	107	109	112	221	150	158	309

*Trip increases have been rounded up / down to the nearest whole number

5.4 Development Impact

5.4.1 An assessment has been made for future traffic conditions. The TEMpro database, in conjunction with the NTM dataset has been applied to the surveyed traffic flows in order to ascertain future traffic flows with the following parameters:

- Rochdale 013 (E02001144) area definition;
- Trip end by time period for car drivers; and
- NTM, all road types.

- 5.4.2 **Tables 5.3 & 5.4** summarises the derived growth factors. The years of assessment are 2028 and 2033 (i.e. projected opening year + 5 years).

Table 5.3: TEMpro / NTM Growth Factors (2028 Opening Year)

AM Peak	PM Peak	SAT Peak
2026 to 2028	2026 to 2028	2026 to 2028
1.0250	1.0253	1.0261

Table 5.4: TEMpro / NTM Growth Factors (2033 Future Year)

AM Peak	PM Peak	SAT Peak
2026 to 2033	2026 to 2033	2026 to 2033
1.0820	1.0827	1.0851

- 5.4.3 **Traffic Figures 4a & b – 6a & b** presents the 2028 & 2033 Growthed Traffic flows for the respective peak periods.
- 5.4.4 The proposed distribution of the new development trips has been calculated based on the existing traffic proportions routing past the site access heading southbound along Michael Faraday Avenue and distributed through the surveyed local highway junctions. **Traffic Figure 7-9** presents the New Development Traffic distribution whilst **Traffic Figures 10-12** shows Total New Development Trips for the peak periods respectively.
- 5.4.5 **Traffic Figures 13-15** presents the Pass-By Development Trips at the A6193 Sir Isaac Newton Way roundabout junction adjacent to the site.
- 5.4.6 **Traffic Figures 16-18** provides the Diverted Development Trips taken from the A6193 Sir Isaac Newton Way / A664 Rochdale Bypass / Moss Bridge Road signalised crossroads junction west of the site.
- 5.4.7 The total development trips for the new foodstore are presented in **Traffic Figures 19-21**.
- 5.4.8 The 2028 Opening Year & 2033 Future Year + proposed development flows are summarised by **Traffic Figures 22-27**.
- 5.4.9 **Table 5.4** and **Traffic Figures 28-30** present the 2028 Opening Year Percentage Development Impact at the observed junctions.

Table 5.4: 2028 Development Impact

2028 Opening Year Development Impact			
	AM	PM	SAT
A6193 Sir Isaac Newton Way / A664 Rochdale Bypass / Moss Bridge Road Signalised Junction	1.1%	2.4%	3.7%
A6193 Sir Isaac Newton Way / Michael Faraday Avenue Roundabout Junction	5.7%	10.4%	22.7%
M62 Junction 21 Off-Ramp / A6193 Sir Isaac Newton Way Roundabout Junction	2.1%	3.7%	7.1%

5.4.10 The development impact from the proposed trips on the observed junctions are minimal. It should be noted that the Michael Faraday Avenue / Wallis Avenue / JD Warehouse access crossroads junction adjacent to the site has insignificant flows heading along the roads as surveyed in the assessed peak periods.

5.4.11 Notwithstanding the above, detailed junction capacity assessments have been carried out at the Proposed Site Access / Wallis Avenue priority junction, and A6193 Sir Isaac Newton Way / Michael Faraday Avenue Roundabout Junction located adjacent to the developments.

5.5 Proposed Site Access / Wallis Avenue Priority Junction

5.5.1 The “PICADY” assessment program has been used to assess the capacity at the Proposed Site Access / Wallis Avenue Priority Junction.

5.5.2 **Table 5.5** summarises the 2028 / 2033 Base and with Development capacity assessments respectively. The full output is provided in **Appendix E**.

Tables 5.5: Proposed Site Access / Wallis Avenue – 2033 With Development Capacity Summary

	2033 With Development AM Peak		2033 With Development PM Peak		2033 With Development Saturday Peak	
Arm	RFC	RFC	RFC	Queue	RFC	Queue
Site Access	0.10	0	0.26	0	0.37	1
Wallis Avenue (Right-Turn)	0.00	0	0.00	0	0.00	0

- 5.6.3 The assessments show that the Proposed Site Access / Wallis Avenue priority junction would operate within capacity in the base and future year assessments with the developments in place.

5.7 A6193 / Michael Faraday Avenue Roundabout Junction

- 5.7.1 The “ARCADY” assessment program has been used to assess the capacity at the A6193 / Michael Faraday Avenue Roundabout Junction, located adjacent to the development site.
- 5.7.2 **Table 5.6** below summarises the 2026 surveyed scenarios for the existing roundabout junction.

Table 5.6: A6193 / Michael Faraday Avenue – 2026 Surveyed Capacity Summary

	2026 Surveyed AM Peak		2026 Surveyed PM Peak		2026 Surveyed Saturday Peak	
Arm	RFC	Queue	RFC	Queue	RFC	Queue
Michael Faraday Avenue	0.09	0	0.07	0	0.07	0
A6193 Sir Isaac Newton Way (East)	0.39	1	0.49	1	0.27	1
A6193 Sir Isaac Newton Way (West)	0.24	0	0.29	1	0.20	0

- 5.7.3 **Table 5.7** summarises the 2028 opening year and 2033 future year scenarios for the existing roundabout junction, whilst **Table 5.8** summarises the 2028 and 2033 Base + Development scenarios with the proposed Lidl store in place. The full output is provided in **Appendix F**.

Table 5.8: A6193 / Michael Faraday Avenue – 2028 & 2033 Base Capacity Summary

	2028 Base AM Peak		2028 Base PM Peak		2028 Base Saturday Peak	
Arm	RFC	Queue	RFC	Queue	RFC	Queue
Michael Faraday Avenue	0.09	0	0.07	0	0.07	0
A6193 Sir Isaac Newton Way (East)	0.40	1	0.50	1	0.27	1
A6193 Sir Isaac Newton Way (West)	0.25	0	0.29	1	0.21	0
	2033 Base AM Peak		2033 Base PM Peak		2033 Base Saturday Peak	
Arm	RFC	Queue	RFC	Queue	RFC	Queue
Michael Faraday Avenue	0.09	0	0.07	0	0.07	0
A6193 Sir Isaac Newton Way (East)	0.42	1	0.53	1	0.29	1
A6193 Sir Isaac Newton Way (West)	0.26	1	0.31	1	0.22	0

Table 5.9: A6193 / Michael Faraday Avenue – 2028 & 2033 Base + Development Capacity Summary

	2028 Base + Development AM Peak		2028 Base + Development PM Peak		2028 Base + Development Saturday Peak	
Arm	RFC	Queue	RFC	Queue	RFC	Queue
Michael Faraday Avenue	0.12	0	0.15	0	0.18	0
A6193 Sir Isaac Newton Way (East)	0.41	1	0.54	1	0.31	1
A6193 Sir Isaac Newton Way (West)	0.26	1	0.31	1	0.24	0
	2033 Base + Development AM Peak		2033 Base + Development PM Peak		2033 Base + Development Saturday Peak	
Arm	RFC	Queue	RFC	Queue	RFC	Queue
Michael Faraday Avenue	0.13	0	0.16	0	0.18	0
A6193 Sir Isaac Newton Way (East)	0.44	1	0.56	1	0.32	1
A6193 Sir Isaac Newton Way (West)	0.27	1	0.33	1	0.25	0

- 5.7.4 The assessments show that the A6193 Sir Isaac Newton Way / Michael Faraday Avenue roundabout junction would operate well within capacity in the opening and future year scenarios if the Lidl foodstore was in place.

6.0 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Cora IHT have been instructed by Lidl and Wilson Bowden Developments to support proposals for a new discount foodstore located off Wallis Avenue, Rochdale, Greater Manchester.
- 6.1.2 The proposed new Lidl store will provide a sales area of circa 1,529m², whilst the total GIA is 2,184m² which includes the warehouse and ancillary areas. The total area of the red line boundary measures circa 8,927m² (2.20 Acres / 0.89 Hectares).
- 6.1.3 Vehicular access to the development site is proposed via a new access to the site off Wallis Avenue. Wallis Avenue is to be widened to 7m from Michael Faraday Avenue.
- 6.1.4 In order to improve access by sustainable modes, the existing 2m footway is to be extended along the site boundary. As part of the proposed development, double yellow lines are proposed along Wallis Avenue from the site access to Michael Faraday Avenue.
- 6.1.5 Direct pedestrian access will also be provided off Wallis Avenue, Michael Faraday Avenue and Sir Isaac Newton Way.
- 6.1.6 The Lidl store proposes a total of 122 spaces are to be provided on site, including 6 disabled, 9 parent & child bays, 2 electric charging bays.
- 6.1.7 There will be 1 or 2 service vehicles per day which will access the loading bay from the car park entrance.
- 6.1.8 The junction assessments show that they would operate well within theoretical capacity in the opening and future year assessments.
- 6.1.9 The development impact from the proposed trips on the observed junctions are minimal, whilst the capacity assessments show that all of the assessed junctions within the study area and local highway network would operate within capacity in both opening and future assessment years.
- 6.1.10 The recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.
- 6.1.11 Paragraph 116 of the NPPF states that:
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."
- 6.1.12 The proposed development would have a minimal impact on the highway network.

6.2 Conclusion

- 6.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation-related reasons upon which a refusal of the planning application for the proposals would be justified.

TRAFFIC FIGURES

Figure 1 - 2026 Surveyed Traffic Flows
AM Peak: 0800-0900

Notes:

123

 Total Vehicles

123

 HGVs

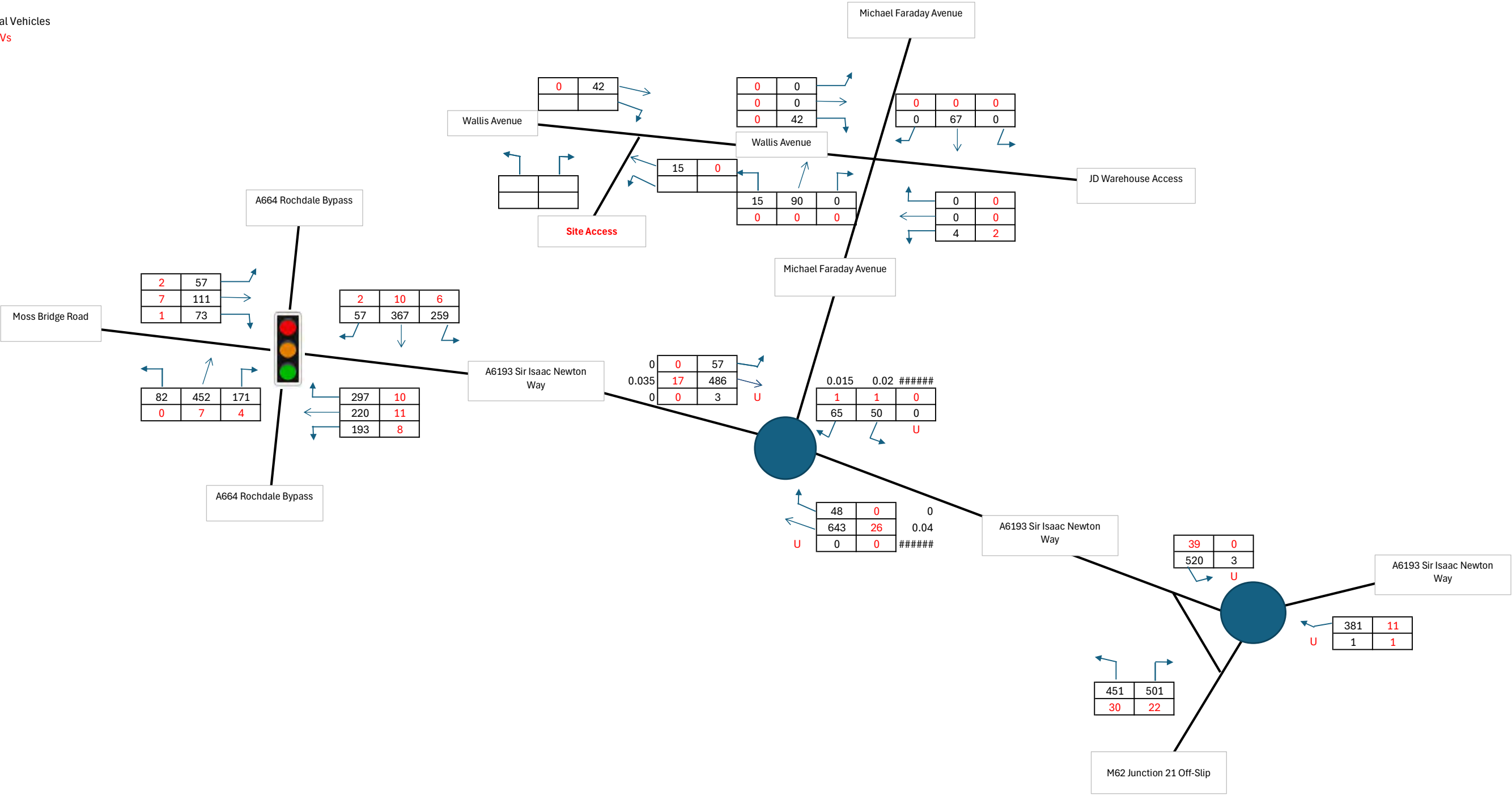
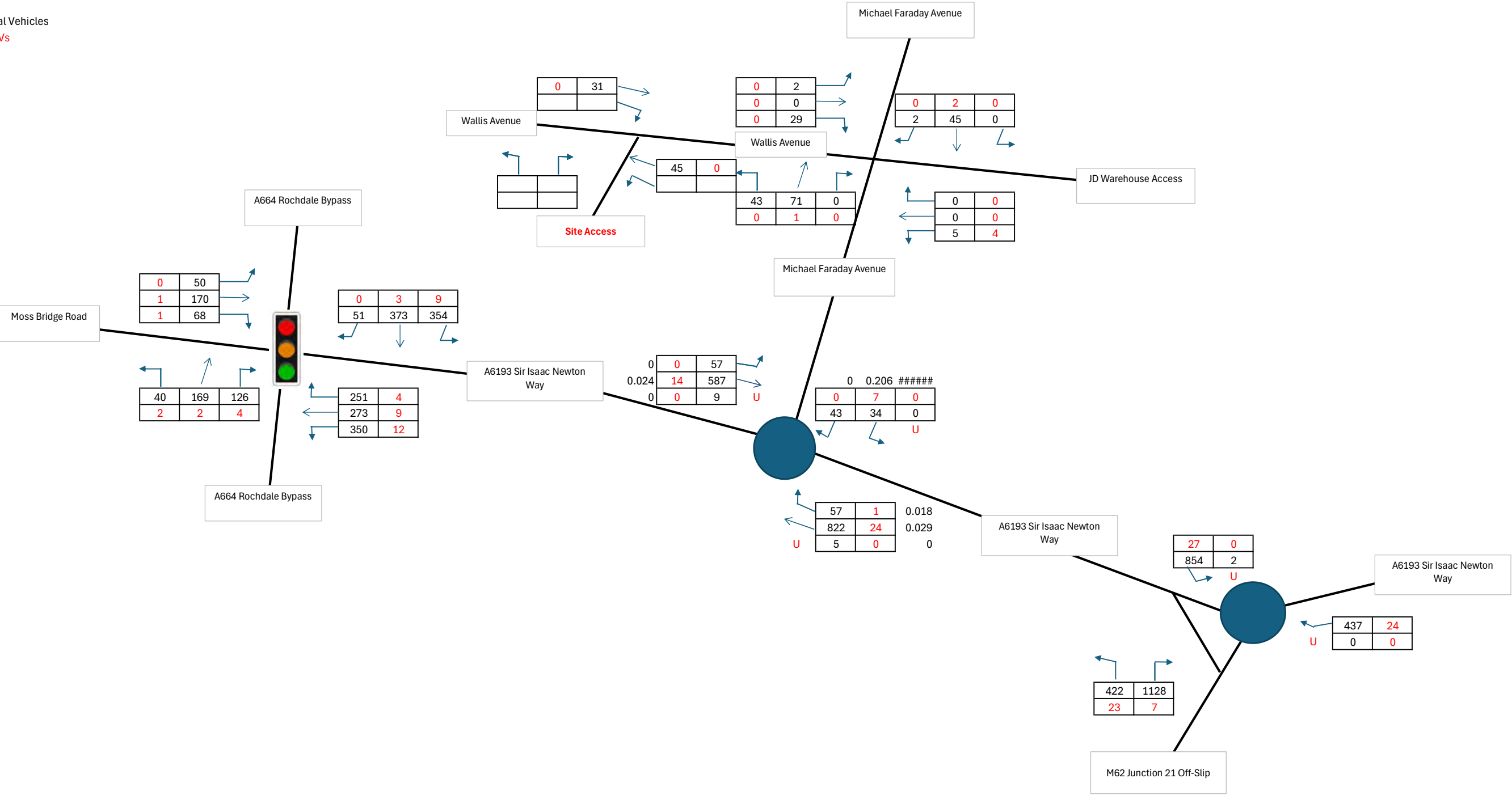


Figure 2 - 2026 Surveyed Traffic Flows
PM Peak: 1600-1700

Notes:

123	Total Vehicles
123	HGVs



Notes:	123	Total Vehicles
	123	HGVs

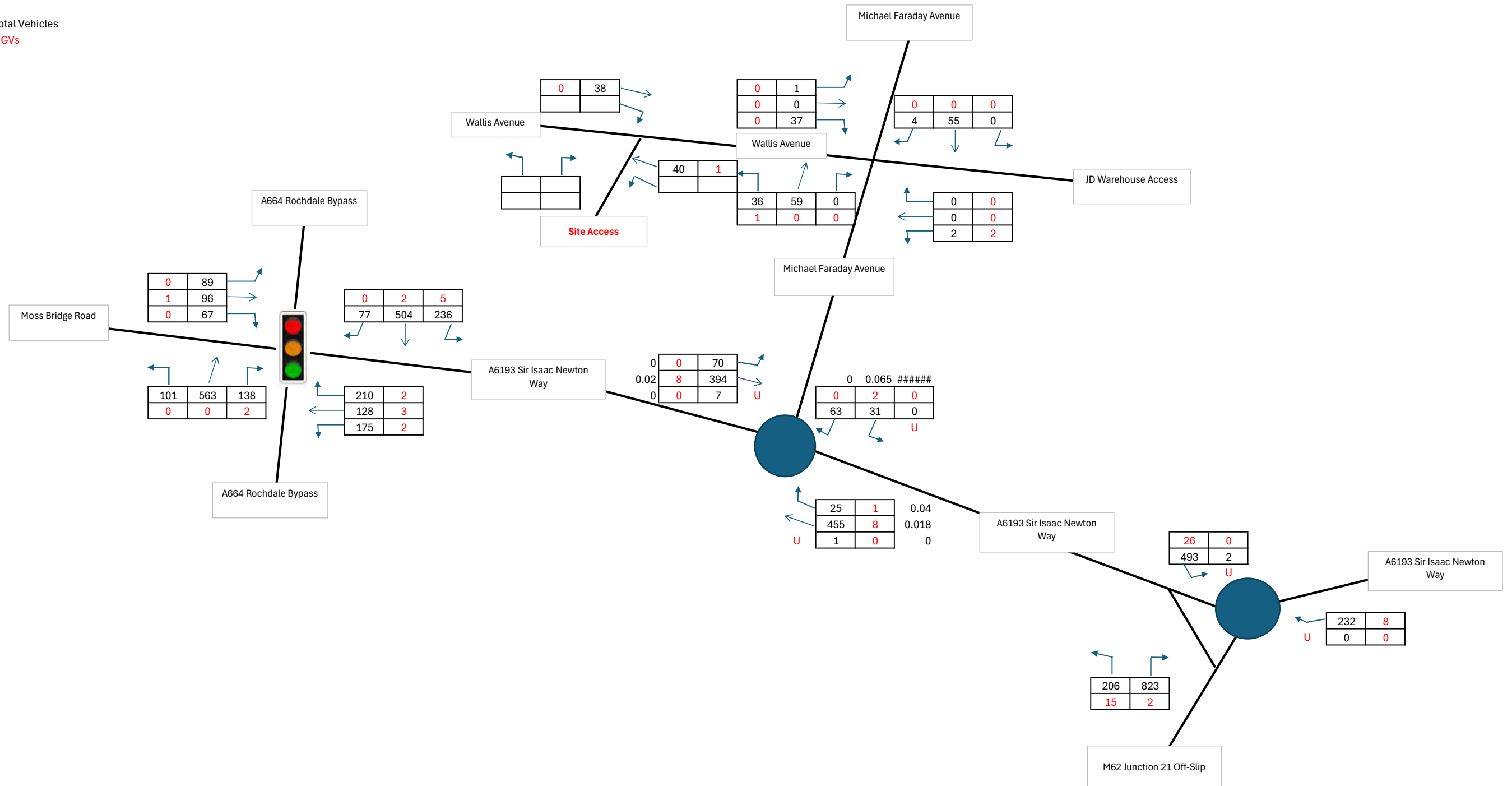


Figure 4 - 2026 Surveyed Traffic Flows
AM Peak: 0800-0900

Notes:

123

 PCUs

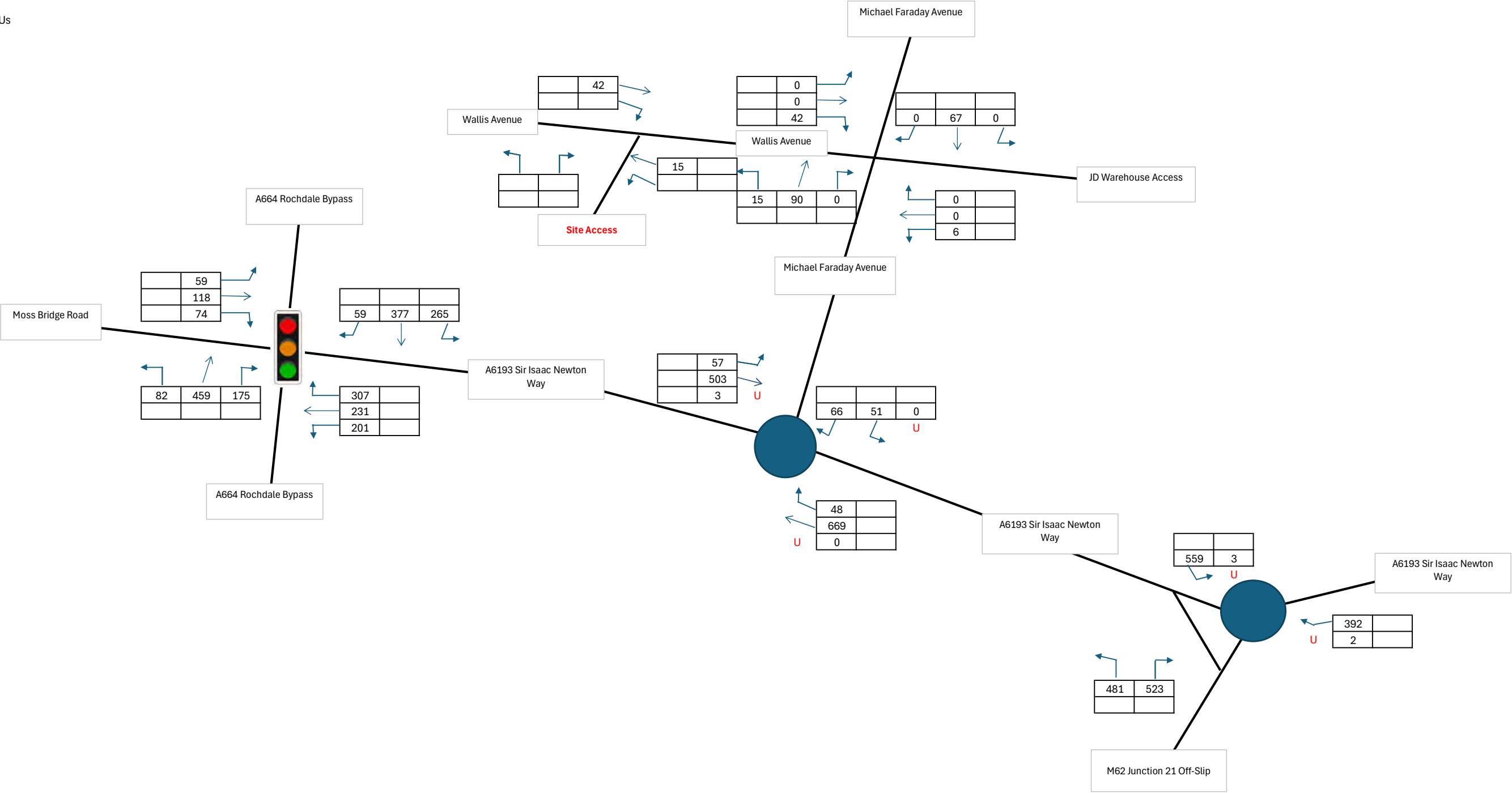


Figure 4a - 2028 Opening Year Flows
AM Peak: 0800-0900

Notes:

123

 PCUs

1.025

 Growth Factor (Rochdale 013)

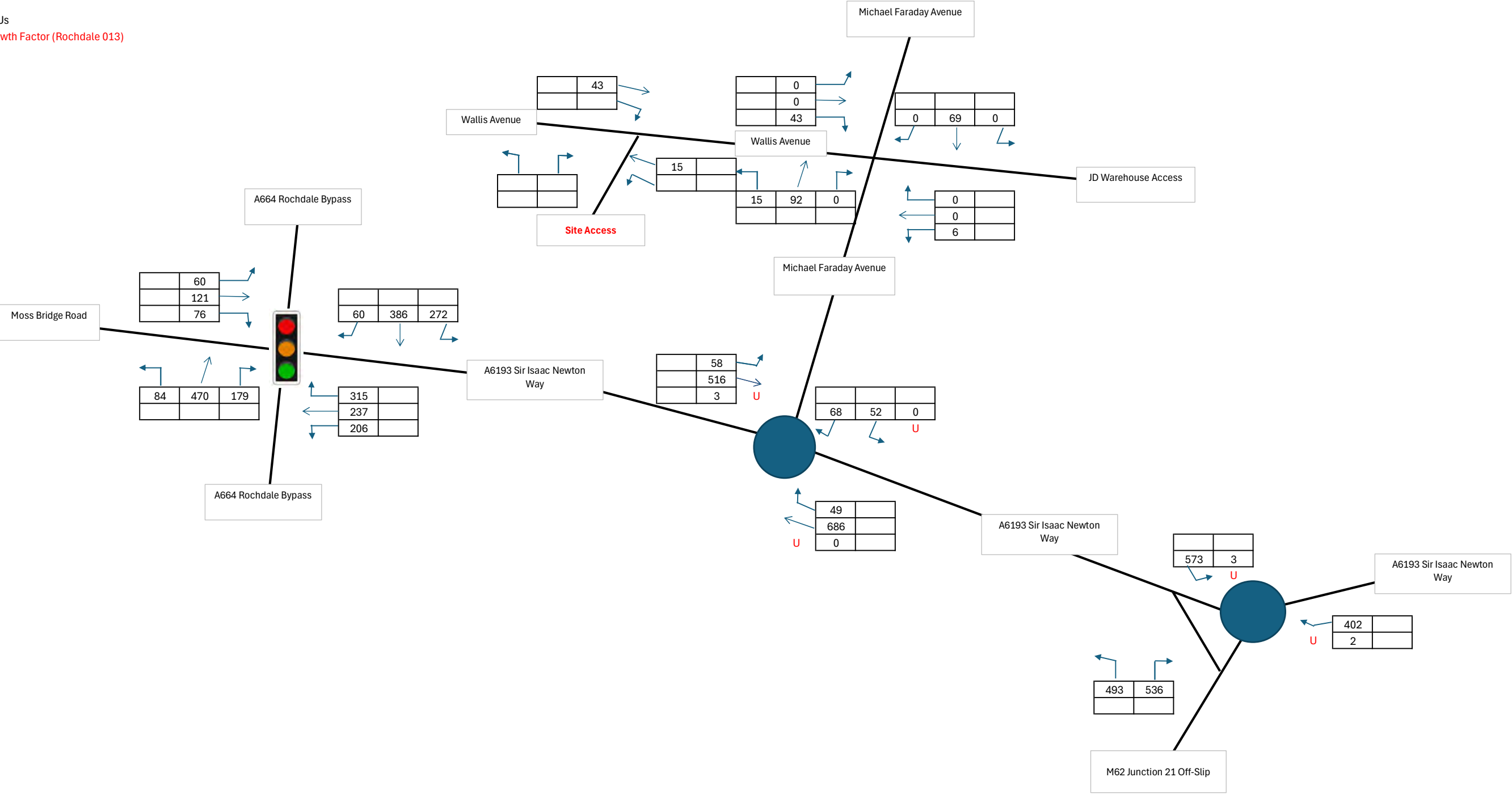


Figure 4b - 2033 Future Year Flows
AM Peak: 0800-0900

Notes: 123 PCUs
1.082 Growth Factor (Rochdale 013)

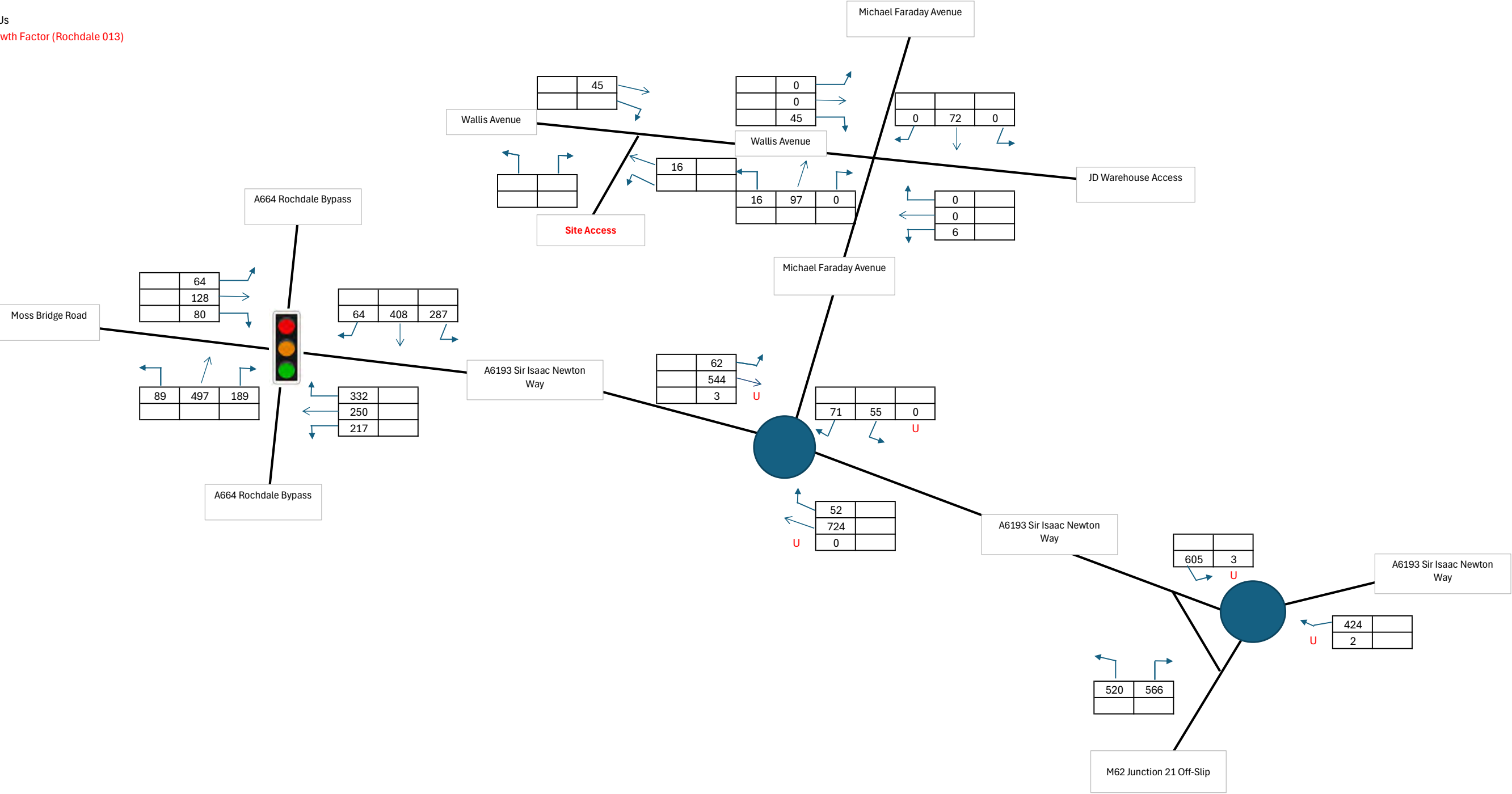


Figure 5 - 2026 Surveyed Traffic Flows
PM Peak: 1600-1700

Notes:

123

 PCUs

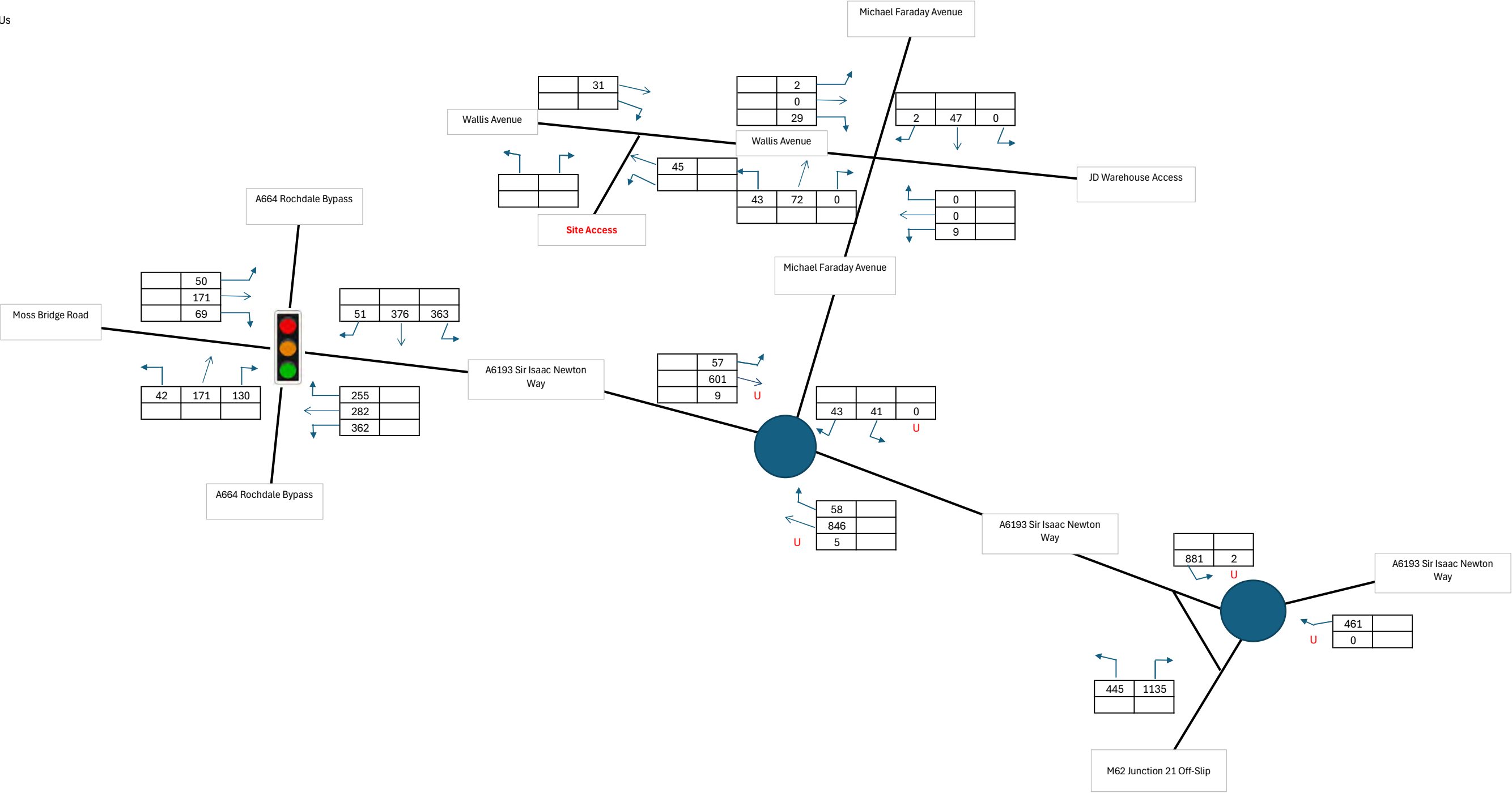


Figure 5a - 2028 Opening Year Flows
PM Peak: 1600-1700

Notes:

123

 PCUs

1.025

 Growth Factor (Rochdale 013)

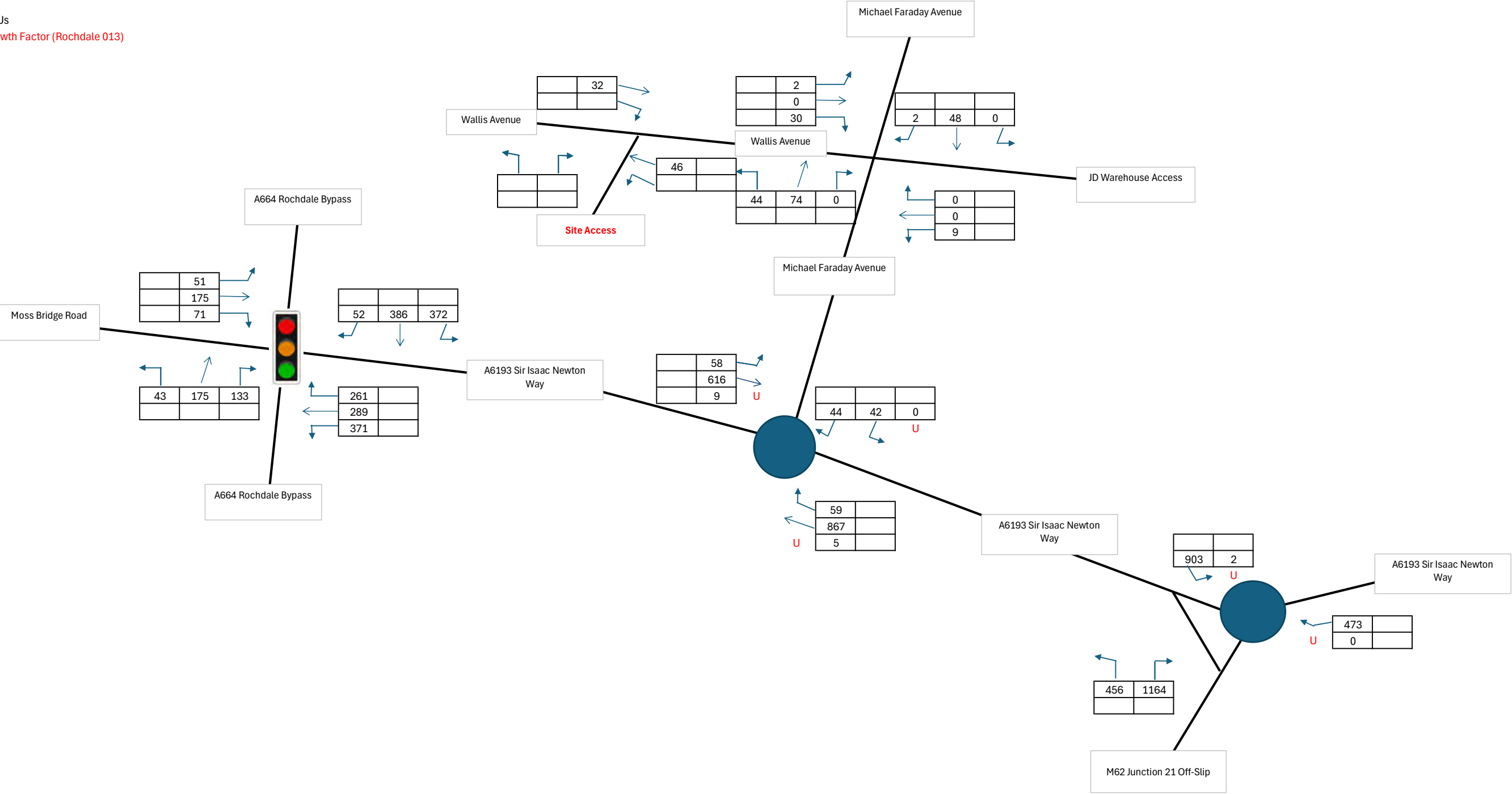


Figure 5b - 2033 Future Year Flows
PM Peak: 1600-1700

Notes: 123 PCUs
1.083 Growth Factor (Rochdale 013)

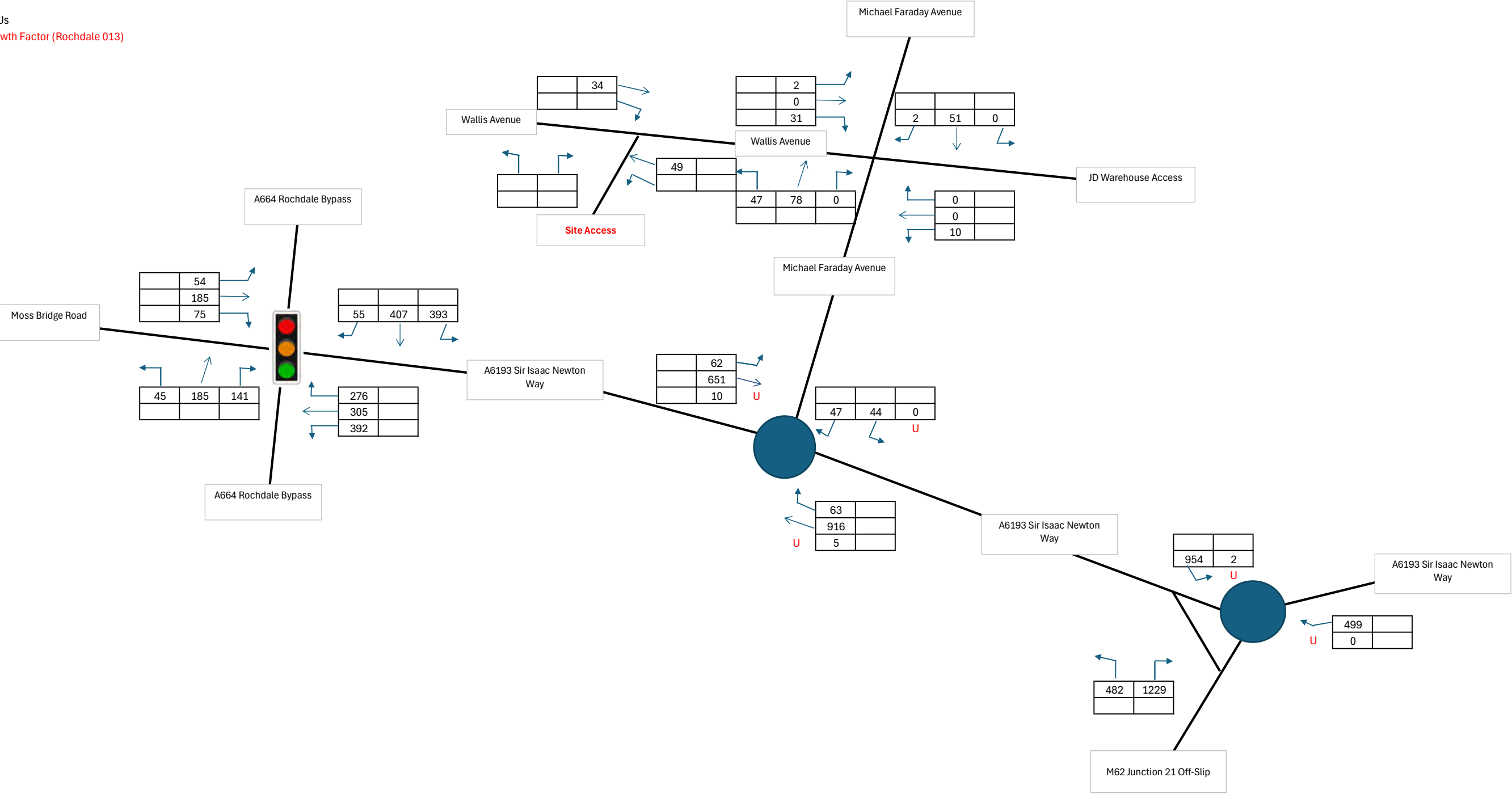


Figure 6 - 2026 Surveyed Traffic Flows
Saturday Peak: 1200-1300

Notes:

123

 PCUs

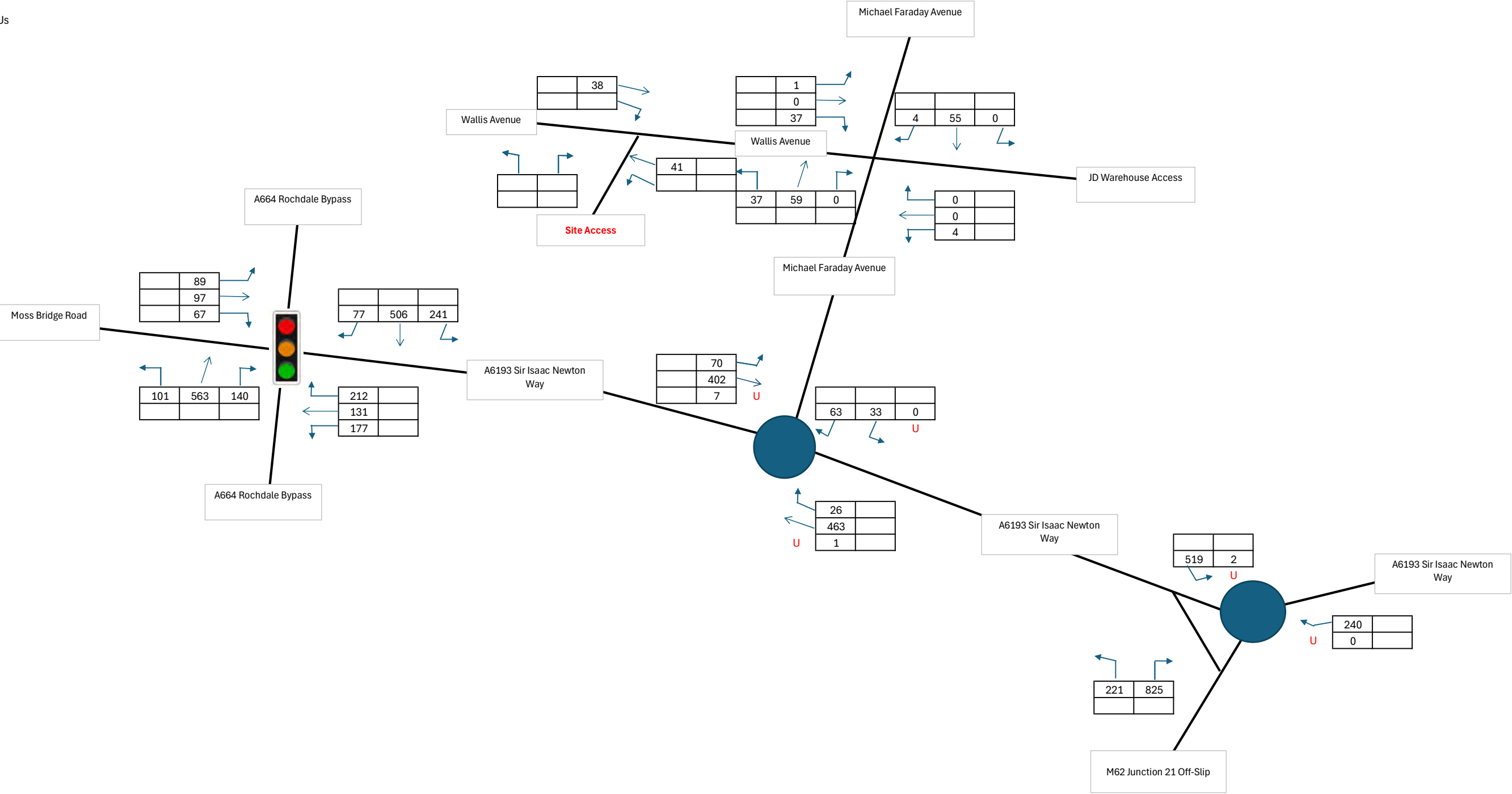


Figure 6a - 2028 Opening Year Flows
Saturday Peak: 1200-1300

Notes:

123	PCUs
1.026	Growth Factor (Rochdale 013)

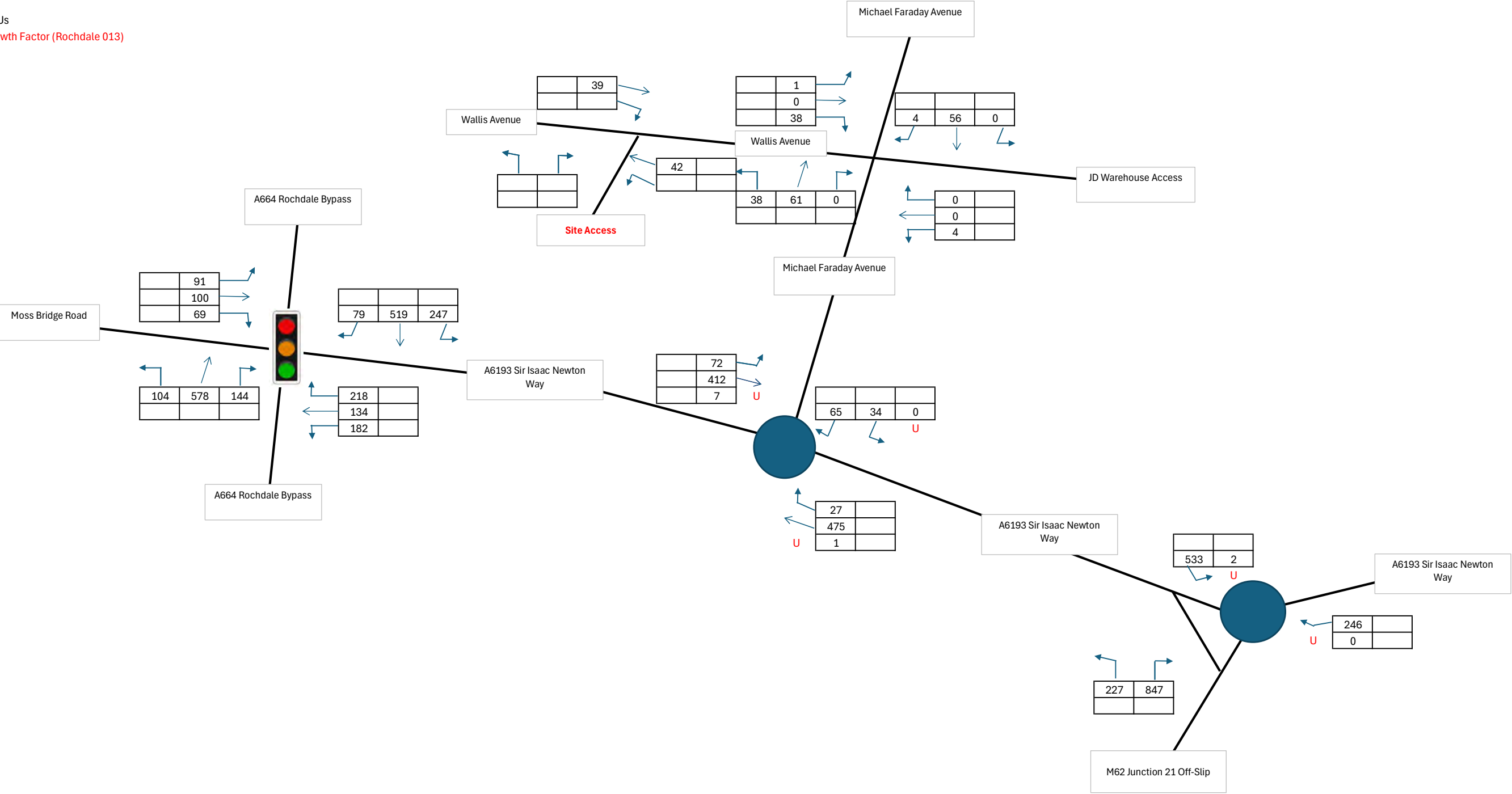


Figure 6b - 2033 Future Year Flows
Saturday Peak: 1200-1300

Notes: 123 PCUs
1.085 Growth Factor (Rochdale 013)

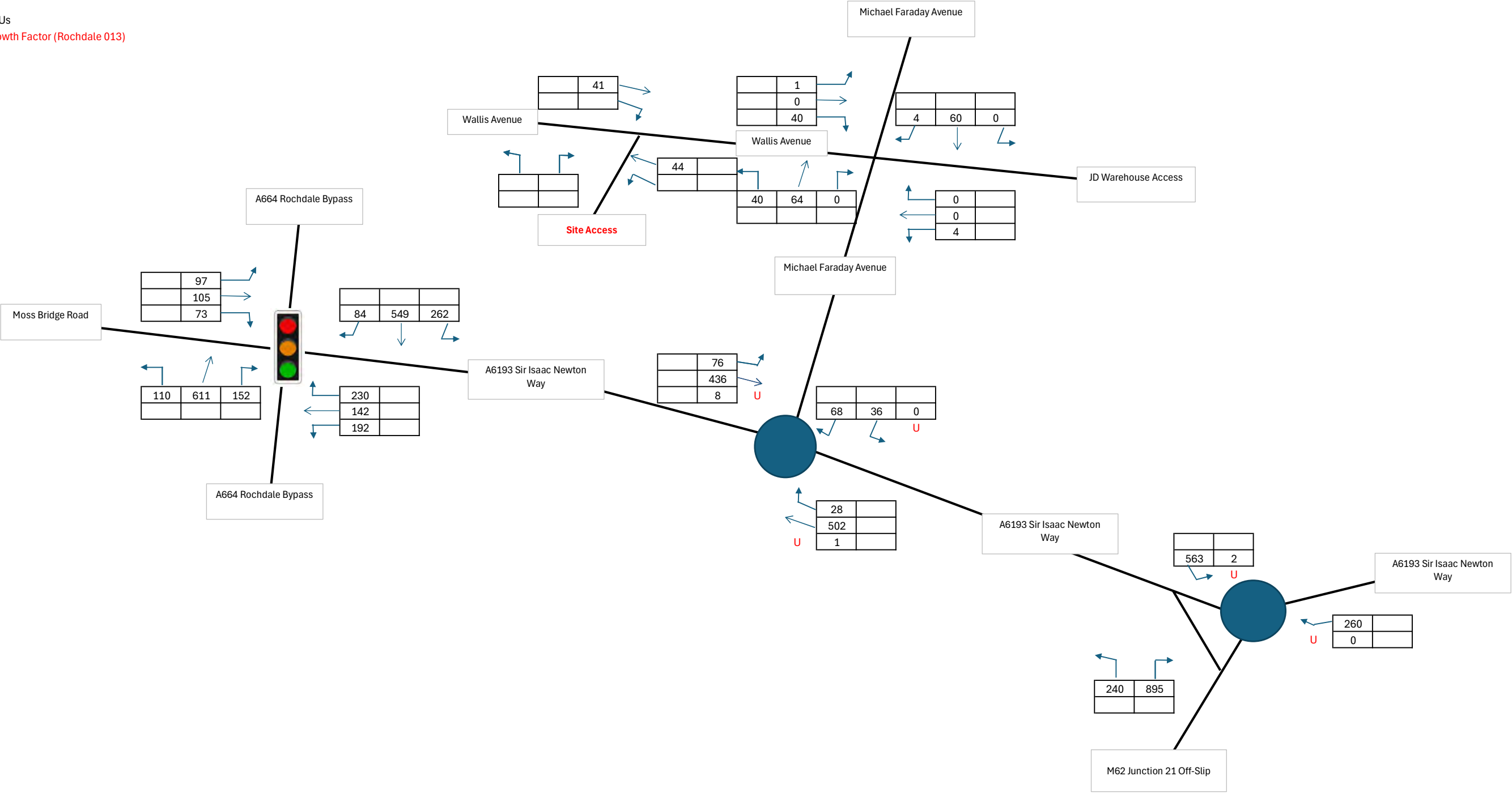


Figure 7 - Development Distribution (New)
AM Peak: 0800-0900

Notes:

%	Arrivals
%	Departures

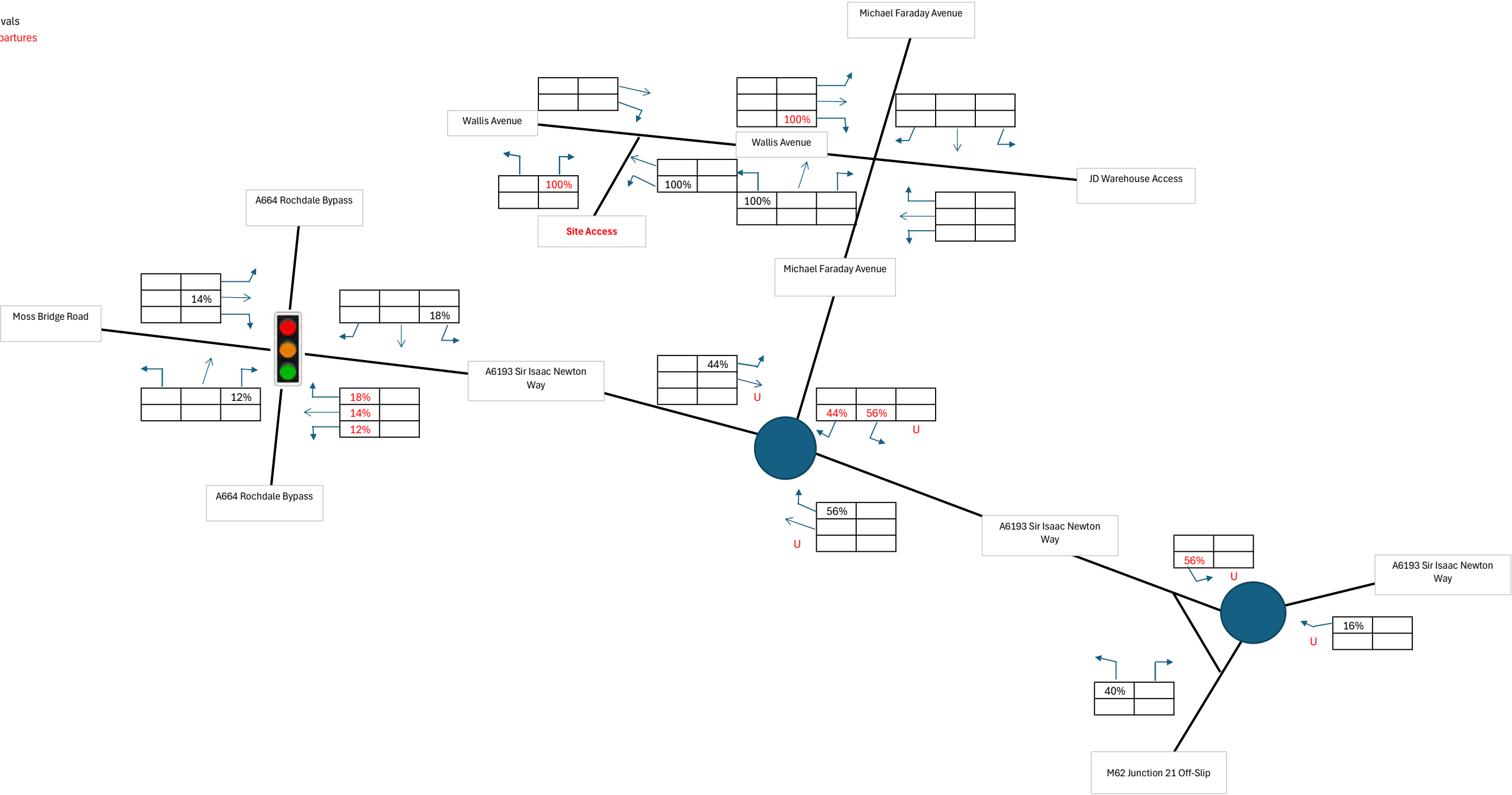


Figure 8 - Development Distribution (New)
PM Peak: 1600-1700

Notes:

%	Arrivals
%	Departures

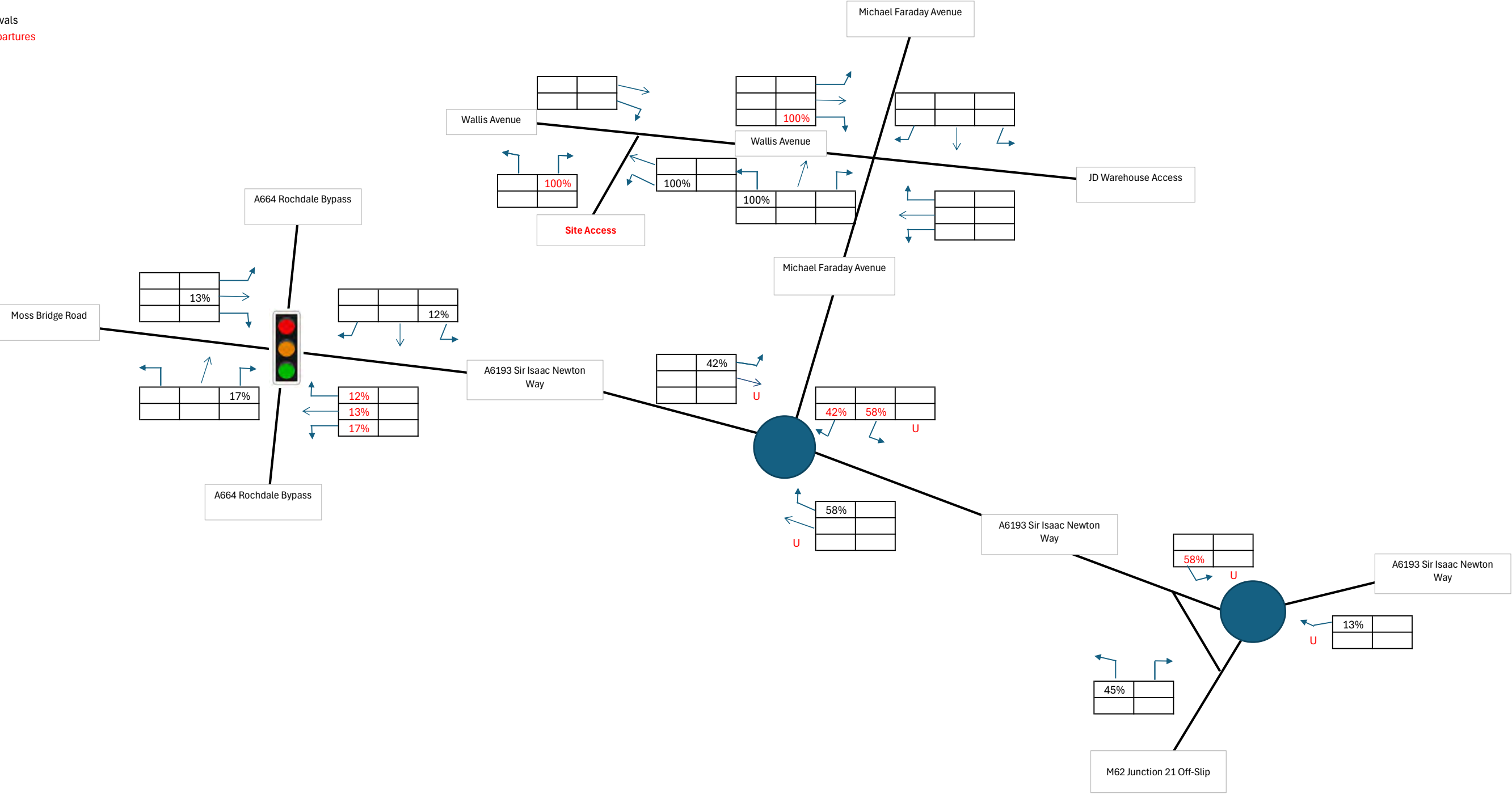


Figure 9 - Development Distribution (New)
Saturday Peak: 1200-1300

Notes:

%	Arrivals
%	Departures

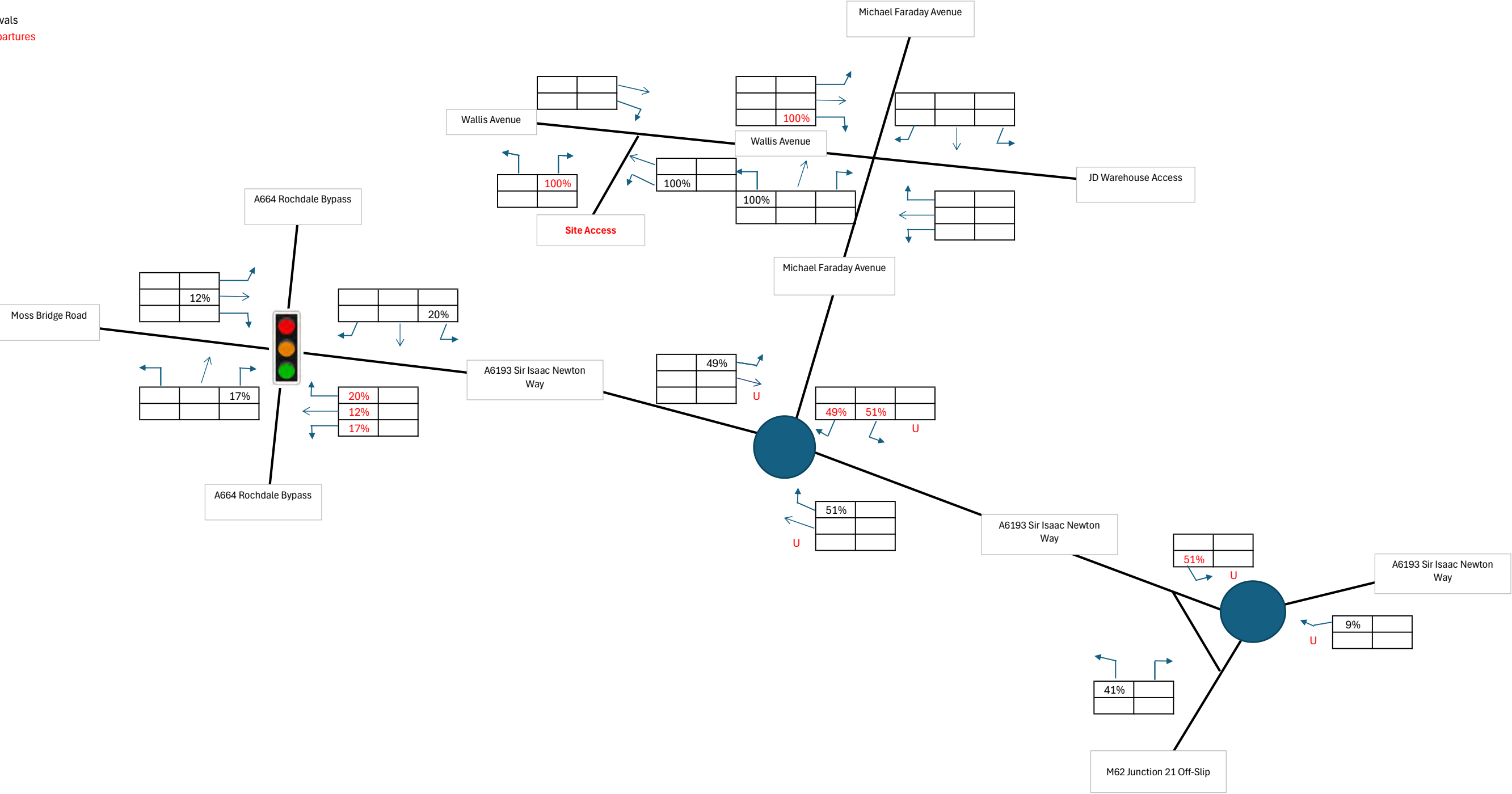


Figure 10 - Development Trips (New)
AM Peak: 0800-0900

Notes:

32	Arrivals
21	Departures

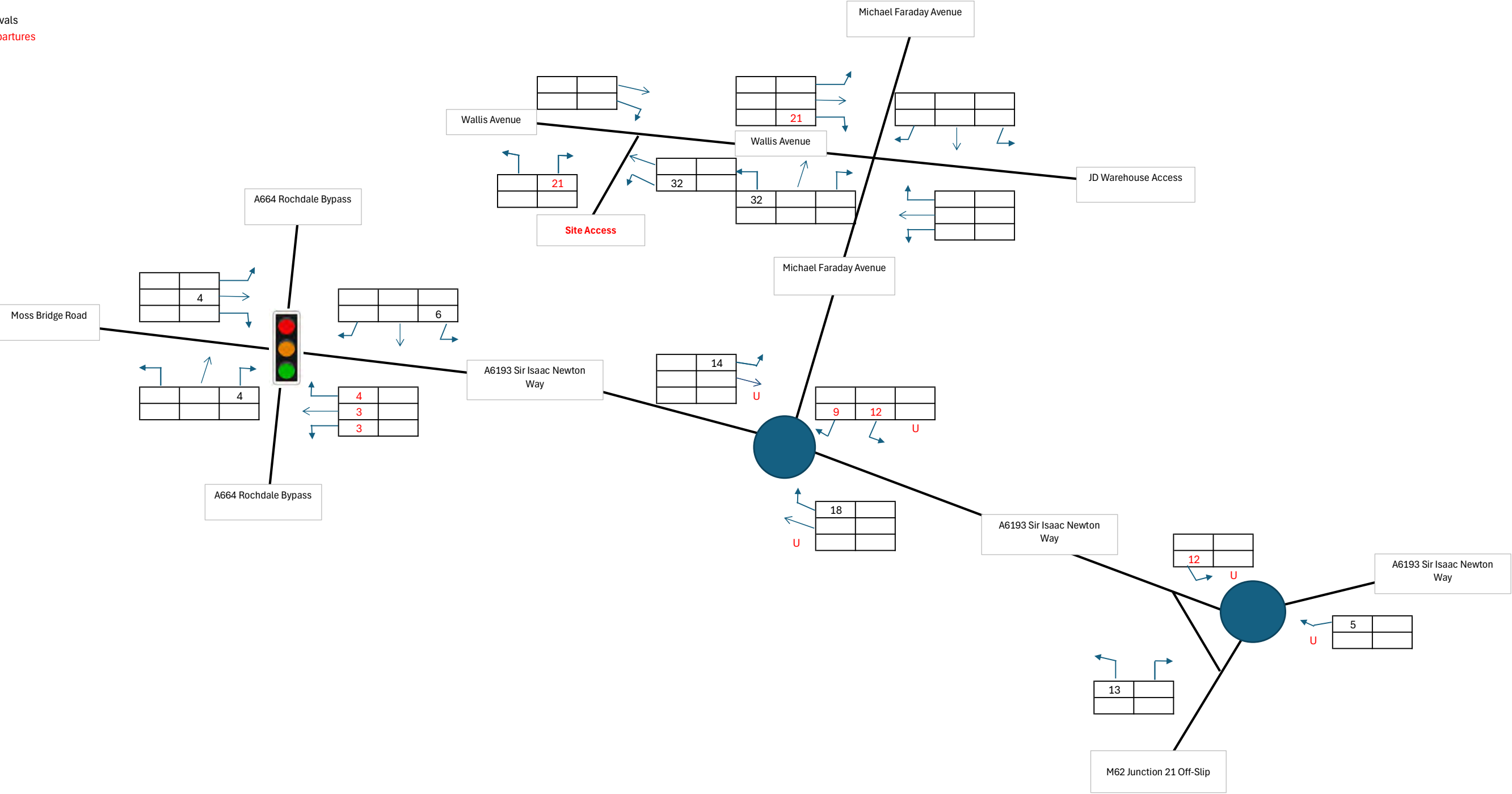


Figure 11 - Development Trips (New)
PM Peak: 1600-1700

Notes:

54	Arrivals
56	Departures

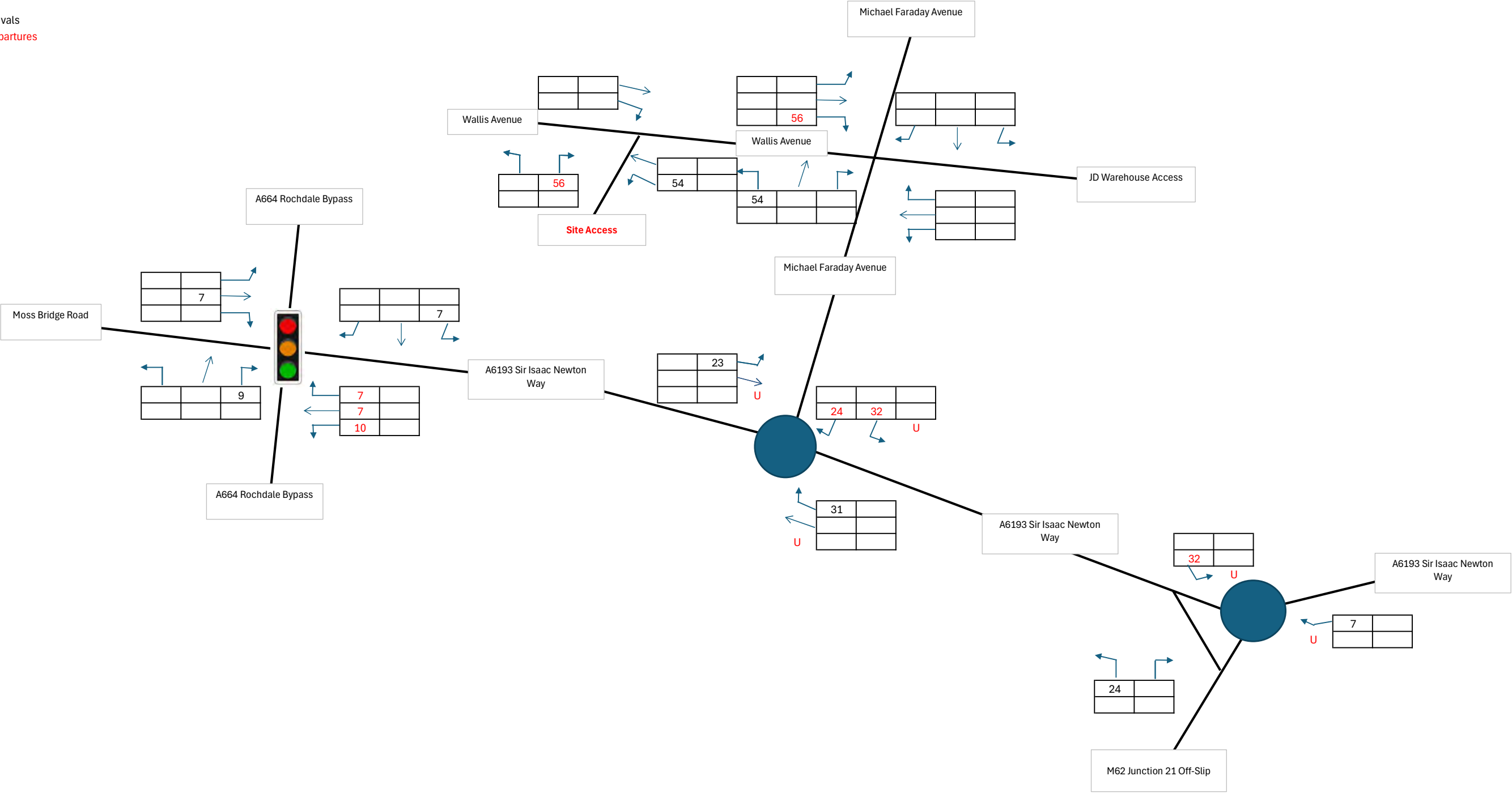
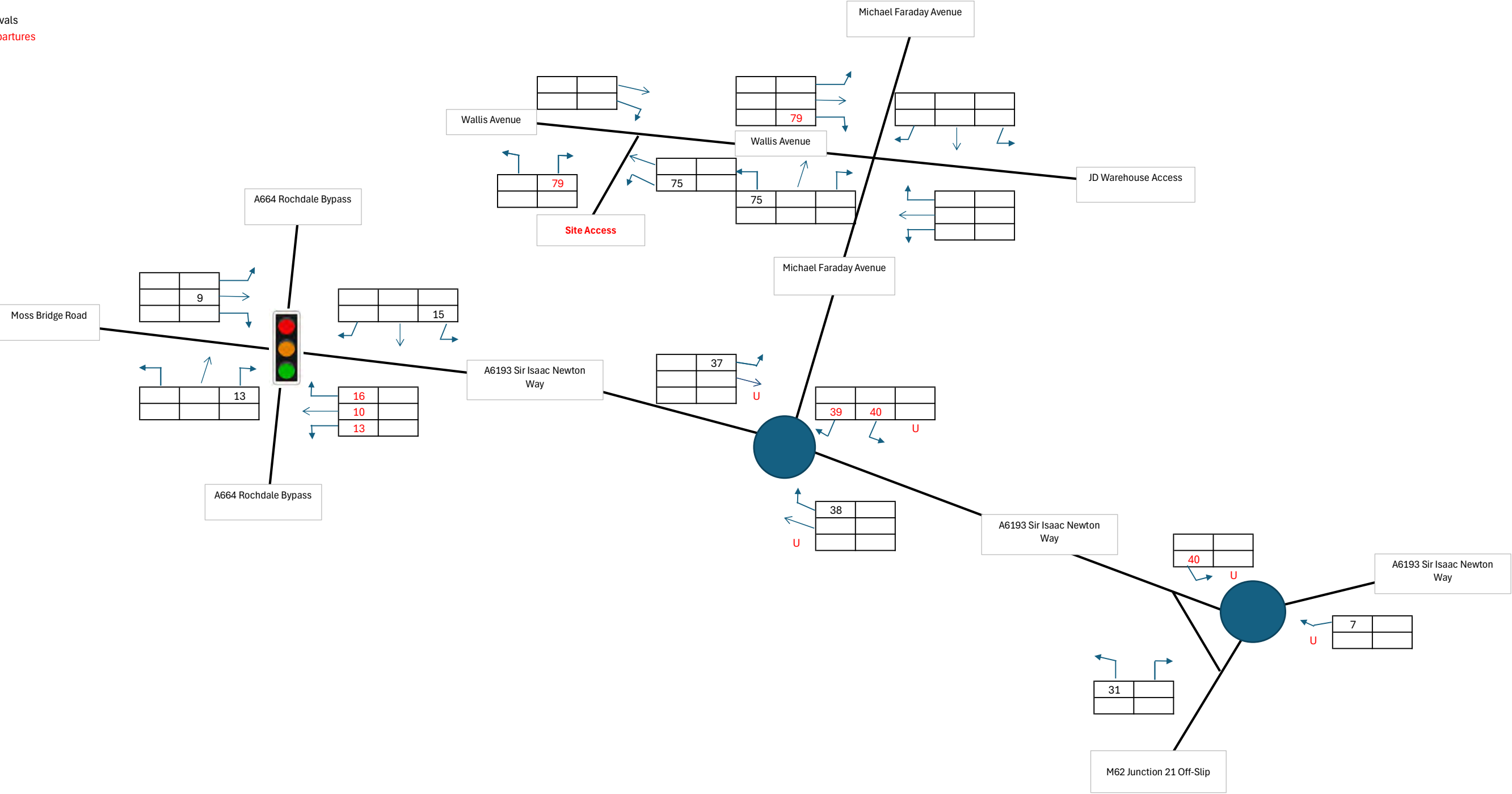


Figure 12 - Development Trips (New)
Saturday Peak: 1200-1300

Notes:

75	Arrivals
79	Departures



Notes:

26	Arrivals
17	Departures

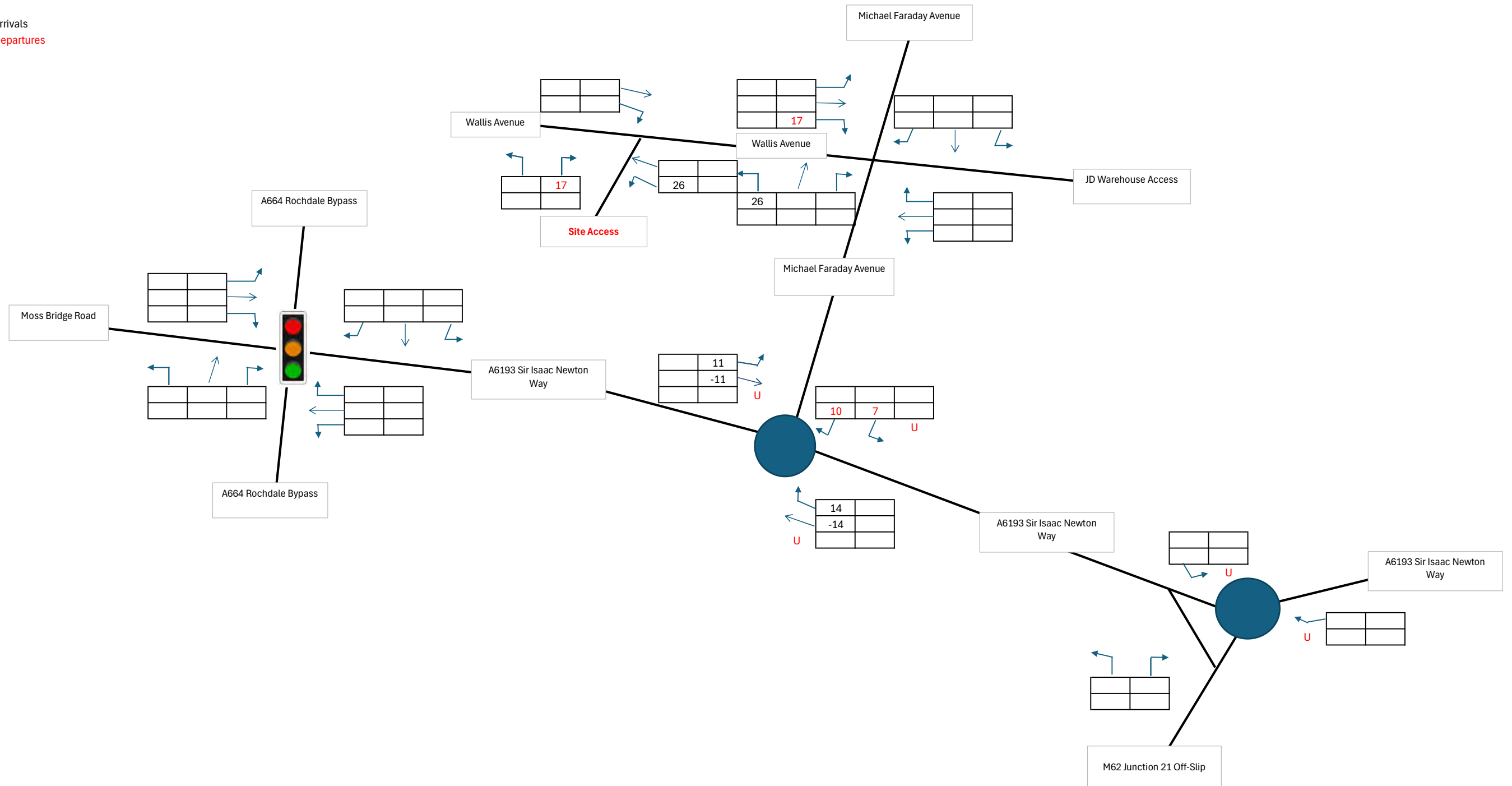


Figure 14 - Pass-By Trips
PM Peak: 1600-1700

Notes:

43	Arrivals
45	Departures

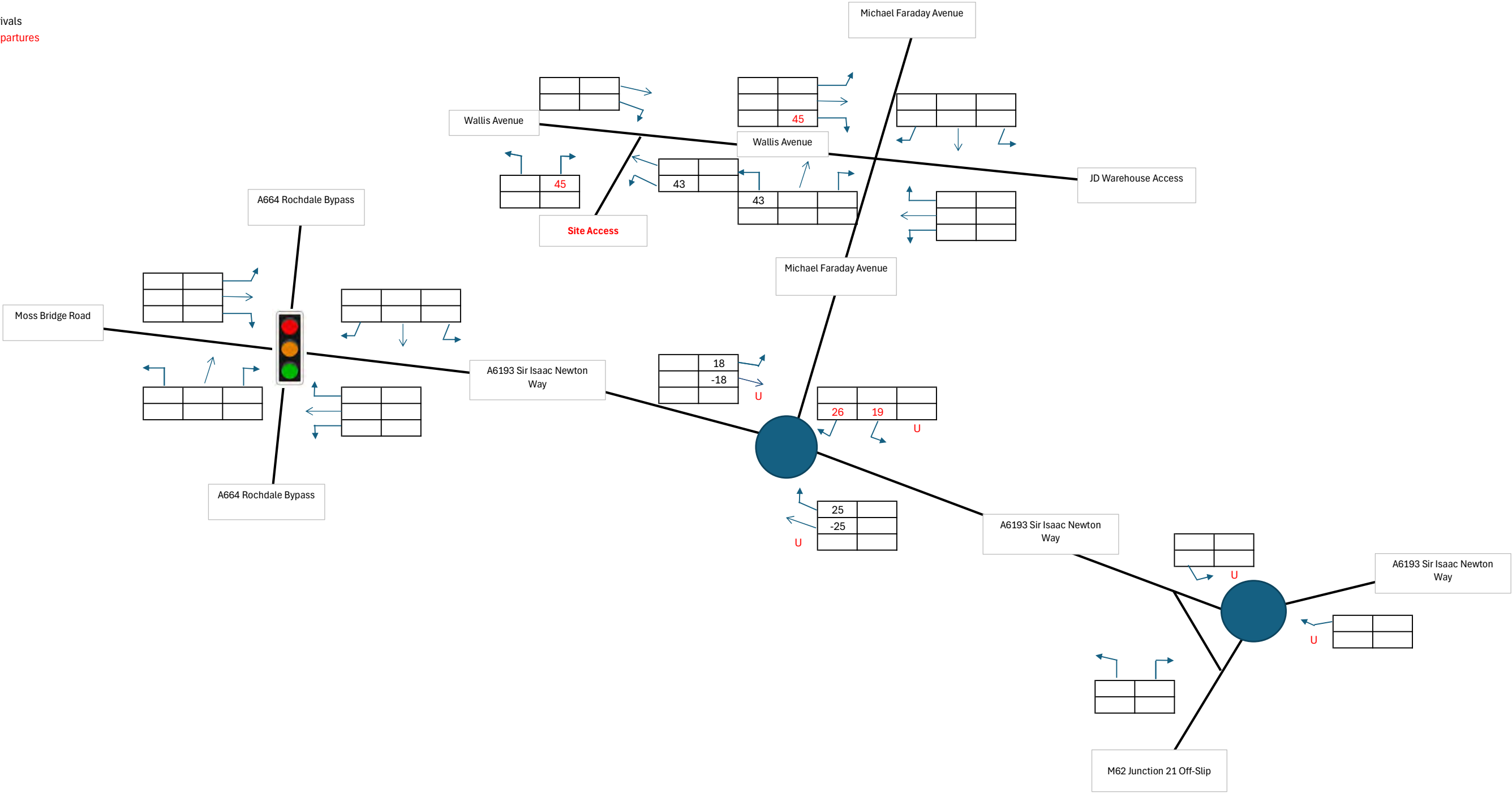


Figure 15 - Pass-By Trips
Saturday Peak: 1200-1300

Notes:

60	Arrivals
63	Departures

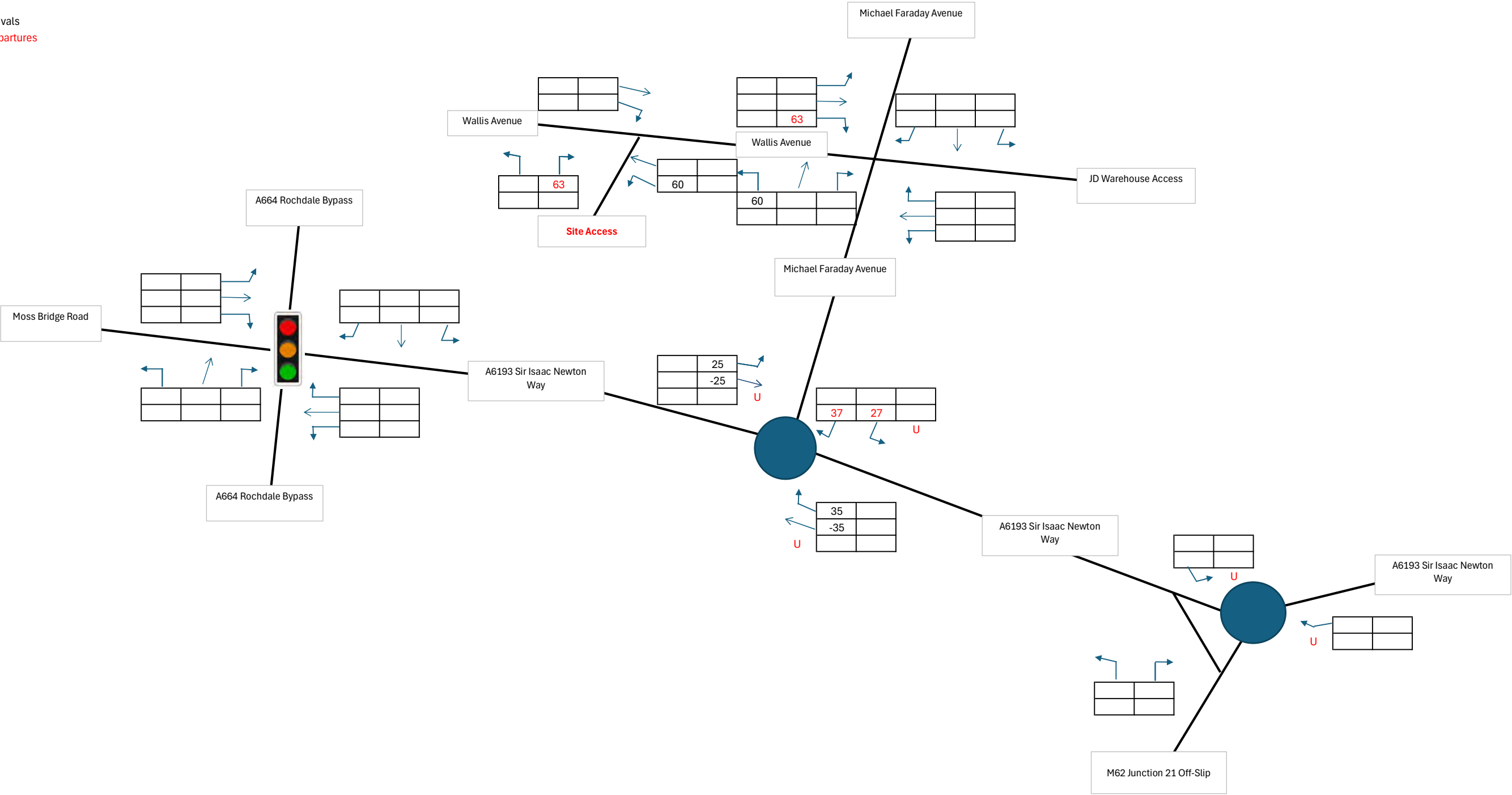


Figure 16 - Diverted Trips
AM Peak: 0800-0900

Notes:

6	Arrivals
4	Departures

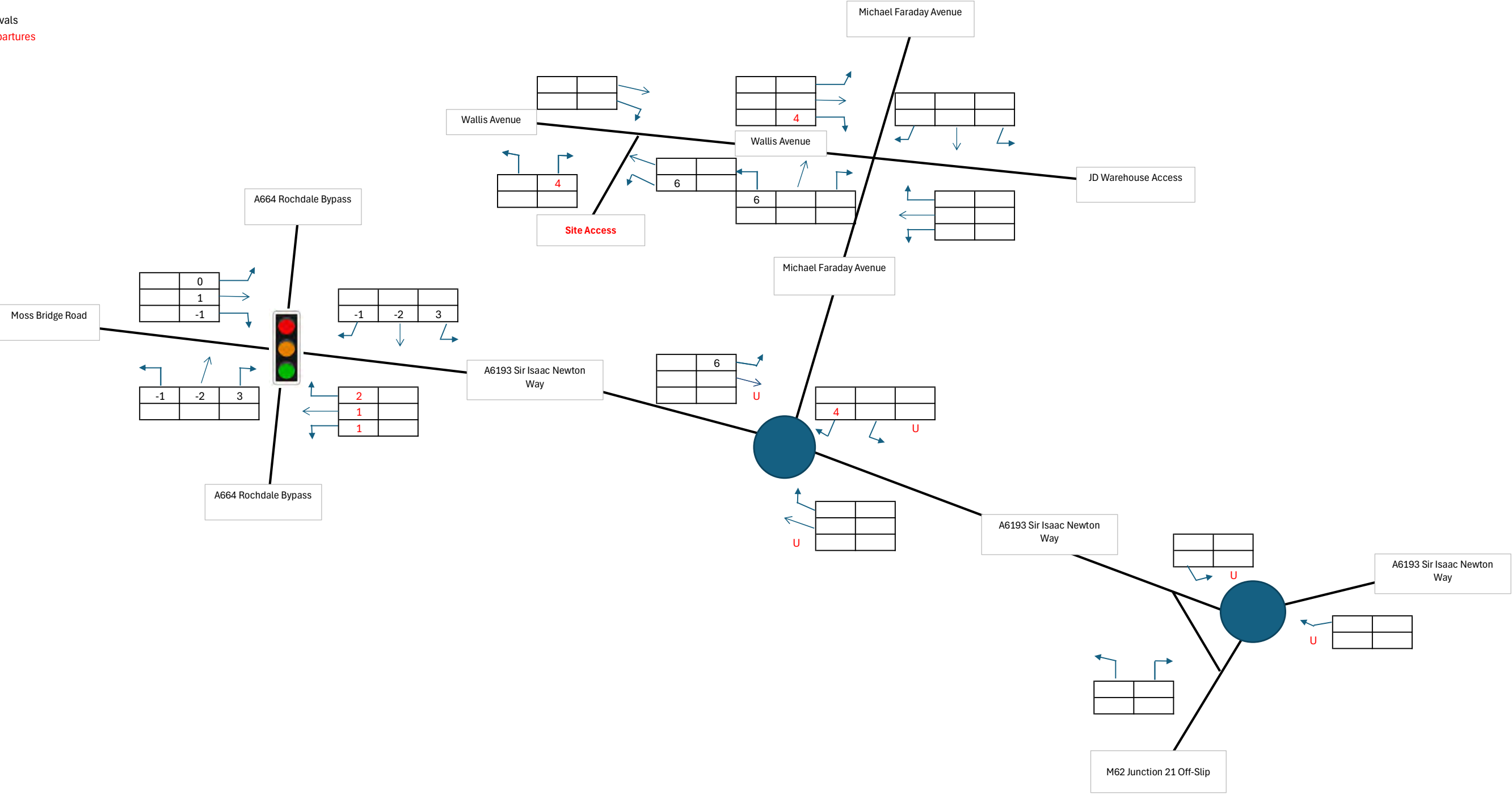


Figure 17 - Diverted Trips
PM Peak: 1600-1700

Notes:

11	Arrivals
11	Departures

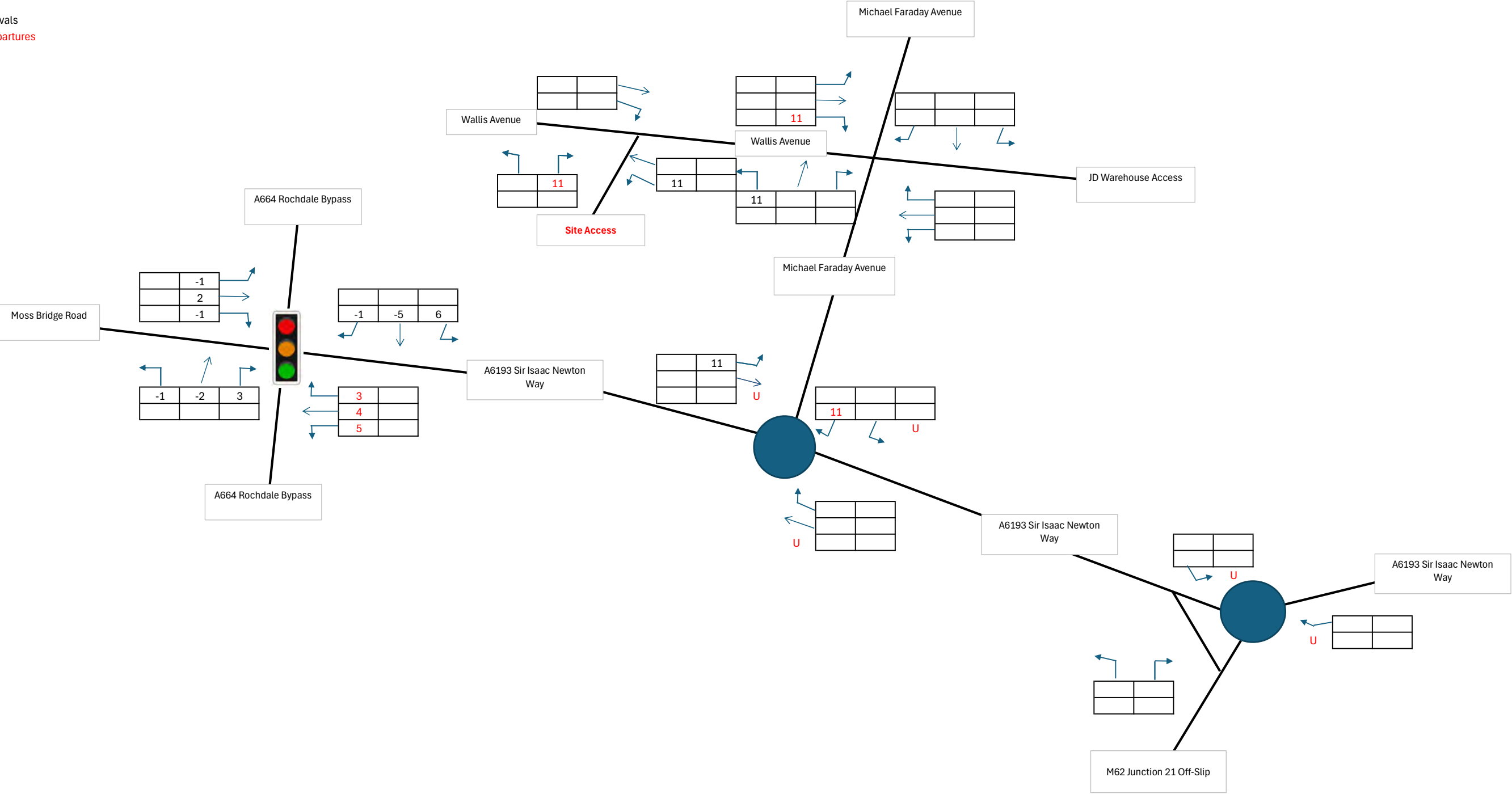


Figure 18 - Diverted Trips
Saturday Peak: 1200-1300

Notes:

15	Arrivals
16	Departures

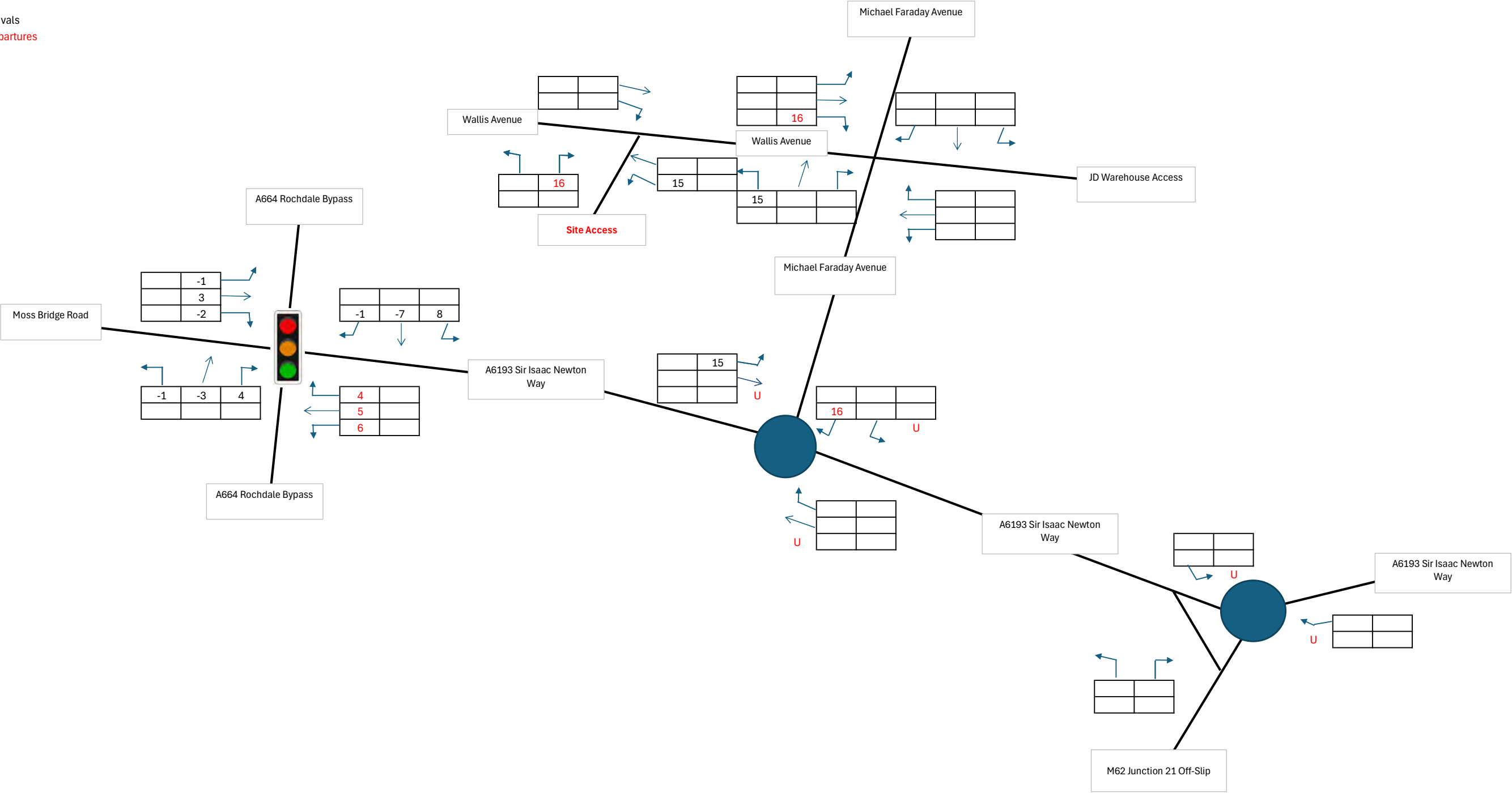


Figure 19 - Total Development Trips
AM Peak: 0800-0900

Notes:

123

 PCUs

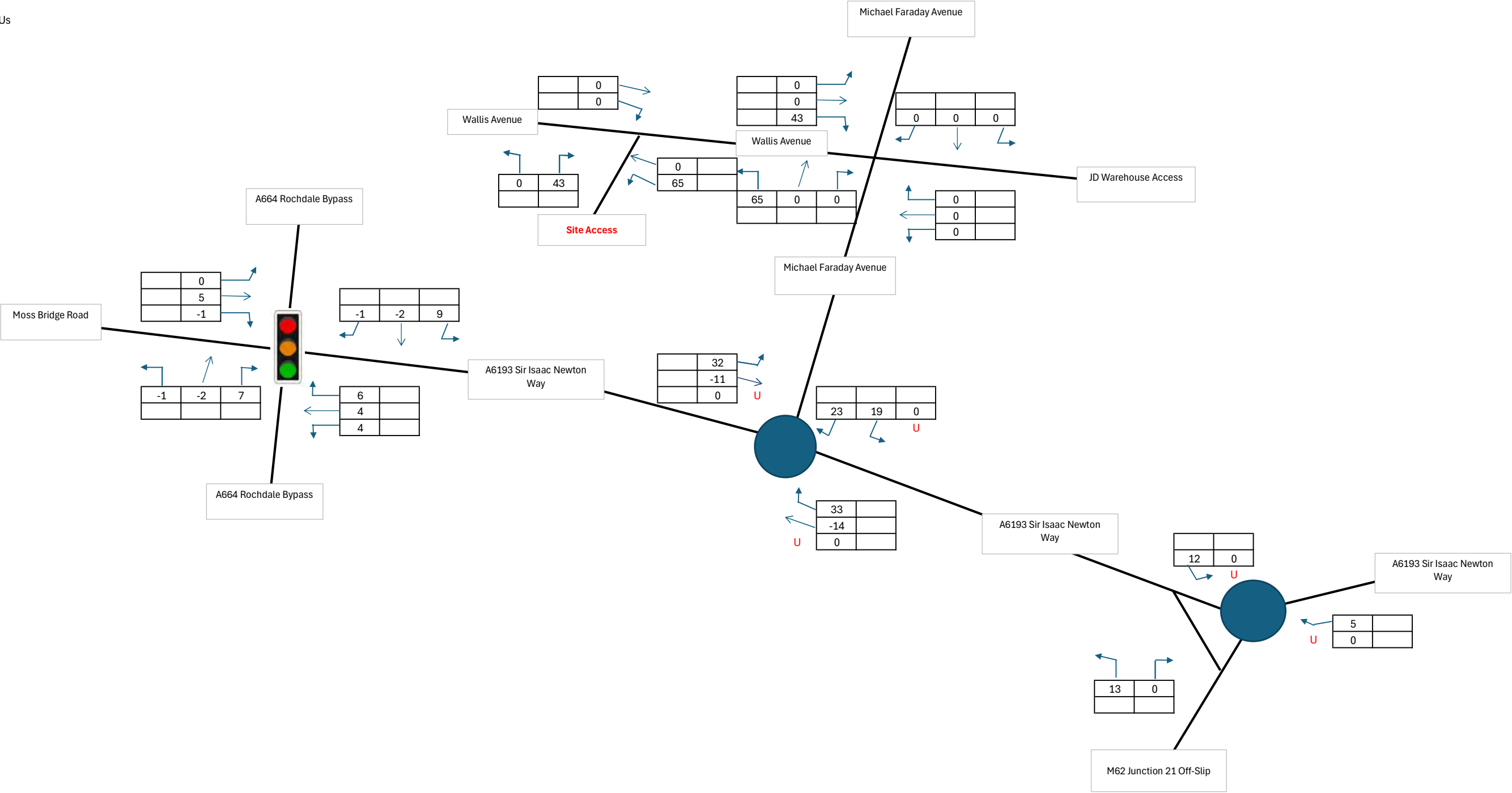


Figure 20 - Total Development Trips
PM Peak: 1600-1700

Notes:

123

 PCUs

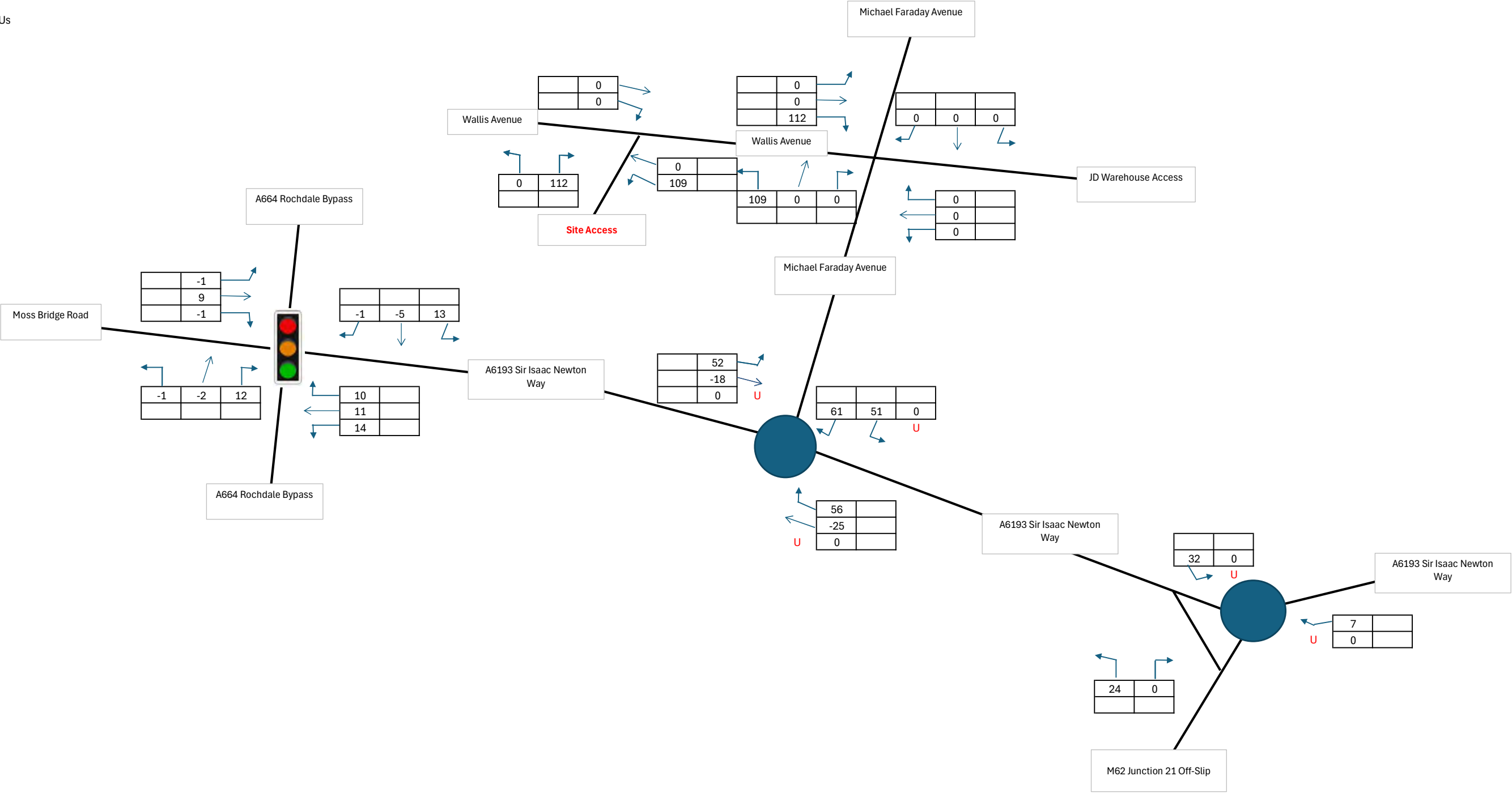


Figure 21 - Total Development Trips
Saturday Peak: 1200-1300

Notes:

123

 PCUs

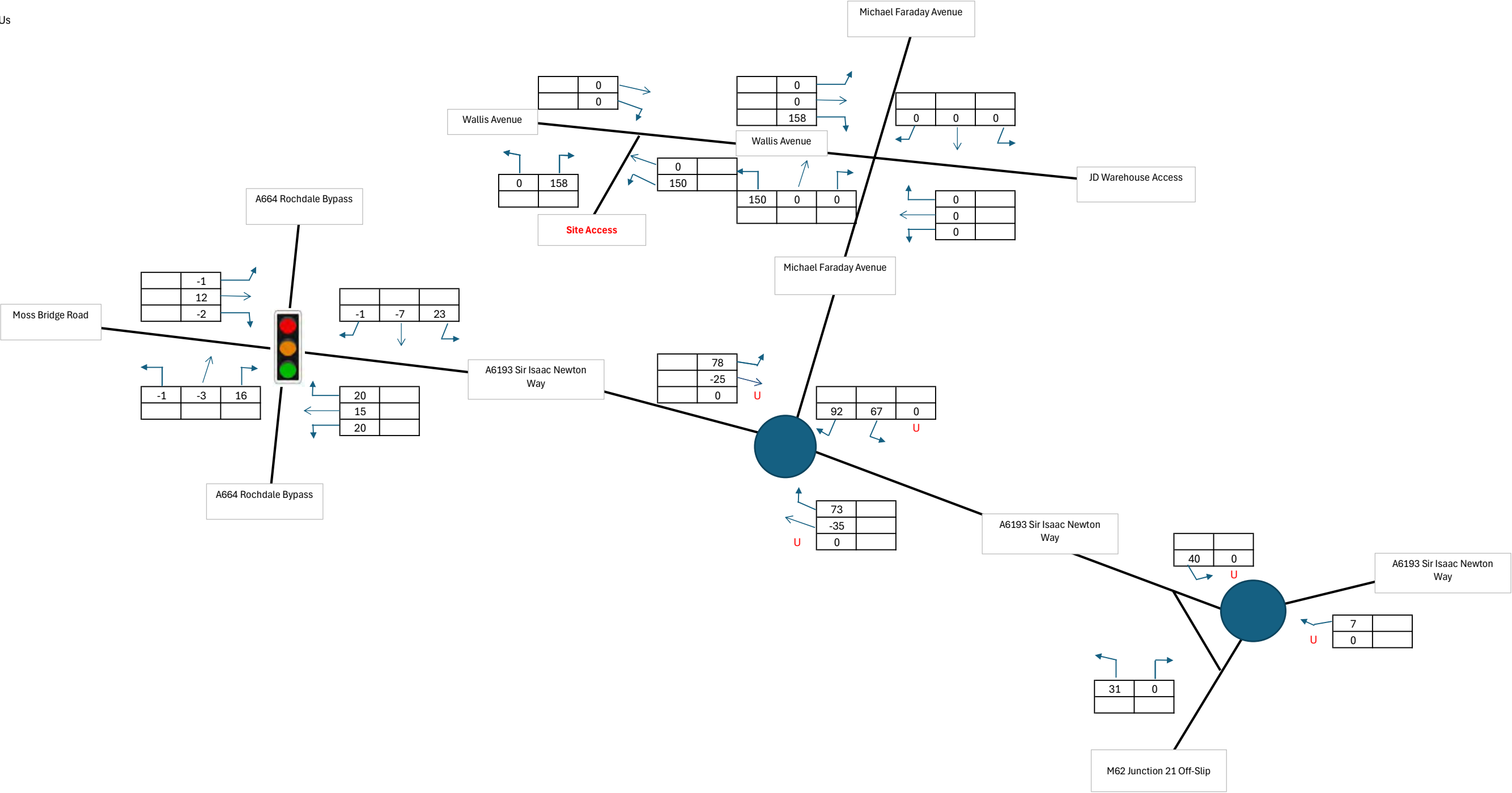


Figure 22 - 2028 Opening Year + Development
AM Peak: 0800-0900

Notes:

123

 PCUs

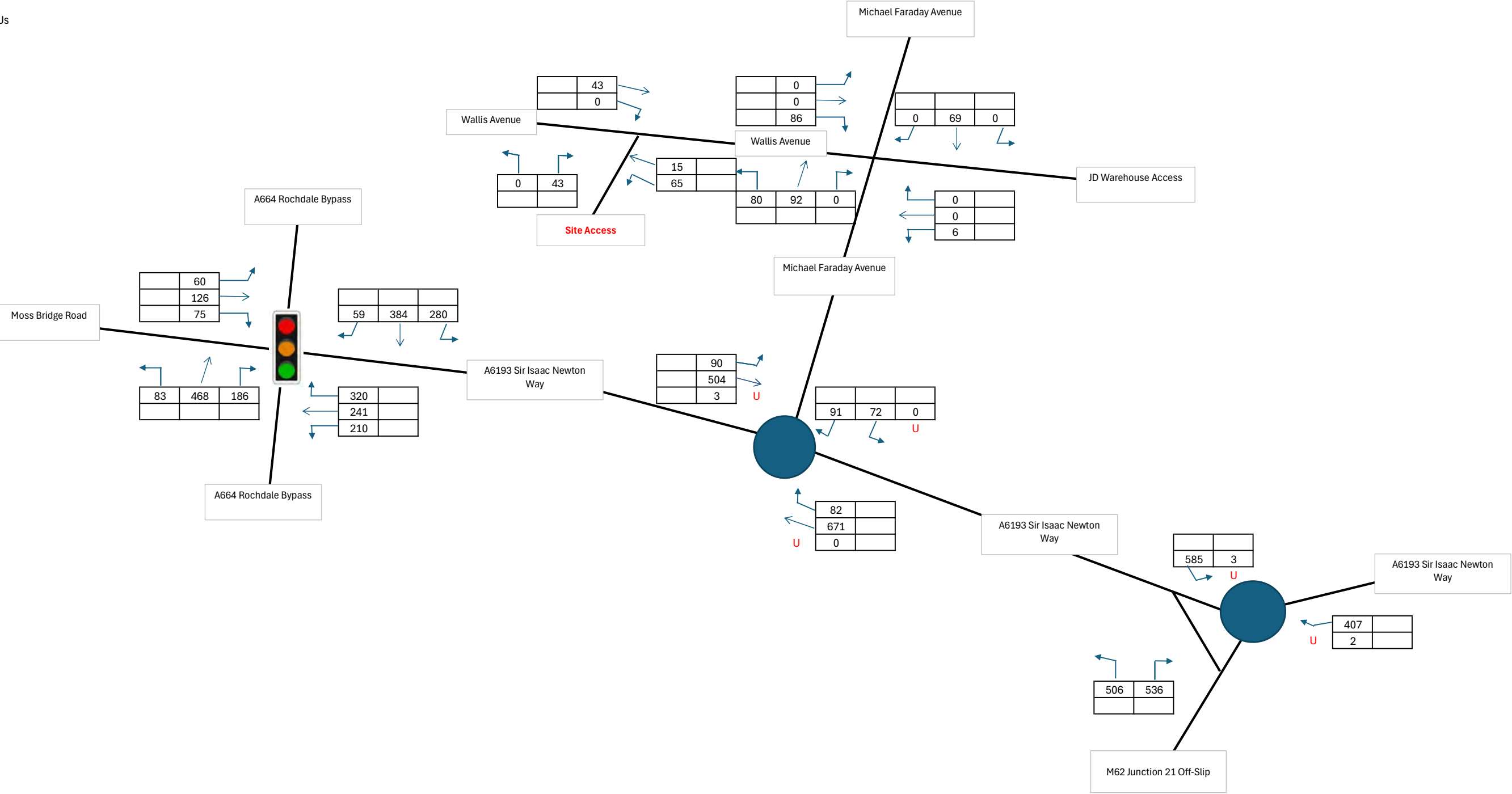


Figure 23 - 2028 Opening Year + Development
PM Peak: 1600-1700

Notes:

123

 PCUs

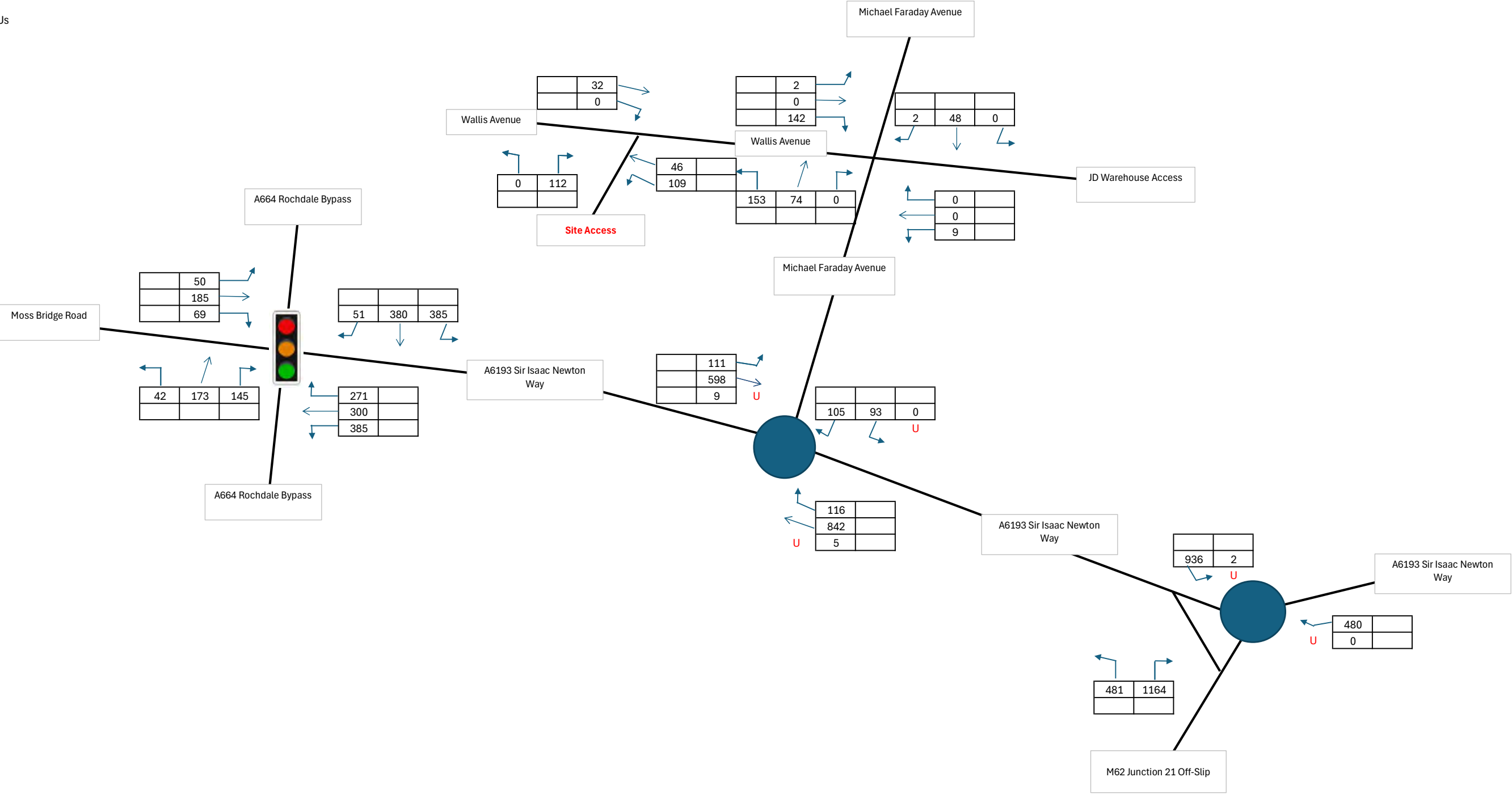


Figure 23 - 2028 Opening Year + Development
Saturday Peak: 1200-1300

Notes:

123

 PCUs

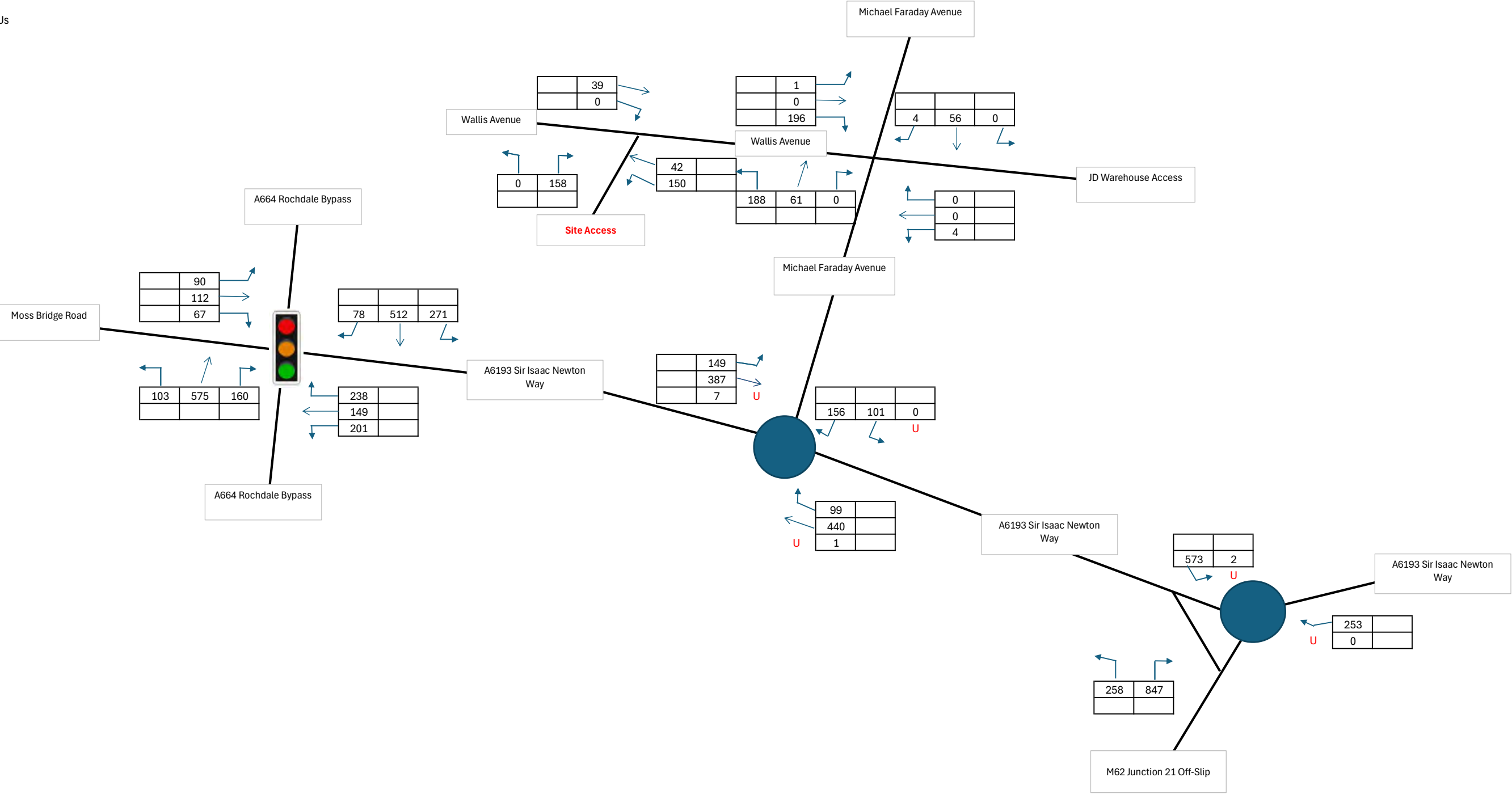


Figure 25 - 2033 Future Year + Development
AM Peak: 0800-0900

Notes:

123

 PCUs

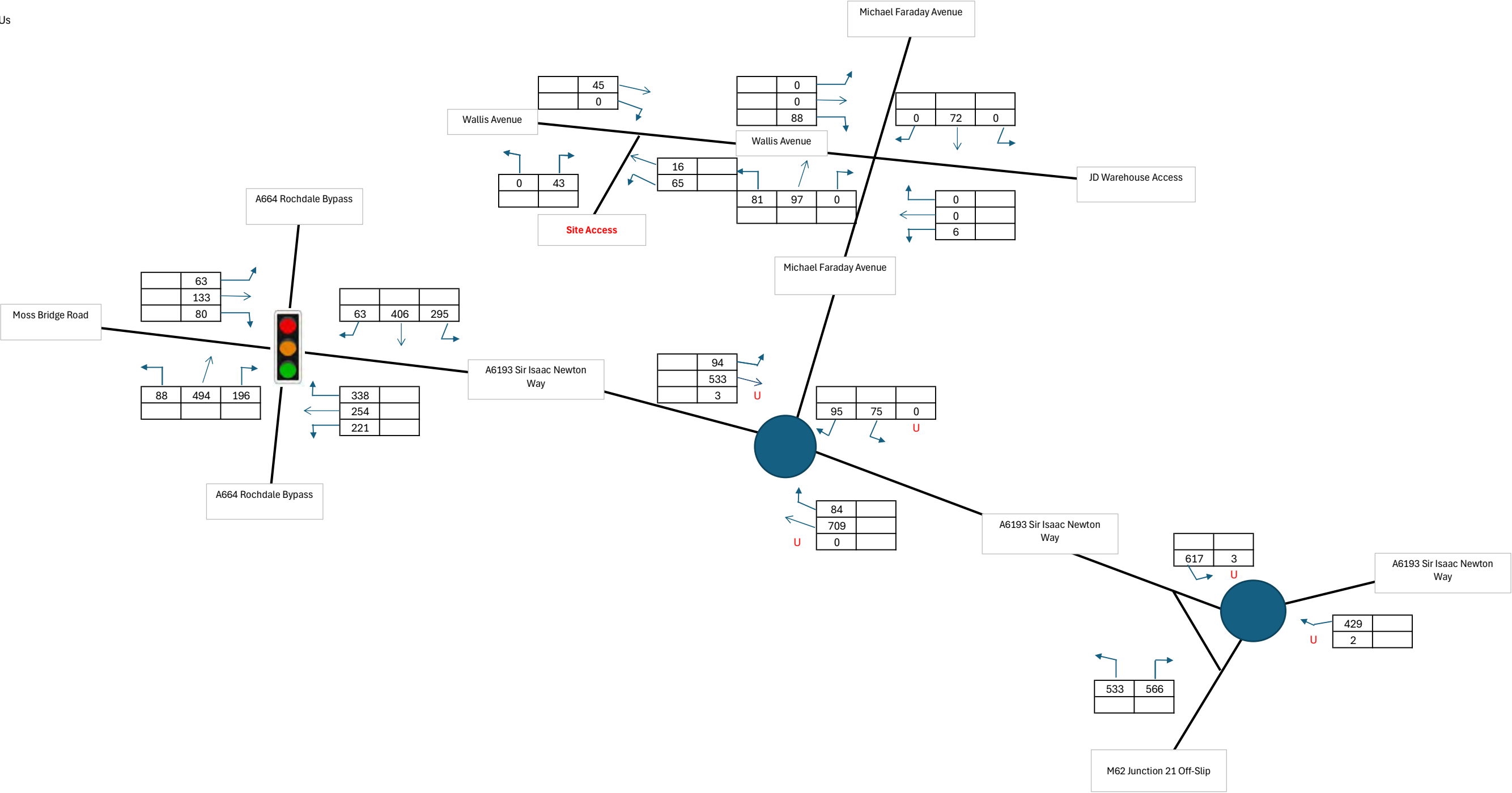


Figure 26 - 2033 Future Year + Development
PM Peak: 1600-1700

Notes:

123

 PCUs

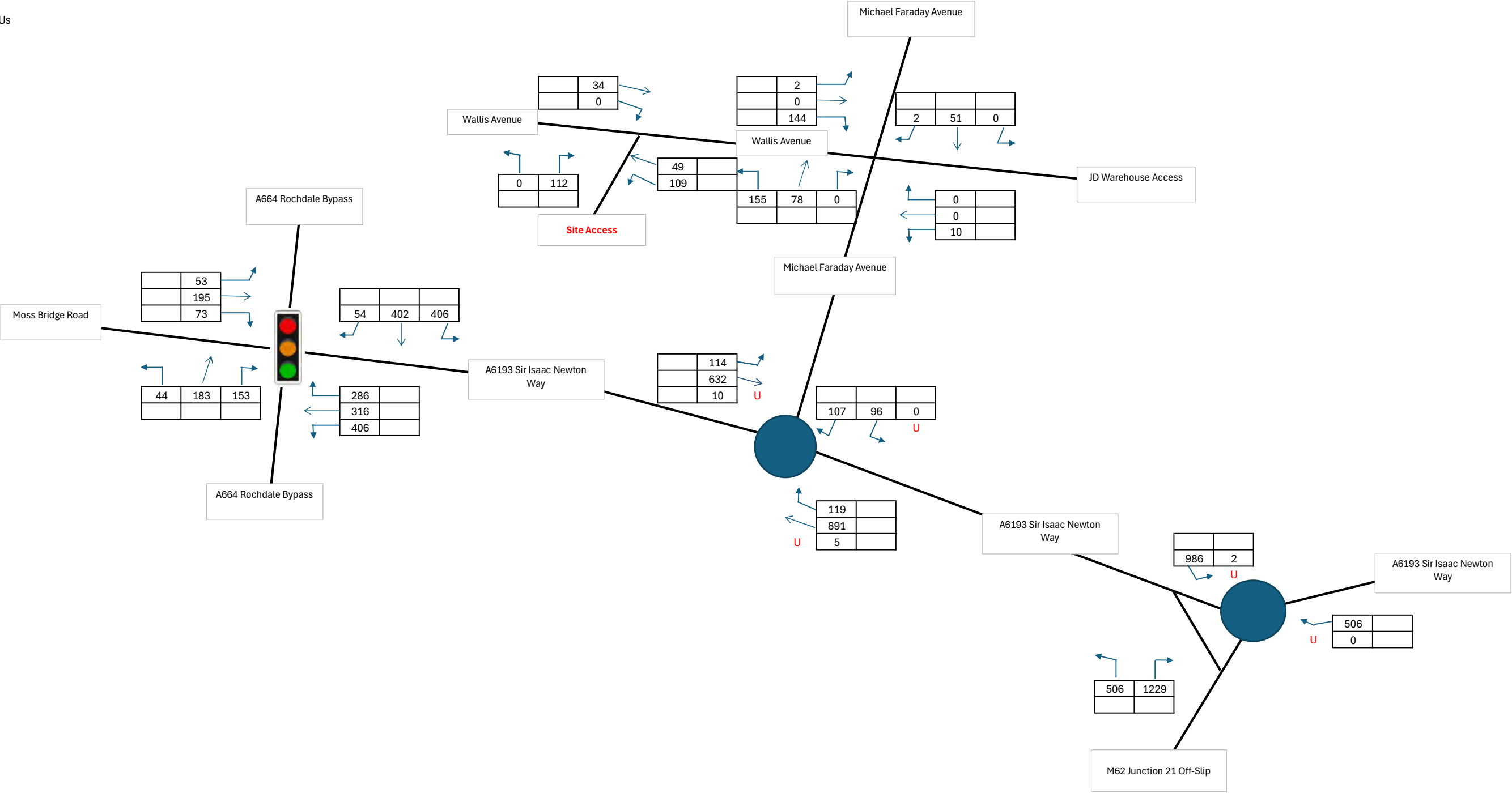


Figure 27 - 2033 Future Year + Development
Saturday Peak: 1200-1300

Notes:

123

 PCUs

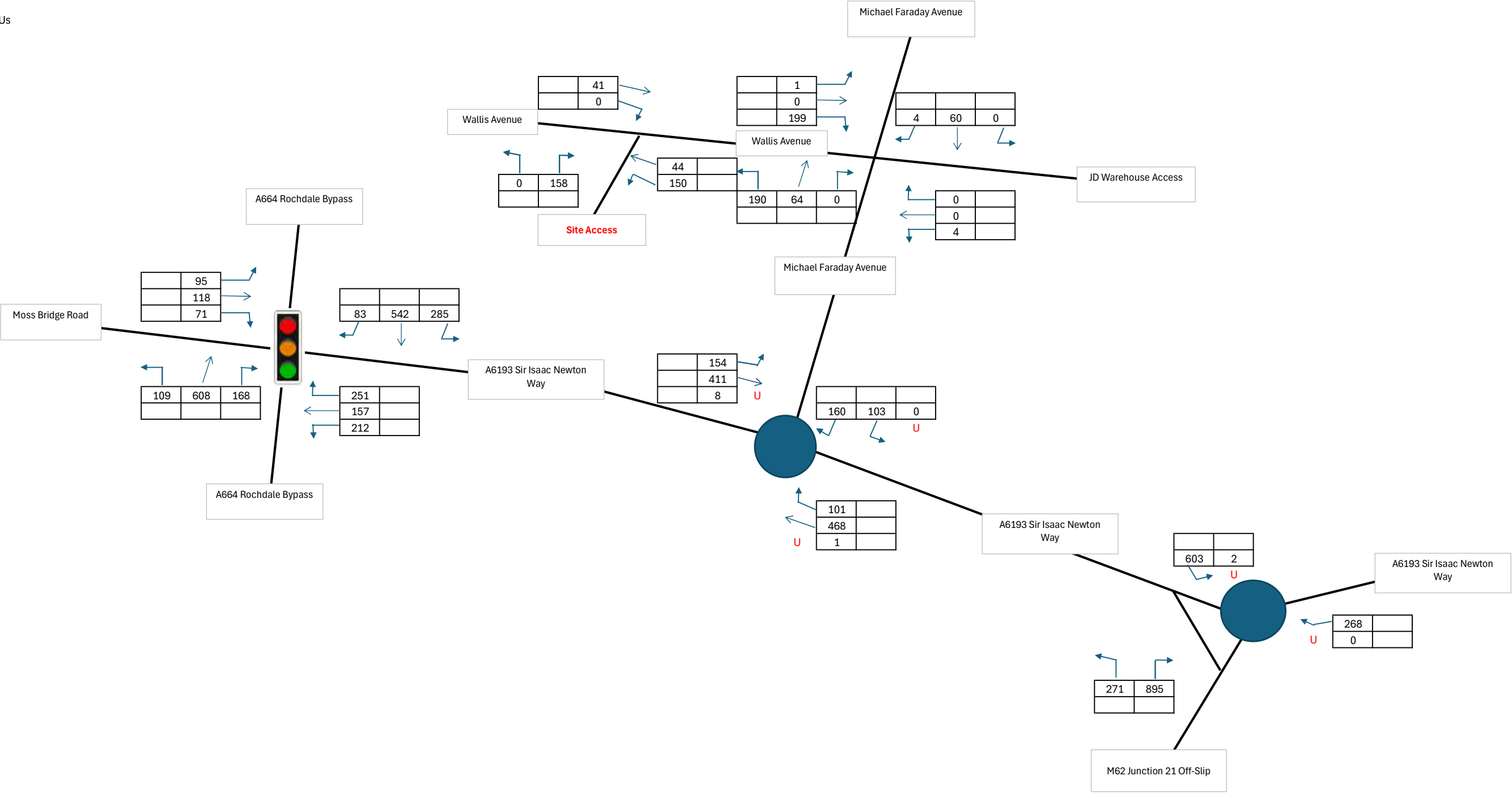


Figure 28 - 2028 Development Impact
AM Peak: 0800-0900

Notes:

%

 Development Impact on Junction

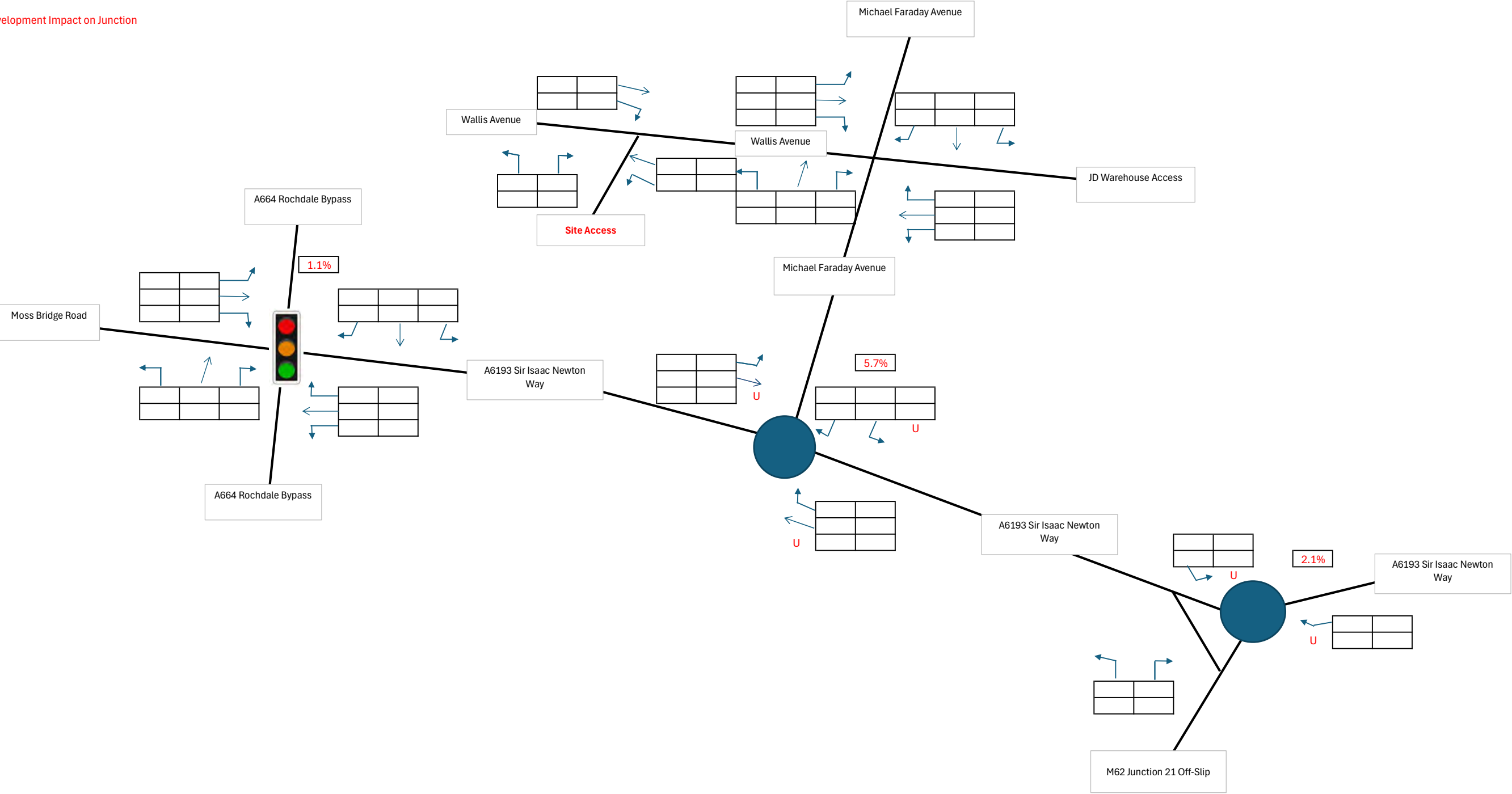


Figure 29 - 2028 Development Impact
PM Peak: 1600-1700

Notes:

%

 Development Impact on Junction

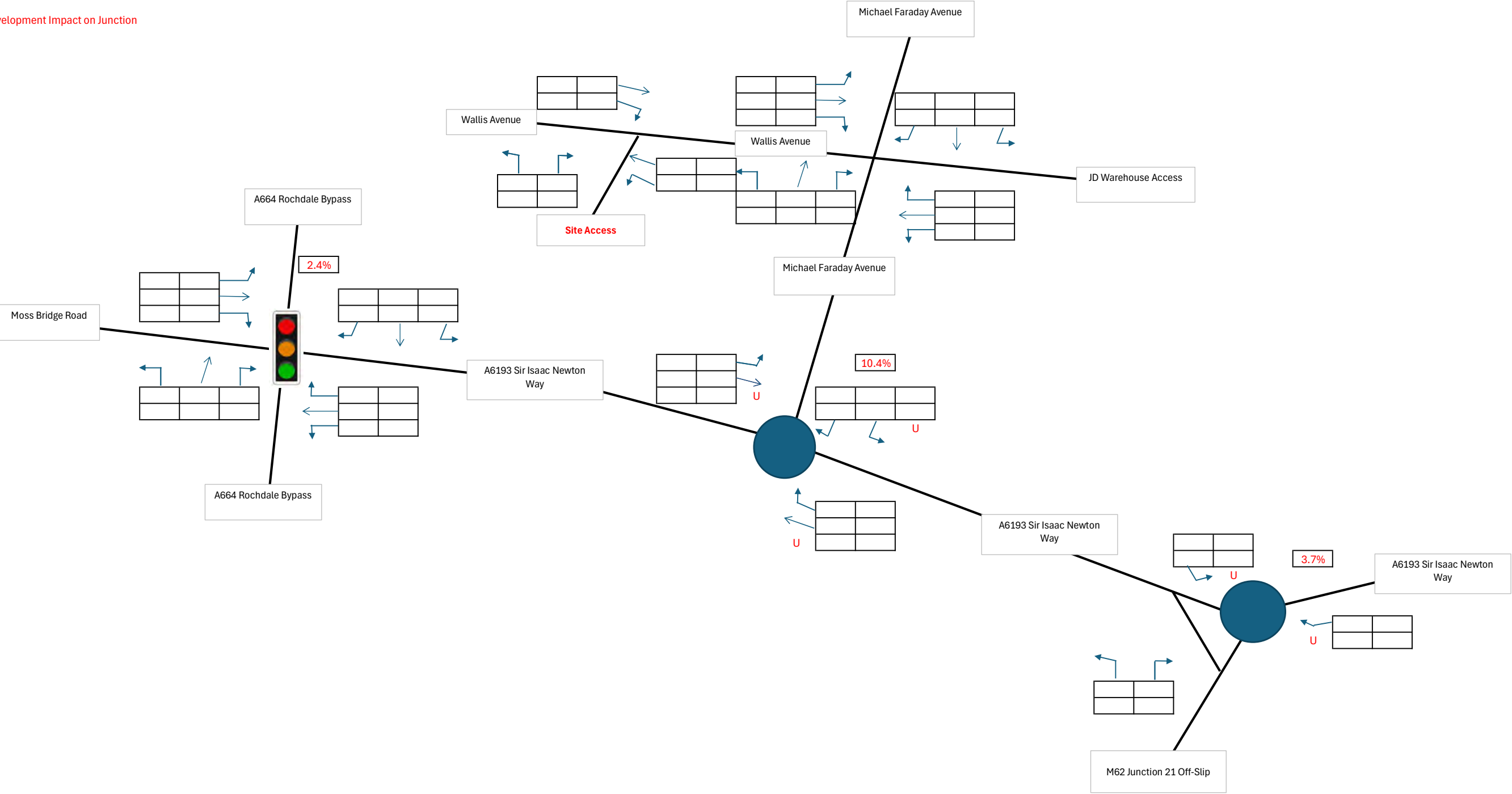
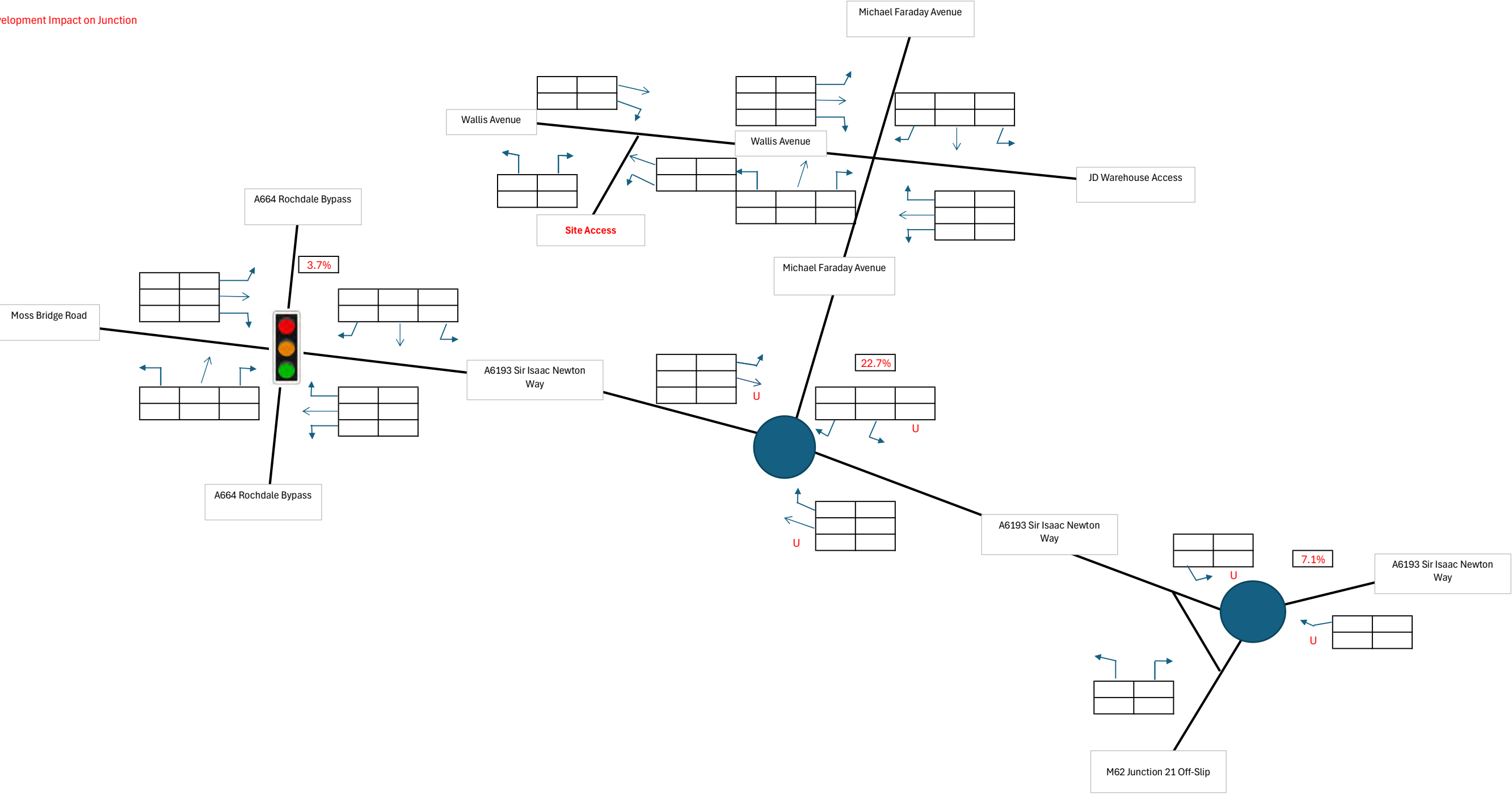


Figure 30 - 2028 Development Impact
Saturday Peak: 1200-1300

Notes:

%

 Development Impact on Junction



APPENDICES

APPENDIX A – TRAFFIC SURVEY RESULTS

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 1.1: Left from A664 Rochdale Bypass (North) to A6193 Sir Isaac Newton Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	30	0	5	2	0	1	38	40.00
0715 - 0730	0	0	60	3	16	0	1	0	80	81.30
0730 - 0745	0	0	73	2	12	1	0	0	88	88.50
0745 - 0800	0	0	75	1	12	1	0	0	89	89.50
Hourly Total	0	0	238	6	45	4	1	1	295	299.30
Hourly Average	0.00	0.00	59.50	1.50	11.25	1.00	0.25	0.25	73.75	74.83
0800 - 0815	0	0	50	3	10	0	0	1	64	65.00
0815 - 0830	0	0	71	0	11	1	1	0	84	85.80
0830 - 0845	0	0	50	1	16	1	0	0	68	68.50
0845 - 0900	0	0	31	1	9	0	2	0	43	45.60
Hourly Total	0	0	202	5	46	2	3	1	259	264.90
Hourly Average	0.00	0.00	50.50	1.25	11.50	0.50	0.75	0.25	64.75	66.23
0900 - 0915	0	0	34	2	5	0	1	1	43	45.30
0915 - 0930	0	0	29	0	6	0	1	0	36	37.30
0930 - 0945	0	0	43	2	10	1	0	0	56	56.50
0945 - 1000	0	1	36	5	17	1	4	0	64	69.10
Hourly Total	0	1	142	9	38	2	6	1	199	208.20
Hourly Average	0.00	0.25	35.50	2.25	9.50	0.50	1.50	0.25	49.75	52.05
1000 - 1015	0	0	40	3	9	2	3	1	58	63.90
1015 - 1030	0	0	44	0	17	2	3	0	66	70.90
1030 - 1045	0	0	34	0	18	0	0	0	52	52.00
1045 - 1100	0	0	38	0	17	2	2	0	59	62.60
Hourly Total	0	0	156	3	61	6	8	1	235	249.40
Hourly Average	0.00	0.00	39.00	0.75	15.25	1.50	2.00	0.25	58.75	62.35
Session Total	0	1	738	23	190	14	18	4	988	1021.80
Session Average	0.00	0.06	46.13	1.44	11.83	0.88	1.13	0.25	61.73	63.85

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.1: Left from A664 Rochdale Bypass (North) to A6193 Sir Isaac Newton Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	52	2	0	0	0	0	58	68.00
1515 - 1530	0	0	77	1	12	1	2	1	94	98.10
1530 - 1545	0	0	60	0	25	2	3	0	90	94.90
1545 - 1600	0	0	68	1	16	0	0	0	85	85.00
Hourly Total	0	0	257	4	67	3	5	1	337	346.00
Hourly Average	0.00	0.00	64.25	1.00	16.75	0.75	1.25	0.25	84.25	86.50
1600 - 1615	0	0	77	2	11	2	3	0	95	99.90
1615 - 1630	0	1	65	0	11	0	0	0	77	76.40
1630 - 1645	0	0	80	2	10	0	1	1	94	96.30
1645 - 1700	0	0	75	0	11	1	1	0	88	89.80
Hourly Total	0	0	297	4	49	3	5	1	354	362.40
Hourly Average	0.00	0.25	74.25	1.00	12.25	0.75	1.25	0.25	88.50	90.60
1700 - 1715	0	0	77	0	5	0	0	0	82	82.00
1715 - 1730	0	0	43	1	7	1	1	1	54	56.80
1730 - 1745	0	0	44	1	8	0	1	1	55	57.30
1745 - 1800	0	0	61	2	8	0	0	0	71	71.00
Hourly Total	0	0	225	4	28	1	2	2	262	267.10
Hourly Average	0.00	0.00	56.25	1.00	7.00	0.25	0.50	0.50	65.50	66.78
1800 - 1815	0	0	55	0	3	0	0	0	58	58.00
1815 - 1830	0	0	58	0	0	0	0	1	59	60.00
1830 - 1845	0	0	38	0	6	0	1	0	45	46.30
1845 - 1900	0	0	32	0	0	0	1	0	33	34.30
Hourly Total	0	0	183	0	9	0	2	1	195	198.60
Hourly Average	0.00	0.00	45.75	0.00	2.25	0.00	0.50	0.25	48.75	49.65
Session Total	0	1	962	12	147	7	14	5	1148	1174.10
Session Average	0.00	0.06	60.13	0.75	9.19	0.44	0.88	0.31	71.75	73.38

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 1.1: Left from A664 Rochdale Bypass (North) to A6193 Sir Isaac Newton Way								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	28	0	8	0	0	1	37	38.00
1115 - 1130	0	1	44	1	5	1	1	0	53	54.20
1130 - 1145	0	0	45	0	8	0	0	0	53	53.00
1145 - 1200	0	0	42	0	7	0	0	0	49	49.00
Hourly Total	0	1	159	1	28	1	1	1	192	194.20
Hourly Average	0.00	0.25	39.75	0.25	7.00	0.25	0.25	0.25	48.00	48.55
1200 - 1215	0	1	54	0	6	0	1	1	63	64.70
1215 - 1230	0	1	41	1	3	0	2	0	48	50.00
1230 - 1245	0	0	55	0	1	0	0	0	56	56.00
1245 - 1300	0	0	62	0	6	0	0	0	69	69.50
Hourly Total	0	2	212	1	16	1	3	1	235	240.20
Hourly Average	0.00	0.50	53.00	0.25	4.00	0.25	0.75	0.25	59.00	60.05
1300 - 1315	0	0	56	1	5	0	0	1	63	64.00
1315 - 1330	0	2	48	0	3	0	0	0	53	51.80
1330 - 1345	0	1	47	1	5	0	0	0	54	53.40
1345 - 1400	0	2	44	0	4	0	1	0	51	51.10
Hourly Total	0	5	195	2	17	0	1	1	221	220.30
Hourly Average	0.00	1.25	48.75	0.50	4.25	0.00	0.25	0.25	55.25	55.08
1400 - 1415	0	0	70	0	7	0	0	1	78	79.00
1415 - 1430	0	0	27	2	3	0	0	0	32	32.00
1430 - 1445	0	0	39	0	7	0	0	0	46	46.00
1445 - 1500	0	0	47	2	1	0	0	0	50	50.00
Hourly Total	0	0	183	4	18	0	0	1	206	207.00
Hourly Average	0.00	0.00	45.75	1.00	4.50	0.00	0.00	0.25	51.50	51.75
Session Total	0	8	749	8	79	2	5	4	855	861.70
Session Average	0.00	0.50	46.81	0.50	4.94	0.13	0.31	0.25	53.44	53.86

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 1.2: Southbound from A664 Rochdale Bypass (North) to A664 Rochdale Bypass (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	101	1	20	0	0	0	122	122.00
0715 - 0730	0	0	107	1	18	1	1	0	128	129.80
0730 - 0745	0	0	107	2	10	0	0	0	119	119.00
0745 - 0800	0	2	120	1	14	2	0	0	139	138.80
Hourly Total	0	2	435	5	62	3	1	0	508	509.60
Hourly Average	0.00	0.50	108.75	1.25	15.50	0.75	0.25	0.00	127.00	127.40
0800 - 0815	0	0	108	4	6	0	0	2	120	122.00
0815 - 0830	0	0	73	0	11	2	0	1	87	89.00
0830 - 0845	0	0	71	0	11	3	0	0	85	85.50
0845 - 0900	0	0	67	2	4	0	2	0	75	77.60
Hourly Total	0	0	319	6	32	5	2	3	367	375.10
Hourly Average	0.00	0.00	79.75	1.50	8.00	1.25	0.50	0.75	91.75	93.78
0900 - 0915	0	2	92	2	15	2	0	1	114	114.80
0915 - 0930	0	1	78	3	10	0	0	0	92	91.40
0930 - 0945	0	1	100	2	13	0	1	0	117	111.70
0945 - 1000	0	1	80	0	15	2	0	0	98	98.40
Hourly Total	0	5	344	7	53	4	1	1	415	416.30
Hourly Average	0.00	1.25	86.00	1.75	13.25	1.00	0.25	0.25	103.75	104.08
1000 - 1015	0	0	77	0	11	3	1	0	92	94.80
1015 - 1030	0	0	89	1	22	1	0	0	114	115.80
1030 - 1045	0	1	100	3	12	0	0	0	116	115.40
1045 - 1100	0	0	79	3	17	1	1	0	101	102.80
Hourly Total	0	1	345	7	62	5	3	0	423	428.80
Hourly Average	0.00	0.25	86.25	1.75	15.50	1.25	0.75	0.00	105.75	107.20
Session Total	0	8	1443	25	209	17	7	4	1713	1729.80
Session Average	0.00	0.50	90.15	1.50	13.06	1.06	0.44	0.25	107.66	108.11

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.2: Southbound from A664 Rochdale Bypass (North) to A664 Rochdale Bypass (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	80	0	9	0	0	1	90	91.00
1515 - 1530	0	0	78	0	12	0	0	0	90	90.00
1530 - 1545	1	0	82	4	7	0	0	0	94	93.20
1545 - 1600	0	0	84	1	9	0	0	0	94	94.00
Hourly Total	1	0	324	5	37	0	0	1	368	368.20
Hourly Average	0.25	0.00	81.00	1.25	9.25	0.00	0.00	0.25	92.00	92.05
1600 - 1615	0	0	87	1	7	1	0	0	97	96.90
1615 - 1630	0	0	87	1	8	1	0	1	98	99.50
1630 - 1645	0	0	78	1	12	0	0	0	91	91.00
1645 - 1700	0	0	77	2	8	0	0	0	87	87.00
Hourly Total	0	0	329	5	35	2	0	1	373	374.40
Hourly Average	0.00	0.25	82.25	1.25	8.75	0.50	0.00	0.25	93.25	93.60
1700 - 1715	0	1	106	4	9	0	0	0	121	120.90
1715 - 1730	0	0	92	0	11	0	0	0	103	103.00
1730 - 1745	0	0	82	0	5	1	1	0	89	90.80
1745 - 1800	0	0	105	0	6	0	0	0	111	111.00
Hourly Total	0	1	385	4	31	2	1	0	424	425.70
Hourly Average	0.00	0.25	96.25	1.00	7.75	0.50	0.25	0.00	100.00	100.43
1800 - 1815	0	0	80	0	3	0	0	0	83	83.00
1815 - 1830	0	0	84	0	7	0	0	0	91	91.00
1830 - 1845	0	0	83	0	5	1	0	0	89	89.50
1845 - 1900	0	0	87	0	6	0	0	0	93	93.00
Hourly Total	0	0	334	0	21	1	0	0	356	356.50
Hourly Average	0.00	0.00	83.50	0.00	5.25	0.25	0.00	0.00	89.00	89.13
Session Total	1	2	1372	14	124	5	1	2	1521	1524.80
Session Average	0.06	0.13	85.75	0.88	7.75	0.31	0.06	0.13	95.06	95.30

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 1.2: Southbound from A664 Rochdale Bypass (North) to A664 Rochdale Bypass (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	110	2	6	1	0	0	120	119.90
1115 - 1130	0	0	101	0	5	0	0	0	106	106.00
1130 - 1145	0	0	120	4	9	0	1	0	134	135.30
1145 - 1200	0	0	121	2	11	0	0	0	134	134.00
Hourly Total	0	1	452	6	31	1	1	0	494	495.20
Hourly Average	0.00	0.25	113.00	2.00	7.75	0.25	0.25	0.00	123.50	123.80
1200 - 1215	0	0	107	1	11	0	0	0	119	119.00
1215 - 1230	0	0	105	4	4	0	0	0	113	113.00
1230 - 1245	0	0	127	1	11	2	0	0	141	142.00
1245 - 1300	0	0	123	1	7	0	0	0	131	131.00
Hourly Total	0	0	462	7	33	2	0	0	504	505.00
Hourly Average	0.00	0.00	115.50	1.75	8.25	0.50	0.00	0.00	126.00	126.25
1300 - 1315	0	0	101	1	4	0	0	0	106	106.00
1315 - 1330	0	0	119	0	8	0	0	0	127	127.00
1330 - 1345	0	0	90	0	2	9	0	0	101	105.50
1345 - 1400	0	0	123	1	6	1	0	0	131	131.50
Hourly Total	0	0	433	2	20	10	0	0	465	470.00
Hourly Average	0.00	0.00	108.25	0.50	5.00	2.50	0.00	0.00	116.25	117.50
1400 - 1415	0	1	109	0	9	0	0	0	119	118.40
1415 - 1430	0	0	100	0	5	1	0	0	106	106.50
1430 - 1445	0	0	124	0	3	0	0	0	127	127.00
1445 - 1500	0	0	95	1	3	0	0	0	100	100.00
Hourly Total	0	1	429	1	20	1	0	0	452	451.90
Hourly Average	0.00	0.25	107.25	0.25	5.00	0.25	0.00	0.00	113.00	112.98
Session Total	0	2	1776	18	104	14	1	0	1915	1922.10
Session Average	0.00	0.13	111.00	1.13	6.50	0.88	0.06	0.00	119.69	120.13

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 1.3: Right from A664 Rochdale Bypass (North) to Moss Bridge Road									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	1	0	0	0	5	5.00
0715 - 0730	0	0	8	0	4	0	0	0	12	12.00
0730 - 0745	0	0	13	0	3	0	0	0	16	16.00
0745 - 0800	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	35	0	9	0	0	0	44	44.00
Hourly Average	0.00	0.00	8.75	0.00	2.25	0.00	0.00	0.00	11.00	11.00
0800 - 0815	0	0	6	0	1	1	0	0	8	8.50
0815 - 0830	0	0	11	0	2	0	0	0	13	13.00
0830 - 0845	0	0	19	0	2	0	0	0	21	21.00
0845 - 0900	0	0	14	0	0	1	0	0	15	15.50
Hourly Total	0	0	50	0	5	2	0	0	57	58.00
Hourly Average	0.00	0.00	12.50	0.00	1.25	0.50	0.00	0.00	14.25	14.50
0900 - 0915	0	0	17	0	4	0	0	0	21	21.00
0915 - 0930	0	0	11	0	1	0	0	0	12	12.00
0930 - 0945	0	0	11	0	3	0	0	0	14	14.00
0945 - 1000	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	0	0	58	0	9	0	0	0	67	67.00
Hourly Average	0.00	0.00	14.50	0.00	2.25	0.00	0.00	0.00	16.75	16.75
1000 - 1015	0	0	13	0	3	0	0	0	16	16.00
1015 - 1030	0	0	10	0	3	0	0	0	13	13.00
1030 - 1045	0	0	20	0	4	0	0	0	24	24.00
1045 - 1100	0	0	15	0	2	2	0	0	19	20.00
Hourly Total	0	0	58	0	12	2	0	0	72	73.00
Hourly Average	0.00	0.00	14.50	0.00	3.00	0.50	0.00	0.00	18.00	18.25
Session Total	0	0	201	0	35	4	0	0	240	242.00
Session Average	0.00	0.00	12.55	0.00	2.15	0.25	0.00	0.00	15.00	15.13

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 1.3: Right from A664 Rochdale Bypass (North) to Moss Bridge Road									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	24	0	1	0	0	0	26	26.50
1515 - 1530	0	0	16	0	2	1	0	0	19	19.50
1530 - 1545	0	0	9	0	2	0	0	0	11	11.00
1545 - 1600	0	0	12	1	0	0	0	0	13	13.00
Hourly Total	0	0	61	1	5	2	0	0	69	70.00
Hourly Average	0.00	0.00	15.25	0.25	1.25	0.50	0.00	0.00	17.25	17.50
1600 - 1615	0	0	15	0	1	0	0	0	16	16.00
1615 - 1630	0	0	12	1	0	0	0	0	13	13.00
1630 - 1645	0	0	16	0	1	0	0	0	17	17.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	48	1	2	0	0	0	51	51.00
Hourly Average	0.00	0.00	12.00	0.25	0.50	0.00	0.00	0.00	12.75	12.75
1700 - 1715	0	0	7	1	1	0	0	0	9	9.00
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	8	0	1	0	0	0	9	9.00
1745 - 1800	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	29	1	2	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.25	0.25	0.50	0.00	0.00	0.00	8.00	8.00
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	0	5	0	1	0	0	0	6	6.00
1830 - 1845	0	0	8	0	0	0	0	0	8	8.00
1845 - 1900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	33	0	1	0	0	0	34	34.00
Hourly Average	0.00	0.00	8.25	0.00	0.25	0.00	0.00	0.00	8.50	8.50
Session Total	0	0	171	3	10	2	0	0	186	187.00
Session Average	0.00	0.00	10.69	0.19	0.63	0.13	0.00	0.00	11.63	11.69

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 1.3: Right from A664 Rochdale Bypass (North) to Moss Bridge Road									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	20	0	1	0	0	0	21	21.00
1115 - 1130	0	0	17	0	0	0	0	0	17	17.00
1130 - 1145	0	0	14	0	0	0	0	0	14	14.00
1145 - 1200	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	64	1	1	0	0	0	66	66.00
Hourly Average	0.00	0.00	16.00	0.25	0.25	0.00	0.00	0.00	16.50	16.50
1200 - 1215	0	0	22	1	1	0	0	0	24	24.00
1215 - 1230	0	0	17	0	1	0	0	0	18	18.00
1230 - 1245	0	0	22	0	1	0	0	0	23	23.00
1245 - 1300	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	0	72	1	4	0	0	0	77	77.00
Hourly Average	0.00	0.00	18.00	0.25	1.00	0.00	0.00	0.00	19.25	19.25
1300 - 1315	0	0	20	0	2	0	0	0	22	22.00
1315 - 1330	0	0	18	2	1	0	0	0	21	21.00
1330 - 1345	0	0	20	0	2	0	0	0	22	22.00
1345 - 1400	0	0	26	1	1	0	0	0	28	28.00
Hourly Total	0	0	84	3	6	0	0	0	93	93.00
Hourly Average	0.00	0.00	21.00	0.75	1.50	0.00	0.00	0.00	23.25	23.25
1400 - 1415	0	0	14	0	1	0	0	0	15	15.00
1415 - 1430	0	0	16	0	0	0	0	0	16	16.00
1430 - 1445	0	0	18	0	0	0	0	0	18	18.00
1445 - 1500	0	0	23	1	1	0	0	0	25	25.00
Hourly Total	0	0	71	1	2	0	0	0	74	74.00
Hourly Average	0.00	0.00	17.75	0.25	0.50	0.00	0.00	0.00	18.50	18.50
Session Total	0	0	291	6	13	0	0	0	310	310.00
Session Average	0.00	0.00	18.19	0.38	0.81	0.00	0.00	0.00	19.38	19.38

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 1.4: Left from A6193 Sir Isaac Newton Way to A664 Rochdale Bypass (South)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	28	0	9	1	0	1	39	40.50
0715 - 0730	0	2	35	2	4	1	0	1	45	45.30
0730 - 0745	0	0	46	1	8	0	4	0	59	64.20
0745 - 0800	0	0	44	2	15	1	0	0	62	62.50
Hourly Total	0	2	153	5	36	3	4	2	205	212.50
Hourly Average	0.00	0.50	38.25	1.25	9.00	0.75	1.00	0.50	51.25	53.13
0800 - 0815	0	0	45	2	7	1	0	1	56	57.50
0815 - 0830	0	0	51	3	4	0	0	2	63	65.50
0830 - 0845	0	0	31	2	2	2	0	0	37	38.00
0845 - 0900	0	0	30	1	5	0	1	0	37	38.30
Hourly Total	0	0	157	8	20	4	1	3	193	199.30
Hourly Average	0.00	0.00	39.25	2.00	5.00	1.00	0.25	0.75	48.25	49.83
0900 - 0915	0	0	19	0	5	1	0	1	26	27.50
0915 - 0930	0	0	24	2	6	0	0	2	34	36.00
0930 - 0945	0	0	18	1	1	3	1	0	24	26.80
0945 - 1000	0	0	23	0	9	1	0	0	33	33.50
Hourly Total	0	0	84	3	21	5	1	3	117	123.80
Hourly Average	0.00	0.00	21.00	0.75	5.25	1.25	0.25	0.75	29.25	30.95
1000 - 1015	0	0	27	2	3	1	2	1	36	40.10
1015 - 1030	0	0	26	1	7	0	1	1	36	38.30
1030 - 1045	0	0	20	2	8	1	0	0	31	31.50
1045 - 1100	0	0	20	0	5	4	0	0	29	31.00
Hourly Total	0	0	93	5	23	6	3	2	132	140.90
Hourly Average	0.00	0.00	23.25	1.25	5.75	1.50	0.75	0.50	33.00	35.23
Session Total	0	2	487	21	100	18	9	10	647	676.50
Session Average	0.00	0.13	30.44	1.31	6.25	1.13	0.56	0.63	40.44	42.23

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 1.4: Left from A6193 Sir Isaac Newton Way to A664 Rochdale Bypass (South)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	44	1	6	0	3	0	54	57.90
1515 - 1530	0	1	56	1	11	0	0	3	72	74.40
1530 - 1545	0	0	40	2	8	0	0	1	51	52.00
1545 - 1600	0	0	59	2	17	0	1	0	79	80.30
Hourly Total	0	1	199	6	42	0	4	4	256	264.60
Hourly Average	0.00	0.25	49.75	1.50	10.50	0.00	1.00	1.00	64.00	66.15
1600 - 1615	0	0	47	0	18	0	0	0	65	65.00
1615 - 1630	0	0	54	1	9	2	1	0	67	69.30
1630 - 1645	0	0	86	2	16	3	1	1	109	112.80
1645 - 1700	0	0	89	1	15	0	3	1	109	113.90
Hourly Total	0	0	278	4	58	5	5	2	350	361.00
Hourly Average	0.00	0.00	69.50	1.00	14.50	1.25	1.25	0.50	87.50	90.25
1700 - 1715	0	0	111	1	14	0	1	0	127	128.30
1715 - 1730	0	0	88	3	19	0	1	0	111	112.30
1730 - 1745	0	1	85	3	15	1	0	1	106	106.90
1745 - 1800	0	0	58	1	5	0	1	0	65	66.30
Hourly Total	0	1	342	8	53	1	3	1	409	413.80
Hourly Average	0.00	0.25	85.50	2.00	13.25	0.25	0.75	0.25	102.25	103.45
1800 - 1815	0	0	79	1	2	0	0	0	83	82.20
1815 - 1830	0	0	40	0	5	0	0	1	46	47.00
1830 - 1845	0	2	61	1	5	0	0	0	69	67.80
1845 - 1900	1	2	31	1	2	0	0	1	35	36.00
Hourly Total	1	2	211	3	14	0	0	2	233	233.00
Hourly Average	0.25	0.50	52.75	0.75	3.50	0.00	0.00	0.50	58.25	58.25
Session Total	1	4	1028	21	167	6	12	9	1248	1272.40
Session Average	0.06	0.25	64.25	1.31	10.44	0.38	0.75	0.56	78.00	79.53

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 1.4: Left from A6193 Sir Isaac Newton Way to A664 Rochdale Bypass (South)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	38	0	6	0	1	0	45	46.30
1115 - 1130	0	2	41	0	4	1	0	2	50	51.30
1130 - 1145	0	0	31	1	8	0	0	0	41	41.50
1145 - 1200	0	0	42	2	2	0	0	0	46	46.00
Hourly Total	0	2	152	3	20	2	1	2	182	185.10
Hourly Average	0.00	0.50	38.00	0.75	5.00	0.50	0.25	0.50	45.50	46.28
1200 - 1215	0	0	34	0	5	0	0	0	39	39.00
1215 - 1230	0	1	38	3	9	0	0	2	53	54.40
1230 - 1245	0	1	35	1	4	0	0	0	41	40.40
1245 - 1300	0	0	38	2	3	0	0	0	42	42.00
Hourly Total	0	2	145	6	20	0	0	2	175	175.80
Hourly Average	0.00	0.50	36.25	1.50	5.00	0.00	0.00	0.50	43.75	43.95
1300 - 1315	0	0	27	0	7	1	0	0	35	35.50
1315 - 1330	0	0	28	1	3	0	0	2	34	36.00
1330 - 1345	0	0	32	1	2	0	1	0	36	37.30
1345 - 1400	0	0	30	0	5	1	0	0	36	36.50
Hourly Total	0	0	117	2	17	2	1	2	141	145.30
Hourly Average	0.00	0.00	29.25	0.50	4.25	0.50	0.25	0.50	35.25	36.33
1400 - 1415	0	0	63	0	3	0	0	0	66	66.00
1415 - 1430	0	0	33	2	4	0	0	2	41	43.00
1430 - 1445	0	0	25	1	1	0	0	0	27	27.00
1445 - 1500	0	1	31	0	1	0	0	0	33	32.40
Hourly Total	0	1	152	3	9	0	0	2	167	168.40
Hourly Average	0.00	0.25	38.00	0.75	2.25	0.00	0.00	0.50	41.75	42.10
Session Total	0	5	566	14	66	4	2	8	665	674.60
Session Average	0.00	0.31	35.38	0.88	4.13	0.25	0.13	0.50	41.56	42.16

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 1.5: Westbound from A6193 Sir Isaac Newton Way to Moss Bridge Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	30	0	9	0	1	0	40	41.30
0715 - 0730	0	0	26	0	5	0	1	0	32	33.30
0730 - 0745	0	0	28	0	9	0	1	0	39	40.80
0745 - 0800	0	0	48	0	12	1	0	0	61	61.50
Hourly Total	0	0	132	0	35	2	3	0	172	176.90
Hourly Average	0.00	0.00	33.00	0.00	8.75	0.50	0.75	0.00	43.00	44.23
0800 - 0815	0	0	46	0	9	2	1	0	58	60.00
0815 - 0830	0	0	41	2	7	1	1	0	52	53.80
0830 - 0845	0	0	51	1	9	0	2	0	63	65.60
0845 - 0900	0	0	37	0	6	1	3	0	47	51.40
Hourly Total	0	0	175	3	31	4	6	1	220	230.80
Hourly Average	0.00	0.00	43.75	0.75	7.75	1.00	1.50	0.25	55.00	57.70
0900 - 0915	0	0	27	2	7	2	1	0	39	41.30
0915 - 0930	0	0	26	1	7	0	3	0	37	40.90
0930 - 0945	0	0	21	2	4	3	2	0	32	36.10
0945 - 1000	0	0	29	1	4	0	2	0	36	38.60
Hourly Total	0	0	103	6	22	5	8	0	144	156.90
Hourly Average	0.00	0.00	25.75	1.50	5.50	1.25	2.00	0.00	36.00	39.23
1000 - 1015	0	0	12	0	5	1	1	0	19	20.80
1015 - 1030	0	0	24	0	9	0	3	0	36	39.90
1030 - 1045	0	0	13	0	4	1	2	0	20	23.10
1045 - 1100	0	0	22	1	2	2	1	0	28	30.30
Hourly Total	0	0	71	1	20	4	7	0	103	114.10
Hourly Average	0.00	0.00	17.75	0.25	5.00	1.00	1.75	0.00	25.75	28.53
Session Total	0	0	481	10	108	15	24	1	639	678.70
Session Average	0.00	0.00	30.06	0.63	6.75	0.94	1.50	0.06	39.94	42.42

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.5: Westbound from A6193 Sir Isaac Newton Way to Moss Bridge Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	42	0	8	2	0	0	52	53.00
1515 - 1530	0	0	30	1	9	1	1	0	42	43.80
1530 - 1545	0	0	30	0	10	2	0	0	42	43.00
1545 - 1600	0	1	55	2	18	0	2	0	78	80.00
Hourly Total	0	1	157	3	45	5	3	0	214	219.80
Hourly Average	0.00	0.25	39.25	0.75	11.25	1.25	0.75	0.00	53.50	54.95
1600 - 1615	0	0	53	0	18	0	1	0	73	74.80
1615 - 1630	0	0	53	1	23	3	0	0	80	81.50
1630 - 1645	0	0	38	3	9	1	1	0	52	53.80
1645 - 1700	0	1	53	3	9	0	2	0	68	70.00
Hourly Total	0	1	197	7	69	5	4	0	273	280.10
Hourly Average	0.00	0.25	49.25	1.75	14.75	1.25	1.00	0.00	68.25	70.03
1700 - 1715	0	0	60	0	10	0	0	0	70	70.00
1715 - 1730	0	0	34	0	4	3	1	0	42	44.80
1730 - 1745	0	0	32	0	9	0	0	0	41	41.00
1745 - 1800	0	1	40	0	3	1	1	0	45	44.90
Hourly Total	0	1	166	0	26	4	1	0	198	200.70
Hourly Average	0.00	0.25	41.50	0.00	6.50	1.00	0.25	0.00	49.50	50.18
1800 - 1815	0	0	63	0	6	0	0	0	69	67.00
1815 - 1830	0	0	27	0	10	0	1	0	38	39.30
1830 - 1845	0	1	29	0	4	0	0	0	34	33.40
1845 - 1900	0	0	17	0	4	0	0	0	21	21.00
Hourly Total	0	1	134	0	24	0	1	0	160	160.70
Hourly Average	0.00	0.25	33.50	0.00	6.00	0.00	0.25	0.00	40.00	40.18
Session Total	0	4	654	10	154	14	9	0	845	861.30
Session Average	0.00	0.25	40.88	0.63	9.63	0.88	0.56	0.00	52.81	53.83

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 1.5: Westbound from A6193 Sir Isaac Newton Way to Moss Bridge Road								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	31	0	2	1	1	0	35	36.80
1115 - 1130	0	0	20	0	2	0	0	0	22	22.00
1130 - 1145	0	0	30	1	5	0	0	0	36	36.00
1145 - 1200	0	0	32	1	3	0	0	0	36	36.00
Hourly Total	0	0	113	2	12	1	1	0	129	130.80
Hourly Average	0.00	0.00	28.25	0.50	3.00	0.25	0.25	0.00	32.25	32.70
1200 - 1215	1	0	27	2	3	0	0	0	33	32.20
1215 - 1230	0	0	29	1	4	0	1	0	35	36.30
1230 - 1245	0	0	25	0	1	0	1	0	27	28.30
1245 - 1300	0	0	30	1	1	4	1	0	33	34.30
Hourly Total	1	0	111	4	9	0	3	0	128	131.10
Hourly Average	0.25	0.00	27.75	1.00	2.25	0.00	0.75	0.00	32.00	32.78
1300 - 1315	0	0	24	1	1	0	0	0	26	26.00
1315 - 1330	0	0	18	0	5	0	0	0	23	23.00
1330 - 1345	0	0	28	1	2	0	0	0	31	31.00
1345 - 1400	0	0	28	1	2	0	0	0	31	31.00
Hourly Total	0	0	98	3	10	0	0	0	111	111.00
Hourly Average	0.00	0.00	24.50	0.75	2.50	0.00	0.00	0.00	27.75	27.75
1400 - 1415	0	1	35	1	1	0	0	0	38	37.40
1415 - 1430	0	0	29	0	2	0	0	0	31	31.00
1430 - 1445	0	0	40	0	3	0	2	0	45	47.60
1445 - 1500	0	0	23	0	2	0	0	0	25	25.00
Hourly Total	0	1	127	1	8	0	2	0	139	141.00
Hourly Average	0.00	0.25	31.75	0.25	2.00	0.00	0.50	0.00	34.75	35.25
Session Total	1	1	449	10	39	1	6	0	507	513.90
Session Average	0.06	0.06	28.06	0.63	2.44	0.06	0.38	0.00	31.69	32.12

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 1.6: Right from A6193 Sir Isaac Newton Way to A664 Rochdale Bypass (North)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	27	1	11	1	2	0	42	45.10
0715 - 0730	0	0	46	1	6	2	3	0	58	62.90
0730 - 0745	0	0	49	1	14	1	1	0	66	67.80
0745 - 0800	0	0	56	0	13	2	1	1	73	76.30
Hourly Total	0	0	178	3	44	6	7	1	239	252.10
Hourly Average	0.00	0.00	44.50	0.75	11.00	1.50	1.75	0.25	59.75	63.03
0800 - 0815	0	0	53	1	11	2	0	0	67	68.00
0815 - 0830	0	0	59	0	12	1	0	0	72	72.50
0830 - 0845	0	0	68	1	9	2	1	0	81	83.30
0845 - 0900	0	0	52	2	19	0	3	1	77	81.90
Hourly Total	0	0	232	4	51	5	4	1	297	305.70
Hourly Average	0.00	0.00	58.00	1.00	12.75	1.25	1.00	0.25	74.25	76.43
0900 - 0915	0	0	44	2	12	1	4	0	63	68.70
0915 - 0930	0	0	34	0	11	0	0	0	45	45.00
0930 - 0945	0	0	22	1	5	2	1	0	32	34.30
0945 - 1000	0	0	33	5	18	1	1	1	59	61.80
Hourly Total	0	0	134	8	46	4	6	1	199	209.80
Hourly Average	0.00	0.00	33.50	2.00	11.50	1.00	1.50	0.25	49.75	52.45
1000 - 1015	0	0	26	2	10	0	0	0	38	38.00
1015 - 1030	0	0	28	3	13	0	2	0	46	48.60
1030 - 1045	0	0	31	1	12	1	1	0	46	47.80
1045 - 1100	0	1	30	1	19	1	1	1	54	56.20
Hourly Total	0	1	115	7	54	2	4	1	184	190.60
Hourly Average	0.00	0.25	28.75	1.75	13.50	0.50	1.00	0.25	46.00	47.65
Session Total	0	1	659	22	195	17	21	4	919	958.20
Session Average	0.00	0.06	41.15	1.33	12.15	1.06	1.31	0.25	57.44	59.69

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 1.6: Right from A6193 Sir Isaac Newton Way to A664 Rochdale Bypass (North)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	68	1	18	3	0	0	91	91.90
1515 - 1530	0	0	74	1	24	3	2	1	105	110.10
1530 - 1545	0	1	53	0	14	0	1	0	69	69.70
1545 - 1600	0	0	55	0	12	4	1	1	73	77.30
Hourly Total	0	2	250	2	68	10	4	2	338	349.00
Hourly Average	0.00	0.50	62.50	0.50	17.00	2.50	1.00	0.50	84.50	87.25
1600 - 1615	0	0	46	2	10	0	1	0	59	60.30
1615 - 1630	0	0	39	1	10	0	1	0	51	52.30
1630 - 1645	0	0	51	1	5	0	2	0	59	61.60
1645 - 1700	0	1	74	1	6	0	0	0	82	81.40
Hourly Total	0	1	210	5	31	0	4	0	251	255.60
Hourly Average	0.00	0.25	52.50	1.25	7.75	0.00	1.00	0.00	62.75	63.90
1700 - 1715	0	0	59	0	3	0	0	0	62	62.00
1715 - 1730	0	0	37	0	12	0	0	0	49	49.00
1730 - 1745	0	1	49	1	8	1	0	1	61	61.90
1745 - 1800	0	0	46	0	6	0	1	0	53	54.30
Hourly Total	0	1	191	1	29	1	1	1	225	227.20
Hourly Average	0.00	0.25	47.75	0.25	7.25	0.25	0.25	0.25	56.25	56.80
1800 - 1815	0	0	63	2	5	0	0	0	70	70.00
1815 - 1830	0	0	50	0	10	0	0	0	60	60.00
1830 - 1845	0	0	75	0	4	0	1	0	80	81.30
1845 - 1900	0	0	42	0	2	1	2	0	47	50.10
Hourly Total	0	0	230	2	21	1	3	0	257	261.40
Hourly Average	0.00	0.00	57.50	0.50	5.25	0.25	0.75	0.00	64.25	65.35
Session Total	0	4	881	10	149	12	12	3	1071	1093.20
Session Average	0.00	0.25	55.06	0.63	9.31	0.75	0.75	0.19	66.94	68.33

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 1.6: Right from A6193 Sir Isaac Newton Way to A664 Rochdale Bypass (North)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	36	0	6	0	1	0	43	44.30
1115 - 1130	0	0	31	2	3	0	0	0	36	36.00
1130 - 1145	0	0	37	0	3	1	0	0	41	41.50
1145 - 1200	0	1	45	1	7	0	0	1	55	55.40
Hourly Total	0	1	149	3	19	1	1	1	175	177.20
Hourly Average	0.00	0.25	37.25	0.75	4.75	0.25	0.25	0.25	43.75	44.30
1200 - 1215	0	2	40	1	11	0	0	0	54	52.80
1215 - 1230	0	0	46	0	6	0	2	0	54	56.60
1230 - 1245	0	1	49	0	7	0	0	0	57	56.40
1245 - 1300	0	0	40	1	4	0	0	0	45	45.00
Hourly Total	0	3	175	2	28	0	2	0	210	210.80
Hourly Average	0.00	0.75	43.75	0.50	7.00	0.00	0.50	0.00	52.50	52.70
1300 - 1315	0	0	60	0	5	0	0	1	66	67.00
1315 - 1330	0	1	41	1	4	0	2	0	49	51.00
1330 - 1345	0	1	55	2	2	0	0	0	60	59.40
1345 - 1400	0	0	45	1	1	0	0	1	48	49.00
Hourly Total	0	2	201	4	12	0	2	2	223	226.40
Hourly Average	0.00	0.50	50.25	1.00	3.00	0.00	0.50	0.50	55.75	56.60
1400 - 1415	0	0	61	2	5	0	0	0	68	68.00
1415 - 1430	0	0	39	0	2	0	0	0	41	41.00
1430 - 1445	0	0	41	1	5	0	0	0	47	47.00
1445 - 1500	0	0	38	0	4	0	0	1	43	44.00
Hourly Total	0	0	179	3	16	0	0	1	199	200.00
Hourly Average	0.00	0.00	44.75	0.75	4.00	0.00	0.00	0.25	49.75	50.00
Session Total	0	6	704	12	75	1	5	4	807	814.40
Session Average	0.00	0.38	44.00	0.75	4.69	0.06	0.31	0.25	50.44	50.90

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 1.7: Left from A664 Rochdale Bypass (South) to Moss Bridge Road									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	1	0	0	0	6	6.00
0715 - 0730	0	0	9	1	3	2	0	0	15	16.00
0730 - 0745	0	0	7	0	2	0	0	0	9	9.00
0745 - 0800	0	0	19	0	3	0	0	0	22	22.00
Hourly Total	0	0	40	1	9	2	0	0	52	53.00
Hourly Average	0.00	0.00	10.00	0.25	2.25	0.50	0.00	0.00	13.00	13.25
0800 - 0815	0	0	24	1	4	0	0	0	29	29.00
0815 - 0830	0	0	14	0	3	0	0	0	17	17.00
0830 - 0845	0	0	16	0	4	0	0	0	20	20.00
0845 - 0900	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	0	0	70	1	11	0	0	0	82	82.00
Hourly Average	0.00	0.00	17.50	0.25	2.75	0.00	0.00	0.00	20.50	20.50
0900 - 0915	0	0	18	0	3	0	0	0	21	21.00
0915 - 0930	0	0	20	0	3	0	1	0	24	25.30
0930 - 0945	0	0	12	0	2	0	0	0	14	14.00
0945 - 1000	0	0	20	0	5	1	0	0	26	26.50
Hourly Total	0	0	70	0	13	1	1	0	85	86.80
Hourly Average	0.00	0.00	17.50	0.00	3.25	0.25	0.25	0.00	21.25	21.70
1000 - 1015	0	0	16	1	2	0	0	0	19	19.00
1015 - 1030	0	0	11	0	2	0	0	0	13	13.00
1030 - 1045	0	0	11	0	3	0	0	0	14	14.00
1045 - 1100	0	0	17	0	1	1	0	0	19	19.50
Hourly Total	0	0	55	1	8	1	0	0	65	65.50
Hourly Average	0.00	0.00	13.75	0.25	2.00	0.25	0.00	0.00	16.25	16.38
Session Total	0	0	235	3	41	4	1	0	284	287.30
Session Average	0.00	0.00	14.63	0.19	2.56	0.25	0.06	0.00	17.75	17.95

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 1.7: Left from A664 Rochdale Bypass (South) to Moss Bridge Road									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	13	0	0	0	1	0	15	15.50
1515 - 1530	0	0	10	0	2	1	1	0	13	13.50
1530 - 1545	0	0	13	0	3	1	0	0	17	17.50
1545 - 1600	0	0	14	0	0	2	0	0	14	14.00
Hourly Total	1	0	50	0	5	2	1	0	59	60.50
Hourly Average	0.25	0.00	12.50	0.00	1.25	0.50	0.25	0.00	14.75	15.13
1600 - 1615	0	0	9	0	1	0	0	0	10	10.00
1615 - 1630	0	0	14	0	2	1	0	0	17	17.50
1630 - 1645	0	0	9	0	1	1	0	0	11	11.50
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	34	0	4	2	0	0	40	41.00
Hourly Average	0.00	0.00	8.50	0.00	1.00	0.50	0.00	0.00	10.00	10.25
1700 - 1715	0	0	4	0	0	1	0	0	5	5.50
1715 - 1730	0	0	4	0	0	0	0	0	5	5.00
1730 - 1745	0	0	8	0	1	0	0	0	9	9.00
1745 - 1800	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	26	0	2	1	0	0	29	29.50
Hourly Average	0.00	0.00	6.50	0.00	0.50	0.25	0.00	0.00	7.25	7.38
1800 - 1815	0	0	8	0	1	0	0	0	10	11.00
1815 - 1830	0	0	12	0	1	0	0	0	13	13.00
1830 - 1845	0	0	6	2	0	0	0	0	8	8.00
1845 - 1900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	32	2	2	0	0	1	37	38.00
Hourly Average	0.00	0.00	8.00	0.50	0.50	0.00	0.00	0.25	9.25	9.50
Session Total	1	0	142	2	13	5	1	1	165	169.00
Session Average	0.06	0.00	8.88	0.13	0.81	0.31	0.06	0.06	10.31	10.56

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 1.7: Left from A664 Rochdale Bypass (South) to Moss Bridge Road									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	23	2	0	0	0	0	25	25.00
1115 - 1130	0	2	15	0	0	0	0	0	17	15.80
1130 - 1145	0	0	12	1	1	0	0	0	14	21.00
1145 - 1200	0	0	24	1	1	0	0	0	26	26.00
Hourly Total	0	2	81	4	2	0	0	0	89	87.80
Hourly Average	0.00	0.50	20.25	1.00	0.50	0.00	0.00	0.00	22.25	21.95
1200 - 1215	0	0	26	0	0	0	0	0	26	26.00
1215 - 1230	0	0	21	1	0	0	0	0	22	22.00
1230 - 1245	0	0	24	1	4	0	0	0	29	26.00
1245 - 1300	0	0	23	4	0	0	0	0	27	27.00
Hourly Total	0	0	94	6	1	0	0	0	101	101.00
Hourly Average	0.00	0.00	23.50	1.50	0.25	0.00	0.00	0.00	25.25	25.25
1300 - 1315	0	0	23	0	1	0	0	0	24	24.00
1315 - 1330	0	0	18	0	1	0	0	0	19	19.00
1330 - 1345	0	0	15	0	1	0	1	0	17	18.30
1345 - 1400	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	0	0	72	0	5	0	1	0	78	79.30
Hourly Average	0.00	0.00	18.00	0.00	1.25	0.00	0.25	0.00	19.50	19.83
1400 - 1415	0	0	23	2	3	0	0	0	28	28.00
1415 - 1430	0	0	19	0	1	0	0	0	20	20.00
1430 - 1445	0	0	11	0	0	0	0	0	11	11.00
1445 - 1500	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	65	2	5	0	0	0	72	72.00
Hourly Average	0.00	0.00	16.25	0.50	1.25	0.00	0.00	0.00	18.00	18.00
Session Total	0	2	312	12	13	0	1	0	340	340.10
Session Average	0.00	0.13	19.50	0.75	0.81	0.00	0.06	0.00	21.25	21.26

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 1.8: Northbound from A664 Rochdale Bypass (South) to A664 Rochdale Bypass (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	46	0	11	0	0	2	60	61.40
0715 - 0730	0	0	83	0	10	1	0	0	74	74.50
0730 - 0745	0	0	72	2	14	0	1	0	89	90.30
0745 - 0800	0	0	99	2	15	3	0	0	119	120.50
Hourly Total	0	1	280	4	50	4	1	2	342	346.70
Hourly Average	0.00	0.25	70.00	1.00	12.50	1.00	0.25	0.50	85.50	86.68
0800 - 0815	0	0	108	3	9	1	0	0	121	121.50
0815 - 0830	0	0	121	6	7	0	0	1	135	136.00
0830 - 0845	0	1	68	0	8	1	0	1	79	79.90
0845 - 0900	0	0	99	3	12	3	0	0	117	118.50
Hourly Total	0	1	396	12	36	5	0	2	452	455.90
Hourly Average	0.00	0.25	99.00	3.00	9.00	1.25	0.00	0.50	113.00	113.98
0900 - 0915	0	0	103	5	11	1	1	0	121	122.80
0915 - 0930	0	1	118	1	12	2	1	0	135	136.70
0930 - 0945	0	0	96	5	14	0	2	0	117	119.60
0945 - 1000	0	0	112	5	18	2	0	0	137	138.00
Hourly Total	0	1	429	16	55	5	4	0	510	517.10
Hourly Average	0.00	0.25	107.25	4.00	13.75	1.25	1.00	0.00	127.50	129.28
1000 - 1015	0	0	87	2	8	1	0	0	98	98.50
1015 - 1030	0	0	108	1	16	2	1	0	128	130.30
1030 - 1045	0	0	93	0	11	0	1	0	105	106.30
1045 - 1100	0	0	102	2	14	0	0	0	118	118.00
Hourly Total	0	0	390	5	49	3	2	0	449	453.10
Hourly Average	0.00	0.00	97.50	1.25	12.25	0.75	0.50	0.00	112.25	113.28
Session Total	0	3	1495	37	190	17	7	4	1753	1772.80
Session Average	0.00	0.19	93.44	2.31	11.83	1.06	0.44	0.25	109.56	110.80

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.8: Northbound from A664 Rochdale Bypass (South) to A664 Rochdale Bypass (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	101	3	13	0	0	1	118	119.00
1515 - 1530	0	0	117	1	9	0	0	1	128	129.00
1530 - 1545	0	1	110	2	9	0	0	0	122	121.40
1545 - 1600	0	0	78	2	6	0	0	0	86	86.00
Hourly Total	0	1	406	8	37	0	0	2	454	455.40
Hourly Average	0.00	0.25	101.50	2.00	9.25	0.00	0.00	0.50	113.50	113.85
1600 - 1615	0	0	60	3	5	0	1	0	70	70.70
1615 - 1630	0	0	30	3	2	0	0	0	32	32.00
1630 - 1645	0	0	36	0	2	0	0	0	38	38.00
1645 - 1700	0	0	28	0	0	0	0	1	29	30.00
Hourly Total	0	0	154	3	9	0	0	1	169	170.70
Hourly Average	0.00	0.25	38.50	0.75	2.25	0.00	0.25	0.25	42.25	42.63
1700 - 1715	0	0	38	1	1	0	0	0	40	40.00
1715 - 1730	1	0	30	0	2	0	0	0	33	32.20
1730 - 1745	0	0	48	1	4	0	0	0	53	53.00
1745 - 1800	0	0	101	1	6	0	0	0	108	108.00
Hourly Total	1	0	217	3	13	0	0	0	234	233.20
Hourly Average	0.25	0.00	54.25	0.75	3.25	0.00	0.00	0.00	58.50	58.30
1800 - 1815	0	0	87	0	5	0	0	0	92	92.00
1815 - 1830	0	2	93	0	4	0	0	0	99	97.80
1830 - 1845	0	0	79	1	3	0	0	0	83	83.00
1845 - 1900	0	0	86	0	6	0	1	0	93	94.30
Hourly Total	0	2	325	1	18	0	1	0	347	347.10
Hourly Average	0.00	0.50	81.25	0.25	4.50	0.00	0.25	0.00	86.75	86.78
Session Total	1	4	1102	15	77	0	2	3	1204	1206.40
Session Average	0.06	0.25	68.88	0.94	4.81	0.00	0.13	0.19	75.25	75.40

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 1.8: Northbound from A664 Rochdale Bypass (South) to A664 Rochdale Bypass (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	1	0	105	3	6	0	0	0	115	114.20
1115 - 1130	0	3	130	6	5	0	0	0	144	142.20
1130 - 1145	0	0	137	1	0	0	0	0	148	146.00
1145 - 1200	0	0	116	2	10	2	0	0	130	131.00
Hourly Total	1	3	488	12	31	2	0	0	537	535.40
Hourly Average	0.25	0.75	122.00	3.00	7.75	0.50	0.00	0.00	134.25	133.85
1200 - 1215	0	4	126	3	11	0	0	0	144	141.60
1215 - 1230	0	1	135	4	9	0	0	0	149	148.40
1230 - 1245	0	1	131	6	4	0	0	0	142	141.40
1245 - 1300	0	0	115	3	10	0	0	0	128	128.00
Hourly Total	0	6	507	16	34	0	0	0	563	559.40
Hourly Average	0.00	1.50	126.75	4.00	8.50	0.00	0.00	0.00	140.75	139.85
1300 - 1315	0	1	130	0	6	1	0	0	138	137.90
1315 - 1330	0	3	129	2	14	0	0	0	148	146.20
1330 - 1345	0	0	118	1	5	0	0	0	124	124.00
1345 - 1400	0	0	119	4	7	0	1	0	131	132.30
Hourly Total	0	4	496	7	32	1	1	0	541	540.40
Hourly Average	0.00	1.00	124.00	1.75	8.00	0.25	0.25	0.00	135.25	135.10
1400 - 1415	0	0	132	5	7	0	0	0	144	144.00
1415 - 1430	0	0	126	1	6	0	0	0	133	133.00
1430 - 1445	0	0	130	3	10	0	0	0	143	143.00
1445 - 1500	0	0	143	1	14	0	0	0	158	156.00
Hourly Total	0	0	531	10	37	0	0	0	578	578.00
Hourly Average	0.00	0.00	132.75	2.50	9.25	0.00	0.00	0.00	144.50	144.50
Session Total	1	13	2022	45	134	3	1	0	2219	2213.20
Session Average	0.06	0.81	126.38	2.81	8.38	0.19	0.06	0.00	138.69	138.33

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 1.9: Right from A664 Rochdale Bypass (South) to A6193 Sir Isaac Newton Way									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	25	0	4	0	0	0	29	29.00
0715 - 0730	0	0	25	1	4	0	0	0	30	30.00
0730 - 0745	0	0	44	0	7	0	1	2	54	57.30
0745 - 0800	0	0	47	0	5	1	0	0	53	53.50
Hourly Total	0	0	141	1	20	1	1	2	166	169.80
Hourly Average	0.00	0.00	35.25	0.25	5.00	0.25	0.25	0.50	41.50	42.45
0800 - 0815	0	0	59	3	5	0	0	0	67	67.00
0815 - 0830	0	0	41	2	2	0	0	1	46	47.00
0830 - 0845	0	0	24	2	6	0	1	0	33	34.30
0845 - 0900	0	1	20	1	1	0	0	2	25	26.40
Hourly Total	0	1	144	8	14	0	1	3	171	174.70
Hourly Average	0.00	0.25	36.00	2.00	3.50	0.00	0.25	0.75	42.75	43.68
0900 - 0915	0	0	35	1	3	1	1	1	42	44.80
0915 - 0930	0	0	36	2	4	1	0	1	44	45.50
0930 - 0945	0	0	36	3	3	1	0	1	44	45.50
0945 - 1000	0	0	31	1	10	0	0	1	43	44.00
Hourly Total	0	0	138	7	20	3	1	4	173	179.80
Hourly Average	0.00	0.00	34.50	1.75	5.00	0.75	0.25	1.00	43.25	44.95
1000 - 1015	0	0	27	0	5	0	0	0	32	32.00
1015 - 1030	0	1	29	0	4	0	0	0	34	33.40
1030 - 1045	0	2	21	0	7	0	0	1	31	30.80
1045 - 1100	0	0	19	0	10	0	0	1	30	31.00
Hourly Total	0	3	96	0	26	0	0	2	127	127.20
Hourly Average	0.00	0.75	24.00	0.00	6.50	0.00	0.00	0.50	31.75	31.80
Session Total	0	4	519	16	80	4	3	11	637	651.50
Session Average	0.00	0.25	32.44	1.00	5.00	0.25	0.19	0.69	33.51	40.72

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 1.9: Right from A664 Rochdale Bypass (South) to A6193 Sir Isaac Newton Way									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	2	33	0	5	0	0	0	40	38.80
1515 - 1530	0	0	38	1	4	0	1	1	45	47.30
1530 - 1545	0	1	39	1	2	0	1	0	44	44.70
1545 - 1600	0	0	36	1	3	0	0	2	44	46.00
Hourly Total	0	3	148	3	14	0	2	3	173	176.80
Hourly Average	0.00	0.75	37.00	0.75	3.50	0.00	0.50	0.75	43.25	44.20
1600 - 1615	0	0	28	0	4	0	1	0	33	34.30
1615 - 1630	0	0	33	1	6	0	0	0	40	40.00
1630 - 1645	0	0	23	0	1	0	1	0	25	26.30
1645 - 1700	0	0	22	0	4	1	1	0	28	29.80
Hourly Total	0	0	106	1	15	0	3	0	125	130.40
Hourly Average	0.00	0.00	26.50	0.25	3.75	0.25	0.75	0.00	31.50	32.60
1700 - 1715	0	0	34	1	2	0	0	1	38	39.00
1715 - 1730	0	0	39	0	1	0	0	0	40	40.00
1730 - 1745	0	0	34	0	5	0	0	1	40	41.00
1745 - 1800	0	0	63	1	2	0	0	1	67	68.00
Hourly Total	0	0	170	2	10	0	0	3	185	188.00
Hourly Average	0.00	0.00	42.50	0.50	2.50	0.00	0.00	0.75	45.25	47.00
1800 - 1815	0	0	52	0	2	0	0	0	54	54.00
1815 - 1830	0	0	35	1	3	0	0	0	39	39.00
1830 - 1845	0	0	28	0	4	0	0	0	32	32.00
1845 - 1900	0	0	22	1	2	0	0	1	26	27.00
Hourly Total	0	0	137	2	11	0	0	1	151	152.00
Hourly Average	0.00	0.00	34.25	0.50	2.75	0.00	0.00	0.25	37.75	38.00
Session Total	0	3	561	8	50	1	5	7	635	647.20
Session Average	0.00	0.19	35.06	0.50	3.13	0.06	0.31	0.44	39.69	40.45

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 1.9: Right from A664 Rochdale Bypass (South) to A6193 Sir Isaac Newton Way									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	19	0	5	0	0	0	24	24.00
1115 - 1130	0	0	28	1	1	0	1	0	31	32.30
1130 - 1145	0	0	32	0	4	0	0	1	37	38.00
1145 - 1200	0	1	30	2	1	0	0	1	35	35.40
Hourly Total	0	1	109	3	11	0	1	2	127	129.70
Hourly Average	0.00	0.25	27.25	0.75	2.75	0.00	0.25	0.50	31.75	32.43
1200 - 1215	0	1	39	1	2	0	0	0	43	42.40
1215 - 1230	0	0	31	0	3	0	0	0	34	34.00
1230 - 1245	0	0	29	1	2	0	0	1	33	34.00
1245 - 1300	0	0	23	2	2	0	0	1	28	29.00
Hourly Total	0	1	122	4	9	0	0	2	138	139.40
Hourly Average	0.00	0.25	30.50	1.00	2.25	0.00	0.00	0.50	34.50	34.85
1300 - 1315	0	0	24	0	2	0	0	0	26	26.00
1315 - 1330	0	1	23	0	5	0	0	0	29	28.40
1330 - 1345	0	0	31	0	2	0	0	1	34	35.00
1345 - 1400	0	2	31	0	1	0	0	1	35	34.80
Hourly Total	0	3	109	0	10	0	0	2	124	124.20
Hourly Average	0.00	0.75	27.25	0.00	2.50	0.00	0.00	0.50	31.00	31.05
1400 - 1415	0	0	46	2	2	0	0	0	50	50.00
1415 - 1430	0	0	31	0	1	0	0	0	32	32.00
1430 - 1445	0	1	27	1	2	1	0	1	33	33.90
1445 - 1500	0	0	24	0	1	0	0	1	26	27.00
Hourly Total	0	1	128	3	6	1	0	2	141	142.90
Hourly Average	0.00	0.25	32.00	0.75	1.50	0.25	0.00	0.50	35.25	35.73
Session Total	0	6	468	10	36	1	1	8	530	536.20
Session Average	0.00	0.38	29.25	0.63	2.25	0.06	0.06	0.50	33.13	33.51

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 1.10: Left from Moss Bridge Road to A664 Rochdale Bypass (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	2	1	0	0	0	16	16.00
0715 - 0730	0	0	3	0	0	1	0	0	4	4.50
0730 - 0745	0	0	3	0	1	0	0	0	4	4.00
0745 - 0800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	25	2	2	1	0	0	30	30.50
Hourly Average	0.00	0.00	6.25	0.50	0.50	0.25	0.00	0.00	7.50	7.63
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	10	0	3	0	0	0	13	13.00
0830 - 0845	0	0	11	0	7	1	0	0	19	19.50
0845 - 0900	0	0	15	0	4	1	0	0	20	20.50
Hourly Total	0	0	41	0	14	2	0	0	57	58.00
Hourly Average	0.00	0.00	10.25	0.00	3.50	0.50	0.00	0.00	14.25	14.50
0900 - 0915	0	0	11	0	2	0	0	0	13	13.00
0915 - 0930	0	0	12	0	1	0	0	0	13	13.00
0930 - 0945	0	0	6	0	4	1	0	0	11	11.50
0945 - 1000	0	0	18	1	2	0	0	0	21	21.00
Hourly Total	0	0	47	1	9	1	0	0	58	58.50
Hourly Average	0.00	0.00	11.75	0.25	2.25	0.25	0.00	0.00	14.50	14.63
1000 - 1015	0	0	17	0	2	0	0	0	19	19.00
1015 - 1030	0	0	15	0	3	0	0	0	18	18.00
1030 - 1045	0	0	9	0	4	0	0	0	13	13.00
1045 - 1100	0	0	13	0	3	0	1	0	17	18.30
Hourly Total	0	0	54	0	12	0	1	0	67	68.30
Hourly Average	0.00	0.00	13.50	0.00	3.00	0.00	0.25	0.00	16.75	17.08
Session Total	0	0	167	3	37	4	1	0	212	215.30
Session Average	0.00	0.00	10.44	0.19	2.31	0.25	0.06	0.00	13.25	13.45

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.10: Left from Moss Bridge Road to A664 Rochdale Bypass (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	19	1	0	0	0	0	23	23.00
1515 - 1530	0	0	23	0	2	0	0	0	25	25.00
1530 - 1545	0	0	18	1	4	0	1	0	24	25.30
1545 - 1600	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	74	2	7	0	1	0	87	88.30
Hourly Average	0.00	0.00	18.50	0.50	1.75	0.00	0.25	0.00	21.75	22.08
1600 - 1615	0	0	15	0	2	0	0	0	19	19.00
1615 - 1630	0	0	8	0	3	0	0	0	11	11.00
1630 - 1645	0	0	6	1	2	0	0	0	9	9.00
1645 - 1700	0	0	10	1	0	0	0	0	11	11.00
Hourly Total	0	0	39	2	9	0	0	0	50	50.00
Hourly Average	0.00	0.00	9.75	0.50	2.25	0.00	0.00	0.00	12.50	12.50
1700 - 1715	0	0	13	0	0	0	0	0	13	13.00
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	14	0	0	0	0	0	14	14.00
1745 - 1800	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	0	50	0	2	0	0	0	52	52.00
Hourly Average	0.00	0.00	12.50	0.00	0.50	0.00	0.00	0.00	13.00	13.00
1800 - 1815	0	0	10	0	0	0	0	0	10	10.00
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	0	0	7	0	0	0	0	0	7	7.00
1845 - 1900	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	0	0	29	0	2	0	0	0	31	31.00
Hourly Average	0.00	0.00	7.25	0.00	0.50	0.00	0.00	0.00	7.75	7.75
Session Total	0	0	192	4	23	0	1	0	220	221.30
Session Average	0.00	0.00	12.00	0.25	1.44	0.00	0.06	0.00	13.75	13.83

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 1.10: Left from Moss Bridge Road to A664 Rochdale Bypass (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	12	0	0	0	0	0	12	12.00
1115 - 1130	0	0	24	0	0	0	0	0	24	24.00
1130 - 1145	0	0	16	0	1	0	0	0	17	17.00
1145 - 1200	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	0	70	0	2	0	0	0	72	72.00
Hourly Average	0.00	0.00	17.50	0.00	0.50	0.00	0.00	0.00	18.00	18.00
1200 - 1215	0	0	17	1	1	0	0	0	19	19.00
1215 - 1230	0	0	18	2	1	0	0	0	21	21.00
1230 - 1245	0	0	20	0	1	0	0	0	21	21.00
1245 - 1300	0	0	26	0	2	0	0	0	28	28.00
Hourly Total	0	0	81	3	5	0	0	0	89	89.00
Hourly Average	0.00	0.00	20.25	0.75	1.25	0.00	0.00	0.00	22.25	22.25
1300 - 1315	0	0	27	2	0	0	0	0	29	29.00
1315 - 1330	0	0	26	1	2	0	0	0	29	29.00
1330 - 1345	0	0	19	0	1	0	0	0	20	20.00
1345 - 1400	0	0	19	0	0	0	0	0	19	19.00
Hourly Total	0	0	91	3	3	0	0	0	97	97.00
Hourly Average	0.00	0.00	22.75	0.75	0.75	0.00	0.00	0.00	24.25	24.25
1400 - 1415	0	0	17	0	1	0	0	0	18	18.00
1415 - 1430	0	0	17	1	0	0	0	0	18	18.00
1430 - 1445	0	0	25	0	0	0	0	0	25	25.00
1445 - 1500	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	75	1	2	0	0	0	78	78.00
Hourly Average	0.00	0.00	18.75	0.25	0.50	0.00	0.00	0.00	19.50	19.50
Session Total	0	0	317	7	12	0	0	0	336	336.00
Session Average	0.00	0.00	19.81	0.44	0.75	0.00	0.00	0.00	21.00	21.00

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 1.11: Eastbound from Moss Bridge Road to A6193 Sir Isaac Newton Way									Original Data	
TIME	PICCYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	1	3	0	0	0	13	13.00
0715 - 0730	0	0	13	0	2	1	0	0	16	16.50
0730 - 0745	0	0	17	0	4	1	0	0	22	22.50
0745 - 0800	0	1	24	0	5	1	1	0	32	33.20
Hourly Total	0	1	63	1	14	3	1	0	83	85.20
Hourly Average	0.00	0.25	15.75	0.25	3.50	0.75	0.25	0.00	20.75	21.30
0800 - 0815	0	0	19	1	2	2	0	0	24	25.00
0815 - 0830	0	0	32	2	6	0	1	0	43	44.30
0830 - 0845	0	0	15	0	4	2	0	0	21	22.00
0845 - 0900	0	0	14	1	6	1	1	0	23	24.80
Hourly Total	0	0	80	4	20	5	2	0	111	116.10
Hourly Average	0.00	0.00	20.00	1.00	5.00	1.25	0.50	0.00	27.75	29.03
0900 - 0915	0	0	7	0	2	2	0	0	11	12.00
0915 - 0930	0	0	7	2	4	2	1	0	16	18.30
0930 - 0945	0	0	9	0	3	1	3	0	16	20.40
0945 - 1000	0	0	17	1	4	1	1	0	24	25.80
Hourly Total	0	0	40	3	13	6	5	0	67	76.50
Hourly Average	0.00	0.00	10.00	0.75	3.25	1.50	1.25	0.00	16.75	19.13
1000 - 1015	0	0	10	0	7	1	1	0	19	20.80
1015 - 1030	0	0	6	0	9	0	2	0	17	19.60
1030 - 1045	0	0	8	0	7	0	2	0	17	19.60
1045 - 1100	0	0	13	0	3	0	1	0	17	18.30
Hourly Total	0	0	37	0	26	1	6	0	70	78.30
Hourly Average	0.00	0.00	9.25	0.00	6.50	0.25	1.50	0.00	17.50	19.58
Session Total	0	1	220	8	73	15	14	0	331	356.10
Session Average	0.00	0.06	13.75	0.50	4.56	0.94	0.88	0.00	20.69	22.26

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 1.11: Eastbound from Moss Bridge Road to A6193 Sir Isaac Newton Way									Original Data	
TIME	PICCYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	31	0	6	0	1	0	38	39.30
1515 - 1530	0	0	27	1	4	0	0	1	33	34.00
1530 - 1545	0	2	26	1	6	2	2	0	39	41.40
1545 - 1600	0	1	27	0	7	1	1	0	37	38.20
Hourly Total	0	3	111	2	23	3	4	1	147	152.90
Hourly Average	0.00	0.75	27.75	0.50	5.75	0.75	1.00	0.25	36.75	37.97
1600 - 1615	0	0	47	2	8	0	0	0	58	58.50
1615 - 1630	0	0	23	1	6	0	0	0	30	30.00
1630 - 1645	0	0	31	0	2	0	0	0	33	33.00
1645 - 1700	0	0	42	2	5	0	0	0	49	49.00
Hourly Total	0	0	143	5	21	0	0	0	170	170.50
Hourly Average	0.00	0.00	35.75	1.25	5.25	0.25	0.00	0.00	42.50	42.63
1700 - 1715	0	0	35	1	4	0	0	0	40	40.00
1715 - 1730	0	1	36	0	3	0	1	0	41	41.70
1730 - 1745	0	0	49	0	5	1	2	0	57	60.10
1745 - 1800	0	0	53	0	2	0	1	0	56	57.30
Hourly Total	0	1	173	1	14	1	4	0	194	199.10
Hourly Average	0.00	0.25	43.25	0.25	3.50	0.25	1.00	0.00	43.50	43.78
1800 - 1815	0	0	31	0	1	0	0	0	32	32.00
1815 - 1830	0	0	21	0	0	0	0	0	21	21.00
1830 - 1845	0	0	17	0	0	0	0	0	17	17.00
1845 - 1900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	82	0	1	0	0	0	83	83.00
Hourly Average	0.00	0.00	20.50	0.00	0.25	0.00	0.00	0.00	20.75	20.75
Session Total	0	4	509	8	59	5	8	1	594	605.50
Session Average	0.00	0.25	31.81	0.50	3.69	0.31	0.50	0.06	37.13	37.84

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 1.11: Eastbound from Moss Bridge Road to A6193 Sir Isaac Newton Way									Original Data	
TIME	PICCYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	15	2	4	0	1	0	22	23.30
1115 - 1130	0	0	20	0	0	0	0	0	20	20.00
1130 - 1145	0	0	20	0	2	1	0	0	23	23.50
1145 - 1200	0	0	21	0	2	0	1	0	24	25.30
Hourly Total	0	0	76	2	8	1	2	0	89	92.10
Hourly Average	0.00	0.00	19.00	0.50	2.00	0.25	0.50	0.00	22.25	23.03
1200 - 1215	0	0	21	1	2	0	0	0	24	24.00
1215 - 1230	0	0	29	1	1	0	0	0	31	31.00
1230 - 1245	0	0	18	0	1	0	0	0	20	20.00
1245 - 1300	0	0	16	1	1	0	1	0	21	22.30
Hourly Total	0	0	87	3	5	0	1	0	96	97.30
Hourly Average	0.00	0.00	21.75	0.75	1.25	0.00	0.25	0.00	24.00	24.33
1300 - 1315	0	0	20	0	1	0	0	0	21	21.00
1315 - 1330	0	0	27	1	0	0	0	0	28	28.00
1330 - 1345	0	0	33	5	0	0	1	0	39	40.30
1345 - 1400	0	0	20	3	1	0	0	0	24	24.00
Hourly Total	0	0	100	9	2	0	1	0	112	113.30
Hourly Average	0.00	0.00	25.00	2.25	0.50	0.00	0.25	0.00	28.00	28.33
1400 - 1415	0	0	21	0	1	0	1	0	23	24.30
1415 - 1430	0	0	21	2	0	0	1	0	24	25.30
1430 - 1445	0	0	13	0	2	0	0	0	15	15.00
1445 - 1500	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	71	2	4	0	2	0	79	81.60
Hourly Average	0.00	0.00	17.75	0.50	1.00	0.00	0.50	0.00	19.75	20.40
Session Total	0	0	334	16	19	1	6	0	376	384.30
Session Average	0.00	0.00	20.88	1.00	1.19	0.06	0.38	0.00	23.50	24.02

Helmsman Lane, Rochdale
Classified Junction Count

Site 1 of 4

A664 Rochdale Bypass (North)
A6193 Sir Isaac Newton Way
A664 Rochdale Bypass (South)
Moss Bridge Road

Lat/Long
lat 53.607172° lon -2.136038°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 1.12: Right from Moss Bridge Road to A664 Rochdale Bypass (South)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	4	0	1	1	1	0	7	8.80
0730 - 0745	0	0	1	0	2	0	0	0	3	3.00
0745 - 0800	0	0	6	2	5	0	0	0	13	13.00
Hourly Total	0	0	13	2	9	1	1	0	26	27.80
Hourly Average	0.00	0.00	3.25	0.50	2.25	0.25	0.25	0.00	6.50	6.95
0800 - 0815	0	0	30	1	5	1	0	0	37	37.50
0815 - 0830	0	0	21	1	0	0	0	0	22	22.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	7	1	2	0	0	0	10	10.00
Hourly Total	0	0	62	3	7	1	0	0	73	73.50
Hourly Average	0.00	0.00	15.50	0.75	1.75	0.25	0.00	0.00	18.25	18.38
0900 - 0915	0	0	7	0	2	0	0	0	9	9.00
0915 - 0930	0	0	9	1	3	0	0	0	13	13.00
0930 - 0945	0	0	4	0	3	0	1	0	8	9.30
0945 - 1000	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	28	1	10	0	1	0	40	41.30
Hourly Average	0.00	0.00	7.00	0.25	2.50	0.00	0.25	0.00	10.00	10.33
1000 - 1015	0	0	7	0	4	0	0	0	11	11.00
1015 - 1030	0	0	4	0	1	0	0	0	5	5.00
1030 - 1045	0	0	12	0	2	0	0	0	14	14.00
1045 - 1100	0	0	14	0	4	1	0	0	19	19.50
Hourly Total	0	0	37	0	11	1	0	0	49	49.50
Hourly Average	0.00	0.00	9.25	0.00	2.75	0.25	0.00	0.00	12.25	12.38
Session Total	0	0	140	6	37	3	2	0	188	192.10
Session Average	0.00	0.00	8.75	0.38	2.31	0.19	0.13	0.00	11.75	12.01

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 1.12: Right from Moss Bridge Road to A664 Rochdale Bypass (South)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	15	0	5	0	0	0	20	20.00
1515 - 1530	0	0	23	1	2	0	0	0	26	26.00
1530 - 1545	0	0	9	0	2	0	0	0	11	11.00
1545 - 1600	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	56	1	10	0	0	0	67	67.00
Hourly Average	0.00	0.00	14.00	0.25	2.50	0.00	0.00	0.00	16.75	16.75
1600 - 1615	0	0	18	0	2	0	0	0	20	20.00
1615 - 1630	0	0	24	1	0	0	1	0	26	27.30
1630 - 1645	0	0	10	0	1	0	0	0	11	11.00
1645 - 1700	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	63	1	3	0	1	0	68	69.30
Hourly Average	0.00	0.00	15.75	0.25	0.75	0.00	0.25	0.00	17.75	17.83
1700 - 1715	0	0	18	0	0	0	0	0	18	18.00
1715 - 1730	0	0	17	0	1	0	0	0	18	18.00
1730 - 1745	0	0	18	0	1	0	0	0	19	19.00
1745 - 1800	0	1	20	1	2	0	0	0	24	23.40
Hourly Total	0	1	73	1	4	0	0	0	79	78.40
Hourly Average	0.00	0.25	18.25	0.25	1.00	0.00	0.00	0.00	19.75	19.60
1800 - 1815	0	0	20	1	0	0	0	0	21	21.00
1815 - 1830	0	0	4	0	1	0	0	0	5	5.00
1830 - 1845	0	0	4	1	0	0	0	0	5	5.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	20	2	1	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.00	0.50	0.25	0.00	0.00	0.00	5.75	5.75
Session Total	0	1	212	5	18	0	1	0	237	237.70
Session Average	0.00	0.06	13.25	0.31	1.13	0.00	0.06	0.00	14.81	14.86

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 1.12: Right from Moss Bridge Road to A664 Rochdale Bypass (South)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	12	0	1	0	0	0	13	13.00
1115 - 1130	0	0	14	0	0	0	0	0	14	14.00
1130 - 1145	0	0	12	0	0	0	0	0	12	12.00
1145 - 1200	0	0	16	1	0	0	0	0	17	17.00
Hourly Total	0	0	54	1	1	0	0	0	56	56.00
Hourly Average	0.00	0.00	13.50	0.25	0.25	0.00	0.00	0.00	14.00	14.00
1200 - 1215	0	0	21	0	0	0	0	0	21	21.00
1215 - 1230	0	0	12	1	1	0	0	0	14	14.00
1230 - 1245	0	0	8	0	0	0	0	0	8	8.00
1245 - 1300	0	0	23	0	1	0	0	0	24	24.00
Hourly Total	0	0	64	1	2	0	0	0	67	67.00
Hourly Average	0.00	0.00	16.00	0.25	0.50	0.00	0.00	0.00	16.75	16.75
1300 - 1315	0	0	20	0	1	0	0	0	21	21.00
1315 - 1330	0	0	18	1	0	0	0	0	19	19.00
1330 - 1345	0	0	18	1	2	0	0	0	21	21.00
1345 - 1400	0	0	20	1	2	0	0	0	23	23.00
Hourly Total	0	0	76	3	5	0	0	0	84	84.00
Hourly Average	0.00	0.00	19.00	0.75	1.25	0.00	0.00	0.00	21.00	21.00
1400 - 1415	0	0	16	0	1	0	0	0	17	17.00
1415 - 1430	0	0	11	0	2	0	0	0	13	13.00
1430 - 1445	0	0	15	1	0	0	0	0	16	16.00
1445 - 1500	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	0	0	58	1	5	0	0	0	64	64.00
Hourly Average	0.00	0.00	14.50	0.25	1.25	0.00	0.00	0.00	16.00	16.00
Session Total	0	0	252	6	13	0	0	0	271	271.00
Session Average	0.00	0.00	15.75	0.38	0.81	0.00	0.00	0.00	16.94	16.94

Helmsman Lane, Rochdale
Classified Junction Count

Site 2 of 4

Michael Faraday Avenue
A6193 Sir Isaac Newton Way (East)
A6193 Sir Isaac Newton way (West)

Lat/Long
lat 53.606435° lon -2.132828°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 2.1: Left from Michael Faraday Avenue to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	1	0	0	0	12	12.00
0715 - 0730	0	0	13	0	3	1	0	0	16	16.00
0730 - 0745	0	0	8	0	1	0	0	0	10	10.50
0745 - 0800	0	0	7	2	0	0	2	0	11	13.60
Hourly Total	0	0	39	2	5	1	2	0	49	52.10
Hourly Average	0.00	0.00	9.75	0.50	1.25	0.25	0.50	0.00	12.25	13.03
0800 - 0815	0	0	9	2	2	0	0	0	13	13.00
0815 - 0830	0	0	11	0	0	0	0	0	11	11.00
0830 - 0845	0	0	15	0	1	0	1	0	17	18.30
0845 - 0900	0	0	5	0	4	0	0	0	9	9.00
Hourly Total	0	0	40	2	7	0	1	0	50	51.30
Hourly Average	0.00	0.00	10.00	0.50	1.75	0.00	0.25	0.00	12.50	12.83
0900 - 0915	0	0	4	0	0	0	2	0	6	8.60
0915 - 0930	0	0	5	1	1	0	0	0	7	7.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	0	0	18	1	3	0	2	0	24	26.60
Hourly Average	0.00	0.00	4.50	0.25	0.75	0.00	0.50	0.00	6.00	6.65
1000 - 1015	0	0	8	0	2	1	2	0	13	16.10
1015 - 1030	0	0	8	0	2	0	0	0	10	10.00
1030 - 1045	0	0	13	0	4	0	1	0	18	19.30
1045 - 1100	0	0	5	0	1	2	1	0	9	11.30
Hourly Total	0	0	34	0	9	3	4	0	50	56.70
Hourly Average	0.00	0.00	8.50	0.00	2.25	0.75	1.00	0.00	12.50	14.18
Session Total	0	0	131	5	24	4	9	0	173	186.70
Session Average	0.00	0.00	8.19	0.31	1.50	0.25	0.56	0.00	10.81	11.57

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 2.1: Left from Michael Faraday Avenue to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	5	0	1	0	1	0	7	8.30
1515 - 1530	0	0	3	1	0	1	2	0	7	10.10
1530 - 1545	0	0	6	0	1	0	4	0	11	16.20
1545 - 1600	0	0	5	1	1	1	1	0	9	10.80
Hourly Total	0	0	19	2	3	3	8	0	34	45.40
Hourly Average	0.00	0.00	4.75	0.50	0.75	0.50	2.00	0.00	8.50	11.35
1600 - 1615	0	0	4	1	2	0	3	0	11	15.40
1615 - 1630	0	0	3	0	0	1	0	0	4	4.50
1630 - 1645	0	0	4	0	2	0	0	0	6	6.00
1645 - 1700	0	0	10	0	1	1	1	0	13	14.80
Hourly Total	0	0	21	1	5	3	4	0	34	40.70
Hourly Average	0.00	0.00	5.25	0.25	1.25	0.75	1.00	0.00	8.50	10.18
1700 - 1715	0	0	9	0	0	0	0	0	10	9.40
1715 - 1730	0	0	4	0	1	0	0	0	5	5.00
1730 - 1745	0	0	7	0	0	2	0	0	9	10.00
1745 - 1800	0	0	6	0	0	0	1	0	7	8.30
Hourly Total	0	0	26	0	1	2	1	0	31	32.70
Hourly Average	0.00	0.25	6.50	0.00	0.25	0.50	0.25	0.00	7.75	8.18
1800 - 1815	0	0	9	0	0	0	1	0	10	11.30
1815 - 1830	0	0	7	0	0	0	1	0	9	10.80
1830 - 1845	0	0	6	0	0	0	0	0	6	6.00
1845 - 1900	0	0	7	0	0	0	1	0	8	9.30
Hourly Total	0	0	29	0	0	1	2	0	33	37.40
Hourly Average	0.00	0.00	7.25	0.00	0.00	0.25	0.75	0.00	8.25	9.35
Session Total	0	1	95	3	9	8	16	0	132	156.20
Session Average	0.00	0.06	5.94	0.19	0.56	0.50	1.00	0.00	8.25	9.76

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 2.1: Left from Michael Faraday Avenue to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	8	0	0	0	0	0	8	8.00
1115 - 1130	0	0	9	0	1	0	0	0	10	10.00
1130 - 1145	0	0	10	0	0	0	2	0	12	14.60
1145 - 1200	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	36	0	2	0	2	0	40	42.60
Hourly Average	0.00	0.00	9.00	0.00	0.50	0.00	0.50	0.00	10.00	10.65
1200 - 1215	0	0	6	1	0	0	0	0	7	7.00
1215 - 1230	0	0	9	0	0	0	1	0	10	11.30
1230 - 1245	0	0	9	0	0	0	0	0	9	9.00
1245 - 1300	0	0	3	0	1	0	1	0	5	6.30
Hourly Total	0	0	27	1	1	0	2	0	31	33.60
Hourly Average	0.00	0.00	6.75	0.25	0.25	0.00	0.50	0.00	7.75	8.40
1300 - 1315	0	0	11	0	0	0	0	0	11	11.00
1315 - 1330	0	0	10	0	0	0	0	0	10	10.00
1330 - 1345	0	0	8	1	0	1	0	0	10	10.50
1345 - 1400	0	0	5	0	0	1	0	0	6	6.50
Hourly Total	0	0	34	1	0	2	0	0	37	38.00
Hourly Average	0.00	0.00	8.50	0.25	0.00	0.50	0.00	0.00	9.25	9.50
1400 - 1415	0	0	3	0	1	0	1	0	5	6.30
1415 - 1430	0	0	5	0	0	0	0	0	5	5.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	0	0	9	0	1	1	0	0	11	11.50
Hourly Total	0	0	20	0	2	1	1	0	24	25.80
Hourly Average	0.00	0.00	5.00	0.00	0.50	0.25	0.25	0.00	6.00	6.45
Session Total	0	0	117	2	5	3	5	0	132	140.00
Session Average	0.00	0.00	7.31	0.13	0.31	0.19	0.31	0.00	8.25	8.75

Helmsman Lane, Rochdale
Classified Junction Count

Site 2 of 4

Michael Faraday Avenue
A6193 Sir Isaac Newton Way (East)
A6193 Sir Isaac Newton way (West)

Lat/Long
lat 53.606435° lon -2.132828°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 2.2: Right from Michael Faraday Avenue to A6193 Sir Isaac Newton way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	1	0	0	0	12	12.00
0715 - 0730	0	0	14	1	2	0	0	0	17	17.00
0730 - 0745	0	0	6	1	0	0	0	0	7	7.00
0745 - 0800	0	0	7	1	0	0	0	0	8	8.00
Hourly Total	0	0	38	3	3	0	0	0	44	44.00
Hourly Average	0.00	0.00	9.50	0.75	0.75	0.00	0.00	0.00	11.00	11.00
0800 - 0815	0	0	18	1	1	0	0	0	20	20.00
0815 - 0830	0	0	15	2	0	0	0	0	17	17.00
0830 - 0845	0	0	21	0	0	1	0	0	22	22.50
0845 - 0900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	60	3	1	1	0	0	65	65.50
Hourly Average	0.00	0.00	15.00	0.75	0.25	0.25	0.00	0.00	16.25	16.38
0900 - 0915	0	0	13	1	1	0	0	0	15	15.00
0915 - 0930	0	0	11	0	1	0	0	0	12	12.00
0930 - 0945	0	0	8	1	0	0	0	0	9	9.00
0945 - 1000	0	0	14	2	4	0	0	0	20	20.00
Hourly Total	0	0	46	4	6	0	0	0	56	56.00
Hourly Average	0.00	0.00	11.50	1.00	1.50	0.00	0.00	0.00	14.00	14.00
1000 - 1015	0	0	5	0	1	0	0	0	6	6.00
1015 - 1030	0	0	6	1	1	0	0	0	8	8.00
1030 - 1045	0	0	8	0	2	1	0	0	11	11.50
1045 - 1100	0	0	6	0	4	0	0	0	10	10.00
Hourly Total	0	0	25	1	8	1	0	0	35	35.50
Hourly Average	0.00	0.00	6.25	0.25	2.00	0.25	0.00	0.00	8.75	8.88
Session Total	0	0	169	11	18	2	0	0	200	201.00
Session Average	0.00	0.00	10.56	0.69	1.13	0.13	0.00	0.00	12.50	12.56

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 2.2: Right from Michael Faraday Avenue to A6193 Sir Isaac Newton way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	21	0	0	0	1	0	22	23.30
1515 - 1530	0	0	8	2	1	1	1	0	12	12.50
1530 - 1545	0	0	11	1	2	0	0	0	14	14.00
1545 - 1600	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	49	3	3	1	1	0	57	58.80
Hourly Average	0.00	0.00	12.25	0.75	0.75	0.25	0.25	0.00	14.25	14.70
1600 - 1615	0	0	7	0	2	0	0	0	9	9.00
1615 - 1630	0	0	8	0	2	0	0	0	10	10.00
1630 - 1645	0	0	13	1	0	0	0	0	14	14.00
1645 - 1700	0	0	7	1	2	0	0	0	10	10.00
Hourly Total	0	0	35	2	6	0	0	0	43	43.00
Hourly Average	0.00	0.00	8.75	0.50	1.50	0.00	0.00	0.00	10.75	10.75
1700 - 1715	0	0	8	1	1	0	0	0	10	10.00
1715 - 1730	0	0	12	1	1	0	0	0	14	14.00
1730 - 1745	0	0	8	0	1	0	0	0	9	9.00
1745 - 1800	0	0	11	1	0	0	0	0	12	12.00
Hourly Total	0	0	39	3	3	0	0	0	45	45.00
Hourly Average	0.00	0.00	9.75	0.75	0.75	0.00	0.00	0.00	11.25	11.25
1800 - 1815	0	0	32	2	3	0	0	0	37	37.00
1815 - 1830	0	0	13	0	0	0	0	0	13	13.00
1830 - 1845	0	1	16	0	2	0	0	0	19	18.40
1845 - 1900	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	1	81	2	6	0	0	0	90	89.40
Hourly Average	0.00	0.25	20.25	0.50	1.50	0.00	0.00	0.00	22.50	22.35
Session Total	0	1	204	10	18	1	1	0	235	236.20
Session Average	0.00	0.06	12.75	0.63	1.13	0.06	0.06	0.00	14.69	14.76

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 2.2: Right from Michael Faraday Avenue to A6193 Sir Isaac Newton way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	6	1	0	2	0	0	9	9.00
1115 - 1130	0	2	12	0	0	0	0	0	14	12.80
1130 - 1145	0	0	15	1	0	0	0	0	16	11.00
1145 - 1200	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	0	2	39	2	3	0	0	0	46	44.80
Hourly Average	0.00	0.50	9.75	0.50	0.75	0.00	0.00	0.00	11.50	11.20
1200 - 1215	0	2	10	2	0	0	0	0	14	12.80
1215 - 1230	0	0	17	2	0	0	0	0	19	19.00
1230 - 1245	0	0	17	0	1	0	0	0	18	18.00
1245 - 1300	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	2	56	4	1	0	0	0	63	61.80
Hourly Average	0.00	0.50	14.00	1.00	0.25	0.00	0.00	0.00	15.75	15.45
1300 - 1315	0	0	8	1	2	1	0	0	12	12.50
1315 - 1330	0	0	18	1	0	0	0	0	19	19.00
1330 - 1345	0	0	16	3	0	0	0	0	19	19.00
1345 - 1400	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	54	5	3	1	0	0	63	63.50
Hourly Average	0.00	0.00	13.50	1.25	0.75	0.25	0.00	0.00	15.75	15.88
1400 - 1415	0	0	18	2	1	0	0	0	21	21.00
1415 - 1430	0	0	16	0	3	0	0	0	19	19.00
1430 - 1445	0	0	17	1	0	0	0	0	18	18.00
1445 - 1500	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	64	3	5	0	0	0	72	72.00
Hourly Average	0.00	0.00	16.00	0.75	1.25	0.00	0.00	0.00	18.00	18.00
Session Total	0	4	213	14	12	1	0	0	244	242.10
Session Average	0.00	0.25	13.31	0.88	0.75	0.06	0.00	0.00	15.25	15.13

Helmsman Lane, Rochdale
Classified Junction Count

Site 2 of 4
Michael Faraday Avenue
A6193 Sir Isaac Newton Way (East)
A6193 Sir Isaac Newton way (West)

Lat/Long
lat 53.606435° lon -2.132828°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 2.4: Westbound from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	68	1	26	2	3	1	101	106.90
0715 - 0730	0	2	93	2	13	4	4	1	119	126.00
0730 - 0745	0	0	123	1	34	1	6	0	165	173.30
0745 - 0800	0	0	134	1	36	6	1	1	179	184.30
Hourly Total	0	2	418	5	109	13	14	3	564	590.50
Hourly Average	0.00	0.50	104.50	1.25	27.25	3.25	3.50	0.75	141.00	147.63
0800 - 0815	0	0	134	2	28	3	0	2	169	172.50
0815 - 0830	0	0	126	3	23	3	1	2	158	162.80
0830 - 0845	0	0	138	4	20	3	4	0	169	175.70
0845 - 0900	0	0	103	3	33	1	6	1	147	156.30
Hourly Total	0	0	501	12	104	10	11	5	643	667.30
Hourly Average	0.00	0.00	125.25	3.00	26.00	2.50	2.75	1.25	160.75	166.83
0900 - 0915	0	0	88	3	20	4	5	1	121	130.50
0915 - 0930	0	0	81	3	23	0	3	1	91	95.80
0930 - 0945	0	0	62	3	14	8	5	0	92	102.50
0945 - 1000	0	0	62	4	23	2	2	1	94	98.60
Hourly Total	0	0	273	13	80	14	15	3	398	427.50
Hourly Average	0.00	0.00	68.25	3.25	20.00	3.50	3.75	0.75	99.50	106.88
1000 - 1015	0	0	59	4	17	2	4	1	87	94.20
1015 - 1030	0	0	76	3	31	0	5	1	116	123.50
1030 - 1045	0	0	52	3	19	3	3	0	80	85.40
1045 - 1100	0	1	69	2	23	6	2	1	104	110.00
Hourly Total	0	1	256	12	90	11	14	3	387	413.10
Hourly Average	0.00	0.25	64.00	3.00	22.50	2.75	3.50	0.75	96.75	103.28
Session Total	0	3	1448	42	383	48	54	14	1992	2098.40
Session Average	0.00	0.19	90.50	2.63	23.94	3.00	3.33	0.88	124.50	131.15

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 2.4: Westbound from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	124	2	30	5	2	0	164	168.50
1515 - 1530	0	1	152	1	43	3	3	4	207	215.80
1530 - 1545	0	1	121	1	32	2	1	1	159	161.70
1545 - 1600	0	1	151	4	45	5	4	1	211	219.10
Hourly Total	0	4	548	8	150	15	10	6	741	765.10
Hourly Average	0.00	1.00	137.00	2.00	37.50	3.75	2.50	1.50	185.25	191.27
1600 - 1615	0	0	150	2	44	0	2	0	198	200.60
1615 - 1630	0	0	127	3	36	6	4	0	176	184.20
1630 - 1645	0	0	177	5	33	3	2	1	221	226.10
1645 - 1700	0	2	190	4	25	0	5	1	227	233.30
Hourly Total	0	2	844	14	188	9	13	2	822	844.20
Hourly Average	0.00	0.50	101.00	3.50	34.50	2.25	3.25	0.50	205.50	211.05
1700 - 1715	0	0	220	0	26	2	1	0	249	251.30
1715 - 1730	0	0	166	1	41	1	2	0	211	214.10
1730 - 1745	0	2	139	4	24	2	1	2	174	177.10
1745 - 1800	0	1	141	0	14	1	1	0	158	159.20
Hourly Total	0	3	666	5	105	6	5	2	792	801.70
Hourly Average	0.00	0.75	102.50	1.25	26.25	1.50	1.25	0.50	198.00	200.43
1800 - 1815	1	0	160	1	16	0	0	0	178	177.20
1815 - 1830	0	0	110	0	19	0	1	0	131	133.30
1830 - 1845	0	2	142	1	11	0	1	0	157	157.10
1845 - 1900	1	2	73	3	8	1	2	1	86	90.10
Hourly Total	1	2	485	3	54	1	4	2	552	557.70
Hourly Average	0.25	0.50	121.25	0.75	13.50	0.25	1.00	0.50	138.00	139.43
Session Total	1	11	2343	30	447	31	32	12	2907	2968.70
Session Average	0.06	0.69	146.44	1.88	27.94	1.94	2.00	0.75	181.69	185.54

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 2.4: Westbound from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	93	0	9	1	3	0	106	110.40
1115 - 1130	0	0	85	1	12	1	0	2	101	103.50
1130 - 1145	0	0	81	1	13	2	0	0	97	98.00
1145 - 1200	0	1	108	4	13	0	0	1	127	127.40
Hourly Total	0	1	367	6	47	4	3	3	431	439.30
Hourly Average	0.00	0.25	91.75	1.50	11.75	1.00	0.75	0.75	107.75	109.83
1200 - 1215	1	1	96	1	17	0	0	0	116	114.60
1215 - 1230	0	0	89	2	22	0	3	2	118	123.90
1230 - 1245	0	2	90	1	8	0	1	0	102	102.10
1245 - 1300	0	0	104	3	10	0	1	1	119	121.30
Hourly Total	1	3	379	7	57	0	5	3	455	461.90
Hourly Average	0.25	0.75	94.75	1.75	14.25	0.00	1.25	0.75	113.75	115.48
1300 - 1315	0	0	93	0	8	0	0	0	101	101.00
1315 - 1330	0	1	75	1	12	0	2	2	93	97.00
1330 - 1345	0	1	92	1	8	0	1	0	103	103.70
1345 - 1400	0	0	97	2	5	1	0	1	106	107.50
Hourly Total	0	2	357	4	33	1	3	3	403	409.20
Hourly Average	0.00	0.50	89.25	1.00	8.25	0.25	0.75	0.75	100.75	102.30
1400 - 1415	0	1	133	2	8	0	0	0	144	143.40
1415 - 1430	0	0	88	1	7	0	0	2	98	100.00
1430 - 1445	0	0	83	1	6	0	2	0	92	94.60
1445 - 1500	0	1	83	0	8	0	0	1	93	93.40
Hourly Total	0	2	387	4	29	0	2	3	427	431.40
Hourly Average	0.00	0.50	96.75	1.00	7.25	0.00	0.50	0.75	106.75	107.85
Session Total	1	8	1490	21	166	5	13	12	1716	1741.80
Session Average	0.06	0.50	93.13	1.31	10.38	0.31	0.81	0.75	107.25	108.86

Helmsman Lane, Rochdale
Classified Junction Count

Site 2 of 4
Michael Faraday Avenue
A6193 Sir Isaac Newton Way (East)
A6193 Sir Isaac Newton way (West)

Lat/Long
lat 53.606435° lon -2.132828°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 2.5: Right from A6193 Sir Isaac Newton Way (East) to Michael Faraday Avenue									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	0	0	0	0	11	11.00
0715 - 0730	0	0	9	1	1	0	0	0	10	10.00
0730 - 0745	0	0	16	0	0	1	0	0	18	19.30
0745 - 0800	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	48	1	2	0	1	0	52	53.30
Hourly Average	0.00	0.00	12.00	0.25	0.50	0.00	0.25	0.00	13.00	13.33
0800 - 0815	0	0	11	0	0	0	0	0	11	11.00
0815 - 0830	0	0	6	0	0	0	0	0	6	6.00
0830 - 0845	0	0	9	0	0	0	0	0	9	9.00
0845 - 0900	0	0	20	0	2	0	0	0	22	22.00
Hourly Total	0	0	46	0	2	0	0	0	48	48.00
Hourly Average	0.00	0.00	11.50	0.00	0.50	0.00	0.00	0.00	12.00	12.00
0900 - 0915	0	0	4	0	0	1	1	0	6	7.80
0915 - 0930	0	0	7	0	0	0	0	0	7	7.00
0930 - 0945	0	0	9	0	0	0	0	0	9	9.00
0945 - 1000	0	0	10	0	2	1	0	0	13	13.50
Hourly Total	0	0	30	0	2	2	1	0	35	37.30
Hourly Average	0.00	0.00	7.50	0.00	0.50	0.50	0.25	0.00	8.75	9.33
1000 - 1015	0	0	9	0	0	0	0	0	9	9.00
1015 - 1030	0	0	13	0	3	1	0	0	17	17.50
1030 - 1045	0	0	6	0	1	0	1	0	8	9.30
1045 - 1100	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	30	0	4	1	1	0	36	37.80
Hourly Average	0.00	0.00	7.50	0.00	1.00	0.25	0.25	0.00	9.00	9.45
Session Total	0	0	154	1	10	3	3	0	171	176.40
Session Average	0.00	0.00	9.63	0.06	0.63	0.19	0.19	0.00	10.63	11.03

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 2.5: Right from A6193 Sir Isaac Newton Way (East) to Michael Faraday Avenue									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	6	0	1	0	0	0	7	7.00
1515 - 1530	0	0	12	1	2	0	0	0	15	15.00
1530 - 1545	0	0	8	0	1	0	1	0	10	11.30
1545 - 1600	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	33	1	5	0	1	0	40	41.30
Hourly Average	0.00	0.00	8.25	0.25	1.25	0.00	0.25	0.00	10.00	10.33
1600 - 1615	0	0	10	0	3	0	0	0	13	13.00
1615 - 1630	0	0	9	0	2	0	0	0	11	11.00
1630 - 1645	0	0	10	0	2	1	0	0	13	13.50
1645 - 1700	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	0	47	0	9	0	0	0	57	57.50
Hourly Average	0.00	0.00	11.75	0.00	2.25	0.25	0.00	0.00	14.25	14.83
1700 - 1715	0	0	13	1	2	0	0	0	16	16.00
1715 - 1730	0	0	16	0	1	0	0	0	17	17.00
1730 - 1745	0	0	30	0	1	0	0	0	31	31.00
1745 - 1800	0	0	27	0	1	0	0	0	28	28.00
Hourly Total	0	0	86	1	5	0	0	0	92	92.00
Hourly Average	0.00	0.00	21.50	0.25	1.25	0.00	0.00	0.00	23.00	23.00
1800 - 1815	0	0	26	0	0	0	0	0	26	26.00
1815 - 1830	0	0	18	0	0	0	0	0	18	18.00
1830 - 1845	0	0	5	0	1	0	0	0	6	6.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	53	0	1	0	0	0	54	54.00
Hourly Average	0.00	0.00	13.25	0.00	0.25	0.00	0.00	0.00	13.50	13.50
Session Total	0	0	219	2	20	1	1	0	243	244.80
Session Average	0.00	0.00	13.69	0.13	1.25	0.06	0.06	0.00	15.19	15.30

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 2.5: Right from A6193 Sir Isaac Newton Way (East) to Michael Faraday Avenue									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	2	3	0	1	0	0	0	6	4.80
1115 - 1130	0	0	4	0	0	0	0	0	4	4.00
1130 - 1145	1	0	7	0	0	0	0	0	8	7.20
1145 - 1200	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	1	2	20	0	1	0	0	0	24	22.00
Hourly Average	0.25	0.50	5.00	0.00	0.25	0.00	0.00	0.00	6.00	5.50
1200 - 1215	0	0	8	0	1	0	0	0	9	9.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	5	0	0	1	0	0	6	6.50
1245 - 1300	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	22	0	2	1	0	0	25	25.50
Hourly Average	0.00	0.00	5.50	0.00	0.50	0.25	0.00	0.00	6.25	6.38
1300 - 1315	0	0	7	0	0	0	0	0	7	7.00
1315 - 1330	0	0	7	0	0	0	0	0	7	7.00
1330 - 1345	0	0	6	1	0	0	0	0	7	7.00
1345 - 1400	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	28	1	0	0	0	0	29	29.00
Hourly Average	0.00	0.00	7.00	0.25	0.00	0.00	0.00	0.00	7.25	7.25
1400 - 1415	0	0	4	0	0	0	0	0	4	4.00
1415 - 1430	0	0	6	0	1	0	0	0	7	7.00
1430 - 1445	0	0	7	0	1	0	0	0	8	8.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	19	0	2	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.75	0.00	0.50	0.00	0.00	0.00	5.25	5.25
Session Total	1	2	89	1	5	1	0	0	99	97.50
Session Average	0.06	0.13	5.56	0.06	0.31	0.06	0.00	0.00	6.19	6.09

Helmsman Lane, Rochdale
Classified Junction Count

Site 2 of 4

Michael Faraday Avenue
A6193 Sir Isaac Newton Way (East)
A6193 Sir Isaac Newton way (West)

Lat/Long
lat 53.606435° lon -2.132828°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 2.6: U-Turn from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	1	0	0	2	3.80
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	1	0	2	3.80
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.50	0.95
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	0	0	1	0	2	3.30
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	1	0	4	5.30
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.25	0.00	1.00	1.33
Session Total	0	0	4	0	0	1	2	0	7	10.10
Session Average	0.00	0.00	0.25	0.00	0.00	0.06	0.13	0.00	0.44	0.63

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 2.6: U-Turn from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	1	0	1	2.30
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	1	0	2	3.30
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.53
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	9	0	0	0	1	0	10	11.30
Session Average	0.00	0.00	0.56	0.00	0.00	0.00	0.06	0.00	0.63	0.71

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 2.6: U-Turn from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	2	0	0	1	0	0	3	3.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	7	0	1	0	0	0	8	8.00
Session Average	0.00	0.00	0.44	0.00	0.06	0.00	0.00	0.00	0.50	0.50

Helmsman Lane, Rochdale
Classified Junction Count

Site 2 of 4

Michael Faraday Avenue
A6193 Sir Isaac Newton Way (East)
A6193 Sir Isaac Newton way (West)

Lat/Long
lat 53.606435° lon -2.132828°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 2.7: Left from A6193 Sir Isaac Newton way (West) to Michael Faraday Avenue									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	1	0	0	0	11	11.00
0715 - 0730	0	0	12	1	1	0	0	0	14	14.00
0730 - 0745	0	0	20	0	1	0	0	0	21	21.00
0745 - 0800	0	0	27	0	3	0	0	0	30	30.00
Hourly Total	0	0	69	1	6	0	0	0	76	76.00
Hourly Average	0.00	0.00	17.25	0.25	1.50	0.00	0.00	0.00	19.00	19.00
0800 - 0815	0	0	13	2	0	0	0	0	15	15.00
0815 - 0830	0	0	15	0	1	0	0	0	16	16.00
0830 - 0845	0	0	11	0	0	0	0	0	11	11.00
0845 - 0900	0	0	14	1	0	0	0	0	15	15.00
Hourly Total	0	0	53	3	1	0	0	0	57	57.00
Hourly Average	0.00	0.00	13.25	0.75	0.25	0.00	0.00	0.00	14.25	14.25
0900 - 0915	0	0	21	0	0	0	0	0	21	21.00
0915 - 0930	0	0	13	1	0	0	0	0	14	14.00
0930 - 0945	0	0	18	2	0	0	0	0	20	20.00
0945 - 1000	0	0	21	2	2	0	0	0	25	25.00
Hourly Total	0	0	73	5	2	0	0	0	80	80.00
Hourly Average	0.00	0.00	18.25	1.25	0.50	0.00	0.00	0.00	20.00	20.00
1000 - 1015	0	0	21	1	1	0	0	0	23	23.00
1015 - 1030	0	0	16	0	2	0	0	0	18	18.00
1030 - 1045	0	0	8	0	0	0	0	0	8	8.00
1045 - 1100	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	56	1	3	0	0	0	60	60.00
Hourly Average	0.00	0.00	14.00	0.25	0.75	0.00	0.00	0.00	15.00	15.00
Session Total	0	0	251	10	12	0	0	0	273	273.00
Session Average	0.00	0.00	13.63	0.63	0.75	0.00	0.00	0.00	17.65	17.65

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 2.7: Left from A6193 Sir Isaac Newton way (West) to Michael Faraday Avenue									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	2	0	0	0	0	0	0	10	8.80
1515 - 1530	0	0	15	1	0	0	0	0	16	16.00
1530 - 1545	0	0	21	0	0	0	0	0	21	21.00
1545 - 1600	0	1	21	1	0	0	0	0	23	22.40
Hourly Total	0	3	65	2	0	0	0	0	70	68.20
Hourly Average	0.00	0.75	16.25	0.50	0.00	0.00	0.00	0.00	17.50	17.05
1600 - 1615	0	0	13	2	0	0	0	0	15	15.00
1615 - 1630	0	0	10	0	0	0	0	0	10	10.00
1630 - 1645	0	0	13	1	0	0	0	0	14	14.00
1645 - 1700	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	0	54	3	0	0	0	0	57	57.00
Hourly Average	0.00	0.00	13.50	0.75	0.00	0.00	0.00	0.00	14.25	14.25
1700 - 1715	0	0	15	0	0	0	0	0	15	15.00
1715 - 1730	0	0	25	0	2	0	0	0	27	27.00
1730 - 1745	0	0	30	0	2	0	0	0	32	32.00
1745 - 1800	0	0	61	1	0	0	0	0	62	62.00
Hourly Total	0	0	131	1	4	0	0	0	136	136.00
Hourly Average	0.00	0.00	32.75	0.25	1.00	0.00	0.00	0.00	34.75	34.00
1800 - 1815	0	0	38	0	1	0	0	0	39	39.00
1815 - 1830	0	0	34	0	0	0	0	0	34	34.00
1830 - 1845	0	0	29	0	3	0	0	0	32	32.00
1845 - 1900	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	114	0	5	0	0	0	119	119.00
Hourly Average	0.00	0.00	28.50	0.00	1.25	0.00	0.00	0.00	29.75	29.75
Session Total	0	3	364	6	9	0	0	0	382	380.20
Session Average	0.00	0.19	22.75	0.38	0.56	0.00	0.00	0.00	23.88	23.76

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 2.7: Left from A6193 Sir Isaac Newton way (West) to Michael Faraday Avenue									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	18	1	3	0	0	0	22	22.00
1115 - 1130	0	0	15	0	1	0	0	0	16	16.00
1130 - 1145	0	0	21	0	1	0	0	0	22	22.00
1145 - 1200	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	0	69	1	5	0	0	0	75	75.00
Hourly Average	0.00	0.00	17.25	0.25	1.25	0.00	0.00	0.00	18.75	18.75
1200 - 1215	0	0	16	1	0	0	0	0	17	17.00
1215 - 1230	0	0	21	0	0	0	0	0	21	21.00
1230 - 1245	0	0	20	1	2	0	0	0	23	23.00
1245 - 1300	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	66	2	2	0	0	0	70	70.00
Hourly Average	0.00	0.00	16.50	0.50	0.50	0.00	0.00	0.00	17.50	17.50
1300 - 1315	0	0	15	0	1	0	0	0	16	16.00
1315 - 1330	0	0	17	0	2	0	0	0	19	19.00
1330 - 1345	0	0	15	3	0	0	0	0	18	18.00
1345 - 1400	0	2	16	1	1	0	0	0	20	18.80
Hourly Total	0	2	63	4	4	0	0	0	73	71.80
Hourly Average	0.00	0.50	15.75	1.00	1.00	0.00	0.00	0.00	18.25	17.95
1400 - 1415	0	0	16	0	1	0	0	0	17	17.00
1415 - 1430	0	0	12	1	1	0	0	0	14	14.00
1430 - 1445	0	0	15	0	1	0	0	0	16	16.00
1445 - 1500	0	0	12	1	0	0	0	0	13	13.00
Hourly Total	0	0	55	2	3	0	0	0	60	60.00
Hourly Average	0.00	0.00	13.75	0.50	0.75	0.00	0.00	0.00	15.00	15.00
Session Total	0	2	253	9	14	0	0	0	278	276.80
Session Average	0.00	0.13	15.81	0.56	0.88	0.00	0.00	0.00	17.38	17.30

Helmsman Lane, Rochdale
Classified Junction Count

Site 2 of 4

Michael Faraday Avenue
A6193 Sir Isaac Newton Way (East)
A6193 Sir Isaac Newton way (West)

Lat/Long
lat 53.606435° lon -2.132828°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 2.8: Eastbound from A6193 Sir Isaac Newton way (West) to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	57	1	11	2	0	1	72	74.00
0715 - 0730	0	0	82	3	18	1	1	0	105	106.80
0730 - 0745	0	0	117	2	25	2	1	2	149	153.30
0745 - 0800	0	1	114	1	18	3	1	0	138	140.20
Hourly Total	0	1	370	7	72	8	3	3	464	474.30
Hourly Average	0.00	0.25	92.50	1.75	18.00	2.00	0.75	0.75	116.00	118.58
0800 - 0815	0	0	119	5	17	2	0	1	144	146.00
0815 - 0830	0	0	122	4	20	1	2	1	150	154.10
0830 - 0845	0	0	83	3	23	3	1	0	113	115.80
0845 - 0900	0	1	51	2	19	1	3	2	79	84.80
Hourly Total	0	1	375	14	79	7	6	4	486	500.70
Hourly Average	0.00	0.25	93.75	3.50	19.75	1.75	1.50	1.00	121.50	125.18
0900 - 0915	0	0	51	3	10	3	2	1	70	75.10
0915 - 0930	0	0	52	3	14	3	2	1	85	90.10
0930 - 0945	0	0	65	3	13	3	3	1	88	94.40
0945 - 1000	0	1	67	5	32	2	4	1	112	118.60
Hourly Total	0	1	245	14	69	11	11	4	355	378.20
Hourly Average	0.00	0.25	61.25	3.50	17.25	2.75	2.75	1.00	88.75	94.55
1000 - 1015	0	0	55	2	20	3	5	1	86	95.00
1015 - 1030	0	1	57	0	26	2	5	0	91	97.90
1030 - 1045	0	2	61	1	34	0	2	1	100	102.40
1045 - 1100	0	0	55	0	29	2	3	1	90	95.90
Hourly Total	0	3	228	2	109	7	15	3	367	391.20
Hourly Average	0.00	0.75	57.00	0.50	27.25	1.75	3.75	0.75	91.75	97.80
Session Total	0	6	1218	37	329	33	35	14	1672	1744.40
Session Average	0.00	0.38	76.15	2.31	20.56	2.00	2.19	0.88	104.50	109.03

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 2.8: Eastbound from A6193 Sir Isaac Newton way (West) to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	111	2	0	24	0	0	137	137.00
1515 - 1530	0	0	127	2	21	1	4	3	158	166.70
1530 - 1545	0	2	99	2	33	4	6	0	146	154.60
1545 - 1600	0	1	117	1	22	1	1	2	145	148.20
Hourly Total	0	3	454	7	100	8	11	5	586	606.50
Hourly Average	0.00	0.75	113.50	1.75	25.00	1.50	2.75	1.25	146.50	151.63
1600 - 1615	0	0	132	2	24	3	4	0	165	171.70
1615 - 1630	0	1	117	2	21	0	0	0	141	140.40
1630 - 1645	0	0	114	1	15	0	2	1	133	136.60
1645 - 1700	0	0	125	2	17	2	2	0	148	151.60
Hourly Total	0	1	488	7	77	5	8	1	587	600.30
Hourly Average	0.00	0.25	122.00	1.75	19.25	1.25	2.00	0.25	146.75	150.08
1700 - 1715	0	0	125	2	14	0	0	1	142	143.00
1715 - 1730	0	1	97	0	9	1	2	1	111	114.50
1730 - 1745	0	0	91	1	14	1	3	2	112	118.40
1745 - 1800	0	0	121	2	14	0	1	1	139	141.30
Hourly Total	0	1	434	5	51	2	6	5	504	517.20
Hourly Average	0.00	0.25	108.50	1.25	12.75	0.50	1.50	1.25	126.00	129.30
1800 - 1815	0	0	83	0	3	0	0	0	86	96.00
1815 - 1830	0	0	84	0	5	0	0	1	91	92.00
1830 - 1845	0	0	54	0	7	0	1	0	62	63.30
1845 - 1900	0	0	51	1	1	0	1	1	55	57.30
Hourly Total	0	0	282	2	16	0	2	2	304	308.60
Hourly Average	0.00	0.00	70.50	0.50	4.00	0.00	0.50	0.50	76.00	77.15
Session Total	0	5	1658	21	244	13	27	13	1981	2032.60
Session Average	0.00	0.31	103.63	1.31	15.25	0.81	1.69	0.81	123.81	127.04

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 2.8: Eastbound from A6193 Sir Isaac Newton way (West) to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	48	0	15	0	1	1	65	67.30
1115 - 1130	0	1	76	3	5	0	2	0	87	89.00
1130 - 1145	0	0	69	0	11	2	0	1	83	85.00
1145 - 1200	0	1	83	2	12	1	1	1	100	101.70
Hourly Total	0	2	276	5	43	2	4	3	335	343.00
Hourly Average	0.00	0.50	69.00	1.25	10.75	0.50	1.00	0.75	83.75	85.75
1200 - 1215	0	2	97	1	10	0	1	1	112	113.10
1215 - 1230	0	1	74	2	5	0	2	0	84	86.00
1230 - 1245	0	0	86	0	5	0	0	1	92	93.00
1245 - 1300	0	0	92	2	9	1	1	1	106	108.80
Hourly Total	0	3	349	5	29	1	4	3	394	400.90
Hourly Average	0.00	0.75	87.25	1.25	7.25	0.25	1.00	0.75	98.50	100.23
1300 - 1315	0	0	79	1	7	0	0	1	88	89.00
1315 - 1330	0	3	87	1	6	0	0	0	97	95.20
1330 - 1345	0	1	90	3	7	0	1	1	103	104.70
1345 - 1400	0	2	84	2	5	0	1	1	95	96.10
Hourly Total	0	6	340	7	25	0	2	3	383	385.00
Hourly Average	0.00	1.50	85.00	1.75	6.25	0.00	0.50	0.75	95.75	96.25
1400 - 1415	0	0	113	2	7	0	1	1	124	126.30
1415 - 1430	0	0	71	3	5	0	1	0	80	81.30
1430 - 1445	0	1	63	1	9	1	0	1	76	76.90
1445 - 1500	0	0	72	1	2	0	0	1	76	77.00
Hourly Total	0	1	319	7	23	1	2	3	356	361.50
Hourly Average	0.00	0.25	79.75	1.75	5.75	0.25	0.50	0.75	89.00	90.38
Session Total	0	12	1284	24	120	4	12	12	1468	1490.40
Session Average	0.00	0.75	80.25	1.50	7.50	0.25	0.75	0.75	91.75	93.15

Helmsman Lane, Rochdale
Classified Junction Count

Site 2 of 4
Michael Faraday Avenue
A6193 Sir Isaac Newton Way (East)
A6193 Sir Isaac Newton way (West)

Lat/Long
lat 53.606435° lon -2.132828°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 2.9: U-Turn from A6193 Sir Isaac Newton way (West) to A6193 Sir Isaac Newton way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	2	0	0	0	0	0	2	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	1	2	3.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	1	3	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.25	0.75	1.00
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	7	0	1	0	0	1	9	10.00
Session Average	0.00	0.00	0.44	0.00	0.06	0.00	0.00	0.06	0.55	0.63

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 2.9: U-Turn from A6193 Sir Isaac Newton way (West) to A6193 Sir Isaac Newton way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1600 - 1615	0	0	0	0	5	0	0	0	5	5.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	5	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.00	0.00	1.25	0.00	0.00	0.00	2.25	2.25
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	0	1	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	5	1	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	12	1	5	0	0	0	18	18.00
Session Average	0.00	0.00	0.75	0.06	0.31	0.00	0.00	0.00	1.13	1.13

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 2.9: U-Turn from A6193 Sir Isaac Newton way (West) to A6193 Sir Isaac Newton way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	2	0	0	0	0	0	2	2.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	2	0	0	0	0	0	2	2.00
1245 - 1300	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	0	0	6	1	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.25	0.00	0.00	0.00	0.00	1.75	1.75
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	1	0	1	0	0	0	2	2.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	14	1	1	0	0	0	16	16.00
Session Average	0.00	0.00	0.88	0.06	0.06	0.00	0.00	0.00	1.00	1.00

Site 3 of 4
Michael Faraday Avenue (North)
JD Warehouse Access
Michael Faraday Avenue (South)
Wallis Avenue

Date
Thursday 05 March 2026

0700 - 1100 (Thursday AM Peak)

Date
Thursday 05 March 2026

1500 - 1900 (Thursday PM Peak)

Date
Saturday 07 March 2026

1100 - 1500 (Saturday 4H Session)

[illegible]

Helmsman Lane, Rochdale
Classified Junction Count

Site 3 of 4

Michael Faraday Avenue (North)
JD Warehouse Access
Michael Faraday Avenue (South)
Wallis Avenue

Lat/Long
lat 53.607415° lon -2.132284°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 3.2: Southbound from Michael Faraday Avenue (North) to Michael Faraday Avenue (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	15	0	2	0	0	0	17	17.00
0715 - 0730	0	0	17	1	4	0	0	0	22	22.00
0730 - 0745	0	0	10	1	0	0	0	0	12	12.50
0745 - 0800	0	0	13	3	1	0	0	0	17	17.00
Hourly Total	0	0	55	5	7	1	0	0	68	68.50
Hourly Average	0.00	0.00	13.75	1.25	1.75	0.25	0.00	0.00	17.00	17.13
0800 - 0815	0	0	16	4	0	0	0	0	20	20.00
0815 - 0830	0	0	18	1	0	0	0	0	19	19.00
0830 - 0845	0	0	21	0	2	0	0	0	23	23.00
0845 - 0900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	60	5	2	0	0	0	67	67.00
Hourly Average	0.00	0.00	15.00	1.25	0.50	0.00	0.00	0.00	16.75	16.75
0900 - 0915	0	0	13	1	1	0	1	0	16	17.30
0915 - 0930	0	0	9	1	1	0	0	0	11	11.00
0930 - 0945	0	0	10	1	0	0	0	0	11	11.00
0945 - 1000	0	0	9	2	6	0	0	0	17	17.00
Hourly Total	0	0	41	5	8	0	1	0	55	56.30
Hourly Average	0.00	0.00	10.25	1.25	2.00	0.00	0.25	0.00	13.75	14.08
1000 - 1015	0	0	6	0	1	0	0	0	7	7.00
1015 - 1030	0	0	10	1	2	0	0	0	13	13.00
1030 - 1045	0	0	13	0	1	0	1	0	15	16.30
1045 - 1100	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	0	0	35	1	6	0	1	0	43	44.30
Hourly Average	0.00	0.00	8.75	0.25	1.50	0.00	0.25	0.00	10.75	11.08
Session Total	0	0	191	16	23	1	2	0	233	236.10
Session Average	0.00	0.00	11.94	1.00	1.44	0.06	0.13	0.00	14.55	14.76

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 3.2: Southbound from Michael Faraday Avenue (North) to Michael Faraday Avenue (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	16	0	1	0	1	0	18	19.30
1515 - 1530	0	0	7	2	1	0	0	0	10	10.00
1530 - 1545	0	0	8	1	1	0	1	0	11	12.30
1545 - 1600	0	0	9	1	0	0	0	0	10	10.00
Hourly Total	0	0	40	4	3	0	2	0	49	51.60
Hourly Average	0.00	0.00	10.00	1.00	0.75	0.00	0.50	0.00	12.25	12.90
1600 - 1615	0	0	9	1	0	0	1	0	11	12.30
1615 - 1630	0	0	9	0	3	0	0	0	12	12.00
1630 - 1645	0	0	7	0	0	0	0	0	7	7.00
1645 - 1700	0	0	9	2	3	1	0	0	15	15.50
Hourly Total	0	0	34	3	6	1	1	0	45	46.80
Hourly Average	0.00	0.00	8.50	0.75	1.50	0.25	0.25	0.00	11.25	11.80
1700 - 1715	0	0	7	0	1	0	0	0	8	8.00
1715 - 1730	0	0	9	1	0	0	0	0	10	10.00
1730 - 1745	0	0	12	0	1	0	0	0	13	13.00
1745 - 1800	0	0	10	1	0	0	0	0	11	11.00
Hourly Total	0	0	38	2	2	0	0	0	42	42.00
Hourly Average	0.00	0.00	9.50	0.50	0.50	0.00	0.00	0.00	10.50	10.50
1800 - 1815	0	0	28	2	2	0	0	0	32	32.00
1815 - 1830	0	0	13	0	1	0	0	0	14	14.00
1830 - 1845	0	1	22	0	1	0	0	0	24	23.40
1845 - 1900	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	1	78	2	4	0	0	0	85	84.40
Hourly Average	0.00	0.25	19.50	0.50	1.00	0.00	0.00	0.00	21.25	21.10
Session Total	0	1	190	11	15	1	3	0	221	224.80
Session Average	0.00	0.06	11.88	0.69	0.94	0.06	0.19	0.00	13.81	14.05

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 3.2: Southbound from Michael Faraday Avenue (North) to Michael Faraday Avenue (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	9	1	2	0	0	0	12	12.00
1115 - 1130	0	0	15	0	0	0	0	0	15	15.00
1130 - 1145	0	0	12	0	0	0	0	0	13	13.00
1145 - 1200	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	46	2	3	0	0	0	51	51.00
Hourly Average	0.00	0.00	11.50	0.50	0.75	0.00	0.00	0.00	12.75	12.75
1200 - 1215	0	0	13	1	0	0	0	0	14	14.00
1215 - 1230	0	0	14	1	0	0	0	0	15	15.00
1230 - 1245	0	0	14	0	1	0	0	0	15	15.00
1245 - 1300	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	51	2	2	0	0	0	55	55.00
Hourly Average	0.00	0.00	12.75	0.50	0.50	0.00	0.00	0.00	13.75	13.75
1300 - 1315	0	0	14	0	0	0	0	0	14	14.00
1315 - 1330	0	0	16	0	0	0	0	0	16	16.00
1330 - 1345	0	0	13	2	0	0	0	0	15	15.00
1345 - 1400	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	50	2	1	0	0	0	53	53.00
Hourly Average	0.00	0.00	12.50	0.50	0.25	0.00	0.00	0.00	13.25	13.25
1400 - 1415	0	0	12	2	0	0	0	0	14	14.00
1415 - 1430	0	0	10	0	3	0	0	0	13	13.00
1430 - 1445	0	0	14	0	0	0	0	0	14	14.00
1445 - 1500	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	49	2	4	0	0	0	55	55.00
Hourly Average	0.00	0.00	12.25	0.50	1.00	0.00	0.00	0.00	13.75	13.75
Session Total	0	0	196	8	10	0	0	0	214	214.00
Session Average	0.00	0.00	12.25	0.50	0.63	0.00	0.00	0.00	13.38	13.38

Helmsman Lane, Rochdale
Classified Junction Count

Site 3 of 4

Michael Faraday Avenue (North)
JD Warehouse Access
Michael Faraday Avenue (South)
Wallis Avenue

Lat/Long
lat 53.607415° lon -2.132284°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 3.4: Left from JD Warehouse Access to Michael Faraday Avenue (South)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	0	0	2	0	1	0	3	4.30
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.25	0.00	0.75	1.08
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	1	1	0	2	3.80
0845 - 0900	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	0	0	2	1	1	0	4	5.80
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.25	0.25	0.00	1.00	1.45
0900 - 0915	0	0	0	0	0	0	1	0	1	2.30
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	2	0	1	0	3	4.30
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.25	0.00	0.75	1.08
1000 - 1015	0	0	0	0	1	1	2	0	4	7.10
1015 - 1030	0	0	0	0	1	0	0	0	1	1.00
1030 - 1045	0	0	0	0	2	1	0	0	3	3.50
1045 - 1100	0	0	0	0	2	2	1	0	5	7.30
Hourly Total	0	0	0	0	6	4	3	0	13	18.90
Hourly Average	0.00	0.00	0.00	0.00	1.50	1.00	0.75	0.00	3.25	4.73
Session Total	0	0	0	0	12	5	6	0	23	33.30
Session Average	0.00	0.00	0.00	0.00	0.75	0.31	0.33	0.00	1.44	2.03

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 3.4: Left from JD Warehouse Access to Michael Faraday Avenue (South)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	2	0	0	3	6.10
1515 - 1530	0	0	0	0	0	1	1	0	3	4.80
1530 - 1545	0	0	0	0	0	0	3	0	3	6.90
1545 - 1600	0	0	0	0	1	1	2	0	4	7.10
Hourly Total	0	0	0	0	2	3	6	0	13	24.90
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.75	2.00	0.00	3.25	4.21
1600 - 1615	0	0	0	0	0	1	1	0	3	4.80
1615 - 1630	0	0	0	0	0	1	1	0	3	4.21
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	0	0	1	2	1	0	5	8.80
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.50	0.50	0.00	1.25	2.15
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	1	1	0	2	2.50
1730 - 1745	0	0	0	0	0	1	0	0	1	1.50
1745 - 1800	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	0	0	1	2	1	0	4	6.30
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.50	0.25	0.00	1.00	1.53
1800 - 1815	0	0	0	0	1	0	1	0	2	3.30
1815 - 1830	0	0	0	0	0	1	1	0	2	3.80
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	0	0	1	1	3	0	5	9.40
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.25	0.75	0.00	1.25	2.35
Session Total	0	0	0	0	5	8	14	0	27	49.20
Session Average	0.00	0.00	0.00	0.00	0.31	0.50	0.88	0.00	1.69	3.08

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 3.4: Left from JD Warehouse Access to Michael Faraday Avenue (South)								Original Data	
	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	2	0	2	4.80
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	2	0	2	4.80
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	1.15
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	1	0	1	2.30
1230 - 1245	0	0	0	0	0	0	1	0	1	2.30
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	2	0	2	4.60
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	1.15
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	1	0	0	1	1.50
1345 - 1400	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	0	0	0	2	0	0	2	3.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.75
1400 - 1415	0	0	0	0	0	0	1	0	1	2.30
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	0	0	0	1	1	0	2	3.80
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.50	0.95
Session Total	0	0	0	0	0	3	5	0	8	16.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.19	0.31	0.00	0.50	1.00

Site 3 of 4
Michael Faraday Avenue (North)
JD Warehouse Access
Michael Faraday Avenue (South)
Wallis Avenue

Date
Thursday 05 March 2026

0700 - 1100 (Thursday AM Peak)

Date
Thursday 05 March 2026

1500 - 1900 (Thursday PM Peak)

Date
Saturday 07 March 2026

1100 - 1500 (Saturday 4H Session)

[illegible]

Site 3 of 4
Michael Faraday Avenue (North)
JD Warehouse Access
Michael Faraday Avenue (South)
Wallis Avenue

Date
Thursday 05 March 2026

0700 - 1100 (Thursday AM Peak)

Date
Thursday 05 March 2026

1500 - 1900 (Thursday PM Peak)

Date
Saturday 07 March 2026

1100 - 1500 (Saturday 4H Session)

[illegible]

Helmsman Lane, Rochdale
Classified Junction Count

Site 3 of 4

Michael Faraday Avenue (North)
JD Warehouse Access
Michael Faraday Avenue (South)
Wallis Avenue

Lat/Long
lat 53.607415° lon -2.132284°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 3.7: Left from Michael Faraday Avenue (South) to Wallis Avenue									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	1	0	2	3.30
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	1	0	6	7.30
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.25	0.00	1.50	1.83
0800 - 0815	0	0	3	0	0	0	0	0	3	3.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	15	0	0	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.75	0.00	0.00	0.00	0.00	0.00	3.75	3.75
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	7	0	0	0	0	0	7	7.00
0930 - 0945	0	0	8	0	0	0	0	0	8	8.00
0945 - 1000	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	0	0	25	0	2	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.25	0.00	0.50	0.00	0.00	0.00	6.75	6.75
1000 - 1015	0	0	6	0	1	0	0	0	7	7.00
1015 - 1030	0	0	4	0	3	1	0	0	8	8.50
1030 - 1045	0	0	6	0	0	0	0	0	6	6.00
1045 - 1100	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	22	0	4	1	0	0	27	27.50
Hourly Average	0.00	0.00	5.50	0.00	1.00	0.25	0.00	0.00	6.75	6.88
Session Total	0	0	67	0	6	1	1	0	75	76.80
Session Average	0.00	0.00	4.19	0.00	0.33	0.06	0.06	0.00	4.69	4.50

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 3.7: Left from Michael Faraday Avenue (South) to Wallis Avenue									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	2	9	0	1	0	0	0	8	6.80
1515 - 1530	0	0	9	0	1	0	0	0	10	10.00
1530 - 1545	0	0	7	0	1	0	0	0	8	8.00
1545 - 1600	0	1	8	0	0	0	0	0	9	8.40
Hourly Total	0	3	29	0	3	0	0	0	35	33.20
Hourly Average	0.00	0.75	7.25	0.00	0.75	0.00	0.00	0.00	8.75	8.30
1600 - 1615	0	0	11	0	1	0	0	0	12	12.00
1615 - 1630	0	0	8	0	0	0	0	0	8	8.00
1630 - 1645	0	0	7	0	1	0	0	0	8	8.00
1645 - 1700	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	0	40	0	3	0	0	0	43	43.00
Hourly Average	0.00	0.00	10.00	0.00	0.75	0.00	0.00	0.00	10.75	10.75
1700 - 1715	0	0	9	0	0	0	0	0	9	9.00
1715 - 1730	0	0	5	0	2	0	0	0	7	7.00
1730 - 1745	0	0	10	0	1	0	0	0	11	11.00
1745 - 1800	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	34	0	3	0	0	0	37	37.00
Hourly Average	0.00	0.00	8.50	0.00	0.75	0.00	0.00	0.00	9.25	9.25
1800 - 1815	0	0	12	0	0	0	0	0	12	12.00
1815 - 1830	0	0	7	0	0	0	0	0	7	7.00
1830 - 1845	0	0	7	0	2	0	0	0	9	9.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	29	0	2	0	0	0	31	31.00
Hourly Average	0.00	0.00	7.25	0.00	0.50	0.00	0.00	0.00	7.75	7.75
Session Total	0	3	132	0	11	0	0	0	146	144.20
Session Average	0.00	0.19	8.25	0.00	0.69	0.00	0.00	0.00	9.13	9.01

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 3.7: Left from Michael Faraday Avenue (South) to Wallis Avenue									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	2	7	0	1	0	0	0	10	8.80
1115 - 1130	0	0	8	0	0	0	0	0	8	8.00
1130 - 1145	0	0	11	0	1	0	0	0	12	12.00
1145 - 1200	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	2	37	0	2	0	0	0	41	39.80
Hourly Average	0.00	0.50	9.25	0.00	0.50	0.00	0.00	0.00	10.25	9.95
1200 - 1215	0	0	10	0	0	0	0	0	10	10.00
1215 - 1230	0	0	11	0	0	0	0	0	11	11.00
1230 - 1245	0	0	8	0	1	1	0	0	10	10.50
1245 - 1300	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	33	0	2	1	0	0	36	36.50
Hourly Average	0.00	0.00	8.25	0.00	0.50	0.25	0.00	0.00	9.00	9.13
1300 - 1315	0	0	12	0	1	0	0	0	13	13.00
1315 - 1330	0	0	9	0	1	0	0	0	10	10.00
1330 - 1345	0	0	13	3	1	0	0	0	17	17.00
1345 - 1400	0	2	7	0	0	0	0	0	9	7.80
Hourly Total	0	2	41	3	3	0	0	0	49	47.80
Hourly Average	0.00	0.50	10.25	0.75	0.75	0.00	0.00	0.00	12.25	11.95
1400 - 1415	0	0	9	0	0	0	0	0	9	9.00
1415 - 1430	0	0	7	0	0	0	0	0	7	7.00
1430 - 1445	0	0	7	0	1	0	0	0	8	8.00
1445 - 1500	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	29	0	1	0	0	0	30	30.00
Hourly Average	0.00	0.00	7.25	0.00	0.25	0.00	0.00	0.00	7.50	7.50
Session Total	0	4	140	3	8	1	0	0	156	154.10
Session Average	0.00	0.25	8.75	0.19	0.50	0.06	0.00	0.00	9.75	9.63

Helmsman Lane, Rochdale
Classified Junction Count

Site 3 of 4

Michael Faraday Avenue (North)
JD Warehouse Access
Michael Faraday Avenue (South)
Wallis Avenue

Lat/Long
lat 53.607415° lon -2.132284°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 3.8: Northbound from Michael Faraday Avenue (South) to Michael Faraday Avenue (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	19	0	1	0	0	0	20	20.00
0715 - 0730	0	0	21	1	2	0	0	0	24	24.00
0730 - 0745	0	0	32	1	1	0	0	0	34	34.00
0745 - 0800	0	0	41	0	3	0	0	0	44	44.00
Hourly Total	0	0	113	2	7	0	0	0	122	122.00
Hourly Average	0.00	0.00	28.25	0.50	1.75	0.00	0.00	0.00	30.50	30.50
0800 - 0815	0	0	20	2	1	0	0	0	23	23.00
0815 - 0830	0	0	19	0	1	0	0	0	20	20.00
0830 - 0845	0	0	17	0	0	0	0	0	17	17.00
0845 - 0900	0	0	28	1	1	0	0	0	30	30.00
Hourly Total	0	0	84	3	3	0	0	0	90	90.00
Hourly Average	0.00	0.00	21.00	0.75	0.75	0.00	0.00	0.00	22.50	22.50
0900 - 0915	0	0	17	0	1	1	1	0	20	21.80
0915 - 0930	0	0	16	1	0	0	0	0	17	17.60
0930 - 0945	0	0	19	2	0	0	0	0	21	21.00
0945 - 1000	0	0	24	2	2	1	0	0	29	29.50
Hourly Total	0	0	76	5	3	2	1	0	87	89.30
Hourly Average	0.00	0.00	19.00	1.25	0.75	0.50	0.25	0.00	21.75	22.33
1000 - 1015	0	0	26	0	0	0	0	0	26	26.00
1015 - 1030	0	0	26	1	2	0	0	0	29	29.00
1030 - 1045	0	0	7	0	1	0	1	0	9	10.30
1045 - 1100	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	67	1	3	0	1	0	72	73.30
Hourly Average	0.00	0.00	16.75	0.25	0.75	0.00	0.25	0.00	18.00	18.33
Session Total	0	0	340	11	16	2	2	0	371	374.60
Session Average	0.00	0.00	21.25	0.69	1.00	0.13	0.13	0.00	23.19	23.41

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 3.8: Northbound from Michael Faraday Avenue (South) to Michael Faraday Avenue (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	10	0	0	0	0	0	10	10.00
1515 - 1530	0	0	18	1	1	0	0	0	20	20.00
1530 - 1545	0	0	20	1	0	0	1	0	22	23.30
1545 - 1600	0	0	22	1	1	0	0	0	24	24.00
Hourly Total	0	0	70	3	2	0	1	0	76	77.30
Hourly Average	0.00	0.00	17.50	0.75	0.50	0.00	0.25	0.00	19.00	19.33
1600 - 1615	0	0	11	0	0	0	0	0	11	11.00
1615 - 1630	0	0	12	1	2	0	0	0	15	15.00
1630 - 1645	0	0	14	1	0	1	0	0	16	16.50
1645 - 1700	0	0	24	0	2	0	0	0	26	26.00
Hourly Total	0	0	61	3	6	0	0	0	70	71.50
Hourly Average	0.00	0.00	15.25	0.75	1.50	0.25	0.00	0.00	17.15	17.88
1700 - 1715	0	0	18	0	0	0	0	0	18	18.00
1715 - 1730	0	0	37	0	3	0	0	0	40	40.00
1730 - 1745	0	0	49	0	2	0	0	0	51	51.00
1745 - 1800	0	0	80	1	1	0	0	0	82	82.00
Hourly Total	0	0	184	2	6	0	0	0	192	192.00
Hourly Average	0.00	0.00	46.00	0.50	1.50	0.00	0.00	0.00	48.00	48.00
1800 - 1815	0	0	50	0	0	0	0	0	50	50.00
1815 - 1830	0	0	47	0	1	0	0	0	48	48.00
1830 - 1845	0	0	24	0	2	0	0	0	26	26.00
1845 - 1900	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	0	138	0	4	0	0	0	142	142.00
Hourly Average	0.00	0.00	34.50	0.00	1.00	0.00	0.00	0.00	35.50	35.50
Session Total	0	0	453	8	18	1	1	0	481	482.80
Session Average	0.00	0.00	28.31	0.50	1.13	0.06	0.06	0.00	30.06	30.18

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 3.8: Northbound from Michael Faraday Avenue (South) to Michael Faraday Avenue (North)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	15	1	3	0	0	0	19	19.00
1115 - 1130	0	0	13	0	0	0	0	0	13	13.00
1130 - 1145	1	0	17	0	1	0	0	0	19	18.20
1145 - 1200	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	1	0	53	1	4	0	0	0	59	58.20
Hourly Average	0.25	0.00	13.25	0.25	1.00	0.00	0.00	0.00	14.75	14.55
1200 - 1215	0	0	16	0	1	0	0	0	17	17.00
1215 - 1230	0	0	10	1	0	0	0	0	11	11.00
1230 - 1245	0	0	18	0	0	0	0	0	18	18.00
1245 - 1300	0	0	11	1	1	0	0	0	13	13.00
Hourly Total	0	0	55	2	2	0	0	0	59	59.00
Hourly Average	0.00	0.00	13.75	0.50	0.50	0.00	0.00	0.00	14.75	14.75
1300 - 1315	0	0	12	0	0	0	0	0	12	12.00
1315 - 1330	0	0	13	0	0	0	0	0	13	13.00
1330 - 1345	0	0	10	1	0	0	0	0	11	11.00
1345 - 1400	0	0	15	1	1	0	0	0	17	17.00
Hourly Total	0	0	50	2	1	0	0	0	53	53.00
Hourly Average	0.00	0.00	12.50	0.50	0.25	0.00	0.00	0.00	13.25	13.25
1400 - 1415	0	0	13	0	1	0	0	0	14	14.00
1415 - 1430	0	0	10	1	1	0	0	0	12	12.00
1430 - 1445	0	0	16	0	2	0	0	0	18	18.00
1445 - 1500	0	0	8	1	0	0	0	0	9	9.00
Hourly Total	0	0	47	2	4	0	0	0	53	53.00
Hourly Average	0.00	0.00	11.75	0.50	1.00	0.00	0.00	0.00	13.25	13.25
Session Total	1	0	265	7	11	0	0	0	224	223.20
Session Average	0.06	0.00	12.81	0.44	0.69	0.00	0.00	0.00	14.00	13.95

Site 3 of 4
Michael Faraday Avenue (North)
JD Warehouse Access
Michael Faraday Avenue (South)
Wallis Avenue

Date
Thursday 05 March 2026

0700 - 1100 (Thursday AM Peak)

[illegible]

Weather
Cloudy
Temp: 13°C

[illegible]

Weather
Cloudy
Temp: 9°C

[illegible]

Site 3 of 4
Michael Faraday Avenue (North)
JD Warehouse Access
Michael Faraday Avenue (South)
Wallis Avenue

Date
Thursday 05 March 2026

0700 - 1100 (Thursday AM Peak)

Date
Thursday 05 March 2026

1500 - 1900 (Thursday PM Peak)

Date
Saturday 07 March 2026

1100 - 1500 (Saturday 4H Session)

[illegible]

Helmsman Lane, Rochdale
Classified Junction Count

Site 3 of 4

Michael Faraday Avenue (North)
JD Warehouse Access
Michael Faraday Avenue (South)
Wallis Avenue

Lat/Long
lat 53.607415° lon -2.132284°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 3.12: Right from Wallis Avenue to Michael Faraday Avenue (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	0	0	0	0	6	6.00
0715 - 0730	0	0	11	0	0	0	0	0	11	11.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	2	0	0	0	1	0	3	4.30
Hourly Total	0	0	22	0	0	0	1	0	23	24.30
Hourly Average	0.00	0.00	5.50	0.00	0.00	0.00	0.25	0.00	5.75	6.08
0800 - 0815	0	0	10	0	2	0	0	0	12	12.00
0815 - 0830	0	0	10	0	0	0	0	0	10	10.00
0830 - 0845	0	0	13	0	0	0	0	0	13	13.00
0845 - 0900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	39	0	3	0	0	0	42	42.00
Hourly Average	0.00	0.00	9.75	0.00	0.75	0.00	0.00	0.00	10.50	10.50
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	6	0	0	0	0	0	6	6.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	23	0	0	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.75	0.00	0.00	0.00	0.00	0.00	5.75	5.75
1000 - 1015	0	0	8	0	0	0	0	0	8	8.00
1015 - 1030	0	0	4	0	0	0	0	0	4	4.00
1030 - 1045	0	0	8	0	3	0	0	0	11	11.00
1045 - 1100	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	26	0	4	0	0	0	30	30.00
Hourly Average	0.00	0.00	6.50	0.00	1.00	0.00	0.00	0.00	7.50	7.50
Session Total	0	0	110	0	7	0	1	0	118	119.30
Session Average	0.00	0.00	6.88	0.00	0.44	0.00	0.06	0.00	7.33	7.45

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 3.12: Right from Wallis Avenue to Michael Faraday Avenue (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	9	0	0	0	0	0	9	9.00
1515 - 1530	0	0	4	1	0	0	0	0	5	5.00
1530 - 1545	0	0	10	0	1	0	0	0	11	11.00
1545 - 1600	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	27	1	1	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.75	0.25	0.25	0.00	0.00	0.00	7.25	7.25
1600 - 1615	0	0	2	0	3	0	0	0	5	5.00
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00
1630 - 1645	0	0	8	1	1	0	0	0	10	10.00
1645 - 1700	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	24	1	4	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.00	0.25	1.00	0.00	0.00	0.00	7.25	7.25
1700 - 1715	0	0	8	0	1	0	0	0	10	9.40
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	27	0	1	0	0	0	29	28.40
Hourly Average	0.00	0.25	6.75	0.00	0.25	0.00	0.00	0.00	7.25	7.10
1800 - 1815	0	0	12	0	0	0	0	0	12	12.00
1815 - 1830	0	0	7	0	0	0	0	0	7	7.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	31	0	1	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.75	0.00	0.25	0.00	0.00	0.00	8.00	8.00
Session Total	0	1	109	2	7	0	0	0	119	118.40
Session Average	0.00	0.06	6.81	0.13	0.44	0.00	0.00	0.00	7.44	7.40

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 3.12: Right from Wallis Avenue to Michael Faraday Avenue (South)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	4	0	0	0	0	0	4	4.00
1115 - 1130	0	2	8	0	1	0	0	0	11	9.80
1130 - 1145	0	0	9	0	0	0	0	0	9	9.00
1145 - 1200	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	2	30	0	2	0	0	0	34	32.80
Hourly Average	0.00	0.50	7.50	0.00	0.50	0.00	0.00	0.00	8.50	8.20
1200 - 1215	0	2	3	2	0	0	0	0	7	5.80
1215 - 1230	0	0	12	1	0	0	0	0	13	13.00
1230 - 1245	0	0	14	0	0	0	0	0	14	14.00
1245 - 1300	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	2	32	3	0	0	0	0	37	35.80
Hourly Average	0.00	0.50	8.00	0.75	0.00	0.00	0.00	0.00	9.25	8.95
1300 - 1315	0	0	5	2	2	1	0	0	10	10.50
1315 - 1330	0	0	12	0	0	0	0	0	12	12.00
1330 - 1345	0	0	13	2	0	0	0	0	15	15.00
1345 - 1400	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	0	38	4	3	1	0	0	46	46.50
Hourly Average	0.00	0.00	9.50	1.00	0.75	0.25	0.00	0.00	11.50	11.63
1400 - 1415	0	0	11	0	1	0	0	0	12	12.00
1415 - 1430	0	0	9	0	0	0	0	0	9	9.00
1430 - 1445	0	0	7	1	0	0	0	0	8	8.00
1445 - 1500	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	36	1	2	0	0	0	39	39.00
Hourly Average	0.00	0.00	9.00	0.25	0.50	0.00	0.00	0.00	9.75	9.75
Session Total	0	4	136	8	7	1	0	0	156	154.10
Session Average	0.00	0.25	8.50	0.50	0.44	0.06	0.00	0.00	9.75	9.63

Helmsman Lane, Rochdale
Classified Junction Count

Site 4 of 4
A6193 Sir Isaac Newton Way (East)
M62 Off-Ramp
A6193 Sir Isaac Newton Way (West)

Lat/Long
lat 53.601144° lon -2.115983°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 4.1: Westbound from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton Way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	35	0	11	1	1	1	49	31.80
0715 - 0730	0	2	56	1	12	2	3	0	76	79.70
0730 - 0745	0	0	90	0	17	1	6	0	114	122.30
0745 - 0800	0	0	97	1	24	2	3	0	127	131.90
Hourly Total	0	2	278	2	64	6	13	1	366	385.70
Hourly Average	0.00	0.50	69.50	0.50	16.00	1.50	3.25	0.25	91.50	96.43
0800 - 0815	0	1	81	1	14	1	0	1	99	99.90
0815 - 0830	0	0	79	2	12	1	1	1	96	98.80
0830 - 0845	0	0	88	0	16	1	2	0	107	110.10
0845 - 0900	0	0	63	0	13	0	3	0	79	82.90
Hourly Total	0	1	311	3	55	3	6	2	381	391.70
Hourly Average	0.00	0.25	77.75	0.75	13.75	0.75	1.50	0.50	95.25	97.93
0900 - 0915	0	0	47	2	11	0	5	1	66	73.50
0915 - 0930	0	0	43	1	13	2	3	0	62	66.90
0930 - 0945	0	0	41	0	22	3	9	0	75	88.20
0945 - 1000	0	0	38	1	16	2	0	0	57	58.00
Hourly Total	0	0	169	4	62	7	17	1	260	286.60
Hourly Average	0.00	0.00	42.25	1.00	15.50	1.75	4.25	0.25	65.00	71.65
1000 - 1015	0	1	40	0	20	1	5	1	68	75.40
1015 - 1030	0	0	40	0	13	3	4	0	60	66.70
1030 - 1045	0	1	43	0	14	4	1	0	63	65.70
1045 - 1100	0	0	46	0	19	2	2	0	69	72.60
Hourly Total	0	2	169	0	66	10	12	1	260	280.40
Hourly Average	0.00	0.50	42.25	0.00	16.50	2.50	3.00	0.25	65.00	70.10
Session Total	0	5	927	9	247	26	48	5	1267	1344.40
Session Average	0.00	0.31	57.94	0.36	15.44	1.63	3.00	0.31	73.15	84.03

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 4.1: Westbound from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton Way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	54	0	14	3	5	1	77	86.00
1515 - 1530	0	1	97	1	16	5	4	2	126	135.10
1530 - 1545	0	0	64	1	16	2	5	0	88	95.50
1545 - 1600	0	1	80	0	32	2	3	0	118	122.30
Hourly Total	0	2	295	2	78	12	17	3	409	438.90
Hourly Average	0.00	0.50	73.75	0.50	19.50	3.00	4.25	0.75	102.25	109.73
1600 - 1615	0	0	78	0	25	2	4	0	109	115.20
1615 - 1630	0	0	78	1	24	4	6	0	113	122.80
1630 - 1645	0	0	80	0	15	3	1	0	99	101.80
1645 - 1700	0	2	95	0	15	2	1	1	116	118.10
Hourly Total	0	2	331	1	79	11	12	1	437	457.90
Hourly Average	0.00	0.50	82.75	0.25	19.75	2.75	3.00	0.25	109.25	114.48
1700 - 1715	0	0	69	1	16	1	1	0	88	89.80
1715 - 1730	0	0	73	1	16	1	1	0	92	93.80
1730 - 1745	0	0	63	1	12	2	2	0	80	83.60
1745 - 1800	0	0	62	1	10	0	4	0	77	82.20
Hourly Total	0	0	267	4	94	4	8	0	337	349.40
Hourly Average	0.00	0.00	66.75	1.00	23.50	1.00	2.00	0.00	84.25	87.35
1800 - 1815	0	0	65	0	10	2	3	0	78	81.90
1815 - 1830	0	0	50	0	11	2	1	0	64	66.30
1830 - 1845	0	0	63	0	9	0	1	0	73	74.30
1845 - 1900	0	0	33	0	10	2	1	1	47	50.30
Hourly Total	0	0	211	0	40	4	6	1	262	272.80
Hourly Average	0.00	0.00	52.75	0.00	10.00	1.00	1.50	0.25	65.50	68.20
Session Total	0	4	1104	7	251	31	43	5	1445	1519.00
Session Average	0.00	0.25	69.00	0.44	15.69	1.94	2.69	0.31	90.31	94.94

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 4.1: Westbound from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton Way (West)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	64	0	8	2	3	1	78	83.90
1115 - 1130	0	0	44	0	14	2	0	0	60	61.00
1130 - 1145	0	0	52	0	10	0	1	0	63	64.30
1145 - 1200	0	0	55	2	5	4	1	0	63	64.80
Hourly Total	0	0	215	2	36	5	5	1	264	274.00
Hourly Average	0.00	0.00	53.75	0.50	9.00	1.25	1.25	0.25	66.00	68.50
1200 - 1215	0	1	50	0	4	0	0	1	56	56.40
1215 - 1230	0	1	42	0	4	1	3	0	51	54.80
1230 - 1245	0	1	56	0	4	1	2	0	64	66.50
1245 - 1300	0	0	55	1	5	0	0	0	61	61.00
Hourly Total	0	3	203	1	17	2	5	1	232	238.70
Hourly Average	0.00	0.75	50.75	0.25	4.25	0.50	1.25	0.25	58.00	59.68
1300 - 1315	0	0	56	0	6	1	2	1	66	70.10
1315 - 1330	0	1	41	1	2	1	1	0	47	48.20
1330 - 1345	0	0	47	0	2	1	1	0	51	52.80
1345 - 1400	0	1	54	0	7	1	3	0	66	69.80
Hourly Total	0	2	198	1	17	4	7	1	230	240.90
Hourly Average	0.00	0.50	49.50	0.25	4.25	1.00	1.75	0.25	57.50	60.23
1400 - 1415	0	0	52	0	4	1	3	0	60	64.40
1415 - 1430	0	0	50	1	2	0	2	1	56	59.60
1430 - 1445	0	0	43	0	5	0	2	0	50	52.60
1445 - 1500	0	2	38	1	4	0	0	0	45	43.80
Hourly Total	0	2	183	2	15	1	7	1	211	220.40
Hourly Average	0.00	0.50	45.75	0.50	3.75	0.25	1.75	0.25	52.75	55.10
Session Total	0	7	799	6	85	12	24	4	937	974.00
Session Average	0.00	0.44	49.94	0.38	5.31	0.75	1.50	0.25	58.56	60.88

Site 4 of 4
A6193 Sir Isaac Newton Way (East)
M62 Off-Ramp
A6193 Sir Issac Newton Way (West)

Weather
Cloudy
Temp: 5°C

	Movement 4.2: U-Turn from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton Way (East)								Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	1	0	0	1	1.50
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	0	1	0	0	2	2.50
Session Average	0.00	0.00	0.06	0.00	0.00	0.06	0.00	0.00	0.13	0.16

Movement 4.2: U-Turn from A6193 Sir Isaac Newton Way (East) to A6193 Sir Isaac Newton Way (East)										Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00	
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00	
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00	
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	0	0	1	0	0	0	0	0	1	1.00	
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25	
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00	
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00	
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00	
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	0	0	0	0	0	0	0	0	0	0.00	
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00	
1715 - 1730	0	0	0	0	2	1	0	0	3	2.30	
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00	
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	0	0	1	0	1	0	1	0	3	4.30	
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.25	0.00	0.75	1.08	
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00	
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00	
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00	
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	0	0	0	0	0	0	0	0	0	0.00	
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Session Total	0	0	2	0	1	0	1	0	4	5.30	
Session Average	0.00	0.00	0.13	0.00	0.06	0.00	0.06	0.00	0.25	0.33	

[illegible]

Helmsman Lane, Rochdale
Classified Junction Count

Site 4 of 4
A6193 Sir Isaac Newton Way (East)
M62 Off-Ramp
A6193 Sir Isaac Newton Way (West)

Lat/Long
lat 53.601144° lon -2.115983°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 4.3: Left from M62 Off-Ramp to A6193 Sir Isaac Newton Way (West)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	54	0	18	1	5	0	78	85.00
0715 - 0730	0	0	71	0	6	1	3	0	81	85.40
0730 - 0745	0	0	104	0	6	1	2	0	127	130.10
0745 - 0800	0	0	81	0	19	4	2	0	106	110.60
Hourly Total	0	0	310	0	63	7	12	0	392	411.10
Hourly Average	0.00	0.00	77.50	0.00	15.75	1.75	3.00	0.00	98.00	102.78
0800 - 0815	0	0	93	0	13	1	2	1	110	114.10
0815 - 0830	0	0	95	1	17	2	4	0	119	125.20
0830 - 0845	0	0	78	1	9	0	9	0	97	108.70
0845 - 0900	0	0	84	3	26	4	7	0	124	135.10
Hourly Total	0	0	350	5	65	7	22	1	450	483.10
Hourly Average	0.00	0.00	87.50	1.25	16.25	1.75	5.50	0.25	112.50	120.78
0900 - 0915	0	0	65	0	15	2	11	0	93	108.30
0915 - 0930	0	0	53	0	20	3	5	0	81	89.00
0930 - 0945	0	0	44	0	17	4	5	0	70	78.50
0945 - 1000	0	0	45	0	32	2	6	0	85	93.80
Hourly Total	0	0	207	0	84	11	27	0	329	369.60
Hourly Average	0.00	0.00	51.75	0.00	21.00	2.75	6.75	0.00	82.25	92.40
1000 - 1015	0	0	23	0	26	1	5	0	55	62.00
1015 - 1030	0	0	38	0	25	2	6	0	71	79.80
1030 - 1045	0	0	25	0	23	3	8	0	59	70.90
1045 - 1100	0	0	27	0	25	3	7	0	62	72.60
Hourly Total	0	0	113	0	99	9	26	0	247	285.30
Hourly Average	0.00	0.00	28.25	0.00	24.75	2.25	6.50	0.00	61.75	71.33
Session Total	0	0	980	5	311	34	87	1	1418	1549.10
Session Average	0.00	0.00	61.25	0.31	19.44	2.13	5.44	0.06	88.63	96.52

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 4.3: Left from M62 Off-Ramp to A6193 Sir Isaac Newton Way (West)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	49	2	18	6	6	0	81	91.80
1515 - 1530	0	0	64	1	27	3	5	0	100	108.00
1530 - 1545	0	0	51	0	16	5	4	1	77	85.70
1545 - 1600	0	0	71	1	18	5	4	0	99	106.70
Hourly Total	0	0	235	4	79	19	19	1	357	392.20
Hourly Average	0.00	0.00	58.75	1.00	19.75	4.75	4.75	0.25	89.25	97.05
1600 - 1615	0	0	60	0	17	4	1	0	82	85.30
1615 - 1630	0	0	68	1	14	1	1	0	85	86.80
1630 - 1645	0	0	89	2	15	3	1	0	110	112.80
1645 - 1700	0	0	97	0	16	2	10	0	125	139.00
Hourly Total	0	0	314	3	62	10	13	0	402	423.90
Hourly Average	0.00	0.00	78.50	0.75	15.50	2.50	3.25	0.00	100.50	105.98
1700 - 1715	0	0	88	0	12	1	2	0	103	106.10
1715 - 1730	0	0	95	0	24	2	3	0	124	128.90
1730 - 1745	0	1	84	0	8	1	7	0	101	110.00
1745 - 1800	0	0	80	1	8	2	3	0	94	98.90
Hourly Total	0	1	347	1	52	6	15	0	422	443.90
Hourly Average	0.00	0.25	86.75	0.25	13.00	1.50	3.75	0.00	105.50	110.83
1800 - 1815	0	0	73	0	6	0	2	0	79	81.60
1815 - 1830	0	0	49	0	9	0	9	0	68	80.20
1830 - 1845	0	0	42	0	6	1	1	0	50	51.80
1845 - 1900	0	0	39	0	3	2	2	0	46	49.60
Hourly Total	0	0	201	0	24	4	14	0	243	263.20
Hourly Average	0.00	0.00	50.25	0.00	6.00	1.00	3.50	0.00	60.75	65.80
Session Total	0	1	1097	8	217	39	61	1	1424	1523.20
Session Average	0.00	0.06	68.56	0.50	13.56	2.44	3.81	0.06	89.00	95.20

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 4.3: Left from M62 Off-Ramp to A6193 Sir Isaac Newton Way (West)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	2	34	0	14	2	1	0	53	54.10
1115 - 1130	0	0	53	0	5	1	3	0	62	66.40
1130 - 1145	0	0	34	0	6	2	3	0	55	59.80
1145 - 1200	0	1	58	1	6	0	2	0	69	71.50
Hourly Total	0	3	189	1	31	6	9	0	239	251.90
Hourly Average	0.00	0.75	47.25	0.25	7.75	1.50	2.25	0.00	59.75	62.98
1200 - 1215	0	0	38	1	6	1	2	0	48	51.10
1215 - 1230	0	0	38	1	5	3	3	0	50	55.40
1230 - 1245	0	0	34	0	4	1	1	0	40	41.80
1245 - 1300	0	0	36	0	6	2	2	0	46	49.60
Hourly Total	0	0	166	2	21	7	8	0	204	217.90
Hourly Average	0.00	0.00	41.50	0.50	5.25	1.75	2.00	0.00	51.00	54.48
1300 - 1315	0	0	44	0	3	2	5	0	54	61.50
1315 - 1330	0	0	56	0	5	1	2	0	64	67.10
1330 - 1345	0	1	60	0	4	2	0	0	67	67.40
1345 - 1400	0	0	39	0	0	0	5	0	44	50.50
Hourly Total	0	1	199	0	12	5	12	0	229	246.50
Hourly Average	0.00	0.25	49.75	0.00	3.00	1.25	3.00	0.00	57.25	61.63
1400 - 1415	0	0	34	0	3	2	1	0	40	42.30
1415 - 1430	0	0	40	0	2	0	3	0	45	48.90
1430 - 1445	0	0	38	0	5	1	5	0	49	56.00
1445 - 1500	0	0	38	0	5	0	2	0	45	47.60
Hourly Total	0	0	150	0	15	3	11	0	179	194.80
Hourly Average	0.00	0.00	37.50	0.00	3.75	0.75	2.75	0.00	44.75	48.70
Session Total	0	4	704	3	79	21	40	0	851	911.10
Session Average	0.00	0.25	44.00	0.19	4.94	1.31	2.50	0.00	53.19	56.94

Helmsman Lane, Rochdale
Classified Junction Count

Site 4 of 4
A6193 Sir Isaac Newton Way (East)
M62 Off-Ramp
A6193 Sir Isaac Newton Way (West)

Lat/Long
lat 53.601144° lon -2.115983°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 4.4: Left from M62 Off-Ramp to A6193 Sir Isaac Newton Way (West)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	2	0	0	0	0	0	2	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	1	0	0	0	1	1.00
1015 - 1030	0	0	0	0	1	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	3	0	2	0	0	0	5	5.00
Session Average	0.00	0.00	0.15	0.00	0.13	0.00	0.00	0.00	0.31	0.31

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 4.4: Left from M62 Off-Ramp to A6193 Sir Isaac Newton Way (West)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	10	0	1	0	0	0	11	11.00
1645 - 1700	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	19	0	3	0	0	0	22	22.00
Hourly Average	0.00	0.00	4.75	0.00	0.75	0.00	0.00	0.00	5.50	5.50
1700 - 1715	0	0	10	0	2	0	0	0	12	12.00
1715 - 1730	0	0	10	0	2	0	0	0	12	12.00
1730 - 1745	0	0	3	0	1	0	0	0	4	4.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	25	0	5	0	0	0	30	30.00
Hourly Average	0.00	0.00	6.25	0.00	1.25	0.00	0.00	0.00	7.50	7.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	47	0	10	0	0	0	57	57.00
Session Average	0.00	0.00	2.94	0.00	0.63	0.00	0.00	0.00	3.56	3.56

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 4.4: Left from M62 Off-Ramp to A6193 Sir Isaac Newton Way (West)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	2	0	0	0	2	2.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	1	0	2	0	0	0	3	3.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	10	0	4	0	0	0	14	14.00
Session Average	0.00	0.00	0.63	0.00	0.25	0.00	0.00	0.00	0.88	0.88

Helmsman Lane, Rochdale
Classified Junction Count

Site 4 of 4
A6193 Sir Isaac Newton Way (East)
M62 Off-Ramp
A6193 Sir Isaac Newton Way (West)

Lat/Long
lat 53.601144° lon -2.115983°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

TIME	Movement 4.5: Right from M62 Off-Ramp to A6193 Sir Isaac Newton Way (East)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	68	0	47	4	4	2	125	134.20
0715 - 0730	0	1	90	0	39	8	2	1	140	147.60
0730 - 0745	0	0	95	0	49	2	1	0	148	149.70
0745 - 0800	0	0	79	0	19	4	1	0	103	106.30
Hourly Total	0	1	332	0	154	18	8	3	516	537.80
Hourly Average	0.00	0.25	83.00	0.00	38.50	4.50	2.00	0.75	129.00	134.45
0800 - 0815	0	0	90	0	22	1	2	0	115	118.10
0815 - 0830	0	0	98	0	29	3	1	0	131	133.80
0830 - 0845	0	1	95	0	23	3	4	0	126	132.10
0845 - 0900	0	1	86	0	35	3	4	0	129	135.10
Hourly Total	0	2	369	0	109	10	11	0	501	519.10
Hourly Average	0.00	0.50	92.25	0.00	27.25	2.50	2.75	0.00	125.25	129.78
0900 - 0915	0	0	82	0	31	2	1	1	117	120.30
0915 - 0930	0	2	71	0	27	5	4	0	109	115.50
0930 - 0945	0	0	86	0	40	3	3	0	132	137.40
0945 - 1000	0	0	83	0	31	4	5	1	124	133.50
Hourly Total	0	2	322	0	129	14	13	2	482	506.70
Hourly Average	0.00	0.50	80.50	0.00	32.25	3.50	3.25	0.50	120.50	126.68
1000 - 1015	0	0	65	0	20	0	1	0	86	87.30
1015 - 1030	0	0	86	0	28	3	3	0	120	125.40
1030 - 1045	0	0	86	0	39	4	2	0	141	145.60
1045 - 1100	0	0	94	0	27	9	5	1	136	148.00
Hourly Total	0	0	341	0	114	16	11	1	483	506.30
Hourly Average	0.00	0.00	85.25	0.00	28.50	4.00	2.75	0.25	120.75	126.58
Session Total	0	5	1364	0	506	58	43	6	1982	2069.90
Session Average	0.00	0.31	85.25	0.00	31.63	3.63	2.69	0.38	123.88	129.37

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 4.5: Right from M62 Off-Ramp to A6193 Sir Isaac Newton Way (East)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	173	0	58	4	2	0	238	242.00
1515 - 1530	0	1	180	0	49	3	5	0	238	245.40
1530 - 1545	0	0	171	0	63	4	1	0	239	242.30
1545 - 1600	0	0	178	0	63	1	2	0	244	247.10
Hourly Total	0	2	702	0	233	12	10	0	959	976.80
Hourly Average	0.00	0.50	175.50	0.00	58.25	3.00	2.50	0.00	239.75	244.20
1600 - 1615	0	0	219	0	52	1	1	0	273	274.80
1615 - 1630	0	3	244	0	55	1	2	0	305	306.30
1630 - 1645	0	1	263	0	53	0	0	0	317	316.40
1645 - 1700	0	0	194	0	37	1	1	0	233	234.80
Hourly Total	0	4	920	0	197	3	4	0	1128	1132.30
Hourly Average	0.00	1.00	230.00	0.00	49.25	0.75	1.00	0.00	282.00	283.08
1700 - 1715	0	1	212	0	38	0	1	0	252	252.70
1715 - 1730	0	0	186	0	34	0	1	0	221	222.30
1730 - 1745	0	0	220	0	24	0	1	0	245	246.30
1745 - 1800	0	0	183	0	22	2	2	1	210	214.60
Hourly Total	0	1	801	0	118	2	5	1	928	935.90
Hourly Average	0.00	0.25	200.25	0.00	29.50	0.50	1.25	0.25	232.00	233.98
1800 - 1815	0	0	202	0	27	1	2	0	232	240.10
1815 - 1830	0	0	195	0	15	1	1	0	212	213.80
1830 - 1845	0	0	134	0	17	1	1	0	153	154.80
1845 - 1900	0	0	133	0	24	0	1	0	158	159.30
Hourly Total	0	0	669	0	83	3	5	0	760	768.00
Hourly Average	0.00	0.00	167.25	0.00	20.75	0.75	1.25	0.00	190.00	192.00
Session Total	0	7	3992	0	631	20	24	1	3775	3813.00
Session Average	0.00	0.44	193.25	0.00	39.44	1.25	1.50	0.06	235.94	238.31

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 4.5: Right from M62 Off-Ramp to A6193 Sir Isaac Newton Way (East)								Original Data	
	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	2	144	0	12	0	1	0	159	159.10
1115 - 1130	0	8	161	0	12	3	1	0	185	183.00
1130 - 1145	0	3	150	0	22	0	0	0	175	173.20
1145 - 1200	0	0	169	0	22	1	0	0	190	189.90
Hourly Total	0	14	621	0	68	4	2	0	709	705.20
Hourly Average	0.00	3.50	155.25	0.00	17.00	1.00	0.50	0.00	177.25	176.30
1200 - 1215	0	5	168	0	21	1	0	0	195	192.50
1215 - 1230	0	0	197	0	20	1	0	0	218	218.50
1230 - 1245	0	0	184	0	20	0	0	0	204	204.00
1245 - 1300	0	1	180	0	25	0	0	0	206	205.40
Hourly Total	0	6	729	0	86	2	0	0	823	820.40
Hourly Average	0.00	1.50	182.25	0.00	21.50	0.50	0.00	0.00	205.75	205.10
1300 - 1315	0	1	153	0	21	0	0	0	175	174.40
1315 - 1330	0	2	173	0	17	0	0	0	192	190.80
1330 - 1345	0	1	206	0	29	0	0	0	236	235.40
1345 - 1400	0	0	160	0	13	0	0	0	173	173.00
Hourly Total	0	4	692	0	80	0	0	0	776	773.60
Hourly Average	0.00	1.00	173.00	0.00	20.00	0.00	0.00	0.00	194.00	193.40
1400 - 1415	0	0	198	0	14	0	0	0	212	212.00
1415 - 1430	0	1	168	0	19	1	0	0	189	188.90
1430 - 1445	0	0	146	0	20	0	0	0	166	166.00
1445 - 1500	0	2	163	0	19	0	0	0	184	182.80
Hourly Total	0	3	675	0	72	1	0	0	751	749.70
Hourly Average	0.00	0.75	168.75	0.00	18.00	0.25	0.00	0.00	187.75	187.43
Session Total	0	27	2717	0	306	7	2	0	3059	3048.90
Session Average	0.00	1.69	169.81	0.00	19.13	0.44	0.13	0.00	191.19	190.56

Helmsman Lane, Rochdale
Classified Junction Count

Site 4 of 4
A6193 Sir Isaac Newton Way (East)
M62 Off-Ramp
A6193 Sir Isaac Newton Way (West)

Lat/Long
lat 53.601144° lon -2.115983°

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 5°C

0700 - 1100 (Thursday AM Peak)

Movement 4.6: Eastbound from A6193 Sir Isaac Newton Way (West) to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	57	2	10	4	5	0	78	86.50
0715 - 0730	0	0	79	1	20	6	3	0	109	115.90
0730 - 0745	0	0	106	2	21	6	4	1	140	149.20
0745 - 0800	0	0	105	1	20	3	6	0	135	144.30
Hourly Total	0	0	347	6	71	19	18	1	462	495.90
Hourly Average	0.00	0.00	86.75	1.50	17.75	4.75	4.50	0.25	115.50	123.98
0800 - 0815	0	0	107	8	19	4	7	0	145	156.10
0815 - 0830	0	0	119	3	22	2	6	1	153	162.80
0830 - 0845	0	0	89	3	25	4	6	0	131	140.80
0845 - 0900	0	1	59	2	20	1	7	1	91	101.00
Hourly Total	0	1	374	16	90	11	26	2	520	560.70
Hourly Average	0.00	0.25	93.50	4.00	22.50	2.75	6.50	0.50	130.00	140.18
0900 - 0915	0	0	47	1	14	4	7	0	73	84.10
0915 - 0930	0	0	54	3	18	6	10	1	92	108.00
0930 - 0945	0	0	60	1	16	2	6	0	85	93.80
0945 - 1000	0	1	70	1	27	4	9	1	113	127.10
Hourly Total	0	1	231	6	75	16	32	2	363	414.00
Hourly Average	0.00	0.25	57.75	1.50	18.75	4.00	8.00	0.50	90.75	103.50
1000 - 1015	0	0	58	1	29	3	10	0	101	115.50
1015 - 1030	0	1	76	1	53	2	7	0	140	149.50
1030 - 1045	0	2	61	2	54	3	9	0	131	143.00
1045 - 1100	0	0	65	1	31	5	11	1	114	131.80
Hourly Total	0	3	260	5	167	13	37	1	486	539.80
Hourly Average	0.00	0.75	65.00	1.25	41.75	3.25	9.25	0.25	121.50	134.95
Session Total	0	5	1212	33	403	59	113	6	1831	2010.40
Session Average	0.00	0.31	73.75	2.00	25.19	3.69	7.06	0.38	114.44	125.65

Date
Thursday 05 March 2026

Weather
Cloudy
Temp: 13°C

1500 - 1900 (Thursday PM Peak)

Movement 4.6: Eastbound from A6193 Sir Isaac Newton Way (West) to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	159	1	4	26	4	0	194	201.20
1515 - 1530	0	0	164	4	28	4	6	2	208	219.80
1530 - 1545	0	2	122	1	39	3	13	0	180	197.20
1545 - 1600	0	1	144	1	24	4	6	1	181	191.20
Hourly Total	0	3	589	7	117	15	29	3	763	809.40
Hourly Average	0.00	0.75	147.25	1.75	29.25	3.75	7.25	0.75	190.75	202.35
1600 - 1615	0	0	193	2	24	2	7	0	227	236.60
1615 - 1630	0	0	142	3	26	3	1	0	175	177.80
1630 - 1645	0	1	181	0	23	0	7	0	212	220.50
1645 - 1700	0	0	206	1	25	1	7	0	240	249.60
Hourly Total	0	1	722	6	98	5	22	0	854	884.50
Hourly Average	0.00	0.25	180.50	1.50	24.50	1.25	5.50	0.00	213.50	221.13
1700 - 1715	0	2	170	1	19	0	5	0	197	202.30
1715 - 1730	0	1	144	1	10	0	5	2	163	170.90
1730 - 1745	0	0	178	1	21	3	7	0	210	220.60
1745 - 1800	0	0	146	0	13	1	5	1	166	174.00
Hourly Total	0	3	538	3	63	4	22	3	636	767.80
Hourly Average	0.00	0.75	134.50	0.75	15.75	1.00	5.50	0.75	159.00	161.95
1800 - 1815	0	0	154	0	4	1	7	0	166	175.60
1815 - 1830	0	0	115	0	4	1	5	0	125	132.00
1830 - 1845	0	0	105	0	7	0	2	0	114	116.60
1845 - 1900	0	0	55	0	5	0	7	1	68	78.10
Hourly Total	0	0	429	0	20	2	21	1	473	502.30
Hourly Average	0.00	0.00	107.25	0.00	5.00	0.50	5.25	0.25	118.25	125.58
Session Total	0	7	2378	16	298	26	94	7	2826	2964.00
Session Average	0.00	0.44	148.63	1.00	18.63	1.63	5.88	0.44	176.63	185.25

Date
Saturday 07 March 2026

Weather
Cloudy
Temp: 9°C

1100 - 1500 (Saturday 4H Session)

Movement 4.6: Eastbound from A6193 Sir Isaac Newton Way (West) to A6193 Sir Isaac Newton Way (East)									Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	61	0	33	0	4	0	98	103.20
1115 - 1130	0	1	80	0	25	2	4	0	112	117.60
1130 - 1145	0	0	87	0	30	1	3	0	101	105.40
1145 - 1200	1	0	89	0	40	7	7	1	139	148.80
Hourly Total	1	1	297	0	128	4	18	1	450	475.00
Hourly Average	0.25	0.25	74.25	0.00	32.00	1.00	4.50	0.25	112.50	116.75
1200 - 1215	0	2	110	0	45	0	2	0	159	160.40
1215 - 1230	0	1	82	0	14	2	7	0	106	115.50
1230 - 1245	0	0	87	0	8	2	5	0	102	108.50
1245 - 1300	0	0	105	2	11	4	3	1	126	132.90
Hourly Total	0	3	384	2	78	8	17	1	493	518.30
Hourly Average	0.00	0.75	96.00	0.50	19.50	2.00	4.25	0.25	123.25	129.58
1300 - 1315	0	1	94	1	7	4	1	0	108	110.70
1315 - 1330	0	2	90	0	5	0	2	0	99	100.40
1330 - 1345	0	1	106	1	7	2	3	0	120	124.30
1345 - 1400	0	2	103	2	2	1	4	1	115	120.50
Hourly Total	0	6	393	4	21	7	10	1	442	455.90
Hourly Average	0.00	1.50	98.25	1.00	5.25	1.75	2.50	0.25	110.50	113.98
1400 - 1415	0	0	142	1	10	1	2	0	156	159.10
1415 - 1430	0	0	83	2	4	0	2	0	91	93.60
1430 - 1445	0	1	73	2	9	2	1	0	88	89.70
1445 - 1500	0	0	81	0	4	1	3	1	90	95.40
Hourly Total	0	1	379	5	27	4	8	1	425	437.80
Hourly Average	0.00	0.25	94.75	1.25	6.75	1.00	2.00	0.25	106.25	109.45
Session Total	1	11	1453	11	254	23	53	4	1810	1887.00
Session Average	0.06	0.69	90.81	0.69	15.88	1.44	3.31	0.25	113.13	117.94

Site 4 of 4
A6193 Sir Isaac Newton Way (East)
M62 Off-Ramp
A6193 Sir Issac Newton Way (West)

Weather
Cloudy
Temp: 5°C

	Movement 4.7: U-Turn from A6193 Sir Isaac Newton Way (West) to A6193 Sir Isaac Newton Way (West)								Original Data	
TIME	PICYCLE	MCYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	1	0	0	2	2.50
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	1	0	0	0	3	3.00
Hourly Total	0	0	3	0	1	1	0	0	5	5.50
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.25	0.00	0.00	1.25	1.38
0800 - 0815	0	0	2	0	0	0	0	0	3	3.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	0	0	0	0	1	0	1	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58
Session Total	0	0	7	0	2	1	1	0	11	12.80
Session Average	0.00	0.00	0.44	0.00	0.13	0.06	0.06	0.00	0.69	0.80

1500 - 1900 (Thursday PM Peak)

		Movement 4.7: U-turn from A6193 S/r Issac Newton Way (West) to A6193 S/r Issac Newton Way (West)								Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00	
1515 - 1530	0	0	1	0	1	0	0	0	3	4.30	
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00	
1545 - 1600	0	0	1	0	1	0	0	0	1	1.00	
Hourly Total	0	0	4	0	2	0	1	0	7	8.30	
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.25	0.00	1.75	2.08	
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00	
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00	
1630 - 1645	0	0	1	0	0	0	1	0	1	1.00	
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	0	0	2	0	0	0	0	0	2	2.00	
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50	
1700 - 1715	0	0	4	0	1	0	0	0	5	5.00	
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00	
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00	
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	0	0	10	0	1	0	0	0	11	11.00	
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75	
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00	
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00	
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00	
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00	
Hourly Total	0	0	2	0	0	0	0	0	2	2.00	
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50	
Session Total	0	0	18	0	3	0	1	0	22	23.30	
Session Average	0.00	0.00	1.13	0.00	0.19	0.00	0.06	0.00	1.38	1.46	

1100 - 1500 (Saturday 4H Session)

	Movement 4.7: U-turn from A6193 Sir Isaac Newton Way (West) to A6193 Sir Isaac Newton Way (West)									Original Data	
TIME	PICYCLE	MICYCLE	CAR	TAXI	LGV	DGV1	DGV2	BUS/COACH	TOTAL	PCU TOTAL	
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00	
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00	
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00	
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	0	0	3	0	0	0	0	0	3	3.00	
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75	
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00	
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00	
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00	
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	0	0	2	0	0	0	0	0	2	2.00	
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50	
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00	
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00	
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00	
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00	
Hourly Total	0	0	1	0	0	0	0	0	1	1.00	
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25	
1400 - 1415	0	0	0	0	0	0	0	0	1	1.00	
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00	
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00	
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00	
Hourly Total	0	0	2	0	0	0	0	0	2	2.00	
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50	
Session Total	0	0	8	0	0	0	0	0	8	8.00	
Session Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50	

Helmsman Lane, Rochdale ATC

Report Id	103/26
Site Name	Site 1 of
Description	A6193 S
Direction	North

[illegible]

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes A/R Scheme													P-Info %	Average Speed	Standard Deviation												
		0-15	15-30	30-45	45-60		Motor Cycles	Car Van Towns	2 Axle Van	3 Axle Van	4 Axle	5 Axle	6 Axle	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20				MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65			
0000-0100	47	16	13	11	7	0	0	47	0	0	0	0	0	0	0	0	0	0	3	7	24	6	1	3	2	1	0	0	47.7	30.8	7.6			
0100-0200	34	10	9	9	8	0	0	34	0	0	0	0	0	0	0	0	0	0	3	6	23	3	1	1	1	0	0	0	47.1	40.1	7.6			
0200-0300	40	11	10	12	7	0	0	40	0	0	0	0	0	0	0	0	0	0	2	9	12	12	3	1	1	0	0	0	46.8	39.6	8.7			
0300-0400	31	9	7	8	7	0	0	29	0	0	0	0	0	0	0	0	0	0	1	5	12	7	3	1	0	0	0	0	45.8	38.8	6.9			
0400-0500	31	9	7	5	11	0	0	29	0	0	0	0	0	0	0	0	0	0	4	3	1	16	6	1	1	0	0	0	44.1	36.8	5.4			
0500-0600	178	10	29	61	78	0	0	187	1	8	1	1	0	0	0	0	0	0	1	16	69	65	30	4	2	1	0	0	42.2	30.7	5.3			
0600-0700	685	117	82	321	133	0	0	695	117	82	321	133	0	0	0	0	0	0	1	123	113	422	188	10	1	0	0	0	42.2	36.5	42.8			
0700-0800	625	109	128	187	201	1	1	545	1	59	4	4	2	5	0	0	0	0	48	196	270	95	13	2	0	0	0	0	41.4	30.7	46.1			
0800-0900	686	105	163	268	212	0	0	626	105	163	268	212	0	0	0	0	0	0	28	258	378	166	16	2	0	0	0	0	41.2	36.6	46.6			
0900-1000	454	133	98	109	114	2	0	347	0	53	2	2	1	1	4	2	0	0	21	205	150	61	11	2	0	1	0	0	41.3	36.3	48.8			
1000-1100	338	108	139	169	164	0	0	337	0	14	4	4	0	0	0	0	0	0	14	149	130	50	10	1	0	0	0	0	40.8	31.9	41.1			
1100-1200	380	88	109	75	106	0	0	2	328	0	45	1	1	0	0	0	0	0	15	127	152	65	18	2	1	0	0	0	42.4	37.4	48.8			
1200-1300	511	135	121	123	152	0	0	511	135	121	123	152	0	0	0	0	0	0	3	168	168	168	168	1	2	1	0	0	0	42.2	37.2	54.2		
1300-1400	219	123	121	123	152	1	2	483	2	44	2	0	0	0	1	4	3	0	0	12	178	213	60	15	2	1	0	0	0	41.6	36.8	49.9		
1400-1500	771	240	159	200	172	0	0	780	2	74	3	2	0	1	1	1	0	0	19	116	331	247	49	6	2	1	0	0	0	39.3	34.4	47.7		
1500-1600	874	224	171	218	224	0	0	874	224	171	218	224	0	0	0	0	0	0	106	196	216	106	10	0	0	0	0	0	40.3	35.2	40.3			
1600-1700	878	201	196	243	238	2	1	898	7	64	2	2	0	0	0	0	0	0	2	41	335	276	77	7	0	0	0	0	0	39.7	34.3	55.3		
1700-1800	874	201	196	243	238	2	1	898	7	64	2	2	0	0	0	0	0	0	2	41	335	276	77	7	0	0	0	0	0	39.7	34.3	55.3		
1800-1900	593	198	147	165	83	0	0	2	556	2	53	2	0	0	0	0	0	0	11	80	268	150	38	4	0	1	1	0	0	39.3	34.6	46.6		
1900-2000	783	203	193	233	233	0	0	783	203	193	233	233	0	0	0	0	0	0	0	10	268	150	38	4	0	1	1	0	0	39.3	34.6	46.6		
2000-2100	190	64	42	49	35	0	0	1	177	1	11	1	0	0	0	0	0	0	12	53	68	31	2	2	0	0	0	0	42.2	37.1	50.0			
2100-2200	173	40	31	48	2	0	0	1	137	0	17	0	0	0	0	0	0	0	0	10	68	31	2	2	0	0	0	0	42.6	36.7	46.6			
2200-2300	185	40	31	32	24	0	0	2	130	1	11	0	0	0	0	0	0	0	0	42	62	23	13	0	2	0	0	0	40.9	36.9	46.6			
2300-0000	135	29	40	40	10	0	0	130	1	10	0	0	0	0	0	0	0	0	0	20	45	10	0	0	0	0	0	0	44.3	37.1	6.9			
0000-0100	8794	1928	1863	1858	1978	9	0	8794	1928	1863	1858	1978	9	0	0	0	0	0	117	157	1278	2625	117	132	14	2	2	0	0	41.7	35.5	48.2		
0100-0200	8832	2324	2094	2283	2121	11	0	8788	2324	2094	2283	2121	11	0	0	0	0	0	8	18	21	142	864	3227	3224	162	180	11	11	46	3	41.2	30.7	55.3
0200-0300	8862	2158	2158	2158	2158	2	0	8862	2158	2158	2158	2158	2	0	0	0	0	0	4	12	17	131	178	31	31	3	1	0	0	41.2	30.7	55.3		
0300-0400	9212	2422	2299	2280	2271	12	0	9198	2422	2299	2280	2271	12	0	0	0	0	0	8	18	22	144	924	3208	3441	1628	194	45	17	22	3	41.4	35.8	5.4

[illegible][illegible][illegible]

Monday 09 March 2026

[illegible]

Time	Hourly	2-Hourly	3-Hourly	4-Hourly	Cycles	Cycles	Car	Trucks	2 Axle	3 Axle	4 Axle	5 Axle	6 Axle	7 Axle	8 Axle	9 Axle	10 Axle	11 Axle	12 Axle	13 Axle	14 Axle	15 Axle	16 Axle	17 Axle	18 Axle	19 Axle	20 Axle	21 Axle	22 Axle	23 Axle	24 Axle	25 Axle	26 Axle	27 Axle	28 Axle	29 Axle	30 Axle	31 Axle	32 Axle	33 Axle	34 Axle	35 Axle	36 Axle	37 Axle	38 Axle	39 Axle	40 Axle	41 Axle	42 Axle	43 Axle	44 Axle	45 Axle	46 Axle	47 Axle	48 Axle	49 Axle	50 Axle	51 Axle	52 Axle	53 Axle	54 Axle	55 Axle	56 Axle	57 Axle	58 Axle	59 Axle	60 Axle	61 Axle	62 Axle	63 Axle	64 Axle	65 Axle	66 Axle	67 Axle	68 Axle	69 Axle	70 Axle	71 Axle	72 Axle	73 Axle	74 Axle	75 Axle	76 Axle	77 Axle	78 Axle	79 Axle	80 Axle	81 Axle	82 Axle	83 Axle	84 Axle	85 Axle	86 Axle	87 Axle	88 Axle	89 Axle	90 Axle	91 Axle	92 Axle	93 Axle	94 Axle	95 Axle	96 Axle	97 Axle	98 Axle	99 Axle	100 Axle	101 Axle	102 Axle	103 Axle	104 Axle	105 Axle	106 Axle	107 Axle	108 Axle	109 Axle	110 Axle	111 Axle	112 Axle	113 Axle	114 Axle	115 Axle	116 Axle	117 Axle	118 Axle	119 Axle	120 Axle	121 Axle	122 Axle	123 Axle	124 Axle	125 Axle	126 Axle	127 Axle	128 Axle	129 Axle	130 Axle	131 Axle	132 Axle	133 Axle	134 Axle	135 Axle	136 Axle	137 Axle	138 Axle	139 Axle	140 Axle	141 Axle	142 Axle	143 Axle	144 Axle	145 Axle	146 Axle	147 Axle	148 Axle	149 Axle	150 Axle	151 Axle	152 Axle	153 Axle	154 Axle	155 Axle	156 Axle	157 Axle	158 Axle	159 Axle	160 Axle	161 Axle	162 Axle	163 Axle	164 Axle	165 Axle	166 Axle	167 Axle	168 Axle	169 Axle	170 Axle	171 Axle	172 Axle	173 Axle	174 Axle	175 Axle	176 Axle	177 Axle	178 Axle	179 Axle	180 Axle	181 Axle	182 Axle	183 Axle	184 Axle	185 Axle	186 Axle	187 Axle	188 Axle	189 Axle	190 Axle	191 Axle	192 Axle	193 Axle	194 Axle	195 Axle	196 Axle	197 Axle	198 Axle	199 Axle	200 Axle	201 Axle	202 Axle	203 Axle	204 Axle	205 Axle	206 Axle	207 Axle	208 Axle	209 Axle	210 Axle	211 Axle	212 Axle	213 Axle	214 Axle	215 Axle	216 Axle	217 Axle	218 Axle	219 Axle	220 Axle	221 Axle	222 Axle	223 Axle	224 Axle	225 Axle	226 Axle	227 Axle	228 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Axle	895 Axle	896 Axle	897 Axle	898 Axle	899 Axle	900 Axle	901 Axle	902 Axle	903 Axle	904 Axle	905 Axle	906 Axle	907 Axle	908 Axle	909 Axle	910 Axle	911 Axle	912 Axle	913 Axle	914 Axle	915 Axle	916 Axle	917 Axle	918 Axle	919 Axle	920 Axle	921 Axle	922 Axle	923 Axle	924 Axle	925 Axle	926 Axle	927 Axle	928 Axle	929 Axle	930 Axle	931 Axle	932 Axle	933 Axle	934 Axle	935 Axle	936 Axle	937 Axle	938 Axle	939 Axle	940 Axle	941 Axle	942 Axle	943 Axle	944 Axle	945 Axle	946 Axle	947 Axle	948 Axle	949 Axle	950 Axle	951 Axle	952 Axle	953 Axle	954 Axle	955 Axle	956 Axle	957 Axle	958 Axle	959 Axle	960 Axle	961 Axle	962 Axle	963 Axle	964 Axle	965 Axle	966 Axle	967 Axle	968 Axle	969 Axle	970 Axle	971 Axle	972 Axle	973 Axle	974 Axle	975 Axle	976 Axle	977 Axle	978 Axle	979 Axle	980 Axle	981 Axle	982 Axle	983 Axle	984 Axle	985 Axle	986 Axle	987 Axle	988 Axle	989 Axle	990 Axle	991 Axle	992 Axle	993 Axle	994 Axle	995 Axle	996 Axle	997 Axle	998 Axle	999 Axle	1000 Axle
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[illegible][illegible]

Heimann Lane, Kuchelade A/C

Report ID: 15326
Site Name: (Site 1 of 1)
Description: A1503 Sir Isaac Newton Way, 200m north of Michael Faraday Avenue
Direction: Southbound

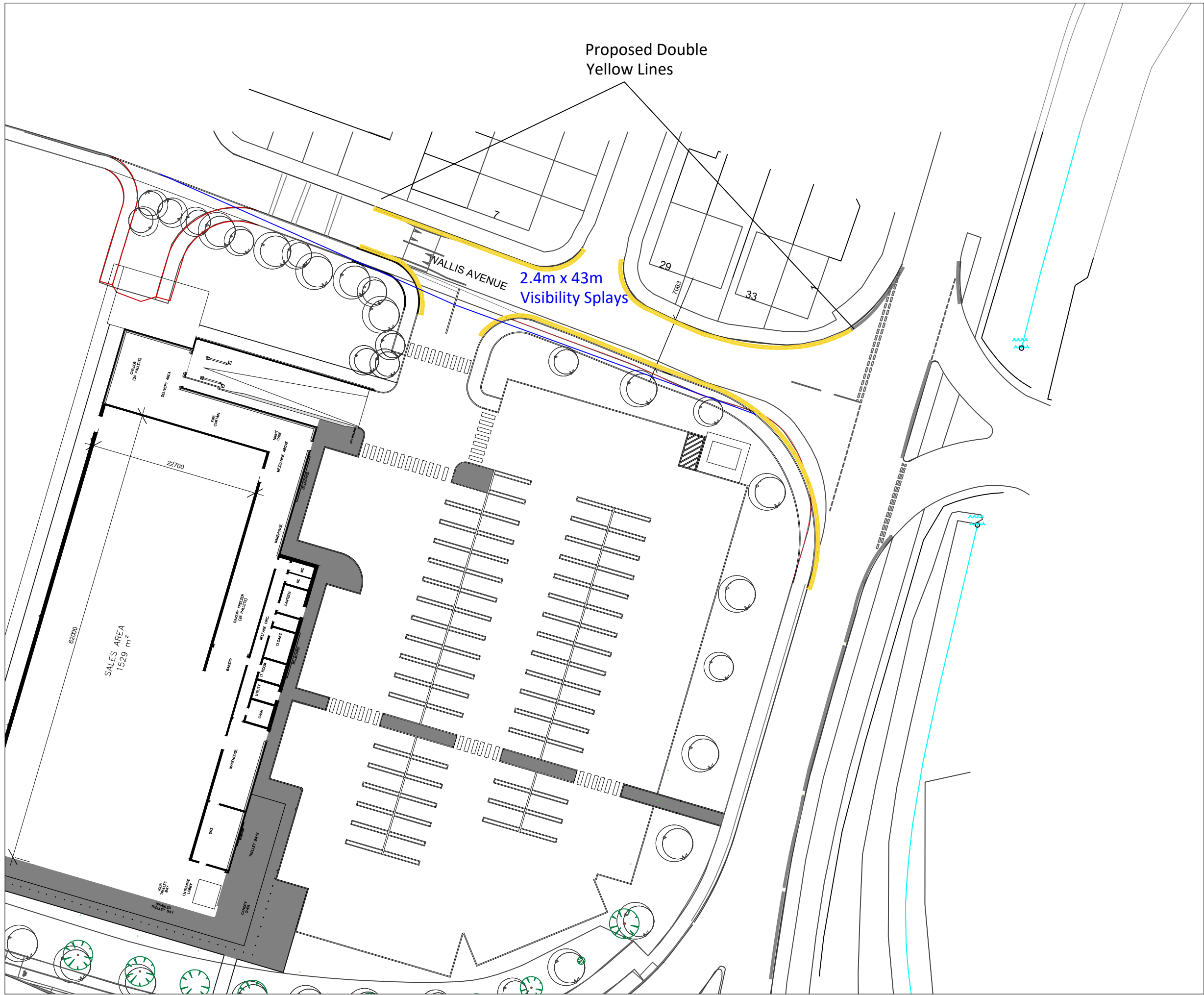
Wednesday 04 March 2026

Time	Hourly Totals	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van Towns	2 Axle Van Lowry	Number Vehicle Classes ARX Scheme					Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation											
		00-15	15-30	30-45					45-00	4 Axle Rigid	5 Axle Artic	6 Axle Artic	MPH 9 <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	28	8	3	8	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	4	7	3	2	2	1	2	0	0	51.9	42.3	9.2			
0100-0200	23	9	5	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9	4	3	1	1	1	0	0	46.3	39.7	8.1				
0200-0300	13	2	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	1	1	0	0	0	48.2	38.9	9.1				
0300-0400	9	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	37.5	33.0	4.3			
0400-0500	4	1	8	38	38	0	0	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	0	48.4	39.4	8.4			
0500-0600	250	30	47	105	68	0	0	221	0	16	1	2	0	0	0	3	3	0	0	0	0	0	0	0	2	9	83	119	36	13	7	2	2	0	44.2	38.1	5.9		
0600-0700	418	39	41	65	36	1	1	173	0	36	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	9	36	1	7	2	0	45.6	39.7	5.8		
0700-0800	670	81	97	153	139	1	3	498	1	48	1	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	3	94	183	132	48	6	3	1	0	45.1	39.7	5.2
0800-0900	531	134	190	118	89	0	0	457	0	63	2	1	0	0	1	3	4	0	0	0	0	0	0	0	2	38	121	220	101	38	6	4	0	0	44.0	38.1	5.7		
0900-1000	362	86	93	72	111	0	0	234	1	56	2	2	0	0	1	2	2	0	0	0	0	0	0	0	18	54	127	51	6	4	1	0	0	44.3	38.6	5.6			
1000-1100	412	107	107	92	106	0	0	334	2	68	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	26	92	181	75	22	6	1	4	1	44.6	38.1	6.3		
1100-1200	400	109	126	125	130	0	0	385	0	4	385	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	159	184	131	32	4	0	0	0	44.1	38.1	5.6		
1200-1300	415	126	96	96	103	1	1	342	1	1	342	1	1	0	0	1	6	3	0	0	0	0	0	0	0	25	78	151	110	30	13	4	3	0	45.8	39.3	6.3		
1300-1400	401	111	120	142	136	0	0	431	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	89	227	90	34	6	2	0	1	44.1	36.6	5.9		
1400-1500	431	127	123	126	99	0	0	381	3	55	1	0	0	0	0	3	8	2	1	0	0	0	0	0	1	10	69	194	131	32	6	2	5	1	45.7	39.8	5.7		
1500-1600	570	148	156	130	136	0	0	2	469	3	85	1	0	0	0	1	4	1	0	0	0	0	0	0	0	32	143	228	137	24	6	0	0	0	43.1	38.0	5.0		
1600-1700	641	161	142	162	120	2	1	582	3	9	1	0	0	0	0	2	7	2	0	0	0	0	0	0	2	41	139	222	144	37	16	8	8	3	46.7	39.3	7.1		
1700-1800	581	219	144	120	78	0	0	507	4	3	0	0	0	0	0	2	1	4	0	0	0	0	0	0	5	29	153	223	98	39	9	3	2	0	44.0	38.0	5.8		
1800-1900	285	72	54	60	63	0	0	234	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	47	85	68	17	4	0	0	0	47.3	40.0	7.0		
1900-2000	215	76	42	52	45	0	0	1	194	0	13	2	0	0	0	0	2	2	1	0	0	0	0	0	0	9	56	76	49	21	2	1	1	0	44.7	38.7	5.7		
2000-2100	329	41	22	28	29	0	0	155	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	47	28	10	7	3	6	2	0	41.7	37.9	6.0			
2100-2200	210	39	29	35	30	0	0	118	1	9	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	8	40	43	19	10	4	5	2	0	46.7	38.8	7.6		
2200-2300	70	25	14	16	15	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16	39	15	6	4	0	0	0	45.3	38.6	5.8			
2300-0000	182	39	23	22	7	0	0	72	1	6	0	0	0	0	0	2	0	1	0	0	0	0	0	0	7	15	30	19	6	3	0	0	0	46.6	39.0	7.3			
0000-1900	9433	1425	1543	1353	1354	0	0	4293	868	92	6	0	0	0	13	3	0	0	0	0	0	0	0	28	128	220	1204	387	84	37	0	0	0	44.8	38.8	5.4			
0900-2200	6018	1608	1571	1548	1538	8	28	5346	23	791	17	7	4	21	55	37	4	8	8	2	2	16	322	1357	2201	1402	442	118	48	48	11	0	0	43.3	38.8	6.1			
0600-1800	6478	1775	1608	1588	1581	8	28	5468	23	780	17	7	4	23	58	38	4	8	8	2	3	16	331	1388	2201	1433	454	125	48	48	11	0	0	43.2	38.8	6.1			
0900-1800	6844	1768	1673	1728	1676	8	32	5689	23	788	18	18	8	25	60	42	4	8	8	3	3	3	30	346	1463	1786	1486	478	136	54	53	11	0	0	44.2	38.8	6.1		

Thursday 05 March 2026

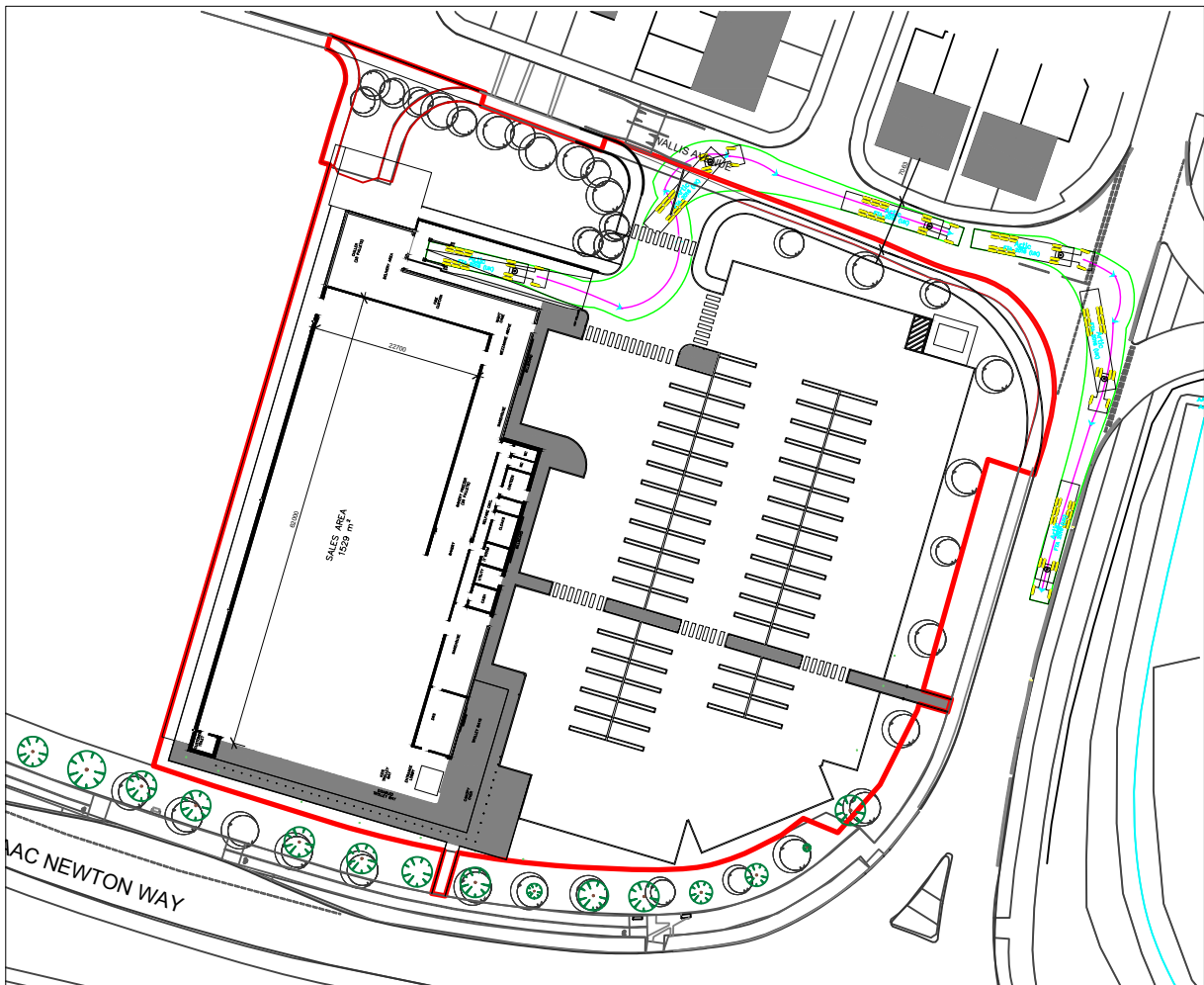
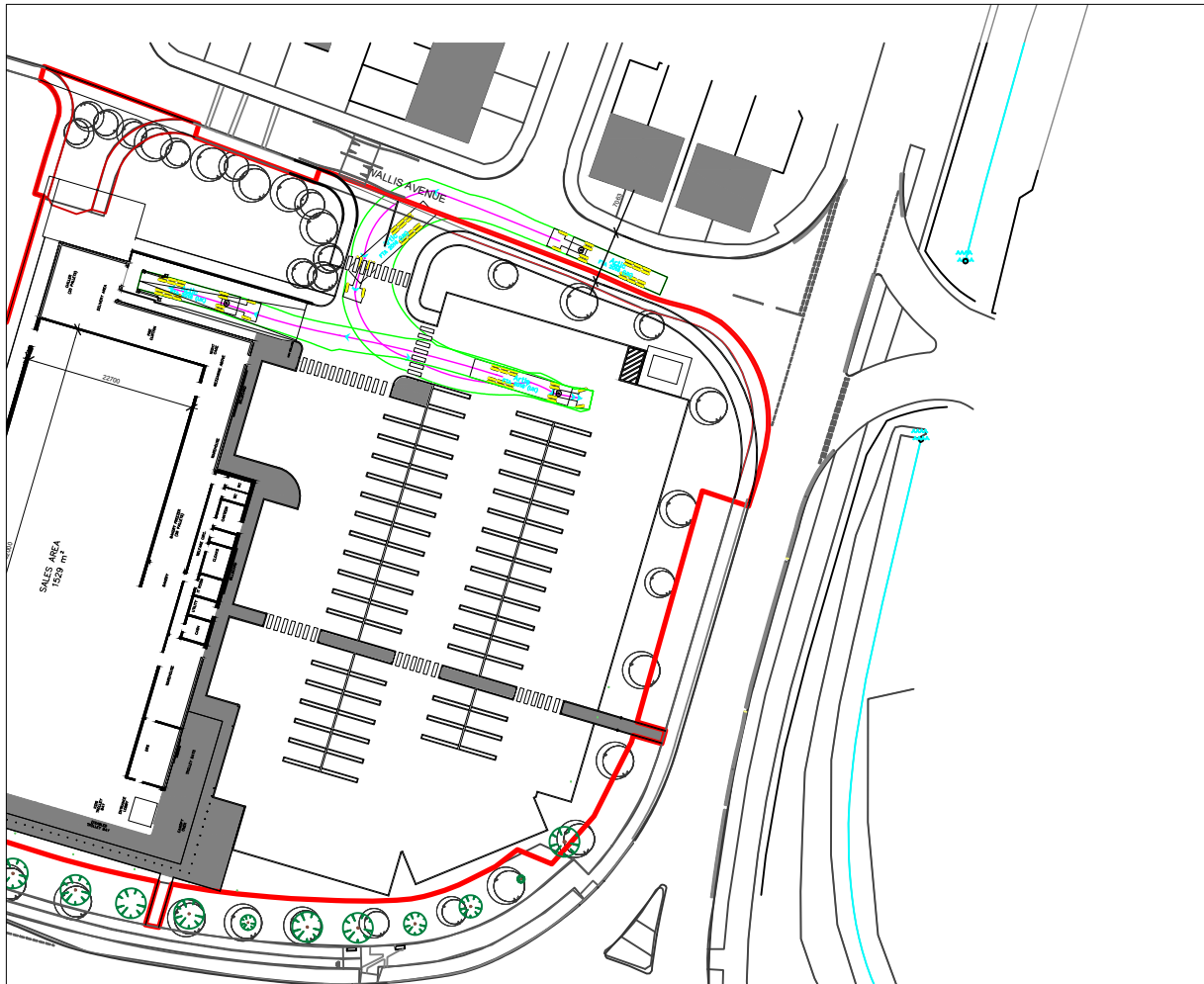
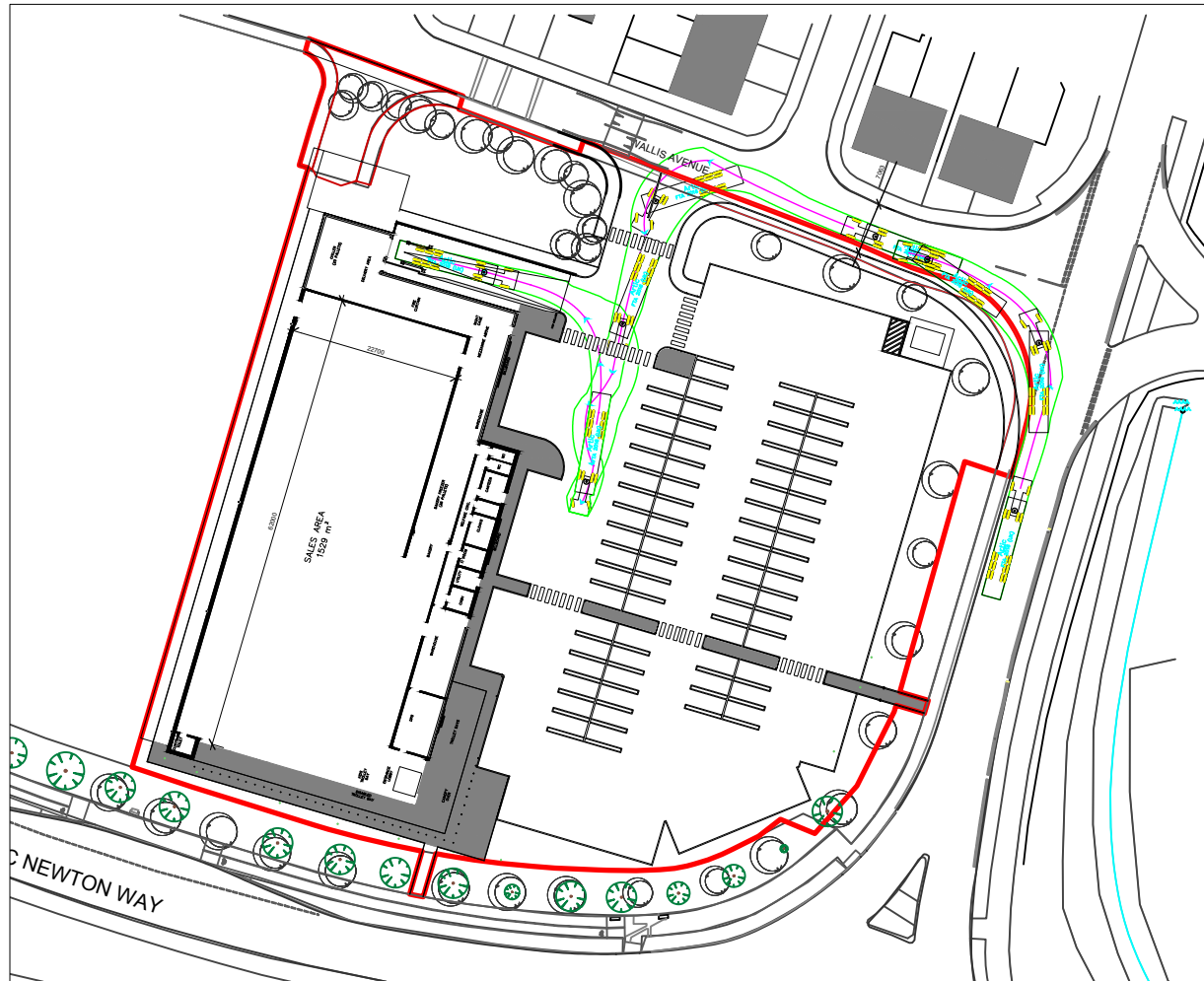
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towns	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation							
		00-15	15-30	30-45	45-00					2 Axle Van Lowry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 9 <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	24	3	2	9	10	0	0	18	6	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	40.9	7.4				
0100-0200	11	2	4	4	3	0	0	11	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	52.8	41.2	11.2			
0200-0300	18	4	9	4	1	0	0	10	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	50.9	41.9	9.2			
0300-0400	12	2	3	4	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	3	0	0	0	0	0	0	0	0	42.2	37.6	4.5		
0400-0500	45	4	8	11	22	0	0	35	0	8	1	0	0	0	0	0	0	0	0	0	0	0	1	8	15	14	3	2	1	0	0	0	0	0	0	46.6	39.9	6.5	
0500-0600	249	35	44	103	67	0	0	227	16	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	89	61	19	6	1	0	0	0	0	0	46.1	39.7	5.8		
0600-0700	215	42	51	44	78	0	0	3	168	0	35	4	0	0	0	0	0	0	0	0	0	0	1	14	43	71	56	17	8	4	1	0	0	0	0	46.3	39.4	6.6	
0700-0800	620	145	117	151	146	0	0	445	0	40	1	0	0	0	0	0	0	0	0	0	0	0	18	49	166	143	33	13	0	0	0	0	0	0	45.3	39.3	5.8		
0800-0900	520	143	167	122	88	1	1	450	1	62	0	0	0	0	1	3	0	0	0	0	0	0	2	18	134	213	110	36	6	2	0	0	0	0	0	43.7	38.3	5.2	
0900-1000	386	75	99	91	102	0	0	307	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7	1	14	100	41	18	0	0	0	0	0	0	0	44.7	38.3	5.5	
1000-1100	415	97	102	114	102	1	2	301	1	92	2	0	0	0	1	12	3	0	0	0	0	0	3	19	139	189	65	12	3	4	1	0	0	0	0	42.7	37.2	6.3	
1100-1200	400	105	102	124	120	5	2	385	0	4	385	0	0	0	0	1	6	3	0	0	0	0	1	10	159	184	131	32	4	0	0	0	0	0	0	44.1	38.1	5.6	
1200-1300	438	137	131	132	118	1	2	434	1	92	2	1	0	0	3	10	2	0	0	0	1	3	5	28	148	227	93	19	10	2	1	1	0	0	0	0	43.6	37.5	5.9
1300-1400	546	140	140	140	140	0	0	336	0	73	0	0	0	0	1	6	3	0	0	0	0	0	1	13	173	206	126	29	10	0	0	0	0	0	0	43.9	37.9	5.7	
1400-1500	601	134	134	126	135	0	0	371	0	2	61	1	0	0	4	5	2	1	0	0	0	0	3	44	165	241	71	20	4	0	0	0	0	0	0	42.1	36.8	5.1	
1500-1600	567	153	144	167	153	0	0	434	0	64	0	0	0	0	4	5	2	1	0	0	0	0	4	49	164	229	63	14	0	0	0	0	0	0	0	41.5	36.4	4.8	
1600-1700	1519	170	138	141	156	0	0	1	540	1	50	0	0	0	2	6	0	0	0	0	0	0	1	17	155	281	133	30	13	2	0	0	0	0	0	40.8	38.4	5.2	
1700-1800	1765	165	157	161	165	0	0	111	166	0	39	0	0	0	1	10	2	0	0	0	0	0	2	20	207	207	109	19	10	0	0	0	0	0	0	38.5	38.9	6.8	
1800-1900	347	116	93	74	64	0	0	0	331	0	12	0	0	0	0	0	0	0	0	0	0	0	17	85	140	67	16	4	0	0	0	0	0	0	41.4	38.5	6.1		
1900-2000	190	47	51	49	49	0	0	186	0	15	0	0	0	0	0	0	0	0	0	0	0	0	12	69	41	50	11	4	0	0	0	0	0	0	40.6	36.1	6.6		
2000-2100	403	35	40	34	40	0	0	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	1	42	87	96	9	5	2	1	0	0	0	0	36.3	35.0	5.9		
2100-2200	190	36	34	40	40	0	0	0	133	1	13	0	0	0	0	0	0	0	0	0	0	0	0	4	46	48	28	11	9	5	0	0	0	0	40.7	39.1	7.6		
2200-2300	190	38	19	14	74	0	0	0	9	9	1	0	0	0	0	0	0	0	0	0	0	0	1	7	14	17	7	1	0	0	0	0	0	0	40.2	41.1	8.1		
2300-0000	74	25	25	17	0	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	15	28	11	3	0	0	0	0	0	0	38.8	37.5	6.1		
0000-0000	5520	5520	5561	1533	1737	0	0	5182	148	148	0	0	0	0	0	0	0	0	0	0	0	0	0	148	2458	2458	1080	810	5	0	0	0	0	0	0	46.6	40.6	5.7	
0000-2300	6857	1483	1603	1790	1787	11	31	8891	22	819	18	15	1	23	77	38	3	0	0	0	0	0	5	51	396	1916	2886	1260	1446	168	50	21	7	43	39.8	37.8	5.8		
0000-2400	1714	1714	1714	1714	1714	0	0	1714	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	47.0	37.8	5.9		
0000-0000	7278	1794	1805	1866	1913	12	33	9246	23	873	20	15	1	23	85	40	3	0	0	0	0	0	1	6	52	424	2000	2884	1260	1446	155	58	29	8	44.0	37.9	5.9		

APPENDIX B – PROPOSED SITE ACCESS & TRACKING



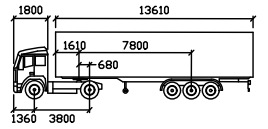
- Notes:**
- 1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
 - 2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By
Cora<i>iHt</i> Adamson House, Towers Business Park Wilmslow Road Manchester M20 2YJ Tel: 0161 955 4422 Email: manchester@coraiht.com Web: www.coraiht.com				
Client				
Lidl Great Britain Ltd.				
Project				
Kingsway Rochdale				
Title				
Access Arrangement				
Drawing Status				
Job No. 16-3264				
Drawn MC	Checked TC	Scale at A3 1:500	Date 03/06/26	Issue Date -
Drawing No. 003				-



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.



Artic

Tractor Width	2550	Lock to Lock Time	6.0
Trailer Width	2550	Steering Angle	42.7
Tractor Track	2550	Articulating Angle	70.0
Trailer Track	2550		

A	19/05/26	Updated site layout	TC	MC
Rev	Date	Description	Ckd	By

Cora^{iHt}

Adamson House, Towers Business Park
Wilmslow Road
Manchester
M20 2YY

Tel: 0161 955 4422
Email: manchester@coraiht.com
Web: www.coraiht.com

Client

Lidl Great Britain Ltd.

Project

Kingsway
Rochdale

Title

Access Arrangement
Tracking

Drawing Status

Job No.

16-3264

Drawn

MC

Checked

TC

Scale at A3

1:1000

Date

20/01/26

Issue Date

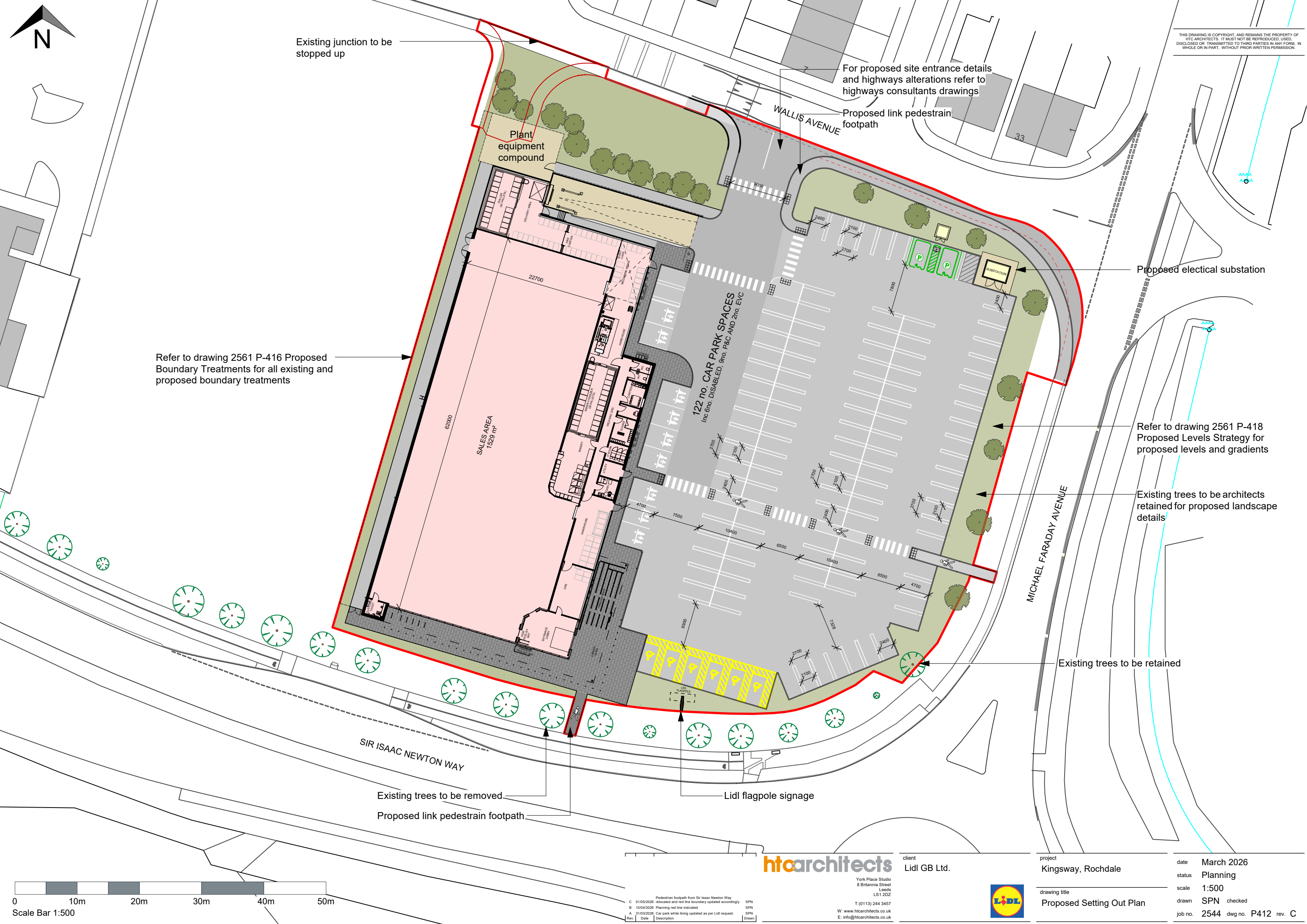
-

Drawing No.

002

A

APPENDIX C – PROPOSED SITE LAYOUT



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HTC ARCHITECTS. IT MUST NOT BE REPRODUCED, USED,
DISCLOSED OR TRANSMITTED TO THIRD PARTIES IN ANY FORM, IN
WHOLE OR IN PART, WITHOUT PRIOR WRITTEN PERMISSION.

For proposed site entrance details
and highways alterations refer to
highways consultants drawings

Proposed link pedestrian
footpath

Proposed electrical substation

Refer to drawing 2561 P-418
Proposed Levels Strategy for
proposed levels and gradients

Existing trees to be architects
retained for proposed landscape
details

Existing trees to be retained

WALLIS AVENUE

MICHAEL FARADAY AVENUE

Existing junction to be
stopped up

Refer to drawing 2561 P-416 Proposed
Boundary Treatments for all existing and
proposed boundary treatments

SALES AREA
1529 m²

122 no. CAR PARK SPACES
Inc 6no. DISABLED, 9no. P&C AND 2no. EVC

SIR ISAAC NEWTON WAY

Existing trees to be removed

Proposed link pedestrian footpath

Lidl flagpole signage

htcarchitects

client
Lidl GB Ltd.

York Place Studio
8 Britannia Street
Leeds
LS1 2DZ

T: (0113) 244 3457
W: www.htcarchitects.co.uk
E: info@htcarchitects.co.uk

project
Kingsway, Rochdale

drawing title
Proposed Setting Out Plan

date
March 2026

status
Planning

scale
1:500

drawn
SPN checked

job no. 2544 dwg no. P412 rev. C



C	01/05/2026	Pedestrian footpath from Sir Isaac Newton Way relocated and red line boundary updated accordingly	SPN
B	10/04/2026	Planning red line indicated	SPN
A	31/03/2026	Car park white lining updated as per Lidl request	SPN
Rev.	Date	Description	Drawn



APPENDIX D – TRICS OUTPUT

Calculation Reference: AUDIT-662801-240926-0947

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use
: 01 - RETAIL

Category
: C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GT WARRINGTON	1 days
09	NORTH	
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Retail floor area

Actual Range: 390 to 1690 (units: sqm)

Range Selected by User: 390 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday2 days

Tuesday10 days

Wednesday2 days

Thursday8 days

Friday4 days

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

Selected survey types:

Manual count26 days

Directional ATC Count0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre7

Suburban Area (PPS6 Out of Centre)4

Edge of Town8

Neighbourhood Centre (PPS6 Local Centre)7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone3

Development Zone1

Residential Zone5

Retail Zone7

Built-Up Zone1

High Street3

No Sub Category6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included17 days - Selected

Servicing vehicles Excluded12 days - Selected

Secondary Filtering selection:

Use Class:

E(a)26 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	10 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	4 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	14 days
2.1 to 2.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	26 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	6 days
No	19 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	26 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

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Licence No: 662801

LIST OF SITES relevant to selection parameters

1	BC-01-C-02	ICELAND	BOURNEMOUTH CHRISTCHURCH & POOLE
	CHRISTCHURCH ROAD		
	BOURNEMOUTH		
	BOSCOMBE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	400 sqm	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL
2	CA-01-C-01	LIDL	CAMBRIDGESHIRE
	CROMWELL ROAD		
	WISBECH		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	913 sqm	
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL
3	CA-01-C-02	ICELAND	CAMBRIDGESHIRE
	HISTON ROAD		
	CAMBRIDGE		
	ARBURY		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	616 sqm	
	Survey date: THURSDAY	22/06/23	Survey Type: MANUAL
4	DH-01-C-01	ALDI	DURHAM
	WATLING ROAD		
	BISHOP AUCKLAND		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	953 sqm	
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL
5	GT-01-C-01	LIDL	WARRINGTON
	FENNEL STREET		
	WARRINGTON		
	Edge of Town Centre		
	Retail Zone		
	Total Retail floor area:	1000 sqm	
	Survey date: THURSDAY	15/04/21	Survey Type: MANUAL
6	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL

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Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

7	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Retail floor area:	1425 sqm		
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL	
8	NF-01-C-01	LIDL		NORFOLK
	AYLSHAM ROAD			
	NORWICH			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1690 sqm		
	Survey date: FRIDAY	29/11/19	Survey Type: MANUAL	
9	NN-01-C-01	ALDI		NORTH NORTHAMPTONSHIRE
	SAXON WAY WEST			
	CORBY			
	GREAT OAKLEY			
	Edge of Town			
	Development Zone			
	Total Retail floor area:	1524 sqm		
	Survey date: TUESDAY	14/06/22	Survey Type: MANUAL	
10	NN-01-C-02	LIDL		NORTH NORTHAMPTONSHIRE
	MARINERS WAY			
	KETTERING			
	Edge of Town Centre			
	Retail Zone			
	Total Retail floor area:	1375 sqm		
	Survey date: MONDAY	27/06/22	Survey Type: MANUAL	
11	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL	
12	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL	
13	NY-01-C-03	ALDI		NORTH YORKSHIRE
	STONEBRIDGE GATE			
	RIPON			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1068 sqm		
	Survey date: FRIDAY	20/05/22	Survey Type: MANUAL	

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LIST OF SITES relevant to selection parameters (Cont.)

14	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL		SOMERSET
	Edge of Town No Sub Category Total Retail floor area:		1407 sqm	
	Survey date: THURSDAY		22/06/17	Survey Type: MANUAL
15	SO-01-C-01 BATH ROAD SLOUGH SLOUGH RETAIL PARK Suburban Area (PPS6 Out of Centre) Retail Zone	LIDL		SLOUGH
	Total Retail floor area:		1100 sqm	
	Survey date: THURSDAY		22/09/22	Survey Type: MANUAL
16	TW-01-C-01 EDGEFIELD AVENUE NEWCASTLE FAWDON Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Retail floor area:	ALDI	1548 sqm	TYNE & WEAR
	Survey date: TUESDAY		30/04/19	Survey Type: MANUAL
17	TW-01-C-02 FOXHUNTERS ROAD WHITLEY BAY	ALDI		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Retail floor area:		1140 sqm	
	Survey date: TUESDAY		17/05/22	Survey Type: MANUAL
18	WL-01-C-02 HUNGERDOWN LANE CHIPPENHAM	LIDL		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Retail floor area:		1325 sqm	
	Survey date: TUESDAY		09/05/23	Survey Type: MANUAL
19	WM-01-C-01 MACKADOWN LANE BIRMINGHAM KITTS GREEN Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Retail floor area:	LIDL	1341 sqm	WEST MIDLANDS
	Survey date: TUESDAY		12/07/16	Survey Type: MANUAL

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Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

20	WM-01-C-02	LIDL	WEST MIDLANDS
	HIGH STREET		
	WEST BROMWICH		
	GUNS VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	1341 sqm	
	Survey date: TUESDAY	12/07/16	Survey Type: MANUAL
21	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
22	WO-01-C-02	LIDL	WORCESTERSHIRE
	WORCESTER ROAD		
	MALVERN		
	Edge of Town Centre		
	Residential Zone		
	Total Retail floor area:	900 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
23	WS-01-C-04	ICELAND	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	390 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL
24	WS-01-C-05	LIDL	WEST SUSSEX
	WESTHAMPNETT ROAD		
	CHICHESTER		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1325 sqm	
	Survey date: THURSDAY	08/09/22	Survey Type: MANUAL
25	WS-01-C-06	LIDL	WEST SUSSEX
	FOUNDRY LANE		
	HORSHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Retail floor area:	1000 sqm	
	Survey date: WEDNESDAY	07/09/22	Survey Type: MANUAL
26	WS-01-C-07	LIDL	WEST SUSSEX
	NEWLANDS ROAD		
	BOGNOR REGIS		
	Edge of Town		
	Industrial Zone		
	Total Retail floor area:	1410 sqm	
	Survey date: THURSDAY	21/09/23	Survey Type: MANUAL

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

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	1293	0.483	4	1293	0.039	4	1293	0.522
07:00 - 08:00	26	1188	0.784	26	1188	0.262	26	1188	1.046
08:00 - 09:00	26	1188	4.219	26	1188	2.784	26	1188	7.003
09:00 - 10:00	26	1188	5.387	26	1188	4.775	26	1188	10.162
10:00 - 11:00	26	1188	6.287	26	1188	5.601	26	1188	11.888
11:00 - 12:00	26	1188	6.715	26	1188	6.488	26	1188	13.203
12:00 - 13:00	26	1188	6.851	26	1188	6.916	26	1188	13.767
13:00 - 14:00	26	1188	6.776	26	1188	7.194	26	1188	13.970
14:00 - 15:00	26	1188	7.110	26	1188	7.077	26	1188	14.187
15:00 - 16:00	26	1188	7.191	26	1188	7.107	26	1188	14.298
16:00 - 17:00	26	1188	7.107	26	1188	7.346	26	1188	14.453
17:00 - 18:00	26	1188	6.831	26	1188	7.340	26	1188	14.171
18:00 - 19:00	26	1188	5.627	26	1188	6.116	26	1188	11.743
19:00 - 20:00	26	1188	3.833	26	1188	4.442	26	1188	8.275
20:00 - 21:00	24	1254	2.499	24	1254	3.210	24	1254	5.709
21:00 - 22:00	23	1282	1.038	23	1282	1.587	23	1282	2.625
22:00 - 23:00	22	1299	0.031	22	1299	0.350	22	1299	0.381
23:00 - 24:00									
Total Rates:			78.769				78.634	157.403	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 390 - 1690 (units: sqm)
 Survey date range: 01/01/16 - 21/09/23
 Number of weekdays (Monday-Friday): 26
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-662801-240926-0956

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	BO BEDFORD	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
	TV TEES VALLEY	1 days

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

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Retail floor area
 Actual Range: 858 to 1900 (units: sqm)
 Range Selected by User: 390 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 19 days

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

Selected survey types:

Manual count 19 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 3
 Suburban Area (PPS6 Out of Centre) 6
 Edge of Town 5
 Neighbourhood Centre (PPS6 Local Centre) 5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 1
 Residential Zone 7
 Retail Zone 2
 Built-Up Zone 2
 High Street 2
 No Sub Category 5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 8 days - Selected
 Servicing vehicles Excluded 11 days - Selected

Secondary Filtering selection:**Use Class:**

E(a) 19 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	4 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	7 days
1.1 to 1.5	8 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	19 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	3 days
No	15 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	19 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

LIST OF SITES relevant to selection parameters

1	BO-01-C-01 RIDGE ROAD BEDFORD KEMPSTON Edge of Town Residential Zone Total Retail floor area: Survey date: SATURDAY	LIDL 1900 sqm 17/10/20	BEDFORD Survey Type: MANUAL
2	GS-01-C-01 EASTERN AVENUE GLOUCESTER Suburban Area (PPS6 Out of Centre) Retail Zone Total Retail floor area: Survey date: SATURDAY	LIDL 1689 sqm 24/04/21	GLOUCESTERSHIRE Survey Type: MANUAL
3	LN-01-C-01 RICHMOND DRIVE SKEGNESS Edge of Town Centre Built-Up Zone Total Retail floor area: Survey date: SATURDAY	LIDL 1424 sqm 16/07/16	LINCOLNSHIRE Survey Type: MANUAL
4	LN-01-C-02 DIXON STREET LINCOLN NEW BOULTHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Retail floor area: Survey date: SATURDAY	LIDL 1235 sqm 28/10/17	LINCOLNSHIRE Survey Type: MANUAL
5	LN-01-C-03 NEWARK ROAD LINCOLN BRACEBRIDGE Suburban Area (PPS6 Out of Centre) High Street Total Retail floor area: Survey date: SATURDAY	ALDI 968 sqm 28/10/17	LINCOLNSHIRE Survey Type: MANUAL
6	MS-01-C-04 OXTON ROAD BIRKENHEAD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Retail floor area: Survey date: SATURDAY	LIDL 1424 sqm 17/04/21	MERSEYSIDE Survey Type: MANUAL
7	MS-01-C-05 VULCAN PARK COURT NEWTON-LE-WILLOWS VULCAN VILLAGE Edge of Town Residential Zone Total Retail floor area: Survey date: SATURDAY	ALDI 1254 sqm 24/04/21	MERSEYSIDE Survey Type: MANUAL

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

8	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Retail floor area:	1425 sqm		
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL	
9	NF-01-C-02	LIDL		NORFOLK
	AYLSHAM ROAD			
	NORWICH			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1690 sqm		
	Survey date: SATURDAY	10/09/22	Survey Type: MANUAL	
10	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
11	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
12	SF-01-C-01	ALDI		SUFFOLK
	HINES ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Retail floor area:	1140 sqm		
	Survey date: SATURDAY	26/06/21	Survey Type: MANUAL	
13	SF-01-C-02	LIDL		SUFFOLK
	LONDON ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Retail floor area:	1075 sqm		
	Survey date: SATURDAY	26/06/21	Survey Type: MANUAL	

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

14	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL		SOMERSET
	Edge of Town No Sub Category Total Retail floor area:		1407 sqm	
	Survey date: SATURDAY		24/06/17	Survey Type: MANUAL
15	TV-01-C-01 JESMOND GARDENS HARTLEPOOL	LIDL		TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Retail floor area:		1283 sqm	
	Survey date: SATURDAY		05/09/20	Survey Type: MANUAL
16	WM-01-C-01 MACKADOWN LANE BIRMINGHAM KITT'S GREEN	LIDL		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Retail floor area:		1341 sqm	
	Survey date: SATURDAY		09/07/16	Survey Type: MANUAL
17	WM-01-C-02 HIGH STREET WEST BROMWICH GUNS VILLAGE	LIDL		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Retail floor area:		1341 sqm	
	Survey date: SATURDAY		09/07/16	Survey Type: MANUAL
18	WM-01-C-03 RADFORD ROAD COVENTRY RADFORD	ALDI		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Retail floor area:		858 sqm	
	Survey date: SATURDAY		19/11/22	Survey Type: MANUAL
19	WO-01-C-01 BLACKPOLE ROAD WORCESTER BRICKFIELDS	LIDL		WORCESTERSHIRE
	Edge of Town Retail Zone Total Retail floor area:		1424 sqm	
	Survey date: SATURDAY		16/07/16	Survey Type: MANUAL

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

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.386	2	1424	0.140	2	1424	0.526
07:00 - 08:00	19	1354	0.968	19	1354	0.163	19	1354	1.131
08:00 - 09:00	19	1354	4.836	19	1354	3.510	19	1354	8.346
09:00 - 10:00	19	1354	6.729	19	1354	5.617	19	1354	12.346
10:00 - 11:00	19	1354	8.513	19	1354	7.588	19	1354	16.101
11:00 - 12:00	19	1354	10.208	19	1354	9.632	19	1354	19.840
12:00 - 13:00	19	1354	9.827	19	1354	10.363	19	1354	20.190
13:00 - 14:00	19	1354	9.481	19	1354	9.271	19	1354	18.752
14:00 - 15:00	19	1354	8.870	19	1354	8.968	19	1354	17.838
15:00 - 16:00	19	1354	8.867	19	1354	9.520	19	1354	18.387
16:00 - 17:00	19	1354	8.136	19	1354	8.419	19	1354	16.555
17:00 - 18:00	19	1354	6.939	19	1354	7.195	19	1354	14.134
18:00 - 19:00	19	1354	4.933	19	1354	6.021	19	1354	10.954
19:00 - 20:00	19	1354	3.619	19	1354	4.268	19	1354	7.887
20:00 - 21:00	19	1354	2.293	19	1354	2.915	19	1354	5.208
21:00 - 22:00	19	1354	1.205	19	1354	1.691	19	1354	2.896
22:00 - 23:00	14	1331	0.097	14	1331	0.359	14	1331	0.456
23:00 - 24:00									
Total Rates:			95.907			95.640			191.547

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 858 - 1900 (units: sqm)
 Survey date range: 01/01/16 - 21/09/23
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 19
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX E – PROPOSED SITE ACCESS / WALLIS AVENUE PICADY OUTPUTS

Junctions 10														
PICADY 10 - Priority Intersection Module														
Version: 10.0.1.1519														
© Copyright TRL Software Limited, 2021														
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com														
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution														

Filename: Site Access, Wallis Ave.j10

Path: D:\Cora IHT\Lidl Rochdale

Report generation date: 13/04/2026 16:06:34

- »2033 Base + Development, AM
- »2033 Base + Development, PM
- »2033 Base + Development, Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2033 Base + Development															
Stream B-AC	D1	0.1	8.17	0.10	A	D2	0.3	10.18	0.26	B	D3	0.6	12.04	0.37	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	Site Access / Wallis Avenue
Location	Rochdale
Site number	
Date	13/04/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-DTQ9HGGB\mchau
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2033 Base + Development	AM	ONE HOUR	07:45	09:15	15
D2	2033 Base + Development	PM	ONE HOUR	15:45	17:15	15
D3	2033 Base + Development	Saturday	ONE HOUR	11:45	13:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2033 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	A

Arms

Arms

Arm	Name	Description	Arm type
A	Wallis Avenue (East)		Major
B	Site Access		Minor
C	Wallis Avenue (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			30.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	33	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	506	0.092	0.233	0.147	0.333
B-C	647	0.099	0.251	-	-
C-B	591	0.229	0.229	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2033 Base + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	81	100.000
B		✓	43	100.000
C		✓	45	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	65	16
	B	43	0	0
	C	45	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	8.17	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	494	0.066	32	0.1	7.794	A
C-AB	0	1155	0.000	0	0.0	0.000	A
C-A	34			34			
A-B	49			49			
A-C	12			12			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	491	0.079	39	0.1	7.951	A
C-AB	0	1149	0.000	0	0.0	0.000	A
C-A	40			40			
A-B	58			58			
A-C	14			14			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	488	0.097	47	0.1	8.164	A
C-AB	0	1142	0.000	0	0.0	0.000	A
C-A	50			50			
A-B	72			72			
A-C	18			18			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	488	0.097	47	0.1	8.168	A
C-AB	0	1142	0.000	0	0.0	0.000	A
C-A	50			50			
A-B	72			72			
A-C	18			18			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	491	0.079	39	0.1	7.957	A
C-AB	0	1149	0.000	0	0.0	0.000	A
C-A	40			40			
A-B	58			58			
A-C	14			14			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	494	0.066	32	0.1	7.805	A
C-AB	0	1155	0.000	0	0.0	0.000	A
C-A	34			34			
A-B	49			49			
A-C	12			12			

2033 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2033 Base + Development	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	158	100.000
B		✓	112	100.000
C		✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	109	49
	B	112	0	0
	C	34	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	
	A	0	0	0	
	B	0	0	0	
	C	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	10.18	0.3	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	486	0.173	83	0.2	8.925	A
C-AB	0	1128	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	82			82			
A-C	37			37			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	482	0.209	100	0.3	9.426	A
C-AB	0	1118	0.000	0	0.0	0.000	A
C-A	31			31			
A-B	98			98			
A-C	44			44			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	477	0.259	123	0.3	10.163	B
C-AB	0	1103	0.000	0	0.0	0.000	A
C-A	37			37			
A-B	120			120			
A-C	54			54			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	477	0.259	123	0.3	10.181	B
C-AB	0	1103	0.000	0	0.0	0.000	A
C-A	37			37			
A-B	120			120			
A-C	54			54			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	482	0.209	101	0.3	9.451	A
C-AB	0	1118	0.000	0	0.0	0.000	A
C-A	31			31			
A-B	98			98			
A-C	44			44			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	486	0.173	85	0.2	8.970	A
C-AB	0	1128	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	82			82			
A-C	37			37			

2033 Base + Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2033 Base + Development	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	194	100.000
B		✓	158	100.000
C		✓	41	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	150
	B	158	0
	C	41	0

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A	B	C
From	A	0	0
	B	0	0
	C	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	12.04	0.6	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	483	0.246	118	0.3	9.811	A
C-AB	0	1116	0.000	0	0.0	0.000	A
C-A	31			31			
A-B	113			113			
A-C	33			33			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	479	0.297	142	0.4	10.662	B
C-AB	0	1103	0.000	0	0.0	0.000	A
C-A	37			37			
A-B	135			135			
A-C	40			40			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	473	0.368	173	0.6	11.993	B
C-AB	0	1085	0.000	0	0.0	0.000	A
C-A	45			45			
A-B	165			165			
A-C	48			48			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	473	0.368	174	0.6	12.041	B
C-AB	0	1085	0.000	0	0.0	0.000	A
C-A	45			45			
A-B	165			165			
A-C	48			48			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	479	0.297	143	0.4	10.725	B
C-AB	0	1103	0.000	0	0.0	0.000	A
C-A	37			37			
A-B	135			135			
A-C	40			40			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	483	0.246	119	0.3	9.900	A
C-AB	0	1116	0.000	0	0.0	0.000	A
C-A	31			31			
A-B	113			113			
A-C	33			33			

APPENDIX F – A6193 SIR ISAAC NEWTON WAY / MICHAEL FARADAY AVENUE PICADY OUTPUTS

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.1.1519		
© Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software:		
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: Sir Isaac Newton Way, Michael Faraday Ave ARCADY.j10

Path: D:\Cora IHT\Lidl Rochdale

Report generation date: 13/04/2026 16:35:50

»2026 Surveyed, AM
 »2026 Surveyed, PM
 »2026 Surveyed, Saturday
 »2028 Opening Year, AM
 »2028 Opening Year, PM
 »2028 Opening Year, Saturday
 »2033 Future Year, AM
 »2033 Future Year, PM
 »2033 Future Year, Saturday
 »2028 Opening Year + Development, AM
 »2028 Opening Year + Development, PM
 »2028 Opening Year + Development, Saturday
 »2033 Future Year + Development, AM
 »2033 Future Year + Development, PM
 »2033 Future Year + Development, Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Surveyed														
1 - Michael Faraday Avenue	D1	0.1	2.67	0.09	A	D2	0.1	2.96	0.07	A	D3	0.1	2.50	0.07	A
2 - A6193 Sir Isaac Newton Way (East)		0.7	3.03	0.39	A		1.0	3.59	0.49	A		0.4	2.48	0.27	A
3 - A6193 Sir Isaac Newton Way (West)		0.3	1.90	0.24	A		0.4	2.00	0.29	A		0.3	1.77	0.20	A
	2028 Opening Year														
1 - Michael Faraday Avenue	D4	0.1	2.70	0.09	A	D5	0.1	2.99	0.07	A	D6	0.1	2.52	0.07	A
2 - A6193 Sir Isaac Newton Way (East)		0.7	3.09	0.40	A		1.0	3.68	0.50	A		0.4	2.51	0.27	A
3 - A6193 Sir Isaac Newton Way (West)		0.3	1.92	0.25	A		0.4	2.02	0.29	A		0.3	1.78	0.21	A
	2033 Future Year														
1 - Michael Faraday Avenue	D7	0.1	2.75	0.09	A	D8	0.1	3.06	0.07	A	D9	0.1	2.55	0.07	A
2 - A6193 Sir Isaac Newton Way (East)		0.8	3.21	0.42	A		1.2	3.92	0.53	A		0.4	2.56	0.29	A
3 - A6193 Sir Isaac Newton Way (West)		0.4	1.96	0.26	A		0.5	2.07	0.31	A		0.3	1.80	0.22	A
	2028 Opening Year + Development														
1 - Michael Faraday Avenue	D10	0.1	2.77	0.12	A	D11	0.2	3.25	0.15	A	D12	0.2	2.83	0.18	A
2 - A6193 Sir Isaac Newton Way (East)		0.7	3.18	0.41	A		1.2	4.00	0.53	A		0.4	2.72	0.31	A
3 - A6193 Sir Isaac Newton Way (West)		0.4	1.97	0.26	A		0.5	2.12	0.31	A		0.3	1.89	0.24	A
	2033 Future Year + Development														
1 - Michael Faraday Avenue	D13	0.1	2.84	0.13	A	D14	0.2	3.34	0.16	A	D15	0.2	2.87	0.18	A
2 - A6193 Sir Isaac Newton Way (East)		0.8	3.32	0.44	A		1.3	4.28	0.56	A		0.5	2.79	0.32	A
3 - A6193 Sir Isaac Newton Way (West)		0.4	2.01	0.27	A		0.5	2.18	0.33	A		0.3	1.91	0.25	A

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

File summary

File Description

Title	A6193 Sir Isaac Newton Way / Michael Faraday Avenue
Location	Rochdale
Site number	
Date	13/04/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-DTQ9HGGB\mchau
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Surveyed	AM	ONE HOUR	07:45	09:15	15
D2	2026 Surveyed	PM	ONE HOUR	15:45	17:15	15
D3	2026 Surveyed	Saturday	ONE HOUR	11:45	13:15	15
D4	2028 Opening Year	AM	ONE HOUR	07:45	09:15	15
D5	2028 Opening Year	PM	ONE HOUR	15:45	17:15	15
D6	2028 Opening Year	Saturday	ONE HOUR	11:45	13:15	15
D7	2033 Future Year	AM	ONE HOUR	07:45	09:15	15
D8	2033 Future Year	PM	ONE HOUR	15:45	17:15	15
D9	2033 Future Year	Saturday	ONE HOUR	11:45	13:15	15
D10	2028 Opening Year + Development	AM	ONE HOUR	07:45	09:15	15
D11	2028 Opening Year + Development	PM	ONE HOUR	15:45	17:15	15
D12	2028 Opening Year + Development	Saturday	ONE HOUR	11:45	13:15	15
D13	2033 Future Year + Development	AM	ONE HOUR	07:45	09:15	15
D14	2033 Future Year + Development	PM	ONE HOUR	15:45	17:15	15
D15	2033 Future Year + Development	Saturday	ONE HOUR	11:45	13:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Michael Faraday Avenue		
2	A6193 Sir Isaac Newton Way (East)		
3	A6193 Sir Isaac Newton Way (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Michael Faraday Avenue	3.55	7.70	25.0	40.0	41.0	40.0		
2 - A6193 Sir Isaac Newton Way (East)	5.00	8.00	30.0	25.0	41.0	50.0		
3 - A6193 Sir Isaac Newton Way (West)	7.00	10.60	15.0	45.0	41.0	50.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Michael Faraday Avenue	0.672	1877
2 - A6193 Sir Isaac Newton Way (East)	0.696	2072
3 - A6193 Sir Isaac Newton Way (West)	0.810	2622

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Surveyed	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	117	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	717	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
1 - Michael Faraday Avenue		0	51	66
2 - A6193 Sir Isaac Newton Way (East)		48	0	669
3 - A6193 Sir Isaac Newton Way (West)		57	503	3

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
1 - Michael Faraday Avenue		0	2	2
2 - A6193 Sir Isaac Newton Way (East)		0	0	4
3 - A6193 Sir Isaac Newton Way (West)		0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.09	2.67	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.39	3.03	0.7	A
3 - A6193 Sir Isaac Newton Way (West)	0.24	1.90	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	88	380	1622	0.054	88	0.1	2.393	A
2 - A6193 Sir Isaac Newton Way (East)	540	52	2036	0.265	538	0.4	2.490	A
3 - A6193 Sir Isaac Newton Way (West)	424	36	2593	0.163	423	0.2	1.717	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	105	455	1572	0.067	105	0.1	2.502	A
2 - A6193 Sir Isaac Newton Way (East)	645	62	2029	0.318	644	0.5	2.696	A
3 - A6193 Sir Isaac Newton Way (West)	506	43	2587	0.196	506	0.3	1.790	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	129	557	1503	0.086	129	0.1	2.670	A
2 - A6193 Sir Isaac Newton Way (East)	789	76	2019	0.391	789	0.7	3.032	A
3 - A6193 Sir Isaac Newton Way (West)	620	53	2580	0.240	620	0.3	1.901	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	129	557	1503	0.086	129	0.1	2.671	A
2 - A6193 Sir Isaac Newton Way (East)	789	76	2019	0.391	789	0.7	3.035	A
3 - A6193 Sir Isaac Newton Way (West)	620	53	2580	0.240	620	0.3	1.901	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	105	455	1572	0.067	105	0.1	2.505	A
2 - A6193 Sir Isaac Newton Way (East)	645	62	2029	0.318	645	0.5	2.699	A
3 - A6193 Sir Isaac Newton Way (West)	506	43	2587	0.196	506	0.3	1.793	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	88	381	1621	0.054	88	0.1	2.394	A
2 - A6193 Sir Isaac Newton Way (East)	540	52	2036	0.265	540	0.4	2.496	A
3 - A6193 Sir Isaac Newton Way (West)	424	36	2593	0.163	424	0.2	1.720	A

2026 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Surveyed	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	84	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	909	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	667	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
From	1 - Michael Faraday Avenue	0	41	43
	2 - A6193 Sir Isaac Newton Way (East)	58	5	846
	3 - A6193 Sir Isaac Newton Way (West)	57	601	9

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
From	1 - Michael Faraday Avenue	0	21	0
	2 - A6193 Sir Isaac Newton Way (East)	2	0	3
	3 - A6193 Sir Isaac Newton Way (West)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.07	2.96	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.49	3.59	1.0	A
3 - A6193 Sir Isaac Newton Way (West)	0.29	2.00	0.4	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	63	462	1567	0.040	63	0.0	2.614	A
2 - A6193 Sir Isaac Newton Way (East)	684	39	2045	0.335	682	0.5	2.715	A
3 - A6193 Sir Isaac Newton Way (West)	502	47	2584	0.194	501	0.2	1.759	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	76	553	1506	0.050	75	0.1	2.748	A
2 - A6193 Sir Isaac Newton Way (East)	817	47	2040	0.401	816	0.7	3.027	A
3 - A6193 Sir Isaac Newton Way (West)	600	57	2576	0.233	599	0.3	1.852	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	92	677	1423	0.065	92	0.1	2.955	A
2 - A6193 Sir Isaac Newton Way (East)	1001	57	2032	0.492	1000	1.0	3.582	A
3 - A6193 Sir Isaac Newton Way (West)	734	69	2566	0.286	734	0.4	2.000	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	92	677	1423	0.065	92	0.1	2.956	A
2 - A6193 Sir Isaac Newton Way (East)	1001	57	2032	0.492	1001	1.0	3.590	A
3 - A6193 Sir Isaac Newton Way (West)	734	69	2566	0.286	734	0.4	2.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	76	553	1506	0.050	76	0.1	2.749	A
2 - A6193 Sir Isaac Newton Way (East)	817	47	2040	0.401	818	0.7	3.035	A
3 - A6193 Sir Isaac Newton Way (West)	600	57	2576	0.233	600	0.3	1.853	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	63	463	1566	0.040	63	0.0	2.618	A
2 - A6193 Sir Isaac Newton Way (East)	684	39	2045	0.335	685	0.5	2.727	A
3 - A6193 Sir Isaac Newton Way (West)	502	47	2584	0.194	502	0.2	1.762	A

2026 Surveyed, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Surveyed	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	96	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	490	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	479	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
From	1 - Michael Faraday Avenue	0	33	63
	2 - A6193 Sir Isaac Newton Way (East)	26	1	463
	3 - A6193 Sir Isaac Newton Way (West)	70	402	7

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
From	1 - Michael Faraday Avenue	0	6	0
	2 - A6193 Sir Isaac Newton Way (East)	4	0	2
	3 - A6193 Sir Isaac Newton Way (West)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.07	2.50	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.27	2.48	0.4	A
3 - A6193 Sir Isaac Newton Way (West)	0.20	1.77	0.3	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	72	308	1670	0.043	72	0.0	2.296	A
2 - A6193 Sir Isaac Newton Way (East)	369	53	2036	0.181	368	0.2	2.203	A
3 - A6193 Sir Isaac Newton Way (West)	361	20	2606	0.138	360	0.2	1.629	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	86	368	1630	0.053	86	0.1	2.378	A
2 - A6193 Sir Isaac Newton Way (East)	440	63	2029	0.217	440	0.3	2.314	A
3 - A6193 Sir Isaac Newton Way (West)	431	24	2603	0.165	430	0.2	1.684	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	106	451	1574	0.067	106	0.1	2.499	A
2 - A6193 Sir Isaac Newton Way (East)	540	77	2019	0.267	539	0.4	2.484	A
3 - A6193 Sir Isaac Newton Way (West)	527	30	2598	0.203	527	0.3	1.766	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	106	451	1574	0.067	106	0.1	2.499	A
2 - A6193 Sir Isaac Newton Way (East)	540	77	2019	0.267	539	0.4	2.484	A
3 - A6193 Sir Isaac Newton Way (West)	527	30	2598	0.203	527	0.3	1.766	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	86	369	1630	0.053	86	0.1	2.378	A
2 - A6193 Sir Isaac Newton Way (East)	440	63	2028	0.217	441	0.3	2.317	A
3 - A6193 Sir Isaac Newton Way (West)	431	24	2603	0.165	431	0.2	1.687	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	72	309	1670	0.043	72	0.0	2.299	A
2 - A6193 Sir Isaac Newton Way (East)	369	53	2036	0.181	369	0.2	2.207	A
3 - A6193 Sir Isaac Newton Way (West)	361	20	2606	0.138	361	0.2	1.632	A

2028 Opening Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028 Opening Year	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	120	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	735	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	577	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	52	68
	2 - A6193 Sir Isaac Newton Way (East)	49	0	686
	3 - A6193 Sir Isaac Newton Way (West)	58	516	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	2	2
	2 - A6193 Sir Isaac Newton Way (East)	0	0	4
	3 - A6193 Sir Isaac Newton Way (West)	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.09	2.70	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.40	3.09	0.7	A
3 - A6193 Sir Isaac Newton Way (West)	0.25	1.92	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	90	390	1615	0.056	90	0.1	2.407	A
2 - A6193 Sir Isaac Newton Way (East)	553	53	2035	0.272	552	0.4	2.515	A
3 - A6193 Sir Isaac Newton Way (West)	434	37	2593	0.168	434	0.2	1.726	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	108	466	1564	0.069	108	0.1	2.521	A
2 - A6193 Sir Isaac Newton Way (East)	661	64	2028	0.326	660	0.5	2.730	A
3 - A6193 Sir Isaac Newton Way (West)	519	44	2587	0.201	519	0.3	1.801	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	132	571	1494	0.088	132	0.1	2.696	A
2 - A6193 Sir Isaac Newton Way (East)	809	78	2018	0.401	808	0.7	3.086	A
3 - A6193 Sir Isaac Newton Way (West)	635	54	2579	0.246	635	0.3	1.917	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	132	571	1494	0.088	132	0.1	2.696	A
2 - A6193 Sir Isaac Newton Way (East)	809	78	2018	0.401	809	0.7	3.088	A
3 - A6193 Sir Isaac Newton Way (West)	635	54	2579	0.246	635	0.3	1.917	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	108	467	1564	0.069	108	0.1	2.523	A
2 - A6193 Sir Isaac Newton Way (East)	661	64	2028	0.326	662	0.5	2.733	A
3 - A6193 Sir Isaac Newton Way (West)	519	44	2587	0.201	519	0.3	1.805	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	90	391	1615	0.056	90	0.1	2.410	A
2 - A6193 Sir Isaac Newton Way (East)	553	53	2035	0.272	554	0.4	2.521	A
3 - A6193 Sir Isaac Newton Way (West)	434	37	2592	0.168	435	0.2	1.727	A

2028 Opening Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Opening Year	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	86	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	931	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	683	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	42	44
	2 - A6193 Sir Isaac Newton Way (East)	59	5	867
	3 - A6193 Sir Isaac Newton Way (West)	58	616	9

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	21	0
	2 - A6193 Sir Isaac Newton Way (East)	2	0	3
	3 - A6193 Sir Isaac Newton Way (West)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.07	2.99	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.50	3.68	1.0	A
3 - A6193 Sir Isaac Newton Way (West)	0.29	2.02	0.4	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	65	473	1559	0.042	65	0.0	2.630	A
2 - A6193 Sir Isaac Newton Way (East)	701	40	2045	0.343	699	0.5	2.748	A
3 - A6193 Sir Isaac Newton Way (West)	514	48	2583	0.199	513	0.3	1.770	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	77	566	1497	0.052	77	0.1	2.769	A
2 - A6193 Sir Isaac Newton Way (East)	837	48	2039	0.410	836	0.7	3.078	A
3 - A6193 Sir Isaac Newton Way (West)	614	57	2576	0.238	614	0.3	1.867	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	95	693	1412	0.067	95	0.1	2.985	A
2 - A6193 Sir Isaac Newton Way (East)	1025	58	2032	0.505	1024	1.0	3.671	A
3 - A6193 Sir Isaac Newton Way (West)	752	70	2565	0.293	752	0.4	2.020	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	95	694	1412	0.067	95	0.1	2.986	A
2 - A6193 Sir Isaac Newton Way (East)	1025	58	2032	0.505	1025	1.0	3.679	A
3 - A6193 Sir Isaac Newton Way (West)	752	70	2565	0.293	752	0.4	2.020	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	77	567	1497	0.052	77	0.1	2.770	A
2 - A6193 Sir Isaac Newton Way (East)	837	48	2039	0.410	838	0.7	3.090	A
3 - A6193 Sir Isaac Newton Way (West)	614	58	2576	0.238	614	0.3	1.868	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	65	475	1559	0.042	65	0.0	2.632	A
2 - A6193 Sir Isaac Newton Way (East)	701	40	2044	0.343	702	0.5	2.760	A
3 - A6193 Sir Isaac Newton Way (West)	514	48	2583	0.199	514	0.3	1.773	A

2028 Opening Year, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Opening Year	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	99	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	503	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	34	65
	2 - A6193 Sir Isaac Newton Way (East)	27	1	475
	3 - A6193 Sir Isaac Newton Way (West)	72	412	7

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	6	0
	2 - A6193 Sir Isaac Newton Way (East)	4	0	2
	3 - A6193 Sir Isaac Newton Way (West)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.07	2.52	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.27	2.51	0.4	A
3 - A6193 Sir Isaac Newton Way (West)	0.21	1.78	0.3	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	75	316	1665	0.045	74	0.0	2.307	A
2 - A6193 Sir Isaac Newton Way (East)	379	54	2035	0.186	378	0.2	2.217	A
3 - A6193 Sir Isaac Newton Way (West)	370	21	2605	0.142	369	0.2	1.636	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	89	377	1624	0.055	89	0.1	2.391	A
2 - A6193 Sir Isaac Newton Way (East)	452	65	2027	0.223	452	0.3	2.333	A
3 - A6193 Sir Isaac Newton Way (West)	441	25	2602	0.170	441	0.2	1.693	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	109	462	1567	0.070	109	0.1	2.517	A
2 - A6193 Sir Isaac Newton Way (East)	554	79	2017	0.275	553	0.4	2.511	A
3 - A6193 Sir Isaac Newton Way (West)	541	31	2597	0.208	540	0.3	1.778	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	109	462	1567	0.070	109	0.1	2.517	A
2 - A6193 Sir Isaac Newton Way (East)	554	79	2017	0.275	554	0.4	2.511	A
3 - A6193 Sir Isaac Newton Way (West)	541	31	2597	0.208	541	0.3	1.778	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	89	378	1624	0.055	89	0.1	2.392	A
2 - A6193 Sir Isaac Newton Way (East)	452	65	2027	0.223	453	0.3	2.336	A
3 - A6193 Sir Isaac Newton Way (West)	441	25	2602	0.170	442	0.2	1.693	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	75	316	1665	0.045	75	0.0	2.309	A
2 - A6193 Sir Isaac Newton Way (East)	379	54	2035	0.186	379	0.2	2.221	A
3 - A6193 Sir Isaac Newton Way (West)	370	21	2605	0.142	370	0.2	1.639	A

2033 Future Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2033 Future Year	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	126	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	776	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	609	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	55	71
	2 - A6193 Sir Isaac Newton Way (East)	52	0	724
	3 - A6193 Sir Isaac Newton Way (West)	62	544	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	2	2
	2 - A6193 Sir Isaac Newton Way (East)	0	0	4
	3 - A6193 Sir Isaac Newton Way (West)	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.09	2.75	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.42	3.21	0.8	A
3 - A6193 Sir Isaac Newton Way (West)	0.26	1.96	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	95	411	1601	0.059	95	0.1	2.436	A
2 - A6193 Sir Isaac Newton Way (East)	584	56	2034	0.287	583	0.4	2.571	A
3 - A6193 Sir Isaac Newton Way (West)	458	39	2591	0.177	458	0.2	1.747	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	113	492	1547	0.073	113	0.1	2.560	A
2 - A6193 Sir Isaac Newton Way (East)	698	66	2026	0.344	697	0.5	2.810	A
3 - A6193 Sir Isaac Newton Way (West)	547	47	2584	0.212	547	0.3	1.829	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	139	602	1473	0.094	139	0.1	2.751	A
2 - A6193 Sir Isaac Newton Way (East)	854	81	2016	0.424	854	0.8	3.212	A
3 - A6193 Sir Isaac Newton Way (West)	671	57	2576	0.260	670	0.4	1.956	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	139	602	1473	0.094	139	0.1	2.751	A
2 - A6193 Sir Isaac Newton Way (East)	854	81	2016	0.424	854	0.8	3.214	A
3 - A6193 Sir Isaac Newton Way (West)	671	57	2576	0.260	671	0.4	1.956	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	113	492	1547	0.073	113	0.1	2.563	A
2 - A6193 Sir Isaac Newton Way (East)	698	67	2026	0.344	698	0.5	2.816	A
3 - A6193 Sir Isaac Newton Way (West)	547	47	2584	0.212	548	0.3	1.832	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	95	412	1601	0.059	95	0.1	2.438	A
2 - A6193 Sir Isaac Newton Way (East)	584	56	2033	0.287	585	0.4	2.577	A
3 - A6193 Sir Isaac Newton Way (West)	458	39	2591	0.177	459	0.2	1.748	A

2033 Future Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2033 Future Year	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	91	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	984	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	723	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	44	47
	2 - A6193 Sir Isaac Newton Way (East)	63	5	916
	3 - A6193 Sir Isaac Newton Way (West)	62	651	10

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	21	0
	2 - A6193 Sir Isaac Newton Way (East)	2	0	3
	3 - A6193 Sir Isaac Newton Way (West)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.07	3.06	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.53	3.92	1.2	A
3 - A6193 Sir Isaac Newton Way (West)	0.31	2.07	0.5	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	69	500	1541	0.044	68	0.1	2.667	A
2 - A6193 Sir Isaac Newton Way (East)	741	43	2042	0.363	738	0.6	2.836	A
3 - A6193 Sir Isaac Newton Way (West)	544	51	2581	0.211	543	0.3	1.798	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	82	598	1475	0.055	82	0.1	2.819	A
2 - A6193 Sir Isaac Newton Way (East)	885	51	2037	0.434	884	0.8	3.212	A
3 - A6193 Sir Isaac Newton Way (West)	650	61	2573	0.253	650	0.3	1.904	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	100	733	1385	0.072	100	0.1	3.057	A
2 - A6193 Sir Isaac Newton Way (East)	1083	63	2029	0.534	1082	1.2	3.907	A
3 - A6193 Sir Isaac Newton Way (West)	796	75	2562	0.311	796	0.5	2.075	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	100	733	1385	0.072	100	0.1	3.058	A
2 - A6193 Sir Isaac Newton Way (East)	1083	63	2029	0.534	1083	1.2	3.919	A
3 - A6193 Sir Isaac Newton Way (West)	796	75	2562	0.311	796	0.5	2.075	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	82	599	1475	0.055	82	0.1	2.820	A
2 - A6193 Sir Isaac Newton Way (East)	885	51	2037	0.434	886	0.8	3.224	A
3 - A6193 Sir Isaac Newton Way (West)	650	61	2573	0.253	650	0.3	1.908	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	69	502	1540	0.044	69	0.1	2.669	A
2 - A6193 Sir Isaac Newton Way (East)	741	43	2042	0.363	742	0.6	2.851	A
3 - A6193 Sir Isaac Newton Way (West)	544	51	2581	0.211	545	0.3	1.799	A

2033 Future Year, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2033 Future Year	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	104	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	531	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	512	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
1 - Michael Faraday Avenue		0	36	68
2 - A6193 Sir Isaac Newton Way (East)		28	1	502
3 - A6193 Sir Isaac Newton Way (West)		76	436	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
1 - Michael Faraday Avenue		0	6	0
2 - A6193 Sir Isaac Newton Way (East)		4	0	2
3 - A6193 Sir Isaac Newton Way (West)		0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.07	2.55	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.29	2.56	0.4	A
3 - A6193 Sir Isaac Newton Way (West)	0.22	1.80	0.3	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	78	328	1657	0.047	78	0.1	2.325	A
2 - A6193 Sir Isaac Newton Way (East)	400	51	2037	0.196	399	0.2	2.243	A
3 - A6193 Sir Isaac Newton Way (West)	385	22	2605	0.148	385	0.2	1.648	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	93	393	1614	0.058	93	0.1	2.415	A
2 - A6193 Sir Isaac Newton Way (East)	477	61	2030	0.235	477	0.3	2.367	A
3 - A6193 Sir Isaac Newton Way (West)	460	26	2601	0.177	460	0.2	1.709	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	115	481	1554	0.074	114	0.1	2.549	A
2 - A6193 Sir Isaac Newton Way (East)	585	75	2020	0.289	584	0.4	2.559	A
3 - A6193 Sir Isaac Newton Way (West)	564	32	2596	0.217	563	0.3	1.800	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	115	481	1554	0.074	115	0.1	2.549	A
2 - A6193 Sir Isaac Newton Way (East)	585	75	2020	0.289	585	0.4	2.559	A
3 - A6193 Sir Isaac Newton Way (West)	564	32	2596	0.217	564	0.3	1.800	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	93	393	1613	0.058	94	0.1	2.417	A
2 - A6193 Sir Isaac Newton Way (East)	477	61	2030	0.235	478	0.3	2.368	A
3 - A6193 Sir Isaac Newton Way (West)	460	26	2601	0.177	461	0.2	1.712	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	78	329	1656	0.047	78	0.1	2.328	A
2 - A6193 Sir Isaac Newton Way (East)	400	51	2037	0.196	400	0.3	2.245	A
3 - A6193 Sir Isaac Newton Way (West)	385	22	2605	0.148	386	0.2	1.649	A

2028 Opening Year + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2028 Opening Year + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	163	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	753	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	597	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
From	1 - Michael Faraday Avenue	0	72	91
	2 - A6193 Sir Isaac Newton Way (East)	82	0	671
	3 - A6193 Sir Isaac Newton Way (West)	90	504	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
From	1 - Michael Faraday Avenue	0	2	2
	2 - A6193 Sir Isaac Newton Way (East)	0	0	4
	3 - A6193 Sir Isaac Newton Way (West)	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.12	2.77	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.41	3.18	0.7	A
3 - A6193 Sir Isaac Newton Way (West)	0.26	1.97	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	123	381	1622	0.076	122	0.1	2.449	A
2 - A6193 Sir Isaac Newton Way (East)	567	71	2023	0.280	565	0.4	2.555	A
3 - A6193 Sir Isaac Newton Way (West)	449	62	2572	0.175	449	0.2	1.751	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	147	456	1571	0.093	146	0.1	2.576	A
2 - A6193 Sir Isaac Newton Way (East)	677	84	2014	0.336	676	0.5	2.788	A
3 - A6193 Sir Isaac Newton Way (West)	537	74	2563	0.209	536	0.3	1.835	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	179	558	1503	0.119	179	0.1	2.774	A
2 - A6193 Sir Isaac Newton Way (East)	829	103	2000	0.414	828	0.7	3.179	A
3 - A6193 Sir Isaac Newton Way (West)	657	90	2549	0.258	657	0.4	1.966	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	179	558	1502	0.119	179	0.1	2.774	A
2 - A6193 Sir Isaac Newton Way (East)	829	103	2000	0.414	829	0.7	3.182	A
3 - A6193 Sir Isaac Newton Way (West)	657	90	2549	0.258	657	0.4	1.966	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	147	456	1571	0.093	147	0.1	2.579	A
2 - A6193 Sir Isaac Newton Way (East)	677	85	2013	0.336	678	0.5	2.794	A
3 - A6193 Sir Isaac Newton Way (West)	537	74	2563	0.209	537	0.3	1.839	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	123	382	1621	0.076	123	0.1	2.450	A
2 - A6193 Sir Isaac Newton Way (East)	567	71	2023	0.280	567	0.4	2.561	A
3 - A6193 Sir Isaac Newton Way (West)	449	62	2572	0.175	450	0.2	1.755	A

2028 Opening Year + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2028 Opening Year + Development	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	198	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	963	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	718	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	93	105
	2 - A6193 Sir Isaac Newton Way (East)	116	5	842
	3 - A6193 Sir Isaac Newton Way (West)	111	598	9

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	21	0
	2 - A6193 Sir Isaac Newton Way (East)	2	0	3
	3 - A6193 Sir Isaac Newton Way (West)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.15	3.25	0.2	A
2 - A6193 Sir Isaac Newton Way (East)	0.53	4.00	1.2	A
3 - A6193 Sir Isaac Newton Way (West)	0.31	2.12	0.5	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	149	460	1569	0.095	149	0.1	2.760	A
2 - A6193 Sir Isaac Newton Way (East)	725	86	2013	0.360	723	0.6	2.866	A
3 - A6193 Sir Isaac Newton Way (West)	541	91	2549	0.212	539	0.3	1.821	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	178	550	1508	0.118	178	0.1	2.946	A
2 - A6193 Sir Isaac Newton Way (East)	866	102	2001	0.433	865	0.8	3.258	A
3 - A6193 Sir Isaac Newton Way (West)	645	109	2534	0.255	645	0.3	1.937	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	218	673	1425	0.153	218	0.2	3.246	A
2 - A6193 Sir Isaac Newton Way (East)	1060	125	1985	0.534	1059	1.2	3.991	A
3 - A6193 Sir Isaac Newton Way (West)	791	133	2515	0.314	790	0.5	2.122	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	218	674	1425	0.153	218	0.2	3.247	A
2 - A6193 Sir Isaac Newton Way (East)	1060	126	1985	0.534	1060	1.2	4.004	A
3 - A6193 Sir Isaac Newton Way (West)	791	133	2514	0.314	791	0.5	2.122	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	178	551	1508	0.118	178	0.1	2.950	A
2 - A6193 Sir Isaac Newton Way (East)	866	103	2001	0.433	867	0.8	3.272	A
3 - A6193 Sir Isaac Newton Way (West)	645	109	2534	0.255	646	0.3	1.940	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	149	461	1568	0.095	149	0.1	2.764	A
2 - A6193 Sir Isaac Newton Way (East)	725	86	2013	0.360	726	0.6	2.879	A
3 - A6193 Sir Isaac Newton Way (West)	541	91	2548	0.212	541	0.3	1.825	A

2028 Opening Year + Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2028 Opening Year + Development	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	257	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	540	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	543	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
1 - Michael Faraday Avenue		0	101	156
2 - A6193 Sir Isaac Newton Way (East)		99	1	440
3 - A6193 Sir Isaac Newton Way (West)		149	387	7

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
1 - Michael Faraday Avenue		0	6	0
2 - A6193 Sir Isaac Newton Way (East)		4	0	2
3 - A6193 Sir Isaac Newton Way (West)		0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.18	2.83	0.2	A
2 - A6193 Sir Isaac Newton Way (East)	0.31	2.72	0.4	A
3 - A6193 Sir Isaac Newton Way (West)	0.24	1.89	0.3	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	193	297	1678	0.115	193	0.1	2.479	A
2 - A6193 Sir Isaac Newton Way (East)	407	122	1987	0.205	405	0.3	2.329	A
3 - A6193 Sir Isaac Newton Way (West)	409	75	2561	0.160	408	0.2	1.695	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	231	355	1639	0.141	231	0.2	2.614	A
2 - A6193 Sir Isaac Newton Way (East)	485	146	1970	0.246	485	0.3	2.481	A
3 - A6193 Sir Isaac Newton Way (West)	488	90	2550	0.191	488	0.2	1.770	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	283	435	1585	0.178	283	0.2	2.826	A
2 - A6193 Sir Isaac Newton Way (East)	595	179	1948	0.305	594	0.4	2.722	A
3 - A6193 Sir Isaac Newton Way (West)	598	110	2533	0.236	598	0.3	1.885	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	283	435	1585	0.178	283	0.2	2.826	A
2 - A6193 Sir Isaac Newton Way (East)	595	179	1947	0.305	595	0.4	2.723	A
3 - A6193 Sir Isaac Newton Way (West)	598	110	2533	0.236	598	0.3	1.885	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	231	355	1639	0.141	231	0.2	2.615	A
2 - A6193 Sir Isaac Newton Way (East)	485	147	1970	0.246	486	0.3	2.482	A
3 - A6193 Sir Isaac Newton Way (West)	488	90	2549	0.191	488	0.2	1.770	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	193	298	1678	0.115	194	0.1	2.482	A
2 - A6193 Sir Isaac Newton Way (East)	407	123	1987	0.205	407	0.3	2.332	A
3 - A6193 Sir Isaac Newton Way (West)	409	75	2561	0.160	409	0.2	1.695	A

2033 Future Year + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2033 Future Year + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	170	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	793	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	630	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
1 - Michael Faraday Avenue		0	75	95
2 - A6193 Sir Isaac Newton Way (East)		84	0	709
3 - A6193 Sir Isaac Newton Way (West)		94	533	3

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
1 - Michael Faraday Avenue		0	2	2
2 - A6193 Sir Isaac Newton Way (East)		0	0	4
3 - A6193 Sir Isaac Newton Way (West)		0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.13	2.84	0.1	A
2 - A6193 Sir Isaac Newton Way (East)	0.44	3.32	0.8	A
3 - A6193 Sir Isaac Newton Way (West)	0.27	2.01	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	128	403	1607	0.080	128	0.1	2.482	A
2 - A6193 Sir Isaac Newton Way (East)	597	74	2021	0.295	595	0.4	2.611	A
3 - A6193 Sir Isaac Newton Way (West)	474	63	2571	0.184	473	0.2	1.773	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	153	482	1554	0.098	153	0.1	2.620	A
2 - A6193 Sir Isaac Newton Way (East)	713	88	2011	0.354	712	0.6	2.869	A
3 - A6193 Sir Isaac Newton Way (West)	566	75	2561	0.221	566	0.3	1.864	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	187	590	1481	0.126	187	0.1	2.836	A
2 - A6193 Sir Isaac Newton Way (East)	873	108	1997	0.437	872	0.8	3.310	A
3 - A6193 Sir Isaac Newton Way (West)	694	92	2547	0.272	693	0.4	2.006	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	187	590	1481	0.126	187	0.1	2.837	A
2 - A6193 Sir Isaac Newton Way (East)	873	108	1997	0.437	873	0.8	3.315	A
3 - A6193 Sir Isaac Newton Way (West)	694	92	2547	0.272	694	0.4	2.007	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	153	482	1554	0.098	153	0.1	2.621	A
2 - A6193 Sir Isaac Newton Way (East)	713	88	2011	0.355	714	0.6	2.877	A
3 - A6193 Sir Isaac Newton Way (West)	566	76	2561	0.221	567	0.3	1.865	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	128	404	1606	0.080	128	0.1	2.485	A
2 - A6193 Sir Isaac Newton Way (East)	597	74	2021	0.295	598	0.4	2.621	A
3 - A6193 Sir Isaac Newton Way (West)	474	63	2571	0.184	475	0.2	1.774	A

2033 Future Year + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2033 Future Year + Development	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	203	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	1015	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	756	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	96	107
	2 - A6193 Sir Isaac Newton Way (East)	119	5	891
	3 - A6193 Sir Isaac Newton Way (West)	114	632	10

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
	1 - Michael Faraday Avenue	0	21	0
	2 - A6193 Sir Isaac Newton Way (East)	2	0	3
	3 - A6193 Sir Isaac Newton Way (West)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.16	3.34	0.2	A
2 - A6193 Sir Isaac Newton Way (East)	0.56	4.28	1.3	A
3 - A6193 Sir Isaac Newton Way (West)	0.33	2.18	0.5	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	153	486	1551	0.099	152	0.1	2.804	A
2 - A6193 Sir Isaac Newton Way (East)	764	88	2011	0.380	762	0.6	2.957	A
3 - A6193 Sir Isaac Newton Way (West)	569	93	2547	0.223	568	0.3	1.849	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	182	581	1487	0.123	182	0.2	3.005	A
2 - A6193 Sir Isaac Newton Way (East)	912	105	1999	0.456	912	0.9	3.401	A
3 - A6193 Sir Isaac Newton Way (West)	680	111	2532	0.268	679	0.4	1.975	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	224	712	1399	0.160	223	0.2	3.334	A
2 - A6193 Sir Isaac Newton Way (East)	1118	129	1983	0.564	1116	1.3	4.263	A
3 - A6193 Sir Isaac Newton Way (West)	832	136	2512	0.331	832	0.5	2.178	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	224	712	1399	0.160	224	0.2	3.335	A
2 - A6193 Sir Isaac Newton Way (East)	1118	129	1983	0.564	1118	1.3	4.280	A
3 - A6193 Sir Isaac Newton Way (West)	832	137	2512	0.331	832	0.5	2.179	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	182	582	1486	0.123	183	0.2	3.010	A
2 - A6193 Sir Isaac Newton Way (East)	912	105	1999	0.456	914	0.9	3.418	A
3 - A6193 Sir Isaac Newton Way (West)	680	112	2532	0.268	680	0.4	1.978	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	153	487	1550	0.099	153	0.1	2.809	A
2 - A6193 Sir Isaac Newton Way (East)	764	88	2011	0.380	765	0.6	2.974	A
3 - A6193 Sir Isaac Newton Way (West)	569	93	2547	0.224	569	0.3	1.853	A

2033 Future Year + Development, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2033 Future Year + Development	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Michael Faraday Avenue		✓	263	100.000
2 - A6193 Sir Isaac Newton Way (East)		✓	570	100.000
3 - A6193 Sir Isaac Newton Way (West)		✓	565	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
1 - Michael Faraday Avenue		0	103	160
2 - A6193 Sir Isaac Newton Way (East)		101	1	468
3 - A6193 Sir Isaac Newton Way (West)		154	411	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Michael Faraday Avenue	2 - A6193 Sir Isaac Newton Way (East)	3 - A6193 Sir Isaac Newton Way (West)
1 - Michael Faraday Avenue		0	6	0
2 - A6193 Sir Isaac Newton Way (East)		4	0	2
3 - A6193 Sir Isaac Newton Way (West)		0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Michael Faraday Avenue	0.18	2.87	0.2	A
2 - A6193 Sir Isaac Newton Way (East)	0.32	2.79	0.5	A
3 - A6193 Sir Isaac Newton Way (West)	0.25	1.91	0.3	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	198	310	1669	0.119	197	0.1	2.501	A
2 - A6193 Sir Isaac Newton Way (East)	429	120	1989	0.216	428	0.3	2.360	A
3 - A6193 Sir Isaac Newton Way (West)	425	77	2560	0.166	425	0.2	1.709	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	236	370	1629	0.145	236	0.2	2.643	A
2 - A6193 Sir Isaac Newton Way (East)	512	144	1972	0.260	512	0.4	2.523	A
3 - A6193 Sir Isaac Newton Way (West)	508	92	2548	0.199	508	0.3	1.789	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	290	453	1573	0.184	289	0.2	2.868	A
2 - A6193 Sir Isaac Newton Way (East)	628	176	1950	0.322	627	0.5	2.785	A
3 - A6193 Sir Isaac Newton Way (West)	622	112	2531	0.246	622	0.3	1.911	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	290	454	1573	0.184	290	0.2	2.868	A
2 - A6193 Sir Isaac Newton Way (East)	628	176	1950	0.322	628	0.5	2.786	A
3 - A6193 Sir Isaac Newton Way (West)	622	112	2531	0.246	622	0.3	1.911	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	236	371	1628	0.145	237	0.2	2.645	A
2 - A6193 Sir Isaac Newton Way (East)	512	144	1972	0.260	513	0.4	2.527	A
3 - A6193 Sir Isaac Newton Way (West)	508	92	2548	0.199	508	0.3	1.792	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Michael Faraday Avenue	198	310	1669	0.119	198	0.1	2.502	A
2 - A6193 Sir Isaac Newton Way (East)	429	121	1988	0.216	429	0.3	2.365	A
3 - A6193 Sir Isaac Newton Way (West)	425	77	2560	0.166	426	0.2	1.710	A

